

**Town of Westborough  
Road Management System  
Executive Summary  
FY13**

**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>
<b>0 - 3</b>			
5	Unacceptable	Unacceptable	Unacceptable
6	Unacceptable	Unacceptable	Unacceptable
0	Unacceptable	Unacceptable	Unacceptable
<b>3.1 - 4.0</b>			
5	Unacceptable	Unacceptable	Acceptable
6	Acceptable	Acceptable	Acceptable
0	Acceptable	Acceptable	Acceptable
<b>4.1 - 5.0</b>			
5	Acceptable	Acceptable	N/A
6	Good	Good	N/A
0	Good	Good	Very Good
<b>5.1 - 7.0</b>			
5	Good	Good	Excellent
6	Very Good	Very Good	Excellent
0	Very Good	Very Good	Excellent
<b>7.1 - 8.5</b>			
5	Very Good	Very Good	N/A
6	Very Good	Excellent	Excellent
0	Excellent	Excellent	Excellent
<b>8.6 - 10.0</b>			
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 follows<sup>1</sup>:

### **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:

<b><u>Type</u></b>	<b><u>2010 Miles</u></b>	<b><u>2011 Miles</u></b>	<b><u>Difference</u></b>
Local Gravel Roads	1.19	1.19	-
Local Stone Sealed Roads	39.90	39.90	-
Local Paved (Bituminous)	26.34	26.34	-
Urban Collector/Rural Minor Collector Stone Sealed	7.39	7.39	-
Urban Collector/Rural Minor Collector Paved	1.12	1.12	-
Urban Minor Collector/Rural Major Collector Stone Sealed	14.69	14.69	-
Urban Minor Collector/Rural Major Collector Paved	4.03	4.03	-

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<sup>1</sup> 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

The summary of surface types:

<u>Surface</u>	<u>2010 Miles</u>	<u>2011 Miles</u>	<u>Difference</u>
Gravel	1.19	1.19	-
Stone Sealed	61.98	61.98	-
Paved	31.49	31.49	-

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>Difference</u>
Unacceptable	5.40	6.34	0.94
Acceptable	7.87	4.06	(3.81)
Good	4.09	10.74	6.65
Very Good	26.64	22.70	(3.94)
Excellent	50.89	50.83	(0.05)

Overall, the Town’s roads improved slightly in 2011 with a rating of 7.05<sup>2</sup> compared to an overall rating of 7.01 in 2010. During 2011 the following roads were paved: Maynard Street (RR Bridge to Mohawk Drive); Mohawk Circle; Mohawk Drive; Belknap Street (Hopkinton Road to #24); Weld Street; Whitney Street; Folly Lane; Irving Street; South Street; Upton Road (to Mass Pike Bridge); and West Main Street (Nourse Street to Town Line).

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

## Five Year Plan

Using the analysis of town road conditions, life expectancy and current amounts budgeted the following roads are planned to be re-paved and/or stone-sealed based on the road's present road surface. Many of the roads listed below for FY13 were also listed to be done in FY12 but due to the unavailability of stone seal contractors, the Town paved roads that were on the list but did not undertake any stone seal replacement roads. The roads listed below in bold italics are planned to be paved during 2012, those not in bold italics will be stone sealed.

### FY13

#### ***Summer Street Extension***

Glen Street

#### ***Adams Street***

Gilmore Road

Washington Street

Walkup Drive

Baxter Street

Franklin Avenue

Gary Circle

Hopkinton Road

Mayberry Drive

Bowman Street

Juniper Circle

King Grant Road

Robinson Place

#### ***Water Street***

#### ***Willow Street***

#### ***Beach Street***

#### ***Beachmont Street***

Chestnut Street

#### ***Cottage Street***

Woodman Avenue

Breen Road

Bridle Lane

Park Street

Underwood Court

Valley Brook Road

Bellows Road

Bowman Lane

### FY14

Meadow Road

Gleason Street  
Cedar Street  
Heath Street  
John Street  
Kimball Road  
Ruggles Pond Road  
Smith Street  
Walker Street  
Baylor Avenue  
Canfield Street  
Endicott Street  
Old Flanders Road  
Denny Street  
Lee Ann Circle  
O'Neil Drive  
Ruggles Street  
West End Avenue  
West Street  
Forrest Lane  
High Street  
High Street Extension  
Holmes Street  
Main Street Rotary  
Rogers Road  
State Street  
Belknap Street  
Bickford Lane

FY15

Butterfield Drive  
Chamberlain Court  
Chauncy Circle  
Chauncy Street  
Cook Street  
Fisher Street  
Garfield Drive  
Kay Street  
Mill Road  
Oak Street  
Reed Avenue  
Rocklawn Road  
Roy Street  
Sleigh Lane  
Whippletree Lane

Byard Lane  
David Way  
Fisher Street  
Flanders Lane  
Flanders Road  
Grant Street

FY16

Haskell Street  
Long Drive  
Myrtle Street  
Sampson Drive  
Shepard Road  
Smith Parkway  
Spring Road  
Uhlman Drive  
Arch Street  
Fairview Circle Road  
Fairview Court  
Fairview Road  
Indian Pond Road  
Boardman Street  
Doherty Road  
Edmund Brigham Way  
Elm Street  
Fay Street  
Green Street  
Grove Street  
Lawton's Way  
Maple Avenue  
Mount Pleasant Street  
Orchard Street  
Parkman Street  
Pine Street  
Pinecrest Drive  
Spruce Street  
Stevens Road  
Storey Road

FY17

Wayside Road  
Weld Street  
Buckskin Drive



Carolyn Drive  
Deerslayer Lane  
Eric Drive  
Glen Street  
Harvey Lane  
Hundreds Road

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 \$1,077,033 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 \$812,143 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 \$158,201. Not funding road maintenance adequately will result in long-term road conditions being unacceptable and replacement cost of roads to be higher if the roads need to be completely reconstructed.
3. Whether the Town chooses to upgrade or widen roads will add to expense, but may be necessary based on heavier traffic, or road conditions or the availability of lower cost stone seal.

### **Summary**

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

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

## Road Management System Summary

### FY13

[illegible]

Road Management System Summary  
FY13

		Functional	Surface	Surface	Left Sidewalk	Right Sidewalk	Section	Year Paved or		Est		Tons for	Sq Yds for	Total	Annual Avg	If Paved,	If Paved,	If Paved,	
Street Name	From St - To St	Classification	Width	Type	Width	Width	Length	Surfaced	Total	Life	Sq Ft	this Section	this Section	Cost	Cost	Volume	Cost	Cost	Condition
WALKER STREET	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	0	18	5			0.320	5.50	5.50	6	30,413		3,379	5,914	986	568	65,298	5,441	Very Good
WALKER STREET		0	15	5			0.175	5.50	5.50	6	13,860		1,540	2,695	449	259	29,758	2,480	Excellent
WALKER STREET		0	15	2			0.155	5.50	5.50	6	12,276		1,364	2,387	398	229	26,357	2,196	Very Good
WARREN STREET	MOUNT PLEASANT STREET - BELKNAP STREET	0	19	5			1.045	5.50	5.50	6	104,834		11,648	20,384	3,397	1957	225,085	18,757	Very Good
BAYLOR AVENUE	CANFIELD STREET - ENDICOTT STREET	0	22	5			0.150	5.75	5.75	6	17,424		1,936	3,388	565	325	37,410	3,118	Very Good
CANFIELD STREET	LYMAN STREET - ENDICOTT STREET	0	24	5			0.080	5.75	5.75	6	10,138		1,126	1,971	329	189	21,766	1,814	Very Good
ENDICOTT STREET	BAYLOR AVENUE - DEAD END	0	22	5			0.160	5.75	5.75	6	18,586		2,065	3,614	602	347	39,904	3,325	Very Good
OLD FLANDERS ROAD	FLANDERS ROAD - FRUIT STREET	0	18	5			0.114	5.75	5.75	6	10,835		1,204	2,107	351	202	23,262	1,939	Very Good
OLD FLANDERS ROAD		0	16	5			0.226	5.75	5.75	6	19,092		2,121	3,712	619	356	40,993	3,416	Very Good
DENNY STREET	RUGGLES STREET - SOUTH STREET	0	17	6			0.180	6.00	6.00	12	16,157	302		34,689	2,891	302	34,689	2,891	Very Good
LEE ANN CIRCLE	SPRING ROAD - CUL_DE_SAC	0	30	6		5	0.130	6.00	6.00	12	20,592	384		44,212	3,684	384	44,212	3,684	Very Good
ONEIL DRIVE	WEST MAIN STREET - HARVEY LANE	0	26	5			0.389	6.00	6.00	6	53,402		5,934	10,384	1,731	997	114,657	9,555	Very Good
ONEIL DRIVE		0	19	5			0.121	6.00	6.00	6	12,139		1,349	2,360	393	227	26,062	2,172	Very Good
RUGGLES STREET	WEST MAIN STREET - UPTON TOWN LINE	0	28	5	4	6	0.530	6.00	6.00	6	78,355		8,706	15,236	2,539	1463	168,233	14,019	Very Good
RUGGLES STREET		0	21	5			1.360	6.00	6.00	6	150,797		16,755	29,322	4,887	2815	323,768	26,981	Very Good
RUGGLES STREET		0	21	6		4	0.100	6.00	6.00	12	11,088	207		23,806	1,984	207	23,806	1,984	Very Good
RUGGLES STREET		0	21	6			0.730	6.00	6.00	12	80,942	1511		173,787	14,482	1511	173,787	14,482	Very Good
WEST END AVENUE	ONEIL DRIVE - WEST MAIN STREET	0	29	5			0.210	6.00	6.00	6	32,155		3,573	6,252	1,042	600	69,039	5,753	Very Good
WEST STREET	FISHER STREET - WEST MAIN STREET	0	22	5		5	0.180	6.00	6.00	6	20,909		2,323	4,066	678	390	44,892	3,741	Very Good
WEST STREET		0	22	5	4	4	0.310	6.00	6.00	6	36,010		4,001	7,002	1,167	672	77,314	6,443	Very Good
BELKNAP STREET	WARREN STREET -	0	19	5			0.802	2011*	6.25	6	80,457		8,940	15,644	2,607	1502	172,744	14,395	Very Good
FORREST LANE	ROGERS ROAD - CUL_DE_SAC	0	20	6			0.090	6.25	6.25	12	9,504	177		20,406	1,700	177	20,406	1,700	Very Good
HIGH STREET	WATER STREET - EAST MAIN STREET	0	28	5		4	0.170	6.25	6.25	6	25,133		2,793	4,887	814	469	53,961	4,497	Very Good
HIGH STREET		0	28	5	5	5	0.110	6.25	6.25	6	16,262		1,807	3,162	527	304	34,916	2,910	Very Good
HIGH STREET EXTENSION	WATER STREET - SUMMER STREET EXTENSION	0	20	5			0.160	6.25	6.25	6	16,896		1,877	3,285	548	315	36,277	3,023	Very Good
HIGH STREET EXTENSION		0	20	5		4	0.040	6.25	6.25	6	4,224		469	821	137	79	9,069	756	Very Good
HOLMES STREET	STATE STREET - DEAD END	0	19	5		4	0.060	6.25	6.25	6	6,019		669	1,170	195	112	12,924	1,077	Very Good
HOLMES STREET	WATER STREET - DEAD END	0	18	5	5		0.050	6.25	6.25	6	4,752		528	924	154	89	10,203	850	Very Good
MAIN STREET ROTARY	MILK STREET - MILK STREET	5	18	6			0.040	6.25	6.25	12	3,802	71		8,162	680	71	8,162	680	Good
MAIN STREET ROTARY		5	18	6			0.010	6.25	6.25	12	950	18		2,041	170	18	2,041	170	Good
MAIN STREET ROTARY		5	18	6			0.030	6.25	6.25	12	2,851	53		6,122	510	53	6,122	510	Good
ROGERS ROAD	EAST MAIN STREET - DEAD END	0	26	6			0.300	6.25	6.25	12	41,184	769		88,424	7,369	769	88,424	7,369	Good
STATE STREET	HIGH STREET - EAST MAIN STREET	0	20	5	4	4	0.090	6.25	6.25	6	9,504		1,056	1,848	308	177	20,406	1,700	Good
STATE STREET		0	20	5			0.050	6.25	6.25	6	5,280		587	1,027	171	99	11,336	945	Good
UPTON ROAD	HOPKINTON ROAD - UPTON TOWN LINE	5	23	5			2.260	2011*	6.25	6	274,454		30,495	53,366	8,894	5124	589,267	49,106	Good
BICKFORD LANE	CHAUNCY CIRCLE - DEAD END	0	23	6			0.080	6.75	6.75	12	9,715	181		20,859	1,738	181	20,859	1,738	Very Good
BUTTERFIELD DRIVE	CONNECTOR ROAD - BUTTERFIELD DRIVE	0	26	6	5		0.466	6.75	6.75	12	63,972	1194		137,352	11,446	1194	137,352	11,446	Very Good
CHAMBERLAIN COURT	BUTTERFIELD DRIVE - Cul-de-sac	0	26	6		5	0.094	6.75	6.75	12	12,904	241		27,706	2,309	241	27,706	2,309	Very Good
CHAUNCY CIRCLE	CHAUNCY STREET - OAK STREET	0	19	5			0.200	6.75	6.75	6	20,064		2,229	3,901	650	375	43,078	3,590	Very Good
CHAUNCY STREET	LYMAN STREET - OAK STREET	0	18	5			0.510	6.75	6.75	6	48,470		5,386	9,425	1,571	905	104,068	8,672	Very Good
COOK STREET	RUGGLES STREET - LONG DRIVE	0	24	6		5	0.498	6.75	6.75	12	63,107	1178		135,493	11,291	1178	135,493	11,291	Very Good
FISHER STREET		6	20	5			1.239	6.75	6.75	6	130,838		14,538	25,441	4,240	2443	280,917	23,410	Very Good
GARFIELD DRIVE	RUGGLES STREET - CUL_DE_SAC	0	30	6		5	0.290	6.75	6.75	12	45,936	858		98,627	8,219	858	98,627	8,219	Very Good
KAY STREET	ADAMS STREET - WEST MAIN STREET	0	24	5	5	5	0.370	6.75	6.75	6	46,886		5,210	9,117	1,519	875	100,667	8,389	Very Good
MILL ROAD	FISHER STREET - WEST MAIN STREET	6	19	5			0.870	6.75	6.75	6	87,278		9,698	16,971	2,828	1629	187,391	15,616	Very Good
OAK STREET	CHAUNCY CIRCLE - MILK STREET	0	18	5			0.364	6.75	6.75	6	34,595		3,844	6,727	1,121	646	74,276	6,190	Very Good
REED AVENUE	LONG DRIVE - Cul-de-sac	0	24	6	5		0.176	6.75	6.75	12	22,303	416		47,885	3,990	416	47,885	3,990	Very Good
ROCKLAWN ROAD	BUTTERFIELD DRIVE - Cul-de-sac	0	26	6	5		0.166	6.75	6.75	12	22,788	425		48,928	4,077	425	48,928	4,077	Very Good
ROY STREET	REED AVENUE - Cul-de-sac	0	24	6	5		0.101	6.75	6.75	12	12,799	239		27,479	2,290	239	27,479	2,290	Very Good
SLEIGH LANE	GARFIELD DRIVE - CUL_DE_SAC	0	30	6	5		0.130	6.75	6.75	12	20,592	384		44,212	3,684	384	44,212	3,684	Very Good
WHIPPLETREE LANE	FISHER STREET - CUL_DE_SAC	0	30	6		5	0.100	6.75	6.75	12	15,840	296		34,009	2,834	296	34,009	2,834	Very Good
BYARD LANE	HASKELL STREET - BYARD LANE	0	24	5	6	6	0.590	7.00	7.00	6	74,765		8,307	14,538	2,423	1396	160,524	13,377	Very Good
DAVID WAY	BYARD LANE - HASKELL STREET	0	25	5	5	5	0.050	7.00	7.00	6	6,600		733	1,283	214	123	14,171	1,181	Very Good
FISHER STREET	ARCH STREET - MILK STREET	5	25	5		5	0.660	7.00	7.00	6	87,120		9,680	16,940	2,823	1627	187,051	15,588	Good

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FY13

		Functional	Surface	Surface	Left Sidewalk	Right Sidewalk	Section	Year Paved or		Est		Tons for	Sq Yds for	Total	Annual Avg	If Paved,	If Paved,	If Paved, Annual Avg	
Street Name	From St - To St	Classification	Width	Type	Width	Width	Length	Surfaced	Total	Life	Sq Ft	this Section	this Section	Cost	Cost	Volume	Cost	Cost	Condition
FISHER STREET		5	20	5			0.370		7.00	6	39,072		4,341	7,597	1,266	729	83,890	6,991	Good
FLANDERS LANE	FLANDERS ROAD - FLANDERS ROAD	0	14	5			0.170		7.00	6	12,566		1,396	2,443	407	235	26,981	2,248	Very Good
FLANDERS ROAD	EAST MAIN STREET - SOUTHBOROUGH TOWN LINE	5	25	5		5	0.300		7.00	6	39,600		4,400	7,700	1,283	739	85,023	7,085	Good
FLANDERS ROAD		5	22	5			2.440		7.00	6	283,430		31,492	55,111	9,185	5292	608,539	50,712	Good
FLANDERS ROAD		5	22	5			0.320		7.00	6	37,171		4,130	7,228	1,205	694	79,808	6,651	Good
GRANT STREET	WEST STREET - CHURCH STREET	0	26	5	4	4	0.080		7.00	6	10,982		1,220	2,135	356	205	23,580	1,965	Very Good
HASKELL STREET	EAST MAIN STREET - LYMAN STREET	0	19	5			0.890		7.00	6	89,285		9,921	17,361	2,893	1667	191,699	15,975	Very Good
LONG DRIVE	RUGGLES STREET - COOK STREET	0	24	6	5		0.583		7.00	12	73,878	1379		158,619	13,218	1379	158,619	13,218	Very Good
MYRTLE STREET	SCHOOL STREET - CHARLES STREET	0	24	5		4	0.190		7.00	6	24,077		2,675	4,682	780	450	51,694	4,308	Very Good
SAMPSON DRIVE	FLANDERS ROAD - FLANDERS ROAD	0	22	5			0.200		7.00	6	23,232		2,581	4,517	753	434	49,880	4,157	Very Good
SHEPHERD ROAD	EAST MAIN STREET - STEVENS ROAD	0	21	5			0.180		7.00	6	19,958		2,218	3,881	647	373	42,852	3,571	Very Good
SMITH PARKWAY	OTIS STREET - FISHER STREET	0	36	6			0.420		7.00	12	79,834	1490		171,407	14,284	1490	171,407	14,284	Very Good
SPRING ROAD	UPTON ROAD - HOPKINTON TOWN LINE	0	17	5			0.840		7.00	6	75,398		8,378	14,661	2,443	1408	161,884	13,490	Very Good
UHLMAN DRIVE	BYARD LANE - BYARD LANE	0	24	5	5	5	0.190		7.00	6	24,077		2,675	4,682	780	450	51,694	4,308	Very Good
ARCH STREET	GLEN STREET - FISHER STREET	6	19	5			0.870		7.25	6	87,278		9,698	16,971	2,828	1629	187,391	15,616	Excellent
FAIRVIEW CIRCLE ROAD	FAIRVIEW ROAD - CUL-DE-SAC	0	20	6			0.030		7.25	12	3,168	59		6,802	567	59	6,802	567	Excellent
FAIRVIEW COURT	MEADOW ROAD - FAIRVIEW ROAD	0	19	5			0.060		7.25	6	6,019		669	1,170	195	112	12,924	1,077	Excellent
FAIRVIEW ROAD	MILK STREET - FAIRVIEW CIRCLE ROAD	0	20	5			0.180		7.25	6	19,008		2,112	3,696	616	355	40,811	3,401	Excellent
INDIAN POND ROAD	MEADOW ROAD - Cul-de-sac	0	34	6	5		0.197		7.25	12	35,365	660		75,931	6,328	660	75,931	6,328	Excellent
BOARDMAN STREET	CHURCH STREET - MILK STREET	0	21	5	4	4	0.120		7.50	6	13,306		1,478	2,587	431	248	28,568	2,381	Very Good
DOHERTY ROAD	WALKER STREET - STOREY ROAD	0	22	5			0.090		7.50	6	10,454		1,162	2,033	339	195	22,446	1,871	Very Good
EDMUND BRIGHAM WAY	MOUNT PLEASANT STREET - Cul-de-sac	0	24	6	5		0.199		7.50	12	25,217	471		54,143	4,512	471	54,143	4,512	Very Good
ELM STREET	SPRUCE STREET - GREEN STREET	0	22	5	5	5	0.090		7.50	6	10,454		1,162	2,033	339	195	22,446	1,871	Very Good
ELM STREET		0	22	5		5	0.070		7.50	6	8,131		903	1,581	264	152	17,458	1,455	Very Good
FAY STREET	MILK STREET - CHURCH STREET	0	26	5	4	4	0.100		7.50	6	13,728		1,525	2,669	445	256	29,475	2,456	Very Good
GREEN STREET	BRIGHAM STREET - PINE STREET	0	25	5	5	5	0.080		7.50	6	10,560		1,173	2,053	342	197	22,673	1,889	Very Good
GROVE STREET	MILK STREET - CHURCH STREET	0	22	5	5	5	0.190		7.50	6	22,070		2,452	4,291	715	412	47,386	3,949	Very Good
LAWTON'S WAY	MILK STREET - CUL-DE-SAC	0	26	6		4	0.150		7.50	12	20,592	384		44,212	3,684	384	44,212	3,684	Very Good
MAPLE AVENUE	SOUTH STREET - DEAD END	0	20	5			0.070		7.50	6	7,392		821	1,437	240	138	15,871	1,323	Very Good
MOUNT PLEASANT STREET	SOUTH STREET - RUGGLES STREET	0	21	5			0.304		7.50	6	33,708		3,745	6,554	1,092	629	72,372	6,031	Very Good
MOUNT PLEASANT STREET		0	20	5			0.696		7.50	6	73,498		8,166	14,291	2,382	1372	157,803	13,150	Very Good
ORCHARD STREET	SPRING STREET - WATER STREET	0	26	5		4	0.080		7.50	6	10,982		1,220	2,135	356	205	23,580	1,965	Excellent
PARKMAN STREET	GROVE STREET - WEST MAIN STREET	0	22	5	5	5	0.120		7.50	6	13,939		1,549	2,710	452	260	29,928	2,494	Excellent
PINE STREET	GREEN STREET - ELM STREET	0	18	5			0.120		7.50	6	11,405		1,267	2,218	370	213	24,487	2,041	Excellent
PINECREST DRIVE	WEST MAIN STREET - PINECREST DRIVE	0	23	5	5	5	0.090		7.50	6	10,930		1,214	2,125	354	204	23,466	1,956	Excellent
PINECREST DRIVE		0	23	5		5	0.230		7.50	6	27,931		3,103	5,431	905	521	59,970	4,997	Excellent
SPRUCE STREET	COTTAGE STREET - ELM STREET	0	18	5	5	5	0.050		7.50	6	4,752		528	924	154	89	10,203	850	Excellent
STEVENS ROAD	LYMAN STREET - EAST MAIN STREET	0	23	5			0.300		7.50	6	36,432		4,048	7,084	1,181	680	78,221	6,518	Excellent
STOREY ROAD	EAST MAIN STREET - WALKER STREET	0	21	5			0.070		7.50	6	7,762		862	1,509	252	145	16,665	1,389	Excellent
WAYSIDE ROAD	RUGGLES STREET - RUGGLES STREET	0	30	6		5	0.880		7.50	12	139,392	2602		299,282	24,940	2602	299,282	24,940	Excellent
WEST MAIN STREET	ROTARY TO NOURSE STREET	5	39	6	8	10	0.090		7.50	12	18,533	346		39,791	3,316	346	39,791	3,316	Very Good
WEST MAIN STREET	ROTARY TO NOURSE STREET	5	48	6	8	10	0.080		7.50	12	20,275	379		43,532	3,628	379	43,532	3,628	Very Good
WEST MAIN STREET	ROTARY TO NOURSE STREET	5	48	6	4	4	0.043		7.50	12	10,898	203		23,398	1,950	203	23,398	1,950	Very Good
WEST MAIN STREET	ROTARY TO NOURSE STREET	5	26	6	4	4	0.260		7.50	12	35,693	666		76,634	6,386	666	76,634	6,386	Very Good
WEST MAIN STREET	ROTARY TO NOURSE STREET	5	26	6			0.440		7.50	12	60,403	1128		129,689	10,807	1128	129,689	10,807	Very Good
WEST MAIN STREET	ROTARY TO NOURSE STREET	6	32	6	4		0.287		7.50	12	48,492	905		104,114	8,676	905	104,114	8,676	Very Good
BUCKSKIN DRIVE	DEERSLAYER LANE - CUL-DE-SAC	0	30	6	5		0.140		7.75	12	22,176	414		47,613	3,968	414	47,613	3,968	Excellent
CAROLYN DRIVE	JASPER STREET EXTENSION - LINDA STREET	0	24	6	5	5	0.250		7.75	12	31,680	591		68,019	5,668	591	68,019	5,668	Excellent
DEERSLAYER LANE	RUGGLES STREET - MOUNT PLEASANT STREET	0	30	6		5	0.250		7.75	12	39,600	739		85,023	7,085	739	85,023	7,085	Excellent
ERIC DRIVE	HYDER STREET - ARCH STREET	0	24	6	5	5	0.050		7.75	12	6,336	118		13,604	1,134	118	13,604	1,134	Excellent
GLEN STREET	NOURSE ST TO NOURSE ST	0	16	5			0.340		7.75	6	28,723		3,191	5,585	931	536	61,670	5,139	Excellent
HARVEY LANE	ONEIL DRIVE - WEST END AVENUE	0	26	5			0.232		7.75	6	31,849		3,539	6,193	1,032	595	68,381	5,698	Excellent
HARVEY LANE		0	18	5			0.208		7.75	6	19,768		2,196	3,844	641	369	42,444	3,537	Excellent
HUNDREDS ROAD	LONGMEADOW ROAD - BOSTON WORCESTER TPK	0	24	6		8	0.223		7.75	12	28,259	528		60,673	5,056	528	60,673	5,056	Excellent

Road Management System Summary  
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		Functional	Surface	Surface	Left Sidewalk	Right Sidewalk	Section	Year Paved or				Tons for	Sq Yds for	Total	Annual Avg	If Paved,	If Paved,	If Paved,	
Street Name	From St - To St	Classification	Width	Type	Width	Width	Length	Surfaced	Total	Life	Sq Ft	this Section	this Section	Cost	Cost	Volume	Cost	Cost	Condition
HUNDREDS ROAD		0	24	6	5	5	0.197		7.75	12	24,964	466		53,599	4,467	466	53,599	4,467	Excellent
HUNDREDS ROAD		0	24	6		5	0.251		7.75	12	31,807	594		68,291	5,691	594	68,291	5,691	Excellent
HUNDREDS ROAD		0	24	6			0.179		7.75	12	22,683	423		48,701	4,058	423	48,701	4,058	Excellent
HYDER STREET	GLEN STREET - ARCH STREET	0	24	6	5	5	0.520		7.75	12	65,894	1230		141,479	11,790	1230	141,479	11,790	Excellent
JEFFERSON ROAD	HUNDREDS ROAD - DEAD END	0	24	6	5		0.110		7.75	12	13,939	260		29,928	2,494	260	29,928	2,494	Excellent
JENNINGS ROAD	HARVEY LANE - CHESTNUT STREET	0	23	5			0.220		7.75	6	26,717		2,969	5,195	866	499	57,362	4,780	Excellent
LINCOLN STREET	WINTER STREET - SPRING STREET	0	24	5		4	0.100		7.75	6	12,672		1,408	2,464	411	237	27,207	2,267	Excellent
LINDA STREET	HYDER STREET - JASPER STREET EXTENSION	0	24	6	5	5	0.470		7.75	12	59,558	1112		127,875	10,656	1112	127,875	10,656	Excellent
LONGMEADOW ROAD	FLANDERS ROAD - BOSTON WORCESTER TPK	0	23	6		8	0.490		7.75	12	59,506	1111		127,761	10,647	1111	127,761	10,647	Excellent
NOTTINGHAM STREET	HUNDREDS ROAD - LONGMEADOW ROAD	0	24	6			0.290		7.75	12	36,749	686		78,902	6,575	686	78,902	6,575	Excellent
PHYLMOR DRIVE	LACKEY STREET - CUL_DE_SAC	0	24	6	5		0.330		7.75	12	41,818	781		89,784	7,482	781	89,784	7,482	Excellent
PRIMROSE LANE	ADAMS STREET - Cul-de-sac	0	26	6		5	0.210		7.75	12	28,829	538		61,897	5,158	538	61,897	5,158	Excellent
RAYMOND STREET	ARCH STREET - HYDER STREET	0	25	6	5	5	0.050		7.75	12	6,600	123		14,171	1,181	123	14,171	1,181	Excellent
SHERBURN ROAD	JEFFERSON ROAD - HUNDREDS ROAD	0	24	6	5		0.170		7.75	12	21,542	402		46,253	3,854	402	46,253	3,854	Excellent
SPRING STREET	HIGH STREET - MILK STREET	0	26	5		5	0.220		7.75	6	30,202		3,356	5,873	979	564	64,844	5,404	Excellent
WINTER STREET	HIGH STREET - SUMMER STREET	0	20	5	4	4	0.080		7.75	6	8,448		939	1,643	274	158	18,138	1,512	Excellent
YORKSHIRE CIRCLE	LONGMEADOW ROAD - CUL_DE_SAC	0	24	6	5	5	0.110		7.75	12	13,939	260		29,928	2,494	260	29,928	2,494	Excellent
CROWNRISE ROAD	SPRING ROAD - SPRING ROAD	0	30	6		5	0.320		8.00	12	50,688	946		108,830	9,069	946	108,830	9,069	Excellent
DAVIS STREET	MILK STREET - NORTHBOROUGH TOWN LINE	6	17	5			0.053		8.00	6	4,757		529	925	154	89	10,214	851	Excellent
FOX LANE	CROWNRISE ROAD - CUL_DE_SAC	0	30	6		5	0.160		8.00	12	25,344	473		54,415	4,535	473	54,415	4,535	Excellent
HARRISON AVENUE	RUGGLES STREET - SCHOOL STREET	0	19	5	4	4	0.100		8.00	6	10,032		1,115	1,951	325	187	21,539	1,795	Excellent
MORSE STREET	HOPKINTON ROAD - WARREN STREET	0	18	5			0.790		8.00	6	75,082		8,342	14,599	2,433	1402	161,204	13,434	Excellent
NOURSE STREET	WEST MAIN STREET - GRAFTON TOWN LINE	5	28	5			2.380		8.00	6	351,859		39,095	68,417	11,403	6569	755,459	62,955	Excellent
ALPINE DRIVE	CRESTVIEW DRIVE - CUL_DE_SAC	0	24	5	4	4	0.080		8.25	6	10,138		1,126	1,971	329	189	21,766	1,814	Excellent
ARROWHEAD LANE	CHESTNUT STREET - Cul-de-sac	0	24	6		5	0.488		8.25	12	61,839	1155		132,772	11,064	1155	132,772	11,064	Excellent
ASSABET DRIVE	FISHER STREET - Cul-de-sac	0	24	6	5		0.192		8.25	12	24,330	454		52,238	4,353	454	52,238	4,353	Excellent
BAKER WAY	EAST MAIN STREET - DEAD END	0	18	5			0.030		8.25	6	2,851		317	554	92	53	6,122	510	Excellent
BENJAMIN DRIVE	JASPER STREET - WEST MAIN STREET	0	30	6		5	0.180		8.25	12	28,512	532		61,217	5,101	532	61,217	5,101	Excellent
BERTIS ADAMS WAY	GABLE RIDGE ROAD - WARREN STREET	0	30	6		5	0.367		8.25	12	58,133	1085		124,814	10,401	1085	124,814	10,401	Excellent
BIRCH DRIVE	OVERLOOK DRIVE - WHEELER ROAD	0	24	6	5	5	0.070		8.25	12	8,870	166		19,045	1,587	166	19,045	1,587	Excellent
BLAKE STREET	WEST MAIN STREET - WHITNEY STREET	0	20	5		4	0.180		8.25	6	19,008		2,112	3,696	616	355	40,811	3,401	Excellent
BLAKE STREET		0	20	5	4	4	0.110		8.25	6	11,616		1,291	2,259	376	217	24,940	2,078	Excellent
BRADY ROAD	EAST MAIN STREET - HILLCREST DRIVE	0	24	5	4	4	0.174		8.25	6	22,049		2,450	4,287	715	412	47,341	3,945	Excellent
BRADY ROAD	EAST MAIN STREET - HILLCREST DRIVE	0	24	5	4		0.016		8.25	6	2,028		225	394	66	38	4,353	363	Excellent
BRADY ROAD EXTENSION	BRADY ROAD - CUL_DE_SAC	0	26	5			0.131		8.25	6	17,984		1,998	3,497	583	336	38,612	3,218	Excellent
BRADY ROAD EXTENSION		0	26	5	4		0.059		8.25	6	8,100		900	1,575	262	151	17,390	1,449	Excellent
BREWER DRIVE	NOURSE STREET - NOURSE STREET	0	30	6	5		0.450		8.25	12	71,280	1331		153,042	12,753	1331	153,042	12,753	Excellent
BRICKYARD LANE	HASKELL STREET - THOMAS NEWTON DRIVE	0	30	6		5	0.280		8.25	12	44,352	828		95,226	7,935	828	95,226	7,935	Excellent
BROOK WAY	OLD NOURSE STREET - OLD NOURSE STREET	0	30	6			0.240		8.25	12	38,016	710		81,622	6,802	710	81,622	6,802	Excellent
CABOT CIRCLE	OLD COLONY DRIVE - CUL_DE_SAC	0	24	5	5	5	0.070		8.25	6	8,870		986	1,725	287	166	19,045	1,587	Excellent
CAPTAIN SAMUEL FORBUSH R	NOURSE STREET - CUL_DE_SAC	0	30	6	5		0.300		8.25	12	47,520	887		102,028	8,502	887	102,028	8,502	Excellent
CARROLL DRIVE	FRANCES DRIVE - Cul-de-sac	0	30	6	5		0.158		8.25	12	25,027	467		53,735	4,478	467	53,735	4,478	Excellent
CATIE DRIVE	BREWER DRIVE - CUL_DE_SAC	0	30	6			0.110		8.25	12	17,424	325		37,410	3,118	325	37,410	3,118	Excellent
CENTRAL STREET	WEST MAIN STREET - CROSS STREET	0	21	5	5	5	0.110		8.25	6	12,197		1,355	2,372	395	228	26,187	2,182	Excellent
CHARLES STREET	RUGGLES STREET - WEST MAIN STREET	0	21	5	4	4	0.200		8.25	6	22,176		2,464	4,312	719	414	47,613	3,968	Excellent
CHARLES STREET		0	21	5	4		0.070		8.25	6	7,762		862	1,509	252	145	16,665	1,389	Excellent
CHURCH STREET	WEST MAIN STREET - MILK STREET	6	29	5	5	6	0.470		8.25	6	71,966		7,996	13,993	2,332	1344	154,515	12,876	Excellent
COPPERBEECH CIRCLE	OLDE HICKORY PATH - Cul-de-sac	0	26	6	5		0.117		8.25	12	16,062	300		34,485	2,874	300	34,485	2,874	Excellent
CRESTVIEW DRIVE	HILLCREST DRIVE - LYONS STREET	0	23	5	4	4	0.140		8.25	6	17,002		1,889	3,306	551	317	36,503	3,042	Excellent
CRESTVIEW DRIVE		0	23	5	4	4	0.200		8.25	6	24,288		2,699	4,723	787	453	52,148	4,346	Excellent
CROSS STREET	CHARLES STREET - SOUTH STREET	0	22	5	3	4	0.120		8.25	6	13,939		1,549	2,710	452	260	29,928	2,494	Excellent
CROSS STREET		0	20	5	3	4	0.080		8.25	6	8,448		939	1,643	274	158	18,138	1,512	Excellent
CROSS STREET		0	20	5	3	4	0.050		8.25	6	5,280		587	1,027	171	99	11,336	945	Excellent
CROSSMAN AVENUE	UPTON ROAD - PHYLMOR DRIVE	0	24	5		5	0.040		8.25	6	5,069		563	986	164	95	10,883	907	Excellent

Road Management System Summary  
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					Left	Right		Year												
		Functional	Surface	Surface	Sidewalk	Sidewalk	Section	Paved or		Est		Tons for	Sq Yds for	Total	Annual Avg	If Paved,	If Paved,	Annual Avg		
Street Name	From St - To St	Classification	Width	Type	Width	Width	Length	Surfaced	Total	Life	Sq Ft	this Section	this Section	Cost	Cost	Volume	Cost	Cost	Condition	
DANE WAY	OLD COLONY DRIVE - WESTMINSTER WAY	0	24	5	5	5	0.040		8.25	6	5,069		563	986	164	95	10,883	907	Excellent	
EDGEWOOD ROAD	WAYSIDE ROAD - CUL_DE_SAC	0	30	6		5	0.110		8.25	12	17,424	325		37,410	3,118	325	37,410	3,118	Excellent	
EDWARD DUNN WAY	ASSABET DRIVE - Cul-de-sac	0	24	6	5		0.180		8.25	12	22,810	426		48,973	4,081	426	48,973	4,081	Excellent	
ELIZABETH DRIVE	BREWER DRIVE - CUL_DE_SAC	0	30	6	5		0.090		8.25	12	14,256	266		30,608	2,551	266	30,608	2,551	Excellent	
FORBES STREET	RUGGLES STREET - SOUTH STREET	0	24	5	4	4	0.200		8.25	6	25,344		2,816	4,928	821	473	54,415	4,535	Excellent	
FRANCES DRIVE	KENDALL DRIVE -	0	30	6	5		0.201		8.25	12	31,838	594		68,359	5,697	594	68,359	5,697	Excellent	
FRUIT STREET	HOPKINTON TOWN LINE - FLANDERS ROAD	0	30	5		5	0.149		8.25	6	23,602		2,622	4,589	765	441	50,674	4,223	Excellent	
GABLE RIDGE ROAD	WARREN STREET - BERTIS ADAMS WAY	0	30	6	5		0.253		8.25	12	40,075	748		86,043	7,170	748	86,043	7,170	Excellent	
GALE MEADOW WAY	WACHUSETT VIEW DRIVE - CUL_DE_SAC	0	30	6		5	0.090		8.25	12	14,256	266		30,608	2,551	266	30,608	2,551	Excellent	
GRANGER ROAD	EAST MAIN STREET - DEAD END	0	21	5			0.119		8.25	6	13,195		1,466	2,566	428	246	28,330	2,361	Excellent	
GRANGER ROAD		0	14	2			0.051		8.25	6	3,770		419	733	122	70	8,094	675	Excellent	
GRINDSTONE COURT	PICCADILLY WAY - Cul-de-sac	0	24	6	5		0.144		8.25	12	18,248	341		39,179	3,265	341	39,179	3,265	Excellent	
HERON WAY	ARROWHEAD LANE - OLD COLONY DRIVE	0	12	6			0.089		8.25	12	5,639	105		12,107	1,009	105	12,107	1,009	Excellent	
HEYWOOD DRIVE	WEST MAIN STREET - CUL_DE_SAC	0	30	6	5		0.150		8.25	12	23,760	444		51,014	4,251	444	51,014	4,251	Excellent	
HILLCREST DRIVE	EAST MAIN STREET - CRESTVIEW DRIVE	0	24	5	4	4	0.220		8.25	6	27,878		3,098	5,421	903	520	59,856	4,988	Excellent	
JACOB AMSDEN ROAD	THOMAS NEWTON DRIVE - EAST MAIN STREET	0	30	6		5	0.480		8.25	12	76,032	1420		163,245	13,604	1420	163,245	13,604	Excellent	
JANLYN CIRCLE	WATER STREET - CUL_DE_SAC	0	30	6			0.060		8.25	12	9,504	177		20,406	1,700	177	20,406	1,700	Excellent	
JASPER STREET	WEST MAIN STREET - NOURSE STREET	0	18	5			0.450		8.25	6	42,768		4,752	8,316	1,386	798	91,825	7,652	Excellent	
JASPER STREET EXTENSION	LINDA STREET - GLEN STREET	0	24	6			0.130		8.25	12	16,474	308		35,370	2,947	308	35,370	2,947	Excellent	
JOANNE DRIVE	ELI WHITNEY STREET - OVERLOOK DRIVE	0	24	6	5	5	0.180		8.25	12	22,810	426		48,973	4,081	426	48,973	4,081	Excellent	
JOHN PRATT CIRCLE	SAMUEL HARRINGTON ROAD - CUL_DE_SAC	0	26	6		5	0.120		8.25	12	16,474	308		35,370	2,947	308	35,370	2,947	Excellent	
LACKEY STREET	SPRING ROAD - PHYLMOR DRIVE	0	23	5			0.479		8.25	6	58,170		6,463	11,311	1,885	1086	124,893	10,408	Excellent	
LACKEY STREET		0	16	5			0.321		8.25	6	27,118		3,013	5,273	879	506	58,224	4,852	Excellent	
LONGFELLOW ROAD	WAYSIDE ROAD - CUL_DE_SAC	0	30	6		5	0.110		8.25	12	17,424	325		37,410	3,118	325	37,410	3,118	Excellent	
LYDIAS PATH	MAYNARD STREET - Cul-de-sac	0	24	6		5	0.116		8.25	12	14,700	274		31,561	2,630	274	31,561	2,630	Excellent	
LYMAN STREET	EAST MAIN STREET - NORTHBOROUGH TOWN LINE	6	30	5			1.480		8.25	6	234,432		26,048	45,584	7,597	4377	503,337	41,945	Excellent	
LYMAN STREET		6	30	5	4		0.410		8.25	6	64,944		7,216	12,628	2,105	1213	139,438	11,620	Excellent	
LYONS STREET	EAST MAIN STREET - COMPUTER DRIVE	6	18	5			0.180		8.25	6	17,107		1,901	3,326	554	319	36,730	3,061	Excellent	
MARY LOU CIRCLE	MATHIEU DRIVE - CUL_DE_SAC	0	30	6	5		0.070		8.25	12	11,088	207		23,806	1,984	207	23,806	1,984	Excellent	
MATHIEU DRIVE	OLD NOURSE STREET - ANDREWS STREET	0	30	6	5		0.310		8.25	12	49,104	917		105,429	8,786	917	105,429	8,786	Excellent	
MAYNARD STREET	MILK STREET - FISHER STREET	0	19	5			0.590	2011*	8.25	6	59,189		6,577	11,509	1,918	1105	127,081	10,590	Excellent	
MCTAGGART STREET	HEYWOOD DRIVE - CAPTAIN SAMUEL FORBUSH RD	0	30	6	5		0.230		8.25	12	36,432	680		78,221	6,518	680	78,221	6,518	Excellent	
NICHOLS TERRACE	FISHER STREET - Cul-de-sac	0	30	6		5	0.172		8.25	12	27,245	509		58,496	4,875	509	58,496	4,875	Excellent	
OLD COLONY DRIVE	WEST MAIN STREET - CUL_DE_SAC	0	24	5	4	4	0.570		8.25	6	72,230		8,026	14,045	2,341	1349	155,082	12,924	Excellent	
OLD NOURSE STREET	NOURSE STREET - NOURSE STREET	0	22	5			0.550		8.25	6	63,888		7,099	12,423	2,070	1193	137,171	11,431	Excellent	
OLDE CONNECTICUT PATH	BERTIS ADAMS WAY - Cul-de-sac	0	30	6		5	0.106		8.25	12	16,790	313		36,050	3,004	313	36,050	3,004	Excellent	
OLDE HICKORY PATH	NOURSE STREET - Dead end	0	28	6		5	0.475		8.25	12	70,224	1311		150,774	12,565	1311	150,774	12,565	Excellent	
OLDE STONEBRIDGE PATH	NOURSE STREET - CUL_DE_SAC	0	30	6		5	0.140		8.25	12	22,176	414		47,613	3,968	414	47,613	3,968	Excellent	
OVERLOOK DRIVE	ELI WHITNEY STREET - WEST MAIN STREET	0	24	6	5	5	0.490		8.25	12	62,093	1159		133,316	11,110	1159	133,316	11,110	Excellent	
PHILLIPS STREET	CHURCH STREET - SUMMER STREET	0	31	5	4	4	0.112		8.25	6	18,332		2,037	3,565	594	342	39,360	3,280	Excellent	
PHILLIPS STREET		0	31	5	4	4	0.108		8.25	6	17,677		1,964	3,437	573	330	37,954	3,163	Excellent	
PICCADILLY WAY	MORSE STREET - MORSE STREET	0	24	6	5		0.950		8.25	12	120,384	2248		258,470	21,539	2248	258,470	21,539	Excellent	
PROSPECT STREET	EAST MAIN STREET - STATE STREET	0	14	5			0.050		8.25	6	3,696		411	719	120	69	7,935	661	Excellent	
PROSPECT STREET		0	21	5			0.050		8.25	6	5,544		616	1,078	180	104	11,903	992	Excellent	
QUAIL HOLLOW	BROOK WAY - CUL_DE_SAC	0	30	6		5	0.100		8.25	12	15,840	296		34,009	2,834	296	34,009	2,834	Excellent	
SAMUEL HARRINGTON ROAD	JACOB AMSDEN ROAD - SAMUEL HARRINGTON RD	0	26	6			0.500		8.25	12	68,640	1282		147,374	12,281	1282	147,374	12,281	Excellent	
SANDRA POND ROAD	BOWMAN STREET - THOMAS RICE LANE	0	24	6			0.080		8.25	12	10,138	189		21,766	1,814	189	21,766	1,814	Excellent	
SAWMILL DRIVE	PICCADILLY WAY - Cul-de-sac	0	24	6	5		0.143		8.25	12	18,121	338		38,907	3,242	338	38,907	3,242	Excellent	
SCHOOL STREET	SOUTH STREET - WEST MAIN STREET	6	28	5	3	5	0.330		8.25	6	48,787		5,421	9,486	1,581	911	104,749	8,729	Excellent	
STONE HILL ROAD	WOODCREST ROAD - CUL_DE_SAC	0	30	6		5	0.110		8.25	12	17,424	325		37,410	3,118	325	37,410	3,118	Excellent	
STRATTON DRIVE	LACKEY STREET - CUL_DE_SAC	0	30	6			0.120		8.25	12	19,008	355		40,811	3,401	355	40,811	3,401	Excellent	
SUMMER STREET	MILK STREET - Dead end	0	21	5		5	0.130		8.25	6	14,414		1,602	2,803	467	269	30,948	2,579	Excellent	
SUMMER STREET		0	27	5	5	5	0.110		8.25	6	15,682		1,742	3,049	508	293	33,669	2,806	Excellent	
SUMMER STREET		0	27	5	5	5	0.120		8.25	6	17,107		1,901	3,326	554	319	36,730	3,061	Excellent	

Road Management System Summary  
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		Functional	Surface	Surface	Left Sidewalk	Right Sidewalk	Section	Year Paved or				Tons for	Sq Yds for	Total	Annual Avg	If Paved,	If Paved,	If Paved,		
Street Name	From St - To St	Classification	Width	Type	Width	Width	Length	Surfaced	Total	Life	Sq Ft	this Section	this Section	Cost	Cost	Volume	Cost	Cost	Condition	
THISTLE HILL LANE	Dead end - OLDE HICKORY PATH	0	24	6			0.044	8.25	12	5,576	104			11,971	998	104	11,971	998	Excellent	
THOMAS NEWTON DRIVE	EAST MAIN STREET - DEAD END	0	30	6			0.740	8.25	12	117,216	2188			251,669	20,972	2188	251,669	20,972	Excellent	
THOMAS RICE LANE	CUL_DE_SAC - CUL_DE_SAC	0	24	6			0.160	8.25	12	20,275	379			43,532	3,628	379	43,532	3,628	Excellent	
UNION STREET	EAST MAIN STREET - Dead end	0	37	5	4		0.179	8.25	6	34,969			3,885	6,800	1,133	653	75,081	6,257	Excellent	
WACHUSETT VIEW DRIVE	HASKELL STREET - BRICKYARD LANE	0	30	6			0.550	8.25	12	87,120	1627			187,051	15,588	1627	187,051	15,588	Excellent	
WARBURTON DRIVE	EAST MAIN STREET - EAST MAIN STREET	0	23	5			0.160	8.25	6	19,430			2,159	3,778	630	363	41,718	3,477	Excellent	
WARD LANE	WEST MAIN STREET - DEAD END	0	24	5	5	5	0.250	8.25	6	31,680			3,520	6,160	1,027	591	68,019	5,668	Excellent	
WESTMINSTER WAY	WARD LANE - DEAD END	0	24	5	5	5	0.310	8.25	6	39,283			4,365	7,638	1,273	733	84,343	7,029	Excellent	
WOODCREST ROAD	WAYSIDE ROAD - WAYSIDE ROAD	0	30	6			0.280	8.25	12	44,352	828			95,226	7,935	828	95,226	7,935	Excellent	
ELI WHITNEY STREET	RUGGLES STREET - WEST MAIN STREET	0	27	6			0.423	8.50	12	60,303	1126			129,473	10,789	1126	129,473	10,789	Excellent	
ELI WHITNEY STREET		0	27	5			0.210	8.50	6	29,938			3,326	5,821	970	559	64,278	5,356	Excellent	
ELI WHITNEY STREET		0	27	5			0.097	8.50	6	13,828			1,536	2,689	448	258	29,690	2,474	Excellent	
HADLEY LANE	MAPLE CIRCLE - CUL_DE_SAC	0	25	5			0.120	8.50	6	15,840			1,760	3,080	513	296	34,009	2,834	Excellent	
JACKSTRAW ROAD	OLDE COACH ROAD - CUL_DE_SAC	0	24	6		5	0.120	8.50	12	15,206	284			32,649	2,721	284	32,649	2,721	Excellent	
KENDALL DRIVE	WEST MAIN STREET - WEST MAIN STREET	0	24	6		5	0.371	8.50	12	47,013	878			100,940	8,412	878	100,940	8,412	Excellent	
MAPLE CIRCLE	MILK STREET - MILK STREET	0	21	5			0.200	8.50	6	22,176			2,464	4,312	719	414	47,613	3,968	Excellent	
NAUSET AVENUE	MILK STREET - NIPMUCK DRIVE	0	28	6	5		0.108	8.50	12	15,967	298			34,281	2,857	298	34,281	2,857	Excellent	
NIPMUCK DRIVE	MILK STREET - Cul-de-sac	0	30	6			0.409	8.50	12	64,786	1210			139,098	11,591	1210	139,098	11,591	Excellent	
OLDE COACH ROAD	BOWMAN STREET - BOWMAN LANE	0	25	5	5		0.249	8.50	6	32,868			3,652	6,391	1,065	614	70,569	5,881	Excellent	
OLDE COACH ROAD		0	25	5			0.081	8.50	6	10,692			1,188	2,079	347	200	22,956	1,913	Excellent	
OLDE MEETING HOUSE ROAD	REV THOMAS HOOKER ROAD - CUL_DE_SAC	0	24	6			0.290	8.50	12	36,749	686			78,902	6,575	686	78,902	6,575	Excellent	
REV THOMAS HOOKER ROAD	BOWMAN LANE - OLDE MEETING HOUSE ROAD	0	24	6			0.280	8.50	12	35,482	662			76,181	6,348	662	76,181	6,348	Excellent	
ROBIN CIRCLE	ROBIN LANE - DEAD END	0	24	5	4	4	0.080	8.50	6	10,138			1,126	1,971	329	189	21,766	1,814	Excellent	
ANDREWS STREET	OLD NOURSE STREET - DEAD END	0	22	5			0.304	8.75	6	35,313			3,924	6,866	1,144	659	75,818	6,318	Excellent	
ANDREWS STREET		0	13	5			0.306	8.75	6	21,004			2,334	4,084	681	392	45,096	3,758	Excellent	
APPLESEED DRIVE	ADAMS STREET - Cul-de-sac	0	30	6	5		0.399	8.75	12	63,202	1180			135,697	11,308	1180	135,697	11,308	Excellent	
CIDER CIRCLE	APPLESEED DRIVE - Dead end	0	15	6	5		0.012	8.75	12	950	18			2,041	170	18	2,041	170	Excellent	
CIDER CIRCLE		0	15	6	5		0.014	8.75	12	1,109	21			2,381	198	21	2,381	198	Excellent	
COLONIAL DRIVE	EAST MAIN STREET - DEAD END	0	30	6	5		0.110	8.75	12	17,424	325			37,410	3,118	325	37,410	3,118	Excellent	
EDEN CIRCLE	APPLESEED DRIVE - Dead end	0	15	6		5	0.026	8.75	12	2,059	38			4,421	368	38	4,421	368	Excellent	
HARVEST WAY	NASH STREET - Cul-de-sac	0	30	6		5	0.202	8.75	12	31,997	597			68,699	5,725	597	68,699	5,725	Excellent	
ISSAC MILLER ROAD	ADAMS STREET - CUL_DE_SAC	0	20	5			0.270	8.75	6	28,512			3,168	5,544	924	532	61,217	5,101	Excellent	
NASH STREET	ADAMS STREET - DEAD END	0	20	2			0.510	8.75	6	53,856			5,984	10,472	1,745	1005	115,632	9,636	Excellent	
OTIS STREET	FISHER STREET - NORTHBOROUGH TOWN LINE	6	23	5			0.040	8.75	6	4,858			540	945	157	91	10,430	869	Excellent	
OTIS STREET		5	23	5			0.634	8.75	6	76,993			8,555	14,971	2,495	1437	165,308	13,776	Excellent	
OTIS STREET		5	17	5			0.525	8.75	6	47,124			5,236	9,163	1,527	880	101,178	8,431	Excellent	
OTIS STREET		6	16	5			0.080	8.75	6	6,758			751	1,314	219	126	14,511	1,209	Excellent	
EAST MAIN STREET	MAIN STREET ROTARY - SOUTHBORO TOWN LINE	5	40	6			1.340	2008	9.00	12	283,008	5284		607,632	50,636	5284	607,632	50,636	Excellent	
EAST MAIN STREET		5	40	6		6	0.620	2008	9.00	12	130,944	2445		281,143	23,429	2445	281,143	23,429	Excellent	
EAST MAIN STREET		5	30	6	6	6	0.600	2008	9.00	12	95,040	1774		204,056	17,005	1774	204,056	17,005	Excellent	
FAY MOUNTAIN DRIVE	MOUNTAIN VIEW DRIVE - CUL_DE_SAC	0	30	6			0.120	9.00	12	19,008	355			40,811	3,401	355	40,811	3,401	Excellent	
IRVING STREET	WHITNEY STREET - CUL_DE_SAC	0	26	5			0.060	2011	9.00	6	8,237			915	1,602	267	154	17,685	1,474	Excellent
MOUNTAIN VIEW DRIVE	ADAMS STREET - DEAD END	0	24	5	5	5	0.220	9.00	6	27,878			3,098	5,421	903	520	59,856	4,988	Excellent	
OAK STREET	CHAUNCY CIRCLE TO CHAUNCY ST	0	24	5			0.899	2010	9.00	6	113,921			12,658	22,151	3,692	2127	244,595	20,383	Excellent
OAK STREET BRANCH	MILK STREET - OAK STREET	0	24	5			0.084	9.00	6	10,644			1,183	2,070	345	199	22,854	1,905	Excellent	
ROBIN ROAD	MILK STREET - ROBIN LANE	0	24	5	4		0.201	9.00	6	25,471			2,830	4,953	825	476	54,687	4,557	Excellent	
ROBIN ROAD		0	24	5		4	0.289	9.00	6	36,622			4,069	7,121	1,187	684	78,629	6,552	Excellent	
ARMSTRONG DRIVE	WHEELER ROAD - OLDHAM ROAD	0	24	5			0.220	9.25	6	27,878			3,098	5,421	903	520	59,856	4,988	Excellent	
BRIGHAM STREET	COTTAGE PLACE - GREEN STREET	0	31	5		5	0.036	9.25	6	5,892			655	1,146	191	110	12,651	1,054	Excellent	
BRIGHAM STREET	EAST MAIN STREET - Dead end	0	31	5		5	0.200	9.25	6	32,736			3,637	6,365	1,061	611	70,286	5,857	Excellent	
CORTLAND DRIVE	OLDHAM ROAD - WHEELER ROAD	0	23	5			0.230	9.25	6	27,931			3,103	5,431	905	521	59,970	4,997	Excellent	
DENFIELD DRIVE	OLDHAM ROAD - WHEELER ROAD	0	25	5	4	4	0.210	9.25	6	27,720			3,080	5,390	898	518	59,516	4,960	Excellent	
FOLLY LANE	WHITNEY STREET - DEAD END	0	20	5			0.080	2011	9.25	6	8,448			939	1,643	274	158	18,138	1,512	Excellent
OLDHAM ROAD	WEST MAIN STREET - WHEELER ROAD	0	23	5			0.090	9.25	6	10,930			1,214	2,125	354	204	23,466	1,956	Excellent	

## Road Management System Summary

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		Functional	Surface	Surface	Sidewalk	Sidewalk	Section	Year		Est		Tons for	Sq Yds for	Total	Annual Avg	If Paved,	If Paved,	Annual Avg	
Street Name	From St - To St	Classification	Width	Type	Width	Width	Length	Paved or	Total	Life	Sq Ft	this Section	this Section	Cost	Cost	Volume	Cost	Cost	Condition
OLDHAM ROAD		0	23	5		4	0.260		9.25	6	31,574		3,508	6,139	1,023	589	67,792	5,649	Excellent
PARTRIDGE ROAD	OLDHAM ROAD - MOUNTAIN VIEW DRIVE	0	24	6		5	0.150		9.25	12	19,008	355		40,811	3,401	355	40,811	3,401	Excellent
RICHARDSON COURT	PARTRIDGE ROAD - CUL_DE_SAC	0	24	5		5	0.160		9.25	6	20,275		2,253	3,942	657	379	43,532	3,628	Excellent
ROSEWOOD PLACE	PARTRIDGE ROAD - CUL_DE_SAC	0	30	6		5	0.140		9.25	12	22,176	414		47,613	3,968	414	47,613	3,968	Excellent
WELD STREET	BLAKE STREET - DEAD END	0	18	5			0.240	2011	9.25	6	22,810		2,534	4,435	739	426	48,973	4,081	Excellent
WHEELER ROAD	WEST MAIN STREET - DENFIELD DRIVE	0	20	5			0.150		9.25	6	15,840		1,760	3,080	513	296	34,009	2,834	Excellent
WHEELER ROAD		0	20	5		5	0.220		9.25	6	23,232		2,581	4,517	753	434	49,880	4,157	Excellent
WHEELER ROAD		0	20	5	4	4	0.050		9.25	6	5,280		587	1,027	171	99	11,336	945	Excellent
WHISPERING PINE	NOURSE STREET - OLDE HICKORY PATH	0	28	6		5	0.185		9.25	12	27,350	511		58,723	4,894	511	58,723	4,894	Excellent
MOHAWK CIRCLE	MOHAWK DRIVE - CUL_DE_SAC	0	24	6		5	0.070	2011	9.50	12	8,870	166		19,045	1,587	166	19,045	1,587	Excellent
MOHAWK DRIVE	MAYNARD STREET - MOHAWK CIRCLE	0	24	6		5	0.070	2011	9.50	12	8,870	166		19,045	1,587	166	19,045	1,587	Excellent
ROBIN LANE	ROBIN CIRCLE - DEAD END	0	24	5	4	4	0.080		9.50	6	10,138		1,126	1,971	329	189	21,766	1,814	Excellent
ROBIN LANE	ROBIN CIRCLE - DEAD END	0	14	2			0.060		9.50	6	4,435		493	862	144	83	9,523	794	Excellent
WHITNEY STREET	CHURCH STREET - FOLLY LANE	0	23	5	4	4	0.180	2011	9.50	6	21,859		2,429	4,250	708	408	46,933	3,911	Excellent
WHITNEY STREET		0	23	5			0.100	2011	9.50	6	12,144		1,349	2,361	394	227	26,074	2,173	Excellent
WEST MAIN STREET	NOURSE STREET TO GRAFTON TOWN LINE	6	32	6			0.420	2011	9.75	12	70,963	1325		152,362	12,697	1325	152,362	12,697	Excellent
WEST MAIN STREET	NOURSE STREET TO GRAFTON TOWN LINE	6	25	5			0.260	2011	9.75	6	34,320		3,813	6,673	1,112	641	73,687	6,141	Excellent
WEST MAIN STREET	NOURSE STREET TO GRAFTON TOWN LINE	6	25	6			0.340	2011	9.75	12	44,880	838		96,360	8,030	838	96,360	8,030	Excellent
WEST MAIN STREET	NOURSE STREET TO GRAFTON TOWN LINE	5	32	6	4	4	0.337	2011	9.75	12	56,940	1063		122,252	10,188	1063	122,252	10,188	Excellent
WEST MAIN STREET	NOURSE STREET TO GRAFTON TOWN LINE	5	51	6		12	0.140	2011	9.75	12	37,699	704		80,942	6,745	704	80,942	6,745	Excellent
WEST MAIN STREET	NOURSE STREET TO GRAFTON TOWN LINE	6	26	6			0.073	2011	9.75	12	10,021	187		21,517	1,793	187	21,517	1,793	Excellent
SOUTH STREET	MAIN STREET ROTARY - HOPKINTON ROAD	5	65	5		6	0.130	2011	10.00	6	44,616		4,957	8,675	1,446	833	95,793	7,983	Excellent
SOUTH STREET		5	48	5	6	6	0.150	2011	10.00	6	38,016		4,224	7,392	1,232	710	81,622	6,802	Excellent
SOUTH STREET		5	48	5	5	5	0.240	2011	10.00	6	60,826		6,758	11,827	1,971	1136	130,596	10,883	Excellent
SOUTH STREET		5	28	5			0.240	2011	10.00	6	35,482		3,942	6,899	1,150	662	76,181	6,348	Excellent
SOUTH STREET		5	28	5	5		0.180	2011	10.00	6	26,611		2,957	5,174	862	497	57,136	4,761	Excellent
SOUTH STREET		5	40	5		10	0.014	2011	10.00	6	2,957		329	575	96	55	6,348	529	Excellent
0 = Local	2 = Gravel																		
5 = Urban minor	5 = Surface																		
arterial or rural	Treated Road																		
major collector																			
	6 = Bituminous																		
6 = Urban collector	Pavement																		
or rural minor																			
collector																			