

PAVEMENT MANAGEMENT STUDY

Natick, MA

Prepared by Stantec

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INTRODUCTION

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BACKGROUND

The Town of Natick is located in Middlesex County, near the MetroWest region of Massachusetts. A 124-mile public accepted roadway network serves a population of approximately 35,000 citizens.

The Town of Natick retained the firm of Stantec to develop and implement a Pavement Management System (PMS) for its roadway system. From the first meeting with Director Jeremy Marsette and Department of Public Works staff, it was clear that the Town of Natick is committed to improving their roadway infrastructure to the greatest extent possible.

This comprehensive study was undertaken to continue the Town's commitment to long-term capital improvement planning, and further, to develop a new, ongoing preservation maintenance plan with its pavement management system. The pavement management system contains an extensive roadway database describing actual pavement conditions and roadway characteristics in Natick to better understand future roadway conditions and needs at various funding levels.

This report is designed to be a network-level planning tool and intended to provide a foundation for managing the Town's roadway resources by combining technology, local knowledge, and professional engineering input. Before describing the roadway management study, scope and findings, an introduction to pavement management concepts and theory is offered.

124

miles
public accepted
roadway

549

pavement
management
segments

35K

citizens

PAVEMENT MANAGEMENT CONCEPTS

The development of a pavement management system is a logical approach road officials use to allocate cost effective road budgets. The theory of pavement management is based on accurately predicting accelerated roadway deterioration. Figure 1 dramatically illustrates the key concept of making timely maintenance repairs, thereby averting the need for far more expensive structural repairs. The goal is to save money in both the short and long run by developing a road repair program that minimizes expenditures.

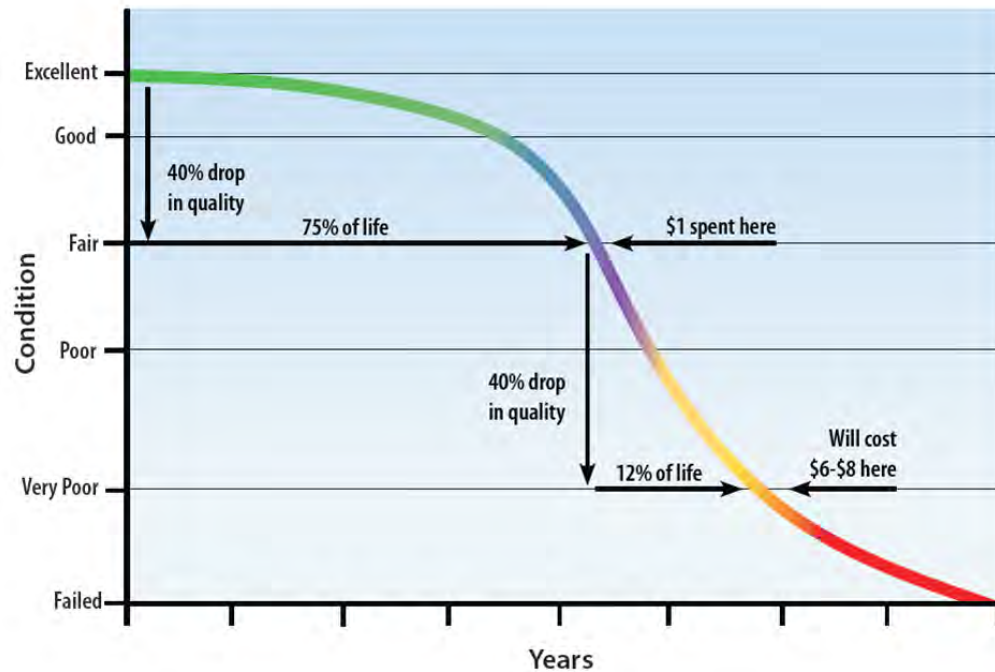


FIGURE 1 Pavement Deterioration Curve

The curve shows the rate at which the pavement condition deteriorates over time (Figure 1). A roadway worsens slowly at the beginning of its projected life span (the portion of the graph where the curve is nearly horizontal). This level of deterioration per year increases drastically (the portion where the curve becomes nearly vertical) as the pavement reaches near middle age. When the pavement is near the end of its projected life span, the pavement worsens at a slower rate once again (the curve returns to near horizontal). The point where the pavement approaches middle age, before the curve drops off sharply, is considered the critical zone in the pavement's life. Before this point, it is relatively inexpensive to keep a roadway in good service, while after this point it becomes much more expensive to keep the roadway in good service condition. It is important to note that Figure 1 displays a generic pavement deterioration curve- the actual curve depends on the rating scale used to collect the data.

The pavement management system formalizes the process by using computer software. The procedure is to collect, organize, and maintain a complete roadway database that describes a particular road network system. This data is then analyzed to identify existing deterioration levels, prioritize cost-effective repairs, and create an optimal long-term spending plan. Pavement management provides the Town with a tool to make the best use of every available dollar.

STUDY APPROACH

Stantec field engineers, using computer tablets, conducted a town-wide roadway inventory and assessment, which included a detailed evaluation of key distress indicators on the roadway surfaces, to build a comprehensive database. The process entailed breaking out pavement management segments, closely observing and recording individual pavement distresses, and determining roadway sufficiency, such as utility cuts and drainage conditions.

Roadways were partitioned into “pavement management segments” whenever there was a change in pavement condition, surface type, width, or other distinguishing characteristics. The pavement management sections were then given a descriptive name that would best allow someone in the Department to identify the field location. Appendices A & B contain all the pavement management segments identified, and sorted in alphabetical order.

Following the completion of the pavement segmentation, system configuration meetings with the Department of Public Works were held to gather information for subsequent computer analysis at various funding levels to be performed.





METHODOLOGY

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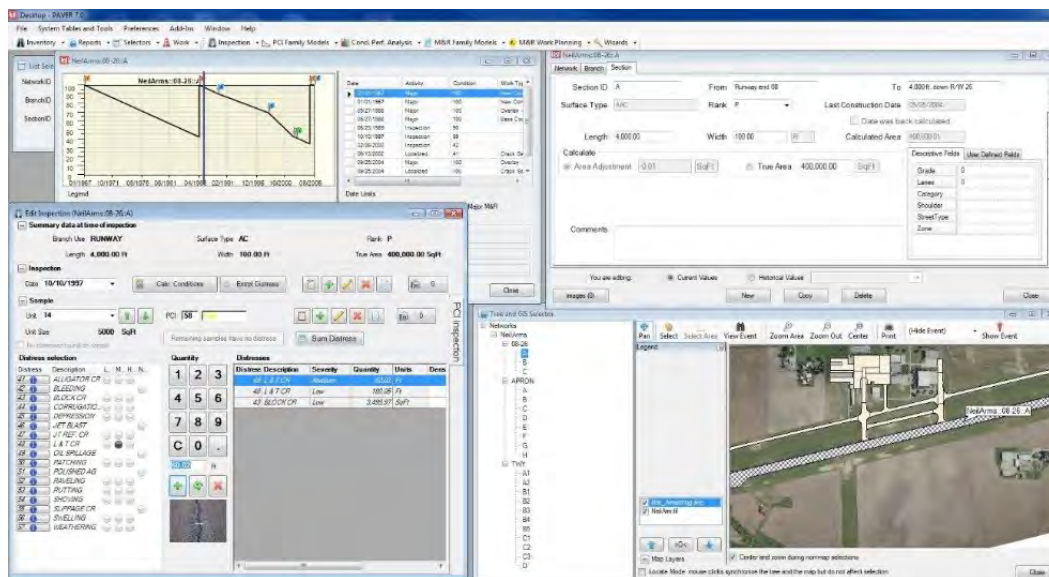
PAVEMENT MANAGEMENT SOFTWARE

Today's computer management technology allows consolidation of multiple data for easy and efficient building, editing, sorting, and reporting. Stantec used PAVER™ for storing and analyzing Natick's roadway data. The database was tailored to reflect Natick's decision-making criteria for selecting roadway repair types for available and proposed budgets. Natick's Department of Public Works and Stantec jointly developed system configuration parameters used in the analysis projections.

What is PCI?

Pavement Condition Index: a method used to quantify pavement condition verified by (APWA)

For analyzing Natick's roadway system, the Pavement Condition Index (PCI) served as the primary condition index to compare the roadway serviceability and performance. PCI is an American Society for Testing & Materials (ASTM) method used to quantify pavement condition that has been verified and adopted by American Public Works Association (APWA). For PCI calculation, the severity and extent of major pavement distresses were imported from the data collection into PAVER and calculated based on ASTM distress standards within the PAVER software. The distresses included: potholes or non-utility patching, alligator cracking, distortion, rutting, block cracking, transverse or longitudinal cracking, bleeding or polished aggregate, surface wear or raveling, and shoving, slippage or corrugations. Two (2) pavement surface types were used for analyzing Natick's pavements:



- “Hot Mix Asphalt” or “bituminous concrete” roadway is typically engineered with a pavement structure designed to withstand predicted traffic load and volume. The roadway usually has a gravel base, an intermediate course, and a top surface wearing course.
- “Gravel” roads having dirt or gravel unbound road surfaces.

THE PAVEMENT CONDITION INDEX (PCI) DEFINED

Recording of actual field distresses calculate the PCI. A PCI was generated for each inventoried, surfaced, public roadway in Natick using distress data. PCI is measured on a one hundred to zero scale, with one hundred representing a pavement in excellent condition and zero describing a pavement in extremely poor condition. Each type of observed pavement distress is assigned a deduct value based on the distress type, severity and extent.

PCI SCALE

100

pavement in
excellent
condition

0

pavement in
extremely poor
condition

More severe distress types, such as potholes, have higher “deduct points” than a lesser distress, such as longitudinal cracking. A weighted sum of the deduct points is then subtracted from the perfect “one hundred” road in order to generate a PCI for each roadway. In general, base related (the pavement foundation) distresses are weighted more heavily than surface related distresses.

THE FIVE TREATMENT REPAIR BANDS

Stantec’s pavement management software decision matrix uses five broad category ranges to group the calculated PCI numbers into five major repair bands. An individual road segment will fall into a particular band based on user-defined criteria, such as pavement type, functional classification, and curb reveal. Then each segment is assigned a repair alternative candidate with the prescribed treatment band. Table 1 presents the category ranges represented by the PCI bands.

TABLE 1 (PCI) Treatment Band Ranges¹

DO NOTHING PCI Band #1 (100 - 88 PCI)	Excellent Condition - in need of no immediate maintenance.
ROUTINE MAINTENANCE PCI Band #2 (87 - 68 PCI)	Good Condition - may be in need of crack sealing and minor localized repair.
PREVENTIVE MAINTENANCE PCI Band #3 (67 - 47 PCI)	Fair Condition - pavement surface in need of patching and thin overlay or surface sealing.
STRUCTURAL IMPROVEMENT PCI Band #4 (46 - 25 PCI)	Poor Condition - pavement structure in need of additional thickness to resist traffic loading.
BASE REHABILITATION PCI Band #5 (24 - 0 PCI)	Failure Condition - in need of full depth reconstruction/reclamation.

1. When roads are in near perfect condition, the **Do Nothing** category (Band #1) prescribes no maintenance.
2. **Routine Maintenance** (Band #2) is regularly used on roads in reasonably good condition to prevent deterioration from the normal effects of traffic and pavement age. This treatment category would include either crack sealing and/or local repair of pothole, raveling, poorly constructed utility patch, etc.

¹The PCI ranges given in this table are general averages. The actual treatment band threshold numbers depend on pavement surface type and functional classification.

3. **Preservation Maintenance** (Band #3) is a slightly greater response to more pronounced signs of age and wear than that of Band #2. Not only would crack sealing, full-depth utility patching, and minor leveling be included, but also surface treatments such as hot-in-place recycling, micro-surfacing, and thin-lift overlay treatments may apply on selected facilities and pavement types. A road in need of Preventive Maintenance is in the critical zone of the pavement deterioration curve (Figure 1). It is in this range of a pavement's life cycle that the most cost-effective repairs can be made. Further deterioration warrants a significantly more costly response.
4. When the pavement deteriorates beyond the need for surface maintenance applications, but the road base appears to be sound, **Structural Improvement** (Band #4) repairs are in order. They could include structural overlays, shim and overlay, cold planing and overlay, and hot in-place recycling.
5. The **Base Rehabilitation** category (Band #5) represents roads that exhibit weakened pavement foundation base layers. Complete reconstruction and full depth reclamation fall into this category. Quite often, project-level pavement evaluation through field sampling and laboratory testing is used to evaluate the existing materials for possible recycling or reuse.

PRIORITY RANKING AND FUTURE PROJECTION

After all pavement segment repairs are assigned, the software prioritizes needed system repairs based on M&R Priority Tables. These tables use variables representing functional classification, pavement type, and PCI. Although road repairs could be prioritized on a "worst first" basis, Stantec chose to maximize its available road funds by generating priority tables that favor cost-effective repairs that improve and/or maintain salvageable pavement segments. This would delay repair actions on those segments that require reconstruction or major rehabilitation; i.e., their condition cannot deteriorate much further. After the relatively good roads are "preserved," future repairs are then directed toward the poorer, heavily-traveled roads.

In order to properly plan future repairs, the software utilizes several different deterioration curves. These pavement performance curves depict four (4) major categories relative to functional classification (arterial roads in one curve, collectors in one curve, local through roads in one curve, and local dead-end roads in another curve); and two (2) fundamental pavement systems

(a curve for Hot Mix Asphalt pavements and a curve for gravel surfaces). When a road segment is evaluated as to whether it should be included in future repair programs, it deteriorates according to the applicable curve for the model duration, thereby accounting for the differential effects of traffic volume and pavement type.

Each plan year, the software prepares a future roadway condition projection, exhausts the assigned budget, and then produces an annual list of road segments to include in the repair program. The system also takes inflation into account for the time value of money. In these cases, a 2.5% inflation rate was used. Having explained the methodology built into the pavement management software, the next section describes the existing conditions on public roads in Natick.





**EXISTING
CONDITIONS**

3

ROADWAY MILEAGE AND CURRENT PCI

Natick has 549 public pavement management segments which make up 123.6 miles. This public roadway system is predominantly hot mix asphalt (bituminous concrete) roadway surfaces.

Stantec determined that the Town's average road network PCI in the winter of 2019 was 63.4, placing Natick's typical road conditions in the top of the Preventive Maintenance treatment band (PCI range from 67 to 47). This PCI average value generally represents a roadway in "fair" condition.

An average road condition in this range by definition means that sensible resources will be needed to sustain network-wide road conditions, as a significant portion of the network is in Preventive Maintenance. It is likely that while any proposed pavement management spending plan will strive to maximize the benefit of each dollar spent, without a pre-emptive strike the system will undoubtedly continue to lose roads from the routine and preventive maintenance category into the structural improvement and base rehabilitation treatment bands. This very costly loss will present a challenge to Natick officials if the Town wants to retain its roads in good condition.

The following map shows current pavement conditions in the Town followed by photographs illustrating examples of Natick roadways that fall into each of the five treatment repair bands, and a roadway representative of the average Town roadway condition. The photographs also show, for each treatment band, the location and the PCI value.

PCI = 98
DO NOTHING

General Green
Avenue from
North Main
Street to Third
Street



PCI = 76
ROUTINE
MAINTENANCE

Woodbury Lane
from Davis
Brook Drive to
Dead End



PCI = 58
PREVENTIVE
MAINTENANCE

Sundance Way
from Buckskin
Lane to
Cul-De-Sac



PCI = 31
STRUCTURAL
IMPROVEMENT

Beverly Road
from Longfellow
Road to Wells
Street



PCI = 0
BASE
REHABILITATION

Avon Street from
Morse Street to
Sheridan Street



TOWN
AVERAGE
PCI = 63.4

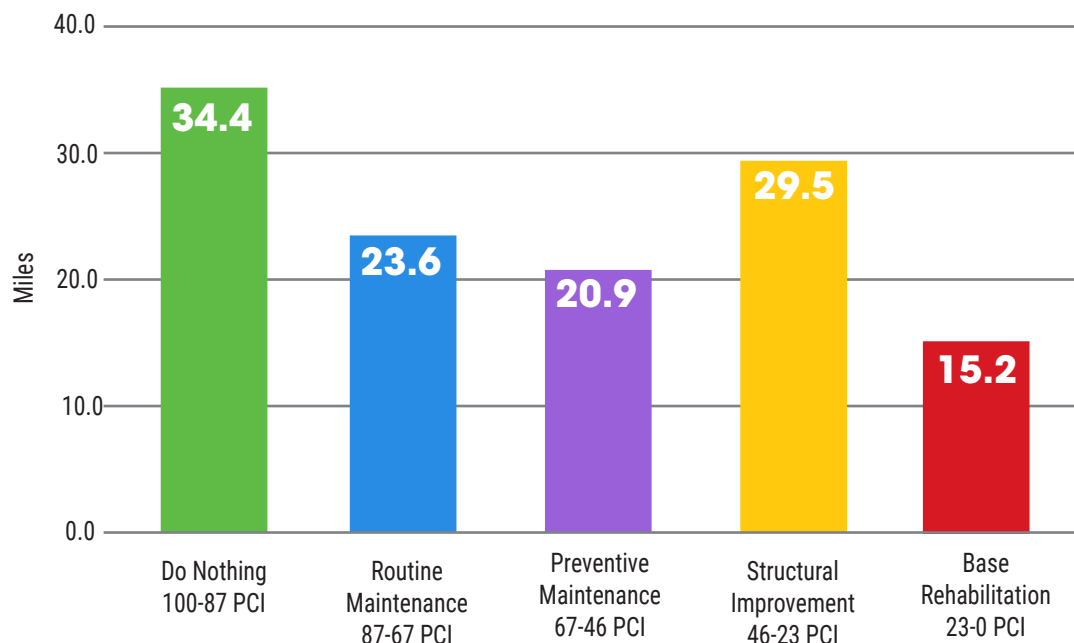
Wellesley Avenue
from West Central
Street to Dead End



DISTRIBUTION OF PAVEMENT CONDITIONS

A categorization of the surveyed pavement segments show that 28% (34.4 miles) of the roadways fall into the “Do Nothing” band; 19% (23.6 miles) of the roads are in the “Routine Maintenance” band; 17% (20.9 miles) of the roads are in the “Preventive Maintenance” band; 24% (29.5 miles) of the roads are in need of “Structural Improvement;” and 12% (15.2 miles) of the pavement segments are in need of “Base Rehabilitation.” The distribution of treatment band miles in Natick is generally trending in the right direction with the most mileage in “Do Nothing” and least mileage requiring “Base Rehabilitation;” however, 12% of the network in the “Base Rehabilitation” is high relative to other communities in Massachusetts.

FIGURE 3 PCI Distribution in Miles by Treatment Band



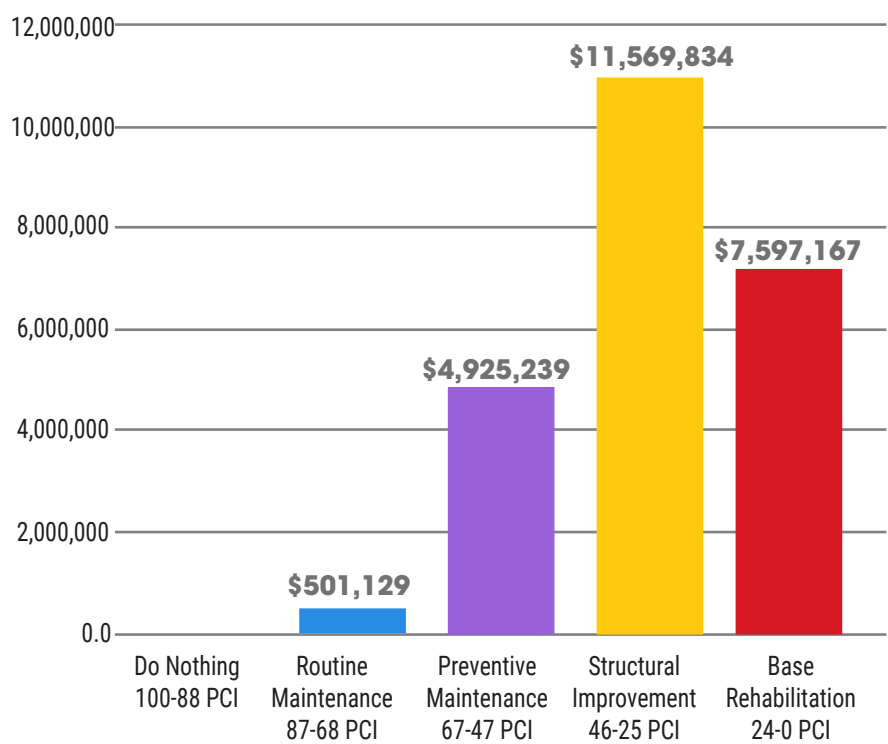
For planning purposes, Base Rehabilitation type repairs range between \$30-\$45 per square yard depending on the functional classification and drainage conditions, Structural Improvement costs are between \$18-\$25 per square yard pending on the thickness of pavement being resurfaced, Preventive Maintenance costs about \$6-12 per square yard, and Routine Maintenance is in the \$1-2 per square yard range.

CURRENT ROADWAY BACKLOG

Backlog is defined as the cost of repairing all the roads within one year and bringing the average PCI to a near perfect 100. Backlog is a “snapshot” or relative measure of outstanding repair work. The backlog not only represents how far behind the Natick roadway network is in terms of its present physical condition, but its cost value serves as a benchmark to measure the impact of various funding scenarios. A backlog offers a basis for comparison to future and/or past years’ backlog(s). Backlog dollars represent the pavement structure only; it does not include related repair cost for sidewalk, pedestrian ramp improvements, utilities, drainage, signals, unless specified within the activity.

As of January 2019, Natick’s backlog of pavement repair work totaled \$24,593,369. This cost estimate consists of \$7,597,167 in Base Rehabilitation, \$11,569,834 in Structural Improvement work, \$4,925,239 in Preservation Maintenance, and \$501,129 in Routine Maintenance. The figure below summarizes costs by treatment band. Note that from Figure 3 the Base Rehabilitation streets only make up 12% of the overall network, but contribute to 31% of the overall backlog due to their costly repair. The goal moving forward for Natick should be to prevent streets from getting to the Base Rehabilitation treatment band to prevent exponential backlog growth.

FIGURE 4 Dollar Backlog of Outstanding Repairs





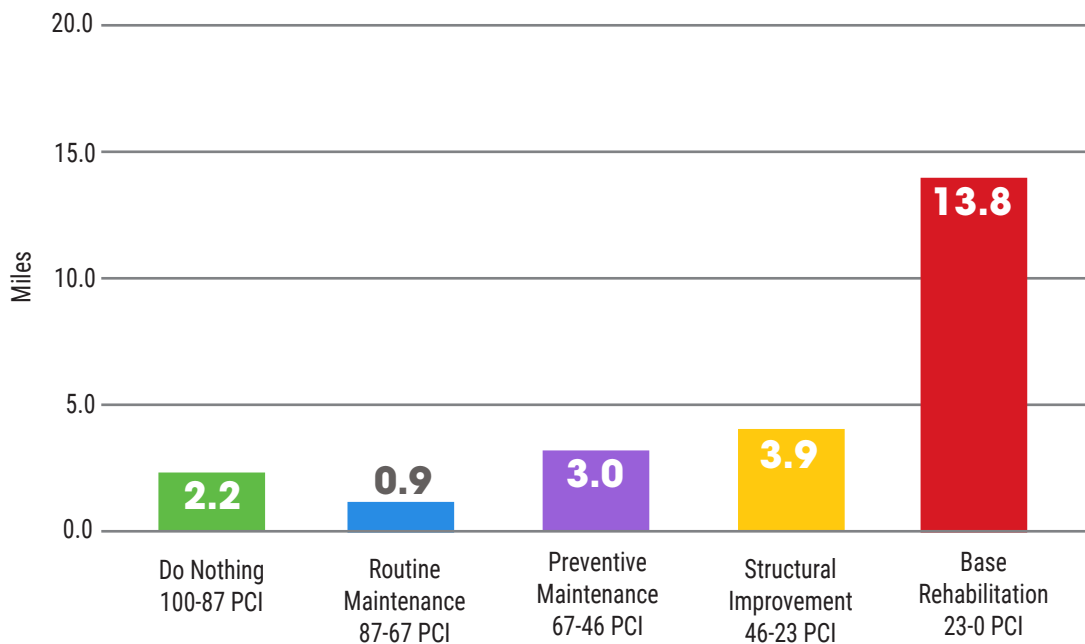
UNACCEPTED ROADWAYS

DISTRIBUTION OF PAVEMENT CONDITIONS — UNACCEPTED

To assist the Town with understanding the conditions and costs associated with their Unaccepted roadway network, similar analysis was done to breakdown the backlog and treatment band distribution. A total of 222 Unaccepted segments were collected totaling 23.7 miles.

A categorization of the surveyed pavement segments show that 9% (2.2 miles) of the roadways fall into the “Do Nothing” band; 4% (.9 miles) of the roads are in the “Routine Maintenance” band; 13% (3.0 miles) of the roads are in the “Preventive Maintenance” band; 16% (3.9 miles) of the roads are in need of “Structural Improvement”; and 58% (13.8 miles) of the pavement segments are in need of “Base Rehabilitation”. The distribution of treatment band miles for the Unaccepted roadways are trending in the wrong direction with the most mileage requiring “Base Rehabilitation” and least mileage in the “Do Nothing” & “Routine Maintenance” treatment bands.

FIGURE 5 CI DISTRIBUTION IN MILES BY TREATMENT BAND- UNACCEPTED ROADWAYS

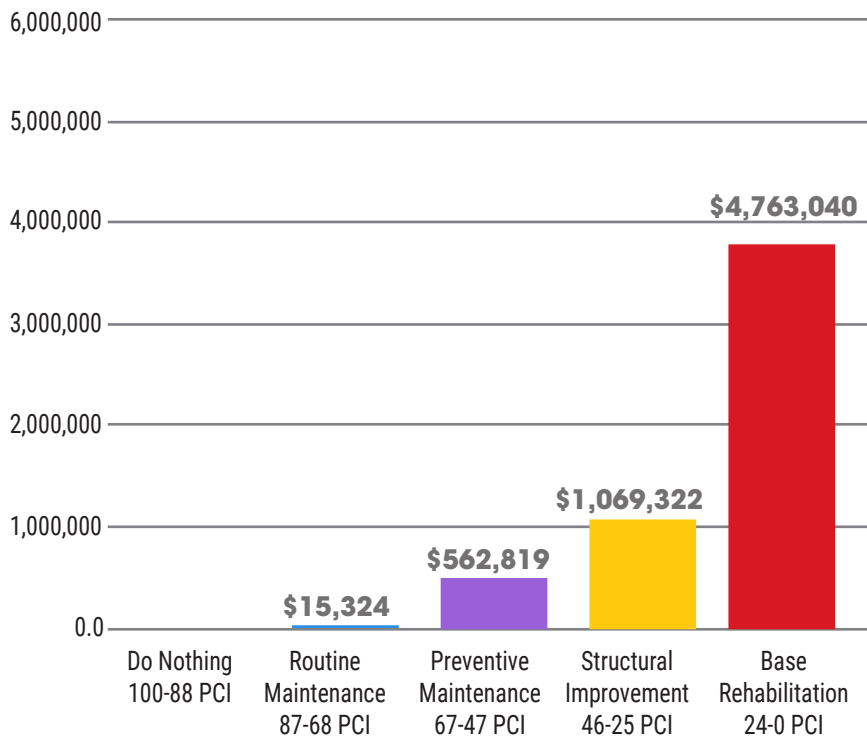


CURRENT ROADWAY BACKLOG- UNACCEPTED

As of January 2019, Natick's backlog of pavement repair work for Unaccepted roadways totaled **\$6,410,506**. This cost estimate consists of \$4,763,040 in Base Rehabilitation, \$1,069,322 in Structural Improvement work, \$562,819 in Preservation Maintenance, and \$15,324 in Routine Maintenance. The figure below summarizes costs by treatment band.

Over 74% of the pavement repair backlog for Unaccepted roadways falls in the Base Rehabilitation treatment band. It is evident that these roadways have been neglected for a long time which is why the small network of roadways has such a high backlog. Since the majority of the Unaccepted roadways already require the most expensive repair, there is limited growth to the repair backlog.

FIGURE 6 Dollar Backlog of Outstanding Repairs-
Unaccepted Roadways







MODEL/PLANNING PROCESS

5

BUDGET ANALYSIS

The analysis software of the pavement management system is where financial determinations and projections are made. Consideration is given to the required budget, by repair type, based on the supplied information from meetings with Department of Public Works staff and Stantec, for overall desired roadway network conditions.

The analysis software of the pavement management system is where financial determinations and projections are made. Consideration is given to the required budget, by repair type, based on the supplied information from meetings with Department of Public Works staff and Stantec, for overall desired roadway network conditions.

A **regressive** spending program occurs when insufficient funds are invested in road repairs, resulting in an ever-increasing repair backlog. An **equilibrium** program spends enough money each year to keep the average PCI generally stable. A **progressive** program provides sufficient improvement funds to result in a reduction of the backlog over time. Various scenarios were analyzed for Natick to measure the effects of alternative funding levels, and to determine the funding needed to avoid regressive spending.

For the budget analysis done for this report, future capital construction projects which have been funded through alternative sources were excluded from the backlog & average PCI. After removing these future projects, the **residual backlog is \$22,572,861** and the **residual average PCI is 63.7**. These are the value which we will use as the baseline for comparison of future funding scenarios.

The planning process determines the most beneficial improvement plan based on the dollars available for each repair type and other factors. Pavement management pulls together these components in its M&R Priority Table values in order to develop a cost-effective program. As previously stated, the M&R Priority Tables were configured to maximize roadway funds. In all of the following model projections, the power of the software was used to allocate funding amounts by best priority value, based on the pavement management theory. Pavement management theory recognizes that roads deteriorate in an accelerated fashion after the first 75% of their service life and consequently, programs timely road expenditures to avert far more costly and widespread repairs.

SCENARIO FINDINGS

What follows is an overview of the budget/planning model results. Four budget/planning scenarios were modeled:

- Zero Budget Scenario
- Historical Budget
- Equilibrium (Maintain PCI) Funding Scenario
- Progressive (Maintain Backlog) Funding Scenario

After establishing Natick's current backlog of work, Stantec projected the network average pavement condition index and backlog at a zero annual appropriation rate for ten years; the expected historical appropriation rate for ten years with a priority on repairing the worst streets within each respective

repair band; then a ten year scenario showing funding levels needed to maintain the current PCI; and finally, a progressive ten year funding scenario which aims to keep the repair backlog at current levels.

The dollar amounts appropriated incorporate a 2.50% annual inflation rate. Therefore, where the annual roads program appropriation appears to remain the same, it in fact represents a net budget decrease due to the impact of inflation.

In the scenario specific summary tables that follow, each plan begins with the same network average PCI, and then shows the new network average PCI at the end of each plan period. The tables also use the same amount of outstanding repair work (current backlog) at the start of each plan period, so the first plan year backlog will appear the same for each of the scenarios. The successive years document the impact of the funding plan in comparison of road network average conditions and backlog.

ZERO BUDGET SCENARIO

In recent history, funding for Natick road repairs has come primarily from State Aid and Town sources. A worst-case scenario was developed to show how severely the Town would be impacted, over a ten-year period, by not funding any road repairs.

TABLE 2 Zero Budget

YEAR	FUNDING	PCI LEVEL	BACKLOG
Present		63.7	\$22,572,861
FY 2020	\$0	60.5	\$26,896,327
FY 2021	\$0	56.0	\$31,636,305
FY 2022	\$0	51.6	\$36,220,755
FY 2023	\$0	47.3	\$41,849,439
FY 2024	\$0	43.2	\$48,228,665
FY 2025	\$0	39.1	\$54,212,097
FY 2026	\$0	35.3	\$60,473,213
FY 2027	\$0	31.6	\$66,016,276
FY 2028	\$0	28.5	\$71,831,184
FY 2029	\$0	25.6	\$76,933,862

In a ten-year period, the scenario shows that with no road maintenance funding, the residual network average PCI dropped from a PCI of 63.7 (the top of the Preventive Maintenance band) down to a PCI of 25.6 (the bottom of the Structural Improvement band). Further, the numbers show the repair backlog is nearly three and a half times the original backlog of \$22,572,861 at \$10,516,503. The system-wide deterioration was dramatic because the concentration of roads in the Preventive Maintenance band quickly slipped into the Structural Improvement type repairs, and roads in the Structural Improvement band fell into the most expensive repair band, the Base Rehabilitation treatment range. This is regressive spending at its worst and this level of deterioration would not be expected to occur.

HISTORICAL BUDGET

Stantec met with Natick's Public Works staff to review historic funding levels. The Town appropriates \$2.0M annually to address the roadways, sidewalks, and pedestrian ramps. Since this report is focused solely on the pavement network, it was agreed to use \$1.6M as the historical pavement repair budget as approximately \$400k is used on sidewalks and pedestrian ramps.

TABLE 3 Historical Budget

YEAR	FUNDING	PCI LEVEL	BACKLOG
Present		63.7	\$22,572,861
FY 2020	\$1,600,000	63.2	\$24,687,618
FY 2021	\$1,600,000	62.7	\$26,813,219
FY 2022	\$1,600,000	61.6	\$28,716,832
FY 2023	\$1,600,000	60.6	\$30,695,571
FY 2024	\$1,600,000	59.8	\$34,063,712
FY 2025	\$1,600,000	59.2	\$36,322,894
FY 2026	\$1,600,000	58.6	\$38,813,854
FY 2027	\$1,600,000	57.8	\$40,515,939
FY 2028	\$1,600,000	57.5	\$42,624,509
FY 2029	\$1,600,000	56.8	\$44,365,241

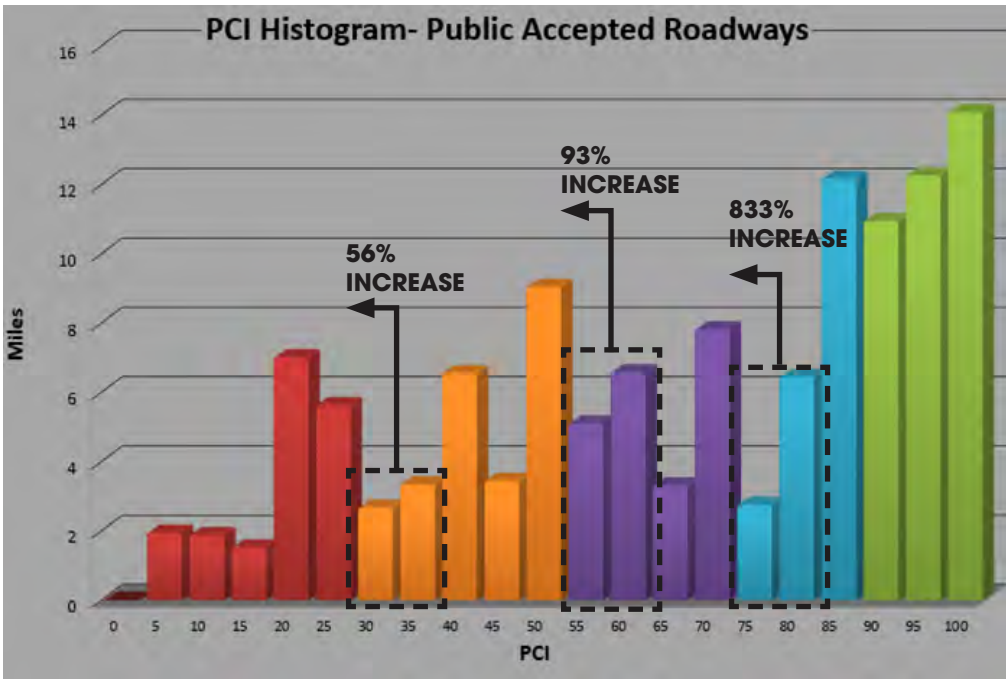
The network average PCI dropped from a PCI of 63.7 (the top of the Preventive Maintenance band) down to a PCI of 56.8 (the middle of the Preservation Maintenance band). If this funding level remains unchanged, by the year 2029, the residual backlog will have grown to \$44,365,241 in the tenth year of the

projection. This reflects a regressive spending program where the backlog doubles over 10 years and network conditions deteriorate to a “fair” level.

In order to get the best ‘bang for your buck,’ a worst-first approach is used within each budget allocation. This strategy is employed to utilize the budget to select segments which are on the verge of falling into more expensive treatment bands. By treating these segments now, the Town saves money based on the potential unit cost jump each segment would require. This approach is especially important for the Town since there is already a significant backlog dedicated to “Base Rehabilitation.”

To better visualize the importance of this approach, the histogram below breaks down the network into PCI increments of five points and color codes the respective bars with the treatment repair band.

FIGURE 7 PCI Histogram of Network Conditions



The overall trend of the distribution of the histogram is positive in the fact that most mileage is in the green bars on the right (Do Nothing) and the least mileage is in the red to the left (Base Rehabilitation). The boxes highlight the mileage of the network which is on the verge of deteriorating to a more expensive treatment band. For example, there are approximately 6 miles between PCI 25-35 which are on the verge of requiring “Base Rehabilitation,” which would be a 56% increase in repair cost. By repairing the segments in the boxes shown, the Town would prevent an increase in repair cost and keep the backlog sustainable.

EQUILIBRIUM (MAINTAIN PCI) FUNDING SCENARIO

Recognizing that an increase in local dollars will be needed to maintain Town-wide road conditions, a scenario that would generally keep the PCI at today's levels over a ten-year time period was evaluated.

This alternative would perform cost-effective repair work identified by existing conditions to maintain the current network conditions. The work would be done over a ten-year period, costing \$23,000,000, of which would require \$2,300,000 per year.

TABLE 4 Equilibrium Funding (Maintain PCI)

YEAR	FUNDING	PCI LEVEL	BACKLOG
Present		63.7	\$22,572,861
FY 2020	\$2,300,000	65.1	\$23,986,537
FY 2021	\$2,300,000	64.9	\$25,278,332
FY 2022	\$2,300,000	64.8	\$26,407,126
FY 2023	\$2,300,000	64.8	\$27,394,921
FY 2024	\$2,300,000	64.8	\$29,315,311
FY 2025	\$2,300,000	65.1	\$30,523,932
FY 2026	\$2,300,000	65.3	\$31,920,409
FY 2027	\$2,300,000	65.3	\$32,386,127
FY 2028	\$2,300,000	65.8	\$33,345,725
FY 2029	\$2,300,000	65.8	\$34,102,544

While the budget spends \$700k more per year than the current historical budget, the differences in the backlog and average PCI are very noticeable. The PCI slightly increases to 65.8 while the backlog only increases to \$34,102,544 which is far more sustainable than the future backlog projections from the Historical Budget scenario.

Over 10 years, this budget spends \$7M more than the Historical budget, and in turn has a backlog which is \$10.3M less resulting in a "net savings" of \$3.3M. By investing more into the network now, fewer roadways deteriorate into expensive treatment bands resulting in the "net savings."

PROGRESSIVE (MAINTAIN BACKLOG) FUNDING SCENARIO

Recognizing that an increase in local dollars will be needed to maintain town-wide road conditions, a scenario that would generally maintain the current town-wide pavement repair backlog at today's levels over a ten-year time period, was evaluated.

This alternative would perform cost-effective repair work identified by existing conditions to maintain the current network conditions. The work would be done over a ten-year period, costing \$30,000,000 of which would require \$3,000,000 per year.

TABLE 5 Progressive Funding (Maintain Backlog)

YEAR	FUNDING	PCI LEVEL	BACKLOG
Present		63.7	\$22,572,861
FY 2020	\$3,000,000	66.1	\$23,294,682
FY 2021	\$3,000,000	66.8	\$23,867,704
FY 2022	\$3,000,000	67.5	\$24,246,792
FY 2023	\$3,000,000	68.3	\$24,273,186
FY 2024	\$3,000,000	69.3	\$25,020,004
FY 2025	\$3,000,000	70.5	\$25,251,439
FY 2026	\$3,000,000	71.6	\$25,599,081
FY 2027	\$3,000,000	72.2	\$25,083,016
FY 2028	\$3,000,000	73.3	\$25,045,715
FY 2029	\$3,000,000	73.9	\$24,936,457

This funding would allow the Town to spend sufficiently on streets in need of capital repair, while also maintaining a preservation and routine maintenance program. In this scenario, the PCI increases throughout the projection, finishing at 73.9 (bottom of the Routine Maintenance treatment band). This represents a network which is in “good” condition. Meanwhile, the repair backlog remains approximately at current levels throughout the projection ending at \$24,936,457 after 10 years.

While this funding level is nearly double than the existing pavement budget, it does show the Town what it would take to bring the pavement network to “good” conditions while keeping the backlog at current levels.

SUMMARY OF ROADWAY FUNDING SCENARIOS:

FIGURE 8 Average PCI of Roadway Funding Scenarios:

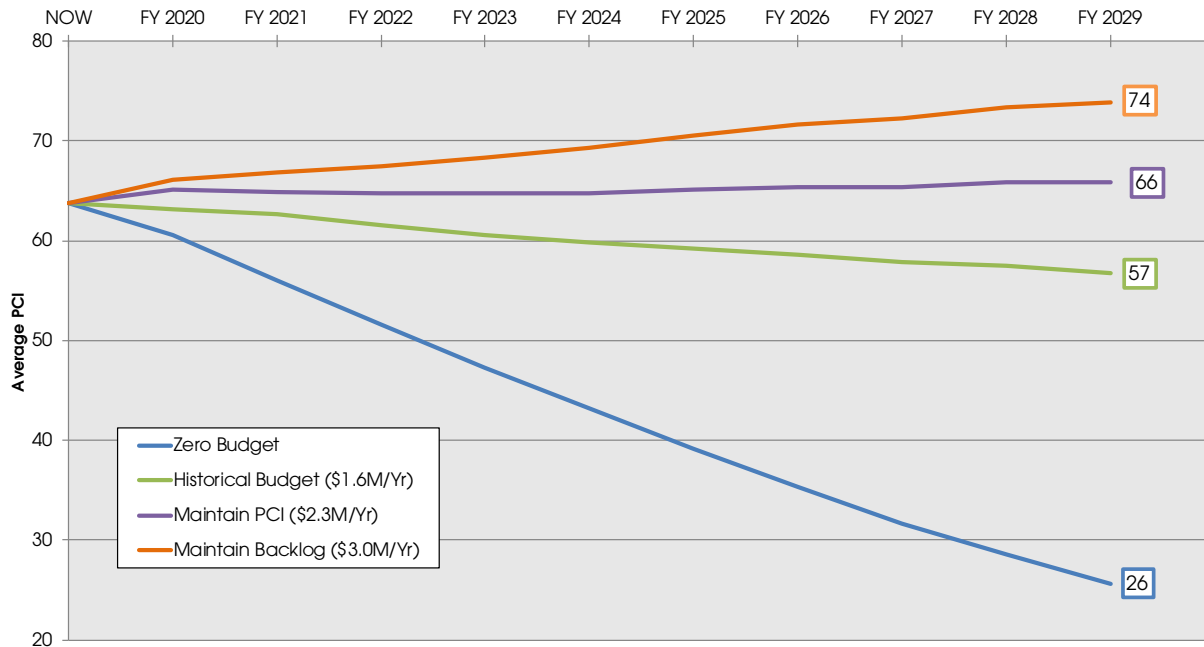
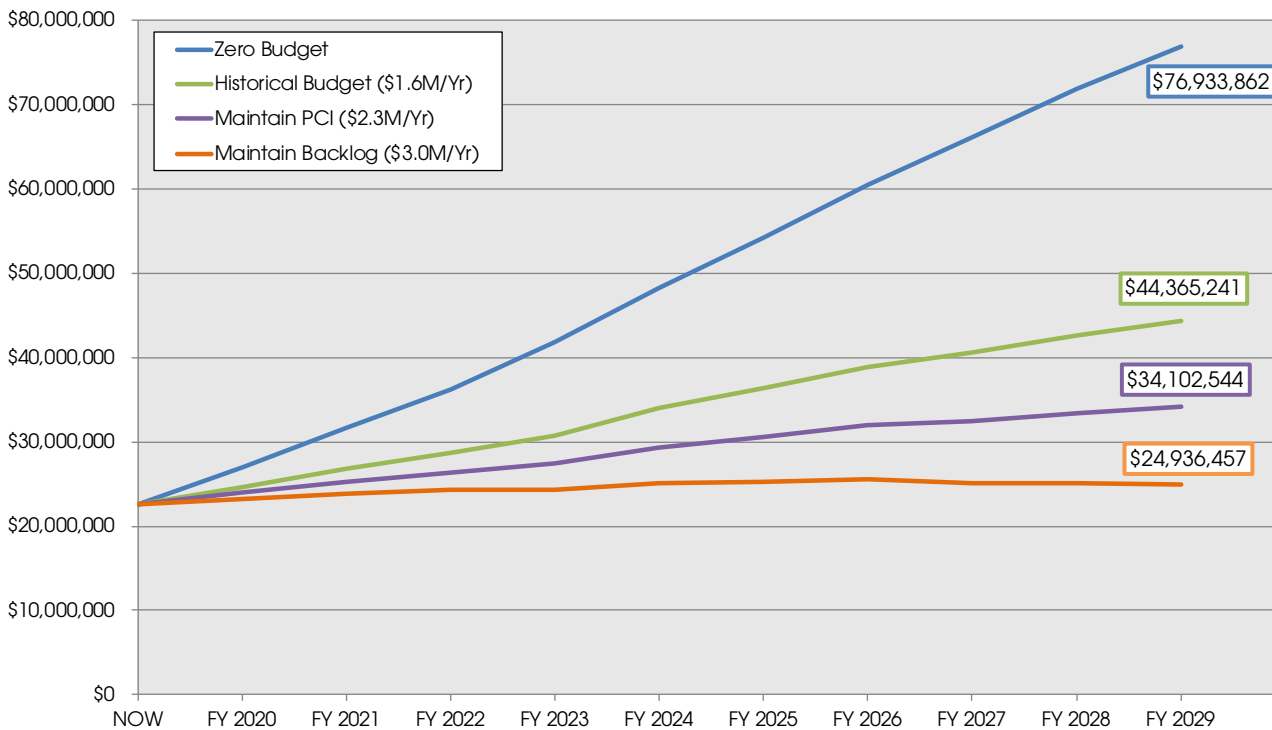


FIGURE 9 Future Backlog of Roadway Funding Scenarios:







CONCLUSION

5

RECOMMENDED PLAN OF ACTION

The overall roadway network in the Town of Natick is currently in fair condition. The findings in this report illustrate current funding levels are low and will not prevent expected roadway deterioration unless additional funding beyond Chapter 90 apportionment is budgeted.

Future roadway funding levels need to be increased, as Natick's annual budget needs to include a progressive maintenance program for its currently fair condition streets, while also addressing extensive structural improvement needs. Additionally, it is recommended that roads be reviewed each year to confirm that deterioration is occurring at the expected computer model rates. Based on these reviews and inspections, a training of the pavement management software will provide the Town with a better understanding of its roadway degradation and confirmation of appropriate funding needs to prevent it.

If pre-emptive action is not taken, the large mileage of streets currently in need of routine and preventive maintenance will rapidly digress to poorer conditions that would subject the Town to far more expensive roadway work. Today's roadway network currently sits at a "critical point" where the window of opportunity to perform cost-effective and major capital roadway repairs is presented.

The unit cost price for repairing segments increases drastically as the treatment bands worsen. For example, it is almost twice as expensive to repair segments in the Structural Improvement band compared to those in the Preventive Maintenance band. An optimum pavement management strategy was considered in which segments are treated at the most ideal time within each treatment band. This strategy recognizes which segments are on the verge of multiplying in repair expense and treats them to maximize taxpayer dollars. In executing this strategy, Stantec recognized that Natick's current budget is not sufficient to treat enough of these segments and too many are seeping into the more expensive treatments. It is because of this that Stantec recommends that the Town should strive to secure \$23,000,000 over the next ten years for its public-accepted network, to address its roadway backlog and gain control of its deteriorating roadways. Spending \$2.3M/Yr on the Town's Public-Accepted Network for the next 10 years will maintain current conditions and keep the repair backlog sustainable. Also, the Town should continue keeping abreast of the latest developments in pavement restoration technology that might offer a more cost-effective alternative to pavement maintenance or rehabilitation over the pavement's life cycle.

The Town's current Unaccepted pavement network consists of 222 pavement management segments which total 23.7 miles. This network has an average PCI of 32.7, which represents roadways in "poor" condition with almost 60% requiring Base Rehabilitation. Based on further analysis done for the Town, incorporating these roadways with the Public network would increase the recommended budget from \$2.3M/Yr to \$2.8M/Yr.

\$\$\$

It is almost **twice as expensive** to repair segments in the Structural Improvement band compared to those in the Preventive Maintenance band

It's easy to forget that pavements are a community's single largest asset. The Town has a major investment in its 123.6-mile public roadway network. Simply considering the pavement surface alone, without water, sewer, drainage, curbing, or sidewalks assets, it would cost Natick over \$85,000,000 in today's dollars to completely replace the existing pavement infrastructure. Pavements are not perpetual, they're one of the Town's fastest deteriorating assets, due to environmental effects, increased traffic loading, and utility cuts.

Additional roadway funding will protect Natick's pavement assets, resulting in better overall roadway conditions, and satisfaction that taxpayer dollars have been well spent.

PAVEMENT MANAGEMENT SYSTEM MAINTENANCE

Pavement management is a systematic process that needs the long-term commitment of Town decision-makers and support of practitioners to maintain the pavement management system. Standard management and upkeep of the database include the following practices:

- Form a Pavement Management Committee. Members should include representatives from different Town departments and committees, and from both management and operational levels.
- Post all annual pavement management segment improvements into the database. Repair history information should be entered.
- Re-inspect Arterial and Collector roadways annually; local roads every two (2) years; dead end and cul-de-sacs every three (3) years.
- Add any new roadways to the database as soon as the Town accepts them. Pavement and roadside data can be added as it becomes available.
- Implement a sound departmental quality control/assurance program, with particular focus on major pay items such as hot mix asphalt.
- Explore low cost base rehabilitation treatments such as asphalt stabilized base, leveling and overlays.

Stantec can support this proposed action plan using our transportation expertise and talents. In summary, the pavement management system should serve as a valuable tool to the Town of Natick and to Natick decision-makers in their pro-active approach to managing the Town's roadways.





APPENDIX

A

Public Accepted Roadway Backlog

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
1	ABBOTT ROAD	LONGFELLOW ROAD	OAK STREET	582	24	RT - Residential Local	36	BC - 2" Mill & Overlay Local	\$ 34,796
2	ADAMS STREET	SOUTH AVENUE	COURT STREET	284	23	RT - Residential Local	8	BC - Reclaim Local	\$ 25,533
5	ALGONQUIAN DRIVE	UNION STREET	WORONOCO DRIVE	3915	26	RT - Residential Local	39	BC - 2" Mill & Overlay Local	\$ 253,570
7	ALLEN STREET	SCHOOL STREET	MORSE STREET	405	25	RT - Residential Local	20	BC - Reclaim Local	\$ 39,578
10	ANDREW CIRCLE	OAK HILL ROAD	CUL-DE-SAC	199	23	RE - Residential Dead End	42	BC - 2" Mill & Overlay Local	\$ 11,402
12	APPLE RIDGE DRIVE	GLEN STREET (N)	GLEN STREET (S)	1986	26	RT - Residential Local	94	Do Nothing	\$ -
13	APPLETON ROAD	WETHERSFIELD ROAD	EMERSON STREET	1582	26	RT - Residential Local	81	BC - Crack Seal or Patch	\$ 4,570
14	APPLETREE LANE	EAST EVERGREEN ROAD	DEAD END	228	24	RE - Residential Dead End	18	BC - Reclaim Local	\$ 21,389
15	AQUEDUCT ROAD	ELIOT HILL ROAD	RIVERBEND DRIVE	1342	25	RT - Residential Local	88	Do Nothing	\$ -
16	ARBOR CIRCLE	BACON STREET	OAKRIDGE AVENUE	2382	25	RT - Residential Local	22	BC - Reclaim Local	\$ 232,774
18	ARCHER DRIVE	ROBIN HOOD ROAD	CUL-DE-SAC	459	28	RE - Residential Dead End	30	BC - 2" Mill & Overlay Local	\$ 32,016
19	ARLINGTON CIRCLE	ARLINGTON ROAD (N)	ARLINGTON ROAD (S)	404	26	RT - Residential Local	36	BC - 2" Mill & Overlay Local	\$ 26,167
20	ARLINGTON ROAD	HARWOOD ROAD (N)	HARWOOD ROAD (S)	831	24.5	RT - Residential Local	42	BC - 2" Mill & Overlay Local	\$ 50,718
21	ARROW PATH	UNION STREET	CUL-DE-SAC	1118	25	RE - Residential Dead End	39	BC - 2" Mill & Overlay Local	\$ 69,627
22	ARTHUR STREET	BEACON STREET	END OF PUBLIC WAY	392	26	RT - Residential Local	17	BC - Reclaim Local	\$ 39,839
24	ATHERTON STREET	HIGH STREET	PITTS STREET	320	22.5	RT - Residential Local	100	Do Nothing	\$ -
25	AUBURN STREET	ELIOT STREET	DEAD END	456	21	RE - Residential Dead End	88	Do Nothing	\$ -
26	AUSTIN WAY	BACON STREET	DEAD END	402	24.5	RE - Residential Dead End	36	BC - 2" Mill & Overlay Local	\$ 24,535
27	AUTUMN LANE	PHEASANT HOLLOW ROAD (N)	PHEASANT HOLLOW ROAD (S)	1318	22	RT - Residential Local	68	BC - Patch/Pave	\$ 36,181
28	AVON LANE	SHERWOOD ROAD	SPEEN STREET	831	28	RT - Residential Local	100	Do Nothing	\$ -
29	AVON STREET	MORSE STREET	SHERIDAN STREET	793	20	RT - Residential Local	0	BC - Reclaim Local	\$ 61,995
31	BACON STREET	DEAD END (NEAR RTE 9)	TYLER STREET	1681	16	RT - Residential Local	91	Do Nothing	\$ -
31.1	BACON STREET	TYLER STREET	NORTH MAIN STREET	553	20	RT - Residential Local	76	BC - Crack Seal and Patch	\$ 3,072
31.2	BACON STREET	NORTH MAIN STREET	WALNUT STREET	3602	22	CO - Collector	50	BC - 3" Mill & Overlay Art/Col	\$ 288,712
31.3	BACON STREET	WALNUT STREET	AUSTIN WAY	2276	32	CO - Collector	91	Do Nothing	\$ -
31.4	BACON STREET	AUSTIN WAY	OAK STREET	3232	32.5	CO - Collector	59	BC - 1-1/2" Mill & Overlay	\$ 204,711
31.5	BACON STREET	OAK STREET	WELLESLEY TOWN LINE	1907	27.5	CO - Collector	57	BC - 1-1/2" Mill & Overlay	\$ 102,205
32	BADGER AVENUE	ELIOT STREET	DEAD END	1086	18.5	RE - Residential Dead End	97	Do Nothing	\$ -
35	BARNESDALE ROAD	HARTFORD STREET	DEAD END	2060	30	RE - Residential Dead End	100	Do Nothing	\$ -
37	BAY STATE ROAD	BACON STREET	CUL-DE-SAC	938	25	RE - Residential Dead End	14	BC - Reclaim Local	\$ 91,664
38	BAYBERRY ROAD	CYPRESS ROAD	CUL-DE-SAC	880	26	RE - Residential Dead End	38	BC - 2" Mill & Overlay Local	\$ 56,997
39	BEACON STREET	BACON STREET	GROVE STREET	2505	28	RT - Residential Local	69	BC - Patch/Pave	\$ 87,519
40	BEACONSFIELD DRIVE	BEACON STREET	CHARLES STREET	399	23	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 1,020
41	BEAR HILL ROAD	SOUTH MAIN STREET	CUL-DE-SAC	494	25	RE - Residential Dead End	38	BC - 2" Mill & Overlay Local	\$ 30,765
42	BEAVER DAM ROAD	MILL STREET	DEAD END	1333	29	RE - Residential Dead End	37	BC - 2" Mill & Overlay Local	\$ 96,299
43	BEE STREET	SCHOOL STREET	CHURCH STREET	299	21	RT - Residential Local	98	Do Nothing	\$ -
45	BELMORE ROAD	SPEEN STREET	DEAD END	1049	25	RE - Residential Dead End	22	BC - Reclaim Local	\$ 102,511
46	BELVIDERE STREET	WALNUT STREET	BACON STREET	484	16.5	RT - Residential Local	73	BC - Crack Seal and Patch	\$ 2,218
47	BENNETT STREET	CURVE STREET	HIGH STREET EXTENSION	941	28	RT - Residential Local	22	BC - Reclaim Local	\$ 102,992
49	BEVERLY ROAD	LONGFELLOW ROAD	WELLS STREET	2635	24	RT - Residential Local	31	BC - 2" Mill & Overlay Local	\$ 157,538
51	BIRCH ROAD (N)	NORTH MAIN STREET	CYPRESS ROAD	200	18	RT - Residential Local	38	BC - 2" Mill & Overlay Local	\$ 8,968
52.1	BIRCH ROAD (S)	CREST ROAD	DEAD END	423	15	RE - Residential Dead End	51	BC - 1-1/2" Mill & Overlay	\$ 12,366
53	BISHOP STREET	HARTFORD STREET	FRAMINGHAM TOWN LINE	865	28.5	RT - Residential Local	42	BC - 2" Mill & Overlay Local	\$ 61,412
54	BLOSSOM CIRCLE	RUTLEDGE ROAD	DEAD END	732	24	RE - Residential Dead End	49	BC - 1-1/2" Mill & Overlay	\$ 34,238
55	BLUEBERRY HILL ROAD	HARTFORD STREET	CUL-DE-SAC	464	24.5	RE - Residential Dead End	75	BC - Crack Seal and Patch	\$ 3,158
56	BLUESTONE WAY	CUL-DE-SAC (N)	CUL-DE-SAC (S)	448	27	RE - Residential Dead End	33	BC - 2" Mill & Overlay Local	\$ 30,133
57	BODEN LANE	HARTFORD STREET	BURNING TREE ROAD	2481	26.5	RT - Residential Local	48	BC - 2" Mill & Overlay Local	\$ 163,782

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
57.1	BODEN LANE	BURNING TREE ROAD	WEST CENTRAL STREET	878	18	RT - Residential Local	85	BC - Crack Seal or Patch	\$ 1,756
58	BOLSER AVENUE	DEAD END	FISKE STREET	425	25	RT - Residential Local	69	BC - Patch/Pave	\$ 13,258
59	BORDER ROAD	OAK STREET	WELLESLEY TOWN LINE	1572	24.5	RT - Residential Local	57	BC - 1-1/2" Mill & Overlay	\$ 75,060
60	BRADFORD ROAD	IRVING ROAD	DEAD END	2589	26	RE - Residential Dead End	41	BC - 2" Mill & Overlay Local	\$ 167,687
61	BRAEMORE ROAD	BODEN LANE	RANGER ROAD	902	25	RT - Residential Local	29	BC - 2" Mill & Overlay Local	\$ 56,175
62	BRIAR LANE	WINTER STREET	CUL-DE-SAC	333	20	RE - Residential Dead End	21	BC - Reclaim Local	\$ 26,033
64	BROADS AVENUE	UNION STREET	DEAD END	459	18	RE - Residential Dead End	69	BC - Patch/Pave	\$ 10,309
66	BROOK STREET	UNION STREET	DEAD END	690	19	RE - Residential Dead End	99	Do Nothing	\$ -
67	BROOKDALE ROAD	HARTFORD STREET	MILLBROOK ROAD	2668	25.5	RT - Residential Local	5	BC - Reclaim Local	\$ 265,937
69	BUCKINGHAM ROAD	SURREY LANE	DEAD END	415	30	RE - Residential Dead End	100	Do Nothing	\$ -
70	BUCKSKIN LANE	CLEARVIEW DRIVE	CUL-DE-SAC	577	26.5	RE - Residential Dead End	50	BC - 1-1/2" Mill & Overlay	\$ 29,799
72	BUNKER LANE	SYLVESTER ROAD	SHERBORN TOWN LINE	1668	22	RT - Residential Local	50	BC - 1-1/2" Mill & Overlay	\$ 71,516
73	BURNING TREE ROAD	BODEN LANE	MILL STREET	2959	34	RT - Residential Local	98	Do Nothing	\$ -
75	BYRON ROAD	WORCESTER STREET	END OF PUBLIC WAY	738	24	RT - Residential Local	100	Do Nothing	\$ -
77	CAMPUS DRIVE	POND STREET	WEST STREET	1290	22	RT - Residential Local	92	Do Nothing	\$ -
78	CAPE STREET	WATER STREET	LINCOLN STREET	240	15	RT - Residential Local	71	BC - Crack Seal and Patch	\$ 1,000
80	CARLSON CIRCLE	SYLVESTER ROAD	CARLSON TERRACE	1188	25	RT - Residential Local	47	BC - 2" Mill & Overlay Local	\$ 73,986
81	CARSHA DRIVE	ROCKLAND STREET	CUL-DE-SAC	271	23	RE - Residential Dead End	34	BC - 2" Mill & Overlay Local	\$ 15,527
82	CARTER DRIVE	BACON STREET	DEAD END	665	24	RE - Residential Dead End	74	BC - Crack Seal and Patch	\$ 4,433
85	CECIL ROAD	TRAVIS ROAD	HARTFORD STREET	300	26	RT - Residential Local	98	Do Nothing	\$ -
86	CEDAR AVENUE	CURVE STREET	FOREST AVENUE EXT	1526	21	RT - Residential Local	17	BC - Reclaim Local	\$ 125,264
90	CENTRE STREET	WORCESTER STREET	MANOR AVENUE	1573	25	RT - Residential Local	100	Do Nothing	\$ -
91	CHALCOM CIRCLE	ELIOT HILL ROAD	DEAD END	468	26	RE - Residential Dead End	42	BC - 2" Mill & Overlay Local	\$ 30,312
92	CHARLES STREET	BACON STREET	200' N OF GROVE ST	2089	25	RT - Residential Local	89	Do Nothing	\$ -
92.2	CHARLES STREET	GROVE STREET	NORTH MAIN STREET	659	26.5	RT - Residential Local	84	BC - Crack Seal or Patch	\$ 1,940
93	CHERYL ROAD	SPEEN STREET	CUL-DE-SAC	385	27	RE - Residential Dead End	98	Do Nothing	\$ -
94	CHESTER STREET	MORSE STREET	END OF PUBLIC WAY	415	20	RT - Residential Local	16	BC - Reclaim Local	\$ 32,444
95	CHESTNUT STREET	BEACON STREET	BACON STREET	1010	18	RT - Residential Local	74	BC - Crack Seal and Patch	\$ 5,050
96	CHIEFTAIN LANE	MOCCASIN PATH	DEAD END	456	26.5	RE - Residential Dead End	53	BC - 1-1/2" Mill & Overlay	\$ 23,550
98	CHRYSLER ROAD	SPEEN STREET	DEAD END	1034	33.5	RE - Residential Dead End	82	BC - Crack Seal or Patch	\$ 3,849
99	CHURCH STREET	EAST CENTRAL STREET	EAST STREET	840	21	RT - Residential Local	55	BC - 1-1/2" Mill & Overlay	\$ 34,378
100	CIDER MILL LANE	ROCKLAND STREET	DEAD END	376	26	RE - Residential Dead End	94	Do Nothing	\$ -
101	CIRCULAR AVENUE	SOUTH MAIN STREET	COTTAGE STREET	1062	26	RT - Residential Local	93	Do Nothing	\$ -
102	CLARENDON STREET	SOUTH AVENUE	EAST CENTRAL STREET	485	32	RT - Residential Local	85	BC - Crack Seal or Patch	\$ 1,724
105	CLEARVIEW DRIVE	DEAD END (W)	100' E OF JUNIPER LANE	828	27	RT - Residential Local	34	BC - 2" Mill & Overlay Local	\$ 55,691
106	CLIFTON ROAD	SPEEN STREET	RIDGE AVENUE	674	24	RT - Residential Local	52	BC - 1-1/2" Mill & Overlay	\$ 31,525
107	CLOVER LANE	WOODLAND STREET	CLOVER TERRACE	1136	24.5	RT - Residential Local	59	BC - 1-1/2" Mill & Overlay	\$ 54,241
108	CLOVER TERRACE	CUL-DE-SAC (S)	DEAD END (N)	621	26	RE - Residential Dead End	40	BC - 2" Mill & Overlay Local	\$ 40,222
109	CLUBHOUSE LANE	WAYLAND TOWN LINE (N)	WAYLAND TOWN LINE (S)	1304	25.5	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 3,695
110	COACHMAN LANE	LAMPLIGHT CIRCLE	COACHMAN LANE	1984	26	RT - Residential Local	80	BC - Crack Seal or Patch	\$ 5,732
111	COBBLESTONE DRIVE	BLUESTONE WAY	COTTAGE STREET	461	27	RT - Residential Local	40	BC - 2" Mill & Overlay Local	\$ 31,007
112	COCHITUATE STREET	WASHINGTON AVENUE	HARRISON STREET	438	21	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 1,022
113	COHNS STREET	WATER STREET	RIVER STREET	449	17	RT - Residential Local	69	BC - Patch/Pave	\$ 9,524
116	COLLEGE ROAD	ROLLING LANE	WELLESLEY TOWN LINE	156	24	RT - Residential Local	56	BC - 1-1/2" Mill & Overlay	\$ 7,297
118	COLUMBIA AVENUE	HAMPTON ROAD	RIDGE AVENUE	817	25	RT - Residential Local	40	BC - 2" Mill & Overlay Local	\$ 50,881
119	COMMON STREET	SOUTH MAIN STREET	PARK STREET	250	29	RT - Residential Local	12	BC - Reclaim Local	\$ 28,340
119.1	COMMON STREET	PARK STREET	MORSE STREET	449	22	RT - Residential Local	56	BC - 1-1/2" Mill & Overlay	\$ 19,251
121	COMMONWEALTH ROAD (E)	WESTON TOWN LINE	150' W OF SADDLEBROOK ROAD	1215	28	AR - Arterial	58	BC - 1-1/2" Mill & Overlay	\$ 66,301
121.1	COMMONWEALTH ROAD (E)	150' W OF SADDLEBROOK ROAD	WAYLAND TOWN LINE	1813	28	AR - Arterial	84	BC - Crack Seal or Patch	\$ 5,640
122	COMMONWEALTH ROAD (W)	FRAMINGHAM TOWN LINE	WAYLAND TOWN LINE	2302	35	AR - Arterial	81	BC - Crack Seal or Patch	\$ 8,952
124	CONCORD STREET	WABAN STREET	WESTERN AVENUE	502	19	RT - Residential Local	88	Do Nothing	\$ -

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
126	COOLIDGE AVENUE	COTTAGE STREET	SCHOOL STREET EXTENSION	555	23	RT - Residential Local	8	BC - Reclaim Local	\$ 49,897
128	COOPER ROAD	WORCESTER STREET	DEAD END	663	24	RE - Residential Dead End	40	BC - 2" Mill & Overlay Local	\$ 39,639
129	CORDIAL WAY	GLEN STREET	CUL-DE-SAC	682	26	RE - Residential Dead End	36	BC - 2" Mill & Overlay Local	\$ 44,172
131	COTTAGE STREET	SOUTH MAIN STREET	FARWELL ST	2415	24.5	CO - Collector	88	BC - Crack Seal or Patch	\$ 6,574
131.1	COTTAGE STREET	FARWELL ST	EVERETT STREET	5738	24.5	CO - Collector	99	Do Nothing	\$ -
132	COUNTRYSIDE ROAD	COTTAGE STREET	DEAD END	1277	26	RE - Residential Dead End	91	Do Nothing	\$ -
134	COURT- STREET	MAIN STREET	WASHINGTON STREET	327	28	RT - Residential Local	22	BC - Reclaim Local	\$ 35,790
135	CRAFT ROAD	EUCLID AVENUE	HARWOOD ROAD	603	24	RT - Residential Local	32	BC - 2" Mill & Overlay Local	\$ 36,051
137	CRESCENT STREET	SPEEN STREET	SPEEN STREET	1122	26.5	RT - Residential Local	78	BC - Crack Seal and Patch	\$ 8,259
139	CROSS STREET	SOUTH MAIN STREET	COTTAGE STREET	517	18	RT - Residential Local	90	Do Nothing	\$ -
140	CURTIS ROAD	VIRGINIA ROAD	PILGRIM ROAD	1649	27	RT - Residential Local	89	Do Nothing	\$ -
141	CURVE STREET	OAKLAND STREET	SOUTH MAIN STREET	1871	24	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 4,989
142	CYPRESS ROAD	BIRCH ROAD	BAYBERRY ROAD	966	18	RT - Residential Local	20	BC - Reclaim Local	\$ 67,968
143	D STREET	IVY LANE	TOWN LINE	872	18	RT - Residential Local	6	BC - Reclaim Local	\$ 61,354
146	DAVID DRIVE	HARVARD STREET	CUL-DE-SAC	185	21.5	RE - Residential Dead End	25	BC - 2" Mill & Overlay Local	\$ 9,908
147	DAVIS BROOK DRIVE	WOODLAND STREET	DEAD END	1420	24.5	RE - Residential Dead End	75	BC - Crack Seal and Patch	\$ 9,664
148	DEAN ROAD	WORCESTER STREET	MERCER ROAD	778	36	RT - Residential Local	31	BC - 2" Mill & Overlay Local	\$ 69,771
149	DEEPWOODS DRIVE	ELIOT STREET	DEAD END	928	24	RE - Residential Dead End	12	BC - Reclaim Local	\$ 87,059
150	DEER PATH	WHISPERING LANE	DEAD END	1184	24	RE - Residential Dead End	69	BC - Patch/Pave	\$ 35,457
151	DEERFIELD LANE	WALNUT STREET	ROUNDWOOD ROAD	1007	24	RT - Residential Local	27	BC - 2" Mill & Overlay Local	\$ 60,205
153	DEWEY STREET	SOUTH AVENUE	EAST CENTRAL STREET	380	26	RT - Residential Local	5	BC - Reclaim Local	\$ 38,620
154	DIAMOND STREET	PEARL STREET	PLAIN STREET	194	14.5	RT - Residential Local	89	Do Nothing	\$ -
155	DIGREN ROAD	BAY STATE ROAD	DEAD END	558	24	RE - Residential Dead End	8	BC - Reclaim Local	\$ 52,348
156	DONCASTER DRIVE	SURRY LANE	DEAD END	169	28	RE - Residential Dead End	100	Do Nothing	\$ -
157	DONOVAN LANE	MARION STREET	DEAD END	1001	24	RE - Residential Dead End	50	BC - 1-1/2" Mill & Overlay	\$ 46,820
159	DOTTIES COURT	PINE STREET	CUL-DE-SAC	216	22	RE - Residential Dead End	96	Do Nothing	\$ -
161	DRAPER STREET	FISKE STREET	LAKEVIEW AVENUE	634	25	RT - Residential Local	43	BC - 2" Mill & Overlay Local	\$ 39,484
162	DRURY LANE	STRATFORD ROAD	FELCH ROAD	762	24.5	RT - Residential Local	17	BC - Reclaim Local	\$ 72,975
164	DWIGHT AVENUE	FARRANT ROAD	WESTLAKE ROAD	1074	26.5	RT - Residential Local	72	BC - Patch/Pave	\$ 35,513
166	EAST CENTRAL STREET (RTE 135)	MAIN STREET	UNION STREET	1739	46	AR - Arterial	65	BC - Patch/Pave	\$ 99,815
166.1	EAST CENTRAL STREET (RTE 135)	UNION STREET	WELLESLEY TOWN LINE	6194	41	AR - Arterial	68	BC - Patch/Pave	\$ 316,878
167	EAST EVERGREEN ROAD	NORTH MAIN STREET	FARRANT RD	1363	33	RT - Residential Local	92	Do Nothing	\$ -
167.1	EAST EVERGREEN ROAD	FARRANT RD	WENTWORTH ROAD	947	25.5	RT - Residential Local	91	Do Nothing	\$ -
168	EAST STREET	SOUTH MAIN STREET	MORSE STREET	804	18	RT - Residential Local	73	BC - Crack Seal and Patch	\$ 4,020
169	EASTLEIGH LANE	WINDSOR AVENUE	CUL-DE-SAC	1168	26	RE - Residential Dead End	51	BC - 1-1/2" Mill & Overlay	\$ 59,184
173	EDSON ROAD	GLEN STREET	DEAD END	374	26	RE - Residential Dead End	42	BC - 2" Mill & Overlay Local	\$ 24,224
174	EDWARDS ROAD	BELMORE ROAD	SPEEN STREET	879	25	RT - Residential Local	100	Do Nothing	\$ -
175	EISENHOWER AVENUE	MACARTHUR ROAD	OAK STREET	1213	23	RT - Residential Local	94	Do Nothing	\$ -
176	ELIOT HILL ROAD	ELIOT STREET	END OF PUBLIC WAY	2852	31	RT - Residential Local	21	BC - Reclaim Local	\$ 345,593
177	ELIOT STREET	WELLESLEY TOWN LINE	MILL LANE	2161	34	AR - Arterial	87	BC - Crack Seal or Patch	\$ 8,164
177.1	ELIOT STREET	MILL LANE	FARM HILL ROAD	1519	26	AR - Arterial	59	BC - 3" Mill & Overlay Art/Col	\$ 143,890
177.2	ELIOT STREET	FARM HILL ROAD	SHERBORN TOWN LINE	9982	26	AR - Arterial	50	BC - 3" Mill & Overlay Art/Col	\$ 945,562
178	ELM STREET	WEST CENTRAL STREET	POND STREET	549	18	RT - Residential Local	12	BC - Reclaim Local	\$ 38,628
179	ELMWOOD AVENUE	SOUTH MAIN STREET	END OF PUBLIC WAY	1037	25	RT - Residential Local	69	BC - Patch/Pave	\$ 32,349
180	ELWIN ROAD	BROOKDALE ROAD	BROOKDALE ROAD	1568	26	RT - Residential Local	39	BC - 2" Mill & Overlay Local	\$ 101,558
181	EMERSON STREET	APPLETON ROAD	CUL-DE-SAC	1775	26	RE - Residential Dead End	74	BC - Crack Seal and Patch	\$ 12,820
182	ENGLAND ROAD	SPEEN STREET	CUL-DE-SAC	320	24	RE - Residential Dead End	41	BC - 2" Mill & Overlay Local	\$ 19,132
183	ERIE DRIVE	OAK STREET (N)	OAK STREET (S)	1582	37	RT - Residential Local	28	BC - 2" Mill & Overlay Local	\$ 145,815
184	ERLANDSON ROAD	JENNINGS POND ROAD	BORDER ROAD	1018	25	RT - Residential Local	85	BC - Crack Seal or Patch	\$ 2,828
185	ERNEST DRIVE	RIVER BEND DRIVE	CUL-DE-SAC	497	31.5	RE - Residential Dead End	70	BC - Patch/Pave	\$ 19,535
187	EUCLID AVENUE	ARLINGTON ROAD	LONGFELLOW ROAD	1178	25	RT - Residential Local	23	BC - 2" Mill & Overlay Local	\$ 73,363

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
188	EUCLID CIRCLE	EUCLID AVENUE (W)	EUCLID AVENUE (E)	314	31.5	RT - Residential Local	45	BC - 2" Mill & Overlay Local	\$ 24,640
190	EVERETT STREET	ELIOT STREET	COTTAGE STREET	1711	22	CO - Collector	76	BC - Crack Seal and Patch	\$ 10,456
190.1	EVERETT STREET	COTTAGE STREET	ROCKLAND STREET	2262	21	RT - Residential Local	93	Do Nothing	\$ -
190.2	EVERETT STREET	ROCKLAND STREET	SHERBORN TOWN LINE	1639	22	RT - Residential Local	23	BC - 2" Mill & Overlay Local	\$ 89,824
191	EVERETT TERRACE	EVERETT STREET	CUL-DE-SAC	198	20	RE - Residential Dead End	23	BC - 2" Mill & Overlay Local	\$ 9,865
193	FAIRBANKS PLACE	BACON STREET	DEAD END	364	24	RE - Residential Dead End	55	BC - 1-1/2" Mill & Overlay	\$ 17,026
195	FAIRVIEW AVENUE	FISKE STREET	PROCTOR STREET	918	25	RT - Residential Local	31	BC - 2" Mill & Overlay Local	\$ 57,171
197	FARM HILL ROAD	DAVIS BROOK DRIVE	FARM HILL VILLAGE	550	24	RT - Residential Local	72	BC - Crack Seal and Patch	\$ 3,667
197.1	FARM HILL ROAD	FARM HILL VILLAGE	ELIOT STREET	3443	24	RT - Residential Local	94	Do Nothing	\$ -
198	FARRANT ROAD	WARING ROAD	EAST EVERGREEN ROAD	883	34	RT - Residential Local	95	Do Nothing	\$ -
199	FARWELL STREET	COTTAGE STREET	FAY WAY	318	18	RT - Residential Local	30	BC - 2" Mill & Overlay Local	\$ 14,259
199.1	FARWELL STREET	FAY WAY	ROCKLAND STREET	2662	23.5	RT - Residential Local	84	BC - Crack Seal or Patch	\$ 6,951
202	FELCH ROAD	PINE STREET	FELCH COURT	2331	27	RT - Residential Local	14	BC - Reclaim Local	\$ 246,014
204	FERN STREET	FISKE STREET	PROCTOR STREET	968	25.5	RT - Residential Local	15	BC - Reclaim Local	\$ 96,487
205	FERNDAL ROAD	FELCH ROAD (S)	FELCH ROAD (N)	1099	32	RT - Residential Local	21	BC - Reclaim Local	\$ 137,468
207	FIELDSTONE LANE	ELIOT STREET	CUL-DE-SAC	1122	23	RE - Residential Dead End	19	BC - Reclaim Local	\$ 100,873
210	FISHER STREET	NORTH MAIN STREET	LAKEWOOD ROAD	2532	18.5	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 5,205
211	FISKE LANE	POND STREET	FISKE STREET	840	23	RT - Residential Local	13	BC - Reclaim Local	\$ 75,520
212	FISKE STREET	POND STREET	SYLVESTER ROAD	1992	25	RT - Residential Local	8	BC - Reclaim Local	\$ 194,663
213	FLORAL AVENUE	SOUTH MAIN STREET	WESTERN AVENUE	468	18.5	RT - Residential Local	90	Do Nothing	\$ -
213.1	FLORAL AVENUE	WESTERN AVENUE	WABAN STREET	230	16	RT - Residential Local	14	BC - Reclaim Local	\$ 14,385
215	FLORENCE STREET	HIGHLAND STREET	HILLSIDE ROAD	896	24	RT - Residential Local	97	Do Nothing	\$ -
215.1	FLORENCE STREET	HILLSIDE ROAD	NORTH AVENUE	832	23	RT - Residential Local	14	BC - Reclaim Local	\$ 74,800
216	FLYNN STREET	RUTLEDGE ROAD	EAST EVERGREEN ROAD	673	25	RT - Residential Local	78	BC - Crack Seal or Patch	\$ 1,869
217	FOLEY DRIVE	LOKER STREET	CUL-DE-SAC	605	25	RE - Residential Dead End	83	BC - Crack Seal or Patch	\$ 1,681
219	FOREST AVENUE	POND STREET	CURVE STREET	1527	23	RT - Residential Local	80	BC - Crack Seal or Patch	\$ 3,902
220	FOREST AVENUE EXTENSION	CURVE STREET	BENNETT STREET	490	28	RT - Residential Local	16	BC - Reclaim Local	\$ 53,630
221	FOREST STREET	POND STREET	WEST CENTRAL STREET	638	22	RT - Residential Local	85	BC - Crack Seal or Patch	\$ 1,560
223	FOXHILL DRIVE	INGLESIDE ROAD	FOXHILL DRIVE	2417	25.5	RT - Residential Local	16	BC - Reclaim Local	\$ 240,919
224	FRANCES AVENUE	SPEEN STREET	RIDGE AVENUE	522	25.5	RT - Residential Local	66	BC - Patch/Pave	\$ 16,609
225	FRANCONIA AVENUE	BACON STREET	GILBERT STREET	2115	25	RT - Residential Local	18	BC - Reclaim Local	\$ 206,683
226	FRANKLIN STREET	HARVARD STREET	NORTH AVENUE	502	22	RT - Residential Local	80	BC - Crack Seal or Patch	\$ 1,227
231	GARFIELD STREET	SCHOOL STREET	MORSE STREET	479	25	RT - Residential Local	14	BC - Reclaim Local	\$ 46,809
232	GENERAL GREENE AVENUE	THIRD STREET	NORTH MAIN STREET	1894	36	RT - Residential Local	99	Do Nothing	\$ -
233	GIBBS STREET	CENTRE STREET	DEAD END	420	24	RE - Residential Dead End	100	Do Nothing	\$ -
234	GIBSON ROAD	HARTFORD STREET	HEMLOCK DRIVE	295	26.5	RT - Residential Local	72	BC - Crack Seal and Patch	\$ 2,172
238	GLEN STREET	PLEASANT STREET	DOVER TOWN LINE	7839	23.5	RT - Residential Local	68	BC - Patch/Pave	\$ 229,861
239	GLENWOOD STREET	GLEN STREET	DEAD END	1342	20	RE - Residential Dead End	80	BC - Crack Seal or Patch	\$ 2,982
240	GORDON ROAD	NORTH MAIN STREET	CUL-DE-SAC	404	26	RE - Residential Dead End	86	Do Nothing	\$ -
241	GRACE CIRCLE	ELMWOOD AVENUE	CUL-DE-SAC	423	24	RE - Residential Dead End	54	BC - 1-1/2" Mill & Overlay	\$ 19,785
242	GRANBY ROAD	KELSEY ROAD	BEAVER DAM ROAD	336	28	RT - Residential Local	59	BC - 1-1/2" Mill & Overlay	\$ 18,335
244	GRANT STREET	EAST CENTRAL STREET	SHERMAN STREET	826	29.5	RT - Residential Local	79	BC - Crack Seal or Patch	\$ 2,707
245	GREAT ROCK CIRCLE	LOOKOUT AVENUE	DEAD END	272	22	RE - Residential Dead End	55	BC - 1-1/2" Mill & Overlay	\$ 11,662
247	GREENLEAF STREET	BODEN LANE	BROOKDALE ROAD	1035	25.5	RT - Residential Local	81	BC - Crack Seal or Patch	\$ 2,933
248	GREENWOOD ROAD	BARNESDALE ROAD (W)	BARNESDALE ROAD (E)	1022	30	RT - Residential Local	100	Do Nothing	\$ -
249	GRISTMILL LANE	ELIOT STREET	DEAD END	729	25	RE - Residential Dead End	22	BC - Reclaim Local	\$ 71,240
250	GROVE ROAD	WORCESTER STREET	BORDER ROAD	1974	25	RT - Residential Local	89	Do Nothing	\$ -
251	GROVE STREET	NORTH MAIN STREET	WALNUT STREET	1286	21	RT - Residential Local	79	BC - Crack Seal or Patch	\$ 3,001
253	GUYS WAY	EAST CENTRAL STREET	CUL-DE-SAC	200	22	RE - Residential Dead End	16	BC - Reclaim Local	\$ 17,199
254	HALSEY WAY	MACARTHUR ROAD	DEAD END	714	24	RE - Residential Dead End	93	Do Nothing	\$ -
256	HAMMOND ROAD	NORTH MAIN STREET	CUL-DE-SAC	1290	26	RE - Residential Dead End	91	Do Nothing	\$ -

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
258	HAMPSHIRE DRIVE	WETHERSFIELD ROAD	WHEELER LANE	946	32	RT - Residential Local	76	BC - Crack Seal or Patch	\$ 3,364
259	HAMPTON ROAD	ROBINHOOD ROAD	PURINGTON AVENUE	1084	22	RT - Residential Local	26	BC - 2" Mill & Overlay Local	\$ 59,408
261	HARDWICK ROAD	PORTER ROAD (N)	PORTER ROAD (S)	1552	28	RT - Residential Local	49	BC - 2" Mill & Overlay Local	\$ 108,254
263	HARRISON STREET	DEAD END (N)	DEAD END (S)	594	24	RE - Residential Dead End	60	BC - 1-1/2" Mill & Overlay	\$ 27,783
264	HARTFORD STREET	SPEEN STREET	FRAMINGHAM TOWN LINE	7524	28	CO - Collector	49	BC - 3" Mill & Overlay Art/Col	\$ 767,548
265	HARTFORD STREET EXT	DEAD END (S)	DEAD END (N)	847	24	RE - Residential Dead End	30	BC - 2" Mill & Overlay Local	\$ 50,639
266	HARVARD STREET	WASHINGTON STREET	SAWIN STREET	1305	18	RT - Residential Local	37	BC - 2" Mill & Overlay Local	\$ 58,516
266.1	HARVARD STREET	SAWIN STREET	VALE STREET	369	19	RT - Residential Local	96	Do Nothing	\$ -
267	HARVARD STREET EXTENSION	RICE STREET	DEAD END	301	25	RE - Residential Dead End	21	BC - Reclaim Local	\$ 29,414
268	HARVEST MOON DRIVE	DEER PATH	DEAD END	1429	24	RE - Residential Dead End	70	BC - Patch/Pave	\$ 42,794
725	HARWOOD CIRCLE	HARWOOD ROAD	HARWOOD ROAD	372	28	RT - Residential Local	14	BC - Reclaim Local	\$ 40,715
269	HARWOOD ROAD	LONGFELLOW ROAD	CRAFT ROAD	2056	24.5	RT - Residential Local	28	BC - 2" Mill & Overlay Local	\$ 125,482
271	HAYES STREET	SOUTH AVENUE	EAST CENTRAL STREET	458	30	RT - Residential Local	88	Do Nothing	\$ -
273	HEAVEY WAY	SOUTH MAIN STREET	DEAD END	461	26	RE - Residential Dead End	95	Do Nothing	\$ -
275	HEMLOCK DRIVE	BROOKDALE ROAD (N)	BROOKDALE ROAD (S)	2430	25.5	RT - Residential Local	53	BC - 1-1/2" Mill & Overlay	\$ 120,763
276	HERBERT ROAD	LENA ROAD	FISKE STREET	287	24	RT - Residential Local	74	BC - Crack Seal and Patch	\$ 1,913
278	HF BROWN WAY	KENDALL LANE	NEWFIELD DRIVE	483	32	RT - Residential Local	93	Do Nothing	\$ -
279	HICKORY ROAD	OAK STREET	CUL-DE-SAC	384	26	RE - Residential Dead End	11	BC - Reclaim Local	\$ 39,026
280	HIGH STREET	WEST CENTRAL STREET	CURVE STREET	2208	20.5	RT - Residential Local	85	BC - Crack Seal or Patch	\$ 5,029
281	HIGH STREET EXTENSION	BENNETT STREET	END OF PUBLIC WAY	135	23.5	RT - Residential Local	11	BC - Reclaim Local	\$ 12,401
282	HIGHLAND STREET	WALNUT STREET	MIDDLE STREET	1809	18	RT - Residential Local	22	BC - Reclaim Local	\$ 127,281
285	HILLSIDE ROAD	SHATTUCK STREET	FLORENCE STREET	245	19	RT - Residential Local	78	BC - Crack Seal or Patch	\$ 517
287	HOME AVENUE	WEST CENTRAL STREET	PROSPECT STREET	635	25	RT - Residential Local	80	BC - Crack Seal or Patch	\$ 1,764
291.1	HOPEWELL FARM ROAD	BEGINNING OF PUBLIC WAY	CUL-DE-SAC	818	25	RE - Residential Dead End	44	BC - 2" Mill & Overlay Local	\$ 50,943
293.1	HOWE STREET	LONGVIEW STREET	FRAMINGHAM TOWNLINE	935	26	RT - Residential Local	64	BC - Patch/Pave	\$ 30,334
294	HUDSON STREET	FISKE STREET	PROCTOR STREET	925	25	RT - Residential Local	43	BC - 2" Mill & Overlay Local	\$ 57,607
297	HUNTERS LANE	SOUTH MAIN STREET	DEAD END	1458	24	RE - Residential Dead End	95	Do Nothing	\$ -
298	HUNTINGTON STREET	EMERSON STREET	CUL-DE-SAC	1005	26	RE - Residential Dead End	74	BC - Crack Seal and Patch	\$ 7,258
299	HURON DRIVE	ERIE DRIVE (N)	ERIE DRIVE (S)	1229	37	RT - Residential Local	35	BC - 2" Mill & Overlay Local	\$ 113,278
300	ICE HOUSE LANE	WINDSOR AVENUE	CUL-DE-SAC	336	24	RE - Residential Dead End	91	Do Nothing	\$ -
301	INDIAN RIDGE ROAD	INDIAN RIDGE WAY	LANTERN LANE	3842	30	RT - Residential Local	91	Do Nothing	\$ -
302	INDIAN RIDGE WAY	GLEN STREET	INDIAN RIDGE ROAD	680	30	RT - Residential Local	96	Do Nothing	\$ -
303.1	INDIAN ROCK ROAD	1400' S OF COMMONWEALTH ROAD	DEAD END	397	20	RE - Residential Dead End	63	BC - Patch/Pave	\$ 9,907
304	INDIAN SPRINGS ROAD	SASSAMON ROAD	DOVER TOWN LINE	400	25	RT - Residential Local	87	BC - Crack Seal or Patch	\$ 1,111
305	INGLESIDE ROAD	PETERSON ROAD	WELLESLEY TOWN LINE	888	26	RT - Residential Local	95	Do Nothing	\$ -
306	IRVING ROAD	BRADFORD ROAD	WETHERSFIELD ROAD	2180	26.5	RT - Residential Local	71	BC - Patch/Pave	\$ 72,084
307	IVY LANE	D STREET	ELWIN ROAD	960	26	RT - Residential Local	50	BC - 2" Mill & Overlay Local	\$ 62,178
308	JACKSON COURT	NORTH MAIN STREET	350' W OF NORTH MAIN STREET	352	20	RT - Residential Local	100	Do Nothing	\$ -
309	JACQUELINE CIRCLE	WHEELER LANE	CUL-DE-SAC	379	24	RE - Residential Dead End	70	BC - Patch/Pave	\$ 11,350
310	JAMESON STREET	FARWELL STREET	DEAD END	705	25	RE - Residential Dead End	99	Do Nothing	\$ -
311	JEFFERSON STREET	COTTAGE STREET	SCHOOL STREET EXTENSION	523	25	RT - Residential Local	20	BC - Reclaim Local	\$ 51,109
313	JENNINGS POND ROAD	OAK STREET	GROVE ROAD	1407	26	RT - Residential Local	87	BC - Crack Seal or Patch	\$ 4,065
314	JENNISON CIRCLE	WINTER STREET	CUL-DE-SAC	841	25.5	RE - Residential Dead End	90	Do Nothing	\$ -
315	JOSHUA PATH	FARWELL STREET	DEAD END	346	23	RE - Residential Dead End	52	BC - 1-1/2" Mill & Overlay	\$ 15,509
316	JUDITH ROAD	FISHER STREET	CUL-DE-SAC	384	26	RE - Residential Dead End	84	Do Nothing	\$ -
317	JUNIPER LANE	CLEARVIEW DRIVE	WOODLAND STREET	580	25	RT - Residential Local	12	BC - Reclaim Local	\$ 56,679
318	JUSTIN ROAD	ELIOT STREET	CUL-DE-SAC	474	25	RE - Residential Dead End	27	BC - 2" Mill & Overlay Local	\$ 29,520
320	KAREN LANE	LANES END	150' S OF KYLIE LANE	850	25	RT - Residential Local	90	Do Nothing	\$ -
321	KATIE PATH	PHEASANT HOLLOW ROAD	KAREN LANE	461	23	RT - Residential Local	79	BC - Crack Seal or Patch	\$ 1,178
324	KELLEY WAY	BACON STREET	CUL-DE-SAC	206	22	RE - Residential Dead End	99	Do Nothing	\$ -
325	KELSEY ROAD	BEAVER DAM ROAD	DEAD END	1235	28.5	RE - Residential Dead End	39	BC - 2" Mill & Overlay Local	\$ 87,681

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
326	KENDALL LANE	WEST CENTRAL STREET	VILLAGE WAY	763	26	RT - Residential Local	12	BC - Reclaim Local	\$ 77,545
329	KINSMAN PLACE	GROVE STREET	END OF PUBLIC WAY	757	21	RT - Residential Local	20	BC - Reclaim Local	\$ 62,140
332	LACONIA ROAD	JENNINGS POND ROAD	GROVE ROAD	903	24.5	RT - Residential Local	85	BC - Crack Seal or Patch	\$ 2,458
333	LACOSTA DRIVE	BURNING TREE ROAD (W)	BURNING TREE ROAD (E)	1136	32	RT - Residential Local	53	BC - 1-1/2" Mill & Overlay	\$ 70,846
334	LAGRANGE STREET	LAKE STREET	WASHINGTON AVENUE	306	21	RT - Residential Local	99	Do Nothing	\$ -
335	LAKE STREET	NORTH MAIN STREET	LA GRANGE STREET	1020	24.5	RT - Residential Local	96	Do Nothing	\$ -
336	LAKESHORE ROAD	OLD NORTH MAIN STREET	DEAD END	1629	27	RE - Residential Dead End	84	BC - Crack Seal or Patch	\$ 4,887
339	LAKEWOOD ROAD	FISHER STREET	DEAD END	700	24	RE - Residential Dead End	56	BC - 1-1/2" Mill & Overlay	\$ 32,741
340	LAMPLIGHT CIRCLE	HARTFORD STREET	CUL-DE-SAC	1134	26	RE - Residential Dead End	84	BC - Crack Seal or Patch	\$ 3,276
341	LANES END	SPEEN STREET	CUL-DE-SAC	1016	26	RE - Residential Dead End	98	Do Nothing	\$ -
343	LANTERN LANE	INDIAN RIDGE ROAD	DOVER TOWN LINE	621	26	RT - Residential Local	93	Do Nothing	\$ -
344	LARCHWOOD LANE	TAMARACK ROAD	CUL-DE-SAC	399	23.5	RE - Residential Dead End	86	Do Nothing	\$ -
347	LAURIE LANE	PINE STREET	MARK STREET	363	31	RT - Residential Local	26	BC - 2" Mill & Overlay Local	\$ 28,032
349	LEDGE LANE	COUNTRY SIDE ROAD	MICHAEL TERRACE	629	26	RT - Residential Local	95	Do Nothing	\$ -
350	LEIGHTON STREET	FARRANT ROAD	WESTLAKE ROAD	749	25	RT - Residential Local	95	Do Nothing	\$ -
351	LELAND ROAD	EUCLID AVENUE	HARWOOD ROAD	570	26	RT - Residential Local	35	BC - 2" Mill & Overlay Local	\$ 36,918
352	LENA ROAD	FISKE LANE	BOLSER AVENUE	697	24	RT - Residential Local	40	BC - 2" Mill & Overlay Local	\$ 41,671
354	LIBBY ROAD	SCARSDALE ROAD	DEAD END	398	24	RE - Residential Dead End	87	Do Nothing	\$ -
355	LIBERTY STREET	PINE STREET	BRADFORD ROAD	1658	34.5	RT - Residential Local	34	BC - 2" Mill & Overlay Local	\$ 142,494
355.1	LIBERTY STREET	BRADFORD ROAD	IRVING ROAD	740	26	RT - Residential Local	73	BC - Crack Seal and Patch	\$ 5,344
356	LINCOLN CIRCLE	LINCOLN STREET EXTENSION	CUL-DE-SAC	263	25	RE - Residential Dead End	19	BC - Reclaim Local	\$ 25,701
357	LINCOLN PLACE	MARION STREET	DEAD END	309	25	RE - Residential Dead End	75	BC - Crack Seal or Patch	\$ 858
358	LINCOLN STREET	EAST CENTRAL STREET	SHERMAN STREET	823	27.5	RT - Residential Local	49	BC - 2" Mill & Overlay Local	\$ 56,380
359	LINCOLN STREET EXTENSION	AVON STREET	DEAD END	2041	16	RE - Residential Dead End	0	BC - Reclaim Local	\$ 127,649
363	LODGE ROAD	BELMORE ROAD	SPEEN STREET	625	25	RT - Residential Local	100	Do Nothing	\$ -
365	LOKER STREET	BACON STREET	BRIDGE	327	18	RT - Residential Local	92	Do Nothing	\$ -
365.1	LOKER STREET	BRIDGE	FISHER STREET	1139	21.5	RT - Residential Local	90	Do Nothing	\$ -
366	LONGFELLOW ROAD	HARWOOD ROAD	MELVIN ROAD	1558	25	RT - Residential Local	26	BC - 2" Mill & Overlay Local	\$ 97,029
367	LONGVIEW STREET	HOWE STREET	MORENCY STREET	349	26.5	RT - Residential Local	79	BC - Crack Seal or Patch	\$ 1,028
369	LOOKOUT FARM ROAD	PLEASANT STREET	CUL-DE-SAC	1374	24	RE - Residential Dead End	89	Do Nothing	\$ -
373	LYMAN STREET	WESTLAKE ROAD	BRADFORD ROAD	298	26	RT - Residential Local	80	BC - Crack Seal or Patch	\$ 861
374	LYNN STREET	AVON LANE	DEAD END	279	25	RE - Residential Dead End	100	Do Nothing	\$ -
375	MACARTHUR ROAD	OAK STREET (N)	OAK STREET (S)	3503	26	RT - Residential Local	96	Do Nothing	\$ -
376	MADISON STREET	COTTAGE STREET	SCHOOL STREET EXTENSION	594	25	RT - Residential Local	34	BC - 2" Mill & Overlay Local	\$ 36,993
377	MADONNA STREET	BISHOP STREET	D STREET	1247	26	RT - Residential Local	35	BC - 2" Mill & Overlay Local	\$ 80,767
378	MAGNOLIA ROAD	EVERGREEN ROAD	CYPRESS ROAD	674	14.5	RT - Residential Local	47	BC - 2" Mill & Overlay Local	\$ 24,346
378.1	MAGNOLIA ROAD	CYPRESS ROAD	BAYBERRY ROAD	206	26	RT - Residential Local	25	BC - 2" Mill & Overlay Local	\$ 13,342
380	MAIN STREET	NORTH AVENUE	EAST CENTRAL STREET	782	62.5	AR - Arterial	55	BC - 1-1/2" Mill & Overlay	\$ 95,252
381	MAINE AVENUE	WORCESTER STREET	CONNECTICUT AVENUE	629	24	RT - Residential Local	84	BC - Crack Seal or Patch	\$ 1,677
382	MAINSTONE ROAD	COMMONWEALTH ROAD	WAYLAND TOWN LINE	974	28.5	RT - Residential Local	49	BC - 2" Mill & Overlay Local	\$ 69,151
384	MANCHESTER PLACE	EAST CENTRAL STREET	DEAD END	626	14	RE - Residential Dead End	80	BC - Crack Seal or Patch	\$ 974
385	MANOR AVENUE	CENTRE STREET	GIBBS STREET	1067	26	RT - Residential Local	100	Do Nothing	\$ -
387	MAPLE AVENUE (N)	POND STREET	DEAD END	483	18	RE - Residential Dead End	8	BC - Reclaim Local	\$ 33,984
388	MAPLE AVENUE (S)	CAMPUS DRIVE	DEAD END	278	25	RE - Residential Dead End	93	Do Nothing	\$ -
389	MAPLE STREET	WEST CENTRAL STREET	POND STREET	517	15	RT - Residential Local	81	BC - Crack Seal or Patch	\$ 862
390	MARIE PATH	SAMUEL PATH	DEAD END	56	35	RE - Residential Dead End	40	BC - 2" Mill & Overlay Local	\$ 4,883
391	MARION STREET	BACON STREET	NORTH AVENUE	1956	24.5	CO - Collector	82	BC - Crack Seal or Patch	\$ 5,325
391.1	MARION STREET	NORTH AVENUE	MANSFIELD STREET	362	24.5	CO - Collector	100	Do Nothing	\$ -
391.2	MARION STREET	MANSFIELD STREET	EAST CENTRAL STREET	909	24.5	CO - Collector	80	BC - Crack Seal or Patch	\$ 2,475
393	MARK STREET	LIBERTY STREET	CUL-DE-SAC	1223	30	RE - Residential Dead End	16	BC - Reclaim Local	\$ 143,417
395	MARSHALL ROAD	MACARTHUR ROAD	EISENHOWER AVENUE	1032	24	RT - Residential Local	93	Do Nothing	\$ -

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
397	MASSACHUSETTS AVENUE	WORCESTER STREET	CONNECTICUT AVENUE	672	25	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 1,867
399	MEADOW POND LANE	BUNKER LANE	DEAD END	174	20	RE - Residential Dead End	82	BC - Crack Seal or Patch	\$ 387
400	MEADOW STREET	BACON STREET	NORTH MAIN STREET	688	18	RT - Residential Local	100	Do Nothing	\$ -
401	MECHANIC STREET	NORTH MAIN STREET	DEAD END	124	24	RE - Residential Dead End	0	BC - Reclaim Local	\$ 11,633
402	MEETING HOUSE LANE	WEST FARM ROAD	BACON STREET	416	24	RT - Residential Local	38	BC - 2" Mill & Overlay Local	\$ 24,871
405	MELVIN ROAD	LONGFELLOW ROAD	OAK STREET	572	24	RT - Residential Local	19	BC - Reclaim Local	\$ 53,661
406	MERCER ROAD	STRATHMORE ROAD	DEAN ROAD	604	28	RT - Residential Local	98	Do Nothing	\$ -
406.1	MERCER ROAD	DEAN ROAD	DEAD END	1314	36	RE - Residential Dead End	82	BC - Crack Seal or Patch	\$ 5,256
408	MERIFIELD LANE	ELIOT HILL ROAD (E)	END OF PUBLIC WAY	312	32	RT - Residential Local	19	BC - Reclaim Local	\$ 39,026
410	MICHAEL TERRACE	DEAD END (W)	END OF PUBLIC WAY	379	25	RT - Residential Local	94	Do Nothing	\$ -
411	MICHIGAN DRIVE	OAK STREET	CUL-DE-SAC	730	39	RE - Residential Dead End	98	Do Nothing	\$ -
412	MIDDLE STREET	HIGHLAND STREET	HARVARD STREET	997	19	RT - Residential Local	49	BC - 2" Mill & Overlay Local	\$ 47,189
413	MIDDLESEX AVENUE	WASHINGTON AVENUE	NORTH MAIN STREET	1345	30	RT - Residential Local	47	BC - 2" Mill & Overlay Local	\$ 100,516
416	MILL LANE	ELIOT STREET	PLEASANT STREET	316	20	RT - Residential Local	15	BC - Reclaim Local	\$ 24,704
417	MILL STREET	HARTFORD STREET	WEST CENTRAL ST	4324	30	CO - Collector	84	BC - Crack Seal or Patch	\$ 14,413
417.1	MILL STREET	WEST CENTRAL ST	SPEEN STREET	2069	25	CO - Collector	68	BC - Patch/Pave	\$ 64,541
418	MILLBROOK ROAD	BODEN LANE	OXBOW ROAD	992	27	RT - Residential Local	64	BC - Patch/Pave	\$ 33,421
419	MOCCASIN PATH	NOKOMIS WAY	CUL-DE-SAC	1502	26	RE - Residential Dead End	42	BC - 2" Mill & Overlay Local	\$ 97,283
420	MOHEGAN TRAIL	KENDALL LANE	CUL-DE-SAC	765	32	RE - Residential Dead End	100	Do Nothing	\$ -
422	MORENCY STREET	PUMPKIN PINE ROAD	NOLIN STREET	410	26	RT - Residential Local	58	BC - 1-1/2" Mill & Overlay	\$ 20,775
424	MORNINGSIDE AVENUE	WOODLEIGH ROAD	CLOVER LANE	2306	24.5	RT - Residential Local	62	BC - 1-1/2" Mill & Overlay	\$ 110,106
426	MORSE STREET	JEFFERSON STREET	SHERMAN STREET	867	21	RT - Residential Local	0	BC - Reclaim Local	\$ 71,169
426.1	MORSE STREET	SHERMAN STREET	DEAD END	643	20	RE - Residential Dead End	49	BC - 1-1/2" Mill & Overlay	\$ 25,063
427	MULLIGAN STREET	SOUTH AVENUE	EAST CENTRAL STREET	432	26	RT - Residential Local	89	Do Nothing	\$ -
428	MURDOCK ROAD	UNIVERSITY DRIVE	RETROP ROAD	741	30	RT - Residential Local	21	BC - Reclaim Local	\$ 86,895
429	NANCY ROAD	WINTER STREET	CUL-DE-SAC	677	24	RE - Residential Dead End	30	BC - 2" Mill & Overlay Local	\$ 40,476
431	NASHOBAN CIRCLE	TYLER STREET	CUL-DE-SAC	352	24	RE - Residential Dead End	53	BC - 1-1/2" Mill & Overlay	\$ 16,464
433	NEIL CIRCLE	NORTH MAIN STREET	DEAD END	215	19	RE - Residential Dead End	100	Do Nothing	\$ -
437	NEW HAMPSHIRE AVENUE	WORCESTER STREET	CONNECTICUT AVENUE	611	24	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 1,629
439	NEWFIELD DRIVE	WEST CENTRAL STREET	H F BROWN WAY	3791	32	RT - Residential Local	88	Do Nothing	\$ -
440	NEWMAN CIRCLE	WHITNEY CIRCLE	DEAD END	67	26	RE - Residential Dead End	71	BC - Crack Seal and Patch	\$ 484
441	NIMITZ CIRCLE	MACARTHUR ROAD (W)	MACARTHUR ROAD (E)	953	24	RT - Residential Local	93	Do Nothing	\$ -
443	NOKOMIS WAY	ARROW PATH	CUL-DE-SAC	1045	26	RE - Residential Dead End	68	BC - Patch/Pave	\$ 33,902
444	NOLIN STREET	BROOKDALE ROAD	HOWE STREET	310	25.5	RT - Residential Local	58	BC - 1-1/2" Mill & Overlay	\$ 15,406
446	NORTH AVENUE	MARION STREET	WASHINGTON STREET	2491	26	RT - Residential Local	78	BC - Crack Seal and Patch	\$ 17,991
446.1	NORTH AVENUE	WASHINGTON STREET	WALNUT STREET	277	30	RT - Residential Local	23	BC - 2" Mill & Overlay Local	\$ 20,701
447	NORTH MAIN STREET	NORTH AVENUE	GENERAL GREENE AVENUE	3312	33.5	AR - Arterial	37	BC - 3" Mill & Overlay Art/Col	\$ 404,235
447.1	NORTH MAIN STREET	GENERAL GREENE AVENUE	NORTH PLEASANT STREET	2575	32	AR - Arterial	37	BC - 3" Mill & Overlay Art/Col	\$ 300,211
447.2	NORTH MAIN STREET	NORTH PLEASANT STREET	MEGONKO ROAD	1769	44	AR - Arterial	84	BC - Crack Seal or Patch	\$ 8,648
447.3	NORTH MAIN STREET	MEGONKO ROAD	EAST EVERGREEN ROAD	1691	32	AR - Arterial	86	BC - Crack Seal or Patch	\$ 6,012
447.4	NORTH MAIN STREET	EAST EVERGREEN ROAD	WAYLAND TOWN LINE	3428	31	AR - Arterial	46	BC - 3" Mill & Overlay Art/Col	\$ 387,170
448	NORTH PLEASANT STREET	NORTH MAIN STREET	500' E OF NORTH MAIN STREET	500	22	RT - Residential Local	51	BC - 1-1/2" Mill & Overlay	\$ 21,438
448.1	NORTH PLEASANT STREET	500' E OF NORTH MAIN STREET	PARK AVENUE	432	22	RT - Residential Local	89	Do Nothing	\$ -
449	NORTHWOOD LANE	MAINSTONE ROAD	DEAD END	396	24	RE - Residential Dead End	56	BC - 1-1/2" Mill & Overlay	\$ 18,522
450	NOTTINGHAM DRIVE	BARNESDALE ROAD	SPEEN STREET	1090	32	RT - Residential Local	100	Do Nothing	\$ -
452	OAK KNOLL ROAD	NORTH MAIN STREET	HAMMOND AVENUE	1831	26	RT - Residential Local	89	Do Nothing	\$ -
453	OAK STREET	BACON STREET	WORCESTER STREET	3357	31.5	CO - Collector	87	Do Nothing	\$ -
453.1	OAK STREET	WORCESTER STREET	WAYLAND TOWN LINE	6231	30	CO - Collector	94	Do Nothing	\$ -
454	OAKLAND STREET	POND STREET	WEST STREET	1041	23	RT - Residential Local	72	BC - Crack Seal and Patch	\$ 6,651
455	OAKLAND STREET EXTENSION	WEST STREET	DEAD END	1406	20	RE - Residential Dead End	67	BC - Patch/Pave	\$ 35,088
456	OAKLAND TERRACE	OAKLAND STREET EXTENSION	CUL-DE-SAC	248	22	RE - Residential Dead End	17	BC - Reclaim Local	\$ 21,327

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
457	OAKRIDGE AVENUE	BACON STREET	OAKRIDGE AVENUE	2019	27	RT - Residential Local	26	BC - 2" Mill & Overlay Local	\$ 135,798
461	OTIS STREET	OAK STREET	DEAD END	692	25	RE - Residential Dead End	42	BC - 2" Mill & Overlay Local	\$ 43,096
463	OVERBROOK TERRACE	WORCESTER STREET	DEAD END	619	28	RE - Residential Dead End	100	Do Nothing	\$ -
466	OXBOW ROAD	BODEN LANE	CUL-DE-SAC	1104	26	RE - Residential Dead End	18	BC - Reclaim Local	\$ 112,201
467	OXFORD STREET	OAK STREET	UPLAND ROAD	1353	26	RT - Residential Local	100	Do Nothing	\$ -
468	PALMER AVENUE	WEST CENTRAL STREET	POND STREET	387	19	RT - Residential Local	16	BC - Reclaim Local	\$ 28,742
469	PAMELA ROAD	LIBERTY STREET	PINE STREET	1515	34	RT - Residential Local	51	BC - 1-1/2" Mill & Overlay	\$ 100,387
470	PARK AVENUE	WORCESTER STREET	NORTH MAIN STREET	3626	24	RT - Residential Local	89	Do Nothing	\$ -
471	PARK STREET	EAST CENTRAL STREET	COMMON STREET	388	32	RT - Residential Local	69	BC - Patch/Pave	\$ 15,493
473	PARKMAN STREET	BEACON STREET	WALNUT STREET	896	21	RT - Residential Local	70	BC - Patch/Pave	\$ 23,478
475	PARSONS WAY	FARM HILL ROAD	DEAD END	321	25	RE - Residential Dead End	95	Do Nothing	\$ -
476	PATTON ROAD	MACARTHUR ROAD	DEAD END	175	25	RE - Residential Dead End	96	Do Nothing	\$ -
477	PAUL STREET	MANOR AVENUE	CENTRE STREET	344	24	RT - Residential Local	100	Do Nothing	\$ -
478	PAULINE DRIVE	MARION STREET	CUL-DE-SAC	2017	32	RE - Residential Dead End	8	BC - Reclaim Local	\$ 252,295
480	PEARL STREET	POND STREET	FLORAL AVENUE	1045	17	RT - Residential Local	86	Do Nothing	\$ -
481	PEGAN LANE (N)	PLEASANT STREET	DEAD END	2220	14	RE - Residential Dead End	38	BC - 2" Mill & Overlay Local	\$ 77,424
483	PELHAM ROAD	PORTER ROAD	DEAD END	407	29	RE - Residential Dead End	48	BC - 1-1/2" Mill & Overlay	\$ 23,003
484	PENACOOK LANE	EAST CENTRAL STREET	WORONOCO DRIVE	1596	26	RT - Residential Local	41	BC - 2" Mill & Overlay Local	\$ 103,371
485	PENOBSCOT DRIVE	WORONOCO DRIVE	CUL-DE-SAC	598	24	RE - Residential Dead End	43	BC - 2" Mill & Overlay Local	\$ 35,753
487	PETERSON ROAD	OXFORD STREET	CUL-DE-SAC	1746	25	RE - Residential Dead End	95	Do Nothing	\$ -
488	PHEASANT HOLLOW ROAD	PRESCOTT AVENUE	THERESA LANE	2404	23	RT - Residential Local	60	BC - 1-1/2" Mill & Overlay	\$ 107,758
490	PHILLIPS STREET	PLEASANT STREET	DOVER ROAD	882	19	RT - Residential Local	84	BC - Crack Seal or Patch	\$ 1,862
492	PILGRIM ROAD	BODEN LANE	DEAD END	1884	26	RE - Residential Dead End	86	Do Nothing	\$ -
493	PINE STREET	NORTH MAIN STREET	OAK STREET	5489	24	CO - Collector	96	Do Nothing	\$ -
494	PINEHURST AVENUE	PRESCOTT AVENUE	SPEEN STREET	1055	22	RT - Residential Local	23	BC - 2" Mill & Overlay Local	\$ 57,819
497	PITTS STREET	POND STREET	ATHERTON STREET	970	26.5	RT - Residential Local	25	BC - 2" Mill & Overlay Local	\$ 64,034
497.1	PITTS STREET	ATHERTON STREET	CURVE STREET	628	23	RT - Residential Local	96	Do Nothing	\$ -
498	PLAIN STREET	POND STREET	FLORENCE STREET	1166	19	RT - Residential Local	87	BC - Crack Seal or Patch	\$ 2,462
499	PLEASANT STREET	ELIOT STREET	DOVER TOWN LINE	5584	26	CO - Collector	95	Do Nothing	\$ -
503	POND STREET	SPEEN STREET	CAMPUS DRIVE	4000	32	CO - Collector	57	BC - 3" Mill & Overlay Art/Col	\$ 466,347
503.1	POND STREET	CAMPUS DRIVE	MAPLE AVENUE	815	28	CO - Collector	99	BC - 3" Mill & Overlay Art/Col	\$ 83,141
503.2	POND STREET	MAPLE AVENUE	SOUTH MAIN STREET	3366	28	CO - Collector	54	BC - 3" Mill & Overlay Art/Col	\$ 343,377
505	PONDVIEW CIRCLE	OAK HILL ROAD	CUL-DE-SAC	163	24	RE - Residential Dead End	23	BC - 2" Mill & Overlay Local	\$ 9,745
506	PORTER ROAD	HARTFORD STREET	DEAD END	2492	28.5	RE - Residential Dead End	54	BC - 1-1/2" Mill & Overlay	\$ 138,414
507	POSSUM HOLLOW LANE	RABBIT RUN ROAD	RIDGE AVENUE	683	26	RT - Residential Local	24	BC - 2" Mill & Overlay Local	\$ 44,237
510	PRESBRY PLACE	ROCKLAND STREET	CUL-DE-SAC	270	24	RE - Residential Dead End	32	BC - 2" Mill & Overlay Local	\$ 16,142
511	PRESCOTT AVENUE	PINEHURST AVENUE	DEAD END	1398	22	RE - Residential Dead End	46	BC - 2" Mill & Overlay Local	\$ 76,617
512	PRINCETON ROAD	MELVIN ROAD	WELLS STREET	526	24	RT - Residential Local	20	BC - Reclaim Local	\$ 49,346
514	PROCTOR STREET	FERN STREET	LAKEVIEW AVENUE	1024	28	RT - Residential Local	17	BC - Reclaim Local	\$ 112,076
515	PROSPECT STREET	WELLESLEY AVENUE	DEAD END	498	22	RE - Residential Dead End	85	BC - Crack Seal or Patch	\$ 1,217
516	PRYOR ROAD	FELCH ROAD	CUL-DE-SAC	381	28	RE - Residential Dead End	21	BC - Reclaim Local	\$ 41,700
517	PUMPKIN PINE ROAD	MORENCY STREET	CUL-DE-SAC	1305	31	RE - Residential Dead End	99	Do Nothing	\$ -
518	PURINGTON AVENUE	SPEEN STREET	DEAD END	1206	22	RE - Residential Dead End	16	BC - Reclaim Local	\$ 103,711
520	RABBIT RUN ROAD	PURINGTON AVENUE	POSSUM HOLLOW LANE	232	24.5	RT - Residential Local	37	BC - 2" Mill & Overlay Local	\$ 14,160
522	RANGER ROAD	PILGRIM ROAD	MILL STREET	2758	32	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 9,806
525	REDMEN DRIVE	WEST STREET	CUL-DE-SAC	612	23	RE - Residential Dead End	53	BC - 1-1/2" Mill & Overlay	\$ 27,433
526	RETROP ROAD	STRAWBERRY HILL ROAD	DEAD END	1068	28	RE - Residential Dead End	17	BC - Reclaim Local	\$ 116,892
527	REYNOLDS AVENUE	POND STREET	OLIVER STREET	1234	19	RT - Residential Local	85	BC - Crack Seal or Patch	\$ 2,605
529	RICE STREET	NORTH AVENUE	NERN STREET	526	20	RT - Residential Local	19	BC - Reclaim Local	\$ 41,122
530	RICHARD ROAD	BRADFORD ROAD	IRVING ROAD	1196	26.5	RT - Residential Local	69	BC - Patch/Pave	\$ 39,547
531	RICHMOND ROAD	JENNINGS POND ROAD	BORDER ROAD	815	25	RT - Residential Local	68	BC - Crack Seal and Patch	\$ 5,660

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
532	RIDGE AVENUE	DEAD END (N)	DEAD END (S)	1033	26	RE - Residential Dead End	27	BC - 2" Mill & Overlay Local	\$ 66,906
533	RIVER STREET	ELIOT STREET	SCHALLER STREET	516	20	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 1,147
533.1	RIVER STREET	SCHALLER STREET	DEAD END	547	20	RE - Residential Dead End	56	BC - 1-1/2" Mill & Overlay	\$ 21,321
534	RIVERBEND DRIVE	ELIOT STREET	ERNEST DRIVE	650	32	RT - Residential Local	69	BC - Patch/Pave	\$ 25,954
534.1	RIVERBEND DRIVE	ERNEST DRIVE	DEAD END	1424	32	RE - Residential Dead End	89	Do Nothing	\$ -
535	ROBERT SPOULE LANE	UNION STREET	ELIOT STREET	411	26	RT - Residential Local	51	BC - 1-1/2" Mill & Overlay	\$ 20,826
536	ROBINHOOD ROAD	HARTFORD STREET EXT	RIDGE AVENUE	1824	28.5	RT - Residential Local	34	BC - 2" Mill & Overlay Local	\$ 129,498
537	ROCKLAND STREET	SOUTH MAIN STREET	EVERETT STREET	4899	22	RT - Residential Local	95	Do Nothing	\$ -
539	ROCKRIDGE ROAD	AQUEDUCT ROAD	RIVER BEND DRIVE	1802	24	RT - Residential Local	92	Do Nothing	\$ -
540	ROCKWOOD ROAD	SCARSDALE ROAD	WOODLAND STREET	663	18	RT - Residential Local	23	BC - 2" Mill & Overlay Local	\$ 29,729
542	ROLLING LANE	COLLEGE ROAD	CUL-DE-SAC	516	23	RE - Residential Dead End	51	BC - 1-1/2" Mill & Overlay	\$ 23,130
543	ROSEWOOD LANE	OAK STREET	CUL-DE-SAC	198	20	RE - Residential Dead End	53	BC - 1-1/2" Mill & Overlay	\$ 7,718
544	ROUNDWOOD ROAD	WALNUT STREET	CUL-DE-SAC	1363	24.5	RE - Residential Dead End	45	BC - 2" Mill & Overlay Local	\$ 83,187
545	ROXBURY AVENUE	POND STREET	DEAD END	794	20	RE - Residential Dead End	82	BC - Crack Seal or Patch	\$ 1,764
547	RUNNINGBROOK CIRCLE	NORTH MAIN STREET	DEAD END	311	23	RE - Residential Dead End	46	BC - 2" Mill & Overlay Local	\$ 17,819
548	RUSSELL CIRCLE	LIBERTY STREET (N)	LIBERTY STREET (S)	1931	26	RT - Residential Local	16	BC - Reclaim Local	\$ 196,250
550	RUTLEDGE ROAD	EAST EVERGREEN ROAD	BLOSSOM CIRCLE	1016	26	RT - Residential Local	88	Do Nothing	\$ -
550.1	RUTLEDGE ROAD	BLOSSOM CIRCLE	NORTH MAIN STREET	1151	26	RT - Residential Local	42	BC - 2" Mill & Overlay Local	\$ 74,549
552	SAMUEL PATH	PHEASANT HOLLOW ROAD (N)	PHEASANT HOLLOW ROAD (S)	1104	25	RT - Residential Local	80	BC - Crack Seal or Patch	\$ 3,067
553	SANCTUARY BOULEVARD	COTTAGE STREET	WHISPERING LANE	457	28	RT - Residential Local	80	BC - Crack Seal or Patch	\$ 1,422
554	SASSAMON ROAD	GLEN STREET	DEAD END	1162	31.5	RE - Residential Dead End	58	BC - 1-1/2" Mill & Overlay	\$ 71,335
555	SAWIN STREET	HIGHLAND STREET	HARVARD STREET	1039	20	RT - Residential Local	10	BC - Reclaim Local	\$ 81,227
555.1	SAWIN STREET	HARVARD STREET	NORTH AVENUE	410	21.5	RT - Residential Local	86	Do Nothing	\$ -
556	SCARSDALE ROAD	ROCKWOOD ROAD	WOODLAND STREET	459	18.5	RT - Residential Local	28	BC - 2" Mill & Overlay Local	\$ 21,153
557	SCHALLER STREET	RIVER STREET	WELLESLEY TOWN LINE	213	16	RT - Residential Local	60	BC - 1-1/2" Mill & Overlay	\$ 6,642
558	SCHOOL STREET	COMMON STREET	EAST STREET	473	18	RT - Residential Local	18	BC - Reclaim Local	\$ 33,280
559	SCHOOL STREET EXTENSION	EAST STREET	WEBSTER STREET	677	22	RT - Residential Local	17	BC - Reclaim Local	\$ 58,219
559.1	SCHOOL STREET EXTENSION	WEBSTER STREET	JEFFERSON STREET	191	23	RT - Residential Local	86	Do Nothing	\$ -
560	SECOND STREET	GENERAL GREEN AVENUE	FISHER STREET	1048	24	RT - Residential Local	17	BC - Reclaim Local	\$ 98,317
561	SHADY OAK LANE	DEAD END (E)	FRAMINGHAM TOWN LINE	1214	19	RT - Residential Local	23	BC - 2" Mill & Overlay Local	\$ 57,460
562	SHATTUCK STREET	WINNEMAY STREET	WINCH WAY	833	23	RT - Residential Local	70	BC - Patch/Pave	\$ 23,906
562.2	SHATTUCK STREET	HILLSIDE ROAD	FLORENCE STREET	201	18	RT - Residential Local	58	BC - 1-1/2" Mill & Overlay	\$ 7,051
563	SHEFFIELD ROAD	WEDGEWOOD ROAD	WESTLAKE ROAD	841	26	RT - Residential Local	93	Do Nothing	\$ -
564	SHERIDAN STREET	SHERMAN STREET	DEAD END	719	29	RE - Residential Dead End	11	BC - Reclaim Local	\$ 81,504
565	SHERMAN STREET	MORSE STREET	WESTVIEW AVENUE	1220	30	RT - Residential Local	74	BC - Crack Seal and Patch	\$ 10,167
566	SHERMAN TERRACE	SHERMAN STREET	DEAD END	446	24	RE - Residential Dead End	22	BC - Reclaim Local	\$ 41,841
567	SHERWOOD ROAD	NOTTINGHAM DRIVE	SURREY LANE	1431	28.5	RT - Residential Local	100	Do Nothing	\$ -
568	SHORE ROAD	GROVE ROAD	WELLESLEY TOWN LINE	561	23	RT - Residential Local	85	BC - Crack Seal or Patch	\$ 1,434
572	SKOHEGAN WAY	WORONOCO DRIVE	CUL-DE-SAC	396	24	RE - Residential Dead End	39	BC - 2" Mill & Overlay Local	\$ 23,676
573	SOUTH AVENUE	MAIN STREET	WASHINGTON STREET	332	36	RT - Residential Local	44	BC - 2" Mill & Overlay Local	\$ 29,774
573.2	SOUTH AVENUE	CLARENDON STREET	HAYES STREET	399	28.5	RT - Residential Local	54	BC - 1-1/2" Mill & Overlay	\$ 22,162
573.3	SOUTH AVENUE	HAYES STREET	MULLIGAN STREET	198	28.5	RT - Residential Local	93	Do Nothing	\$ -
573.4	SOUTH AVENUE	MULLIGAN STREET	DEWEY STREET	606	26	RT - Residential Local	45	BC - 2" Mill & Overlay Local	\$ 39,250
574	SOUTH LINCOLN STREET	ELIOT STREET	WELLESLEY TOWN LINE	1662	21.5	RT - Residential Local	60	BC - 1-1/2" Mill & Overlay	\$ 69,640
575	SOUTH MAIN STREET	WEST CENTRAL STREET	SHERBORN TOWN LINE	8058	26	AR - Arterial	38	BC - 3" Mill & Overlay Art/Col	\$ 763,308
576	SOUTH STREET	ELIOT STREET	SHERBORN TOWN LINE	5774	18	RT - Residential Local	3	BC - Reclaim Local	\$ 406,259
577	SPEEN STREET	SPEEN STREET SOUTH	WEST CENTRAL STREET	6017	34	CO - Collector	64	BC - Patch/Pave	\$ 255,268
577.1	SPEEN STREET	WEST CENTRAL STREET	POND STREET	1609	26	CO - Collector	64	BC - 1-1/2" Mill & Overlay	\$ 81,530
577.2	SPEEN STREET	POND STREET	SHERBORN TOWN LINE	3229	26	CO - Collector	66	BC - Patch/Pave	\$ 104,756
578.2	SPEEN STREET NORTH	NOUVELLE WAY	FRAMINGHAM TOWN LINE	1287	32.5	CO - Collector	89	Do Nothing	\$ -
579	SPEEN STREET SOUTH	FRAMINGHAM TOWN LINE	NOUVELLE WAY	1248	33	CO - Collector	90	Do Nothing	\$ -

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
581	SPRING STREET	WEST CENTRAL STREET	MIDDLESEX AVENUE	540	21.5	RT - Residential Local	34	BC - 2" Mill & Overlay Local	\$ 28,922
581.1	SPRING STREET	BRIDGE	COCHITUATE STREET	190	24	RT - Residential Local	0	BC - Reclaim Local	\$ 17,825
582	SPRING VALLEY ROAD	FARRANT ROAD	WESTLAKE ROAD	1226	24.5	RT - Residential Local	95	Do Nothing	\$ -
587	STACEY STREET	WEST CENTRAL STREET	DEAD END	1041	25	RE - Residential Dead End	57	BC - 1-1/2" Mill & Overlay	\$ 50,720
588	STAGG DRIVE	HAMPTON ROAD	ROBINHOOD ROAD	831	28.5	RT - Residential Local	34	BC - 2" Mill & Overlay Local	\$ 58,998
589	STANLEY STREET	RUTLEDGE ROAD	EAST EVERGREEN ROAD	671	25	RT - Residential Local	91	Do Nothing	\$ -
591	STETSON ROAD	HARTFORD STREET	END OF PUBLIC WAY	439	26	RT - Residential Local	98	Do Nothing	\$ -
592	STEVEN CIRCLE	PAULINE DRIVE	CUL-DE-SAC	385	32	RE - Residential Dead End	19	BC - Reclaim Local	\$ 48,158
593	STILLMAN CIRCLE	STILLMAN STREET	CUL-DE-SAC	257	20	RE - Residential Dead End	82	BC - Crack Seal or Patch	\$ 571
595	STILLWATER CIRCLE	BACON STREET	CUL-DE-SAC	558	24	RE - Residential Dead End	44	BC - 2" Mill & Overlay Local	\$ 33,361
597	STONEBRIDGE CIRCLE	RANGER ROAD	CUL-DE-SAC	598	31	RE - Residential Dead End	75	BC - Crack Seal and Patch	\$ 5,149
599	STRATFORD ROAD	NORTH MAIN STREET	FELCH ROAD	1489	27	RT - Residential Local	21	BC - Reclaim Local	\$ 157,149
600	STRATHMORE ROAD	MERCER ROAD (W)	MERCER ROAD (E)	1735	37.5	RT - Residential Local	84	BC - Crack Seal or Patch	\$ 7,229
600.1	STRATHMORE ROAD	MERCER ROAD (E)	WORCESTER STREET	1190	29	RT - Residential Local	98	Do Nothing	\$ -
601	STRAWBERRY HILL ROAD	UNIVERSITY DRIVE	RETROP ROAD	1970	26	RT - Residential Local	18	BC - Reclaim Local	\$ 200,213
603	SUMMER STREET	MAIN STREET	250' W OF MAIN STREET	250	28	RT - Residential Local	16	BC - Reclaim Local	\$ 27,362
603.1	SUMMER STREET	250' W OF MAIN STREET	SPRING STREET	450	28	RT - Residential Local	57	BC - 1-1/2" Mill & Overlay	\$ 24,556
603.2	SUMMER STREET	SPRING STREET	END OF PUBLIC WAY	396	24	RT - Residential Local	91	Do Nothing	\$ -
605	SUNDANCE WAY	BUCKSKIN LANE	CUL-DE-SAC	1612	25	RE - Residential Dead End	57	BC - 1-1/2" Mill & Overlay	\$ 78,540
608	SUNSHINE AVENUE	OAK STREET	WHITTIER ROAD EXTENSION	471	18.5	RT - Residential Local	38	BC - 2" Mill & Overlay Local	\$ 21,706
609	SUPERIOR DRIVE	SPEEN STREET	DEAD END	1889	25.5	RE - Residential Dead End	90	Do Nothing	\$ -
610	SURREY LANE	BARNESDALE ROAD	DEAD END	1566	29	RE - Residential Dead End	100	Do Nothing	\$ -
611	SYLVESTER ROAD	CARLSON CIRCLE	MOORE STREET	2055	25	RT - Residential Local	16	BC - Reclaim Local	\$ 200,819
613	TAMARACK ROAD	PUMPKIN PINE ROAD	BODEN LANE	1571	30	RT - Residential Local	27	BC - 2" Mill & Overlay Local	\$ 117,406
615	TECH CIRCLE	OAK STREET	CUL-DE-SAC	1780	34	RE - Residential Dead End	98	Do Nothing	\$ -
617	TERRACE ROAD	DIGREN ROAD	DEAD END	696	24	RE - Residential Dead End	21	BC - Reclaim Local	\$ 65,294
618	TERRANE AVENUE	WETHERSFIELD ROAD (N)	WETHERSFIELD ROAD (S)	1224	25	RT - Residential Local	87	BC - Crack Seal or Patch	\$ 3,400
620	THERESA LANE	PHEASANT HOLLOW ROAD	LANES END	108	23	RT - Residential Local	100	Do Nothing	\$ -
621	THIRD STREET	GENERAL GREEN AVENUE	FISHER STREET	1051	24	RT - Residential Local	56	BC - 1-1/2" Mill & Overlay	\$ 49,159
624	TIBBETTS STREET	HARVARD STREET	NORTH AVENUE	438	23	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 1,119
625	TIMBER LANE	SPEEN STREET	HAMPTON ROAD	270	24	RT - Residential Local	54	BC - 1-1/2" Mill & Overlay	\$ 12,629
626	TOURNAMENT ROAD	RANGER ROAD	BURNING TREE ROAD	1014	32	RT - Residential Local	54	BC - 1-1/2" Mill & Overlay	\$ 63,238
630	TRAVIS ROAD	DEAD END (S)	DEAD END (N)	2281	25	RE - Residential Dead End	95	Do Nothing	\$ -
634	TYLER STREET	BACON STREET	DEAD END	925	20	RE - Residential Dead End	26	BC - 2" Mill & Overlay Local	\$ 46,086
635	UNION COURT	MAIN STREET	DEAD END	246	18	RE - Residential Dead End	29	BC - 2" Mill & Overlay Local	\$ 11,031
636	UNION STREET	EAST CENTRAL STREET	ALGONQUIAN DRIVE	4405	27.5	CO - Collector	90	Do Nothing	\$ -
636.1	UNION STREET	ALGONQUIAN DRIVE	ELIOT STREET	3954	26	CO - Collector	99	Do Nothing	\$ -
637	UNIVERSITY DRIVE	EAST CENTRAL STREET	DEAD END	1038	30	RE - Residential Dead End	15	BC - Reclaim Local	\$ 121,723
641	VALE STREET	NORTH AVENUE	HARVARD STREET	406	22	RT - Residential Local	97	Do Nothing	\$ -
642	VALLEY ROAD	WASHINGTON AVENUE	END OF PUBLIC WAY	301	24	RT - Residential Local	55	BC - 1-1/2" Mill & Overlay	\$ 14,079
643	VERMONT AVENUE	WORCESTER STREET	CONNECTICUT AVENUE	642	25	RT - Residential Local	83	BC - Crack Seal or Patch	\$ 1,783
644	VERNON ROAD	CURTIS ROAD	PILGRIM ROAD	1274	27	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 3,822
646	VICTORIA CIRCLE	SPEEN STREET	CUL-DE-SAC	470	24	RE - Residential Dead End	27	BC - 2" Mill & Overlay Local	\$ 28,100
654	VIRGINIA ROAD	HARTFORD STREET	PILGRIM ROAD	1555	28	RT - Residential Local	85	BC - Crack Seal or Patch	\$ 4,838
656	WABAN STREET	POND STREET	NELSON STREET	625	19	RT - Residential Local	80	BC - Crack Seal or Patch	\$ 1,319
656.2	WABAN STREET	FLORAL STREET EXT	ATHERTON STREET	160	19	RT - Residential Local	83	BC - Crack Seal or Patch	\$ 338
657	WALCOTT STREET	SOUTH MAIN STREET	COTTAGE STREET	849	22.5	RT - Residential Local	95	Do Nothing	\$ -
660	WALNUT AVENUE	WALNUT STREET	DEAD END	529	26	RE - Residential Dead End	100	Do Nothing	\$ -
661	WALNUT HILL DRIVE	HIGHLAND STREET	DEAD END	398	23.5	RE - Residential Dead End	97	Do Nothing	\$ -
662	WALNUT PARK ROAD	MANOR AVENUE	CENTRE STREET	472	26	RT - Residential Local	100	Do Nothing	\$ -
663	WALNUT STREET	WORCESTER STREET	NORTH AVENUE	5906	25	RT - Residential Local	79	BC - Crack Seal or Patch	\$ 16,406

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASS	PCI	BACKLOG REPAIR	BACKLOG COST
664	WARING ROAD	WESTLAKE ROAD (W)	WESTLAKE ROAD (E)	1154	33.5	RT - Residential Local	89	Do Nothing	\$ -
667	WASHINGTON AVENUE	LAKE STREET	WEST CENTRAL STREET	2732	22	RT - Residential Local	54	BC - 2" Mill & Overlay Local	\$ 149,726
668	WASHINGTON STREET	SHATTUCK STREET	SOUTH AVENUE	1457	25	RT - Residential Local	52	BC - 1-1/2" Mill & Overlay	\$ 70,988
668.1	WASHINGTON STREET	SOUTH AVENUE	EAST CENTRAL STREET	508	42	RT - Residential Local	52	BC - 1-1/2" Mill & Overlay	\$ 41,582
669	WATER STREET	ELIOT STREET	DEAD END	1834	24	RE - Residential Dead End	70	BC - Crack Seal and Patch	\$ 12,227
673	WEBSTER STREET	COTTAGE STREET	SCHOOL STREET EXTENSION	498	26	RT - Residential Local	91	Do Nothing	\$ -
674	WEDGEWOOD ROAD	SPRING VALLEY ROAD	WENTWORTH ROAD	1070	26.5	RT - Residential Local	98	Do Nothing	\$ -
675	WELLESLEY AVENUE	WEST CENTRAL STREET	DEAD END	1273	21	RE - Residential Dead End	62	BC - Patch/Pave	\$ 33,357
676	WELLESLEY ROAD	OXFORD STREET	WORCESTER STREET	1150	25	RT - Residential Local	19	BC - Reclaim Local	\$ 112,380
677	WELLESLEY ROAD EXTENSION	SUNSHINE AVENUE	END OF PUBLIC WAY	457	24.5	RT - Residential Local	44	BC - 2" Mill & Overlay Local	\$ 27,892
678	WELLS STREET	PRINCETON ROAD	BEVERLY ROAD	231	24	RT - Residential Local	39	BC - 2" Mill & Overlay Local	\$ 13,811
679	WENTWORTH ROAD	RUTLEDGE ROAD	TERRANE AVENUE	1218	24	RT - Residential Local	91	Do Nothing	\$ -
680	WEST CENTRAL STREET (RTE 135)	NORTH MAIN STREET	WASHINGTON AVENUE	1352	37	AR - Arterial	81	BC - Crack Seal or Patch	\$ 5,558
680.1	WEST CENTRAL STREET (RTE 135)	WASHINGTON AVENUE	SPEEN STREET	6534	33	AR - Arterial	81	BC - Crack Seal or Patch	\$ 23,958
680.2	WEST CENTRAL STREET (RTE 135)	SPEEN STREET	FRAMINGHAM TOWN LINE	6464	35	AR - Arterial	75	BC - Crack Seal and Patch	\$ 62,844
682	WEST STREET	OAKLAND STREET	CAMPUS DRIVE	556	20	RT - Residential Local	91	Do Nothing	\$ -
682.1	WEST STREET	CAMPUS DRIVE	WINDSOR AVENUE	1733	28.5	RT - Residential Local	78	BC - Crack Seal or Patch	\$ 5,488
682.2	WEST STREET	WINDSOR AVENUE	REDMEN DRIVE	1551	26	RT - Residential Local	67	BC - Patch/Pave	\$ 50,318
682.3	WEST STREET	REDMEN DRIVE	SOUTH MAIN STREET	716	27	RT - Residential Local	42	BC - 2" Mill & Overlay Local	\$ 48,158
683	WESTERN AVENUE	POND STREET	FLORAL AVENUE	951	21	RT - Residential Local	86	BC - Crack Seal or Patch	\$ 2,219
684	WESTFIELD ROAD	MILL STREET (N)	MILL STREET (S)	1311	30	RT - Residential Local	67	BC - Patch/Pave	\$ 49,075
685	WESTLAKE ROAD	NORTH MAIN STREET	IRVING ROAD	3441	26	RT - Residential Local	93	Do Nothing	\$ -
690	WETHERSFIELD ROAD	WEDGEWOOD ROAD	WORCESTER STREET	2812	29	RT - Residential Local	100	Do Nothing	\$ -
693	WHISPERING LANE	HARVEST MOON DRIVE	DEAD END	2137	24	RE - Residential Dead End	61	BC - 1-1/2" Mill & Overlay	\$ 99,955
694	WHITCOMB STREET	FISKE STREET	LAKEVIEW AVENUE	526	18.5	RT - Residential Local	0	GR - Base Rehabilitation	\$ 12,780
695	WHITNEY CIRCLE	RATHBUN ROAD	DEAD END	374	24	RE - Residential Dead End	66	BC - Patch/Pave	\$ 11,200
697	WHITTIER ROAD	OXFORD STREET	WORCESTER STREET	1126	22	RT - Residential Local	100	Do Nothing	\$ -
699	WIGHT FARM ROAD	CUL-DE-SAC (W)	CUL-DE-SAC (E)	880	24	RE - Residential Dead End	23	BC - 2" Mill & Overlay Local	\$ 52,612
700	WILDMEADOW LANE	EVERETT STREET	DEAD END	873	22	RE - Residential Dead End	54	BC - 1-1/2" Mill & Overlay	\$ 37,430
702	WILLOW STREET	WALNUT STREET	NORTH MAIN STREET	518	17	RT - Residential Local	89	Do Nothing	\$ -
702.1	WILLOW STREET	NORTH MAIN STREET	DEAD END	343	24	RE - Residential Dead End	70	BC - Patch/Pave	\$ 10,272
703	WILOGREEN ROAD	MURDOCH ROAD	STRAWBERRY HILL ROAD	559	30	RT - Residential Local	22	BC - 2" Mill & Overlay Local	\$ 41,776
705	WILSON STREET	EAST CENTRAL STREET	SHERMAN STREET	822	28	RT - Residential Local	64	BC - Patch/Pave	\$ 28,719
708	WINNEMAY STREET	GROVE STREET	WILLOW STREET	1199	23	RT - Residential Local	84	BC - Crack Seal or Patch	\$ 3,064
709	WINSLOW ROAD	JENNINGS POND ROAD	BORDER ROAD	709	25	RT - Residential Local	73	BC - Crack Seal and Patch	\$ 4,924
710	WINTER STREET	OAK STREET	WESTON TOWN LINE	4563	22	RT - Residential Local	86	Do Nothing	\$ -
713	WOODBURY LANE	DAVIS BROOK DRIVE	DEAD END	291	24	RE - Residential Dead End	76	BC - Crack Seal and Patch	\$ 1,940
716	WOODLAND STREET	COTTAGE STREET	ROCKWOOD ROAD	5330	18	RT - Residential Local	50	BC - 2" Mill & Overlay Local	\$ 238,997
716.1	WOODLAND STREET	ROCKWOOD ROAD	UNION STREET	1572	18	RT - Residential Local	23	BC - 2" Mill & Overlay Local	\$ 70,489
717	WOODLEIGH ROAD	WOODLAND STREET	MORNINGSIDE AVENUE	623	24.5	RT - Residential Local	53	BC - 1-1/2" Mill & Overlay	\$ 29,747
721	WORONOCO DRIVE	UNION STREET	PENACOOK LANE	1573	29	RT - Residential Local	37	BC - 2" Mill & Overlay Local	\$ 113,637
721.1	WORONOCO DRIVE	PENACOOK LANE	ALGONQUIAN DRIVE	1132	25	RT - Residential Local	48	BC - 2" Mill & Overlay Local	\$ 70,498
722	YORKSHIRE DRIVE	HAMPSHIRE DRIVE	CUL-DE-SAC	499	31	RE - Residential Dead End	77	BC - Crack Seal and Patch	\$ 4,297





APPENDIX

B

Unaccepted Roadway Backlog

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASSIFICATION	PCI	BACKLOG REPAIR	BACKLOG COST
3	ALDEN STREET	WINTER STREET	DEAD END	708	17	RE - Residential Dead End	7	BC - Reclaim Local	\$ 47,047
4	ALGER STREET	LEACH LANE	GILMORE AVENUE	769	15	RT - Residential Local	57	BC - 1-1/2" Mill & Overlay	\$ 22,481
6	ALLEN COURT	WALNUT STREET	DEAD END	200	14	RE - Residential Dead End	4	BC - Reclaim Local	\$ 10,945
9	AMBLER COURT	SOUTH MAIN STREET	DEAD END	281	14	RE - Residential Dead End	5	GR - Base Rehabilitation	\$ 5,167
17	ARCADIA ROAD	LOKER STREET	CUL-DE-SAC	1428	12	RE - Residential Dead End	8	BC - Reclaim Local	\$ 66,983
22.1	ARTHUR STREET	END OF PUBLIC WAY	LOIS STREET	142	26	RT - Residential Local	19	BC - Reclaim Local	\$ 14,432
23	ASH STREET	CYPRESS ROAD	EVERGREEN ROAD	645	12	RT - Residential Local	9	BC - Reclaim Local	\$ 30,255
24.1	ATHERTON STREET	PITTS STREET	DEAD END	278	19	RE - Residential Dead End	100	Do Nothing	\$ -
34	BARCHSTEAD PLACE	LAKEVIEW AVENUE	FAIRVIEW AVENUE	217	15	RT - Residential Local	44	BC - 2" Mill & Overlay Local	\$ 8,109
36	BASS TERRACE	COOPER ROAD	GANNETT ROAD	266	12	RT - Residential Local	15	GR - Base Rehabilitation	\$ 4,192
44	BELLEVUE ROAD	WASHINGTON AVENUE	DEAD END	1067	18	RE - Residential Dead End	42	BC - 2" Mill & Overlay Local	\$ 47,844
47.1	BENNETT STREET	HIGH STREET EXTENSION	SOUTH MAIN STREET	549	22	RT - Residential Local	0	BC - Reclaim Local	\$ 47,212
50	BIGELOW AVENUE	NORTH MAIN STREET	DEAD END	339	20	RE - Residential Dead End	93	Do Nothing	\$ -
51.1	BIRCH ROAD (N)	CYPRESS ROAD	EVERGREEN ROAD	703	15	RT - Residential Local	0	BC - Reclaim Local	\$ 41,219
52	BIRCH ROAD (S)	EVERGREEN ROAD	CREST ROAD	214	15	RT - Residential Local	51	BC - 2" Mill & Overlay Local	\$ 7,997
63	BRIGHTAM COURT	EAST CENTRAL STREET	DEAD END	521	12.5	RE - Residential Dead End	0	BC - Reclaim Local	\$ 25,457
68	BROWNING ROAD	WHITTIER ROAD	DEAD END	227	17	RE - Residential Dead End	8	GR - Base Rehabilitation	\$ 5,068
71	BUENA VISTA ROAD	GROVE ROAD	WELLESLEY TOWN LINE	261	16	RT - Residential Local	12	BC - Reclaim Local	\$ 16,324
75.1	BYRON ROAD	END OF PUBLIC WAY	DEAD END	116	24	RE - Residential Dead End	100	Do Nothing	\$ -
76	CABOT STREET	ALDEN STREET	DEAD END	500	15	RE - Residential Dead End	14	BC - Reclaim Local	\$ 29,317
79	CARLISLE TERRACE	WALNUT STREET	DEAD END	390	24	RE - Residential Dead End	19	BC - Reclaim Local	\$ 36,587
83	CARVER HILL STREET	ELIOT STREET	DEAD END	404	20	RE - Residential Dead End	33	BC - 2" Mill & Overlay Local	\$ 20,128
84	CASWELL STREET	ELIOT STREET	DEAD END	293	12	RE - Residential Dead End	88	Do Nothing	\$ -
87	CEDAR STREET	FRONT STREET	DEAD END	274	11	RE - Residential Dead End	17	BC - Reclaim Local	\$ 11,781
89	CEMETERY STREET	WEST CENTRAL STREET	POND STREET	1135	22	RT - Residential Local	48	BC - 2" Mill & Overlay Local	\$ 62,203
90.1	CENTRE STREET	MANOR AVENUE	CENTRE STREET	1303	25	RT - Residential Local	100	Do Nothing	\$ -
92.1	CHARLES STREET	200' N OF GROVE STREET	GROVE STREET	377	25	RT - Residential Local	87	BC - Crack Seal or Patch	\$ 1,047
94.1	CHESTER STREET	END OF PUBLIC WAY	SHERIDAN STREET	466	22	RT - Residential Local	6	BC - Reclaim Local	\$ 40,074
104	CLAYBROOK ROAD	PLEASANT STREET	DOVER TOWN LINE	200	20	RT - Residential Local	96	Do Nothing	\$ -
105.1	CLEARVIEW DRIVE	100' E OF JUNIPER LANE	DEAD END (E)	634	23	RE - Residential Dead End	2	BC - Reclaim Local	\$ 56,999
112.1	COCHITUATE STREET	HARRISON STREET	NORTH MAIN STREET	722	20	RT - Residential Local	49	BC - 2" Mill & Overlay Local	\$ 35,972
114	COLBURN STREET	SCHOOL STREET EXTENSION	EDGEWOOD AVENUE	303	17	RT - Residential Local	57	BC - 1-1/2" Mill & Overlay	\$ 10,039
115	COLEMAN COURT	BACON STREET	DEAD END	379	12	RE - Residential Dead End	21	BC - Reclaim Local	\$ 17,778
117	COLLINS AVENUE	FAIRVIEW AVENUE	WINDSOR AVENUE	444	20	RT - Residential Local	0	BC - Reclaim Local	\$ 34,711
123	CONCORD PLACE	CONCORD STREET	DEAD END	210	11.5	RE - Residential Dead End	3	BC - Reclaim Local	\$ 9,440
125	CONNECTICUT AVENUE	MAINE AVENUE	OAK STREET	957	20	RT - Residential Local	91	Do Nothing	\$ -
133	COURSE BROOK LANE	BUNKER LANE	DEAD END	219	22	RE - Residential Dead End	57	BC - 1-1/2" Mill & Overlay	\$ 9,390
136	CRAIGIE STREET	WOODLAND STREET	DEAD END	1069	16.5	RE - Residential Dead End	32	BC - 2" Mill & Overlay Local	\$ 43,939
138	CREST ROAD	EVERGREEN ROAD	BIRCH ROAD (S)	1145	16.5	RT - Residential Local	0	BC - Reclaim Local	\$ 73,849
142.2	CYPRESS ROAD	MAGNOLIA ROAD	EVERGREEN ROAD	676	18	RT - Residential Local	13	BC - Reclaim Local	\$ 47,563
144	DARBY COURT	PINE STREET	DEAD END	431	20	RE - Residential Dead End	32	BC - 2" Mill & Overlay Local	\$ 21,473
145	DARTMOUTH STREET	EVERGREEN ROAD	DEAD END	635	14	RE - Residential Dead End	12	BC - Reclaim Local	\$ 34,750
158	DORSET LANE	STRAWBERRY HILL ROAD	DEAD END	387	18.5	RE - Residential Dead End	99	Do Nothing	\$ -
160	DOVER ROAD	PLEASANT STREET	DOVER TOWN LINE	1000	26	RT - Residential Local	57	BC - 1-1/2" Mill & Overlay	\$ 50,671
163	DURANT ROAD	WEST STREET	DEAD END	900	18	RE - Residential Dead End	59	BC - 1-1/2" Mill & Overlay	\$ 31,572
165	DWIGHT AVENUE EXTENSION	WESTLAKE ROAD	DEAD END	285	30	RE - Residential Dead End	16	BC - Reclaim Local	\$ 33,421
170	EDEN STREET	HOME AVENUE	DEAD END	195	15	RE - Residential Dead End	59	BC - 1-1/2" Mill & Overlay	\$ 5,701

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASSIFICATION	PCI	BACKLOG REPAIR	BACKLOG COST
172	EDGEWOOD AVENUE	SCHOOL STREET	DEAD END	1172	24	RE - Residential Dead End	12	BC - Reclaim Local	\$ 109,949
176.1	ELIOT HILL ROAD	END OF PUBLIC WAY	EVERETT STREET	2345	31	RT - Residential Local	21	BC - Reclaim Local	\$ 284,157
179.1	ELMWOOD AVENUE	END OF PUBLIC WAY	COTTAGE STREET	280	16	RT - Residential Local	39	BC - 2" Mill & Overlay Local	\$ 11,160
186	ESSEX ROAD	HARDWICK ROAD	DEAD END	145	24	RE - Residential Dead End	74	BC - Crack Seal and Patch	\$ 967
189	EVANS DRIVE	NORTH MAIN STREET	DEAD END	845	12	RE - Residential Dead End	0	BC - Reclaim Local	\$ 39,636
192	EVERGREEN ROAD	DEAD END	NORTH MAIN STREET	2911	14	RT - Residential Local	0	BC - Reclaim Local	\$ 159,303
194	FAIRS LANE	GLENWOOD STREET	DEAD END	414	14.5	RE - Residential Dead End	16	BC - Reclaim Local	\$ 23,465
195.1	FAIRVIEW AVENUE	PROCTOR STREET	LAKEVIEW AVENUE	1335	19	RT - Residential Local	4	BC - Reclaim Local	\$ 99,149
201	FELCH COURT	NORTH MAIN STREET	FELCH ROAD	832	20	RT - Residential Local	2	BC - Reclaim Local	\$ 65,044
204.1	FERN STREET	PROCTOR STREET	MOORE STREET	587	25.5	RT - Residential Local	15	BC - Reclaim Local	\$ 58,510
206	FERRIN COURT	CONCORD STREET	DEAD END	237	11	RE - Residential Dead End	0	GR - Base Rehabilitation	\$ 3,424
208	FIFTH STREET	FISHER STREET	DEAD END	228	12	RE - Residential Dead End	24	GR - Base Rehabilitation	\$ 3,593
209	FIRST STREET	FISHER STREET	DEAD END	308	13.5	RE - Residential Dead End	12	BC - Reclaim Local	\$ 16,253
214	FLORAL AVENUE EXTENSION	WABAN STREET	FLORAL AVENUE	335	18	RT - Residential Local	88	Do Nothing	\$ -
218	FORD COURT	CROSS STREET	DEAD END	144	15	RE - Residential Dead End	4	GR - Base Rehabilitation	\$ 2,837
220.1	FOREST AVENUE EXTENSION	BENNETT STREET	CEDAR AVENUE	355	28	RT - Residential Local	16	BC - Reclaim Local	\$ 38,854
221.1	FOREST STREET	WEST CENTRAL STREET	DEAD END	231	22	RE - Residential Dead End	93	Do Nothing	\$ -
222	FOSKETT COURT	WALNUT STREET	DEAD END	173	18	RE - Residential Dead End	0	BC - Reclaim Local	\$ 12,172
227	FRONT STREET	LEACH LANE	DEAD END	465	16	RE - Residential Dead End	43	BC - 2" Mill & Overlay Local	\$ 18,534
228	FROST STREET	WINTER STREET	CUL-DE-SAC	685	18	RE - Residential Dead End	15	BC - Reclaim Local	\$ 48,197
229	GANNETT ROAD	OAK STREET	COOPER ROAD	495	22	RT - Residential Local	82	BC - Crack Seal or Patch	\$ 1,210
229.1	GANNETT ROAD	COOPER STREET	BASS TERRACE	438	20.5	RT - Residential Local	57	BC - 1-1/2" Mill & Overlay	\$ 17,499
230	GARDEN ROAD	LINWOOD ROAD	HOMEWARD ROAD	692	17	RT - Residential Local	18	BC - Reclaim Local	\$ 45,984
235	GILBERT STREET	NORTH MAIN STREET	PARK AVENUE	478	21	RT - Residential Local	93	Do Nothing	\$ -
236	GILMORE AVENUE	ALGER STREET	LEACH LANE	315	12	RT - Residential Local	0	GR - Base Rehabilitation	\$ 4,964
243	GRANDVIEW STREET	ZOAR STREET	WOODLAND STREET	584	18.5	RT - Residential Local	41	BC - 2" Mill & Overlay Local	\$ 26,914
246	GREEN STREET	FISKE STREET	LAKEVIEW AVENUE	742	18	RT - Residential Local	8	BC - Reclaim Local	\$ 52,207
255	HAMMOND AVENUE	OAK KNOLL ROAD	HAMMOND ROAD	790	26	RT - Residential Local	81	BC - Crack Seal or Patch	\$ 2,282
257	HAMMOND ROAD EXTENSION	HAMMOND ROAD	DEAD END	254	12.5	RE - Residential Dead End	18	GR - Base Rehabilitation	\$ 4,170
260	HARDING ROAD	KENDALL LANE	STILLMAN STREET	612	20	RT - Residential Local	22	BC - Reclaim Local	\$ 47,845
262	HARP COURT	ALGER STREET	DEAD END	204	13	RE - Residential Dead End	43	BC - 2" Mill & Overlay Local	\$ 6,607
269.1	HARWOOD ROAD	CRAFT ROAD	LELAND ROAD	310	24.5	RT - Residential Local	28	BC - 2" Mill & Overlay Local	\$ 18,920
270	HAWTHORNE STREET	PARK AVENUE	DEAD END	640	19	RE - Residential Dead End	73	BC - Crack Seal and Patch	\$ 3,378
272	HEARTHSTONE CIRCLE	PINE STREET	WAYLAND TOWN LINE	371	28	RT - Residential Local	42	BC - 2" Mill & Overlay Local	\$ 25,878
272.2	HEARTHSTONE CIRCLE	WAYLAND TOWN LINE	PINE STREET	318	29	RT - Residential Local	33	BC - 2" Mill & Overlay Local	\$ 22,973
274	HEIDI LANE	LOWELL ROAD	DEAD END	273	12	RE - Residential Dead End	37	GR - Base Rehabilitation	\$ 4,302
281.1	HIGH STREET EXTENSION	END OF PUBLIC WAY	CURVE STREET	276	23.5	RT - Residential Local	11	BC - Reclaim Local	\$ 25,353
282.1	HIGHLAND STREET	MIDDLE STREET	DEAD END	509	19	RE - Residential Dead End	95	Do Nothing	\$ -
283	HILL STREET	MADONNA STREET	D STREET	797	14.5	RT - Residential Local	4	BC - Reclaim Local	\$ 45,173
284	HILLCREST AVENUE	FARWELL STREET	ELMWOOD AVENUE	746	16	RT - Residential Local	13	BC - Reclaim Local	\$ 46,656
288	HOMEWARD LANE	WESTVIEW ROAD	DEAD END	461	25	RE - Residential Dead End	41	BC - 2" Mill & Overlay Local	\$ 28,710
289	HOMEWARD ROAD	WEST CENTRAL STREET	WESTVIEW ROAD	490	22	RT - Residential Local	49	BC - 2" Mill & Overlay Local	\$ 26,854
291	HOPEWELL FARM ROAD	EVERETT STREET	BEGINNING OF PUBLIC WAY	800	23.5	RT - Residential Local	45	BC - 2" Mill & Overlay Local	\$ 46,833
292	HOVEY AVENUE	LAKESIDE AVENUE	WINTER STREET	817	22	RT - Residential Local	6	BC - Reclaim Local	\$ 70,258
293	HOWE STREET	DEAD END (E)	LONGVIEW STREET	602	18	RT - Residential Local	59	BC - 1-1/2" Mill & Overlay	\$ 21,118
296	HUNTERS HILL COURT	WASHINGTON AVENUE	DEAD END	243	21	RE - Residential Dead End	15	BC - Reclaim Local	\$ 19,947
303	INDIAN ROCK ROAD	COMMONWEALTH ROAD	1400' S OF COMMONWEALTH ROAD	1490	18	RT - Residential Local	48	BC - 2" Mill & Overlay Local	\$ 66,812
308.1	JACKSON COURT	350' W OF NORTH MAIN STREET	DEAD END	185	12	RE - Residential Dead End	0	GR - Base Rehabilitation	\$ 2,916
311.1	JEFFERSON STREET	SCHOOL STREET EXTENSION	LINCOLN STREET EXTENSION	771	21	RT - Residential Local	13	BC - Reclaim Local	\$ 63,289
312	JENNIFER CIRCLE	SPEEN STREET	CUL-DE-SAC	125	22	RE - Residential Dead End	38	BC - 2" Mill & Overlay Local	\$ 6,851
320.1	KAREN LANE	150' S OF KYLIE LANE	KYLIE LANE	169	25	RT - Residential Local	91	Do Nothing	\$ -

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASSIFICATION	PCI	BACKLOG REPAIR	BACKLOG COST
322	KEANE ROAD	OAK STREET	COOPER ROAD	578	20	RT - Residential Local	91	Do Nothing	\$ -
323	KEANE TERRACE	KEANE ROAD	DEAD END	416	12	RE - Residential Dead End	16	GR - Base Rehabilitation	\$ 6,556
326.1	KENDALL LANE	VILLAGE WAY	FRAMINGHAM TOWN LINE	2651	22	RT - Residential Local	22	BC - Reclaim Local	\$ 227,974
328	KIMBALL COURT	POND STREET	DEAD END	275	18	RE - Residential Dead End	95	Do Nothing	\$ -
329.1	KINSMAN PLACE	END OF PUBLIC WAY	PAYSON ROAD	186	21	RT - Residential Local	20	BC - Reclaim Local	\$ 15,268
330	KNOX COURT	CROSS STREET	DEAD END	191	10	RE - Residential Dead End	22	GR - Base Rehabilitation	\$ 2,508
331	KYLIE LANE	PRESCOTT AVENUE	SPEEN STREET	1006	25.5	RT - Residential Local	96	Do Nothing	\$ -
334.1	LAGRANGE STREET	WASHINGTON AVENUE	DEAD END	252	17	RE - Residential Dead End	22	BC - 2" Mill & Overlay Local	\$ 10,672
337	LAKESIDE AVENUE	MILFORD AVENUE	HOVEY AVENUE	148	16	RT - Residential Local	0	BC - Reclaim Local	\$ 9,256
338	LAKEVIEW AVENUE	POND STREET	FAIRVIEW AVENUE	2496	16	RT - Residential Local	4	BC - Reclaim Local	\$ 156,105
342	LANGDON ROAD	PINE STREET	TOWNLINE	879	32	RT - Residential Local	40	BC - 2" Mill & Overlay Local	\$ 70,070
348	LEACH LANE	ELIOT STREET	DEAD END	2800	17.5	RE - Residential Dead End	57	BC - 1-1/2" Mill & Overlay	\$ 95,496
353	LENOX STREET	LOWELL ROAD	DEAD END	258	14	RE - Residential Dead End	29	GR - Base Rehabilitation	\$ 4,744
360	LINDEN STREET	WORCESTER STREET	HAWTHORNE STREET	590	18.5	RT - Residential Local	98	Do Nothing	\$ -
361	LINWOOD ROAD	WEST CENTRAL STREET	WESTVIEW ROAD	481	17	RT - Residential Local	5	BC - Reclaim Local	\$ 31,963
364	LOIS STREET	ARTHUR STREET	CHESTNUT STREET	283	20	RT - Residential Local	57	BC - 1-1/2" Mill & Overlay	\$ 11,031
368	LOOKOUT AVENUE	PRESCOTT AVENUE	SYLVIA AVENUE	123	25	RT - Residential Local	47	BC - 2" Mill & Overlay Local	\$ 7,660
368.1	LOOKOUT AVENUE	GREAT ROCK CIRCLE	PINEHURST AVENUE	663	25	RT - Residential Local	47	BC - 2" Mill & Overlay Local	\$ 41,290
370	LOTUS PATH	MAGNOLIA ROAD	ASH STREET	573	17	RT - Residential Local	16	BC - Reclaim Local	\$ 38,076
371	LOWELL ROAD	NORTH MAIN STREET	DEAD END	555	15.5	RE - Residential Dead End	16	BC - Reclaim Local	\$ 33,626
372	LUPINE STREET	WORCESTER STREET	HAWTHORNE STREET	550	18	RT - Residential Local	94	Do Nothing	\$ -
377.1	MADONNA STREET	D STREET	HOWE STREET	678	23	RT - Residential Local	20	BC - Reclaim Local	\$ 60,955
378.2	MAGNOLIA ROAD	BAYBERRY ROAD	DEAD END	299	16	RE - Residential Dead End	35	BC - 2" Mill & Overlay Local	\$ 11,918
383	MALDEN STREET	WESTVIEW AVENUE	MILK STREET	496	16	RT - Residential Local	15	BC - Reclaim Local	\$ 31,021
386	MANSFIELD STREET	MARION STREET	EAST CENTRAL STREET	293	17	RT - Residential Local	64	BC - Patch/Pave	\$ 6,215
392	MARJORIE LANE	SPEEN STREET	DEAD END	261	18	RE - Residential Dead End	88	Do Nothing	\$ -
394	MARSHALL AVENUE	LOOKOUT AVENUE	KYLIE LANE	379	18	RT - Residential Local	0	GR - Base Rehabilitation	\$ 8,960
396	MARSTON LANE	FAIRS LANE	GLEN STREET	796	17.5	RT - Residential Local	13	BC - Reclaim Local	\$ 54,451
398	MATHEW COURT	LEACH LANE	DEAD END	383	22	RE - Residential Dead End	19	GR - Base Rehabilitation	\$ 11,066
403	MEGONKO ROAD	NORTH MAIN STREET	DEAD END	948	15	RE - Residential Dead End	16	GR - Base Rehabilitation	\$ 18,676
408.1	MERIFIELD LANE	END OF PUBLIC WAY	ELIOT HILL ROAD (W)	595	32	RT - Residential Local	19	BC - Reclaim Local	\$ 74,425
409	MERRILL ROAD	PLEASANT STREET	DEAD END	325	22	RE - Residential Dead End	10	BC - Reclaim Local	\$ 27,948
410.1	MICHAEL TERRACE	END OF PUBLIC WAY	DEAD END (E)	303	25	RE - Residential Dead End	93	Do Nothing	\$ -
413.2	MIDDLESEX AVENUE	WASHINGTON AVENUE	DEAD END	197	24	RE - Residential Dead End	66	BC - Patch/Pave	\$ 5,899
414	MILFORD AVENUE	LAKESIDE AVENUE	WINTER AVENUE	840	20	RT - Residential Local	8	BC - Reclaim Local	\$ 65,670
415	MILK STREET	UNION STREET	MALDEN STREET	272	18	RT - Residential Local	77	BC - Crack Seal or Patch	\$ 544
421	MOORE STREET	WINDSOR AVENUE	DEAD END	989	25	RE - Residential Dead End	17	BC - Reclaim Local	\$ 96,647
422.1	MORENCY STREET	LONGVIEW STREET	FRAMINGHAM TOWN LINE	650	13	RT - Residential Local	24	BC - 2" Mill & Overlay Local	\$ 21,050
425	MORSE LANE	UNION STREET	DEAD END	284	16	RE - Residential Dead End	2	BC - Reclaim Local	\$ 17,762
430	NAPLES ROAD	WHITTIER ROAD	DEAD END	319	21	RE - Residential Dead End	32	GR - Base Rehabilitation	\$ 8,798
434	NELSON COURT	WABAN STREET	DEAD END	244	12	RE - Residential Dead End	18	GR - Base Rehabilitation	\$ 3,845
435	NELSON STREET	HIGH STREET	WABAN STREET	479	18	RT - Residential Local	13	BC - Reclaim Local	\$ 33,702
436	NERN STREET	RICE STREET	DEAD END	146	15	RE - Residential Dead End	57	BC - 1-1/2" Mill & Overlay	\$ 4,268
438	NEW ROAD	NORTH MAIN STREET	DEAD END	240	17	RE - Residential Dead End	0	BC - Reclaim Local	\$ 15,948
442	NOBBY LANE	POND STREET	DEAD END	237	12	RE - Residential Dead End	13	BC - Reclaim Local	\$ 11,117
444.1	NOLIN STREET	HOWE STREET	MORENCY STREET	360	25.5	RT - Residential Local	58	BC - 1-1/2" Mill & Overlay	\$ 17,891
445	NONESUCH DRIVE	FROST STREET	CUL-DE-SAC	553	22	RE - Residential Dead End	37	BC - 2" Mill & Overlay Local	\$ 30,307
446.2	NORTH AVENUE	WALNUT STREET	NORTH MAIN STREET	182	25	RT - Residential Local	38	BC - 2" Mill & Overlay Local	\$ 11,335
451	OAK HILL ROAD	WINTER STREET	DEAD END	728	18.5	RE - Residential Dead End	15	BC - Reclaim Local	\$ 52,645
458	OLIVER STREET	FOREST AVENUE	HIGH STREET	333	22	RT - Residential Local	16	BC - Reclaim Local	\$ 28,637
459	OLIVIER STREET	SHADY OAK LANE	HOWE STREET	340	12	RT - Residential Local	0	GR - Base Rehabilitation	\$ 5,358

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASSIFICATION	PCI	BACKLOG REPAIR	BACKLOG COST
460	ORCHARD ROAD	OAK STREET	DEAD END	791	22	RE - Residential Dead End	2	BC - Reclaim Local	\$ 68,023
464	OVERHILL ROAD	NORTH MAIN STREET	FRANCONIA AVENUE	392	24	RT - Residential Local	13	BC - Reclaim Local	\$ 36,775
464.1	OVERHILL ROAD	FRANCONIA AVENUE	PARK AVENUE	368	24.5	RT - Residential Local	87	BC - Crack Seal or Patch	\$ 1,002
465	OVERLOOK ROAD	PLEASANT VIEW ROAD	BORDER ROAD	381	15	RT - Residential Local	6	GR - Base Rehabilitation	\$ 7,506
472	PARKER COURT	WEST CENTRAL STREET	DEAD END	357	20	RE - Residential Dead End	89	Do Nothing	\$ -
474	PARKVIEW STREET	EDGEWOOD AVENUE	DEAD END	590	21.5	RE - Residential Dead End	24	BC - 2" Mill & Overlay Local	\$ 31,600
479	PAYSON ROAD	PARK AVENUE	CHARLES STREET	456	18.5	RT - Residential Local	73	BC - Crack Seal and Patch	\$ 2,343
486	PERRY ROAD	NORTH MAIN STREET	DEAD END	1399	19.5	RE - Residential Dead End	0	BC - Reclaim Local	\$ 106,637
491	PICKEREL ROAD	OAK STREET	DEAD END	253	16	RE - Residential Dead End	14	BC - Reclaim Local	\$ 15,823
495	PINERIDGE ROAD	GROVE ROAD	WELLESLEY TOWN LINE	261	16	RT - Residential Local	16	GR - Base Rehabilitation	\$ 5,484
496	PINWOOD AVENUE	FARWELL STREET	DEAD END	1113	12	RE - Residential Dead End	4	BC - Reclaim Local	\$ 52,207
500	PLEASANT VIEW ROAD	GROVE ROAD	WELLESLEY TOWN LINE	337	16	RT - Residential Local	17	GR - Base Rehabilitation	\$ 7,081
501	POINT STREET	POND STREET	DEAD END	1129	16	RE - Residential Dead End	18	BC - Reclaim Local	\$ 70,610
509	PREBLE STREET	SOUTH MAIN STREET	DEAD END	181	14	RE - Residential Dead End	4	GR - Base Rehabilitation	\$ 3,328
519	QUINCE STREET	POND STREET	DEAD END	802	18	RE - Residential Dead End	0	BC - Reclaim Local	\$ 56,429
521	RANDALL COURT	WEST CENTRAL STREET	DEAD END	322	8	RE - Residential Dead End	0	GR - Base Rehabilitation	\$ 3,383
523	RATHBUN ROAD	WINTER STREET	OAK STREET	3791	15	RT - Residential Local	0	BC - Reclaim Local	\$ 222,279
532.1	RIDGE AVENUE	DEAD END (N)	DEAD END (S)	543	21	RE - Residential Dead End	65	BC - Patch/Pave	\$ 14,228
538	ROCKLAND TERRACE	ROCKLAND STREET	DEAD END	347	20	RE - Residential Dead End	23	BC - 2" Mill & Overlay Local	\$ 17,288
549	RUTLEDGE LANE	RUTLEDGE ROAD	DEAD END	549	18	RE - Residential Dead End	36	BC - 2" Mill & Overlay Local	\$ 24,617
551	SADDLEBROOK ROAD	CLUBHOUSE LANE	COMMONWEALTH ROAD	760	25	RT - Residential Local	50	BC - 2" Mill & Overlay Local	\$ 47,331
559.2	SCHOOL STREET EXTENSION	JEFFERSON STREET	MADISON STREET	572	24	RT - Residential Local	91	Do Nothing	\$ -
559.3	SCHOOL STREET EXTENSION	MADISON STREET	COLBURN STREET	840	18	RT - Residential Local	57	BC - 1-1/2" Mill & Overlay	\$ 29,467
560.1	SECOND STREET	FISHER STREET	DEAD END	748	24	RE - Residential Dead End	15	BC - Reclaim Local	\$ 70,173
562.1	SHATTUCK STREET	WINCH WAY	HILLSIDE ROAD	382	20	RT - Residential Local	66	BC - Patch/Pave	\$ 9,533
569	SHORE TERRACE	SHORE ROAD	DEAD END	192	24	RE - Residential Dead End	91	Do Nothing	\$ -
573.1	SOUTH AVENUE	WASHINGTON STREET	CLARENDON STREET	206	32	RT - Residential Local	56	BC - 1-1/2" Mill & Overlay	\$ 12,847
580	SPOONER AVENUE	PINEHURST AVENUE	DEAD END	353	18	RE - Residential Dead End	0	BC - Reclaim Local	\$ 24,837
586	ST THOMAS AVENUE	PLEASANT STREET	WARREN ROAD	792	18.5	RT - Residential Local	51	BC - 1-1/2" Mill & Overlay	\$ 28,555
591.1	STETSON ROAD	END OF PUBLIC WAY	DEAD END	100	26	RE - Residential Dead End	98	Do Nothing	\$ -
594	STILLMAN STREET	STILLMAN CIRCLE	FRAMINGHAM TOWN LINE	315	24	RT - Residential Local	52	BC - 1-1/2" Mill & Overlay	\$ 14,734
603.3	SUMMER STREET	END OF PUBLIC WAY	WASHINGTON AVENUE	273	24	RT - Residential Local	92	Do Nothing	\$ -
603.4	SUMMER STREET	WASHINGTON AVENUE	DEAD END	127	18	RE - Residential Dead End	97	Do Nothing	\$ -
604	SUMMIT ROAD	HIGHLAND STREET	DEAD END	228	16.5	RE - Residential Dead End	82	BC - Crack Seal or Patch	\$ 418
607	SUNSET PATH	EVERGREEN ROAD	DEAD END	266	11	RE - Residential Dead End	20	GR - Base Rehabilitation	\$ 3,843
612	SYLVIA AVENUE	PINEHURST AVENUE	LOOKOUT AVENUE	559	23.5	RT - Residential Local	52	BC - 1-1/2" Mill & Overlay	\$ 25,602
614	TAYLOR AVENUE	WEST CENTRAL STREET	DEAD END	270	16.5	RE - Residential Dead End	0	BC - Reclaim Local	\$ 17,414
616	TEMPLE STREET	WEST CENTRAL STREET	DEAD END	209	8	RE - Residential Dead End	0	GR - Base Rehabilitation	\$ 2,196
622	THOMPSON COURT	POND STREET	NELSON STREET	497	13.5	RT - Residential Local	5	BC - Reclaim Local	\$ 26,227
628	TOWNSEND CIRCLE	SPEEN STREET	CUL-DE-SAC	388	22	RE - Residential Dead End	56	BC - 1-1/2" Mill & Overlay	\$ 16,636
629	TRAVERSE ROAD	RICHMOND ROAD	GROVE ROAD	647	16	RT - Residential Local	14	GR - Base Rehabilitation	\$ 13,596
632	TUCKER STREET	CEMETERY STREET	FOREST STREET	1075	22	RT - Residential Local	20	BC - Reclaim Local	\$ 92,445
638	UPLAND ROAD 1	WELLESLEY TOWNLINE	DEAD END	403	18.5	RE - Residential Dead End	52	BC - 1-1/2" Mill & Overlay	\$ 14,530
639	UPLAND ROAD 2	OXFORD STREET	DEAD END	470	18.5	RE - Residential Dead End	8	GR - Base Rehabilitation	\$ 11,419
640	UPLAND ROAD 3	SHORE ROAD	DEAD END	174	11	RE - Residential Dead End	17	GR - Base Rehabilitation	\$ 2,514
642.1	VALLEY ROAD	END OF PUBLIC WAY	BELLEVUE ROAD	809	24.5	RT - Residential Local	67	BC - Patch/Pave	\$ 24,732
645	VESTA ROAD	LOWELL ROAD	PERRY ROAD	642	15.5	RT - Residential Local	20	BC - Reclaim Local	\$ 38,898
645.1	VESTA ROAD	PERRY ROAD	DEAD END	427	16	RE - Residential Dead End	33	BC - 2" Mill & Overlay Local	\$ 17,019
656.1	WABAN STREET	NELSON STREET	FLORAL AVENUE EXT	261	20	RT - Residential Local	84	BC - Crack Seal or Patch	\$ 580
659	WALKUP COURT	EAST CENTRAL STREET	DEAD END	330	18	RE - Residential Dead End	99	Do Nothing	\$ -
664.1	WARING ROAD	WESTLAKE ROAD (E)	FELCH ROAD	262	33.5	RT - Residential Local	89	Do Nothing	\$ -

SECTIONID	STREETNAME	FROM STREET	TO STREET	LENGTH	WIDTH	FUNCTIONAL CLASSIFICATION	PCI	BACKLOG REPAIR	BACKLOG COST
665	WARREN ROAD	DOVER ROAD	DEAD END	489	17.5	RE - Residential Dead End	47	BC - 1-1/2" Mill & Overlay	\$ 16,678
671	WATSON STREET	WEST CENTRAL STREET	DEAD END	559	25	RE - Residential Dead End	79	BC - Crack Seal or Patch	\$ 1,553
672	WAYSIDE ROAD	ROCKLAND STREET	DEAD END	769	18	RE - Residential Dead End	11	GR - Base Rehabilitation	\$ 18,179
677.1	WELLESLEY ROAD EXTENSION	END OF PUBLIC WAY	OXFORD STREET	753	24.5	RT - Residential Local	30	BC - 2" Mill & Overlay Local	\$ 45,957
686	WESTVIEW AVENUE	UNION STREET	MALDEN STREET	407	20	RT - Residential Local	5	BC - Reclaim Local	\$ 31,818
687	WESTVIEW ROAD	LINWOOD ROAD	DEAD END	719	16	RE - Residential Dead End	46	BC - 1-1/2" Mill & Overlay	\$ 22,420
688	WESTVIEW TERRACE	WESTVIEW AVENUE	DEAD END	199	16	RE - Residential Dead End	45	BC - 2" Mill & Overlay Local	\$ 7,932
689	WESTWOOD ROAD	OXFORD STREET	ORCHARD ROAD	447	23	RT - Residential Local	54	BC - 1-1/2" Mill & Overlay	\$ 20,037
691	WHALEN LANE	PLAIN STREET	SOUTH MAIN STREET	366	17	RT - Residential Local	1	BC - Reclaim Local	\$ 24,321
692	WHEELER LANE	APPLETON ROAD	WORCHESTER STREET	1618	17	RT - Residential Local	12	BC - Reclaim Local	\$ 107,518
696	WHITRIDGE ROAD	EVERETT STREET	CUL-DE-SAC	1493	26.5	RE - Residential Dead End	27	BC - 2" Mill & Overlay Local	\$ 98,560
698	WHITTIER ROAD EXTENSION	SUNSHINE AVENUE	DEAD END	212	16	RE - Residential Dead End	58	BC - 1-1/2" Mill & Overlay	\$ 6,611
701	WILDWOOD PLACE	SPEEN STREET	DEAD END	221	15	RE - Residential Dead End	0	GR - Base Rehabilitation	\$ 4,354
706	WINCH WAY	WALNUT STREET	SHATTUCK STREET	704	15	RT - Residential Local	0	BC - Reclaim Local	\$ 41,278
707	WINDSOR AVENUE	PROCTOR STREET	MOORE STREET	604	25	RT - Residential Local	0	BC - Reclaim Local	\$ 59,024
707.1	WINDSOR AVENUE	MOORE STREET	100' N OF EASTLEIGH LN	762	20	RT - Residential Local	71	BC - Patch/Pave	\$ 19,016
707.2	WINDSOR AVENUE	100' N OF EASTLEIGH LN	WEST STREET	984	24	RT - Residential Local	13	BC - Reclaim Local	\$ 92,312
711	WOLFE TERRACE	FARWELL STREET	CUL-DE-SAC	182	18	RE - Residential Dead End	43	BC - 2" Mill & Overlay Local	\$ 8,161
714	WOODCOCK PATH	ELIOT HILL ROAD	DEAD END	486	26	RE - Residential Dead End	19	BC - Reclaim Local	\$ 49,393
718	WOODS COURT	FLORENCE STREET	DEAD END	235	16	RE - Residential Dead End	4	BC - Reclaim Local	\$ 14,698
723	YUBA PLACE	NORTH MAIN STREET	DEAD END	197	10	RE - Residential Dead End	18	BC - Reclaim Local	\$ 7,701
724	ZOAR STREET	CRAIGIE STREET	EDGEWOOD AVENUE	538	15	RT - Residential Local	0	BC - Reclaim Local	\$ 31,545





APPENDIX



2018 Pavement Repair Costs

Activity	Description	Cost
BC- Do Nothing	Do Nothing at this time	\$ -
BC - Crack Seal or Patch	Crackseal or skin patch	\$ 1.0
BC - Crack Seal and Patch	Crackseal and surface patch	\$ 2.5
GR - Base Rehabilitation	Remove and add stable gravel	\$ 8.0
BC - Patch/Pave	Grind and Inlay w/Full - Depth Patching	\$ 11.2
BC - 1-1/2" Mill & Overlay	1.5" Mill, 1.5" HMA, adjust structures, patching, crackseal, tack, police detail & line paint	\$ 17.5
BC - 2" Mill & Overlay Local	2" mill, 2" HMA, crackseal, tack, police detail & line paint	\$ 22.4
BC - 3" Mill & Overlay Art/Col	2" mill, 3" HMA, crackseal, tack, police detail & line paint	\$ 32.8
BC - Reclaim Local	Reclaim, 4" HMA, remodel structures, police detail & line paint	\$ 35.2
BC - Reclaim Arterial/Collector	Reclaim, 6" HMA, remodel structures, police detail & line paint	\$ 48.2





APPENDIX

D

GLOSSARY OF TERMS

ASSET MANAGEMENT SYSTEM (AMS): similar to a Pavement Management System, has all the database attributes describing an infrastructure network such as water, wastewater or drainage system. This additional data to the management system database may include drainage features, utilities, traffic signs, pavement markings, sidewalks, pedestrian ramps and other road related elements within the right of way. Because the roadway network system serves as a common location and identification system for roadside elements, the database can be comprehensively evaluated for infrastructure system wide planning and management.

DEDUCT POINTS: Points representing the penalty assessed for each identified distress used in the calculation of the Pavement Condition Index. Each distress has multiple severity and extent levels, with a specific number of points at each level. Deduct points may be modified for all nine pavement distress types. The deduct points are ultimately subtracted from a perfect pavement condition of 100.

DETERIORATION RATE: a rate that predicts of the anticipated change in a roadway's condition over time.

DISTRESS: a physical defect or deficiency on the pavement surface that can be observed and quantified through visual inspection of the pavement surface. Broad categories include surface cracking, base related cracking, patching, and surface wear.

DRAINAGE CONDITION INDEX (DCI): an index derived from controlled measurements and evaluations of pavement surface drainage deficiencies and conditions. It is a serviceability rating established for determining the present stature or performance of the drainage features on a scale from 0 to 100, with 100 being excellent.

FUNCTIONAL CLASSIFICATION: Road functional classification places all streets and roads in the network into one of four general categories - arterial, collector, local, or dead end - according to vehicular volume, roadway geometry, and traffic characteristics.

NETWORK LEVEL: an assessment of conditions and/or program needs across the entire roadway system encompassed by the pavement management study.

NETWORK PRIORITY RANKING (NPR): a value computed by PAVEMENTview®Plus at the time it determines the most beneficial recommended repair for a particular pavement section. The Network Priority Ranking formula is:

$$\text{NPR} = (.40 \times \text{PCI}) + (.50 \times \text{Functional Class. Priority}) + (.30 \times \text{Pavement Class. Priority}) + (.10 \times \text{ADT})$$

Where NPR = Network Priority Ranking equals 40% Pavement Condition Index plus 50% Functional Classification Priority Rank plus 30% Pavement Classification Priority Rank and plus 10% Average Daily Traffic.

OVERALL CONDITION INDEX (OCI): an index derived from controlled measurements of pavement condition, rideability, drainage condition, safety, utility condition, traffic control, sidewalk condition, and roadside maintenance. An acceptable scale for roads and streets is 0 to 100, with 100 being excellent.

PAVEMENT CONDITION INDEX (PCI): an index derived from established measurements of pavement surface condition distress or deficiencies. It is a serviceability rating established under controlled conditions having a scale of 0 to 100, with 100 being excellent.

PAVEMENT CLASSIFICATION: Pavement classification identifies the pavement material for streets and roads in the network. There are four categories: BC = Bituminous Concrete, BR = Brick, PC= Portland Concrete, and GR = Gravel.

PAVEMENT MANAGEMENT (PM): is the effective and efficient directing of the various activities involved in providing and sustaining pavements in a condition acceptable to the traveling public at the lowest life-cycle cost.

PAVEMENT MANAGEMENT SYSTEM (PMS): an established, documented procedure treating many or all of the Pavement Management activities in a systematic and coordinated manner. It consists of five essential elements structured to serve decision-making responsibilities at various management levels.

1. Pavement surveys related to condition and serviceability;
2. Database containing all pavement-related information;
3. Analysis scheme;
4. Decision criteria;
5. Implementation procedures.

PAVEMENT PERFORMANCE: the assessment of how well the pavement serves the user over time. The engineer often associates pavement condition with an arbitrary, but quantifiable, value relating to pavement roughness, pavement distress, or pavement strength. Performance is the measured change of condition and/or serviceability over increments of time.

PREVENTATIVE MAINTENANCE: activities performed at planned intervals to protect and seal the pavement. Generally these activities lead to pavement preservation. Seals are designed to provide one or more of the following benefits:

1. Prevent the intrusion of air and moisture;
2. Fill small cracks and voids;
3. Rejuvenate an oxidized binder;
4. Provide a new wearing surface.

PROJECT LEVEL: a detailed assessment or identification of needs relative to a specific roadway, or a section thereof, as opposed to network level applications. It may include on site pavement testing, lab evaluation, life cycle cost analysis, and treatment recommendation for the particular pavement section.

RECONSTRUCTION: the complete removal and replacement of a failed pavement, which might also involve widening, realignment, traffic control devices, safety hardware, and major base and drainage work.

REHABILITATION: any work needed to restore the pavement to a condition that will allow it to perform satisfactorily for several years. Rehabilitation also includes the work necessary to prepare the pavement for an overlay. The major activities involved in the rehabilitation process are:

1. Partial depth patching;
2. Full depth patching;
3. Joint and crack sealing.
4. Grouting and undersealing (filling voids);
5. Grinding and milling (removal of high spots in the pavement.);
6. Overlays.

REPAIR STRATEGIES: PAVEMENTview®Plus represents repair strategies as a decision of user defined "if, then" statements used in the PAVEMENTview®Plus. The recommended repairs are based on five decision factors: Functional Classification, Surface Type, PCI range, curb reveal, and Sidewalk Condition Index (SCI). These criteria input into the decision matrix represent the various conditions for each decision factor.

REPAIR TYPES: the various choices of treatment available for providing a solution to a pavement deficiency or problem. The associated repair type cost is based on a locality's past experience.

RIDEABILITY INDEX (RI): a measure of the smoothness of a pavement, (traveled surface) as perceived by the public traveling in a vehicle at a speed appropriate for the particular surface. It is a serviceability rating having a scale of 0 to 100, with 100 being excellent. A controlled measurement of longitudinal profile pavement surface condition distress or deficiencies can be made using a profilometer and can be correlated to a roughness scale.

ROADSIDE MAINTENANCE INDEX (RMI): an index derived from evaluations of required roadside maintenance activity levels, such as mowing, litter collection, overhanging branches, and sand residue from plowing operations. It is a rating established for determining the present status or relative condition of the roadside maintenance, and is measured on a scale of 0 to 100, with 100 being excellent.

ROUTINE MAINTENANCE: activities performed or steps taken to correct a specific pavement failure or distress area. Routine maintenance usually addresses localized pavement defects and includes activities such as:

1. Full depth patching - more than 2" deep, requiring saw cutting distressed area and removal of pavement and gravel base to a depth of 8", followed by placement of new dense graded gravel base and hot mix asphalt in multiple layers;
2. Skin patching - less than 2" deep, typically no cutting required, placement of hot mix asphalt in 1 layer;
3. Crack sealing – sealing of surface cracks to prevent water intrusion

SIDEWALK CONDITION INDEX (SCI): an index derived from controlled measurements and evaluations of sidewalk and/or walkway and/or pedestrian ramp deficiencies and conditions. It is a serviceability rating established for determining the present status or performance of sidewalks and pedestrian ramps, and is measured on a scale of 0 to 100, with 100 being excellent.

STRUCTURAL IMPROVEMENT: activities performed when the pavement deteriorates beyond the need for preventive maintenance applications and the road base is structurally sound. Activities could include:

1. Thick Overlays;
2. Cold Planning and Overlay;
3. Hot in Place Recycling – Re-heating, scarifying, and adding rejuvenator to existing surface to a depth of 1-1/4" followed by an overlay.

TRAFFIC CONTROL INDEX (TCI): an index derived from factors pertaining to traffic control measures such as traffic signs and signals, lighting, and other warning devices. It is a rating established for determining the performance of the roadway as it relates to traffic control, and is measured on a scale of 0 to 100, with 100 being excellent.

TRAFFIC SAFETY INDEX (TSI): an index derived from measurements and evaluations of stopping sight distance, horizontal and vertical curves, accident data, geometry and other factors which may affect the public safety while traveling on the roadway. It is a rating established for determining the performance of the roadway as it relates to safety, and is measured on a scale of 0 to 100, with 100 being excellent.

UTILITY CONDITION INDEX (UCI): an index derived from controlled measurements and evaluations of utility cuts/patches in the pavement surface area. It is a serviceability rating established for determining the present status or performance of the utility patch on a scale from 0 to 100, with 100 being excellent.

