



**A ROAD MAINTENANCE AND ACCOUNTING SYSTEM FOR  
GASB-34 COMPLIANCE IN SPENCER, MASSACHUSETTS**

An Interactive Qualifying Project Report submitted to the Faculty of  
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In partial fulfillment of the requirements for the Degree of Bachelor of Science

Project Group: Brett Ferguson  
John Shea

Project Advisors: Professor Fabio Carrera  
Professor Chickery J. Kasouf

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Sponsoring Agency: Utilities and Facilities Department of Spencer, Massachusetts  
On-Site Liaison: Karen M. Cullen, Director, Development & Inspectional Services

## **EXECUTIVE SUMMARY**

Vehicle transportation is a critical part of today's world. The intricacy of the system is intriguing. Each individual element of infrastructure plays its own role in the complex roadway network. The infrastructure includes signs, lights, guardrails, surface substance, and many other elements. As a result, there are governmental agencies whose sole responsibility is to manage and maintain vehicular transportation systems as well as the numerous financial aspects involved.

Within the United States, every city and town has a specific agency dedicated to road maintenance and construction amongst other facets of transportation. The Government Accounting Standards Board (GASB) can be used to financially analyze the road infrastructure. GASB's Statement 34 focuses on recording all capital assets, recording the condition of individual assets and producing an evaluation of their value based on collected data. GASB-34 determines the value of the town's transportation infrastructure according to the miles of road and their condition. The GASB-34 statement can be used to determine target areas for improvement, modifications for the town and its infrastructure, and can help a town secure the necessary funds for such improvement.

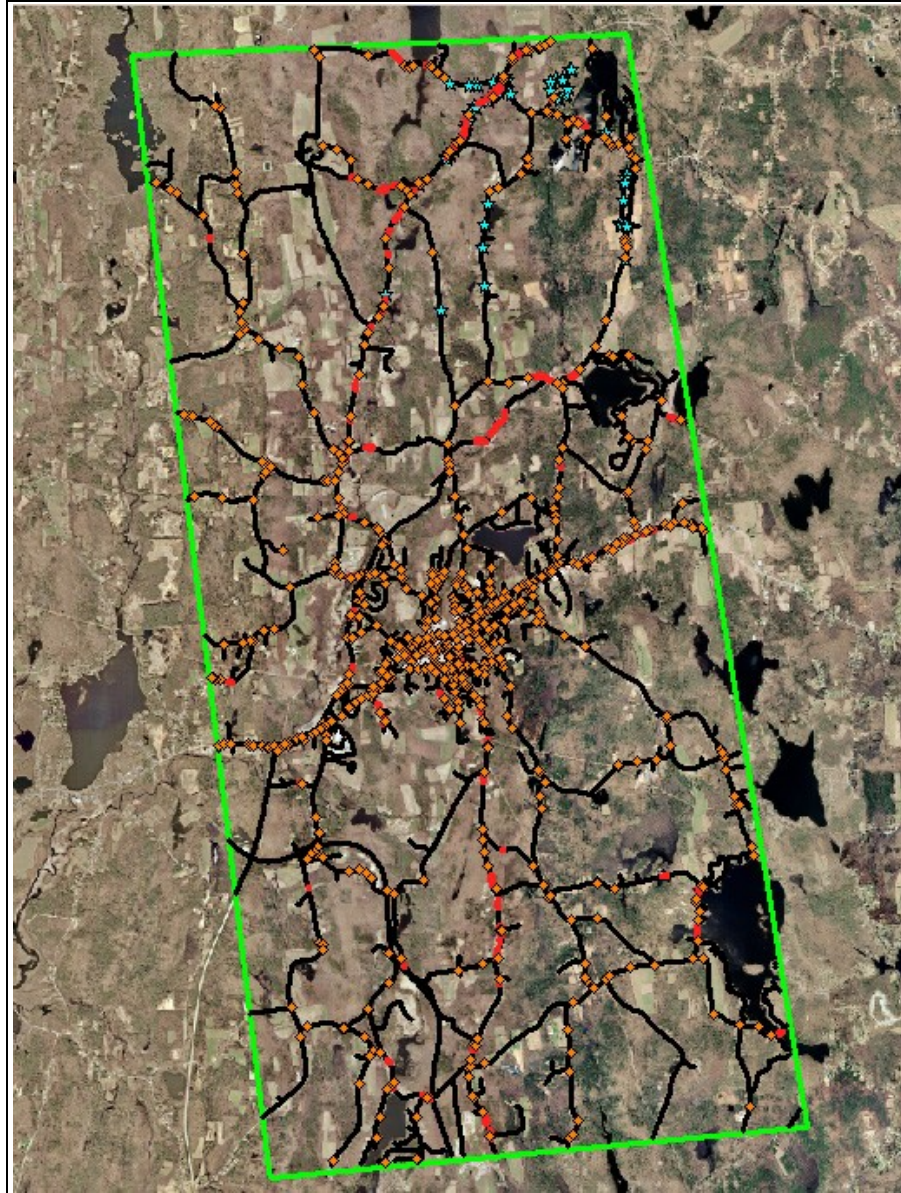
The town of Spencer contains 139.2 miles of public and private roads that cover its 33 square miles of land area. A majority of the private roads are located in the vicinity of lakes and other small housing developments. Town officials have targeted private roads as a line of action for potential source of funding income and as areas in need of improvement and maintenance. The town provides minimal maintenance of private roads for public safety. During the winter, or when other natural hazards occur, the public works department clear the road in order to provide accessibility for emergency vehicles to every home in town. The problem is that the town does not receive funding for maintenance performed on private roads because they are not recognized as part of the town's network by funding agencies. Since the governmental body of Spencer has realized this drawback in the budget, they have explored the possibility of converting as many private roads to public property provided it is cost effective. By converting particular private roads to public the town could receive more funding to perform

maintenance on the roads and its inclusive infrastructure. This also aims to eliminate the excessive cost of maintaining roads of which they are not responsible.

Prior to this project, there has only been a small amount of work done with regards to the GASB 34 requirements in Spencer. Much of the roadway data have not been recorded and compiled in a manner useful for town officials; most records were kept in paper form. A computerized database containing necessary infrastructure information will aid current maintenance and analysis, and provides the potential to do bigger and better things for the town of Spencer concerning its roads and related assets.

This project was intended to help the Utilities and Facilities Department of Spencer, Massachusetts to manage and maintain its roads. Through a substantial amount of data collection, the project produced computerized records of the infrastructures of both private and public roadways in order to determine the minimal requirements a private road would need to fulfill for potential conversion to public. The goal was to inventory the road and related infrastructure to facilitate the town's maintenance as well as for GASB-34 compliance. The project upgraded Spencer's current system of records to a computerized version with an interactive mapping of public and private roads. This system contains infrastructure and physical characteristics of each of the town's roadways. Through this system, the Utilities and Facilities department will be able to develop a schedule for maintenance that could be coordinated with the Town Planner. The Town will further benefit from our research and project development since our information will allow Spencer to meet GASB-34 compliance requirements. By analyzing the necessary information, the Town Planner can propose potential private roadways to be converted to public roadways. Through this process, the town will be able to create a standard policy for future roadway and infrastructure upgrades, while actively incorporating the necessary information into the computerized inventory.

To satisfy the goals of this project, data throughout the town were collected, as shown in Figure 1. The Geographic Information System allows the user to use pinpoint accuracy to locate particular infrastructure. Once the individual item is located on the map, specific information can be viewed and entered. Once all the necessary information is compiled upon these maps they can be utilized for assessment of maintenance plans, improvement projects, roadway policies, and for GASB analysis.



**Figure 1: Map of All Collected Data Within Spencer, MA**

The goal was to record and analyze each and every piece of infrastructure in the entire town. At the conclusion of our project we have successfully mapped, segmented, analyzed the surface material, and measured the widths of over 1,015 segments or 139.2 miles of public and private roads. In addition, the elevations of 631 peaks, valleys, and segment endpoints were mapped to the road data layer. The locations of the 128 guardrails and 769 signs throughout the town were electronically mapped. Table 1 shows a numerical summary of the data collected throughout the town.

Town of Spencer	
Item	# Inventoried
Roads	223
Street Signs	769
Guard Rails	128
Catch Basins	85
Sidewalks	57
Total	1,262

**Table 1: Data Collected for All of Spencer**

85 catch basins were electronically mapped. The type of street sign and guardrail in this area were also

Suggested Region	
Item	# Inventoried
Roads	30
Street Signs	95
Guard Rails	28
Catch Basins	85
Sidewalks	0
Total	238

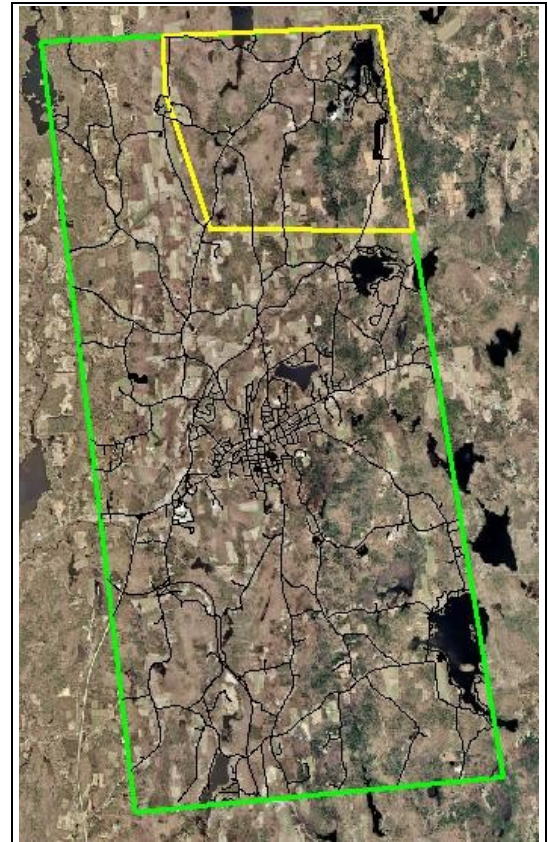
**Table 2: Data Collected Within Target Area**

of sidewalk was mapped in the downtown area and reformatted for our project.

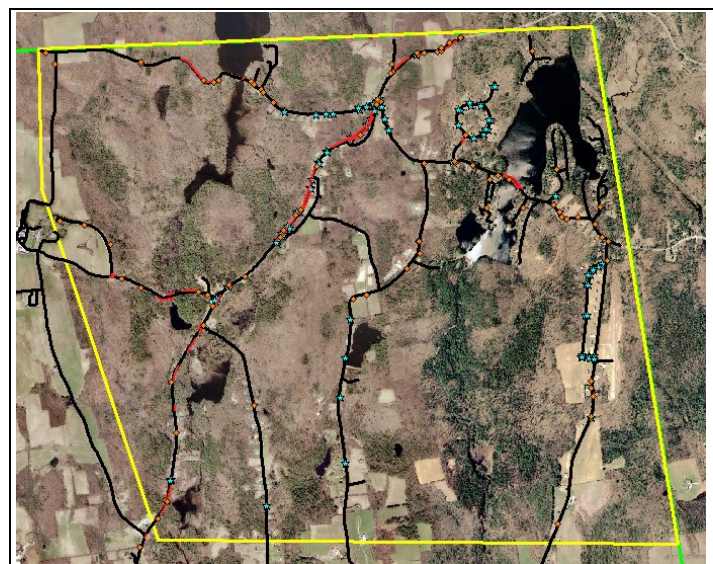
Using the numbers found in this northeast section, we were able to produce relative estimates for the entire town for values pertaining to GASB examination. Once the estimated values of the roadway infrastructure within Spencer and the test region have been obtained, a preliminary GASB compliance was produced. To determine the total value of the town's infrastructure, we simply added the total

Due to time restraints, only the northeast section of the town, as shown within the yellow border of Figure 2 was fully analyzed by the methodology of our project.

In this area, we were able to assess the condition of every road, street sign, and guardrail. The locations of 85 catch basins were electronically mapped. The type of street sign and guardrail in this area were also identified and embedded in the map. The data collected in the northeast region is shown below in Figure 3, and summarized numerically in Table 2. Finally, through the work of a prior project, 29,000 ft



**Figure 2: Town of Spencer with Sponsor-defined Target Region**



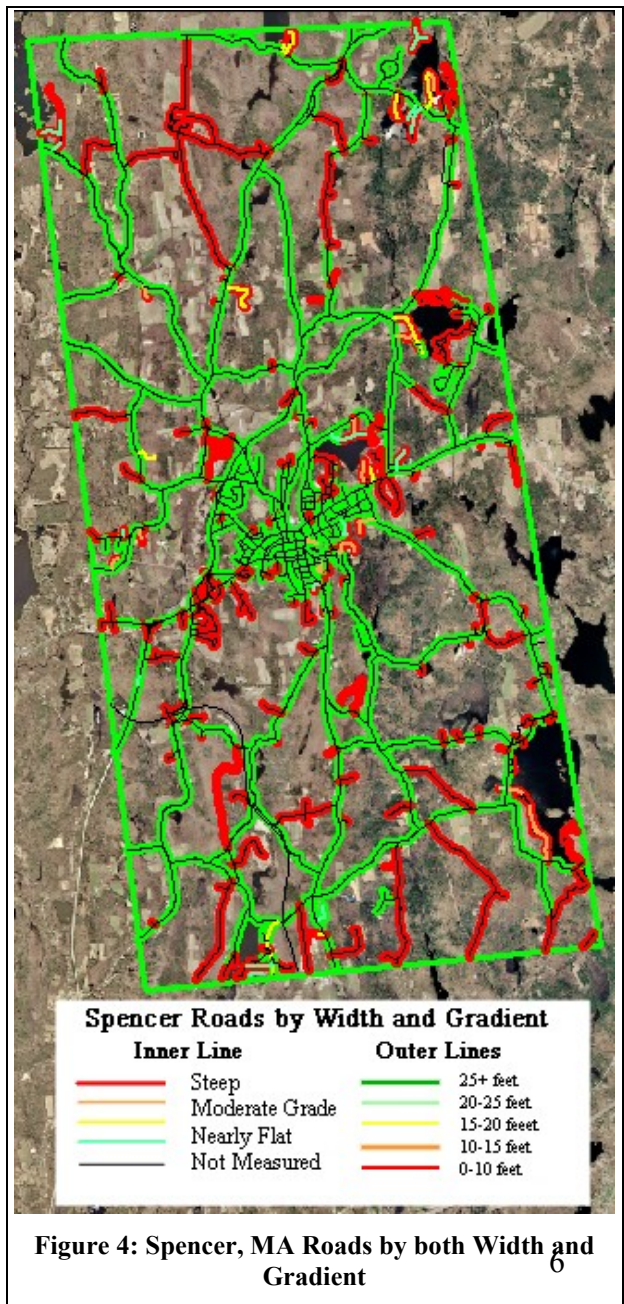
**Figure 3: All Data Collected in the Suggested Target Region**

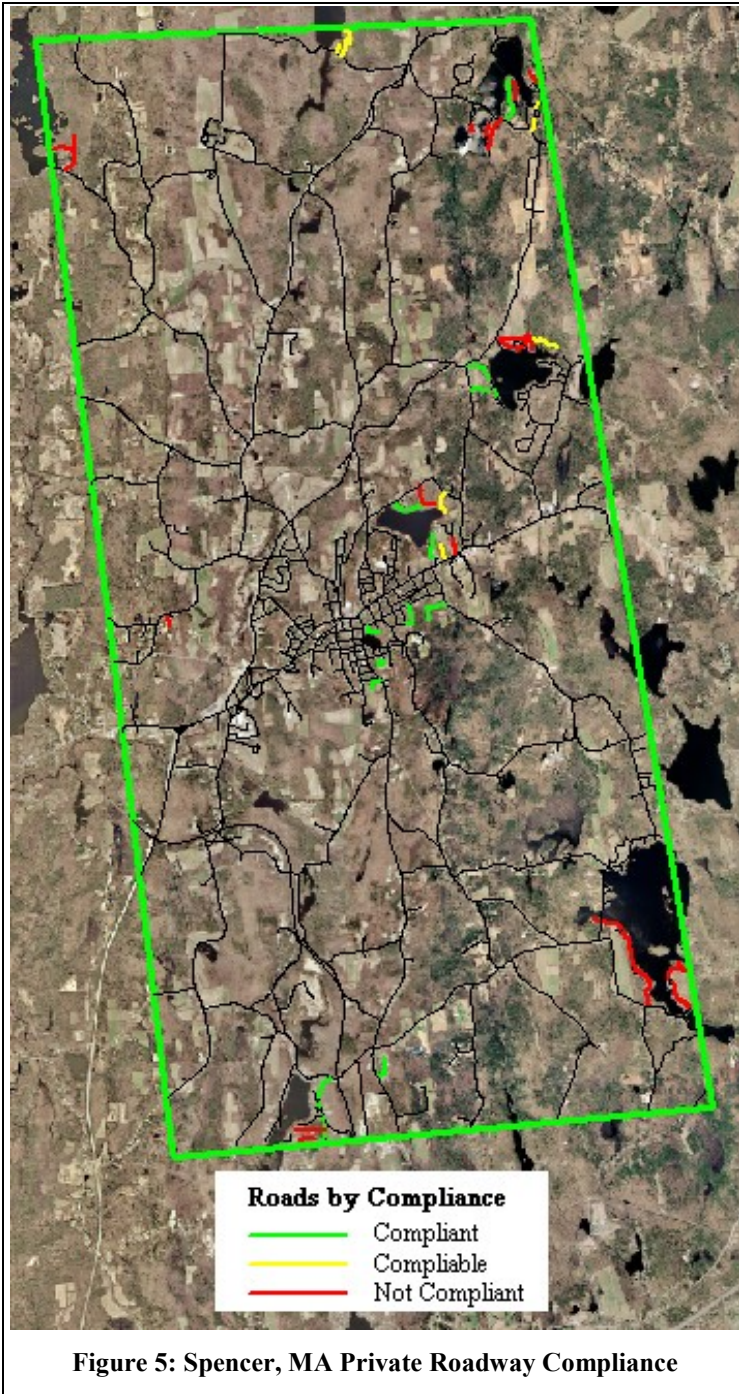
value of each asset that was researched and recorded. Table 3 on the next page shows the financial totals and displays the final contribution to the total value of each individual asset.

<u>Region</u>	<u>Guardrail</u>	<u>Street Signs</u>	<u>Road Surface</u>	<u>Total Value</u>
Spencer	\$78,525	\$29,256.95	\$150,298,960	\$150,406,742
Test Area	\$36,750	\$3,608	\$22,243,616	\$22,283,974

Table 3: Total GASB Values

Other than the GASB-34 estimate, another important goal of the project was to recommend a listing of private roads that could potentially be upgraded to public. From the two main factors, width and grade (shown in Figure 4) as well as other factors such as location and drainage, the Town Planner will develop a policy for the future acceptance of private roads into the municipal roadway system. With every factor properly taken into account to the best of our project knowledge the final listing of recommended roads is developed from Figure 5 on the next page. The private roads recommended for upgrade include Roys Drive, Sunset Lane, Howe Vlg, Briarcliff Lane, Bellevue Drive, the eastern portion of Lakeshore Drive, North Lakeview Drive, Demers Lane, Dale Street, Sherman Drive, Monticello Drive, and Blueberry Hill Road.





**Figure 5: Spencer, MA Private Roadway Compliance**

Utilizing the information contained in this project, other important municipal information such as necessary infrastructure repairs and maintenance can be located and subsequently scheduled. However, in order to achieve effective analysis for the town of Spencer, additional data must still be collected. As mentioned earlier, time constraints limited the total amount of data that could feasibly be collected. The condition of the roads and its related infrastructure still needs to be analyzed for the remaining 121 miles of road. The gradients and current standards of public roads throughout the town need to be understood in order for the Town Planner to effectively develop a realistic policy. Furthermore, the remaining 674 street signs and 100 guardrails need to be assessed for type and condition. Finally, the unknown number of catch basins and sidewalks all need

to be finalized with location and condition to allow the town to effectively utilize the Geographic Information System that this project has created. The Utilities and Facilities Department will be able to access all of this information online through an interactive web site. And, although there is still much data to be collected, this project was able to firmly supply a foundation, and begin analysis for the original goals of the sponsoring

agency. In fact, from this newly developed mapping system, the town of Spencer, Massachusetts will be able to institute and access an almost limitless amount of future applications and projects.



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# **1 INTRODUCTION**

One of the most important aspects of today's developed nations is their means of vehicle transportation. In the United States alone, there are over 230 million registered vehicles as of 2001. In fact, transportation is so commonplace many people tend to take for granted the freedom that is achieved by the luxury of a developed system of travel. With a well-organized system of roadway transportation and maintenance, citizens can go about their daily business without overly worrying about traveling from one place to another. Thus, this focus is shifted onto governmental agencies whose sole responsibility is to manage and maintain vehicular transportation systems along with the numerous financial aspects involved. Within the United States, every city and town has a specific department dedicated to deal with road maintenance and construction amongst other facets of transportation.

The town of Spencer, Massachusetts is part of a state whose roadways have undergone a lot of construction and reorganization in recent years. In the nearby metropolitan area of Boston, one of the largest transportation-related projects in history is about to be completed. This project, popularly known as the "Big Dig", has cost upwards of 13.6 billion dollars of the taxpayers' money in an effort to improve the various methods of transportation in and around the city. However, cities and towns of much smaller sizes also demand improved roadways and easier methods of handling transportation-related tasks. A defined system of budgeting is necessary to distribute funding for each town within the state. When money is appropriated from the federal budget to the states, it is necessary to have

a policy in place to determine the allotment of funds among the towns within that particular state. The Governmental Accounting Standards Board (GASB) seeks to establish and improve accounting and financial reporting standards for state and local governments. One option they provide, the GASB-34 statement, determines the town's value according to the miles of roadways, the condition of the road infrastructure, and the related maintenance cost among other factors. With this information from each town, the state can determine the amount of money to properly invest towards each municipality that submits a GASB-34.

The town of Spencer is home to an extensive system of both public and private roads that sprawl across its 33 square miles of land area. Many of the private roads have long been established due to the town's historical importance as both a local dairy-farming community and as a popular stop on the Old Boston Post Road. Many private roads have emerged to accommodate secluded property surrounding the numerous lakes and ponds that are scattered throughout the town. Spencer's highway department performs minimal maintenance to the various private roads to provide safety to its citizens. During the winter, for example, the primarily unpaved private roads must be plowed to enable emergency vehicles to reach homes. The town of Spencer spends a very large portion of its relatively small budget on roadway maintenance. This percentage not only covers maintenance of the town's public roads, but also includes any maintenance performed on the private roads, which are ignored by state budget allocations. Since Spencer has realized this drawback in the budget, they have explored the possibility of converting as many private roads to public property provided it is



cost effective. By inventorying the miles of public roads, the value of the transportation infrastructure, as demonstrated through the GASB-34 compliance, may yield a larger level of state funding.

Town officials realize that their road record system is outdated and are willing to take the necessary actions to resolve the problem. Currently they rely on maps, nearly completed road listings, and personal experience to keep track of the 133 miles of roads found in Spencer. The Highway Department would like to update its incomplete, outdated and unreliable source of records for the transportation system. The Utilities and Facilities (Highway) department is still unaware of the exact number of miles that private roads make up, as well as the actual number of private roads in the town. The Department does not have standards in place to develop a cost-effective maintenance policy or a time-efficient schedule for updating any road in the Town. Furthermore, there currently are no set standards on road compliance for the Town to abide. In addition, the department still lacks an effective and fully updated inventory of the town's entire road infrastructure. This is a required facet for the GASB-34 compliance. Thus, the town will not have an accurate idea of their worth and which areas of the town must be targeted for improvements.

This project is intended to help the Utilities and Facilities Department of Spencer, Massachusetts to manage and maintain its roads. It will create system of computerized records for analysis of the infrastructures and both private and public roadways. From the analysis, the minimal requirements a private road would need to fulfill for potential conversion to public are to be determined. The

goal is to inventory the road and related infrastructure to facilitate the town's maintenance as well as for the GASB-34 compliance. The project will further upgrade its current system of records to a computerized version with an interactive mapping of public and private roads. This system will contain infrastructure and physical characteristics of each of the town's roadways. Through this system, the Utilities and Facilities department will be able to form a schedule for maintenance that could be proposed to the town Planner. The town will further benefit from our research and project development since the record information will be updated and analyzed to create a GASB-34 compliance. By analyzing the necessary information the Town Planner can propose potential private roadways to be converted to public roadways. Through this process, the town will be able to create a standard policy for future roadway and infrastructure upgrades while actively incorporating the necessary information into the computerized inventory.

## **2 BACKGROUND**

The following section provides descriptions of every topic pertinent to the project. It will aid the reader to gain an understanding of the significance of the project's objectives as well as its results. General transportation in the United States will be covered starting with national organizations of transportation then centering on Spencer, Massachusetts and local departments. The significance of road infrastructure and its maintenance is also reviewed and its importance is expressed. A priority of the project is to assess value of the town using GASB and accounting systems alike to understand infrastructure impact on funding. Finally, it is also necessary to become familiar with the project's geographical setting, Spencer, Massachusetts.

### **2.1 UNITED STATES TRANSPORTATION**

The U.S. transportation system annually provides over 4.9 trillion miles of travel for passengers and 3.8 trillion miles of domestic freight generated by 281 million people, 7.1 million business establishments, and 88 thousand units of government. This intricate system includes 3.9 million miles of public roads. In 2001, the highway system carried over 2.7 trillion vehicle-miles of travel.<sup>1</sup> The United States transportation system is a strategic investment critical in the growth of the American economy. The American government recognizes the necessity for a fully developed, modern and integrated domestic transportation system for its citizens while also maintaining secure and resourceful connections to the world's countries.

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<sup>1</sup> Department of Transportation Strategic Plan for 2008

### **2.1.1 Federal Highway Department**

The Federal-Aid Highways act of 1934 was the beginning of developing an intricate system of highways with proper attention to funding projects throughout the United States. Congress authorized 1.5 percent of the amount appropriated to any state annually for construction could be used for surveys, plans, engineering, and economic analysis for future highway construction projects.<sup>2</sup> The project developed into a complete interaction between every state within the United States as well as governmental agencies. The statewide highway planning surveys began the cooperative communication and interaction between the Bureau of Public Roads (today is referred to as the Federal Highway Administration) and the state highway departments.

The United States Department of Transportation's (DOT) mission is "to serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future."<sup>3</sup> This department was developed on October 15, 1966 to oversee the growing modernized transportation system that lies within the United States. Lyndon Banes Johnson was President at the time and signed the DOT act. Lyndon Johnson called it "the most important transportation legislation of our lifetime... one of the essential building blocks in our preparation for the future."<sup>1</sup> This was extremely important to have a set supervising body because transportation was becoming critical part of everyday life. The legislation at the time realized an opportunity to improve the citizen's way of life and established the organization. This served as the

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<sup>2</sup> Travel Model Improvement Projects Website

<sup>3</sup> The Department of Transportation Website

building block for an integrated system that tended to state and local level transportation interests.

The U.S. DOT engages a leadership role in the global transportation network. The DOT is held together by a backbone of about 59,700 employees<sup>3</sup> that are dedicated to improving transportation in the U.S. and around the world. The organization plans to do this “by making transportation safer, simpler and smarter.”<sup>3</sup> DOT recognizes that the United States highways are the critical links of the transportation system. The challenge presented to the DOT is to repair, maintain, and improve the 160,000 miles of the National Highway System.<sup>3</sup> The highway system includes the interstate highways and other roads that are recognized for national defense and mobility. Improving highway safety, minimizing traffic congestion, and protecting the environment are other concerns of the department. Since the DOT’s development the transportation programs and groups have advanced to meet the economic and security demands of the Nation. Today DOT is comprised of the Office of the Secretary, the Surface Transportation Board, the Office of the Inspector General and 10 operating administrations.

## **2.2 MASSACHUSETTS TRANSPORTATION**

Probably more important to most individuals than the federal transportation system, the state-level transportation departments are responsible for many of the roads people drive on everyday. In the Commonwealth of Massachusetts, specific departments have developed many policies especially pertinent to this project.

### **2.2.1 Mass Highway Department**

MassHighway maintains an inventory of local roadways as reported by municipalities in Massachusetts.<sup>4</sup> There are also roads maintained by the state that are considered part of the federal-aid system that is also inventoried by MassHighway. There are three classifications of road types that are considered to fall under the federal-aid system. Arterial roads are the highways of the Interstate Highways system that serve “through” traffic. Collector roads are heavily traveled local roads that are associated with the State Highway network by linking arterial roads with other local roads. Particular local roads that fall under this category are used primarily to access the community’s housing stock. An example of an arterial road is I-90 (Mass Pike), and an example of a collector road would be one such as Route 9.

In Massachusetts, transportation projects are developed at the regional level. For example in the central region of Massachusetts the Metropolitan Planning Organization (MPO) is responsible for planning and funding such federal-aid projects. Representatives from the MassHighway, Executive Office of Transportation and Construction (EOTC), Central Massachusetts Regional Planning Commission (CMRPC), and Worcester Regional Transit Authority (WRTA) make up the body of the MPO.<sup>5</sup> The Transportation Improvements Program is an annual list of projects that are recorded by the MPO for federal-aid and non federal-aid projects within their region.

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<sup>4</sup> MassHighway website

<sup>5</sup> Central Massachusetts Regional Planning Commission website

### **2.2.2 State Public Road Policies**

There are typically three categories of road types in the County currently in Massachusetts, which are county highways/roads, public roads and private roads. County highways/roads are defined as roads that have become recognized as part of the County Districts Maintained Road System by formal action of the Planning Board. The result of this action requires that the county must maintain these roads and is liable for failure to do so, unless there is a set agreement between MassHighway and the particular town that the county highway/road fall within. Public roads other than the ones defined as “county” are roads that are specifically accepted for public use and have the right to freely travel on them. The MassHighway does not have any required responsibility for maintaining these particular public roads as defined. MassHighway is also not liable for future failures of the Department of Public Works (DPW), which is responsible to manage and maintain public roads unless otherwise specified.

### **2.2.3 State Private Road Policies**

As noted before the third type of road is privately owned by surrounding property proprietor and any other residence that has the easement rights in the same area. Easement right means that another person has the right to use one’s land for a specific purpose, which more often than not in this case is to drive further down the road to reach his/her own residence. The MassHighway and local DPW do not have the authority or legal right to maintain private roads at the public expense. This is not always true since the town may be hired as a contractor by the owners to perform the necessary seasonal maintenance. Private roads also include roads that have been dedicated to the public, but

not accepted for public use. Essentially the big difference between privately owned roads and public roads is that the public does not have the right to travel on private roads without the permission of the original property owners. The only public vehicles allowed on private roads in any instance are Emergency vehicles. Consequently, unauthorized use of the road may be considered trespassing, and some of the normal regulatory laws of public roads may not apply.

## **2.3 ROAD MAINTENANCE**

The task of effectively maintaining a system of roadways and its related infrastructure is in itself field of study. From the routine maintenance that takes place almost daily, to seasonal maintenance that only happens at certain times of the year, each aspect as well as its equipment will be briefly described in the subsequent sections.

### **2.3.1 Routine Maintenance**

One thing that links all the road types in any transportation system is that there is always a concern to maintain the roadways for safety. In today's modern transportation system there are day-to-day hazards that require awareness and action. The Highway Department is responsible for the repair or reconstruction of streets and sidewalks in order to ensure that all public rights-of-way are safe and accessible at all times. Roads deteriorate over time due to vehicle travel, weather, and several other causes. The lack of maintenance to problem areas can increase the probability of developing cracks and potholes due to water getting in and under the pavement. These types of scenarios require filling potholes with asphalt and patching up cracks. Eventually after time the road would



require a new layer of pavement. The United States and many other countries have less stringent standards when compared to some European countries because they only require most roads to last only 20 to 25 years.

There are other tasks that these type of departments must perform in order to maintain the roadways. In addition to fixing pot holes or cracks the streets must remain clean without unnecessary obstacles. The highway department is responsible for debris clearance, sand sweeping, standing water, street resurfacing, roadside sign repairs and new installations, painting of road dividing markers, repairing and installations of guard rails, roadside mowing, removal of deceased animals, and seasonal maintenance such as plowing and sanding.

### **2.3.2 Seasonal Maintenance**

Massachusetts has various seasonal settings that impact road conditions differently than other areas in the United States. Primarily, the most problematic season in Massachusetts is the winter. Combinations of freezing temperature, snow, and sleet can result in hazards and need constant attention to keep the roads safe for travel. For example the MassHighway has over 5,000 pieces<sup>4</sup> of equipment for snow and ice removal.<sup>6</sup> The Highway Departments for the state and local towns must provide plowing, salting, and sanding for the safety of drivers and residences. During poor weather situations emergency vehicles must be able to reach people who require assistance. The sanding and salting in the winter produces maintenance in the spring because remnants of sand on the roads are expected to be cleaned. Due to the bad winters and turn over to spring the summer is the season to patch potholes and perform any other surface repairs.

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<sup>6</sup> Massachusetts Government Webpage

The New England fall season is known for the trees losing their leaves, which end up in most cases in the roads. Maintenance by the departments must also clear excessive leaves from the roadways.

There is an issue when it comes to seasonal maintenance in Massachusetts pertaining to privately owned roadways. This issue concerns whether the town can legally plow, sand and grade roads that are classified as private. The commonwealth recognizes three types of roads. There are town ways, which the Town has a duty to maintain; public easement roads, which the Town has a right, but not the obligation to maintain; and private roads, which the Town has no legal obligation or right to maintain. Maintenance pertaining to private roads is debated differently for different towns and each handles them as so. Liability scenarios are primarily the important factors that the decision-makers base their decisions.

### **2.3.3 Maintenance Equipment**

The Highway Department must have the necessary equipment to complete the task presented to them on the job besides simply manual labor. Each state and town is provided with trucks, tools, and equipment to provide services to the citizens that utilize the roadways. Such vehicles as street sweepers to clean the roads, trucks to transport loads and other equipment, paving utilities, plows, salt trucks, and any other trucks that can be determined necessary to uphold the town's attributes. Besides modes of transportation, the workers must have the proper tools to provide high performance maintenance such as mowers, weed whackers, leaf blowers, and other tools that help make the job sufficient. The department also sets up cones, barrels, flashing arrow signs, and other pieces of equipment that provide drivers with a warning of construction or

hazard. The list of trucks and tools is nearly endless to an extent because each situation is different. The drawback for the multiple numbers of states, towns, and departments is the complicated nature of financial support to purchase every needed piece of equipment.

## **2.4 ROADWAY INFRASTRUCTURE FINANCING AND ACCOUNTING**

Each aspect of a town or state's transportation system directly affects the public financially. From city to city, the method in which money is allocated for transportation related tasks differs greatly. It is both an art and a science to properly account a city's transportation related infrastructure financially.

### **2.4.1 Financing**

The Federal Aid Highway Program (FAHP) provides federal financial assistance to the States to construct and improve the National Highway System, urban and rural roadways, and bridges.<sup>7</sup> The 2005 fiscal year budget request included an obligation limitation requested by President George Bush of \$33.6 billion<sup>7</sup> for the aid program. After factoring in additional resources from the state and local governments that utilize the funds for highway investment, the amount of available Federal aid is more than doubled. It is important to realize that the investments in highway improvements support the Federal Highway Administration (FHA) to be able to offer safety, mobility, environmental stewardship, and security for United State citizens. The FHA plans to “continue to increase oversight and accountability, including large-project management and oversight, to ensure the protection of the large Federal investment, while maintaining

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<sup>7</sup> Federal Highway Department website

the prerogatives of the States in the delivery of highway transportation projects to the public.”<sup>7</sup>

In order to develop an understanding of the size of the federal budget the following examples shall provide number support: in 2003 was over 31.8 billion dollars, 2004 was over 34.7 billion dollars, and 2005 was over 34.4 billion dollars.<sup>7</sup> This substantial support shows that the government sets aside and makes available billions of dollars for the national highway system. There is a slight trend shown here by the big jump from 2003 to 2004. This usually is due to the recognition of necessities for highway and transport improvements.

State aid for local roads is covered through the Chapter 90 program, which was created on March 23, 1973. The Public Works Commission voted for this program in order to entitle municipalities to reimbursement of documented expenditures under provisions of the Massachusetts General Laws, Chapter 90 - Section 34 - Clause 2(a) on approved projects.<sup>4</sup> This Chapter 90 law covers the guidelines on expenditures presented by individual towns or counties presenting plans for maintaining, repairing, improving and constructing bridges and roadways that are eligible for funding distributed by the state. The Inter-modal Surfaces Transportation Efficiency Act contains descriptions of which projects are eligible for transportation enhancement funding.<sup>8</sup> This law also protects the revenue within the fund stating that there can not be any transferring of proceeds to any other funds of the Commonwealth that are not transportation related.

The Chapter 90 program allows the MassHighway to distribute funds awarded to the state to municipalities for local road repairs and maintenance. The town would be able to build a budget for the Highway Department using these funds to cover major

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<sup>8</sup> Chapter 90 Section 34 Clause 2a of MGL

projects done within the town for maintenance and upgrades of the transportation system. Since 1994, on average, the State has been distributing \$150 million per year using the Chapter 90 program. In 1999 the legislature voted to reduce the funding from Chapter 90 program by 44% and has shown a continuous decreasing trend in each successive year.

The Program has several set policy guidelines that are to be followed for utilizing these funds. The intended projects and the uses of the financial support are most importantly, as said before, for the use of roadway projects and all aspects surrounding such projects. In 1994 the Board of Commissioners recognized that there needed to be additional Chapter 90 project procedures that are not covered in Chapter 90 Section 34 of the MGL. The new additional guidelines for the departments provided more exact explanation of the upgrading projects that the funds could be used on. These particular guidelines can be found on the MassHighway website within the Chapter 90 Program pages for the full depiction of the guidelines. Another change is that they have applied a restriction, which enforces that the towns that receive this funding can only use it towards roadway improvements and maintenance instead of towards vehicles and equipment for the town Highway Department.

For the fiscal year of 2004 the Chapter 90 program fund was cut approximately by thirty percent to \$100 million per year after three years of reduction. In fiscal 2005 the fund was increased by \$20,000, which results in a budget of \$120 million as of today. Governor, Mitt Romney, prepared a spending bill for the 2006 year and expects an increase of expenses for the Chapter 90 road and bridge program. He plans to utilize surplus revenues to add to the current \$120 million dollars accounted for in the budget. The decision is then left up to the state legislature to approve his plan that would produce

a fund increase of \$100 million. This is expected to pass with wide support due to Massachusetts' tendency to pay considerable attention of funds utilized for snow and ice control. The expenses for New England winters significantly reduce funds for other town upgrade projects. The Massachusetts Municipal Association has determined that in order to have a successful Chapter 90 program that there would be a necessity of nearly \$250 million in annual fiscal budgeting.<sup>9</sup>

The Executive Office for Administration and Finance (A&F) is in charge in preparing the annual investment plans for the state. State budgets are funded by Commonwealth debt, operating revenues, third party payments, and federal reimbursements. The largest amount of revenue for the state is funds from debt issuance, which on average is approximately 70 percent. The estimated cost of budget for transportation in Massachusetts is \$890 million. The Executive Office of Transportation (EOT) sorts the fund dispersion into three categories; road and bridge construction and maintenance, local aid and economic grants, and other transportation. MassHighway is granted at least half of the budget, and in 2006 the EOT expects that the department to surpass \$450 million by spending over \$500 million. Local aid pertains to the Chapter 90 grants for the municipal body, which in 2006 are expected to increase from \$120 million (the 2005 amount). The other transportation section of the plan is in place to cover water and rail transportation, regional transport authorities, mobility assistance for the elderly, and regional inter-modal centers.<sup>10</sup>

A town cannot completely rely on the Chapter 90 Program funding for all its roadway maintenance and improvement projects. The towns and counties do not receive

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<sup>9</sup> Public Works and Transportation News

<sup>10</sup> Commonwealth Capital Investment Plan 2006

enough money from that funding alone appropriate for the necessary cost of maintaining the public land. In order to even qualify for funding, an additional source of income is demonstrated. The largest amount of revenue comes in from the tax levies applied by the town legislature. The towns and cities also follow municipal bond ratings such as the Moody Bonds and the S&P Bonds. The majority of infrastructure investment is financed by borrowing—selling municipal bonds and using the proceeds to pay for construction. The cherry sheet is a form that rates expected aid for educations and general government.

Another means of town income includes issued tax classifications. Under tax classifications there are residential, open space, commercial, industrial, and personal property. The amount that the town collects is based on tax rates, which are set by local governments and vary from town to town. The classification that has the greatest impact is the residential, which produces values in the billions of dollars. The tax levy usually accounts for well over 50% of the town's or cities source of fiscal year revenues.

#### **2.4.2 Requisites for GASB-34 Compliance**

To regulate standards of state and local accounting systems the Financial Accounting Foundation established the Government Accounting Standards Board (GASB). The GASB was formed in 1984. This new organization, which is not part of the federal government, was put in place to deliver guidance in presenting financial reports for the state and local governments in the United States. The GASB mission is to establish and improve standards of state and local governmental accounting and financial reporting that will result in useful information for users of financial reports, and guide and educate the public, including issuers, auditors, and users of those financial reports.<sup>11</sup>

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<sup>11</sup> GASB Website

The GASB reporting rules were written in a final format in 1999 and were called the GASB Statement 34. These new rules are expected to change the way financial information is communicated to the citizens, media, creditors, bond raters, legislators, and anyone else who may have any concern pertaining to governmental financial issues. In previous years, the government financial documents have been too confusing for ordinary citizens to effectively comprehend their true meaning and implication. The Statement 34 does the same and more, but it then presents a more useful and understandable information on the overall interaction between governmental funds. The data presented by GASB will assist the planners and decision-makers in making better decisions that benefit their constituents.

Any governments that would like to utilize GASB for infrastructure reporting must follow and abide by set conditions and publicly present evidence of their compliance with the conditions. The government that request usage of GASB shall release information concerning the physical conditions of their infrastructure assets. A full description of the standards, measurements, and expectations of the asset condition report that the government requesting membership uses must also be presented. They also have to set a standard condition level at which the assets shall be maintained to a minimum. The government that has established the expected condition level must also submit the recorded annual amount of money used to maintain and preserve its assets.<sup>12</sup> The recorded amount must be compared with other annual reported amounts of the previous five years.

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<sup>12</sup> GASB website



## **2.5 SPENCER MASSACHUSETTS**

Spencer Massachusetts is part of Worcester County and follows the plans of the MPO. They have formulated a master plan for the future of the town and have several concerns about accomplishing their objectives. The focus of the town leaders is to improve the lives and well being of the citizens residing in Spencer.

The physical area of the town of what is now known as Spencer, Massachusetts was first settled in 1721 by Nathaniel Wood. Spencer was officially incorporated as a Massachusetts town in 1753, as it was established as a district of Leicester, and was named after Lieutenant Governor Spencer Phipps. It first gained historical significance as a contributor to both the Revolutionary War and the Civil War. The town itself became very popular in 1784 due to its location on the Old Boston Post Road's stage route between Boston and Hartford. Seven Mile River is the location where Spencer's first mill was built in 1740, which became the supreme source of water power in the town. The town was a popular lodging area due to the exchange of coaches that would come from Boston and connect to Hartford. In 1839 the town hall was constructed and a local government began to set route in the town.<sup>12</sup>

The Town of Spencer is located twenty minutes west of Worcester by Route 9 and ten minutes northeast of the junction of I-84 and I-90 in Sturbridge. The town today is part of the Worcester County District, in the Worcester Metro area. According to the United States Census Bureau Spencer is approximately 34.0 mi<sup>2</sup> in area, which is made up of 32.8 mi<sup>2</sup> land area and 1.2 mi<sup>2</sup> water surface area. This scenic rural town currently has approximately 12,000 inhabitants.<sup>13</sup>

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<sup>13</sup> Website: <http://spencerma.info/>

The current government is made up of several different departments that work together as a whole to make the quality of life as great as possible for their constituents. Instead of a mayor, Spencer has a Board of Selectmen that consists of five elected members, and a town administrator who are responsible for developing town policies to be presented and voted upon by the public. The Administration and Finance department consist of an accountant, assessors, finance committee, parking clerk, town clerk and treasurer who have been put in place to monitor and apply the town's budget. The Development and Inspectional Services contain several departments that are responsible to propose new ways to increase the quality of life for their citizens by identifying problems and properly attaining solutions. Other departments include Public Safety, Utilities and Facilities, Health and Human Services, and Recreation and Culture.

The Utilities and Facilities Department is mainly in charge of maintaining the towns existing properties, such as roads, parks, trees, water and sewage. Another name for the Utilities and Facilities Department would be the Department of Public Works, which several other towns refer to it as such. The Utilities & Facilities office handles communications with the public for the Highway, Sewer and Water departments and the Transfer Station. The Highway Department is responsible for the 95 miles of road in Spencer by performing roadwork, which includes paving, plowing, sanding and sweeping. The department also maintains their public parks and facilities. The Sewer Department is responsible for the maintenance and repair of all sewer lines. The Transfer Station is Spencer's local trash system that requires purchases of specific bags and during certain hours on Monday, Thursday, and Saturday the citizens are to bring their trash to

be processed. The Water Department is responsible for the infrastructure, which delivers water to homes and business.

### **2.5.1 Public Works**

According to MassHighway the town of Spencer has the following roadway classifications: principal arterial roads, rural minor arterial roads, rural major collector roads, rural minor collector roads, and local roads. Local roads refer to the classification including all the remaining roads that are not eligible for federal-aid. Spencer can contend for limited Federal-aid eligibility through the Town Investment Plan (TIP) process. However, roads that are considered local are non federal-aid measured roadways and are only eligible for Chapter 90 funds distributed by the State Highway.

Up until 1999 Spencer received approximately \$375,000 per year on average through the Chapter 90.<sup>14</sup> When the state of Massachusetts reduced its state funds by forty four percent the town of Spencer found themselves with \$260,000 from state aid. This would show to become a hindrance on their planning to upgrade the town's roads and infrastructure. As of 2001 Spencer had received \$256,860, which demonstrates the decreasing trend, which is an alarming budgeting situation. The town's planning board shows high interest in other sources of income in order to achieve the necessary upgrades to improve their roadway system. One option includes evaluating the town's worth and potentially using that to compete for more state-aid. Otherwise they would continue to have to rely on local tax levy.

At a glance of Spencer's funding for the fiscal year of 2005 falls under subcategories of taxes, state aid, local receipts and other available funds. The total funds

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<sup>14</sup> Spencer Massachusetts Master Plan 2002

for the year were \$14,219,671, which is a normal value. Town taxes accounted for 56.5% of the total revenues, a majority value that was a little over \$8 billion. The tax levy is subcategorized into the following areas: Residential, Open Space, Commercial, Industrial, and Personal Property. The rest of the revenue was compiled as follows: state aid contributed 15.2%, local receipts contributed 22.1%, and other available funds fulfilled 6.2%. The town of Spencer issues residential property taxes on a quarterly basis.<sup>15</sup>

A current concern of the Utilities and Facilities Department is the private roads in the town of Spencer. There are over 90 private roads, which cover approximately twenty miles in Spencer. This is the reason why the topic is a severe area of concern for the planning board and town highway department. A private road is defined as follows: “a road or driveway on privately-owned property, limited to the use of the owner or a group of owners who share the use and maintain the road without help from a government agency. A private road has not been given to a government entity (like a county or city) and accepted by that entity for public use.”<sup>16</sup> These particular roads in Spencer are of concern because majority of them, especially the ones located near lakes, are very narrow, which may cause difficulty for emergency vehicles to reach any homes in the area. The Department performs minimal maintenance services each year for the private roads. The Utilities and Facilities Department are considered a contractor for the private road homeowners and the town receives between \$2,000 and \$4,000 per year to maintain these roads. The minimal maintenance that the department performs on the roads is primarily plowing and sanding for emergency vehicle accessibility, but they do however

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<sup>15</sup> Massachusetts Department of Revenue website

<sup>16</sup> Legal Dictionary / Free Dictionary Website

also contribute more than just those particular services. Considering that there are over 90 private roads that cover approximately twenty miles in Spencer.

The Utilities and Facilities department is determined to achieve a set goal to provide well-maintained and efficient roads for Spencer's transportation system. By providing the transportation system that includes safe and structurally sound roads, bridges, and sidewalks the department will be able to achieve their goals.

Spencer's highway department is responsible for the roadways within the town's perimeter. Within Spencer the Massachusetts Highway Department is responsible for maintaining majority of Route 9 and all of Route 49. Even though Route 31 is a state numbered route the town of Spencer is responsible for day-to-day maintenance of the roads along that route. The rest of Spencer's roadway system is considered local, which responsibilities and maintenance fall under the Spencer Highway Department.

There are exceptions to this because as mentioned prior there are different types of roads in Spencer and maintenance for some of them are not the responsibility of the Utilities and Facilities Department. According to Chapter 84 Section 23 of the MGL<sup>17</sup> a private road that has been dedicated for public use but not yet a public way does not require the highway department to maintain and manage, unless otherwise specified. Section 24 covers the responsibility of damage from defects in dedicated ways. Dedicated ways are privately owned roadways that are listed and recognized as part of the town's public roadway system while maintaining privately owned status. This law does, however, put responsibility on the town to recognize potential dangerous conditions of these roads which action must be done to either warn citizens or close the area. If they do

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<sup>17</sup> Massachusetts General Laws

not fulfill this requirement any damage or injury caused by the hazardous condition the town will be held accountable.

### **2.5.2 Liability**

In order to make sure that the towns and their officers follow the MGL, there are liabilities that are put in place that hold responsibility pertaining to particular actions. To understand the meaning of the city being held liable we provide the definition as being legally obligated or responsible.<sup>18</sup> The liabilities that are to be followed are written in the MGL and pertain to the title sections that they fall within. The important titles that are of interests for this project are ones that involve responsibilities of the town highway departments involved with roadways and road related interests. Please understand that this section contains our own interpretations of the Massachusetts General Laws (MGL) for Highway Liability and in no way are to be used as references for any legal consultation pertaining to similar situations. For more knowledge or for the exact written laws of the MGL please notice and refer to the foot notes at the bottom of the pages.

The commissioners of MassHighway may give the responsibility to a municipality to construct a highway, or highway related tasks, and there is a liability if that particular town or county does not follow through with their expectations. In the case that performance by the town is not acceptable by the commissioners then the town must make the changes necessary to satisfy the previous expected results and bare the expenses. The county that the town falls in will then pay for the changes made to the project that were put in place to make it satisfactory. The county, once it is given

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<sup>18</sup> Dictionary.com

financial responsibilities of the changes, they then can appropriate any charges towards the town responsible for the mishap at which they are expected to pay.<sup>19</sup>

Defects in state highways, or roadways, that could or should have been attended to, that have not been, and cause injuries to any persons while traveling the commonwealth is liable.<sup>20</sup> Although there are some limitations that this law falls under, it still is upheld to those in charge of managing the road that an incident occurs. Such situations that the Commonwealth is not held responsible are when the injury is sustained because of the want of a railing in or upon any state highway, upon the sidewalk of a state highway or during the construction, reconstruction or repair of the highway. In the situation that there is a roadway that requires repair the county, city, town or person by law obliged to repair the same shall provide caution or close the area to travelers to prevent injuries or damage. If the failure to do so leads to a bodily injury or damage of personal property as a result of defects that may have been prevented by repair the county, city, town or person by law obliged to repair is held liable.<sup>21</sup> An important piece of information to mention is that damages that result from this situation are not covered for a person with the combined weight of whose vehicle and load exceeds six tons.

Due to the continuous weather condition changes from season to season in Massachusetts; laws must be put in place to cover the snow and ice conditions in the winter, which is a major concern. The municipalities are expected to uphold safe conditions during such weather but the town is not held liable for an injury or damage sustained on a public way because of snow or ice and is essentially ruled as an accident.<sup>22</sup>

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<sup>19</sup> **Chapter 82: Section 14 Failure by municipalities to construct highways laid out by commissioners**

<sup>20</sup> **Chapter 81: Section 18 Defects in highways; liability**

<sup>21</sup> **Chapter 84: 15 Personal injuries or property damage from defective ways**

<sup>22</sup> **Chapter 84: Section 17 Injury or damage caused by snow or ice**

If a town neglects to repair a roadway that it is obligated to maintain or neglects to keep the roadway safe and suitable when covered by snow shall pay a fine appointed by the court.<sup>23</sup> The town is also liable to make sure that the roadways are accessible for emergency vehicles during poor weather conditions.

A town may opt to hire a contractor to pave a development. A contractor is defined as some individual or group that enters into a binding agreement to perform a certain service or provide a certain product in exchange for valuable consideration, monetary, goods, services, or even barter arrangements.<sup>24</sup> Some towns may prefer to have a private contractor come in and build a development which legal responsibilities would be left to them to maintain. These judgments are usually based on financial benefits or losses. There are several cases where a town will outsource to contractors to handle big jobs to complete it faster and more efficient than their own laborers could perform. The final legal agreements would bind the liabilities that would follow for maintaining and repair such an area or job.

## **2.6 CONCLUSION**

The Background provided above has been made available for the reader to gain a better understanding of the parameters of the project and knowledge that will be of assistance while reviewing the methodology. The sections above present our cause and the reasons why there is a persistent charge in enhancing our transportation systems abroad.

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<sup>23</sup> **Chapter 84: Section 22 Neglect to repair way; penalty**

<sup>24</sup> en.wikipedia.org



### **3 METHODOLOGY**

This project was intended to help the Utilities and Facilities Department of Spencer, Massachusetts to manage and maintain its roads by upgrading its current system of records to an computer generated map of public and private roads.

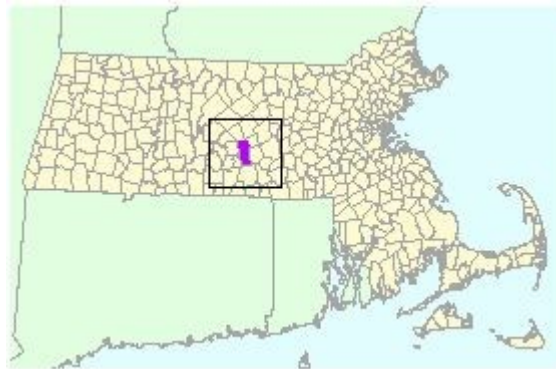
The Objectives of our project are as follows:

- 1) To inventory the infrastructure of both private and public roadways throughout the town of Spencer for the Utilities and Facilities department
- 2) To assess the condition and compliance of roads with town roadway standards.
- 3) To estimate the value of the town roadway infrastructure according to GASB-34 requirements
- 4) To design an administrative process to manage resources and capture future changes to the roadway infrastructure and demonstrate its reusability.

The focus of our project was limited to any and all of the roads and the surrounding infrastructure of the town of Spencer, Massachusetts. A road shall be defined as an open way for travel and transportation by motorized vehicles that contain one or more valid addresses recognized by the town of Spencer and its post office. The road's surrounding infrastructure shall be defined as any and all items pertaining to the enhancement or modification of the defined roadway. Another necessary limitation for research and development must pertain to areas of Spencer by the Utilities and Facilities Department rather than other departments or contractors that work for the town. A study of budget management was applicable in order to apply Spencer's budget to the problem. The governmental body of Spencer was our target for research pertaining to funding and development. A specific study in order to determine a town's budget is a study of the GASB-34 compliance, which determines the roadway and road

infrastructure value. Finally we were required to understand mapping for development of an updated mapping system for Spencer.

The geographic and physical boundaries were restricted to the Town of Spencer (Figure 6). In order to provide a mapping system to record all roadways in Spencer we it was necessary to enter the surrounding towns. The road limitations were based upon intersections and road divisions that may pass over a town border. We were not allowed to analyze data of the infrastructure and roadway conditions pertaining to neighboring towns since assembling data from a different road system was not applicable to our project. We were to only record data from the Spencer roadway system and its surrounding infrastructure. While collecting data it was necessary to pay attention to the grounds that the Utilities and Facilities maintain as a focus for our project.



**Figure 6: Municipal Location of Spencer, MA**

For the effective completion of the project as a whole, we were limited to a deadline that occurred at the closing date of our academic year, April 2, 2006. More specifically, a formal presentation was presented to the sponsor by the close of our academic second quarter, December 15, 2005 and another by the aforementioned deadline of our academic year. As far as data collection is concerned, the physical properties of the roads remain the same and data collection is feasible at any time of day and season. Problems undoubtedly arose during the winter months due to whether conditions but were not insurmountable.

### **3.1 INVENTORYING THE ROADWAY INFRASTRUCTURE IN SPENCER**

#### **3.1.1 Generating Road Segments**

Utilizing the previously designed MapInfo layer of roads in Spencer, MA, the roadway segments were reformatted to span between road intersections and include embedded data pertaining to our project. These assets were divided into sub-categories and characterized as described in the subsequent sections.

#### **3.1.2 Identifying road-related assets**

In order to effectively approximate the value and state of the Spencer, MA roadway system for use later in the project, it was necessary to identify the major road-related assets. These assets were determined by both direct input from the sponsoring agency, and a developed criteria for GASB-34 compliance and informative road analysis. At the most basic level, it is important to be able to identify each segment of road that is in our study. Thus, one major area of road-related assets involves segment identification. Segment identification includes the name of the containing street, the particular ID of the segment, and whether or not it is a public or private road. Another important area of road-related assets deals with the physical characteristics of the actual roadway. This section is important because it can be used to begin to estimate roadway value and to enumerate valuable information to city workers. The relevant physical characteristics to our project include gradient, width, and condition. Another area of assets important to roadway value and town knowledge includes information about the surrounding infrastructure. Important infrastructure characteristics include the following:

- Guardrails
- Street signs
- Catch basins
- Sidewalks

### **3.1.3 Determining appropriate attributes for each asset type**

Each road related asset needed a defined metric in order to be properly assessed by future endeavors and analysis. The attributes by which each asset is evaluated need to be all encompassing, effectively informative, and easily translatable to future points of interest.

The road segment attributes have been directly communicated by the sponsor and project mission to include gradient, minimum width, as well as the physical roadway condition. Inherently necessary attributes also include ones pertaining to segment identification. Appendix B shows the manner in which these attributes were recorded. These assets need to be able to clearly identify each segment without any confusion. The street name section solely includes the name of the street of which the segment is contained. The segment ID identifies the segment of road by a uniquely assigned number so that any two. The road is also identified as either private or public.

The physical characteristic assets need to accurately describe the roadway's material state in a clear and informative fashion. The steepest grade is very informative as far as assessing standards and providing the town with important information for emergency vehicles and maintenance. Ideally, it is measured using a gradient measurement device at numerous locations along the road's length and recording the maximum. However, with the technological limits of the project not including such a device, mapping software that contains elevation information, *Google Earth*, has been verified with topographical maps and utilized to calculate gradient. First, the elevation of each peak and valley within road segments, as well as the elevation at the endpoints of

each road segment, was recorded. Next, the total length between elevation entry points was determined. From these two pieces of information the gradient was calculated by dividing the difference in elevation by the length between elevation entry points. If more than one elevation change occurred on a single road segment, only the maximum gradient was recorded. This was only accomplished for the private roads of Spencer.

The most important characteristic of the road's width is its narrowest path. The minimum width is recorded to inform the town of the maximum width of a vehicle that can traverse the segment. This is measured in a similar fashion as the ideal maximum gradient measurement. Measurements are taken perpendicular to various spots on the length of the road, and the value of minimum result recorded. Ortho photography was also used to minimize the effort needed to determine the narrowest segment of road. Results of this method were compared to results professionally supplied by the CMRPC data (See APPENDIX H: CMRPC ROAD DATA TABLE (ABRIDGED)), and due to similarities within a foot in most cases, the CMRPC data was chosen as the chief width data for the project. The road's surface composition was also identified as either paved or unpaved. Depending on the surface, the condition was rated using its respective rubric. (See Section 3.2.1)

The infrastructure is also included on the road segment inventory form as far as location and identification is concerned. These locations and identifications correspond to different types of road related infrastructure. Each of which has its own characteristics and attributes that are cataloged and recorded in its own inventory form.

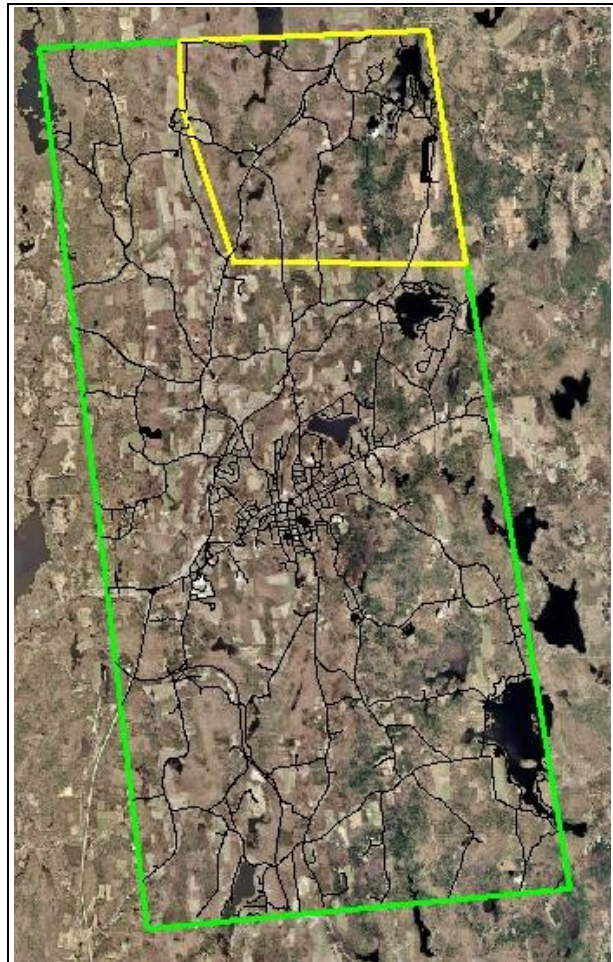
The street signs were also cataloged by their type, location, and condition rating. (APPENDIX B: STREET SIGN INVENTORY FORM) The sidewalks were cataloged by

their presence on either side of the road, as well as their length and condition individually. (APPENDIX C: SIDEWALK INVENTORY FORM) The guardrails were cataloged in a similar fashion to the sidewalks with the same characteristics. (APPENDIX D: GUARD RAIL INVENTORY FORM)

### 3.1.4 Collecting data for each attribute for each type of asset

The data for each asset was manually recorded by hand in the field. Data collection begins on roads deemed necessary for analysis by the sponsoring agency. In this case, the area deemed necessary included the northeast region of the town as shown within the yellow border of Figure 7. Upon arriving on the desired road and segment, each asset attribute was entered in its corresponding form in the manner described in the subsequent section.

The road segment inventory form includes a uniform mapping of potential road segments. This mapping is used to locate various road related infrastructure. (Street signs indicated by an orange diamond, catch basins indicated by a blue star, guardrails depicted by shading in the dotted bar on



**Figure 7: Town of Spencer with Sponsor-defined Project Region**

either the top or bottom relative to length, and sidewalks similarly in the gray bars) As mentioned before, each asset is identified on the map with its infrastructure ID and corresponds to a row in its relative infrastructure inventory form. The main road segment

inventory form also includes a section for any distinct notes or comments noticed by the recorder.

### **3.2 ASSESSING THE CONDITION AND COMPLIANCE OF ROADS AND RELATED ASSETS**

#### **3.2.1 Assessing the Road and Related Asset's Condition**

The condition rating is a value between 5.0 and 1.0, in accordance with the respective physical rubric. The higher the condition rating corresponds to the better the road or piece of infrastructure's condition. This rating describes the condition of road or road-related piece of infrastructure based on various levels of damage and upkeep. The surface condition is broken down into two different sections, one for paved roadways and another for unpaved. The paved surface condition section defines values in the following manner:

5. Excellent: No cracks or potholes



**Figure 8: Paved Road - Excellent Condition**

4. Above Average: Sparse cracks with no potholes





**Figure 9: Paved Road - Above Average Condition**

3. Average: Sparse cracks with 1 or less potholes



**Figure 10: Paved Road - Average Condition**

2. Below Average: Cracks with less than 5 potholes



**Figure 11: Paved Road - Below Average Condition**

1. Poor: Severe cracks and potholes



**Figure 12: Paved Road -  
Poor Condition**

The unpaved surface condition section defines values in the following manner:

5. Excellent: Smooth even surface with no potholes



**Figure 13: Unpaved Road -  
Excellent Condition**

4. Above Average: Either rough surface or slightly uneven with no potholes



**Figure 14: Unpaved Road -  
Above Average Condition**

3. Average: Either rough surface or slightly uneven with 1 or less potholes



**Figure 15: Unpaved Road – Average Condition**

2. Below Average: Rough and uneven surface with less than 5 potholes



**Figure 16: Unpaved Road – Below Average Condition**

1. Poor: Severe Cracks and potholes with possible growth



**Figure 17: Unpaved Road – Poor Condition**

The next sections describe the various pieces of road-related infrastructure. The first of which, street signs are rated in the following manner:

5. Excellent: Street sign is new or efficiently maintained



**Figure 18: Street Sign – Excellent Condition**

4. Above Average: Street sign is easily readable with few imperfections



**Figure 19: Street Sign – Above Average Condition**

3. Average: Street sign is readable with partial fading or damage



**Figure 20: Street Sign – Average Condition**

2. Below Average: Street sign is partially unreadable or heavily damaged



**Figure 21: Street Sign –  
Below Average  
Condition**

1. Poor: Street sign principally unreadable with high level of damage or visual impairments



**Figure 22: Street Sign  
– Poor Condition**

The sidewalk infrastructure section defines its condition ratings in the following manner:

5. Excellent: Sidewalk is new or efficiently maintained



**Figure 23: Sidewalk –  
Excellent Condition**

4. Above Average: Sidewalk is smooth and traversable with few imperfections



**Figure 24: Sidewalk –  
Above Average  
Condition**

3. Average: Sidewalk is has slight damage due to use and weathering.



**Figure 25: Sidewalk –  
Average Condition**

2. Below Average: Sidewalk is deteriorating with cracks and missing pavement



**Figure 26: Sidewalk –  
Below Average  
Condition**

1. Poor: Sidewalk is difficultly traversed with severe pavement damage



**Figure 27: Sidewalk –  
Poor Condition**

The guardrail infrastructure section defines its values in the following manner:

5. Excellent: Guardrail is new or very efficiently maintained



**Figure 28: Guardrail –  
Excellent Condition**

3. Average: Guardrail is upright but has slight damage or wear



**Figure 29: Guardrail –  
Average Condition**

1. Poor: Guardrail is not effectively upright and has high levels of damage



The catch basin infrastructure section defines its values in the following manner:

- 5. Excellent: Catch basin is new or very efficiently maintained
- 5. Average: Catch basin is worn but still effectively functional.
- 5. Poor: Catch basin is damaged, clogged, and is no longer functional.

These criteria have been organized in various inventory forms to facilitate collection at a later stage of the project (See Appendices B-F).

### **3.2.2 Identifying Regulated Characteristics**

In order to properly determine a given road segment's compliance, it is important to first identify the characteristics that are used as minimal requirements for public roadways. These are put forth by the individual town. The town of Spencer, Massachusetts is currently in the process of enumerating these characteristics. The final data can be compared to the final decisions of the town at a later point. Typically, however, the main characteristics that are usually considered to be regulatory include:

- Proper Drainage
- Width for two passing vehicles
- Gradient



### **3.2.3 Determining the level of compliance of private roads with public road standards**

From each aforementioned characteristic, the data collected from the field is compared to determine one of three levels of compliance for the segment of road. The three levels, compliant, compliable, and not compliable, are used to estimate cost analysis for both road upgrades and public conversion savings. The first level, compliant, refers to a road that meets the standards deemed necessary by the town on every level. These include a minimum width of more than 14' and a gradient of no more than 8% on local roads, and 5% on major and collector roads. The intermediate level, compliable, refers to a road that does not meet every standard deemed necessary but whose surrounding area could allow necessary adjustments to properly standardize the road. The final level, not compliable, refers to a road that is not compliant and cannot be adjusted to become compliant due to its surrounding area and/or current roadway conditions.

### **3.3 ESTIMATING VALUE THROUGH GASB-34**

The GASB-34 compliance is utilized to analyze Spencer's roadway network and corresponding assets. In order to do this Spencer must become a member. To become a member one must submit a request form acknowledging interest in using GASB services. Currently in Massachusetts, Boston and Newton are the only towns that are registered with GASB.

Once recognized as a client, GASB then expects completed submission compliance form for analysis.

The following information must be disclosed:

- The assessed physical condition of infrastructure assets (governments must perform such assessments at least every three years, and disclose the results of at least the three most recent condition assessments).
- Descriptions of the criteria the government uses to measure and report asset condition.
- The condition level at which the government intends to maintain the assets.
- A comparison of the annual dollar amount estimated to be required to maintain and preserve the assets at the condition level established by the government with the actual expenses, for at least the last five years.

The established condition level for the roadway network and assets is based on the according rubric grading assigned to each part of the infrastructure. After analyzing several examples of different parts of the infrastructure a proposed level of expectancy was set for the conditions. Using this level we then proposed which portions of the infrastructure require upgrades or repairs, and which did not. Once the level is established the government can then begin to fill out the GASB- 34 compliance form.

By utilizing GASB we expect to submit a compliance accounting for Spencer's current public infrastructure that the Utilities and Facilities department can maintain. Next, another compliance form is submitted that includes both the current infrastructure that is maintained and the projected upgrades that the Spencer's planning board has substantiated interest. When inventorying the infrastructure GASB has asked that the town only considers assets that have been upgraded or added within the past twenty-five years. The organization has concluded that anything dated past that has no beneficial claim financially.

After submitting the recorded data and financial information GASB can then produce the appropriate advice. By submitting the compliance forms documenting all of Spencer's assets GASB can then provide projected values for the changes and ultimately determines which alterations would be beneficial.

### **3.4 DESIGNING INTERFACE AND DEMONSTRATING REUSABILITY**

#### **3.4.1 Finalizing Interactive Road Segments and Map**

Once data collection was sufficiently completed, the layer of MapInfo containing all data pertaining to the project needed to be formatted and presented in an easily accessible manner to individuals of common interests. Thus, for others to properly access the necessary information the layer must be satisfactorily comprehensive and finalized. The project must also be enumerated in an easily manageable electronic form. (i.e. compact disc, digital versatile disc, or accessed over the internet)

#### **3.4.2 Demonstrating Various Means of Reusability**

With the project finalized to be easily used by individuals of all experience levels, it becomes more simply adapted to other purposes and future applications. Various town administrations can use the interactive mapping system to plan future roadway upgrades and/or maintenance schedules. Furthermore, with the easily translatable collected data, this project can adapt to other standards and future policies by simply reanalyzing the significance of certain data sets.

## 4 RESULTS

This chapter will focus mainly on displaying and describing the large amount of data collected within this project in its most relevant manner. It will first give numerical summaries of each item of infrastructure. Secondly, it will characterize each item into categories pertinent to analysis that will occur in Chapter 5.

### 4.1 INVENTORY OF ROADWAY SYSTEM

As expressed in the methodology of the project, various items of roadway infrastructure will be cataloged and described for the purposes of town and GASB-34 requirements. Figure 31 on the next page shows the total data collected throughout the entire town of Spencer; Figure 32 shows the total data collected for the region suggested by the sponsoring agency. A numerical summary of the total data collected within both areas is shown in the Table 4 and Table 5 below. The subsequent sections will individually describe the data collected for each type of infrastructure throughout the

Suggested Region	
Item	# Inventoried
Roads	30
Street Signs	95
Guard Rails	28
Catch Basins	85
Sidewalks	0
Total	238

**Table 4: Quantities of Inventory for Target Area**

Town of Spencer	
Item	# Inventoried
Roads	223
Street Signs	769
Guard Rails	128
Catch Basins	85
Sidewalks	57
Total	1,262

**Table 5: Quantities of Inventory for All of Spencer**

project.

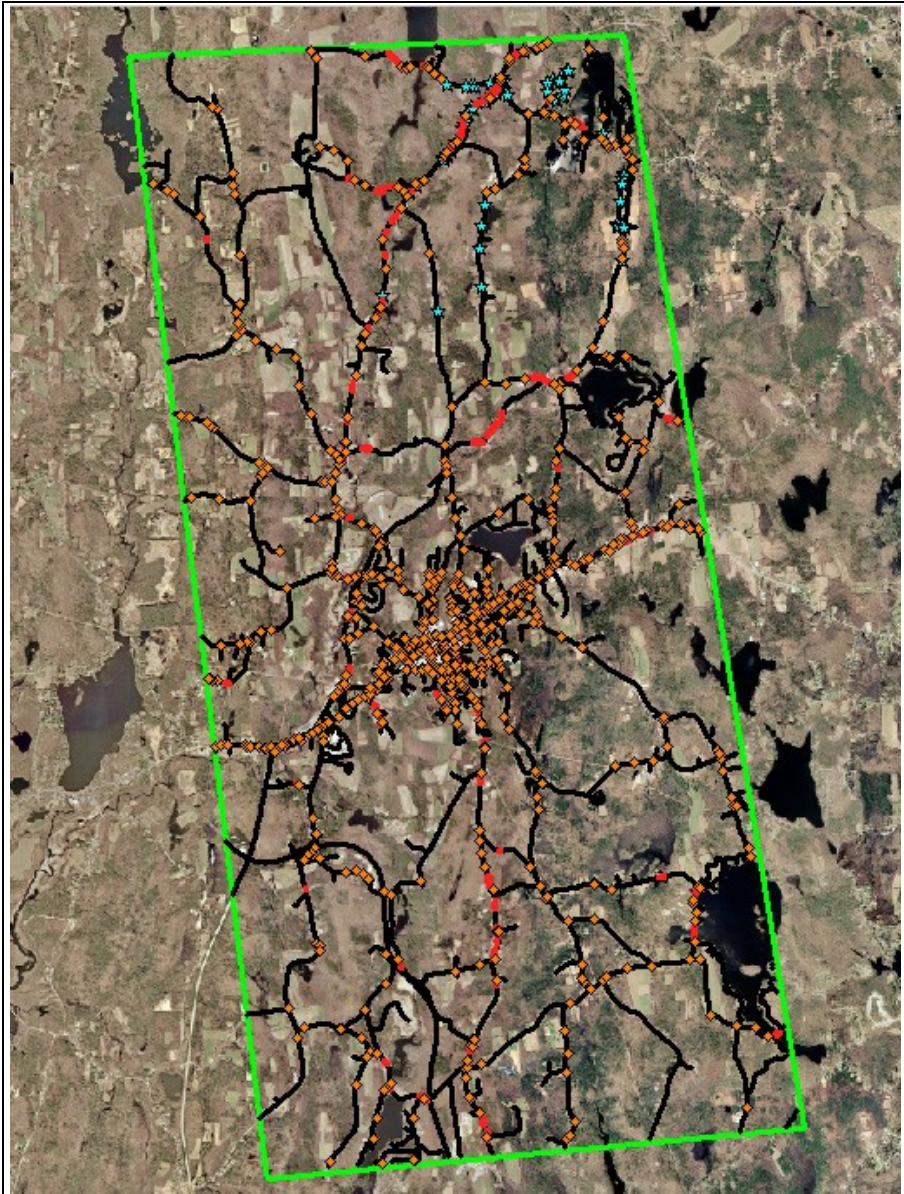


Figure 31: Map of All Collected Data Within Spencer, MA

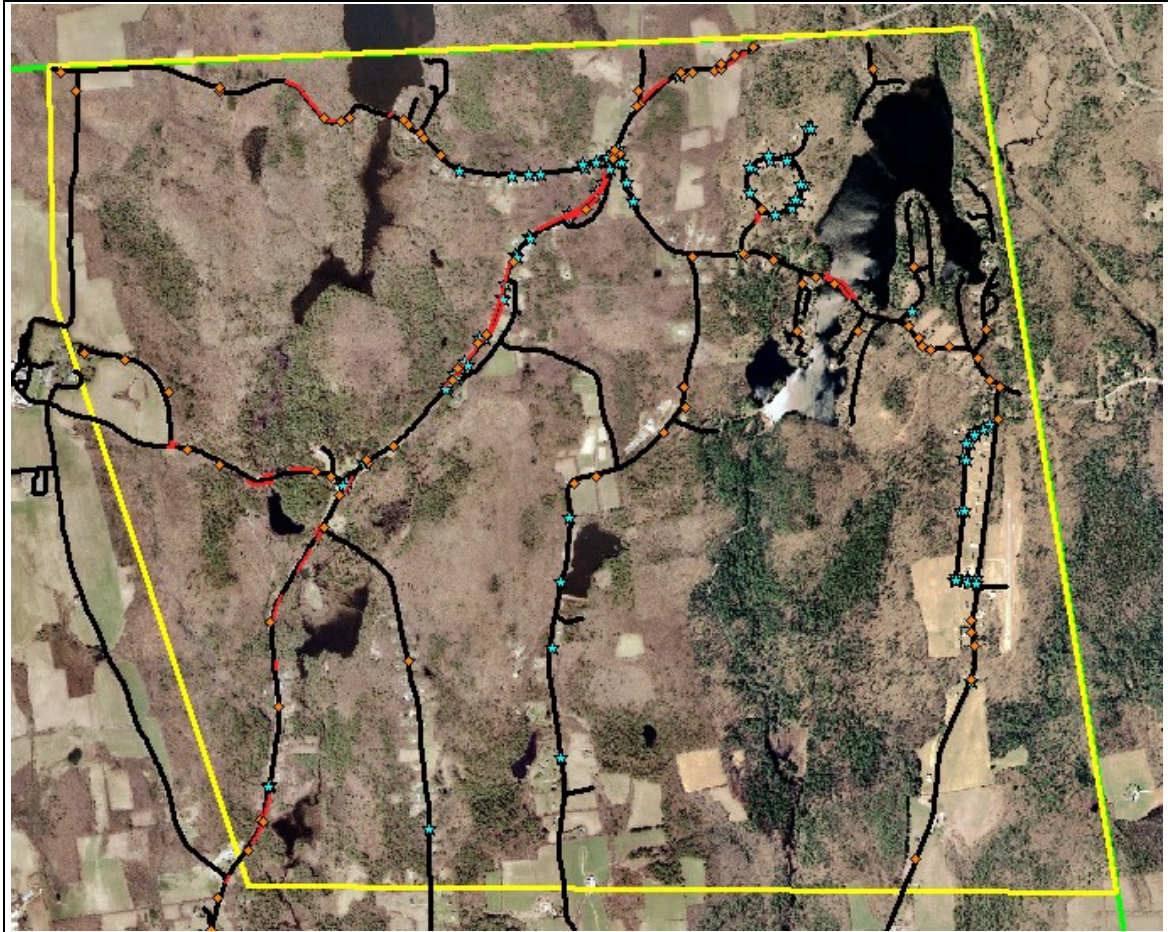


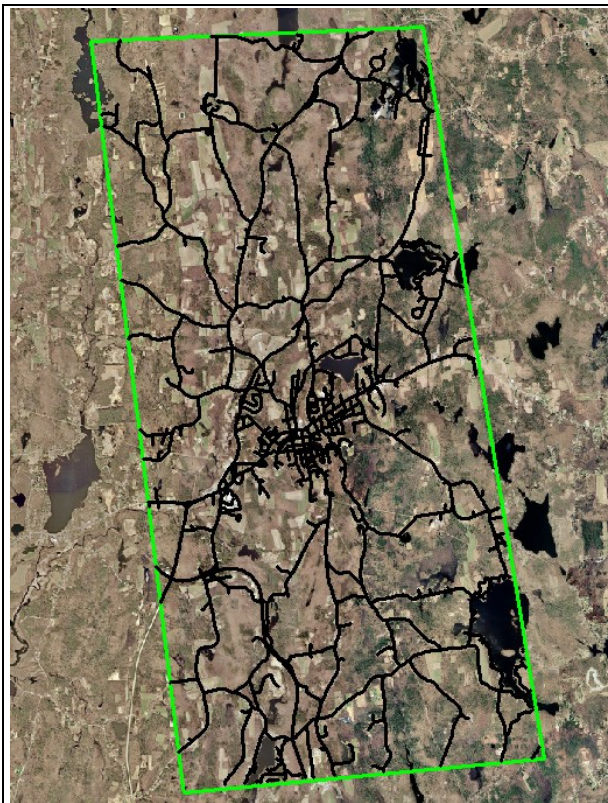
Figure 32: All Data Collected in the Suggested Target Region



Figure 33: All Data Collected in Downtown Spencer

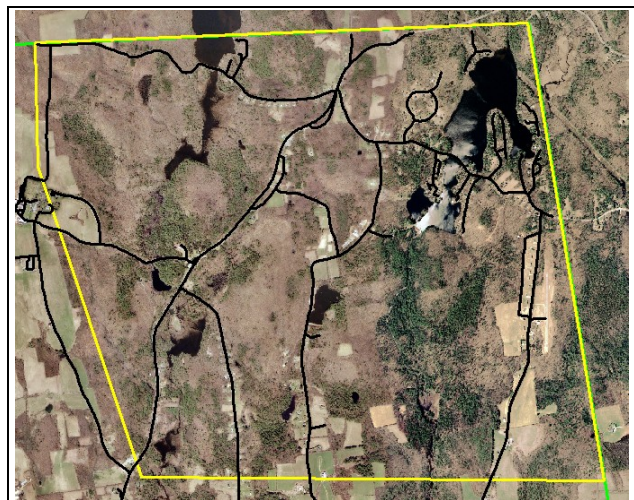
### 4.1.1 Inventory of Roads

As described in the Chapter 3, the entire system of roadways within Spencer Massachusetts will be inventoried by a unique segment identification code, its name, its location, and whether or not it is privately or publicly owned. All in all approximately 133 miles of road was covered in this project Figure 34 shows a mapping of every



**Figure 34: Map of Roads within Spencer, MA**

roadway in Spencer, MA. Figure 35 shows the roadways inventoried within the region suggested by the sponsoring agency with closer detail.



**Figure 35: Map of Roads within Target Region**

Table 6 and Table 7 show numerical summaries of the inventoried roads of all of Spencer and solely the test region respectively. It should be noted that the proportion of private versus public roads in the target area is somewhat misleading

Town of Spencer	
Roads	223
Road Segments	1015
Public Roads	148
Private Roads	75

**Table 6: Road Inventory Statistics**

Target Area	
Roads	34
Road Segments	102
Public Roads	12
Private Roads	22

**Table 7: Road Inventory Statistics**

since the mileage for public roads is vastly greater.

The pie chart of Figure 36 shows the total proportion of private roads versus public roads as collected in our data. It should be noted that this graph shows percentages by number of roads not mileage since it is the quantity of private roads that troubles the current roadway management

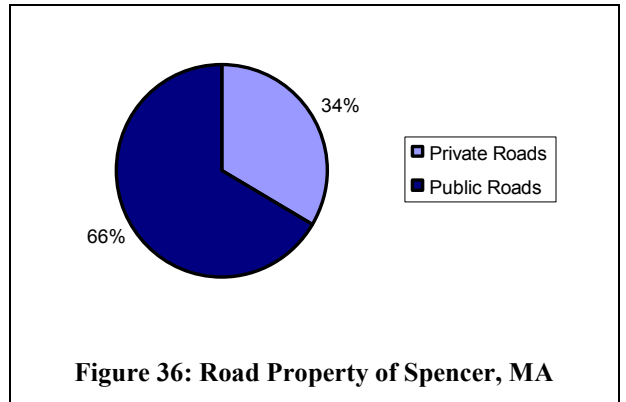


Figure 36: Road Property of Spencer, MA

system. Furthermore, the two thematic maps below show the actual distinctions between the two types of roads geographically. The test region is shown in Figure 38 and the entire town is shown in Figure 37.

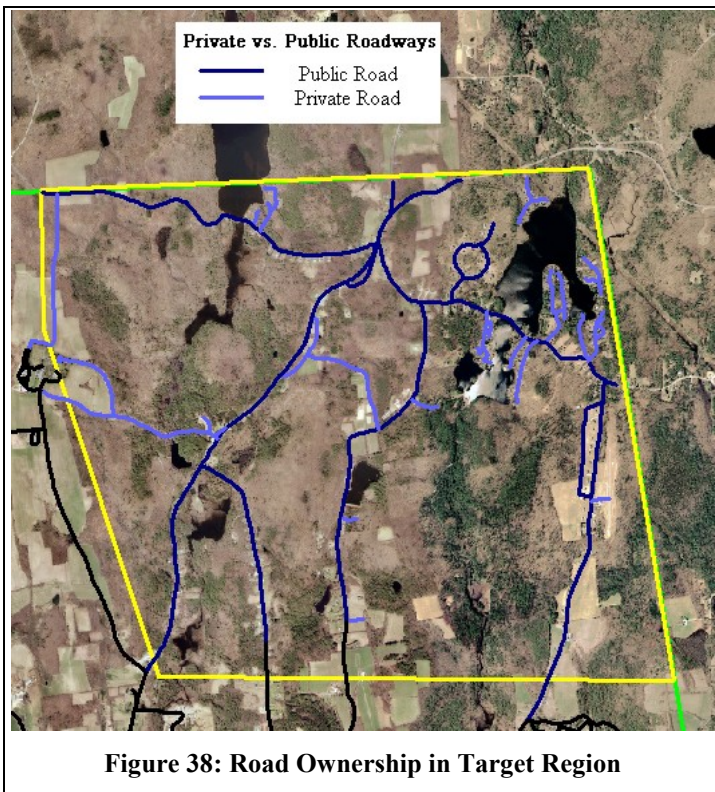


Figure 38: Road Ownership in Target Region

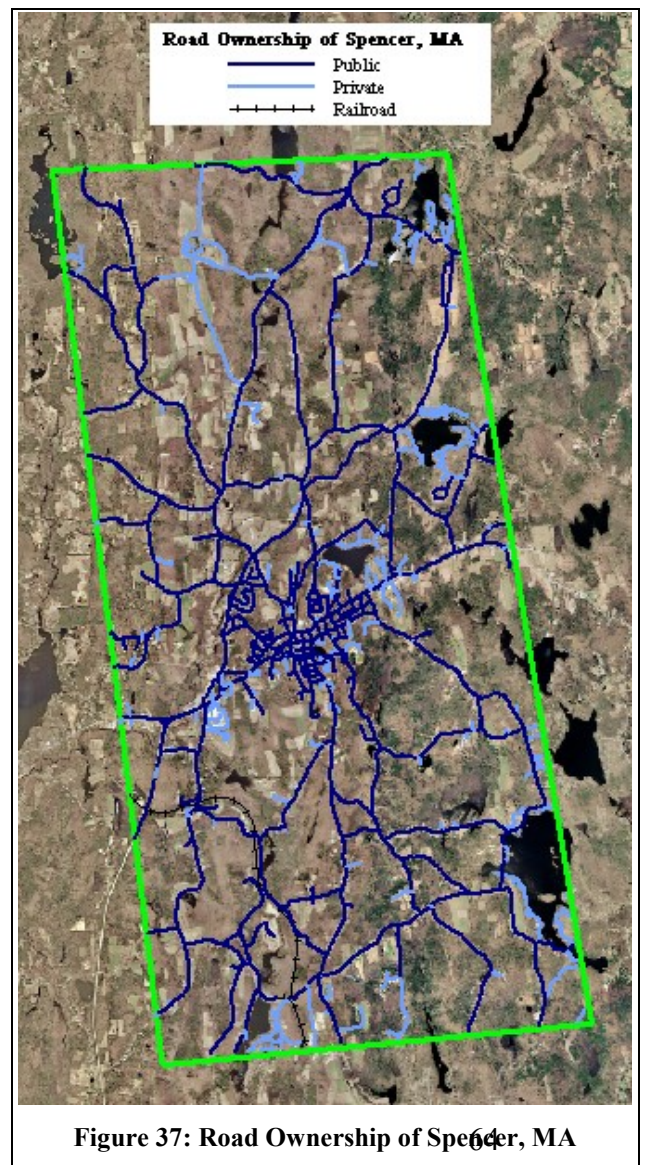
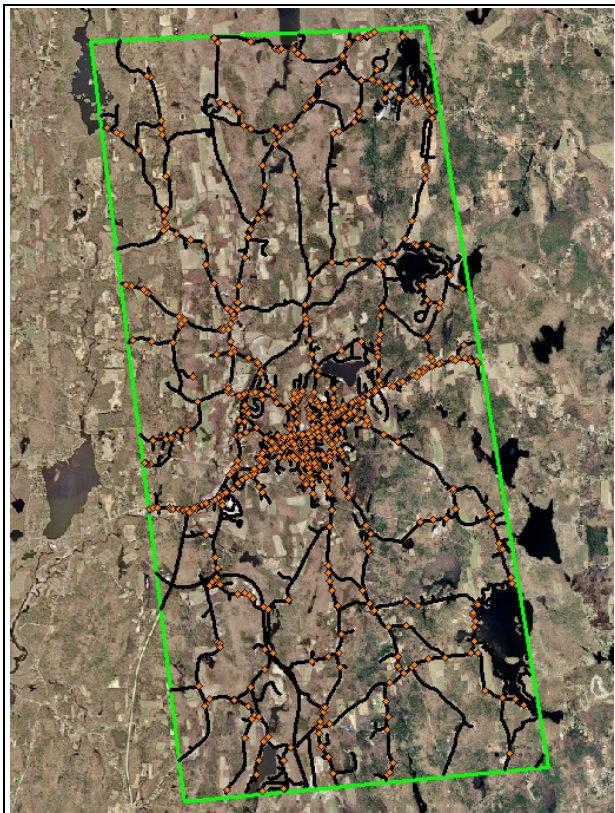


Figure 37: Road Ownership of Spencer, MA

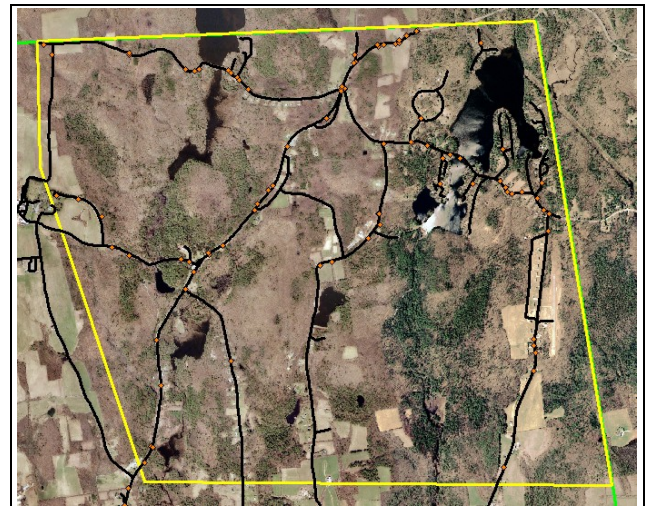


#### 4.1.2 Inventory of Street Signs

The first piece of roadway infrastructure that will be recorded for the purpose of this project is the street sign. As described in Chapter 3, each sign will be inventoried by a unique identification code, its type, and its location. Figure 39 shows the total 769 street signs inventoried by location in Spencer, MA. Close-ups of both the sponsor-suggested northeast region, showcasing 95 total signs, and downtown Spencer are also shown below in Figure 40 and Figure 41 respectively.



**Figure 39: Street Signs within Spencer, MA**



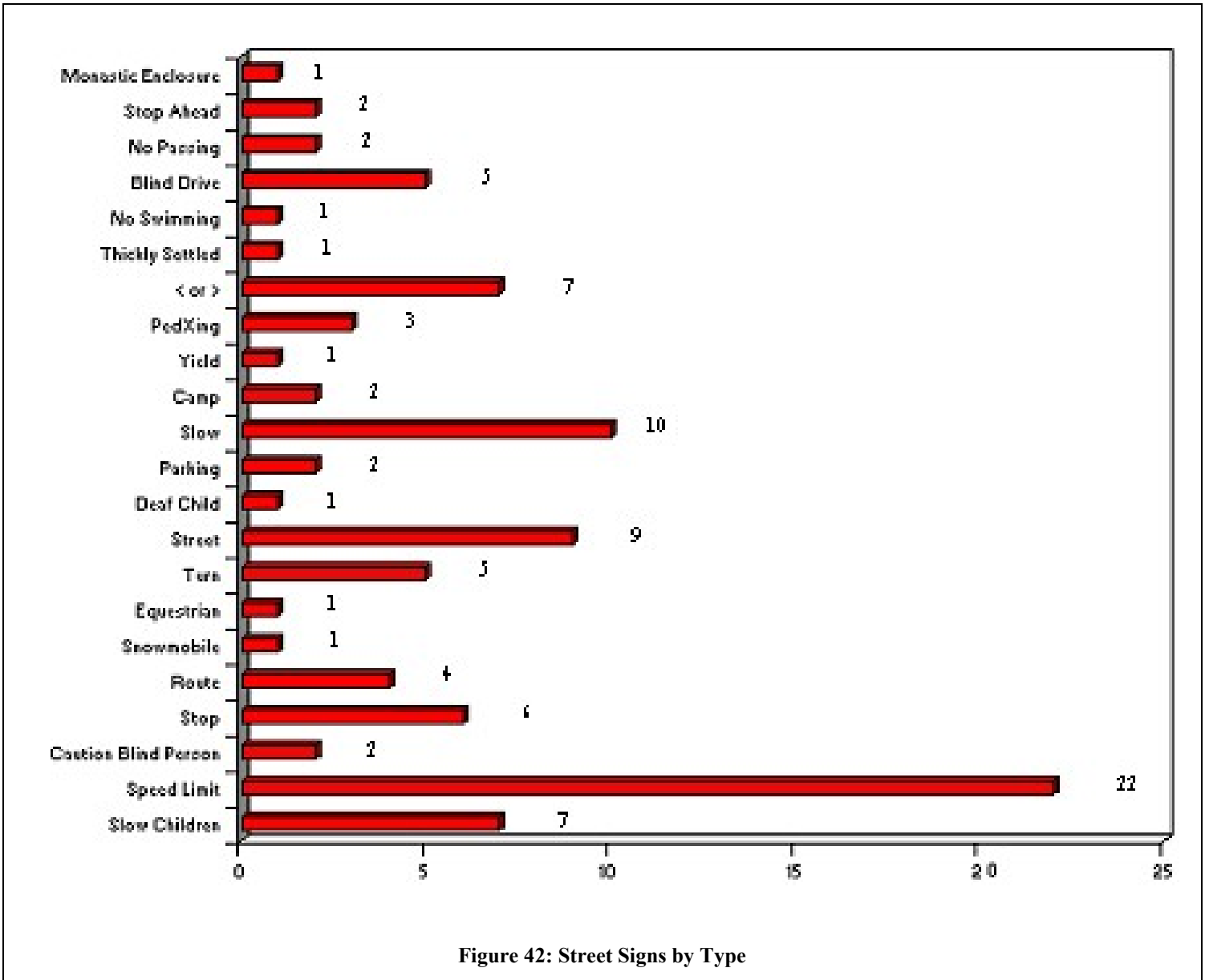
**Figure 40: Street Signs within Target Region**



**Figure 41: Street Signs within Downtown Spencer**

The street signs have also been inventoried by type in the target northeast region.

The data in table form can be found in APPENDIX F: STREET SIGN DATA TABLE, and graphically in Figure 42 below.



### 4.1.3 Inventory of Guard Rails

The next type of infrastructure inventoried for the project is roadside guardrail. The guardrail is inventoried by a unique identification code, its type, and its location. The map of Figure 44 below shows the approximate location of all 128 guard rails in Spencer, MA. Over 35,000 ft of guard rail was inventoried throughout our project. The close-up of the northeast region shows the 28 guardrails that have been further analyzed for more exact length and condition. Figure 45 shows a close-up of downtown Spencer's guard rail infrastructure. The type of guardrails throughout the town was very consistent, with only a handful differing from the standard curved steel/aluminum guardrail.

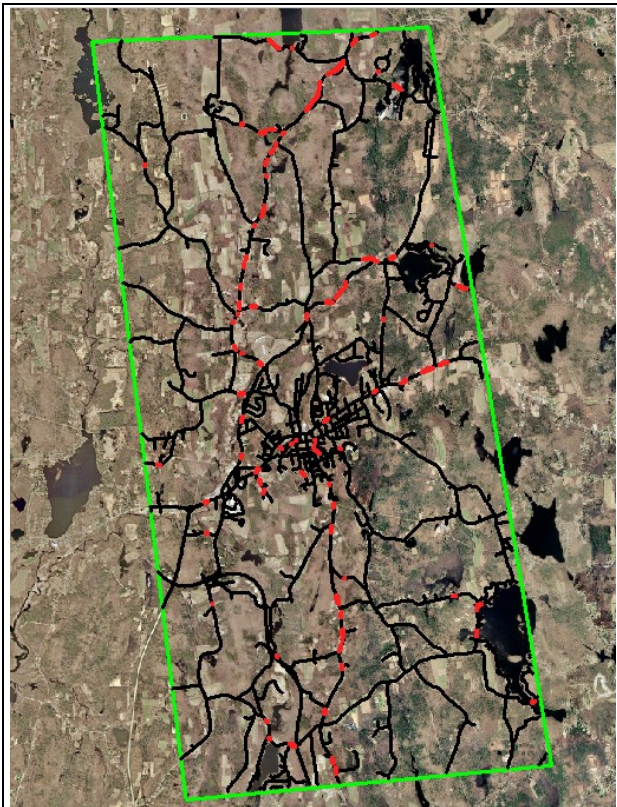


Figure 44: Guard Rails within Spencer, MA

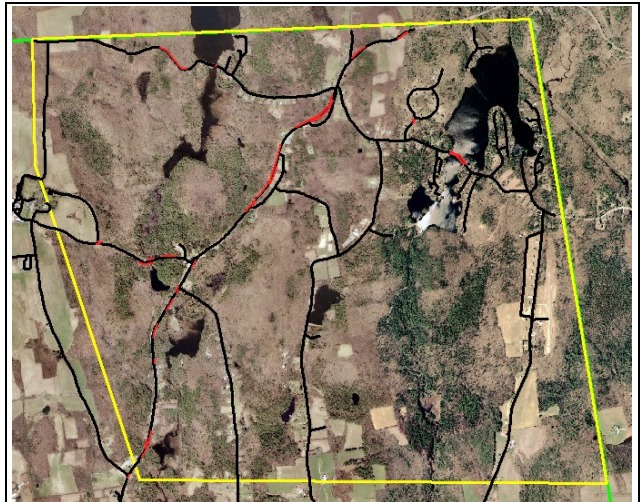


Figure 43: Guard Rails Within Test Region



Figure 45: Guard Rails within Downtown Spencer

#### 4.1.4 Inventory of Catch Basins

An item of infrastructure particularly valuable to the town planning board is the catch basin. The catch basins of Spencer, MA were only inventoried in the northeast region due to the difficulty of winter data collection as a result of snow cover, and sponsor input. A total of 85 catch basins were inventoried for location in the northeast region. This data is shown by the blue stars in Figure 46 below.

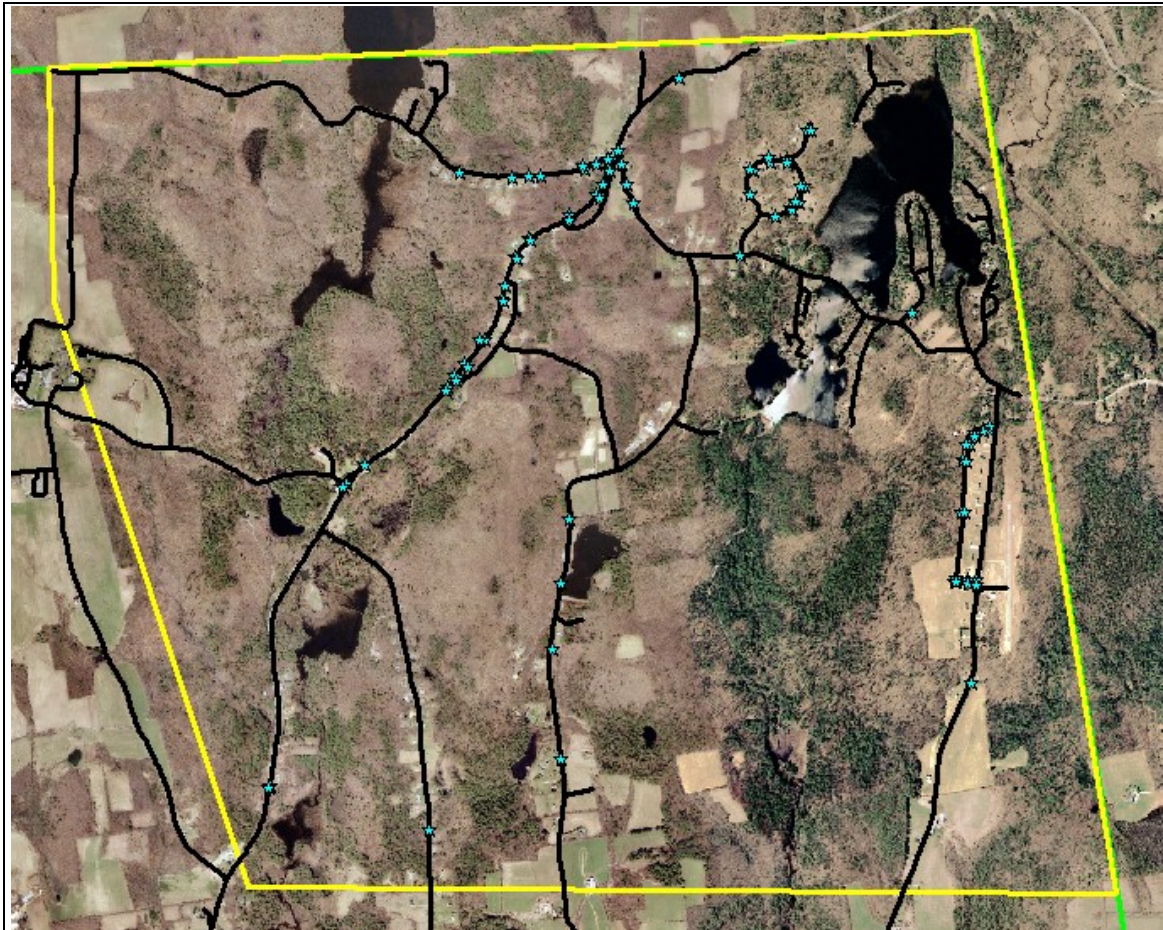
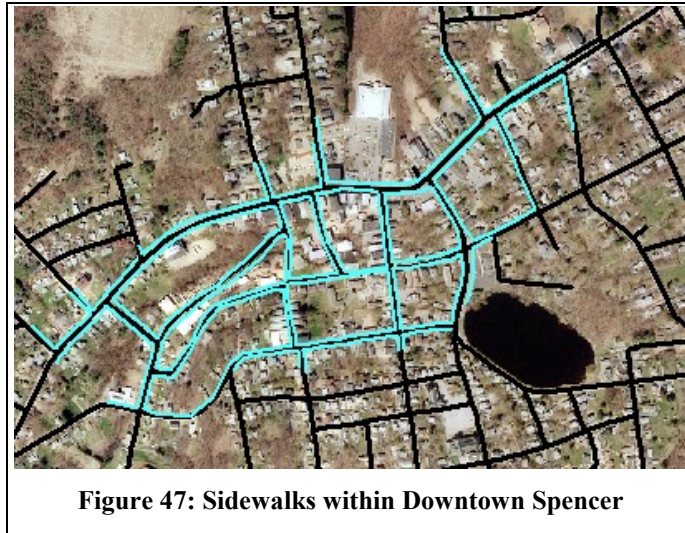


Figure 46: Catch Basins within Target Region

#### 4.1.5 Inventory of Sidewalks

The final type of infrastructure pertinent to this project is the sidewalk. As a result of a previous project conducted in Spencer, MA. The sidewalk layer had already been partially formed. The previous layer focused on downtown Spencer, and was adjusted to fit the current project goals. The table structure of the data layer was altered to allow inventorying by a unique identification code, and location. Fields such as condition and installation date were also added to allow more in depth analysis for the project. Figure 47 below shows the newly adjusted sidewalk layer for downtown Spencer, Massachusetts.



## **4.2 CHARACTERIZATION OF ROADS AND RELATED ASSETS**

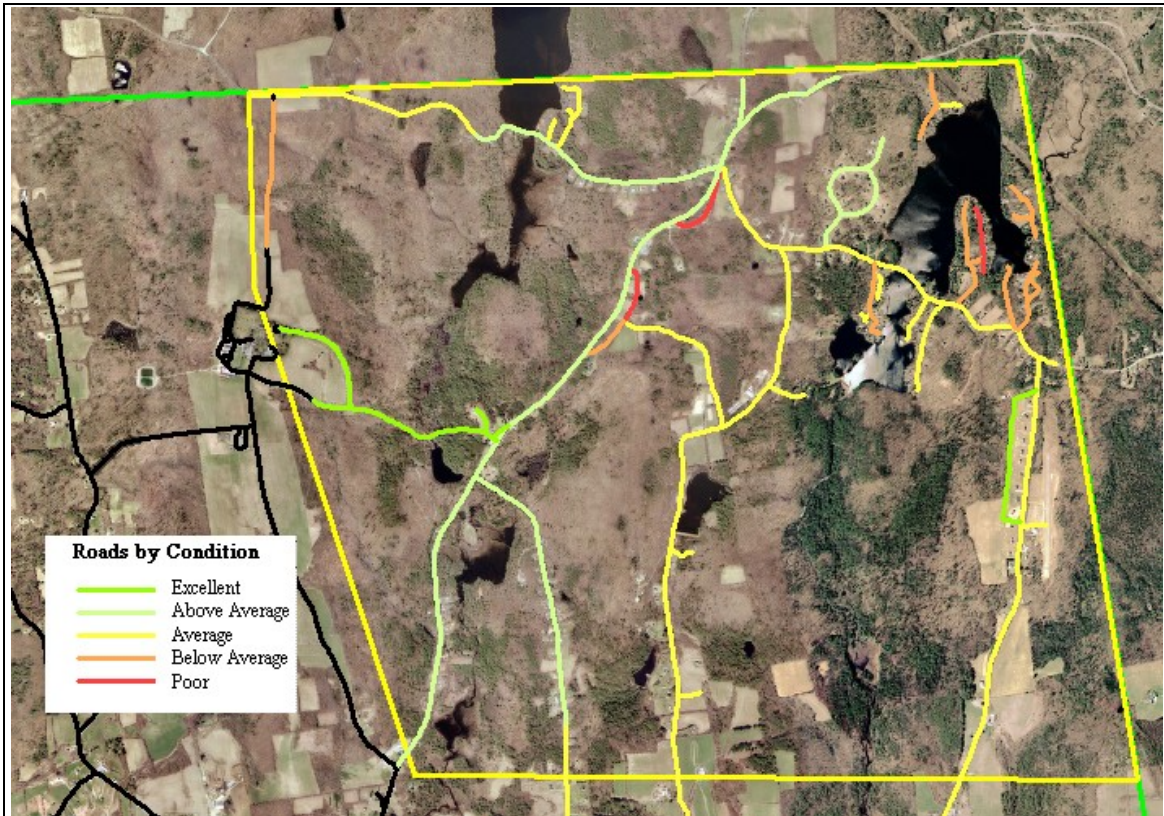
With all of the data properly inventoried, the focus now directs itself towards the fundamental goals of the sponsor. The two most fundamental deliverables of this project included the development of a list of potentially upgradeable roads by degree of ease of upgrade, and a preliminary GASB-34 analysis. This section focuses on developing the first in its initial section, and will then analyze data that is to be used for later GASB-34 analysis.

## **4.2.1 Assessment of Roads**

The fundamental goal of this project is to assess the roads of Spencer, MA. As developed through sponsor input, roads need to be assessed according to roadway standards for public roads in general. As mentioned in both Chapters 2 and 3, the factors most critical to roadway compliance include width, gradient, and condition. These factors will be cumulated and compared from road to road. As a result of the assessment within this chapter, a definitive list of upgradeable roads will be developed.

### ***4.2.1.1 Road Conditions***

The only roads assessed for condition included those of the northeast target region. Figure 48 below shows the roads of the northeast region mapped by condition.



**Figure 48: Target Region Roads by Condition**



#### 4.2.1.2 Road Pavement

Another important facet of the surface of a roadway other than its condition includes its surface type. For the purposes of this project the two main classifications, paved and unpaved, will suffice. Figure 49 and Figure 50 display the roads of Spencer, MA by pavement for the entire town and target area respectively.

Pavement may be a very important attribute of the current roadway system, but it should only be viewed as an additional positive factor for determining an upgradeable roadway. A road can easily be paved if necessary, but other factors exist that more severely limit the level of compliance of a road with its ability to be upgraded. These factors include the physical dimensions of the roadway.

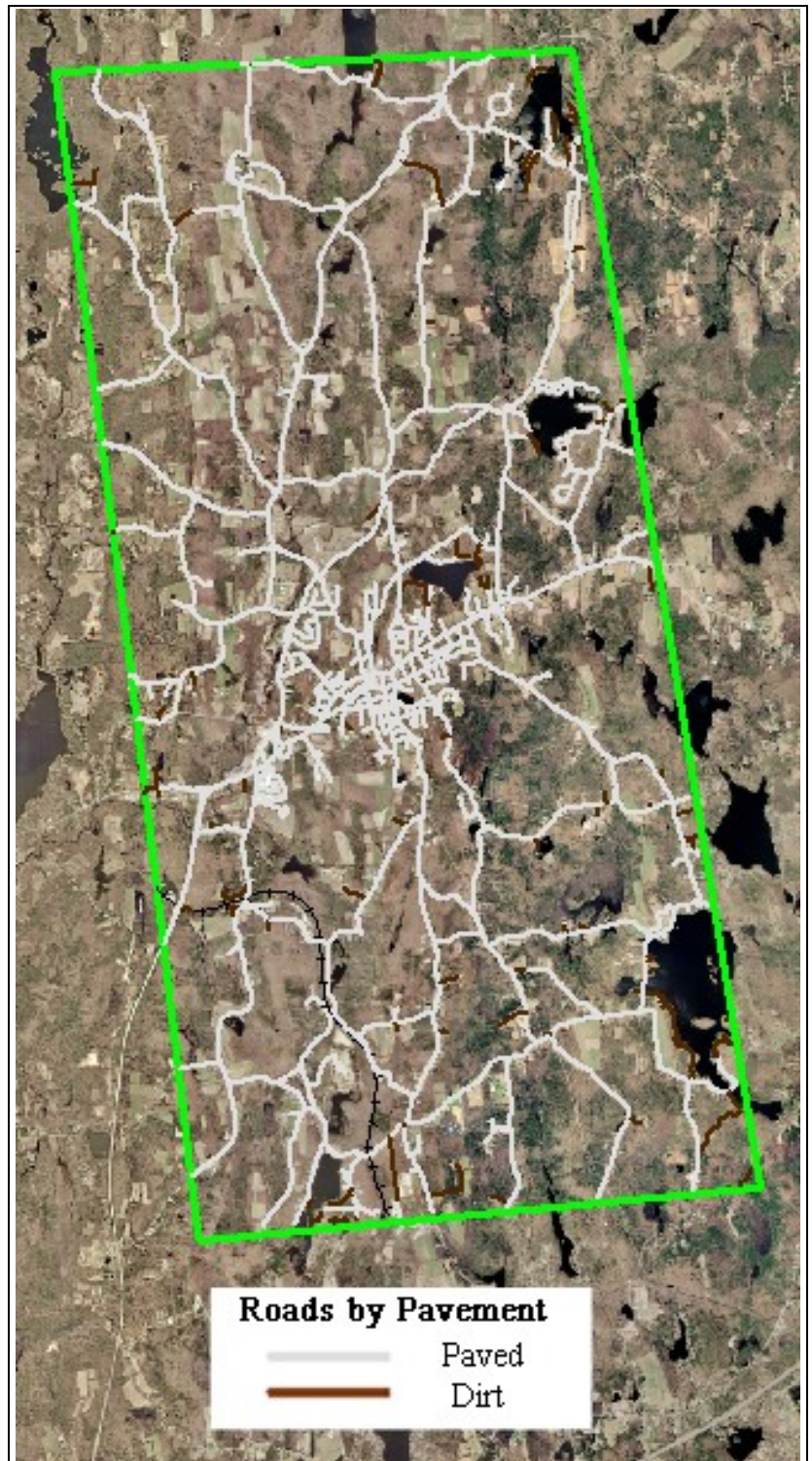
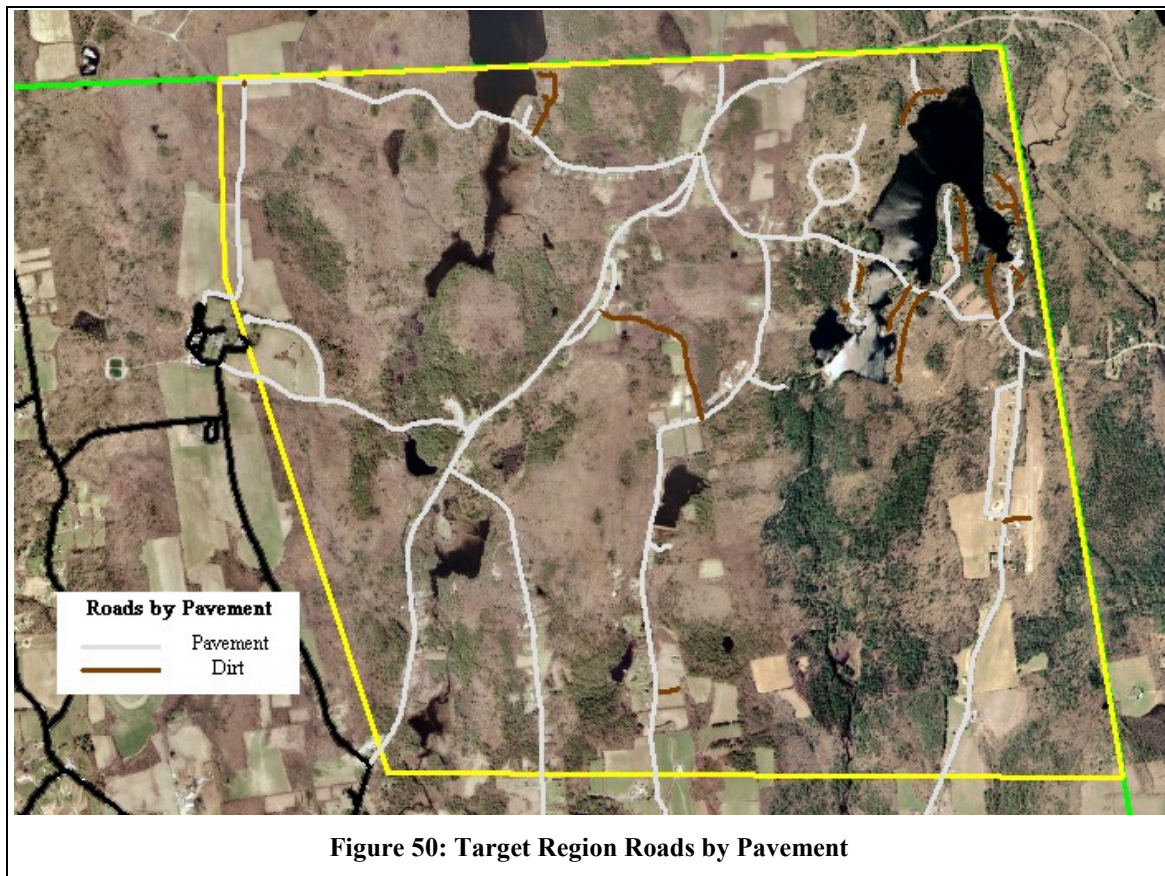


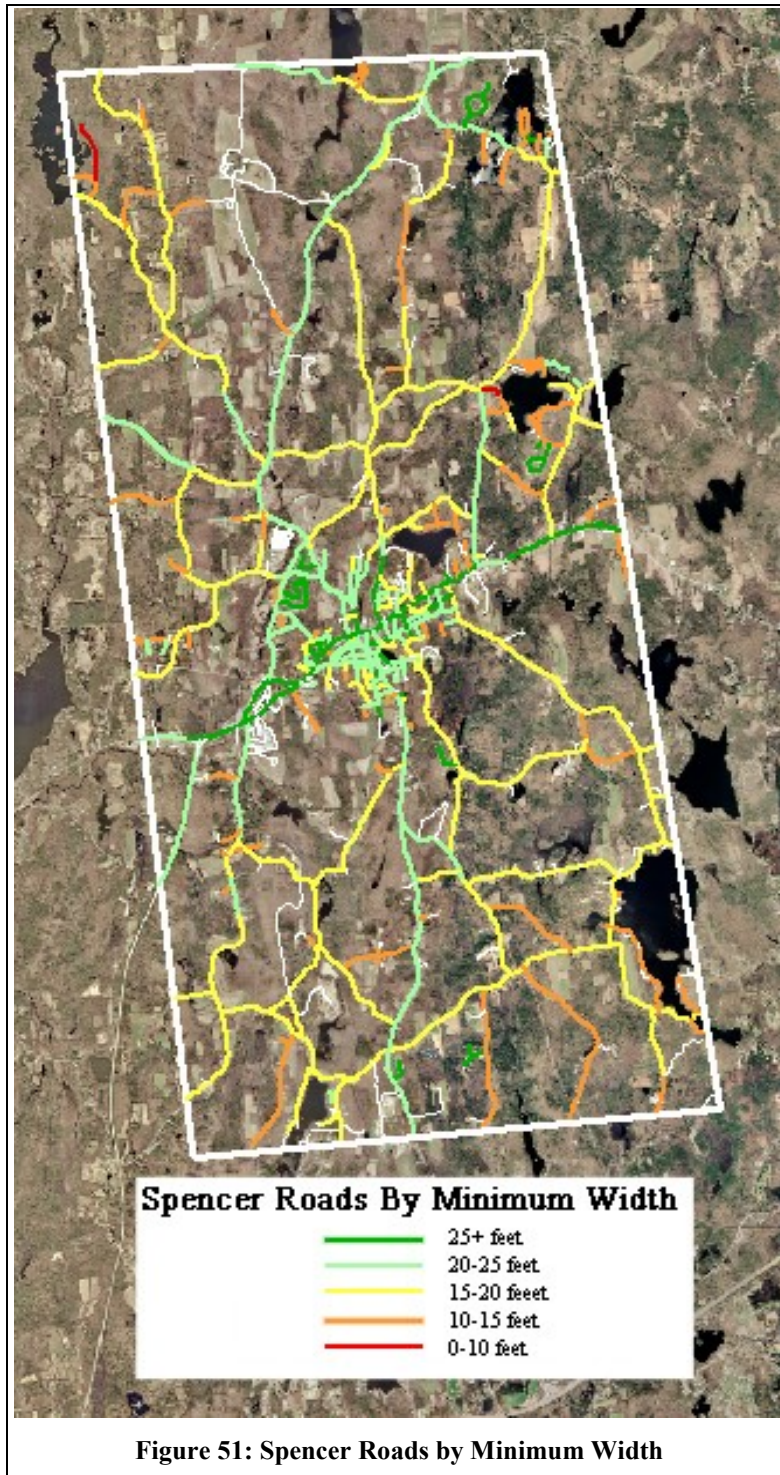
Figure 49: Spencer Roads by Pavement

#### 4.2.1.3 Road Widths



The two primary physical characteristics that serve as the deciding factors for roadway upgrades include gradient and minimum width. As developed through previous roadway analysis contributed to the project by the CMRPC, the minimum widths were reanalyzed and integrated into the road data layer for this project. Figure 51 on the next page shows the minimum widths of the roads of Spencer, MA. The roads in orange and yellow should be interpreted as troublesome for both public upgrades and current transportation safety. Since this map shows minimum widths there is no true cut-off for what should be considered normal. However if the smallest width of a road falls slightly below 20 ft., the yellow roads, it is likely to be safe and possibly upgraded. Roads with

minimum widths larger than 20 ft. are undoubtedly wide enough for safe and proper roadway travel.



#### 4.2.1.4 Road Grades

As mentioned earlier, the next major physical characteristic used to determine a road's ability to be upgraded is the gradient. The mathematical definition of gradient is the change in elevation / horizontal distance. This gradient calculation has been developed through the elevation point layer (shown in Figure 52 and Figure 53) and carried out for each of the private roadways. Figure 54 shows the private roads of Spencer, MA colored in relation to gradient. The redder the line used to represent the road in Figure 54, the closer the road is to approaching the 8% maximum gradient. It should be noted that none of the private roads had gradients to great for compliance, but some were steep enough to question to reasoning of potentially upgrading,

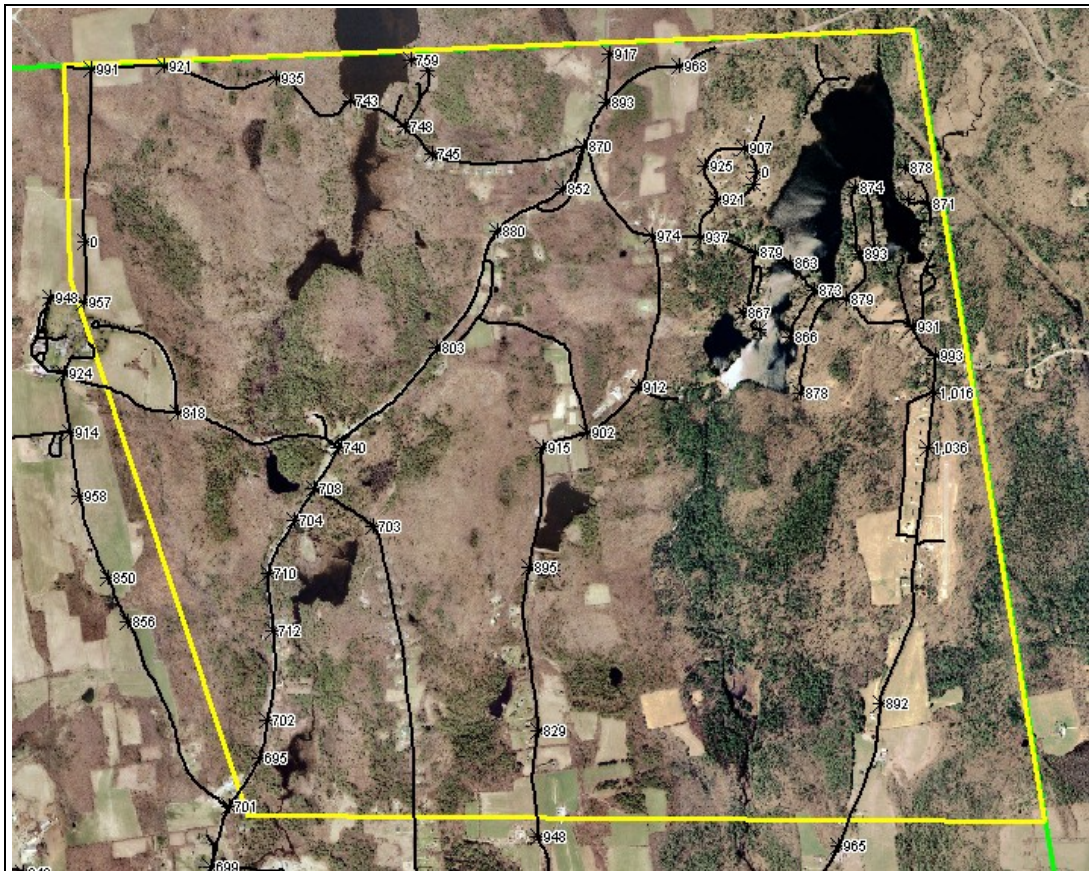


Figure 52: Target Area Road Elevations

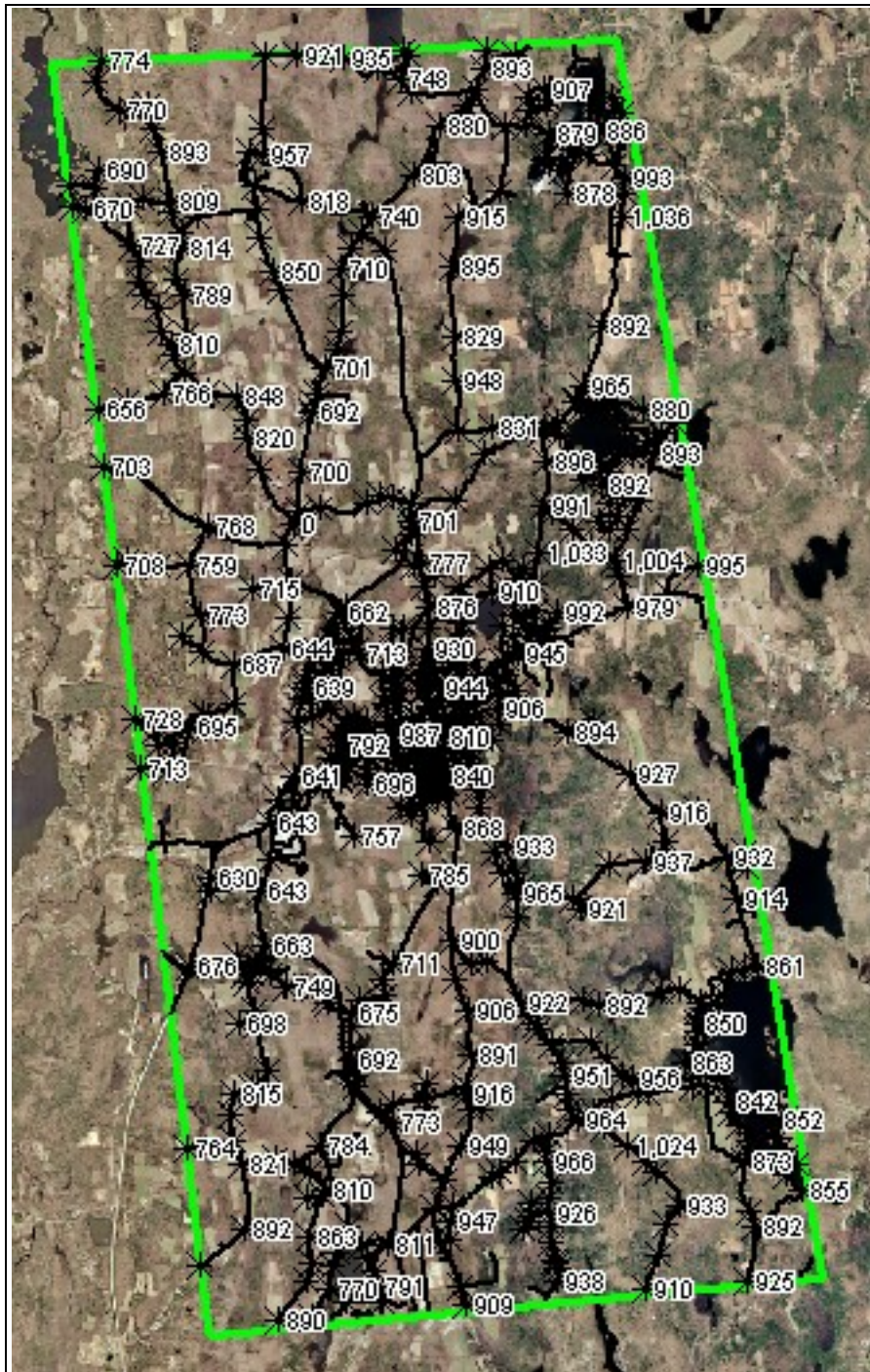


Figure 53: Spencer, MA Road Elevations

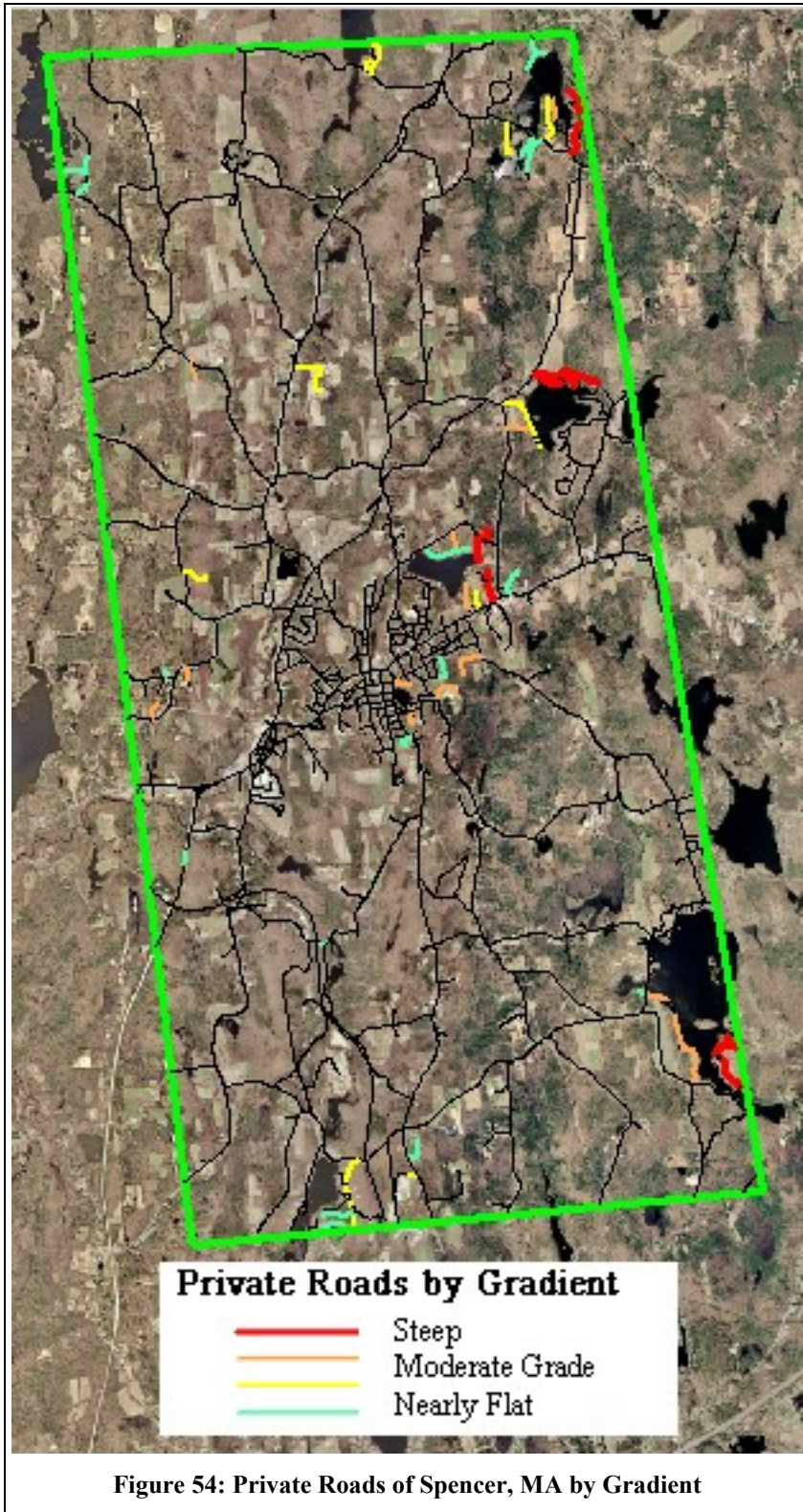
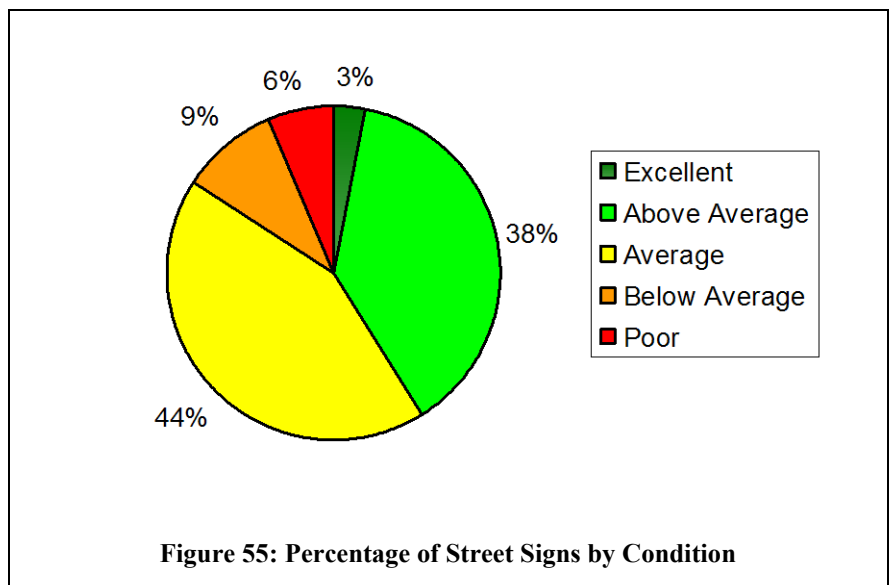


Figure 54: Private Roads of Spencer, MA by Gradient

#### 4.2.2 Assessment of Street Signs

The first piece of roadway infrastructure to be conditionally assessed is the street sign. Of the total 769 street signs inventoried, 95 were assessed for a condition rating. These 95 signs included all of the signage found in the northeast target region of Spencer, MA. Figure 55 to the right

shows the percentage of assessed street signs by condition. As can be seen in the figure, in general, the street signs of Spencer are in good condition. Out of the 95 examined for condition, 80 were at our above



average condition. Of the remaining 15 signs, only 6 received our lowest possible condition rating. These signs will be enumerated in a list for recommendation of immediate repair in the next chapter. For locations of street signs by condition see Figure 56 on the next page.

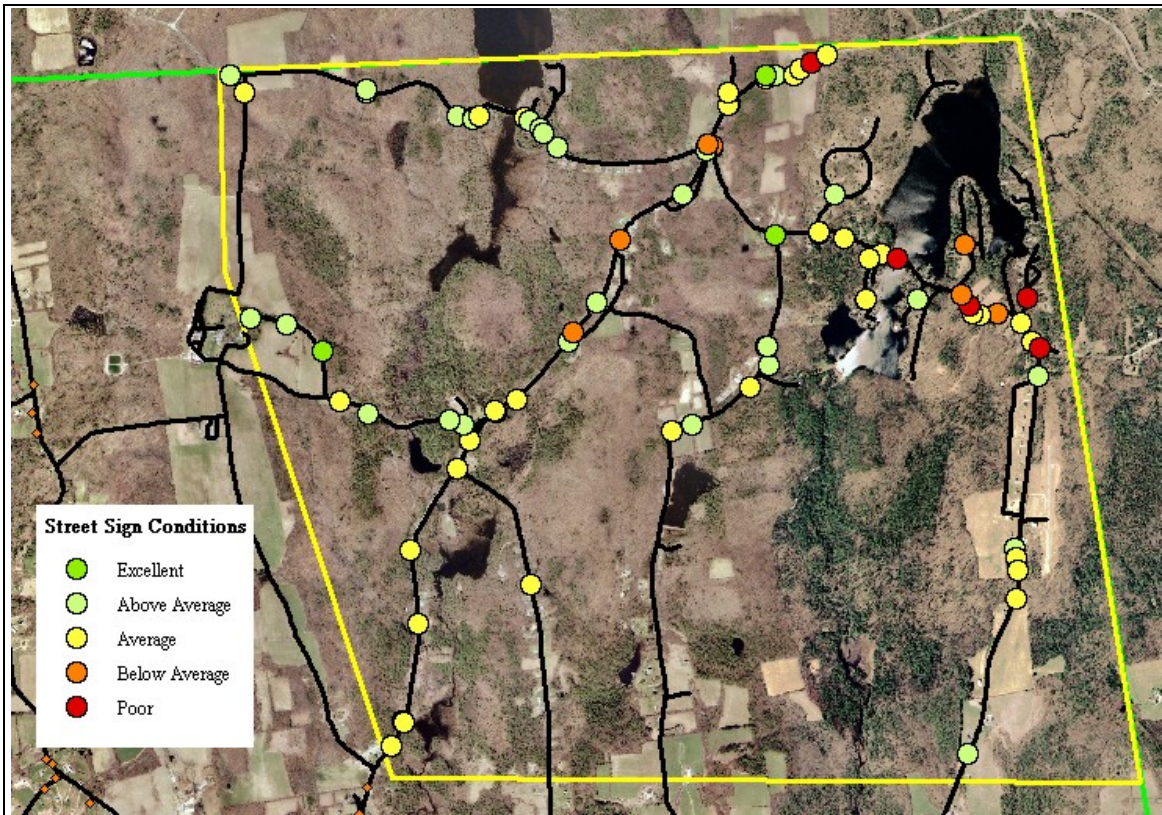


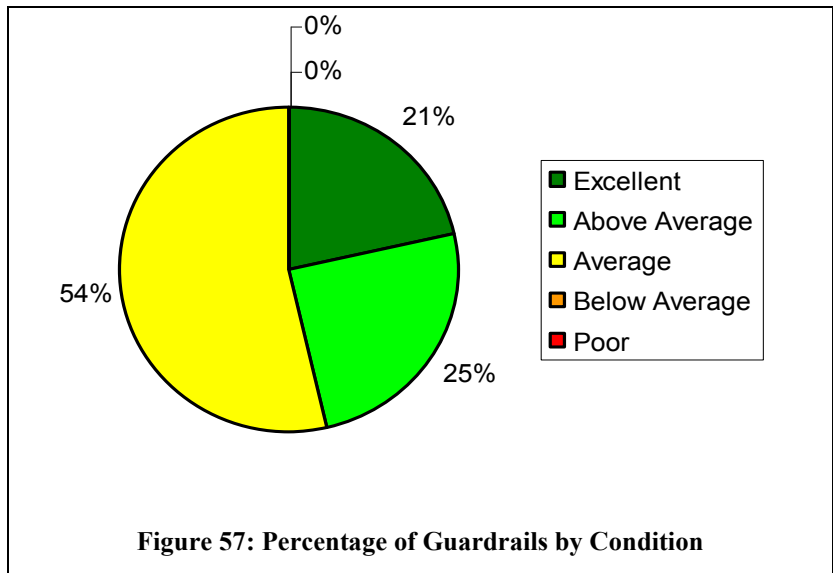
Figure 56: Street Signs by Condition Rating



### 4.2.3 Assessment of Guard Rails

The next piece of roadway infrastructure to be conditionally assessed is the guardrail. Of the total 128 guardrails inventoried, 28 were assessed for a condition rating. These 28 guardrails comprised the guardrail infrastructure of the northeast target region.

Figure 57 the right shows the percentage of assessed guardrails by condition. As can be seen in the figure, in general, the guardrails of Spencer are in great condition. Out of the 28 examined for condition,



every one is at our above average condition. No guardrails received our minimum condition rating, and thus no guardrail will be recommended for immediate repair. In fact, many of the guardrails tested seemed newly installed. Six received our highest condition rating and seven received our next highest rating. For locations of street signs by condition see Figure 58 on the next page.

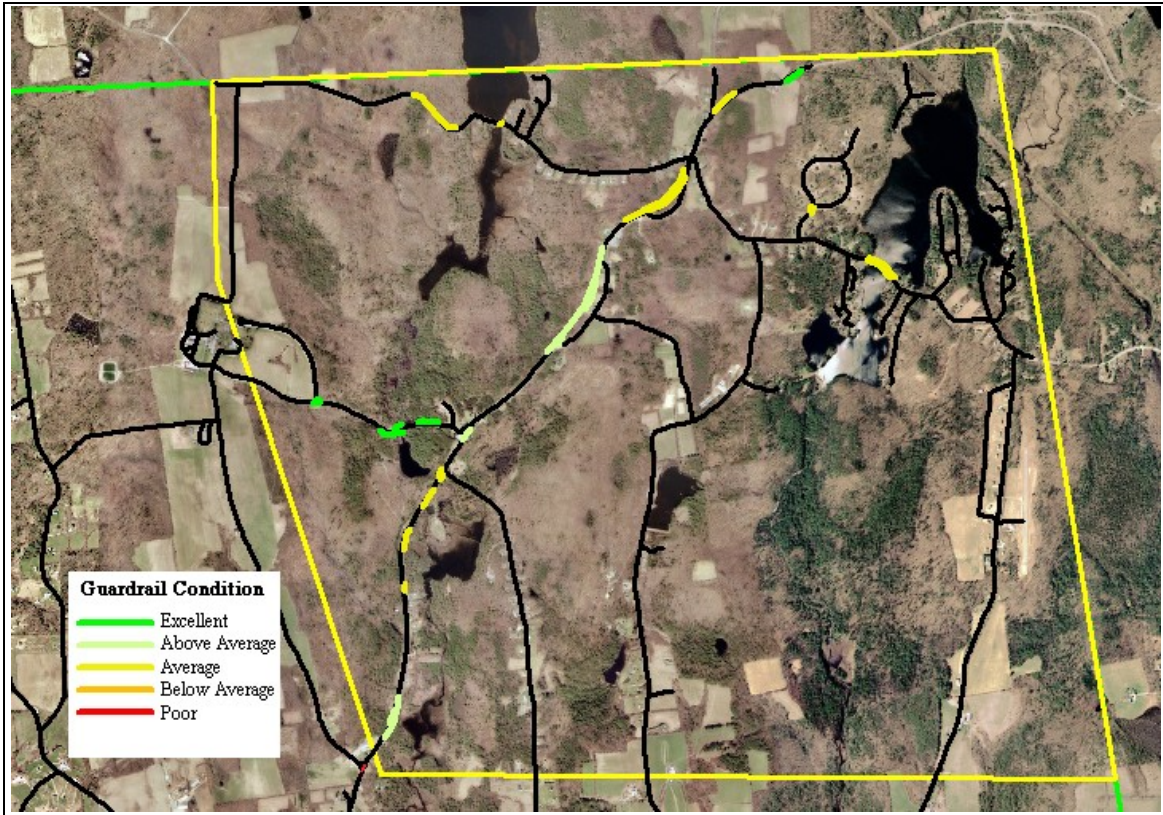


Figure 58: Guardrails by Condition Rating

#### **4.2.4 Assessment of Catch Basins**

Due to the winter season that coincided with data collection, inventory and assessment of catch basins proved difficult. Thus, the inventoried catch basins of this project all fall within the northeast target region. As for assessment, the characteristic of catch basins that is of primary concern to the town of Spencer is location. Figure 46 of the previous subchapter shows such locations. Dependant on town planning regulations, new developments may need to comply by a certain minimum distance between individual catch basins. Further assessment as to the financial value of the catch basins will be examined in the next subchapter.

#### **4.2.5 Assessment of Sidewalks**

The sidewalk infrastructure of Spencer, MA primarily consists of the downtown area. This area was previously mapped by a Spencer IQP, and was merely reformatted and restructured to become pertinent to this project. In future projects each sidewalk should be assessed for condition. At this stage, further assessment will solely include the financial analysis of the next section.

## **5 ANALYSIS**

This section serves to analyze the data presented in the previous chapter and to effectively compare the differences of compliance within the roadway system of Spencer, Massachusetts. In addition, the pertinence of each attribute described in the previous chapter to both roadway upgrades and GASB-34 analysis will be described. Lastly, the work developed through this project will be demonstrated for future effectiveness and reusability.

### **5.1 PRIVATE ROADWAY COMPLIANCE**

From the gradients shown in Figure 54, and the minimum widths shown in Figure 51, one can now determine the roads that are suitable for private-to-public upgrade. If a private road has a wide enough surface, even at its narrowest length (Minimum 14'), as well as a gradient low enough for safe automobile travel, (recommended lower than 8% for local streets) then it should be allowed to upgrade. Roads that satisfy these characteristics best will be listed in the next chapter as a final recommendation to the town of Spencer, MA. However, the poorer a roadway conforms to this ideal, the less compliant it is with existing public road standards, and thus, the lower its ability of upgrade becomes. Figure 59 on the next page shows the private roadways of Spencer, MA colored by level of compliance to public roadway standards as shown through width and gradient.

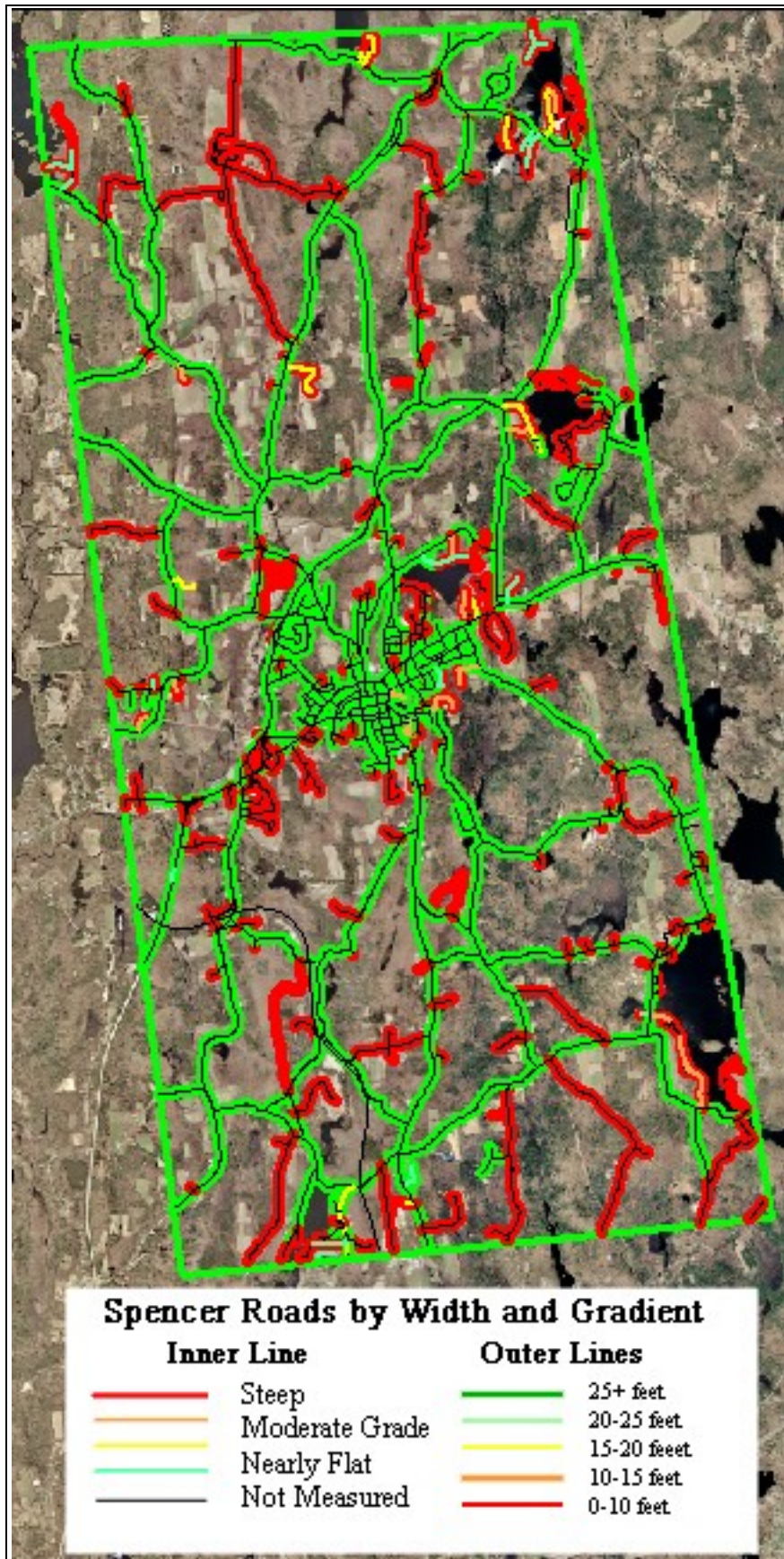


Figure 59: Spencer, MA Roads by both Width and Gradient

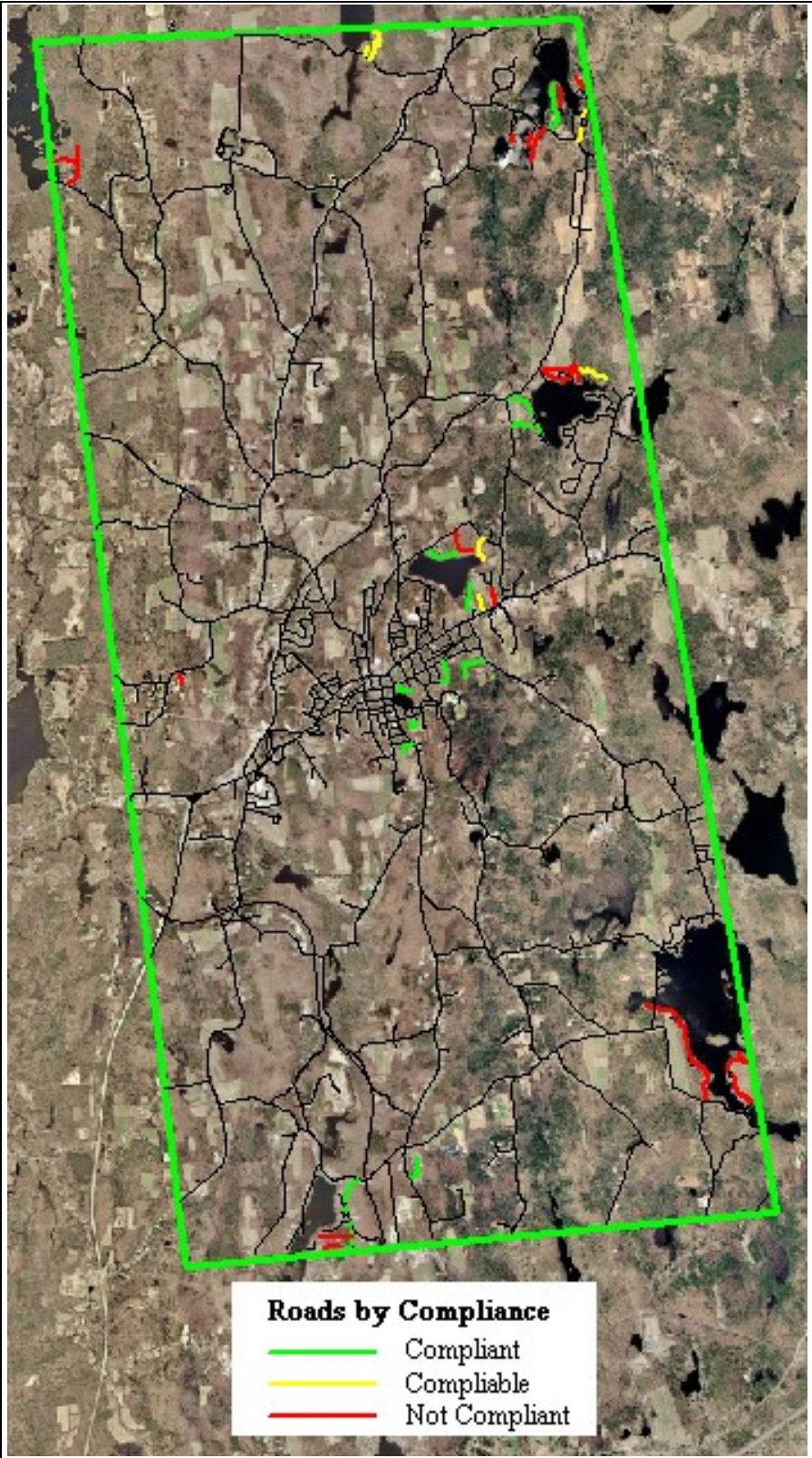


Figure 60: Spencer, MA Private Roadway Compliance

## **5.2 GASB-34 ANALYSIS**

Referring back to Section 3.3 “Estimating Value through GASB-34” of the methodology we established that GASB-34 would be utilized to analyze the value of Spencer’s Roadway network and corresponding assets. The GASB Organization only recognizes infrastructure that was installed or repaired after July 1<sup>st</sup> 1980. This date was accepted due to the life expectancy of the roadway assets. Due to this restraint knowledge of the total installments and upgrades since 1980 are required for proper analysis. Estimations will be provided in the following subsections. It should be noted that catch basins will not be included in this analysis.

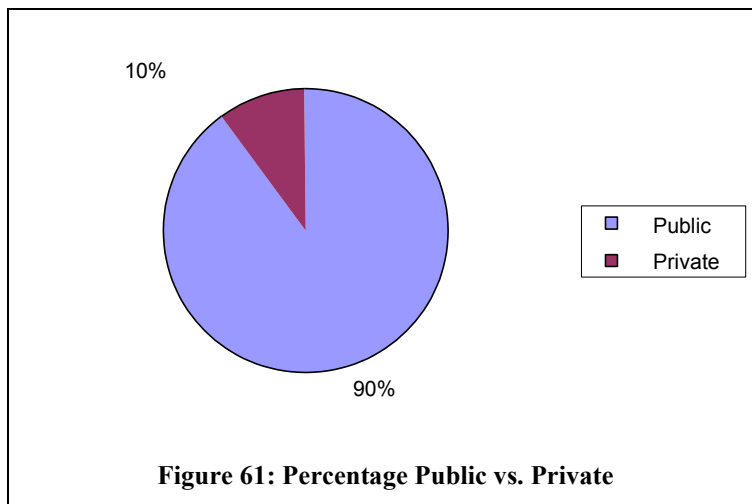
### **5.2.1 GASB-34 Roadway Analysis**

Spencer has a roadway system containing several miles of paved and unpaved roadways. After collecting data in the field, we noticed that there were no unpaved public roads in the town. This is noteworthy since the different surface material can establish different values. We analyzed the test area for estimates on road value for the entire town and concluded that the value determined in the test area would not affect the entire town. Due to this result we have provided information which estimates the value of the entire roadway system based on the total surface area of paved public roads. We then also have projected a potential value of the town’s private road value as well. We must acknowledge the fact that private roads are not recognized by GASB since they are not owned by the town. Table 4 shows the aspects of the road that has been considered in

determining the total value of the town and Figure 61 compares the “Public vs. Private” values.

<u>Road Type</u>	<u>Length (ft)</u>	<u>Avg Width (ft)</u>	<u>Surface Area (ft^2)</u>	<u>Cost per N^2 (n=unit)</u>	<u>Total Value</u>
Public	536782	28	15029896	\$10	\$150,298,960
Private	105600	16	1689600	\$10	\$16,896,000.00

**Table 8: Total Roadway Value**



**Figure 61: Percentage Public vs. Private**

### 5.2.2 GASB-34 Street Sign Analysis

In this section analysis of Spencer’s Street signs shall be analyzed. GASB accept road sign inventory because they are a required roadway component for public safety and road regulations that cost the town money to purchase and install. Research has provided us the knowledge of the cost for each individual sign, which then can be translated to an accumulative value by inclusively adding all sign values. Utilizing the test area with accurate results we can project an estimate for the entire town’s road sign values.

#### 5.2.2.1 GASB-34 Test Area Street Signs



We recorded a total of 96 street signs in the suggested test area. The signs include several different types such as stop signs, street names, safety signs, and other traffic signs. Table 9 on the next page shows the analysis done on the test section. The estimated total value of street signs in the test area is \$3608. Please refer to Figure 62 for the total value of each type of sign in the test area, which is based on the total amount of signs times the value of one individual sign. We must also consider the post holding the signs erect but we decided not include it sign majority of the signs we found we posted on telephone poles and trees.

<b>Sign Analysis</b>			
Sign Type	Amount	Value	Total Value (\$US)
Stop Ahead	2	50	100
No Passing	2	50	100
Blind Drive	5	43	215
No swimming	1	30	30
Thickly Settled	1	50	50
Caution Arrow	7	33	231
Ped Xing	3	43	129
Yield	1	48	48
Camp	2	30	60
Slow	10	43	430
Parking	2	16	32
Deaf Child	1	40	40
Street	9	45	405
Turn	5	62	310
Equestrian	1	55	55
Snowmobile	1	33	33
Route	4	33	132
Stop	6	38	228
Caution Blind	2	30	60
Speed limit	22	31	682
Slow Children	7	34	238
Totals	94	837	3608

**Table 9: Test Area Street Sign Value Analysis**

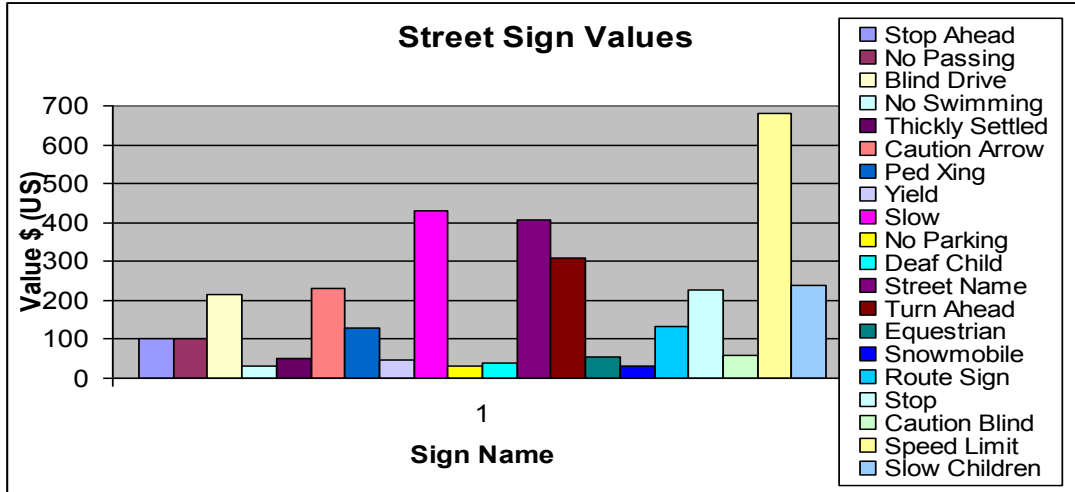


Figure 62: Test Area Street Sign Value Analysis

#### 5.2.2.2 GASB-34 Cumulative Spencer Street Signs

Using the data value determined in the test area we can estimate the value of the total signs in the town of Spencer. We do have the total amount of street signs in Spencer but we were unable to record the type of signs throughout the town due to time constraints. The reason for this restraint is the fact that even though not drastically there is a difference in value for different types of signs. To find the best estimated total value we took the average cost for the individual sign prices and multiplied it by the number of signs in the town. This is shown in Table 10 below.

# of Signs	Average Cost	Total
769	\$38.05	\$29256.95

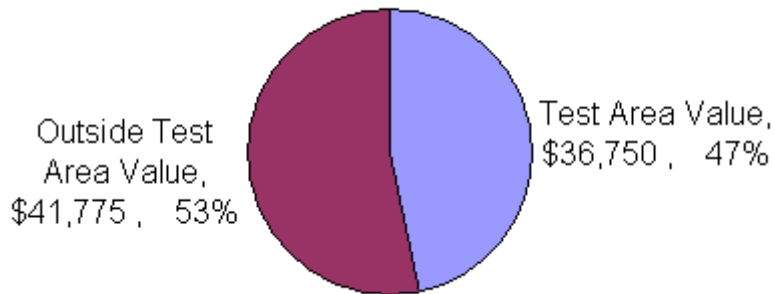
Table 10: Street Signs in Spencer

## GASB-34 Guard Rail Analysis

The final piece of infrastructure we analyzed for GASB value are the guardrails located in scattered throughout the town. Guardrails are strategically placed for safety in areas that may lead to severe injury if a car would go off road. These locations primarily are located near water, steep side drop offs, and other hazard areas. For this reason the town is responsible for installing and maintaining these structures to prevent future hazards that may have tragic results. Therefore we must consider the guardrails as a valued component of the roadway infrastructure. To determine an estimated value we analyzed the total length of guardrail and the amount of installations. The total value can be established by cost per unit foot of guardrail. This can be seen in Table 11. Also, Figure 63 shows the percentage of guardrail value in the “Test Area” versus Spencer’s total land region.

<u>Region</u>	<u>Number Of Guardrails</u>	<u>Length Feet</u>	<u>Cost Per Foot</u>	<u>Total Value</u>
Spencer	86	5235	\$15	\$78,525
Test Area	20	2450	\$15	\$36,750

**Table 11: Guard Rail Value**



**Figure 63: Guard Rail Value Analysis**

### **5.3 DEMONSTRATION OF REUSABILITY**

Inherently, there are numerous practical uses for any municipally orientated map. Add the utility of in depth data-basing system for each form of mapping, and the possibilities become almost limitless.

First and foremost, the interactive mapping system can be used indefinitely for town infrastructure tracking and monitoring. This function also leads to the systems ability to be used to aid in depth municipal tasks. These tasks include, but are not limited to, the development of maintenance schedules, systems of prioritizing infrastructure repairs and upgrades, and seasonal maintenance routing.

On a deeper level, other systems may be incorporated into the current system infrastructure to develop multi-level municipal analysis. For instance, if a traffic flow analysis were to be accomplished throughout the town of Spencer, MA, it could be incorporated directly into the interactive mapping system and yield immediate results pertaining to both the original data, and its newly developed traffic characteristic. Critical traffic areas could trigger alerts or recommendations for roadway widening or surface adjustment.

With the data layer structure already fully developed, individuals of all experience levels can learn to add any new layer pertinent to a future project. Water infrastructure may be recorded for further financial analysis and town planning. Other infrastructure such as electrical grid lines or networking infrastructure may be added in future projects for communication and utilities companies.

It is the intrinsic properties of this project that were deliberately developed to be easily translatable that allow for such varied future uses of this project. Furthermore, as long as the data is continually maintained, and future endeavors attempt to employ easily translatable deliverables, this project will never cease to allow for future applications.

## **6 CONCLUSIONS AND RECOMMENDATIONS**

This section will provide final conclusions of the project as developed throughout the last chapter. It will seek to instigate immediate municipal attention, as well as recommend future methodology for both data maintenance and future project development

### **6.1 RECOMMENDATIONS TO SPONSORING AGENCY**

Included within this section are two major tasks. First and foremost, the list of upgradeable private roads along with their level of compliance will be described for use by the town planning board. Secondly, a listing of necessary infrastructure repairs will be identified for the benefit of the Utilities and Facilities Department of Spencer, MA.

#### **6.1.1 Upgradeable Roads**

As one of the most fundamental goals of this project, determining the upgradeable roads of Spencer, MA, involved closely analyzing both physical and circumstantial characteristics of each and every roadway in the town. An investigation of this magnitude would take years to complete, so at the onset of the project it was clear that only the truly crucial factors would be examined. The two primary characteristics include gradient and minimum width. Other characteristics examined through the project include surface type and surface condition for certain areas. From the characteristics set forth by our methodology and in accordance to common public roadway standards the following roads are best recommended for private-to-public upgrade:

- Roys Drive
- Sunset Lane
- Howe Vlg

- Briarcliff Lane
- Bellevue Drive
- Lakeshore Drive (Eastern Portion)
- North Lakeview Rd
- Demers Lane (Subject to Slight Widening)
- Dale Street (Subject to Slight Widening)
- Sherman Drive
- Monticello Drive
- Blueberry Hill Road

*Note: These roads are depicted in Figure 60 by the color green.*

### **6.1.2 Infrastructure Repairs**

Throughout the course of the project, many pieces of infrastructure were inventoried and examined. Of the various items that were further analyzed for condition and/or visibility, certain items were in very apparent need for replacement. These items are shown by the red circles of Figure 56. The following lists such items:

- Slow Children Sign on Pine Acres
- Stop Sign on the Corner of Paxton and Marshall
- Slow Sign on Thompson Pond Road between Lakeshore Drive and Pine Acres
- Left Turn Sign on Thompson Pond Road between Lakeshore Drive and Pine Acres
- No Swimming Sign on Thompson Pond Road
- Right Turn Sign on North Spencer Road past Barclay Road

Items that had not quite reached the level of necessary replacement were also noted throughout the course of the project. Figure 56 depicts these objects as orange circles. The following list describes pieces of infrastructure that may be in need of replacement in the near future:

- Caution Blind Drive Sign on North Spencer Road
- No Passing Zone Sign on North Spencer Road
- No Passing Zone on North Spencer Road
- Street Sign for Thompson Pond Road at the Intersection with North Spencer Road
- Street Sign for Barclay Road at the Intersection with North Spencer Road
- Right Turn Sign on North Spencer Road south of Old Spencer Road

- Blind Drive sign on Thompson Pond Road between Lakeshore Drive and Pine Acres
- “<” sign on Thompson Pond Road between Lakeshore Drive and Pine Acres
- Go Slow Children sign on Lakeshore Drive

The remaining pieces of infrastructure analyzed for condition seem to be adequately maintained for effective use currently and in the near future.

## 6.2 FINAL GASB-34 ESTIMATE

Now that we have revealed the estimated values of the total infrastructure within Spencer and the “Test Area,” we must put it all together to reach a total estimated value. To determine the total value of the town’s infrastructure we simply add the total value of each asset that was researched and recorded. The Table below shows the totals being added and Table 12 displays the final contributions to the total value of each individual asset.

<u>Region</u>	<u>Guardrail</u>	<u>Street Signs</u>	<u>Road Surface</u>	<u>Total Value</u>
Spencer	\$78,525	\$29,256.95	\$150,298,960	\$150,406,742
Test Area	\$36,750	\$3,608	\$22,243,616	\$22,283,974

Table 12: Total GASB Values

## 6.3 RECOMMENDATIONS FOR FUTURE UPKEEP AND MAINTENANCE OF THE DATA

With the physical world that this project seeks to electronically represent constantly changing, it is necessary to properly maintain the data contained herein in order to keep the project both useful and accurate. In fact, beyond just the need to maintain accuracy, additional data still needs to be recorded in order to do some of the



more involved analysis for the entire town. If some one or organization were to pick up where this project left off, we recommend certain methods of collecting data.

First, the various pieces of infrastructure that have already been mapped and inventoried for location by this project should have the rest of their characteristics and attributes recorded. For the remaining guardrails, the length should be more accurately depicted and its condition rating should also be analyzed. For the remaining street signs, the type and condition rating needs to be recorded. For the mapped sidewalks of downtown, condition rating should be assigned after analysis. Finally, each and every road segment should be analyzed for its condition rating regardless of surface type, and the gradients that were previously calculated for only the private roads should be analyzed throughout the town.

The next portion of information in need of collection includes the mapping of pieces of infrastructure not yet inventoried for location. This portion includes mapping of all catch basins outside the northeastern sponsor-suggested region, as well as the inclusion of any new sidewalk, street sign, or guardrail that is likely to be installed due to new developments throughout the town. Once mapped, the catch basins should also be analyzed for condition. Along the same lines as catch basins, other forms of roadway drainage may be useful to inventory. Another item that would be helpful to map is the location of minimum width for every road. This information could prove vital for town planning, construction, and emergency vehicle deployment.

After all data have been recorded and analyzed it may prove useful to further adjust the data to increase ease of analysis. For each item of infrastructure a more involved system of identification could be developed. The current system uniquely

numbers each item for a given piece of infrastructure, but does provide any additional information. For pieces of infrastructure, it may be useful to develop a system of identification that ties back to the roadway identification system and visa versa.

With all the project criteria inventoried and recorded as seen fit, the fundamental analysis for the entire town can be completed. A definitive list of upgradeable roads should be developed as well as the particular monetary value to the town for each. Furthermore, with the newly acquired detail about each piece of infrastructure and roadway, a final request and analysis for GASB-34 compliance could be achieved. The foundation has been developed and it is now only a matter of collecting data and connecting the pieces for the true utility of this project to be accomplished.

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# APPENDIX A: ROAD SEGMENT INVENTORY FORM

Recorder: _____	<b>Road Segment Inventory Form</b>	Date: _____																									
Segment ID: _____ Street Name: _____ Steepest Grade: _____ Minimum Width: _____	Notes: <div style="border: 1px solid black; height: 100px; width: 100%;"></div>																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="5" style="text-align: center;">Circle One Item In Each Category Below:</td> </tr> <tr> <td style="width: 20%;">Municipal Description:</td> <td style="width: 15%;">Private</td> <td style="width: 15%;">Public</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td>Surface Composition:</td> <td>Paved</td> <td>Unpaved</td> <td></td> <td></td> </tr> <tr> <td>Condition Rating: (See Respective Rubric)</td> <td>5</td> <td>4</td> <td>3</td> <td>2</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>1</td> </tr> </table>	Circle One Item In Each Category Below:					Municipal Description:	Private	Public			Surface Composition:	Paved	Unpaved			Condition Rating: (See Respective Rubric)	5	4	3	2					1		
Circle One Item In Each Category Below:																											
Municipal Description:	Private	Public																									
Surface Composition:	Paved	Unpaved																									
Condition Rating: (See Respective Rubric)	5	4	3	2																							
				1																							
Segment Map:	(Record Item ID next to each labeled item. Mark All Pot Holes with a Circle, Street Signs with an S, Indicate Sidewalks by coloring in gray stripe, Indicate Guard rails by coloring in dotted stripe)																										
Side E																											
Side N	<div style="border: 2px solid black; width: 100%; height: 150px; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0; height: 15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div> <div style="position: absolute; bottom: 0; left: 0; right: 0; height: 15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div> </div>		Side S																								
Side W																											

**Figure 64: Road Segment Inventory Form**



# APPENDIX C: SIDEWALK INVENTORY FORM

Recorder: _____		<u>Sidewalk Inventory Form</u>				Date: _____	
Infrastructure ID	Length Of Side E	Length of Side W	Containing Road Segment ID	Condition Rating (See Respective Rubric)		Date Installed	
				E	W	E	W
				5	4	3	2
				1	5	4	3
				2	5	4	3
				3	5	4	3
				4	5	4	3
				5	5	4	3
				1	5	4	3
				2	5	4	3
				3	5	4	3
				4	5	4	3
				5	5	4	3
				1	5	4	3
				2	5	4	3
				3	5	4	3
				4	5	4	3
				5	5	4	3
				1	5	4	3
				2	5	4	3
				3	5	4	3
				4	5	4	3
				5	5	4	3
				1	5	4	3
				2	5	4	3
				3	5	4	3
				4	5	4	3
				5	5	4	3
				1	5	4	3
				2	5	4	3
				3	5	4	3
				4	5	4	3
				5	5	4	3
				1	5	4	3
				2	5	4	3
				3	5	4	3
				4	5	4	3
				5	5	4	3

**Figure 66: Sidewalk Inventory Form**







## APPENDIX F: STREET SIGN DATA TABLE

SS_ID	Type	Condition	Date
1		0	
0002		0	
0003	Slow Children	4	
0004		0	
0005		0	
0006		0	
0007		0	
0008		0	
0009		0	
0010		0	
0011		0	
0012		0	
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0237		0
0238		0
0239		0
0240		0
0241		0
0242		0
0243		0
0244		0
0245	Speed Limit 45	3
0246	Caution Blind Person	3
0247	Caution Blind Person	3
0248	Stop	3
0249	Speed Limit 45	3
0250	North 31	3
0251	South 31	3
0252	Speed Limit	3
0253	Snowmobile	4
0254		0
0255	Equestrian	4
0256	Right Turn	2
0257	Stop	4
0258	Street Sign	3
0259	Street Sign	2
0260	Slow Children	4
0261	Speed Limit 20	3
0262	Speed Limit 25	4
0263	Speed Limit 25	4
0264	Speed Limit 30	4
0265	Speed Limit 30	4
0266		0
0267		0
0268		0
0269		0
0270		0
0271		0
0272		0
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0280		0
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0287		0
0288		0
0289		0
0290		0
0291		0
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0298		0
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0481		0
0482		0
0483	Deaf Child	3
0484	Gift Shop Parking	4
0485	Slow	4
0486	Slow	4
0487	Speed Limit 20	3
0488	Speed Limit 20	5
0489	Speed Limit 20	4
0490	No Parking	4
0491		0
0492		0
0493	Slow Children	3
0494	Slow Camp In Progress	4
0495	Motorists Must yield to P	4
0496	Slow Camp in Progress	4
0497	PED XING	4
0498	Street Sign	4
0499	>	4
0500	Street Sign	3
0501	Street Sign	4
0502	Thickly Settled	3
0503	No Swimming	1

0504	Please Drive Slowly	4
0505	<	3
0506	>	3
0507	Blind Drive	4
0508	Slow	3
0509	Speed Limit 30	3
0510	Speed Limit 30	4
0511		0
0512		0
0513		0
0514		0
0515		0
0516		0
0517	Speed Limit 30	3
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0718		0
0719		0
0720		0
0721	Monastic Enclosure	3
0722	Speed Limit	4
0723	Slow Child	4
0724	<	3
0725	White Stre	4
0726	White Street Sign	4
0727	Speed Limit 25	4
0728	Stop	4
0729	No Passing	2
0730	Street Sign	2
0731	Blind Drive	3
0732	Stop	3
0733	Stop Sign Ahead	3

0734	Speed Limit 35	3
0735	Blind Drive	3
0736	Slow	4
0737	<-	3
0738	Pedestrian	4
0739		0
0740	Pedestrian	4
0741	<-	3
0742	Right Turn	1
0743	Speed Limit 30	3
0744	Speed Limit 30	5
0745	Stop	5
0746	Slow	3
0747	South 31	3
0748	Caution Blind Drive	2
0749	North 31	3
0750	Please Drive Slowly	4
0751	Slow	3
0752	Stop Ahead	4
0753	Stop	1
0754	Blind Drive	2
0755	>	3
0756	>	3
0757	Left Turn	1
0758	Slow	1
0759	<	2
0760	Speed Limit 40	4
0761	Speed Limit 40	3
0762	No Passing Zone	2
0763	Slow Children	3
0764	Slow Children	3
0765	Go Slow	3
0766	Go Slow Children	3
0767	Go Slow Children	2
0768	Slow Children	1

## APPENDIX G: ROADWAY DATA TABLE

Street_Name	Seg_ID	Critical_Grade	Public_Road	Paved	LENGTH	Cond_Rating	RD5K_280_	RD5K_280_ID	TOWN_ID	TYPE	SCENIC
UNKNOWN	00001	0	0	0	33.0574	3	1	1004	280	RDS	N
UNKNOWN	00002	0	0	0	44.9793	3	2	1004	280	RDS	N
UNKNOWN	00003	0	0	1	127.028	3	3	1004	280	OTH	N
Donnelly Cross Rd	00004	0	1	1	374.664	0	4	1004	280	RDS	N
Donnelly Cross Rd	00005	0	1	1	320.334	0	5	1004	280	RDS	N
Donnelly Rd	00006	0	1	1	663.178	0	6	1004	280	RDS	N
Donnelly Rd	00007	0	1	1	30.1471	0	7	1004	280	RDS	N
Bond St	00008	0	1	1	222.964	0	8	1004	280	RDS	N
Bond St	00009	0	1	1	278.505	0	9	1004	280	RDS	N
Main St	00010	0	1	1	331.725	0	10	1004	280	RTE	N
Main St	00011	0	1	1	17.9623	0	11	1004	280	RTE	N
Main St	00012	0	0	1	18.7014	0	12	1004	280	RTE	N
Main St	00013	0	1	1	504.332	0	13	1004	280	RTE	N
Donnelly Rd	00014	0	1	1	502.707	0	14	1004	280	RDS	N
Polar Spring Rd	00015	0	1	0	308.542	0	15	1004	280	RDS	N
Main St	00016	0	1	1	720.607	0	16	1004	280	RTE	N
Main St	00017	0	1	1	19.5841	0	17	1004	280	RTE	N
Main St	00018	0	1	1	184.85	0	18	1004	280	RTE	N
Main St	00019	0	1	1	106.951	0	19	1004	280	RTE	N
Main St	00020	0	1	1	125.696	0	20	1004	280	RTE	N
Main St	00021	0	1	1	38.2099	0	21	1004	280	RTE	N
Main St	00022	0	1	1	118.91	0	22	1004	280	RTE	N
Main St	00023	0	1	1	126.835	0	23	1004	280	RTE	N
Main St	00024	0	1	1	76.7862	0	24	1004	280	RTE	N
Highland St	00025	0	1	1	172.204	0	25	1004	280	RDS	N
Grove St	00026	0	1	1	183.403	0	26	1004	280	RDS	N
Duggan St	00027	0	1	1	116.955	0	27	1004	280	RDS	N
Main St	00028	0	1	1	118.328	0	28	1004	280	RTE	N
Highland St	00029	0	1	1	81.8895	0	29	1004	280	RDS	N
Highland St	00030	0	1	1	110.629	0	30	1004	280	RDS	N
Highland St	00031	0	1	1	84.5023	0	31	1004	280	RDS	N
Highland St	00032	0	1	1	55.0427	0	32	1004	280	RDS	N
Meadow Rd	00033	0	1	1	187.331	0	33	1004	280	RDS	N
Lake St	00034	0	1	1	42.6978	0	34	1004	280	RDS	N
Brown St	00035	0	1	1	49.74	0	35	1004	280	RDS	N
Main St	00036	0	1	1	164.553	0	36	1004	280	RTE	N
Brown St	00037	0	1	1	182.77	0	37	1004	280	RDS	N
Grove St	00038	0	1	1	126.177	0	38	1004	280	RDS	N
Pope St	00039	0	1	1	69.6721	0	39	1004	280	RDS	N
Bay Path Rd	00040	0	1	1	575.646	0	40	1004	280	RDS	N
Starr St	00041	0	1	1	135.089	0	41	1004	280	RDS	N
Starr St	00042	0	1	1	49.9983	0	42	1004	280	RDS	N

Grove St	00043	0	1	1	69.6699	0	43	1004	280	RDS	N
Meadow Rd	00044	0	1	1	106.275	0	44	1004	280	RDS	N
Irving St	00045	0	1	1	163.279	0	45	1004	280	RDS	N
Spring St	00046	0	1	1	181.606	0	46	1004	280	RDS	N
Main St	00047	0	1	1	183.167	0	47	1004	280	RTE	N
Lake St	00048	0	1	1	127.162	0	48	1004	280	RDS	N
Powers St	00049	0	1	1	196.04	0	49	1004	280	RDS	N
North St	00050	0	1	1	169.069	0	50	1004	280	RDS	N
Pleasant St	00051	0	1	1	38.0077	0	51	1004	280	RTE	N
Watson St	00052	0	1	1	138.214	0	52	1004	280	RDS	N
Meadow Rd	00053	0	0	1	64.1492	0	53	1004	280	RDS	N
Main St	00054	0	1	1	77.1298	0	54	1004	280	RTE	N
Irving St	00055	0	1	1	122.387	0	55	1004	280	RDS	N
Watson St	00056	0	1	1	36.2759	0	56	1004	280	RDS	N
Pleasant St	00057	0	1	1	43.1773	0	57	1004	280	RTE	N
Pleasant St	00058	0	1	1	14.2637	0	58	1004	280	RTE	N
Old Farm Rd	00059	0	1	1	675.366	0	59	1004	280	RDS	N
Pope St	00060	0	1	1	237.74	0	60	1004	280	RDS	N
Jones St	00061	0	1	1	109.2	0	61	1004	280	RDS	N
Pope St	00062	0	1	1	51.0519	0	62	1004	280	RDS	N
Grove St	00063	0	1	1	112.235	0	63	1004	280	RDS	N
Irving St	00064	0	1	1	60.9359	0	64	1004	280	RDS	N
North St	00065	0	1	1	101.203	0	65	1004	280	RDS	N
Cherry St	00066	0	1	1	186.228	0	66	1004	280	RDS	N
Spring St	00067	0	1	1	129.436	0	67	1004	280	RDS	N
Main St	00068	0	1	1	140.643	0	68	1004	280	RTE	N
Main St	00069	0	0	0	9.17432	0	69	1004	280	RTE	N
Summit St	00070	0	1	1	350.63	0	70	1004	280	RDS	N
Meadow Rd	00071	0	1	1	116.384	0	71	1004	280	RDS	N
School St	00072	0	1	1	76.905	0	72	1004	280	RDS	N
Main St	00073	0	1	1	86.2905	0	73	1004	280	RTE	N
Pleasant St	00074	0	1	1	112.532	0	74	1004	280	RTE	N
Main St	00075	0	1	1	36.0068	0	75	1004	280	RTE	N
UNKNOWN	00076	0	0	1	133.886	0	76	1004	280	OTH	N
Cherry St	00077	0	1	1	265.989	0	77	1004	280	RDS	N
Muzzy St	00078	0	1	1	145.566	0	78	1004	280	RDS	N
Cherry St	00079	0	1	1	15.946	0	79	1004	280	RDS	N
Main St	00080	0	1	1	72.2986	0	80	1004	280	RTE	N
UNKNOWN	00081	0	0	1	72.5752	0	81	1004	280	OTH	N
Main St	00082	0	1	1	41.1401	0	82	1004	280	RTE	N
Main St	00083	0	1	1	22.371	0	83	1004	280	RTE	N
Grove St	00084	0	1	1	203.242	0	84	1004	280	RDS	N
School St	00085	0	1	1	280.129	0	85	1004	280	RDS	N
4th Ave	00086	0	1	1	209.078	0	86	1004	280	RDS	N
Vine St	00087	0	1	1	201.528	0	87	1004	280	URD	N
Pleasant St	00088	0	1	1	213.998	0	88	1004	280	RTE	N
Sampson St	00089	0	1	1	92.2156	0	89	1004	280	RDS	N

4th Ave	00090	0	1	1	191.233	0	90	1004	280	RDS	N
Meadow Rd	00091	0	1	1	288.06	0	91	1004	280	RDS	N
Sunset Ln	00092	3.68	0	1	398.24	0	92	1004	280	RDS	N
Sullivan St	00093	0	1	1	123.6	0	93	1004	280	RDS	N
School St	00094	0	1	1	240.415	0	94	1004	280	RDS	N
School St	00095	0	1	1	32.7807	0	95	1004	280	RDS	N
Sampson St	00096	0	1	1	59.8984	0	96	1004	280	RDS	N
Franklin St	00097	0	1	1	198.213	0	97	1004	280	RDS	N
School St	00098	0	1	1	33.314	0	98	1004	280	RDS	N
Maple St	00099	0	1	1	152.33	0	99	1004	280	RTE	N
Sampson St	00100	0	1	1	56.7978	0	100	1004	280	RDS	N
Garrette Ln	00101	0	1	1	316.538	0	101	1004	280	RDS	N
South St	00102	0	1	1	172.75	0	102	1004	280	RDS	N
School St	00103	0	1	1	55.3592	0	103	1004	280	RDS	N
Walnut St	00104	0	1	1	107.962	0	104	1004	280	RDS	N
School St	00105	0	1	1	128.621	0	105	1004	280	RDS	N
Maple St	00106	0	1	1	143.109	0	106	1004	280	RTE	N
Chestnut St	00107	0	1	1	106.926	0	107	1004	280	RDS	N
Maple St	00108	0	1	1	20.9025	0	108	1004	280	RTE	N
Maple St	00109	0	1	1	69.8367	0	109	1004	280	RTE	N
Adams St	00110	0	1	1	160.236	0	110	1004	280	RDS	N
UNKNOWN	00111	0	0	0	42.7931	0	111	1004	280	OTH	N
UNKNOWN	00112	0	0	0	135.422	0	112	1004	280	OTH	N
Kingsbury Rd	00113	0	1	1	289.35	0	113	1004	280	RDS	N
Kingsbury Rd	00114	0	1	1	60.6015	0	114	1004	280	RDS	N
Kingsbury Rd	00115	0	0	1	206.24	0	115	1004	280	RDS	N
R Jones Rd	00116	0	1	1	257.033	0	116	1004	280	RDS	N
UNKNOWN	00117	0	0	0	165.209	0	117	1035	280	OTH	N
R Jones Rd	00118	0	1	1	128.921	0	118	1004	280	RDS	N
UNKNOWN	00119	0	0	1	169.931	0	119	1004	280	OTH	N
Kingsbury Rd	00120	0	1	1	268.665	0	120	1004	280	RDS	N
UNKNOWN	00121	0	0	0	85.0552	0	121	1004	280	OTH	N
UNKNOWN	00122	0	0	1	142.157	0	122	1004	280	OTH	N
Kingsbury Rd	00123	0	1	1	591.819	0	123	1004	280	RDS	N
UNKNOWN	00124	0	0	0	121.388	0	124	1035	280	OTH	N
Lilystrom Grv	00125	0	0	0	212.69	0	125	1004	280	URD	N
UNKNOWN	00126	0	0	1	321.168	0	126	1004	280	OTH	N
	00127	0	0	0	169.647	0	127	1004	280	URD	N
R Jones Rd	00128	0	1	1	921.939	0	128	1004	280	RDS	N
R Jones Rd	00129	0	1	1	75.8232	0	129	1004	280	RDS	N
UNKNOWN	00130	0	0	0	130.146	0	130	1004	280	URD	N
Fairview Dr	00131	0	0	1	49.5006	0	131	1004	280	RDS	N
Columbine Dr	00132	0	0	0	219.508	0	132	1004	280	RDS	N
Fairview Dr	00133	0	0	1	113.429	0	133	1004	280	RDS	N
Femcroft Rd	00134	0	0	1	61.4887	0	134	1004	280	RDS	N
UNKNOWN	00135	0	0	1	181.334	0	135	1004	280	URD	N
Chickering Rd	00136	0	0	1	12.9802	0	138	1004	280	RDS	N

Chickering Rd	00137	0	0	1	88.4388	0	139	1004	280	RDS	N
RAILROAD	00138	0	2	2	352.831	0	140	1400	280	RRS	N
UNKNOWN	00139	0	0	1	83.5235	0	141	1004	280	RDS	N
RAILROAD	00140	0	2	0	157.279	0	142	1400	280	RRS	N
Williams Dr	00141	0	0	1	87.0115	0	143	1004	280	RDS	N
UNKNOWN	00142	0	0	1	175.099	0	144	1004	280	URD	N
UNKNOWN	00143	0	0	1	18.4283	0	145	1004	280	URD	N
RAILROAD	00144	0	2	2	1627.6	0	146	1400	280	RRS	N
UNKNOWN	00145	0	0	1	473.431	0	147	1004	280	URD	N
UNKNOWN	00146	0	0	1	73.7254	0	148	1004	280	RDS	N
	00147	0	0	1	10.7536	0	149	1024	280	RDS	N
Shady Dr / Pine Ave	00148	0	0	0	200.919	0	150	1004	280	RDS	N
Stiles Ave	00149	0	0	0	94.1046	0	151	1004	280	RDS	N
Brewer Ln	00150	0	0	0	90.0791	0	152	1004	280	RDS	N
UNKNOWN	00151	0	0	0	94.3372	0	153	1004	280	RDS	N
Wilson Ave	00152	0	0	0	183.494	0	154	1004	280	RDS	N
RAILROAD	00153	0	2	2	1175	0	155	1400	280	RRS	N
Salminen Dr	00154	0	0	0	11.5818	2	156	1004	280	OTH	N
Dolma Ln	00155	0	0	0	28.2148	0	157	1004	280	OTH	N
Sycamore Ave	00156	4.79	0	0	112.41	0	158	1004	280	OTH	N
Wilson Ave	00157	3.21	0	0	407.591	0	159	1004	280	RDS	N
Oak Bluff Ln	00158	4.79	0	0	63.177	0	160	1004	280	URD	N
UNKNOWN	00159	0	0	0	142.457	0	161	1004	280	RDS	N
Windbrook Ave	00160	4.79	0	0	280.305	0	162	1004	280	RDS	N
Lake Ave	00161	0	0	0	53.4613	0	163	1004	280	RDS	N
Lake Ave	00162	0	0	0	68.5541	0	164	1004	280	RDS	N
Casey Rd	00163	0	1	1	179.233	0	165	1004	280	RDS	N
Wilson Ave	00164	3.21	0	0	543.758	3	166	1004	280	RDS	N
Clark Rd	00165	0	1	1	82.1848	0	167	1004	280	RDS	N
Baldwin St	00166	0	0	1	39.6593	0	168	1004	280	RDS	N
Lake Ave	00167	4.79	0	1	419.989	2	169	1004	280	RDS	N
Clark Rd	00168	0	1	1	136.261	0	170	1004	280	RDS	N
Clark Rd	00169	0	1	1	437.873	0	171	1004	280	RDS	N
Woodland Ln	00170	0	0	0	86.7461	0	172	1004	280	RDS	N
Woodland Ln	00171	0	0	0	165.169	0	173	1004	280	RDS	N
UNKNOWN	00172	0	0	0	77.0114	0	174	1004	280	OTH	N
UNKNOWN	00173	1.96	0	1	114.705	0	175	1004	280	OTH	N
Kurdzen Way	00174	0	0	1	97.6813	1	176	1004	280	OTH	N
UNKNOWN	00175	0	0	0	66.2015	0	177	1004	280	OTH	N
UNKNOWN	00176	0	0	0	753.72	0	178	1035	280	OTH	N
RAILROAD	00177	0	2	2	551.346	0	179	1400	280	RRS	N
UNKNOWN	00178	0	0	0	138.655	0	180	1004	280	OTH	N
UNKNOWN	00179	0	0	0	76.4501	0	181	1004	280	OTH	N
UNKNOWN	00180	0	0	1	318.35	0	182	1004	280	OTH	N
RAILROAD	00181	0	2	2	204.709	0	183	1400	280	RRS	N
RAILROAD	00182	0	2	2	1892.54	0	184	1400	280	RRS	N
Clark Rd	00183	0	1	1	635.659	0	185	1004	280	RDS	N

Clark Rd	00184	0	0	0	43.6635	0	186	1004	280	RDS	N
Borkum Rd	00185	0	0	0	31.6075	0	187	1004	280	RDS	Y
Borkum Rd	00186	0	0	0	41.98	0	188	1004	280	RDS	Y
Clark Rd	00187	0	1	1	163.464	0	189	1004	280	RDS	N
Borkum Rd	00188	0	1	1	1441.18	0	190	1004	280	RDS	Y
E Charlton Rd	00189	0	1	1	844.175	0	191	1004	280	RDS	Y
Sherry Ln	00190	0	0	1	200.373	0	192	1004	280	RDS	N
Robin Rd	00191	0	0	1	136.1	0	193	1004	280	RDS	N
Sherry Ln	00192	0	0	1	178.632	0	194	1004	280	RDS	N
Blueberry Hill Rd	00193	0.73	0	1	314.059	0	195	1004	280	RDS	N
Borkum Rd	00194	0	1	1	1014.31	0	196	1004	280	RDS	Y
E Charlton Rd	00195	0	1	1	928.536	0	197	1004	280	RDS	Y
E Charlton Rd	00196	0	0	1	34.7629	0	198	1004	280	RDS	Y
E Charlton Rd	00197	0	0	1	39.816	0	199	1004	280	RDS	Y
UNKNOWN	00198	0	0	0	771.902	0	200	1004	280	RDS	N
UNKNOWN	00199	0	0	1	183.815	0	201	1004	280	RDS	N
Charlton Rd	00200	0	1	1	361.927	0	202	1004	280	RTE	N
Charlton Rd	00201	0	1	1	266.689	0	203	1004	280	RTE	N
Charlton Dr	00202	0	1	1	833.303	0	204	1004	280	RTE	N
Charlton Rd	00203	0	1	1	345.214	0	205	1004	280	RTE	N
Charlton Rd	00204	0	1	1	366.954	0	206	1004	280	RTE	N
Charlton Rd	00205	0	1	1	223.814	0	207	1004	280	RTE	N
Charlton Rd	00206	0	1	1	319.766	0	208	1004	280	RTE	N
New Spencer Rd	00207	0	0	1	51.7823	0	209	1004	280	RTE	N
New Spencer Rd	00208	0	1	1	153.049	0	210	1004	280	RTE	N
UNKNOWN	00209	0	0	0	41.0056	0	211	1004	280	URD	N
UNKNOWN	00210	0	0	0	93.6892	0	212	1004	280	URD	N
Joliceur Ave	00211	0	1	1	162.234	0	213	1004	280	RDS	N
Cranberry Meadow Rd	00212	0	1	1	375.537	0	214	1004	280	RDS	Y
Cranberry Meadow Ln	00213	0	1	1	192.286	0	215	1004	280	RDS	Y
Briarcliff Ln	00214	2.18	0	1	343.157	0	216	1004	280	RDS	N
Cranberry Ln	00215	0	0	1	187.787	0	217	1004	280	RDS	N
Briarcliff Ln	00216	2.18	0	1	102.031	0	218	1004	280	RDS	N
Briarcliff Ln	00217	2.18	0	1	29.394	0	219	1004	280	RDS	N
Briarcliff Ln	00218	0	0	1	48.789	0	220	1004	280	RDS	N
Joliceur Ave	00219	0	1	1	566.672	0	221	1004	280	RDS	N
William Casey Rd	00220	0	1	1	1129.63	0	222	1004	280	RDS	Y
UNKNOWN	00221	0	0	1	49.5863	0	223	1004	280	RDS	N
Lamoureux Ln	00222	0	0	0	150.108	0	224	1004	280	RDS	N
Briarcliff Ln	00223	2.18	0	1	77.9447	0	225	1004	280	RDS	N
Briarcliff Ln	00224	0	0	1	53.1938	0	226	1004	280	RDS	N
UNKNOWN	00225	0	0	0	203.091	0	227	1004	280	RDS	N
Briarcliff Ln	00226	0	0	1	50.4474	0	228	1004	280	RDS	N
Jacks Way	00227	1.26	0	1	395.423	0	229	1004	280	RDS	N
Briarcliff Ln	00228	2.18	0	1	123.936	0	230	1004	280	RDS	N
UNKNOWN	00229	0	0	1	2.91899	0	231	1004	280	RDS	N

Ethier Dr	00230	0	0	0	19.3297	0	232	1004	280	RDS	N
Ethier Dr	00231	1.3	0	0	232.478	2	233	1004	280	RDS	N
1st St	00232	0	0	0	131.578	3	234	1004	280	RDS	N
Ethier Dr	00233	0	0	0	9.23293	0	235	1004	280	RDS	N
Ethier Dr	00234	0	0	0	78.4014	1	236	1004	280	RDS	N
Joliceur Ave	00235	0	1	1	326.434	0	237	1004	280	RDS	N
William Casey Rd	00236	0	1	1	391.183	0	238	1004	280	RDS	Y
Martin Rd	00237	0	1	1	133.191	0	239	1004	280	URD	N
Cranberry Meadow Rd	00238	0	1	1	718.982	0	240	1004	280	RDS	Y
Cranberry Meadow Rd	00239	0	1	1	57.1547	0	241	1004	280	RDS	Y
UNKNOWN	00240	0	0	1	11.1636	0	242	1024	280	RDS	Y
UNKNOWN	00241	0	0	1	14.0554	0	243	1004	280	RDS	Y
Sunberg Rd	00242	0	1	1	528.97	0	244	1004	280	RDS	N
Gauthier Rd	00243	0	1	1	403.801	0	245	1004	280	RDS	N
Cranberry Meadow Rd	00244	0	1	1	318.746	0	246	1004	280	RDS	Y
Cranberry Meadow Rd	00245	0	1	1	411.607	0	247	1004	280	RDS	Y
Casey Rd	00246	0	1	1	344.713	0	248	1004	280	RDS	N
Gauthier Rd	00247	0	1	1	647.811	0	249	1004	280	RDS	N
Hebert Rd	00248	0	1	1	378.519	0	250	1004	280	RDS	N
Hebert Rd	00249	0	1	1	189.38	0	251	1004	280	RDS	N
Hebert Rd	00250	0	1	1	399.202	0	252	1004	280	RDS	N
Cranberry Meadow Rd	00251	0	1	1	260.033	0	253	1004	280	RDS	Y
Joliceur Rd	00252	0	1	1	470.348	0	254	1004	280	RDS	N
Cranberry Meadow Rd	00253	0	1	1	305.788	0	255	1004	280	RDS	Y
Joliceur Rd	00254	0	1	1	98.2669	0	256	1004	280	RDS	Y
Williams Casey Rd	00255	0	1	1	60.1413	0	257	1004	280	RDS	Y
Martin Rd	00256	0	1	1	265.135	0	258	1004	280	RDS	N
Dalin Ln	00257	0	1	1	689.816	0	259	1004	280	URD	N
Leonard Rd	00258	0	1	1	185.29	0	260	1004	280	OTH	N
Dalin Ln	00259	0	1	1	96.6407	0	261	1004	280	URD	N
Cranberry Meadow Rd	00260	0	1	1	433.432	0	262	1004	280	RDS	Y
Gauthier Rd	00261	0	1	1	435.589	0	263	1004	280	RDS	N
Bacon Hill Rd	00262	0	1	1	1353.27	0	264	1004	280	RDS	N
Cranberry Meadow Rd	00263	0	1	1	253.154	0	265	1004	280	RDS	N
Cranberry Meadow Ln	00264	0	1	1	197.947	0	266	1004	280	RDS	N
UNKNOWN	00265	0	0	0	7.39015	0	267	1004	280	RTE	N
Gould Rd	00266	0	0	0	254.072	0	268	1004	280	URD	N
UNKNOWN	00267	0	0	0	815.736	0	269	1004	280	URD	N
UNKNOWN	00268	0	0	0	190.801	0	270	1035	280	OTH	N
Marble Rd	00269	0	1	0	167.969	0	271	1004	280	RDS	N
E Charlton Rd	00270	0	1	1	432.236	0	272	1004	280	RDS	Y
Crestwood Ave	00271	0	0	0	237.572	0	273	1004	280	RDS	N
Brandy Ln	00272	0.27	0	0	103.347	0	274	1004	280	RDS	N



Wilson Ave	00273	3.21	0	0	282.582	0	275	1004	280	RDS	N
E Charlton Rd	00274	0	1	1	517.687	0	276	1004	280	RDS	Y
Sunberg Rd	00275	0	1	1	160.545	0	277	1004	280	RDS	N
Clark Rd	00276	0	1	1	493.812	0	278	1004	280	RDS	N
Marble Rd	00277	0	1	1	1102.46	0	279	1004	280	RDS	N
Sunberg Rd	00278	0	1	1	321.817	0	280	1004	280	RDS	N
East Charlton Rd	00279	0	1	1	119.782	0	281	1004	280	RDS	Y
E Charlton Rd	00280	0	1	1	269.678	0	282	1004	280	RDS	Y
E Charlton Rd	00281	0	1	1	153.254	0	283	1004	280	RDS	Y
E Charlton Rd	00282	0	1	1	234.291	0	284	1004	280	RDS	Y
Bacon Hill Rd	00283	0	1	1	183.172	0	285	1004	280	RDS	N
Clark Rd	00284	0	1	1	1195.49	0	286	1004	280	RDS	N
Buteau Rd	00285	0	1	1	651.739	0	287	1004	280	RDS	Y
Buteau Rd	00286	0	1	1	218.488	0	288	1004	280	RDS	Y
Buteau Rd	00287	0	1	1	475.313	0	289	1004	280	RDS	Y
UNKNOWN	00288	0	0	0	66.9455	0	290	1004	280	OTH	N
UNKNOWN	00289	0	0	0	126.053	0	291	1004	280	OTH	N
UNKNOWN	00290	0	0	0	139.928	0	292	1004	280	OTH	N
Arsenault Dr	00291	0	1	1	106.774	0	293	1004	280	OTH	N
Arsenault Dr	00292	0	1	1	128.004	0	294	1004	280	OTH	N
UNKNOWN	00293	0	0	0	382.476	0	295	1004	280	OTH	N
Arsenault Dr	00294	0	1	0	85.1706	0	296	1004	280	OTH	N
UNKNOWN	00295	0	0	0	102.572	0	297	1004	280	URD	N
UNKNOWN	00296	0	0	0	312.867	0	298	1004	280	URD	N
UNKNOWN	00297	0	0	1	73.6647	0	299	1004	280	OTH	N
Depot Rd	00298	0	1	0	469.057	0	300	1004	280	RDS	N
Alix Rd	00299	0	1	1	234.836	0	301	1004	280	RDS	N
Lyford Rd	00300	0	1	1	111.982	0	302	1004	280	RDS	N
Lyford Rd	00301	0	0	0	23.6563	0	303	1004	280	RDS	N
UNKNOWN	00302	0	0	0	80.1218	0	304	1004	280	RDS	N
Lyford Cross Rd	00303	0	1	1	187.136	0	305	1004	280	RDS	N
Gadbois Sq	00304	0	0	0	12.0469	0	306	1004	280	RDS	N
Gadbois Sq	00305	0	0	0	71.6853	0	307	1004	280	RDS	N
Gadbois Sq	00306	0	0	0	11.3869	0	308	1004	280	RDS	N
Lyford Rd	00307	0	1	1	243.56	0	309	1004	280	RDS	N
Howe Rd	00308	0	1	1	377.686	0	310	1004	280	RDS	N
Lyford Rd	00309	0	1	1	725.142	0	311	1004	280	RDS	N
Howe Rd	00310	0	1	1	450.892	0	312	1004	280	RDS	N
Lyford Rd	00311	0	1	1	98.6427	0	313	1004	280	RDS	N
Lyford Rd	00312	0	1	1	27.8081	0	314	1004	280	RDS	N
Cranberry Meadow Rd	00313	1	1	1	28.8966	0	315	1004	280	RDS	Y
Lyford Rd	00314	0	1	1	24.8358	0	316	1004	280	RDS	Y
Cranberry Meadow Dr	00315	0	1	1	78.1845	0	317	1004	280	RDS	Y
Gadbois Sq	00316	0	0	0	45.577	0	318	1004	280	URD	N
UNKNOWN	00317	0	0	0	255.908	0	319	1004	280	OTH	N
UNKNOWN	00318	0	0	0	78.8992	0	320	1004	280	OTH	N

UNKNOWN	00319	0	0	0	99.8046	0	321	1004	280	OTH	N
UNKNOWN	00320	0	0	0	195.991	0	322	1004	280	OTH	N
UNKNOWN	00321	0	0	0	98.7981	0	323	1004	280	OTH	N
Podunk Pike	00322	0	1	1	18.2119	0	324	1004	280	RTE	N
Condon Dr	00323	0	1	1	141.223	0	325	1004	280	RDS	N
Condon Dr	00324	0	1	1	415.54	0	326	1004	280	RDS	N
UNKNOWN	00325	0	0	1	30.7273	0	327	1004	280	RDS	N
UNKNOWN	00326	0	0	1	325.176	0	328	1004	280	RDS	N
UNKNOWN	00327	0	0	1	30.3319	0	329	1035	280	OTH	N
UNKNOWN	00328	0	0	1	34.4745	0	330	1035	280	OTH	N
UNKNOWN	00329	0	0	1	89.6849	0	331	1004	280	OTH	N
UNKNOWN	00330	0	0	1	131.455	0	332	1035	280	OTH	N
UNKNOWN	00331	0	0	1	18.223	0	333	1004	280	OTH	N
UNKNOWN	00332	0	0	1	63.8	0	334	1004	280	OTH	N
UNKNOWN	00333	0	0	1	135.742	0	335	1004	280	RDS	N
UNKNOWN	00334	0	0	1	346.408	0	336	1004	280	OTH	N
UNKNOWN	00335	0	0	1	327.918	0	337	1004	280	RDS	N
UNKNOWN	00336	0	0	1	509.318	0	338	1004	280	OTH	N
UNKNOWN	00337	0	0	1	182.556	0	339	1004	280	OTH	N
UNKNOWN	00338	0	0	1	76.0882	0	340	1004	280	OTH	N
UNKNOWN	00339	0	0	1	83.2894	0	341	1004	280	OTH	N
Browning Pond Rd	00340	0	1	1	310.715	0	342	1004	280	URD	N
Meadow Rd	00341	0	1	1	614.087	0	343	1004	280	RDS	N
Meadow Rd	00342	0	1	1	14.1813	0	344	1004	280	RDS	N
W Main St	00343	0	1	1	7.4909	0	345	1004	280	RDS	N
Meadow Rd	00344	0	1	1	38.6917	0	346	1004	280	RDS	N
W Main St	00345	0	1	1	40.4575	0	347	1004	280	RDS	N
W Main St	00346	0	1	1	368.273	0	348	1004	280	RDS	N
W Main St	00347	0	1	1	271.922	0	349	1004	280	RDS	N
W Main St	00348	0	1	1	269.969	0	350	1004	280	RDS	N
Bixby Rd	00349	0	1	1	257.231	0	351	1004	280	RDS	N
UNKNOWN	00350	0	0	1	100.95	0	352	1004	280	RDS	N
Bixby Rd	00351	0	1	1	117.094	0	353	1004	280	RDS	N
Bixby Rd	00352	0	0	1	10.5156	0	354	1004	280	RDS	N
Bixby Rd	00353	0	1	1	260.136	0	355	1004	280	RDS	N
W Main St	00354	0	1	0	7.4909	0	356	1004	280	RDS	N
W Main St	00355	0	1	1	22.5628	0	357	1004	280	RDS	N
W Main St	00356	0	1	1	8.64944	0	358	1004	280	RDS	N
UNKNOWN	00357	0	1	1	35.9746	0	359	1004	280	OTH	N
UNKNOWN	00358	0	0	1	30.1511	0	360	1004	280	RDS	N
UNKNOWN	00359	0	0	1	255.908	0	361	1004	280	URD	N
UNKNOWN	00360	0	1	1	23.5362	0	362	1004	280	RDS	N
UNKNOWN	00361	0	0	1	14.8845	0	363	1004	280	URD	N
Main St	00362	0	0	1	46.35	0	364	1004	280	RTE	N
Dewey St	00363	0	1	1	100.428	0	365	1004	280	RTE	N
UNKNOWN	00364	0	0	1	71.7244	0	366	1004	280	RDS	N
UNKNOWN	00365	0	0	1	95.3594	0	367	1004	280	RDS	N

UNKNOWN	00366	0	0	1	80.6023	0	368	1004	280	RDS	N
Crestview Rd	00367	0	0	1	55.3606	0	369	1004	280	RDS	N
UNKNOWN	00368	0	0	1	24.7097	0	370	1004	280	RDS	N
Crestview Rd	00369	0	0	1	99.2952	0	371	1004	280	RDS	N
Crestview Rd	00370	0	0	1	82.7827	0	372	1004	280	RDS	N
Bell St	00371	0	1	1	150.449	0	373	1004	280	RDS	N
Vernon St	00372	0	1	1	90.287	0	374	1004	280	RDS	N
Crown St	00373	0	1	1	158.927	0	375	1004	280	RDS	N
Mill St	00374	0	1	1	125.145	0	376	1004	280	RDS	N
Bell St	00375	0	1	1	80.4609	0	377	1004	280	RDS	N
Crown St	00376	0	1	1	100.424	0	378	1004	280	RDS	N
Emmet St	00377	0	1	1	111.46	0	379	1004	280	RDS	N
Crown St	00378	0	1	1	98.8573	0	380	1004	280	RDS	N
Summer St	00379	0	1	1	88.1103	0	381	1004	280	RDS	N
Water St	00380	0	1	1	284.106	0	382	1004	280	RDS	N
Summer St	00381	0	1	1	113.938	0	383	1004	280	RDS	N
Main St	00382	0	1	1	79.7126	0	384	1004	280	RTE	N
Main St	00383	0	1	1	79.9958	0	385	1004	280	RTE	N
Main St	00384	0	0	1	19.1378	0	386	1004	280	RTE	N
Main St	00385	0	1	1	103.367	0	387	1004	280	RTE	N
UNKNOWN	00386	0	0	0	145.642	0	388	1035	280	URD	N
Valley St	00387	0	1	1	137.836	0	389	1004	280	URD	N
Chestnut St	00388	0	1	1	128.631	0	390	1004	280	RDS	N
Valley St	00389	0	1	1	54.8039	0	391	1004	280	RDS	N
UNKNOWN	00390	0	0	1	63.8911	0	392	1004	280	RDS	N
Valley St	00391	0	1	1	77.6274	0	393	1004	280	RDS	N
Valley St	00392	0	1	1	171.712	0	394	1004	280	RDS	N
Chestnut St	00393	0	1	1	217.918	0	395	1004	280	RDS	N
Church St	00394	0	1	1	184.43	0	396	1004	280	RDS	N
Church St	00395	0	1	1	132.392	0	397	1004	280	RDS	N
Prospect St	00396	0	1	1	82.6011	0	398	1004	280	RDS	N
Prospect St	00397	0	1	1	100.359	0	399	1004	280	RDS	N
UNKNOWN	00398	0	0	1	182.384	0	400	1004	280	RDS	N
Charron St	00399	0	1	1	283.876	0	401	1004	280	RDS	N
Oscars Dr	00400	0	1	0	134.583	0	402	1004	280	RDS	N
Charlton Rd	00401	0	1	1	695.93	0	403	1004	280	RTE	N
Charlton Rd	00402	0	1	1	482.154	0	404	1004	280	RTE	N
Ashview Dr	00403	0	1	1	390.743	0	405	1004	280	RDS	N
Ash St	00404	0	1	1	165.785	0	406	1004	280	RDS	N
UNKNOWN	00405	0	0	0	13.2448	0	407	1004	280	RDS	N
R Jones Rd	00406	0	1	1	524.994	0	408	1004	280	RDS	N
Ash St	00407	0	1	1	502.956	0	409	1004	280	RDS	N
Ash St	00408	0	1	1	606.151	0	410	1004	280	RDS	N
E Charlton Rd	00409	0	1	1	850.276	0	411	1004	280	RDS	Y
E Charlton Rd	00410	0	1	1	255.232	0	412	1004	280	RDS	Y
I Capen Rd	00411	0	1	1	136.95	0	413	1004	280	RDS	N
I Capen Rd	00412	0	1	1	465.048	0	414	1004	280	RDS	N

E Charlton Rd	00413	0	1	1	167.856	0	415	1004	280	RDS	Y
Maple St	00414	0	1	1	89.9182	0	416	1004	280	RTE	N
Maple St	00415	0	1	1	104.939	0	417	1004	280	RTE	N
Maple St	00416	0	1	1	29.0609	0	418	1004	280	RTE	N
Maple St	00417	0	1	1	25.4019	0	419	1004	280	RTE	N
Maple St	00418	0	1	1	47.8991	0	420	1004	280	RTE	N
Maple St	00419	0	1	1	65.6838	0	421	1004	280	RTE	N
Maple St	00420	0	1	1	244.639	0	422	1004	280	RTE	N
Maple St	00421	0	1	1	76.3126	0	423	1004	280	RTE	N
Charlton Rd	00422	0	1	1	485.631	0	424	1004	280	RTE	N
Charlton Rd	00423	0	1	1	606.319	0	425	1004	280	RTE	N
Charlton Rd	00424	0	1	1	141.529	0	426	1004	280	RTE	N
Charlton Rd	00425	0	1	1	106.522	0	427	1004	280	RTE	N
Demers Ln	00426	1.54	0	1	166.854	0	428	1004	280	OTH	N
Vista Ln	00427	0	0	1	22.1603	0	429	1004	280	OTH	N
Dustin St	00428	0	1	1	163.171	0	430	1004	280	RDS	N
Bernis St	00429	0	1	1	211.836	0	431	1004	280	RDS	N
Roberta Bay	00430	0	0	1	81.2775	0	432	1004	280	RDS	N
Paula Bay	00431	0	0	1	49.3815	0	433	1004	280	RDS	N
Lewalson Ln	00432	0	0	0	111.104	0	434	1004	280	RDS	N
Howe Rd	00433	0	1	1	219.162	0	435	1004	280	RDS	N
Dufault Rd	00434	0	0	0	218.924	0	436	1004	280	RDS	N
Howe Rd	00435	0	1	1	563.08	0	437	1004	280	RDS	N
Howe Rd	00436	0	1	1	464.741	0	438	1004	280	RDS	N
UNKNOWN	00437	0	0	1	90.9409	0	439	1004	280	RDS	N
Mcdonald St	00438	0	1	1	128.964	0	440	1004	280	RDS	N
Casey St	00439	0	1	1	136.762	0	441	1004	280	RDS	N
Mechanic St	00440	0	1	1	82.4406	0	442	1004	280	RDS	N
Temple St	00441	0	1	1	187.143	0	443	1004	280	RDS	N
Parent St	00442	0	1	1	140.929	0	444	1004	280	RDS	N
Mechanic St	00443	0	1	1	89.7063	0	445	1004	280	RDS	N
Mechanic St	00444	0	1	1	91.7118	0	446	1004	280	RDS	N
Mechanic St	00445	0	1	1	126.993	0	447	1004	280	RDS	N
Temple St	00446	0	1	1	326.937	0	448	1004	280	RDS	N
Langevin St	00447	0	1	1	109.119	0	449	1004	280	RDS	N
Langevin St	00448	0	1	1	73.1006	0	450	1004	280	RDS	N
Langevin St	00449	0	1	1	72.4726	0	451	1004	280	RDS	N
Pleasant View Rd	00450	0	1	1	112.698	0	452	1004	280	RDS	N
Mechanic St	00451	0	1	1	549.3	0	453	1004	280	RDS	N
Ash St	00452	0	1	1	130.345	0	454	1004	280	RDS	N
Ash St	00453	0	1	1	30.8103	0	455	1004	280	RDS	N
Monticello Dr	00454	3.06	0	1	217.994	0	456	1004	280	RDS	N
Mechanic St	00455	0	1	1	119.532	0	457	1004	280	RDS	N
Ash St	00456	0	1	1	200.876	0	458	1004	280	RDS	N
UNKNOWN	00457	0	1	1	85.9483	0	459	1004	280	RDS	N
Clark St	00458	0	1	1	40.2379	0	460	1004	280	RDS	N
Clark St	00459	0	1	1	162.236	0	461	1004	280	RDS	N

Lacaire Ln	00460	0	0	1	202.76	0	462	1004	280	RDS	N
Church St	00461	0	1	1	107.833	0	463	1004	280	RDS	N
Mechanic St	00462	0	1	1	95.1805	0	464	1004	280	RDS	N
Clark St	00463	0	1	1	119.007	0	465	1004	280	RDS	N
Clark St	00464	0	1	1	86.2952	0	466	1004	280	RDS	N
Prospect St	00465	0	1	1	118.245	0	467	1004	280	RDS	N
Mechanic St	00466	0	1	1	57.8534	0	468	1004	280	RDS	N
Salem St	00467	0	1	1	64.1089	0	469	1004	280	RDS	N
Mcdonald St	00468	0	1	1	92.9844	0	470	1004	280	RDS	N
Mcdonald St	00469	0	1	1	7.61592	0	471	1004	280	RDS	N
Pond Street	00470	0	1	1	84.7834	0	472	1004	280	RDS	N
Mcdonald St	00471	0	1	1	76.8921	0	473	1004	280	RDS	N
UNKNOWN	00472	0	0	1	115.899	0	474	1004	280	RDS	N
Clark Ter	00473	0	1	1	142.423	0	475	1004	280	RDS	N
Mcdonald St	00474	0	1	1	114.701	0	476	1004	280	RDS	N
Howe Vlg	00475	2.68	0	1	61.4505	0	477	1004	280	RDS	N
Mechanic St	00476	0	1	1	116.187	0	478	1004	280	RDS	N
Howe Vlg	00477	0	0	1	50.719	0	479	1004	280	RDS	N
Howe Vlg	00478	2.68	0	1	33.9446	0	480	1004	280	RDS	N
Howe Vlg	00479	0	0	1	37.8233	0	481	1004	280	RDS	N
Salem St	00480	0	1	1	160.475	0	482	1004	280	RDS	N
Salem St	00481	0	1	1	74.3974	0	483	1004	280	RDS	N
Howe Vlg	00482	2.68	0	1	164.123	0	484	1004	280	RDS	N
Ash St	00483	0	1	1	431.353	0	485	1004	280	RDS	N
H J Perron Rd	00484	0	1	0	114.738	0	486	1004	280	RDS	N
Ash St	00485	0	1	1	614.528	0	487	1004	280	RDS	N
Ash St	00486	0	1	1	463.463	0	488	1004	280	RDS	N
UNKNOWN	00487	0	0	0	30.0512	0	489	1004	280	OTH	N
UNKNOWN	00488	3.37	0	1	413.95	0	490	1004	280	OTH	N
Irving St	00489	0	1	1	334.277	0	491	1004	280	RDS	N
May St	00490	0	1	1	147.141	0	492	1004	280	RDS	N
Cherry St	00491	0	1	1	110.718	0	493	1004	280	RDS	N
Cherry St	00492	0	1	1	90.468	0	494	1004	280	RDS	N
May St	00493	0	1	1	78.5569	0	495	1004	280	RDS	N
Cherry St	00494	0	1	1	169.448	0	496	1004	280	RDS	N
Ash St	00495	0	1	1	227.493	0	497	1004	280	RDS	N
Cherry St	00496	0	1	1	94.3651	0	498	1004	280	RDS	N
Linden St	00497	0	1	1	204.216	0	499	1004	280	RDS	N
Dale Street	00498	0.35	0	1	312.999	5	500	1004	280	RDS	N
Cottage St	00499	0	1	1	207.729	0	501	1004	280	RDS	N
Holmes St	00500	0	1	1	101.902	0	502	1004	280	RDS	N
May St	00501	0	1	1	173.811	0	503	1004	280	RDS	N
Cherry St	00502	0	1	1	94.4816	0	504	1004	280	RDS	N
Linden St	00503	0	1	1	75.8385	0	505	1004	280	RDS	N
Cherry St	00504	0	1	1	60.304	0	506	1004	280	RDS	N
Holmes St	00505	0	1	1	115.694	0	507	1004	280	RDS	N
Cherry St	00506	0	1	1	145.442	0	508	1004	280	RDS	N

Mechanic St	00507	0	1	1	151.649	0	509	1004	280	RDS	N
Lloyd Dyer Dr	00508	0	1	1	89.8673	0	510	1004	280	RDS	N
Chestnut St	00509	0	1	1	186.447	0	511	1004	280	RDS	N
Maple St	00510	0	1	1	59.6775	0	512	1004	280	RTE	N
Maple St	00511	0	1	1	113.117	0	513	1004	280	RTE	N
Maple St	00512	0	1	1	78.5313	0	514	1004	280	RTE	N
Prouty St	00513	0	1	1	128.805	0	515	1004	280	RDS	N
High St	00514	0	1	1	306.298	0	516	1004	280	RDS	N
High St	00515	0	1	1	225.156	0	517	1004	280	RDS	N
Elm St	00516	0	1	1	55.6364	0	518	1004	280	RDS	N
Wall St	00517	0	1	1	170.358	0	519	1004	280	RDS	N
Lloyd Dyer Dr	00518	0	1	1	106.246	0	520	1004	280	RDS	N
Elm St	00519	0	1	1	99.1365	0	521	1004	280	RDS	N
Elm St	00520	0	0	0	8.4445	0	522	1004	280	RDS	N
Valley St	00521	0	1	1	322.429	0	523	1004	280	RDS	N
Chestnut St	00522	0	1	1	13.19	0	524	1004	280	RDS	N
Elm St	00523	0	1	1	117.105	0	525	1004	280	RDS	N
Temple St	00524	0	1	1	95.7741	0	526	1004	280	RDS	N
Temple St	00525	0	1	1	59.949	0	527	1004	280	RDS	N
Pearl St	00526	0	1	1	325.983	0	528	1004	280	RDS	N
Main St	00527	0	1	1	154.023	0	529	1004	280	RTE	N
Main St	00528	0	1	1	105.692	0	530	1004	280	RTE	N
Main St	00529	0	1	1	96.3609	0	531	1004	280	RTE	N
Main St	00530	0	1	1	25.1441	0	532	1004	280	RTE	N
Main St	00531	0	1	1	67.1938	0	533	1004	280	RTE	N
Main St	00532	0	1	1	8.23341	0	534	1004	280	RTE	N
Main St	00533	0	1	1	269.994	0	535	1004	280	RTE	N
Main St	00534	0	1	1	102.292	0	536	1004	280	RTE	N
Main St	00535	0	1	1	30.9042	0	537	1004	280	RTE	N
Main St	00536	0	1	1	102.148	0	538	1004	280	RTE	N
UNKNOWN	00537	0	1	1	122.562	0	539	1004	280	RTE	N
Prouty St	00538	0	1	1	110.45	0	540	1004	280	OTH	N
UNKNOWN	00539	0	0	1	115.048	0	541	1004	280	RDS	N
Grant St	00540	0	1	1	203.338	0	542	1004	280	RDS	N
Lincoln St	00541	0	1	1	238.774	0	543	1004	280	RDS	N
Craig Rd	00542	0	1	1	83.0755	0	544	1004	280	RDS	N
Lincoln St	00543	0	1	1	66.5656	0	545	1004	280	RDS	N
Wilson St	00544	0	1	1	658.201	0	546	1004	280	RDS	N
Grant St	00545	0	1	1	370.781	0	547	1004	280	RDS	N
Lincoln St	00546	0	1	1	361.767	0	548	1004	280	RDS	N
UNKNOWN	00547	0	0	1	110.042	0	549	1004	280	RDS	N
Grant St	00548	0	0	1	14.6173	0	550	1004	280	OTH	N
Lincoln St	00549	0	1	1	96.1889	0	551	1004	280	OTH	N
Hastings Rd	00550	0	1	1	400.334	0	552	1004	280	RDS	N
Hastings Rd	00551	0	1	1	8.03508	0	553	1004	280	RDS	N
Oak Twin Rd	00552	0	0	1	106.876	0	554	1004	280	RDS	N
High Ridge Rd	00553	0	0	1	181.214	0	555	1004	280	RDS	N

Hastings Rd	00554	0	1	1	245.574	0	556	1004	280	RDS	N
Wilson St	00555	0	1	1	398.331	0	557	1004	280	RDS	N
Hastings Rd	00556	0	1	1	238.059	0	558	1004	280	RDS	N
Highland St	00557	0	1	1	235.533	0	559	1004	280	RDS	N
Delude Ave / Lake St	00558	0	0	0	593.559	0	560	1004	280	RDS	N
Highland St	00559	0	1	1	222.467	0	561	1004	280	RDS	N
Pioneer Valley Rd	00560	0	1	1	150.619	0	562	1004	280	RDS	N
Meadowbrook Ln	00561	0	1	1	223.535	0	563	1004	280	RDS	N
Pioneer Valley Rd	00562	0	1	1	108.548	0	564	1004	280	RDS	N
Smithville Rd	00563	0	1	1	128.286	0	565	1004	280	RDS	N
Meadow Rd	00564	0	1	1	509.779	0	566	1004	280	RDS	N
Smithville Rd	00565	0	1	1	106.91	0	567	1004	280	RDS	N
Smithville Rd	00566	0	1	1	390.4	0	568	1004	280	RDS	N
Meadow Rd	00567	0	1	1	53.9327	0	569	1004	280	RDS	N
Old Farm Rd	00568	0	1	1	91.2409	0	570	1004	280	RDS	N
Bay Path Rd	00569	0	1	1	44.9275	0	571	1004	280	RDS	N
Smithville Rd	00570	0	1	1	588.434	0	572	1004	280	RDS	N
Woodside Rd	00571	0	1	1	86.0041	0	573	1004	280	RDS	N
Woodsie Dr	00572	0	1	1	278.292	0	574	1004	280	RDS	N
Woodside Rd	00573	0	1	1	387.278	0	575	1004	280	RDS	N
Smithville Rd	00574	0	1	1	779.405	0	576	1004	280	RDS	N
Smithville Rd	00575	0	0	1	28.8139	0	577	1004	280	RDS	N
UNKNOWN	00576	0	0	1	6.90393	0	578	1004	280	RDS	N
Laliberte Ln	00577	0	0	0	22.1224	0	579	1004	280	RDS	N
Smithville Rd	00578	0	1	1	191.888	0	580	1004	280	RDS	N
Treadwell Dr	00579	0	1	1	101.5	0	581	1004	280	RDS	N
UNKNOWN	00580	0.06	0	0	91.2077	0	582	1004	280	RDS	N
Treadwell Dr	00581	0	0	1	33.4337	0	583	1004	280	RDS	N
Treadwell Dr	00582	0	1	1	238.346	0	584	1004	280	RDS	N
Laliberte Ln	00583	3.37	0	0	142.214	0	585	1004	280	RDS	N
Treadwell Dr	00584	0	1	1	277.353	0	586	1004	280	RDS	N
Treadwell Ter	00585	0	1	1	184.804	0	587	1004	280	RDS	N
Cornfield Rd	00586	0	1	1	177.894	0	588	1004	280	RDS	N
Smithvilles Rd	00587	0	1	1	603.764	0	589	1004	280	RDS	N
UNKNOWN	00588	2.3	0	0	216.903	0	590	1004	280	RDS	N
Smithville Rd	00589	0	1	1	286.675	0	591	1004	280	RDS	N
UNKNOWN	00590	0	0	1	54.5206	0	592	1004	280	OTH	N
Northwest Rd	00591	0	1	1	1073.66	0	593	1004	280	RDS	N
Cooney Rd	00592	0	1	1	941.156	0	594	1004	280	RDS	N
Northwest Rd	00593	0	1	1	823.148	0	595	1004	280	RDS	N
N Brookfield Rd	00594	0	1	1	891.096	0	596	1004	280	RDS	N
N Brookfield Rd	00595	0	1	1	54.6203	0	597	1004	280	RDS	N
Woodside Rd	00596	0	1	1	139.236	0	598	1004	280	RDS	N
N Brookfield Rd	00597	0	1	1	903.11	0	599	1004	280	RDS	N
Norcross Rd	00598	0	1	1	397.933	0	600	1004	280	RDS	N
Woodside Rd	00599	0	1	1	300.75	0	601	1004	280	RDS	N
Woodside Rd	00600	0	1	1	26.5305	0	602	1004	280	RDS	N

Norcross Rd	00601	0	0	0	44.5246	0	603	1004	280	RDS	N
Norcross Rd	00602	0	1	1	435.355	0	604	1004	280	RDS	N
Terkanian Dr	00603	0	1	1	433.186	0	605	1004	280	RDS	N
Smithville Cross Rd	00604	0	1	1	425.669	0	606	1004	280	RDS	N
Woodside Rd	00605	0	1	1	684.419	0	607	1004	280	RDS	N
Woodside Dr	00606	0	1	0	56.97	0	608	1004	280	RDS	N
Woodside Rd	00607	0	1	1	193.964	0	609	1004	280	RDS	N
Smithville Cross Rd	00608	0	1	1	171.904	0	610	1004	280	RDS	N
Smithville Cross Rd	00609	0	1	1	153.75	0	611	1004	280	RDS	N
Old Meadow Rd	00610	0	1	1	375.451	0	612	1004	280	OTH	N
Valley View Dr	00611	0	0	1	301.832	0	613	1004	280	RDS	N
Wire Village Rd	00612	0	1	1	784.71	0	614	1004	280	RDS	N
Wire Village Rd	00613	0	1	1	75.0448	0	615	1004	280	RDS	N
Pleasant St	00614	0	1	1	168.701	0	616	1004	280	RDS	N
Pleasant St	00615	0	1	1	127.969	0	617	1004	280	RTE	N
Pleasant St	00616	0	1	1	203.839	0	618	1004	280	RTE	N
Pleasant St	00617	0	1	1	108.973	0	619	1004	280	RTE	N
Pleasant St	00618	0	1	1	145.609	0	620	1004	280	RTE	N
Pleasant St	00619	0	1	1	86.2294	0	621	1004	280	RTE	N
Pleasant St	00620	0	1	1	350	0	622	1004	280	RTE	N
Smithville Rd	00621	0	1	1	233.279	0	623	1004	280	RDS	N
N Spencer Rd	00622	0	1	1	202.958	0	624	1004	280	RTE	N
N Spencer Rd	00623	0	1	1	143.36	0	625	1004	280	RTE	N
Pleasant St	00624	0	1	1	429.631	0	626	1004	280	RTE	N
Pleasant St	00625	0	1	1	199.704	0	627	1004	280	RTE	N
Pleasant St	00626	0	1	1	73.9786	0	628	1004	280	RTE	N
Terkanian Dr	00627	0	1	1	22.9992	0	629	1004	280	RDS	N
Smithville Cross Rd	00628	0	1	1	68.9159	0	630	1004	280	RDS	N
N Spencer Rd	00629	0	1	1	1097.42	0	631	1004	280	RTE	N
N Spencer Rd	00630	0	1	1	134.579	0	632	1004	280	RTE	N
N Spencer Rd	00631	0	1	1	254.97	0	633	1004	280	RTE	N
UNKNOWN	00632	0	0	1	75.4452	0	634	1004	280	OTH	N
UNKNOWN	00633	0	0	0	230.221	0	635	1035	280	OTH	N
Hastings Rd	00634	0	1	1	481.431	3	636	1004	280	RDS	N
Cooney Rd	00635	0	1	1	26.1988	0	637	1004	280	RDS	N
Cooney Rd	00636	0	1	1	36.7939	0	638	1004	280	RDS	N
Hastings Rd	00637	0	1	1	21.1769	0	639	1004	280	RDS	N
Wire Village Rd	00638	0	1	1	1174.51	0	640	1004	280	RDS	N
Hastings Rd	00639	0	1	1	187.153	0	641	1004	280	RDS	N
Hastings Rd	00640	0	1	1	67.2032	0	642	1004	280	RDS	N
Wire Village Rd	00641	0	1	1	91.8106	0	643	1004	280	RDS	N
Wire Village Rd	00642	0	1	1	321.302	0	644	1004	280	RDS	N
Cooney Rd	00643	0	1	1	333.567	4	645	1004	280	RDS	N
Gold Nugget Rd	00644	0	1	1	754.18	0	646	1004	280	RDS	N
Gold Nugget Rd	00645	0	1	1	185.52	0	647	1004	280	RDS	N



Wire Village Rd	00646	0	1	1	558.171	0	648	1004	280	RDS	N
Gold Nugget Rd	00647	0	1	1	363.252	3	649	1004	280	RDS	N
Hastings Rd	00648	0	1	1	1251.07	3	650	1004	280	RDS	N
McCormick Rd	00649	0	1	1	728.201	3	651	1004	280	RDS	N
McCormick Rd	00650	0	1	1	99.2129	3	652	1004	280	RDS	N
McCormick Rd	00651	0	1	1	221.914	3	653	1004	280	RDS	N
McCormick Rd	00652	0	1	1	789.632	3	654	1004	280	RDS	N
UNKNOWN	00653	0	0	0	121.803	3	655	1004	280	RDS	N
McCormick Rd	00654	0	1	1	771.376	3	656	1004	280	RDS	N
Hastings Rd	00655	0	1	1	1437.83	4	657	1004	280	RDS	N
McCormick Rd	00656	0	1	1	1048.45	3	658	1004	280	RDS	N
UNKNOWN	00657	0	0	1	200.234	3	659	1004	280	URD	N
UNKNOWN	00658	0	0	1	304.977	1	660	1004	280	URD	N
UNKNOWN	00659	0	0	0	11.1891	2	661	1004	280	URD	N
UNKNOWN	00660	0	0	1	251.308	2	662	1004	280	URD	N
UNKNOWN	00661	0	0	0	716.311	3	663	1004	280	URD	N
UNKNOWN	00662	0	0	0	139.24	3	664	1004	280	URD	N
Sherwood Dr	00663	0	1	1	182.151	4	665	1004	280	RDS	N
Browning Pond Rd	00664	0	1	1	974.566	4	666	1004	280	RDS	N
Nottingham Cir	00665	0	1	1	284.549	4	667	1004	280	RDS	N
Sherwood Dr	00666	0	1	1	395.561	4	668	1004	280	RDS	N
Nottingham	00667	0	1	1	102.436	4	669	1004	280	RDS	N
Old North Spencer Rd	00668	0	1	1	425.513	1	670	1004	280	RDS	N
Thompson Pond Rd	00669	0	1	1	564.416	3	671	1004	280	RDS	N
Sherwood Dr	00670	0	1	1	200.212	4	672	1004	280	RDS	N
Thompson Pond Rd	00671	0	1	1	225.483	3	673	1004	280	RDS	N
Thompson Pond Rd	00672	0	1	1	271.414	3	674	1004	280	RDS	N
Westland Dr	00673	2.06	0	1	62.3586	2	675	1004	280	RDS	N
Thompson Pond Rd	00674	0	1	1	247.464	3	676	1004	280	RDS	N
Willow Way	00675	0	0	0	145.487	3	677	1004	280	RDS	N
Westland Dr	00676	2.06	0	1	206.495	2	678	1004	280	RDS	N
UNKNOWN	00677	0	0	0	40.251	3	679	1004	280	RDS	N
UNKNOWN	00678	0	0	0	24.6319	3	680	1004	280	RDS	N
UNKNOWN	00679	0	0	0	27.2046	3	681	1004	280	RDS	N
Westland Dr	00680	2.06	0	1	137.936	2	682	1004	280	RDS	N
East Ave	00681	0.7	0	0	114.879	3	683	1004	280	RDS	N
Main Ave	00682	1.31	0	1	171.568	2	684	1004	280	RDS	N
Barclay Rd	00683	0	1	1	240.4	4	685	1004	280	RDS	N
West Ave	00684	0.3	0	0	185.636	2	686	1004	280	RDS	N
N Spencer Rd	00685	0	1	1	584.933	4	687	1004	280	RTE	N
N Spencer Rd	00686	0	1	1	90.9472	4	688	1004	280	RTE	N
N Spencer Rd	00687	0	1	1	143.755	4	689	1004	280	RTE	N
UNKNOWN	00688	0	0	0	9.99884	4	690	1004	280	RTE	N
N Spencer Rd	00689	0	1	1	352.364	4	691	1004	280	RTE	N
N Spencer Rd	00690	0	1	1	375.165	4	692	1004	280	RTE	N

N Spencer Rd	00691	0	1	1	473.054	4	693	1004	280	RTE	N
N Spencer Rd	00692	0	1	1	339.808	4	694	1004	280	RTE	N
N Spencer Rd	00693	0	1	1	220.299	4	695	1004	280	RTE	N
N Spencer Rd	00694	0	1	1	217.629	4	696	1004	280	RTE	N
N Spencer Rd	00695	0	1	1	98.1623	4	697	1004	280	RTE	N
UNKNOWN	00696	0	0	1	104.698	5	698	1004	280	OTH	N
UNKNOWN	00697	0	0	1	732.006	5	699	1004	280	RDS	N
UNKNOWN	00698	0	0	1	49.5215	5	700	1004	280	RDS	N
UNKNOWN	00699	0	0	1	25.531	5	701	1004	280	RDS	N
UNKNOWN	00700	0	0	1	72.2054	0	702	1004	280	OTH	N
UNKNOWN	00701	0	0	1	82.007	0	703	1004	280	OTH	N
UNKNOWN	00702	0	0	1	131.752	0	704	1004	280	OTH	N
UNKNOWN	00703	0	0	1	52.1341	0	705	1004	280	OTH	N
UNKNOWN	00704	0	0	1	54.0808	0	706	1004	280	OTH	N
UNKNOWN	00705	0	0	1	48.7655	0	707	1004	280	OTH	N
UNKNOWN	00706	0	0	1	23.2428	0	708	1004	280	OTH	N
UNKNOWN	00707	0	0	1	101.959	0	709	1004	280	OTH	N
UNKNOWN	00708	0	0	1	80.6238	0	710	1004	280	OTH	N
UNKNOWN	00709	0	0	1	54.5017	0	711	1004	280	OTH	N
UNKNOWN	00710	0	0	1	93.9112	0	712	1004	280	OTH	N
UNKNOWN	00711	0	0	1	52.7327	0	713	1004	280	OTH	N
UNKNOWN	00712	0	0	1	45.4912	0	714	1004	280	OTH	N
UNKNOWN	00713	0	0	1	260.172	0	715	1004	280	OTH	N
UNKNOWN	00714	0	0	1	122.57	0	716	1004	280	OTH	N
UNKNOWN	00715	0	0	1	595.139	5	717	1004	280	OTH	N
UNKNOWN	00716	0	0	1	42.7752	5	718	1004	280	OTH	N
UNKNOWN	00717	0	0	1	254.506	0	719	1004	280	OTH	N
UNKNOWN	00718	0	0	1	134.046	5	720	1004	280	OTH	N
UNKNOWN	00719	0	0	1	542.905	0	721	1004	280	URD	N
Browning Pond Road 6	00720	1.89	0	1	114.278	3	722	1004	280	OTH	N
Browning Pond Cir	00721	1.89	0	0	272.51	3	723	1004	280	RDS	N
Browning Pond Cir	00722	1.89	0	0	143.663	3	724	1004	280	RDS	N
Browning Pond Cir	00723	0	0	0	87.7802	3	725	1004	280	OTH	N
UNKNOWN	00724	0	0	1	766.111	2	726	1004	280	URD	N
Browning Pond Rd	00725	0	1	1	112.056	3	727	1004	280	RDS	N
Browning Pond Rd	00726	0	1	1	1134.24	3	728	1004	280	RDS	N
Browning Pond Rd	00727	0	1	1	417.036	4	729	1004	280	RDS	N
UNKNOWN	00728	0	0	0	11.2585	0	730	1004	280	URD	N
Dowglewicz Dr	00729	0	1	1	263.799	0	731	1004	280	RDS	N
Northwest Rd	00730	0	1	1	797.434	0	732	1004	280	RDS	N
Washburn Dr	00731	1.39	0	0	213.782	0	733	1004	280	RDS	N
Washburn Ter	00732	0.66	0	0	290.284	0	734	1004	280	RDS	N
Washburn Dr	00733	0	0	1	104.931	0	735	1004	280	RDS	N
Northwest Rd	00734	0	1	1	779.343	0	736	1004	280	RDS	N
Northwest Rd	00735	0	1	1	24.2334	0	737	1004	280	RDS	N
Brooks Pond Cross Rd	00736	0	1	1	91.7501	0	738	1004	280	RDS	N

Washburn Dr	00737	1.39	0	1	190.337	0	739	1004	280	RDS	N
Brooks Pond Rd	00738	0	1	1	133.777	0	740	1004	280	RDS	N
UNKNOWN	00739	0	0	1	530.846	0	741	1004	280	RDS	N
Alta Crest Rd	00740	0	1	0	307.558	1	742	1004	280	RDS	N
Northwest Rd	00741	0	1	1	382.307	0	743	1004	280	RDS	N
Brooks Pond Cross Rd	00742	0	1	1	724.822	0	744	1004	280	RDS	N
Brooks Pond Cross Rd	00743	0	1	1	123.574	0	745	1004	280	RDS	N
Brooks Pond Rd	00744	0	1	1	675.152	0	746	1004	280	RDS	N
Northwest Rd	00745	0	1	1	712.665	0	747	1004	280	RDS	N
Northwest Rd	00746	0	1	1	343.017	0	748	1004	280	RDS	N
UNKNOWN	00747	0	0	1	145.844	0	749	1004	280	RDS	N
UNKNOWN	00748	0	0	1	366.026	0	750	1004	280	RDS	N
UNKNOWN	00749	0	0	1	199.927	5	751	1004	280	RDS	N
UNKNOWN	00750	0	0	1	133.019	0	752	1004	280	RDS	N
UNKNOWN	00751	0	0	1	38.2277	0	753	1004	280	RDS	N
UNKNOWN	00752	0	0	1	32.5496	0	754	1004	280	RDS	N
UNKNOWN	00753	0	0	1	1026.84	0	755	1004	280	RDS	N
Brooks Pond Rd	00754	0	1	1	637.574	0	756	1004	280	RDS	N
Northwest Rd	00755	0	1	1	700.106	0	757	1004	280	RDS	N
Brooks Pond Rd	00756	0	1	1	680.053	0	758	1004	280	RDS	N
Northwest Rd	00757	0	1	1	239.792	0	759	1004	280	RDS	N
UNKNOWN	00758	3.38	0	1	190.46	0	760	1004	280	OTH	N
UNKNOWN	00759	0	0	1	119.76	0	761	1004	280	OTH	N
UNKNOWN	00760	2.02	0	1	662.861	0	762	1035	280	URD	N
UNKNOWN	00761	0	0	1	23.0553	0	763	1004	280	URD	N
UNKNOWN	00762	0	0	1	48.7717	0	764	1004	280	URD	N
UNKNOWN	00763	0	0	1	53.8621	0	765	1004	280	URD	N
UNKNOWN	00764	0	0	1	889.717	0	766	1004	280	RDS	N
UNKNOWN	00765	0	0	1	27.8831	0	767	1004	280	RDS	N
UNKNOWN	00766	0	0	1	33.4978	0	768	1004	280	RDS	N
Northwest Rd	00767	0	1	1	254.809	0	769	1004	280	RDS	N
Northwest Rd	00768	0	1	1	86.0534	0	770	1004	280	RDS	N
Kittredge Rd	00769	0	1	1	883.422	0	771	1004	280	RDS	N
N Spencer Rd	00770	0	1	1	1587.84	4	772	1004	280	RTE	N
N Spencer Rd	00771	0	0	1	22.5216	0	773	1004	280	RTE	N
N Spencer Rd	00772	0	1	1	161.667	0	774	1004	280	RTE	N
N Spencer Rd	00773	0	1	1	54.5495	0	775	1004	280	RTE	N
N Spencer Rd	00774	0	1	1	207.311	0	776	1004	280	RTE	N
N Spencer Rd	00775	0	1	1	59.7902	0	777	1004	280	RTE	N
Kittredge Rd	00776	0	1	1	202.365	0	778	1004	280	RDS	N
N Brookfield Rd	00777	0	1	1	383.872	0	779	1004	280	RDS	N
Rustic Ln	00778	3.71	0	0	263.114	0	780	1004	280	URD	N
Whittemore Cv	00779	4.47	0	0	306.554	0	781	1004	280	URD	N
UNKNOWN	00780	5.55	0	1	160.69	0	782	1004	280	OTH	N
UNKNOWN	00781	0	0	1	49.8913	0	783	1004	280	OTH	N
UNKNOWN	00782	0	0	1	39.8604	0	784	1004	280	OTH	N

UNKNOWN	00783	0	0	1	56.8704	0	785	1004	280	OTH	N
UNKNOWN	00784	0	0	1	25.8861	0	786	1004	280	OTH	N
UNKNOWN	00785	0	0	1	58.4109	0	787	1004	280	OTH	N
UNKNOWN	00786	0	0	1	29.3294	0	788	1035	280	OTH	N
UNKNOWN	00787	0	0	1	155.416	0	789	1004	280	OTH	N
UNKNOWN	00788	0	0	1	69.8118	0	790	1004	280	OTH	N
UNKNOWN	00789	0	0	1	70.993	0	791	1004	280	OTH	N
UNKNOWN	00790	0	0	1	102.695	0	792	1004	280	OTH	N
UNKNOWN	00791	0	0	1	463.992	0	793	1035	280	OTH	N
UNKNOWN	00792	0	0	1	680.068	0	794	1035	280	OTH	N
Wilson St	00793	0	1	1	97.5711	0	795	1004	280	RDS	N
Wilson St	00794	0	1	1	104.717	0	796	1004	280	RDS	N
Wilson St	00795	0	1	1	210.533	0	797	1004	280	RDS	N
Wilson St	00796	0	1	1	75.2374	0	798	1004	280	RDS	N
Wilson St	00797	0	1	1	144.738	0	799	1004	280	RDS	N
Wilson St	00798	0	1	1	387.191	0	800	1004	280	RDS	N
Bellevue Dr	00799	1.12	0	1	418.528	0	801	1004	280	RDS	N
Lake Whittenmore Dr	00800	4.44	0	0	177.761	0	802	1004	280	RDS	N
UNKNOWN	00801	0	0	0	227.033	0	803	1004	280	RDS	N
Paxton Dr	00802	0	1	1	81.3761	0	804	1004	280	RDS	N
Paxton Rd	00803	0	1	1	514.069	0	805	1004	280	RDS	N
Lake St	00804	0	0	1	80.439	0	806	1004	280	RDS	N
Paxton Rd	00805	0	1	1	105.142	0	807	1004	280	RDS	N
Lake St	00806	0	1	1	126.917	0	808	1004	280	RDS	N
Lake Whittenmore Dr	00807	4.44	0	1	213.54	0	809	1004	280	RDS	N
UNKNOWN	00808	0	0	1	57.9267	0	810	1004	280	RDS	N
Roys Dr	00809	2.6	0	1	318.308	0	811	1004	280	RDS	N
Longview Dr	00810	2.13	0	1	220.927	0	812	1004	280	RDS	N
Roys Dr	00811	0	0	1	82.1206	0	813	1004	280	RDS	N
Lake St	00812	0	1	1	205.168	0	814	1004	280	RDS	N
Irene Dr	00813	0	1	1	69.4293	0	815	1004	280	RDS	N
Lake St	00814	0	1	1	93.3054	0	816	1004	280	RDS	N
Park St	00815	0	1	1	167.684	0	817	1004	280	RDS	N
Castle Ln	00816	1.12	0	0	157.51	0	818	1004	280	URD	N
UNKNOWN	00817	1.49	0	1	324.178	0	819	1004	280	URD	N
UNKNOWN	00818	0	0	1	47.4225	0	820	1004	280	OTH	N
UNKNOWN	00819	0	0	1	76.3208	0	821	1004	280	OTH	N
Paxton Rd	00820	0	1	1	509.757	0	822	1004	280	RDS	N
Donnelly Rd	00821	0	1	1	342.107	0	823	1004	280	RDS	N
Paxton Rd	00822	0	1	1	628.523	0	824	1004	280	RDS	N
Paxton Rd	00823	0	1	1	237.62	0	825	1004	280	RDS	N
Paxton Rd	00824	0	1	1	406.297	0	826	1004	280	RDS	N
Gold Nugget Rd	00825	0	1	1	213.478	0	827	1004	280	RDS	N
N Lakeview Dr	00826	1.84	0	1	356.761	0	828	1004	280	RDS	N
Sherman Grv	00827	1.84	0	1	138.681	0	829	1004	280	RDS	N
Sherman Grv	00828	0	0	0	58.3833	0	830	1004	280	RDS	N

Paxton Rd	00829	0	1	1	294.841	0	831	1004	280	RDS	N
Sherman Grv	00830	3.82	0	1	248.754	0	832	1004	280	RDS	N
Sherman Grv	00831	1.84	0	0	118.239	0	833	1004	280	RDS	N
Sherman Grv	00832	1.84	0	0	74.8454	0	834	1004	280	RDS	N
Sherman Grv	00833	1.84	0	0	72.7369	0	835	1004	280	RDS	N
UNKNOWN	00834	0	0	0	39.6188	0	836	1004	280	OTH	N
UNKNOWN	00835	0	0	0	41.8135	0	837	1004	280	OTH	N
UNKNOWN	00836	0	0	0	14.3344	0	838	1004	280	OTH	N
UNKNOWN	00837	0	0	0	34.5422	0	839	1004	280	OTH	N
Wildwood Ln	00838	0	0	0	42.1584	0	840	1004	280	OTH	N
Laurel Ln	00839	0	0	1	533.043	0	841	1004	280	RDS	N
Beach Ln	00840	0	0	1	142.777	0	842	1004	280	RDS	N
Oakland Dr	00841	0	0	1	274.063	0	843	1004	280	RDS	N
Oakland Dr	00842	0	0	0	30.8489	0	844	1004	280	RDS	N
UNKNOWN	00843	0	0	1	145.134	0	845	1004	280	RDS	N
Oakland Dr	00844	0	0	1	132.226	0	846	1004	280	RDS	N
Oakland Dr	00845	0	0	1	116.016	0	847	1004	280	RDS	N
Oakland Dr	00846	0	0	1	72.7719	0	848	1004	280	RDS	N
Oakland Dr	00847	0	0	1	89.8258	0	849	1004	280	RDS	N
Spinnaker Dr	00848	0	0	1	136.793	0	850	1004	280	RDS	N
Collier Cir	00849	0	1	1	217.652	0	851	1004	280	RDS	N
Collier Cir	00850	0	1	1	588.009	0	852	1004	280	RDS	N
Point Eastlee Dr	00851	0	0	1	69.5895	0	853	1004	280	RDS	N
Donnelly Cross Rd	00852	0	1	1	171.191	0	854	1004	280	RDS	N
Point Eastlee Dr	00853	0	0	1	305.228	0	855	1004	280	RDS	N
Donnelly Cross Rd	00854	0	1	1	163.046	0	856	1004	280	RDS	N
Eastlee Drive	00855	0	0	0	101.634	0	857	1004	280	RDS	N
Donnelly Cross Rd	00856	0	1	1	65.4067	0	858	1004	280	RDS	N
Donnelly Cross Rd	00857	0	1	1	155.165	0	859	1004	280	RDS	N
Howard Hurley Rd	00858	0	1	1	379.962	0	860	1004	280	RDS	N
Donnelly Cross Rd	00859	0	1	1	412.982	0	861	1004	280	RDS	N
Oakland Dr	00860	0	0	1	102.417	0	862	1004	280	RDS	N
Point Eastlee Dr	00861	0	0	1	28.8453	0	863	1004	280	OTH	N
Jameson Ln	00862	0	0	0	68.1365	0	864	1004	280	OTH	N
UNKNOWN	00863	0	0	0	47.1015	0	865	1004	280	OTH	N
Overlook Dr	00864	4.35	0	1	376.532	0	866	1004	280	URD	N
UNKNOWN	00865	0	0	0	172.627	0	867	1004	280	URD	N
Paxton Rd	00866	0	1	1	1677.32	3	868	1004	280	RDS	N
Lambs Grv	00867	0	0	1	37.7225	0	869	1004	280	RDS	N
Lambs Grv	00868	4.35	0	1	255.972	0	870	1004	280	RDS	N
Lambs Grv	00869	4.35	0	1	197.072	0	871	1004	280	RDS	N
UNKNOWN	00870	0	0	1	21.2018	0	872	1004	280	RDS	N
Cedar Rd	00871	4.35	0	1	69.6173	0	873	1004	280	RDS	N
Ledge Ave	00872	4.35	0	1	110.983	0	874	1004	280	RDS	N
UNKNOWN	00873	0	0	1	136.283	0	875	1004	280	RDS	N
Paxton Rd	00874	0	1	1	123.574	0	876	1004	280	RDS	N
UNKNOWN	00875	4.35	0	1	71.2206	0	877	1004	280	RDS	N

Ledge Ave	00876	4.35	0	1	173.009	0	878	1004	280	RDS	N
Cedar Rd	00877	0	0	1	46.3283	0	879	1004	280	RDS	N
Ledge Ave	00878	4.35	0	1	158.497	0	880	1004	280	RDS	N
Lambs Grv	00879	4.35	0	1	138.622	0	881	1004	280	RDS	N
Marshall St	00880	0	1	1	99.9519	3	882	1004	280	RDS	N
Paxton Rd	00881	0	1	1	172.843	3	883	1004	280	RDS	N
Paxton Rd	00882	0	1	1	50.9712	3	884	1004	280	RDS	N
Paxton Rd	00883	0	1	1	662.354	3	885	1004	280	RDS	N
UNKNOWN	00884	0	0	0	134.692	3	887	1004	280	OTH	N
Lakeshore Dr	00885	2.61	0	0	267.389	1	888	1004	280	RDS	N
UNKNOWN	00886	0	0	0	69.1927	2	889	1004	280	RDS	N
Lakeshore Dr	00887	1.64	0	1	319.305	2	890	1004	280	RDS	N
Lakeshore Dr	00888	0	0	0	76.4252	1	891	1004	280	RDS	N
Thompson Pond Rd	00889	0	1	1	93.4532	3	892	1004	280	RDS	N
Thompson Pond Rd	00890	0	1	1	95.8719	3	893	1004	280	RDS	N
Lakeshore Dr	00891	1.64	0	1	253.198	2	894	1004	280	RDS	N
Thompson Pond Rd	00892	0	1	1	63.1894	3	895	1004	280	RDS	N
Oak Ln	00893	0.78	0	0	116.2	3	896	1004	280	RDS	N
Thompson Pond Rd	00894	0	1	1	345.661	3	897	1004	280	RDS	N
Thompson Pond Rd	00895	0	1	1	17.1011	3	898	1004	280	RDS	N
Oak Ln	00896	0.78	0	0	131.06	3	899	1004	280	RDS	N
Shore Dr	00897	0.22	0	0	416.559	3	900	1004	280	RDS	N
Thompson Pond Rd	00898	0	1	1	181.291	3	901	1004	280	RDS	N
Pine Acres Rd	00899	0	0	0	111.166	2	902	1004	280	OTH	N
Pine Acres Rd	00900	0	0	1	51.5824	2	903	1004	280	OTH	N
UNKNOWN	00901	0	0	0	166.67	2	904	1004	280	OTH	N
UNKNOWN	00902	0	0	0	335.388	2	905	1004	280	URD	N
Pine Acres Rd	00903	5.05	0	0	223.336	2	906	1004	280	URD	N
Pine Acres Rd	00904	5.05	0	0	95.4902	2	907	1004	280	URD	N
Pine Acres Rd	00905	5.05	0	1	95.0737	2	908	1004	280	URD	N
Pine Acres Rd	00906	0	0	0	12.2554	2	909	1004	280	URD	N
Pine Acres Rd	00907	5.05	0	1	114.702	2	910	1004	280	URD	N
Pine Acres Rd	00908	5.05	0	1	169.183	2	911	1004	280	URD	N
UNKNOWN	00909	0	0	0	16.0434	0	912	1405	280	RRS	N
UNKNOWN	00910	0	0	1	17.5547	0	913	1004	280	OTH	N
UNKNOWN	00911	0	0	0	8.6956	0	914	1405	280	RRS	N
Cranberry Meadow Rd	00912	0	1	1	212.315	0	915	1004	280	RDS	N
North St	00913	0	0	0	13.8801	0	916	1004	280	RDS	N
Dewey St	00914	0	0	1	23.7709	0	917	1004	280	RTE	N
Dewey St	00915	0	1	1	137.74	0	918	1004	280	RTE	N
W Main St	00916	0	1	1	134.513	0	919	1004	280	RTE	N
W Main St	00917	0	1	1	301.985	0	920	1004	280	RTE	N
W Main St	00918	0	0	0	21.8481	0	921	1004	280	RTE	N
W Main St	00919	0	1	0	132.165	0	922	1004	280	RTE	N

W Main St	00920	0	0	0	28.2056	0	923	1004	280	RTE	N
W Main St	00921	0	1	1	97.8767	0	924	1004	280	RTE	N
W Main St	00922	0	1	1	359.017	0	925	1004	280	RTE	N
Podunk Pike	00923	0	1	1	39.9124	0	926	1004	280	RTE	N
W Main St	00924	0	1	1	107.366	0	927	1004	280	RTE	N
Podunk Pike	00925	0	1	1	8.35211	0	928	1004	280	RTE	N
Podunk Pike	00926	0	1	0	7.72364	0	929	1004	280	RTE	N
W Main St	00927	0	1	1	44.6332	0	930	1004	280	RTE	N
W Main St	00928	0	1	1	95.7154	0	931	1004	280	RTE	N
W Main St	00929	0	1	1	208.286	0	932	1004	280	RTE	N
W Main St	00930	0	1	1	144.982	0	933	1004	280	RTE	N
Podunk Pike	00931	0	1	1	39.4328	0	934	1004	280	RTE	N
Dewey St	00932	0	0	1	14.9295	0	935	1004	280	RTE	N
Dewey St	00933	0	1	1	161.09	0	936	1004	280	RTE	N
Dewey St	00934	0	1	1	147.913	0	937	1004	280	RTE	N
UNKNOWN	00935	0	0	1	7.69234	0	938	1004	280	RTE	N
Dewey St	00936	0	1	1	171.68	0	939	1004	280	RTE	N
Dewey St	00937	0	0	1	58.0458	0	940	1004	280	RTE	N
Podunk Pike	00938	0	1	1	1004.56	0	941	1004	280	RTE	N
Podunk Pike	00939	0	1	1	86.378	0	942	1004	280	RTE	N
Podunk Pike	00940	0	1	1	133.158	0	943	1004	280	RTE	N
Podunk Pike	00941	0	1	1	90.9305	0	944	1004	280	RTE	N
Podunk Pike	00942	0	1	1	165.82	0	945	1004	280	RTE	N
Podunk Pike	00943	0	1	1	123.643	0	946	1004	280	RTE	N
Podunk Pike	00944	0	1	1	122.293	0	947	1004	280	RTE	N
Podunk Pike	00945	0	1	1	553.515	0	948	1004	280	RTE	N
Podunk Pike	00946	1	0	1	151.938	0	949	1004	280	RTE	N
S Spencer Rd	00947	0	1	1	17.1534	0	950	1024	280	RDS	N
S Spencer Rd	00948	0	0	1	11.4709	0	951	1004	280	RDS	N
S Spencer Rd	00949	0	1	1	307.935	0	952	1004	280	RDS	N
S Spencer Rd	00950	0	1	1	28.881	0	953	1004	280	RDS	N
S Spencer Rd	00951	0	1	1	829.847	0	954	1004	280	RDS	N
S Spencer Rd	00952	0	1	1	584.798	0	955	1004	280	RDS	N
S Spencer Rd	00953	0	1	1	326.214	0	956	1004	280	RDS	N
S Spencer Rd	00954	0	1	1	277.407	0	957	1004	280	RDS	N
S Spencer Rd	00955	0	1	1	1019.83	0	958	1004	280	RDS	N
S Spencer Rd	00956	0	1	1	215.46	0	959	1004	280	RDS	N
S Spencer Rd	00957	0	1	1	164.248	0	960	1004	280	RDS	N
S Spencer Rd	00958	0	1	1	42.5677	0	961	1004	280	RDS	N
S Spencer Rd	00959	0	1	1	121.776	0	962	1004	280	RDS	N
S Spencer Rd	00960	0	1	1	78.555	0	963	1004	280	RDS	N
S Spencer Rd	00961	0	1	1	288.971	0	964	1004	280	RDS	N
S Spencer Rd	00962	0	1	1	108.95	0	965	1004	280	RDS	N
S Spencer Rd	00963	0	1	1	111.292	0	966	1004	280	RDS	N
S Spencer Rd	00964	0	1	1	92.8785	0	967	1004	280	RDS	N
S Spencer Rd	00965	0	1	1	85.3944	0	968	1004	280	RDS	N
S Spencer Rd	00966	0	1	1	371.251	0	969	1004	280	RDS	N

S Spencer Rd	00967	0	1	1	400.159	0	970	1004	280	RDS	N
Gale Dr	00968	0	1	1	263.356	0	971	1004	280	RDS	N
S Spencer Rd	00969	0	0	1	15.2515	0	972	1004	280	RDS	N
Chickering Rd	00970	0	1	1	315.627	0	973	1004	280	RDS	N
G H Wilson Rd	00971	0	1	1	17.5174	0	974	1004	280	RDS	N
Chickering Rd	00972	0	1	1	141.334	0	975	1004	280	RDS	N
G H Wilson Rd	00973	0	1	1	46.6469	0	976	1004	280	RDS	N
Chickering Rd	00974	0	1	1	187.451	0	977	1004	280	RDS	N
Chickering Rd	00975	0	1	1	104.062	0	978	1004	280	RDS	N
G H Wilson Rd	00976	0	1	1	301.855	0	979	1004	280	RDS	N
G H Wilson Rd	00977	0	1	1	509.33	0	980	1004	280	RDS	N
G H Wilson Rd	00978	0	1	1	234.927	0	981	1004	280	RDS	N
G H Wilson Rd	00979	0	1	1	508.641	0	982	1004	280	RDS	N
G H Wilson Rd	00980	0	1	1	481.818	0	983	1004	280	RDS	N
Chickering Rd	00981	0	1	1	49.9787	0	984	1004	280	RDS	N
G H Wilson Rd	00982	0	1	1	30.3921	0	985	1004	280	RDS	N
Chickering Rd	00983	0	1	1	137.539	0	986	1004	280	RDS	N
Chickering Rd	00984	0	1	1	235.298	0	987	1004	280	RDS	N
Chickering Rd	00985	0	1	1	230.772	0	988	1004	280	RDS	N
Greenville St	00986	0	1	1	76.9203	0	989	1004	280	RDS	N
Greenville St	00987	0	1	1	77.2919	0	990	1004	280	RDS	N
Greenville St	00988	0	1	1	666.359	0	991	1004	280	RDS	N
Greenville St	00989	0	1	1	300.298	0	992	1004	280	RDS	N
Greenville St	00990	0	1	1	14.2039	0	993	1004	280	RDS	N
Greenville St	00991	0	1	1	152.813	0	994	1004	280	RDS	N
Greenville St	00992	0	1	1	292.854	0	995	1004	280	RDS	N
Greenville St	00993	0	1	1	46.311	0	996	1004	280	RDS	N
Greenville St	00994	0	1	1	104.26	0	997	1004	280	RDS	N
Greenville St	00995	0	1	1	70.8542	0	998	1004	280	RDS	N
Greenville St	00996	0	1	1	111.354	0	999	1004	280	RDS	N
Greenville St	00997	0	1	1	456.986	0	1000	1004	280	RDS	N
Chickering Rd	00998	0	1	1	131.938	0	1001	1004	280	RDS	N
Chickering Rd	00999	0	1	1	197.613	0	1002	1004	280	RDS	N
Kingsbury Rd	01000	0	1	1	56.8558	0	1003	1004	280	RDS	N
Kingsbury Rd	01001	0	1	1	55.7232	0	1004	1004	280	RDS	N
Greenville St	01002	0	1	1	154.536	0	1005	1004	280	RDS	N
Greenville St	01003	0	1	1	202.17	0	1006	1004	280	RDS	N
Greenville St	01004	0	1	1	143.853	0	1007	1004	280	RDS	N
Greenville St	01005	0	1	1	622.804	0	1008	1004	280	RDS	N
UNKNOWN	01006	0	0	0	9.02688	0	1009	1004	280	RDS	N
Greenville St	01007	0	1	1	1270.89	0	1010	1004	280	RDS	N
Mcdonald St	01008	0	1	1	0	0	0	0	0	RDS	N
Wilson Ln	01009	0	0	0	0	0	0	0	0	RDS	N
UNKNOWN	01010	0	0	1	0	0	0	0	0	RDS	N
UNKNOWN	01011	0	0	0	0	0	0	0	0	RDS	N
Yesteryear Ln	01012	1.97	0	1	0	0	0	0	0	RDS	N
Municipal Ave	01013	0	1	1	0	0	0	0	0	RDS	N



Donna Rd	01014	0	1	1	0	5	0	0	0	RDS	N
Debbie Dr	01015	0	1	1	0	5	0	0	0	RDS	N

## APPENDIX H: CMRPC ROAD DATA TABLE (ABRIDGED)

ObjectID	RoadSegID	Street List	Street Name	From Street	To Street	Type	Wid	ROW	SpdLim	ShpLEN
12313	355615	132685	SCHOOL STREET	MAIN STREET	MEADOW ROAD	5	27	40	0	33.314
12314	355614	124186	FRANKLIN STREET	SAMPSON STREET	SCHOOL STREET	5	22	35	0	198.213
12315	355613	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	30	40	0	94.4815
12316	355612	193017	MAY STREET	MAIN STREET	HOLMES STREET	5	26	35	0	173.811
12317	355611	110312	HOLMES STREET	DALE STREET	ASH STREET	5	18	30	0	101.902
12318	355610	189146	SAMPSON STREET	MAIN STREET	DEAD END	5	24	35	0	59.8987
12319	355609	132685	SCHOOL STREET	MAIN STREET	MEADOW ROAD	5	27	40	0	32.7808
12320	355608	170580	COTTAGE STREET	CHERRY STREET	HOLMES STREET	5	24	40	0	207.729
12321	355607	182919	SULLIVAN STREET	SCHOOL STREET	DEAD END	5	12	30	0	123.6
12322	355606	184333	LINDEN STREET	MAIN STREET	CHERRY STREET	5	24	30	0	204.216
12323	355605	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	24	40	0	94.3658
12324	355561	151878	BAY PATH ROAD	MEADOW ROAD	OLD FARM ROAD	6	30	0	0	621.082
12325	355560	115655	POPE STREET	GROVE STREET	BROWN STREET	5	18	30	0	69.6722
12326	355559	172271	GROVE STREET	MAIN STREET	HIGHLAND STREET	5	28	35	0	126.202
12327	355558	196411	BROWN STREET	GROVE STREET	HIGHLAND STREET	5	21	35	0	183.024
12328	355557	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	164.553
12329	355556	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	19	30	0	154.536
12330	355555	196411	BROWN STREET	GROVE STREET	HIGHLAND STREET	5	21	35	0	54.1092
12331	355554	180048	LAKE STREET	DEAD END	MAIN STREET	5	19	35	0	42.7088
12332	355553	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	24	40	0	187.331
12443	355811	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	24	200	0	90.9719
12444	355810	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	24	200	0	123.643
12445	355809	123449	JOLICOEUR AVENUE	CRANBERRY MEADOW ROAD	DEAD END	2	18	30	0	236.867
12446	355808	123449	JOLICOEUR AVENUE	CRANBERRY MEADOW ROAD	DEAD END	2	18	30	0	563.289
12447	355807	123449	JOLICOEUR AVENUE	CRANBERRY MEADOW ROAD	DEAD END	2	18	30	0	162.234
12448	355806	130812	WILSON AVENUE	CHICKERING ROAD	CLARK ROAD	2	10	20	0	543.769
12449	355805	130812	WILSON AVENUE	CHICKERING ROAD	CLARK ROAD	2	10	20	0	407.591
12450	355804	135998	SUNDBERG ROAD	CHARLTON ROAD	GAUTHIER ROAD	5	14	30	0	535.202
12451	355803	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	5	16	40	0	570.856
12452	355863	171113	OAKLAND DRIVE	DONNELLY CROSS ROAD	OAK LANE	5	12	30	0	132.278
12591	356079	186270	HASTINGS ROAD	WILSON STREET	NORTH SPENCER ROAD	5	18	35	0	71.7914
12592	356078	115604	UNNAMED ROAD	MCCORMACK ROAD	CUL DE SAC	5	12	40	0	297.14
12593	356077	171895	BRANDY LANE	DEAD END	CHICKERING ROAD	2	10	20	0	103.359
12594	356076	147548	LALIBERTE LANE	SMITHVILLE ROAD	DEAD END	2	12	40	0	225.33
12595	356075	186758	MONTICELLO DRIVE	CHERRY STREET	CHERRY STREET	2	16	25	0	370.784
12596	356038	131610	LAKE AVENUE	CLARK ROAD	DEAD END	2	12	30	0	87.2791
12597	356038	131610	LAKE AVENUE	CLARK ROAD	DEAD END	5	12	30	0	53.4776
12598	356037	169786	DEPOT ROAD	SOUTH SPENCER ROAD	DEAD END	2	12	30	0	356.849

12599	356036	124386	ROBIN ROAD	SHERRY LANE	CUL DE SAC	6	30	40	0	136.1
12600	356035	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	24	50	30	112.89
12271	355499	124952	WASHBURN ROAD	BROOKS POND ROAD	DEAD END	5	12	30	0	295.33
12272	355498	131956	UNNAMED ROAD	WASHBURN ROAD	DEAD END	2	12	30	0	296.888
12273	355497	125534	NORTHWEST ROAD	NORTH SPENCER ROAD	OAKHAM TOWN LINE	5	16	30	0	1139.13
12274	355500	109868	BROOKS POND ROAD	NORTH BROOKFIELD TOWN LINE	NORTHWEST ROAD	5	16	40	0	138.913
12275	355550	159495	DUGGAN STREET	HIGHLAND STREET	GROVE STREET	5	24	35	0	116.955
12276	355549	172271	GROVE STREET	MAIN STREET	HIGHLAND STREET	5	28	35	0	183.403
12277	355548	188551	HIGHLAND STREET	WILSON STREET	LAKE STREET	5	16	40	0	172.224
12278	355547	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	60	30	76.7887
12279	355546	119131	OLD FARM ROAD	SMITHVILLE ROAD	MEADOW ROAD	5	28	40	0	91.2664
12280	355545	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	60	30	126.836
12281	355544	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	24	40	0	53.9328
12282	355543	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	22	40	0	236.652
12283	355542	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	24	50	30	94.7542
12284	355541	197959	LONGVIEW DRIVE	MAIN STREET	DEAD END	5	14	30	0	220.952
12285	355540	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	20	40	0	106.918
12286	355518	163143	WILSON STREET	PAXTON ROAD	LINCOLN STREET	5	16	40	0	387.191
12287	355517	114354	PAXTON ROAD	THOMPSON POND ROAD	MAIN STREET	5	20	40	30	866.148
12288	355516	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	73.994
12289	355515	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	346.319
12290	355514	179788	NORCROSS ROAD	WOODSIDE ROAD	NORTH BROOKFIELD TOWN LINE	5	14	40	0	891.372
12291	355513	165640	DONNELLY CROSS ROAD	DONNELLY STREET	LEICESTER TOWN LINE	5	16	30	0	695.056
12292	355512	115817	NORTH BROOKFIELD ROAD	NORTH SPENCER ROAD	NORTH BROOKFIELD TOWN LINE	5	18	40	0	903.116
12293	355511	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	254.973
12294	355510	115817	NORTH BROOKFIELD ROAD	NORTH SPENCER ROAD	NORTH BROOKFIELD TOWN LINE	5	20	40	0	1334.48
12295	355509	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	134.578
12296	355508	212694	NUGGET FARM ROAD	PAXTON ROAD	HASTINGS ROAD	5	16	40	0	548.772
12297	355507	143469	UNNAMED ROAD	DONNELLY CROSS ROAD	DEAD END	2	20	40	0	172.628
12298	355506	165640	DONNELLY CROSS ROAD	DONNELLY STREET	LEICESTER TOWN LINE	5	16	30	0	177.08
12299	355505	211514	UNNAMED ROAD	UNNAMED ROAD	UNNAMED ROAD	5	10	30	0	136.283
12300	355504	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	1587.84
12301	355503	109868	BROOKS POND ROAD	NORTH BROOKFIELD TOWN LINE	NORTHWEST ROAD	5	16	40	0	675.203
12302	355502	200133	BROOKS POND CROSS ROAD	NORTHWEST ROAD	BROOKS POND ROAD	5	12	40	0	938.733
12303	355501	125534	NORTHWEST ROAD	NORTH SPENCER ROAD	OAKHAM TOWN LINE	5	15	30	0	383.9

12304	355551	188551	HIGHLAND STREET	WILSON STREET	LAKE STREET	5	16	40	0	78.7441
12305	355623	168723	MECHANIC STREET	DEAD END	MAIN STREET	5	22	35	0	151.649
12306	355622	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	30	40	0	145.458
12307	355621	108246	WALNUT STREET	SCHOOL STREET	CROWN STREET	5	19	30	0	107.962
12308	355620	132685	SCHOOL STREET	MAIN STREET	MEADOW ROAD	5	27	40	0	55.3591
12309	355619	161810	SOUTH STREET	SCHOOL STREET	SAMPSON STREET	5	26	40	0	172.749
12310	355618	189146	SAMPSON STREET	MAIN STREET	DEAD END	5	24	35	0	56.7977
12311	355617	110312	HOLMES STREET	DALE STREET	ASH STREET	5	16	30	0	115.694
12312	355616	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	24	35	30	152.33
12333	355552	188551	HIGHLAND STREET	WILSON STREET	LAKE STREET	5	16	40	0	112.182
12334	355624	162028	WALL STREET	MECHANIC STREET	MAIN STREET	5	24	40	0	89.8673
12335	355674	201601	PAULA BAY	MAPLE STREET	CUL DE SAC	2	16	22	0	49.3814
12336	355673	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	24	50	30	45.1269
12337	355672	170235	ROBERTA BAY	MAPLE STREET	CUL DE SAC	5	25	40	0	81.2776
12338	355671	168723	MECHANIC STREET	DEAD END	MAIN STREET	5	24	35	0	91.7121
12339	355670	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	20	30	30	104.94
12340	355669	126889	DEWEY STREET	SOUTH SPENCER ROAD	MAIN STREET	6	30	60	0	100.428
12341	355647	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	122.563
12342	355646	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	22	35	30	59.6771
12343	355645	151269	EARLEY STREET	CHESTNUT STREET	DEAD END	5	20	30	0	63.8935
12344	355644	203158	CHURCH STREET	EARLEY STREET	MAPLE STREET	5	22	35	0	132.392
12345	355643	204846	CLARK STREET	ASH STREET	ADAMS STREET	5	24	35	0	86.3301
12346	355642	204846	CLARK STREET	ASH STREET	ADAMS STREET	5	24	35	0	119.007
12347	355641	203177	CROWN STREET	WALNUT STREET	SUMNER STREET	5	21	30	0	100.51
12348	355640	168723	MECHANIC STREET	DEAD END	MAIN STREET	5	20	30	0	95.1802
12349	355639	203158	CHURCH STREET	EARLEY STREET	MAPLE STREET	5	21	30	0	107.834
12350	355638	204846	CLARK STREET	ASH STREET	ADAMS STREET	5	24	35	0	162.236
12351	355637	117312	VALLEY STREET	ELM STREET	DEAD END	5	22	30	0	54.8038
12352	355636	169135	BELL STREET	WALNUT STREET	MAIN STREET	5	25	35	0	80.4608
12353	355635	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	37	60	30	102.152
12354	355634	173477	MILL STREET	MAIN STREET	VALLEY STREET	5	14	30	0	125.145
12355	355633	117312	VALLEY STREET	ELM STREET	DEAD END	5	20	30	0	322.44
12356	355632	195699	VERNON STREET	CROWN STREET	BELL STREET	5	20	35	0	90.2872
12357	355631	168723	MECHANIC STREET	DEAD END	MAIN STREET	5	24	35	0	119.533
12358	355630	160682	CHESTNUT STREET	VALLEY STREET	MAPLE STREET	6	24	40	0	106.926
12359	355629	169135	BELL STREET	WALNUT STREET	MAIN STREET	5	25	35	0	150.513
12360	355628	132685	SCHOOL STREET	MAIN STREET	MEADOW ROAD	5	27	40	0	128.621
12361	355627	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	37	60	30	30.9137
12362	355626	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	37	60	30	102.291
12363	355625	162028	WALL STREET	MECHANIC STREET	MAIN STREET	5	24	40	0	170.364
12364	355675	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	24	50	30	65.6858
12365	355723	134938	G HENRY WILSON ROAD	CHICKERING ROAD	EAST CHARLTON ROAD	5	16	40	0	509.331
12366	355722	134938	G HENRY WILSON ROAD	CHICKERING ROAD	EAST CHARLTON ROAD	5	16	40	0	301.855
12367	355721	134938	G HENRY WILSON ROAD	CHICKERING ROAD	EAST CHARLTON ROAD	5	16	40	0	30.6879
12368	355720	134938	G HENRY WILSON ROAD	CHICKERING ROAD	EAST CHARLTON ROAD	5	16	40	0	17.5173
12369	355719	109868	BROOKS POND ROAD	NORTH	NORTHWEST ROAD	5	16	40	0	1317.66



12405	355770	144963	BROWNING POND ROAD	NORTH SPENCER ROAD	OAKHAM TOWN LINE	5	20	28	0	110.951
12406	355769	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	5	19	40	0	728.493
12407	355768	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	5	19	40	0	305.82
12408	355767	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	5	19	40	0	260.071
12409	355766	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	50	30	25.6746
12410	355765	134381	CLARK ROAD	LEICESTER TOWN LINE	EAST CHARLTON ROAD	5	16	30	0	493.812
12411	355764	134381	CLARK ROAD	LEICESTER TOWN LINE	EAST CHARLTON ROAD	5	16	30	0	43.6638
12412	355763	134381	CLARK ROAD	LEICESTER TOWN LINE	EAST CHARLTON ROAD	5	16	30	0	635.66
12413	355762	134381	CLARK ROAD	LEICESTER TOWN LINE	EAST CHARLTON ROAD	5	16	30	0	163.467
12414	355761	114354	PAXTON ROAD	THOMPSON POND ROAD	MAIN STREET	5	20	40	30	105.142
12415	355760	155198	THOMPSON POND ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	20	40	0	271.435
12416	355759	155198	THOMPSON POND ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	20	40	0	340.962
12417	355758	165640	DONNELLY CROSS ROAD	DONNELLY STREET	LEICESTER TOWN LINE	5	16	30	0	163.063
12418	355757	165640	DONNELLY CROSS ROAD	DONNELLY STREET	LEICESTER TOWN LINE	5	16	30	0	65.407
12419	355756	165640	DONNELLY CROSS ROAD	DONNELLY STREET	LEICESTER TOWN LINE	5	16	30	0	155.164
12420	355755	165640	DONNELLY CROSS ROAD	DONNELLY STREET	LEICESTER TOWN LINE	5	16	30	0	413.042
12421	355754	155357	HOWE ROAD	LYFORD ROAD	CHARLTON ROAD	5	18	40	0	373.708
12422	355753	155357	HOWE ROAD	LYFORD ROAD	CHARLTON ROAD	5	18	40	0	1027.83
12423	355731	120153	BORKUM ROAD	CLARK ROAD	CHARLTON TOWN LINE	2	12	20	0	40.8927
12424	355730	120153	BORKUM ROAD	CLARK ROAD	CHARLTON TOWN LINE	2	12	20	0	1441.32
12425	355729	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	24	40	0	64.1488
12426	355728	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	24	40	0	116.384
12427	355727	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	24	40	0	288.061
12428	355862	171113	OAKLAND DRIVE	DONNELLY CROSS ROAD	OAK LANE	5	12	30	0	31.0271
12429	355861	171113	OAKLAND DRIVE	DONNELLY CROSS ROAD	OAK LANE	5	12	30	0	72.81
12430	355860	171113	OAKLAND DRIVE	DONNELLY CROSS ROAD	OAK LANE	5	12	30	0	187.447
12431	355859	126889	DEWEY STREET	SOUTH SPENCER ROAD	MAIN STREET	6	30	60	0	137.739
12432	355858	126889	DEWEY STREET	SOUTH SPENCER ROAD	MAIN STREET	6	30	60	0	23.771
12433	355857	126889	DEWEY STREET	SOUTH SPENCER ROAD	MAIN STREET	6	30	60	0	161.1
12434	355856	126889	DEWEY STREET	SOUTH SPENCER ROAD	MAIN STREET	6	30	60	0	147.919
12435	355855	126889	DEWEY STREET	SOUTH SPENCER ROAD	MAIN STREET	6	30	60	0	58.0459
12436	355854	210684	GAUTHIER ROAD	CHARLTON ROAD	CRANBERRY MEADOW ROAD	5	18	30	0	404.968
12437	355853	210684	GAUTHIER ROAD	CHARLTON ROAD	CRANBERRY MEADOW ROAD	5	18	30	0	251.01
12438	355853	210684	GAUTHIER ROAD	CHARLTON ROAD	CRANBERRY	5	16	30	0	836.399

					MEADOW ROAD						
12439	355852	186270	HASTINGS ROAD	WILSON STREET	NORTH SPENCER ROAD	5	18	35	0	475.492	
12440	355813	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	471.746	
12441	355812	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	159.828	
12442	355812	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	401.582	
12453	355802	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	35	60	30	97.877	
12454	355801	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	35	60	30	106.056	
12455	355800	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	35	60	30	95.096	
12456	355799	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	35	60	30	84.5458	
12457	355798	145294	ASH STREET	EAST CHARLTON ROAD	MAIN STREET	5	15	40	0	200.908	
12458	355864	171113	OAKLAND DRIVE	DONNELLY CROSS ROAD	OAK LANE	5	12	30	0	116.021	
12459	355797	181720	WIRE VILLAGE ROAD	PLEASANT STREET	NUGGET FARM ROAD	5	18	40	0	122.108	
12460	355926	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	24	50	30	28.1748	
12461	355925	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	24	50	30	29.0605	
12462	355924	109573	LINCOLN STREET	PLEASANT STREET	DEAD END	5	20	35	0	238.774	
12463	355892	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	79.7211	
12464	355891	132837	SHORE DRIVE	THOMPSON POND ROAD	DEAD END	2	12	30	0	494.996	
12465	355890	131610	LAKE AVENUE	CLARK ROAD	DEAD END	5	12	30	0	419.989	
12466	355889	131610	LAKE AVENUE	CLARK ROAD	DEAD END	5	12	30	0	53.6883	
12467	355888	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	16	30	0	21.8316	
12468	355887	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	16	30	0	282.281	
12469	355928	187859	NOTTINGHAM CIRCLE	SHERWOOD DRIVE	SHERWOOD DRIVE	6	30	60	0	387.06	
12470	355886	120153	BORKUM ROAD	CLARK ROAD	CHARLTON TOWN LINE	2	12	20	0	502.732	
12471	355886	120153	BORKUM ROAD	CLARK ROAD	CHARLTON TOWN LINE	2	10	20	0	515.175	
12472	355885	152197	ALTA CREST CROSS ROAD	NORTHWEST ROAD	DEAD END	2	10	40	0	504.533	
12473	355884	168296	TREADWELL DRIVE	SMITHVILLE ROAD	DEAD END	5	14	40	0	33.4336	
12474	355883	168296	TREADWELL DRIVE	SMITHVILLE ROAD	DEAD END	5	14	40	0	101.5	
12475	355882	168296	TREADWELL DRIVE	SMITHVILLE ROAD	DEAD END	5	14	40	0	238.346	
12476	355881	110195	BIXBY ROAD	DEWEY STREET	DEAD END	5	12	30	0	16.4537	
12477	355880	110195	BIXBY ROAD	DEWEY STREET	DEAD END	5	12	30	0	111.163	
12478	355879	110195	BIXBY ROAD	DEWEY STREET	DEAD END	5	12	30	0	257.233	
12479	355878	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	450.566	
12480	355878	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	19	30	0	820.36	
12481	355877	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	76.9201	
12482	355876	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	16	40	0	588.614	
12483	355876	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	16	40	0	190.794	
12484	355875	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	60	30	118.91	
12485	355874	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	60	30	38.21	

12486	355870	112944	LAMBS GROVE ROAD	PAXTON ROAD	CUL_DE_SAC	5	12	30	0	256.182
12487	355869	112944	LAMBS GROVE ROAD	PAXTON ROAD	CUL_DE_SAC	5	12	30	0	197.113
12488	355868	112944	LAMBS GROVE ROAD	PAXTON ROAD	CUL_DE_SAC	5	12	30	0	37.7224
12489	355867	112944	LAMBS GROVE ROAD	PAXTON ROAD	CUL_DE_SAC	5	12	30	0	21.1434
12490	355866	112944	LAMBS GROVE ROAD	PAXTON ROAD	CUL_DE_SAC	5	12	30	0	117.508
12491	355865	171113	OAKLAND DRIVE	DONNELLY CROSS ROAD	OAK LANE	5	12	30	0	142.88
12492	355927	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	5	16	40	0	387.571
12493	355966	119418	BOND STREET	MAIN STREET	LEICESTER TOWN LINE	5	12	30	0	228.576
12494	355965	131300	ALIX ROAD	LYFORD ROAD	DEAD END	5	12	30	0	234.836
12495	355964	163143	WILSON STREET	PAXTON ROAD	LINCOLN STREET	5	16	40	0	375.411
12496	355964	163143	WILSON STREET	PAXTON ROAD	LINCOLN STREET	5	20	40	0	282.882
12497	355963	150995	UNNAMED ROAD	THOMPSON POND ROAD	DEAD END	2	10	30	0	98.9339
12498	355962	150995	UNNAMED ROAD	THOMPSON POND ROAD	DEAD END	2	10	30	0	236.455
12499	355961	172006	LANGEVIN STREET	DEAD END	MECHANIC STREET	5	20	30	0	104.697
12500	355960	172006	LANGEVIN STREET	DEAD END	MECHANIC STREET	5	20	30	0	75.6444
12501	355959	172006	LANGEVIN STREET	DEAD END	MECHANIC STREET	5	20	30	0	72.4725
12502	355958	210403	CHARRON STREET	PROSPECT STREET	DEAD END	5	17	30	0	119.901
12503	355957	210403	CHARRON STREET	PROSPECT STREET	DEAD END	5	17	30	0	163.987
12504	355956	155823	SHERMAN GROVE ROAD	PAXTON ROAD	DEAD END	5	14	30	0	307.201
12505	355955	121726	WILLIAM CASEY ROAD	JOLICOEUR ROAD	CHARLTON TOWN LINE	2	14	40	0	1220.08
12506	355955	121726	WILLIAM CASEY ROAD	JOLICOEUR ROAD	CHARLTON TOWN LINE	5	14	40	0	306.151
12507	355954	186270	HASTINGS ROAD	WILSON STREET	NORTH SPENCER ROAD	5	18	40	0	194.279
12508	355954	186270	HASTINGS ROAD	WILSON STREET	NORTH SPENCER ROAD	5	18	40	0	51.2956
12509	355953	180048	LAKE STREET	DEAD END	MAIN STREET	5	19	35	0	93.3183
12510	355952	180048	LAKE STREET	DEAD END	MAIN STREET	5	19	35	0	205.168
12511	355942	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	263.58
12512	355941	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	77.3403
12513	355940	149240	SHERRY LANE	EAST CHARLTON ROAD	CUL_DE_SAC	6	30	40	0	178.646
12514	355939	149240	SHERRY LANE	EAST CHARLTON ROAD	CUL_DE_SAC	6	30	40	0	201.288
12515	355938	132685	SCHOOL STREET	MAIN STREET	MEADOW ROAD	5	22	40	0	76.9077
12516	355937	132685	SCHOOL STREET	MAIN STREET	MEADOW ROAD	5	22	40	0	280.206
12517	355936	122395	PINE ACRES	THOMPSON POND ROAD	PAXTON TOWN LINE	5	20	30	0	169.226
12518	355935	125688	BROWNING POND CIRCLE	BROWNING POND ROAD	BROWNING POND ROAD	5	14	30	0	148.631
12519	355934	121160	OAK LANE	OAKLAND DRIVE	DEAD END	5	10	30	0	274.409
12520	355933	121160	OAK LANE	OAKLAND DRIVE	DEAD END	5	10	30	0	77.6308
12521	355932	121486	UNNAMED ROAD	LAMBS GROVE ROAD	LAMBS GROVE ROAD	5	10	30	0	21.2109
12522	355931	121486	UNNAMED ROAD	LAMBS GROVE ROAD	LAMBS GROVE ROAD	5	10	30	0	109.418
12523	355930	121486	UNNAMED ROAD	LAMBS GROVE ROAD	LAMBS GROVE ROAD	5	10	30	0	158.556
12524	355929	121486	UNNAMED ROAD	LAMBS GROVE ROAD	LAMBS GROVE ROAD	5	10	30	0	71.3013
12525	355967	119418	BOND STREET	MAIN STREET	LEICESTER TOWN LINE	5	14	30	0	242.307



12526	356026	184002	CONDON DRIVE	SOUTH SPENCER ROAD	DEAD END	2	10	30	0	25.1604
12527	356025	184002	CONDON DRIVE	SOUTH SPENCER ROAD	DEAD END	5	12	30	0	313.38
12528	356027	188551	HIGHLAND STREET	WILSON STREET	LAKE STREET	5	22	40	0	55.0428
12529	356025	184002	CONDON DRIVE	SOUTH SPENCER ROAD	DEAD END	2	10	30	0	102.229
12530	356024	110195	BIXBY ROAD	DEWEY STREET	DEAD END	5	12	30	0	166.939
12531	356024	110195	BIXBY ROAD	DEWEY STREET	DEAD END	2	12	30	0	93.2147
12532	356023	110556	HIGH STREET	MAIN STREET	PLEASANT STREET	5	22	35	0	149.791
12533	356028	188551	HIGHLAND STREET	WILSON STREET	LAKE STREET	5	22	40	0	84.5037
12534	356023	110556	HIGH STREET	MAIN STREET	PLEASANT STREET	5	22	35	0	156.508
12535	356006	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	24	35	30	43.4648
12536	356005	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	24	35	30	99.6471
12537	356004	145942	FAIRVIEW DRIVE	GREENVILLE STREET	LEICESTER TOWN LINE	5	19	35	0	113.43
12538	356003	145942	FAIRVIEW DRIVE	GREENVILLE STREET	LEICESTER TOWN LINE	5	19	35	0	47.4272
12539	356002	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	50	30	640.274
12540	356002	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	24	50	30	99.9202
12541	356001	110312	HOLMES STREET	DALE STREET	ASH STREET	5	18	30	0	74.7571
12542	356000	187938	LEONARD ROAD	WILLIAM CASEY ROAD	DEAD END	2	12	30	0	185.29
12543	355999	206422	PARK STREET	MAIN STREET	DEAD END	5	16	30	0	167.684
12544	355998	125224	VINE STREET	SCHOOL STREET	FOURTH AVENUE	2	14	30	0	201.54
12545	355997	144396	PARENT STREET	TEMPLE STREET	DEAD END	5	18	30	0	140.93
12546	355996	162395	TERKANIAN DRIVE	NORTH SPENCER ROAD	DEAD END	5	15	40	0	293.533
12547	355996	162395	TERKANIAN DRIVE	NORTH SPENCER ROAD	DEAD END	5	12	40	0	139.653
12548	355995	175308	GALE DRIVE	SOUTH SPENCER ROAD	DEAD END	2	12	20	0	263.472
12549	355994	126889	DEWEY STREET	SOUTH SPENCER ROAD	MAIN STREET	6	30	60	0	91.8998
12550	355994	126889	DEWEY STREET	SOUTH SPENCER ROAD	MAIN STREET	6	30	60	0	79.7802
12551	355993	183892	TREADWELL TERRACE	TREADWELL DRIVE	CUL DE SAC	5	24	40	0	184.803
12552	355992	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	30	60	30	59.0274
12553	355992	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	50	60	30	242.957
12554	355991	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	30	60	30	134.513
12555	355990	167322	WOODLAND LANE	CLARK ROAD	DEAD END	2	10	30	0	240.542
12556	355989	129401	CRESTVIEW DRIVE	MAIN STREET	CUL DE SAC	5	22	30	0	82.8596
12557	355969	159461	CASTLE ROAD	WHITEMORE COVE	WILSON STREET	2	12	30	0	263.128
12558	355968	193511	MARTIN DRIVE	CRANBERRY MEADOW ROAD	DEAD END	5	12	30	0	217.969
12559	355967	119418	BOND STREET	MAIN STREET	LEICESTER TOWN LINE	5	12	30	0	36.199
12560	356032	198183	CLARK TERRACE	CLARK STREET	DEAD END	5	16	30	0	142.504
12561	356029	186454	ROYS DRIVE	MAIN STREET	DEAD END	5	27	30	0	82.1224
12562	356030	186454	ROYS DRIVE	MAIN STREET	DEAD END	5	27	30	0	55.2292
12563	356031	167611	SPINNAKER DRIVE	OAKLAND DRIVE	DEAD END	6	30	50	0	136.809
12564	356092	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	170.726
12565	356091	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	198.583

12566	356096	172589	NORTH STREET	MAIN STREET	HIGHLAND STREET	6	20	30	0	70.9256
12567	356097	115655	POPE STREET	GROVE STREET	BROWN STREET	5	18	30	0	56.2543
12568	356094	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	50	30	105.605
12569	356090	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	174.594
12570	356090	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	85.4324
12571	356089	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	16	40	0	102.793
12572	356088	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	20	40	0	181.414
12573	356088	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	16	40	0	106.191
12574	356098	115655	POPE STREET	GROVE STREET	BROWN STREET	5	18	30	0	136.634
12575	356087	106836	MCCORMACK ROAD	THOMPSON POND ROAD	NUGGET FARM ROAD	5	16	40	0	215.688
12576	356086	106836	MCCORMACK ROAD	THOMPSON POND ROAD	NUGGET FARM ROAD	5	16	40	0	27.5946
12577	356085	106836	MCCORMACK ROAD	THOMPSON POND ROAD	NUGGET FARM ROAD	5	16	40	0	569.898
12578	356084	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	5	20	50	30	76.654
12579	356083	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	298.511
12580	356082	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	5	16	40	0	326.844
12581	356082	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	5	16	40	0	40.6416
12582	356082	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	5	16	40	0	40.5898
12583	356081	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	24	200	0	189.802
12584	356081	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	24	200	55	1025.25
12585	356081	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	24	200	55	11.177
12586	356081	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	24	200	55	498.762
12587	356080	181720	WIRE VILLAGE ROAD	PLEASANT STREET	NUGGET FARM ROAD	5	16	40	0	1145.87
12588	356080	181720	WIRE VILLAGE ROAD	PLEASANT STREET	NUGGET FARM ROAD	5	18	40	0	573.93
12589	356080	181720	WIRE VILLAGE ROAD	PLEASANT STREET	NUGGET FARM ROAD	5	18	35	0	40.3573
12590	356079	186270	HASTINGS ROAD	WILSON STREET	NORTH SPENCER ROAD	5	18	35	0	144.001
12601	356035	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	24	50	30	228.557
12602	356093	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	50	30	398.728
12603	356034	148195	BELLEVUE ROAD	WILSON STREET	DEAD END	2	16	30	0	124.877
12604	356095	172589	NORTH STREET	MAIN STREET	HIGHLAND STREET	6	20	30	0	98.1437
12605	356034	148195	BELLEVUE ROAD	WILSON STREET	DEAD END	5	16	30	0	109.186
12606	356033	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	30	50	30	269.969
12607	356169	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	799.686
12608	356168	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	18.3967
12609	356167	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	20	30	0	165.875
12610	356167	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	18	30	0	10.0056
12611	356167	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD	5	18	30	0	48.4763

					TOWN LINE					
12612	356166	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	370.252
12613	356145	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	22	35	30	90.3219
12614	356144	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	24	40	0	43.3244
12615	356143	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	35	50	30	221.202
12616	356143	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	28	50	30	154.715
12617	356142	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	70.6444
12618	356141	144955	ELM STREET	MAIN STREET	CHESTNUT STREET	5	18	30	0	56.1765
12619	356140	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	274.775
12620	356139	110556	HIGH STREET	MAIN STREET	PLEASANT STREET	5	22	35	0	76.0768
12621	356139	110556	HIGH STREET	MAIN STREET	PLEASANT STREET	5	24	40	0	149.401
12622	356138	128475	TEMPLE STREET	CHESTNUT STREET	LANGEVIN STREET	5	22	30	0	97.2584
12623	356137	160682	CHESTNUT STREET	VALLEY STREET	MAPLE STREET	6	24	40	0	191.565
12624	356136	160682	CHESTNUT STREET	VALLEY STREET	MAPLE STREET	5	22	40	0	136.731
12625	356135	122395	PINE ACRES	THOMPSON POND ROAD	PAXTON TOWN LINE	5	20	30	0	117.657
12626	356134	122395	PINE ACRES	THOMPSON POND ROAD	PAXTON TOWN LINE	2	12	30	0	58.109
12627	356134	122395	PINE ACRES	THOMPSON POND ROAD	PAXTON TOWN LINE	5	20	30	0	46.2628
12628	356133	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	5	20	50	30	362.361
12629	356132	172589	NORTH STREET	MAIN STREET	HIGHLAND STREET	6	20	30	0	13.4541
12630	356131	193017	MAY STREET	MAIN STREET	HOLMES STREET	5	26	35	0	147.783
12631	356130	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	144.459
12632	356129	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	91.6501
12633	356128	180270	LYFORD CROSS ROAD	SOUTH SPENCER ROAD	LYFORD ROAD	5	12	30	0	184.673
12634	356127	137810	SOUTH SPENCER COMMON ROAD	SOUTH SPENCER ROAD	SOUTH SPENCER ROAD	2	12	30	0	76.7545
12635	356105	160973	LYFORD ROAD	SOUTH SPENCER ROAD	HOWE ROAD	5	18	30	0	259.912
12636	356105	160973	LYFORD ROAD	SOUTH SPENCER ROAD	HOWE ROAD	5	16	30	0	380.584
12637	356104	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	5	20	50	0	262.537
12638	356103	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	5	20	50	0	299.649
12639	356102	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	5	20	50	0	288.125
12640	356101	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	22	35	30	66.2119
12641	356100	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	22	35	30	46.9047
12642	356099	164006	MCDONALD STREET	CHARRON STREET	SALEM STREET	6	23	35	0	47.9172
12643	356098	115655	POPE STREET	GROVE STREET	BROWN STREET	5	18	30	0	44.9951
12670	356173	173027	SALEM STREET	LACAIRE LANE	DEAD END	5	20	30	0	96.5611
12671	356172	168296	TREADWELL DRIVE	SMITHVILLE ROAD	DEAD END	5	14	40	0	180.794
12672	356171	168723	MECHANIC STREET	DEAD END	MAIN STREET	1	25	35	0	156.552
12673	356170	193367	I CAPEN ROAD	CHARLTON ROAD	EAST CHARLTON ROAD	5	16	35	0	602.867
12766	356483	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	30	50	0	14.1813
12795	356485	120153	BORKUM ROAD	CLARK ROAD	CHARLTON TOWN LINE	2	0	20	0	31.6141

12796	356484	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	30	50	0	35.8053
12797	356508	143300	ARCTIC POLAR SPRING ROAD	MAIN STREET	DEAD END	2	12	0	0	622.505
12799	356506	152072	ARSENAULT DRIVE	SUNDBERG ROAD	DEAD END	2	10	30	0	103.997
12802	356503	197345	SHADY LANE	CHICKERING ROAD	DEAD END	2	10	30	0	95.0736
12803	356502	117312	VALLEY STREET	ELM STREET	DEAD END	5	19	30	0	137.87
12804	356501	108430	UNNAMED ROAD	UNNAMED ROAD	JOLICOEUR AVENUE	2	78	30	0	207.358
12805	356500	155357	HOWE ROAD	LYFORD ROAD	CHARLTON ROAD	5	16	40	0	452.952
12807	356498	125688	BROWNING POND CIRCLE	BROWNING POND ROAD	BROWNING POND ROAD	5	14	30	0	181.821
12808	356498	125688	BROWNING POND CIRCLE	BROWNING POND ROAD	BROWNING POND ROAD	1	14	30	0	241.739
12809	356498	125688	BROWNING POND CIRCLE	BROWNING POND ROAD	BROWNING POND ROAD	2	14	30	0	150.339
12810	356497	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	29	60	30	208.286
12811	356496	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	28	50	0	23.5363
12812	356495	206370	HOWE VILLAGE ROAD	MCDONALD STREET	HOWE VILLAGE ROAD	6	0	50	0	37.8229
12813	356494	137810	SOUTH SPENCER COMMON ROAD	SOUTH SPENCER ROAD	SOUTH SPENCER ROAD	2	0	30	0	16.4914
12814	356493	200505	ALTA CREST ROAD	NORTH SPENCER ROAD	DEAD END	5	0	30	0	33.4979
12815	356492	131610	LAKE AVENUE	CLARK ROAD	DEAD END	5	0	30	0	68.5779
12816	356491	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	2	0	0	0	21.2698
12817	356490	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	0	200	0	86.3778
12818	356489	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	0	200	0	122.293
12819	356488	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	29	60	30	184.414
12820	356487	159448	KINGSBURY ROAD	GREENVILLE STREET	GREENVILLE STREET	5	0	35	0	55.9845
12821	356486	107800	COONEY ROAD	HASTINGS ROAD	NORTH SPENCER ROAD	5	0	40	0	30.0673
23014	355923	109573	LINCOLN STREET	PLEASANT STREET	DEAD END	5	20	35	0	66.5656
23015	355922	147238	FOURTH AVENUE	MEADOW ROAD	SCHOOL STREET	5	20	35	0	209.078
23016	355921	147238	FOURTH AVENUE	MEADOW ROAD	SCHOOL STREET	5	20	35	0	191.233
23017	355920	148642	SMITHVILLE CROSS ROAD	NORTH SPENCER ROAD	SMITHVILLE ROAD	5	14	40	0	68.9158
23018	355919	148642	SMITHVILLE CROSS ROAD	NORTH SPENCER ROAD	SMITHVILLE ROAD	5	14	40	0	327.992
22257	355873	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	31.9221
22258	355872	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	76.3204
22259	355871	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	24	50	30	212.719
23019	355919	148642	SMITHVILLE CROSS ROAD	NORTH SPENCER ROAD	SMITHVILLE ROAD	5	16	40	0	423.35
23020	355918	186270	HASTINGS ROAD	WILSON STREET	NORTH SPENCER ROAD	5	16	40	0	2688.92
23021	355917	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	24	30	0	85.3943
23022	355916	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	24	30	0	92.8787
23023	355915	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	24	30	0	111.296
23024	355914	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	24	30	0	108.951

23025	355913	122644	ASHVIEW DRIVE	ASH STREET	CUL_DE_SAC	5	30	40	0	392.568
23127	355536	123155	PIONEER VALLEY ROAD	SMITHVILLE ROAD	CUL_DE_SAC	6	32	40	0	108.548
23128	355535	108196	GRANT STREET	DEAD END	PLEASANT STREET	5	16	35	0	203.349
23129	355534	188551	HIGHLAND STREET	WILSON STREET	LAKE STREET	5	28	40	0	222.467
23130	355533	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	24	50	30	108.977
23131	355532	176065	LAKE WHITEMORE DRIVE	MAIN STREET	DEAD END	5	12	20	0	213.56
23132	355531	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	60	30	125.697
23133	355530	154173	MEADOWBROOK LANE	PIONEER VALLEY ROAD	PLEASANT STREET	6	27	35	0	223.581
23134	355529	123155	PIONEER VALLEY ROAD	SMITHVILLE ROAD	CUL_DE_SAC	6	32	40	0	150.666
23135	355528	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	24	50	30	203.839
23136	355527	114354	PAXTON ROAD	THOMPSON POND ROAD	MAIN STREET	5	20	40	30	514.071
23137	355526	176065	LAKE WHITEMORE DRIVE	MAIN STREET	DEAD END	2	12	20	0	177.784
23138	355525	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	24	50	30	128.036
23139	355524	133652	EAGLETON STREET	PLEASANT STREET	WIRE VILLAGE ROAD	1	16	30	0	168.701
23140	355523	181720	WIRE VILLAGE ROAD	PLEASANT STREET	NUGGET FARM ROAD	5	16	40	0	75.0448
23141	355522	124498	DONNELLY STREET	PAXTON ROAD	MAIN STREET	5	16	30	0	532.861
23142	355521	186270	HASTINGS ROAD	WILSON STREET	NORTH SPENCER ROAD	5	18	40	0	238.06
23143	355520	163143	WILSON STREET	PAXTON ROAD	LINCOLN STREET	5	16	40	0	398.331
23144	355519	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	50	30	331.725
23145	355539	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	24	40	0	509.778
23146	355538	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	20	40	0	128.287
23147	355537	189419	CRAIG ROAD	LINCOLN STREET	GRANT STREET	5	22	35	0	83.0755
23679	355896	174092	WHITEMORE COVE	WILSON STREET	DEAD END	2	10	30	0	307.314
23680	355895	174092	WHITEMORE COVE	WILSON STREET	DEAD END	2	10	30	0	157.517
23681	355894	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	19.1377
23682	355893	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	79.9961
23689	355897	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	24	100	30	359.017
23690	355912	114095	WESTLAND DRIVE	THOMPSON POND ROAD	DEAD END	5	12	30	0	138.313
23691	355911	200505	ALTA CREST ROAD	NORTH SPENCER ROAD	DEAD END	5	14	30	0	392.39
23692	355910	200505	ALTA CREST ROAD	NORTH SPENCER ROAD	DEAD END	5	14	30	0	27.8834
23693	355909	198326	EASTALEE DRIVE	DONNELLY CROSS ROAD	DEAD END	2	16	30	0	101.76
23694	355908	198326	EASTALEE DRIVE	DONNELLY CROSS ROAD	DEAD END	2	16	30	0	300.94
23695	355907	198326	EASTALEE DRIVE	DONNELLY CROSS ROAD	DEAD END	2	16	30	0	73.3757
23696	355906	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	36.0069
23697	355905	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	41.1398
23698	355904	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	72.2987
23699	355903	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	22.371
23700	355902	130812	WILSON AVENUE	CHICKERING ROAD	CLARK ROAD	5	10	20	0	183.562

23701	355901	130812	WILSON AVENUE	CHICKERING ROAD	CLARK ROAD	5	10	20	0	282.586
23702	355900	143063	LAUREL LANE	DONNELLY CROSS ROAD	OAKLAND DRIVE	2	12	30	0	533.583
23703	355899	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	30	50	30	271.922
23704	355898	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	146.758
23705	355898	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	19	30	0	421.582
23787	356016	128475	TEMPLE STREET	CHESTNUT STREET	LANGEVIN STREET	5	18	30	0	230.135
23788	356015	180048	LAKE STREET	DEAD END	MAIN STREET	5	16	35	0	126.917
23789	356014	174092	WHITMORE COVE	WILSON STREET	DEAD END	2	14	30	0	184.566
23790	356013	108246	WALNUT STREET	SCHOOL STREET	CROWN STREET	5	19	30	0	54.4825
23791	356012	203177	CROWN STREET	WALNUT STREET	SUMNER STREET	5	19	30	0	104.455
23792	356011	106836	MCCORMACK ROAD	THOMPSON POND ROAD	NUGGET FARM ROAD	5	14	40	0	163.774
23793	356011	106836	MCCORMACK ROAD	THOMPSON POND ROAD	NUGGET FARM ROAD	5	16	40	0	564.515
23794	356010	145294	ASH STREET	EAST CHARLTON ROAD	MAIN STREET	5	20	35	0	30.8219
23795	356009	145294	ASH STREET	EAST CHARLTON ROAD	MAIN STREET	5	20	35	0	130.388
23796	356008	137810	SOUTH SPENCER COMMON ROAD	SOUTH SPENCER ROAD	SOUTH SPENCER ROAD	2	12	30	0	71.6948
23797	356007	137810	SOUTH SPENCER COMMON ROAD	SOUTH SPENCER ROAD	SOUTH SPENCER ROAD	2	12	30	0	20.0202
23798	356016	128475	TEMPLE STREET	CHESTNUT STREET	LANGEVIN STREET	5	18	30	0	103.563
23799	356017	128475	TEMPLE STREET	CHESTNUT STREET	LANGEVIN STREET	5	18	30	0	57.0683
23800	356022	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	30	40	0	14.2895
23801	356021	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	30	40	0	46.015
23802	356020	159362	SUNSET LANE	GREENVILLE STREET	DEAD END	5	24	40	0	232.003
23803	356020	159362	SUNSET LANE	GREENVILLE STREET	DEAD END	2	14	40	0	166.237
23804	356019	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	24	50	30	140.769
23805	356019	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	24	50	30	44.0815
23806	356018	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	24	50	30	106.951
23807	356017	128475	TEMPLE STREET	CHESTNUT STREET	LANGEVIN STREET	5	20	30	0	130.075
23829	355701	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	22.525
23830	355700	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	833.306
23831	355699	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	204.522
23832	355698	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	319.766
23833	355697	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	223.814
23834	355696	195863	BUTEAU ROAD	CLARK ROAD	CHARLTON TOWN LINE	5	14	30	0	481.894
23835	355695	171247	BLUEBERRY HILL DRIVE	CHARLTON ROAD	CUL DE SAC	5	27	40	0	314.059
23836	355694	195863	BUTEAU ROAD	CLARK ROAD	CHARLTON TOWN LINE	5	16	30	0	870.227
23837	355693	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	5	16	40	0	433.443
23838	355692	181924	JOLICOEUR ROAD	CRANBERRY MEADOW ROAD	HEBERT ROAD	5	16	35	0	100.54
23839	355691	181924	JOLICOEUR ROAD	CRANBERRY MEADOW ROAD	HEBERT ROAD	5	16	35	0	466.711

23840	355690	157639	HEBERT ROAD	CRANBERRY MEADOW ROAD	SOUTH SPENCER ROAD	5	16	35	0	588.618
23841	355689	157639	HEBERT ROAD	CRANBERRY MEADOW ROAD	SOUTH SPENCER ROAD	5	16	35	0	376.895
23842	355702	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	161.667
23843	355709	114354	PAXTON ROAD	THOMPSON POND ROAD	MAIN STREET	5	18	40	30	530.015
23844	355708	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	217.629
23845	355707	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	98.1866
23846	355706	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	1097.42
23847	355705	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	207.311
23848	355704	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	54.5494
23849	355703	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	6	24	50	30	59.7861
24422	355604	189146	SAMPSON STREET	MAIN STREET	DEAD END	5	18	35	0	92.8691
24423	355603	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	25.1654
24424	355602	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	96.3605
24425	355601	145294	ASH STREET	EAST CHARLTON ROAD	MAIN STREET	5	22	35	0	227.493
24426	355600	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	24	40	0	169.448
24427	355599	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	105.693
24428	355598	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	27	50	30	213.998
24429	355597	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	154.024
24430	355596	193017	MAY STREET	MAIN STREET	HOLMES STREET	5	26	35	0	78.5573
24431	355595	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	24	40	0	90.468
24432	355594	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	24	40	0	110.718
24433	355593	172271	GROVE STREET	MAIN STREET	HIGHLAND STREET	5	28	35	0	203.284
24434	355592	152532	IRVING STREET	GREENVILLE STREET	MAY STREET	5	22	40	0	334.277
24435	355591	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	19	30	0	143.854
24436	355590	136130	PROUTY STREET	PLEASANT STREET	HIGH STREET	5	16	30	0	128.805
24437	355589	168107	MAIN STREET TERRACE	NORTH STREET	MAIN STREET	5	32	40	0	134.079
24438	355588	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	27	50	30	112.532
24439	355587	168538	SUMMIT STREET	MAIN STREET	WATSON STREET	5	16	30	0	350.832
24440	355586	151178	SPRING STREET	MAIN STREET	CHERRY STREET	5	20	35	0	129.436
24441	355585	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	20	40	0	186.228
24442	355584	172589	NORTH STREET	MAIN STREET	HIGHLAND STREET	6	20	30	0	101.217
24443	355583	152532	IRVING STREET	GREENVILLE STREET	MAY STREET	5	26	40	0	60.936
24505	355668	168723	MECHANIC STREET	DEAD END	MAIN STREET	5	24	35	0	89.7059
24506	355667	142696	DUSTIN STREET	MECHANIC STREET	MAPLE STREET	5	19	30	0	163.171
24507	355666	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	46.3507
24508	355665	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	20	30	30	89.9179
24509	355664	168723	MECHANIC STREET	DEAD END	MAIN STREET	5	24	35	0	82.4511
24510	355663	131576	CASEY STREET	MAPLE STREET	MECHANIC STREET	1	22	35	0	136.763
24511	355662	168723	MECHANIC STREET	DEAD END	MAIN STREET	5	24	35	0	116.187

24512	355661	164006	MCDONALD STREET	CHARRON STREET	SALEM STREET	2	25	35	0	128.963
24513	355660	206370	HOWE VILLAGE ROAD	MCDONALD STREET	HOWE VILLAGE ROAD	6	24	50	0	61.4584
24514	355659	133694	SUMNER STREET	DEAD END	MAIN STREET	5	19	35	0	113.938
24515	355658	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	103.367
24516	355657	161165	ADAMS STREET	MAPLE STREET	MCDONALD STREET	5	24	35	0	115.9
24517	355656	133694	SUMNER STREET	DEAD END	MAIN STREET	5	19	35	0	88.8206
24518	355655	203177	CROWN STREET	WALNUT STREET	SUMNER STREET	5	21	30	0	98.8576
24519	355654	164006	MCDONALD STREET	CHARRON STREET	SALEM STREET	6	23	35	0	92.9941
24520	355653	164594	PROSPECT STREET	MAPLE STREET	TEMPLE STREET	5	22	30	0	100.359
24521	355652	164594	PROSPECT STREET	MAPLE STREET	TEMPLE STREET	5	22	30	0	82.602
24522	355651	173027	SALEM STREET	LACAIRE LANE	DEAD END	5	20	30	0	64.1085
24523	355650	168723	MECHANIC STREET	DEAD END	MAIN STREET	5	20	30	0	57.8533
24524	355649	164594	PROSPECT STREET	MAPLE STREET	TEMPLE STREET	5	20	30	0	118.245
24525	355648	187175	EMMETT STREET	MAIN STREET	CROWN STREET	5	20	35	0	111.46
25060	356126	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	18	30	0	128.98
25061	356125	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	16	30	0	79.3268
25062	356124	126889	DEWEY STREET	SOUTH SPENCER ROAD	MAIN STREET	6	30	60	0	22.6222
25063	356123	160973	LYFORD ROAD	SOUTH SPENCER ROAD	HOWE ROAD	5	18	30	0	191.939
25064	356122	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	35	60	30	16.0758
25065	356121	145294	ASH STREET	EAST CHARLTON ROAD	MAIN STREET	5	15	40	0	426.266
25066	356120	204846	CLARK STREET	ASH STREET	ADAMS STREET	5	24	35	0	42.0288
25067	356119	145294	ASH STREET	EAST CHARLTON ROAD	MAIN STREET	5	15	40	0	91.1073
25068	356118	160502	RAWSON ROAD	GREENVILLE STREET	LEICESTER TOWN LINE	6	18	0	0	208.833
25069	356117	159448	KINGSBURY ROAD	GREENVILLE STREET	GREENVILLE STREET	5	14	35	0	270.554
25070	356116	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	160.946
25071	356115	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	306.339
25072	356114	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	77.7528
25073	356113	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	18.7638
25074	356112	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	2	12	40	0	592.674
25075	356111	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	2	12	40	0	251.558
25076	356110	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	182.829
25077	356109	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	86.1098
25078	356108	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	104.652
25079	356107	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	82.8049
25080	356106	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	466.539
25873	355786	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	5	20	50	0	59.7259
25874	355786	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	5	18	40	0	108.13
25875	355785	159448	KINGSBURY ROAD	GREENVILLE STREET	GREENVILLE STREET	5	14	35	0	56.9081



25834	355784	159448	KINGSBURY ROAD	GREENVILLE STREET	GREENVILLE STREET	5	14	35	0	652.54
25835	355781	107800	COONEY ROAD	HASTINGS ROAD	NORTH SPENCER ROAD	5	16	40	0	333.575
25836	355783	128884	MARBLE ROAD	EAST CHARLTON ROAD	CLARK ROAD	2	14	30	0	1270.44
25837	355780	107800	COONEY ROAD	HASTINGS ROAD	NORTH SPENCER ROAD	5	16	40	0	29.2472
25838	355779	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	16	40	0	35.7176
25839	355778	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	16	40	0	191.888
25840	355777	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	16	40	0	296.386
25841	355776	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	16	40	0	603.985
25842	355775	144963	BROWNING POND ROAD	NORTH SPENCER ROAD	OAKHAM TOWN LINE	5	18	28	0	319.002
25843	355775	144963	BROWNING POND ROAD	NORTH SPENCER ROAD	OAKHAM TOWN LINE	5	20	28	0	1232.67
25865	355782	107800	COONEY ROAD	HASTINGS ROAD	NORTH SPENCER ROAD	5	16	40	0	941.182
25866	355793	125534	NORTHWEST ROAD	NORTH SPENCER ROAD	OAKHAM TOWN LINE	5	18	30	0	340.865
25867	355792	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	104.26
25868	355791	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	46.3105
25869	355790	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	292.858
25870	355789	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	17	30	0	70.8541
25871	355788	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	5	16	40	0	389.498
25872	355787	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	5	16	40	0	517.82
27135	355496	155198	THOMPSON POND ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	20	40	0	225.486
27136	355495	155198	THOMPSON POND ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	20	40	0	564.777
27137	355494	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	5	20	50	30	234.703
27138	355493	174931	BARCLAY ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	20	40	0	246.663
27139	355492	107856	NORTH SPENCER ROAD	PLEASANT STREET	PAXTON TOWN LINE	5	20	50	30	603.966
30527	355752	163143	WILSON STREET	PAXTON ROAD	LINCOLN STREET	5	16	40	0	412.959
30530	355750	163143	WILSON STREET	PAXTON ROAD	LINCOLN STREET	5	16	40	0	75.2399
30531	355749	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	2	12	40	0	41.1783
30532	355748	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	2	12	40	0	963.364
30533	355747	165413	WOODSIDE ROAD	NORTH BROOKFIELD ROAD	SMITHVILLE ROAD	5	16	40	0	466.531
30534	355746	165413	WOODSIDE ROAD	NORTH BROOKFIELD ROAD	SMITHVILLE ROAD	5	16	40	0	966.573
30535	355745	165413	WOODSIDE ROAD	NORTH BROOKFIELD ROAD	SMITHVILLE ROAD	5	16	40	0	384.92
30536	355744	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	131.939
30537	355743	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	50.1719
30538	355742	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	141.334
30539	355741	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	315.627
30540	355740	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	197.765

30541	355739	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	235.313
30542	355738	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	137.538
30543	355737	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	104.062
30544	355736	143480	CHICKERING ROAD	LEICESTER TOWN LINE	CLARK ROAD	2	16	20	0	230.772
30545	355735	179023	R JONES ROAD	ASH STREET	KINGSBURY ROAD	5	16	35	0	614.234
30546	355734	179023	R JONES ROAD	ASH STREET	KINGSBURY ROAD	5	16	35	0	921.957
30547	355733	179023	R JONES ROAD	ASH STREET	KINGSBURY ROAD	5	16	35	0	128.921
30548	355732	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	19	30	0	631.871
30549	355751	163143	WILSON STREET	PAXTON ROAD	LINCOLN STREET	5	16	40	0	144.746
31872	356054	177061	HIGH RIDGE ROAD	HASTINGS ROAD	DEAD END	5	12	30	0	118.143
31873	356054	177061	HIGH RIDGE ROAD	HASTINGS ROAD	DEAD END	5	20	30	0	63.634
31874	356053	155198	THOMPSON POND ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	20	40	0	95.8719
31875	356052	209484	CORNFIELD ROAD	TREADWELL DRIVE	DEAD END	0	24	0	0	177.894
31876	356051	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	60	30	94.8593
31877	356051	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	23.4694
31878	356050	202431	BEMIS STREET	MAPLE STREET	MECHANIC STREET	5	22	35	0	158.932
31879	356050	202431	BEMIS STREET	MAPLE STREET	MECHANIC STREET	5	22	35	0	52.9038
31880	356049	117329	LACAIRE LANE	SALEM STREET	DEAD END	2	12	25	0	50.7079
31881	356048	173027	SALEM STREET	LACAIRE LANE	DEAD END	5	24	30	0	58.6258
31882	356047	160682	CHESTNUT STREET	VALLEY STREET	MAPLE STREET	5	22	40	0	149.536
31883	356047	160682	CHESTNUT STREET	VALLEY STREET	MAPLE STREET	5	22	40	0	66.3953
31884	356046	151269	EARLEY STREET	CHESTNUT STREET	DEAD END	5	18	30	0	114.827
31885	356046	151269	EARLEY STREET	CHESTNUT STREET	DEAD END	2	12	30	0	67.5571
31886	356045	156494	PAXTON DRIVE	PAXTON ROAD	DEAD END	5	18	0	0	81.3761
31887	356044	165960	WILSON DRIVE	CHICKERING ROAD	DEAD END	2	16	30	0	87.0116
31888	356043	164006	MCDONALD STREET	CHARRON STREET	SALEM STREET	2	18	35	0	86.8728
31889	356042	154825	PLEASANT VIEW ROAD	LANGVIN STREET	DEAD END	5	14	30	0	112.698
31890	356041	121726	WILLIAM CASEY ROAD	JOLICOEUR ROAD	CHARLTON TOWN LINE	5	14	40	0	60.5957
31891	356040	120581	CRESTWOOD AVENUE	CHARLTON ROAD	DEAD END	2	14	30	0	111.452
31892	356039	159890	MAPLE TERRACE	MAPLE STREET	CHERRY STREET	5	18	30	0	109.81
36065	355562	161781	STARR STREET	POPE STREET	GROVE STREET	5	21	30	0	135.089
35456	355814	145294	ASH STREET	EAST CHARLTON ROAD	MAIN STREET	5	17	40	0	165.049
35457	355830	185166	BRIARCLIFF LANE	CRANBERRY MEADOW ROAD	CHARLTON TOWN LINE	5	18	40	0	131.138
35458	355829	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	2	18	0	0	792.275
35459	355828	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	2	18	0	0	27.3589
35460	355827	126540	SHERWOOD DRIVE	THOMPSON POND ROAD	CUL_DE_SAC	6	30	60	0	182.155
35461	355826	126540	SHERWOOD DRIVE	THOMPSON POND ROAD	CUL_DE_SAC	6	30	60	0	395.738
35462	355825	126540	SHERWOOD DRIVE	THOMPSON POND ROAD	CUL_DE_SAC	6	30	60	0	200.265
35463	355824	114354	PAXTON ROAD	THOMPSON POND ROAD	MAIN STREET	5	20	40	30	294.841
35464	355823	114354	PAXTON ROAD	THOMPSON POND ROAD	MAIN STREET	5	20	40	30	509.781
35465	355822	110377	SMITHVILLE ROAD	EAST BROOKFIELD TOWN LINE	PLEASANT STREET	5	16	40	0	588.481

35466	355821	134381	CLARK ROAD	LEICESTER TOWN LINE	EAST CHARLTON ROAD	5	16	30	0	18.1774
35467	355820	134381	CLARK ROAD	LEICESTER TOWN LINE	EAST CHARLTON ROAD	5	18	30	0	1076.77
35468	355820	134381	CLARK ROAD	LEICESTER TOWN LINE	EAST CHARLTON ROAD	5	16	30	0	118.717
35469	355819	134381	CLARK ROAD	LEICESTER TOWN LINE	EAST CHARLTON ROAD	5	16	30	0	82.1845
35470	355818	134381	CLARK ROAD	LEICESTER TOWN LINE	EAST CHARLTON ROAD	5	16	30	0	136.364
35471	355817	134381	CLARK ROAD	LEICESTER TOWN LINE	EAST CHARLTON ROAD	5	16	30	0	438.015
35472	355816	125534	NORTHWEST ROAD	NORTH SPENCER ROAD	OAKHAM TOWN LINE	5	18	30	0	763.738
35473	355816	125534	NORTHWEST ROAD	NORTH SPENCER ROAD	OAKHAM TOWN LINE	5	20	30	0	868.547
35474	355816	125534	NORTHWEST ROAD	NORTH SPENCER ROAD	OAKHAM TOWN LINE	5	18	30	0	261.997
35475	355815	145294	ASH STREET	EAST CHARLTON ROAD	MAIN STREET	5	15	40	0	350.434
35476	355815	145294	ASH STREET	EAST CHARLTON ROAD	MAIN STREET	5	17	40	0	728.258
35968	356482	134938	G HENRY WILSON ROAD	CHICKERING ROAD	EAST CHARLTON ROAD	5	0	40	0	46.6465
35969	356481	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	0	200	0	165.056
35970	356480	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	0	200	0	129.107
35975	356475	213400	LLOYD DYER DRIVE	WALL STREET	ELM STREET	6	20	35	0	107.473
35980	356470	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	24	200	0	20.2682
36085	355582	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	19	30	0	202.17
36086	355581	172271	GROVE STREET	MAIN STREET	HIGHLAND STREET	5	28	35	0	112.236
36087	355580	115655	POPE STREET	GROVE STREET	BROWN STREET	5	18	30	0	51.0519
36088	355579	183771	JONES STREET	STARR STREET	POPE STREET	5	20	30	0	109.199
36089	355578	119131	OLD FARM ROAD	SMITHVILLE ROAD	MEADOW ROAD	5	28	40	0	675.504
36090	355577	113027	WATSON STREET	IRVING STREET	MAIN STREET	5	20	35	0	36.2757
36091	355576	152532	IRVING STREET	GREENVILLE STREET	MAY STREET	5	26	40	0	122.386
36092	355575	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	77.1296
36093	355574	211796	OLD MEADOW ROAD	MEADOW ROAD	MEADOW ROAD	5	14	40	0	375.533
36094	355573	113027	WATSON STREET	IRVING STREET	MAIN STREET	5	20	35	0	138.214
36095	355572	187910	POWERS STREET	LAKE STREET	NORTH STREET	5	16	30	0	196.083
36096	355571	180048	LAKE STREET	DEAD END	MAIN STREET	5	19	35	0	127.162
36097	355570	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	40	60	30	183.167
36098	355569	151178	SPRING STREET	MAIN STREET	CHERRY STREET	5	24	40	0	181.606
36099	355568	152532	IRVING STREET	GREENVILLE STREET	MAY STREET	5	26	40	0	163.279
36100	355567	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	24	50	30	145.617
36101	355566	108196	GRANT STREET	DEAD END	PLEASANT STREET	5	20	35	0	370.782
36102	355565	164610	MEADOW ROAD	WEST MAIN STREET	PLEASANT STREET	6	24	40	0	106.275
36103	355564	172271	GROVE STREET	MAIN STREET	HIGHLAND STREET	5	28	35	0	69.6699
36104	355563	161781	STARR STREET	POPE STREET	GROVE STREET	5	21	30	0	49.9979
36137	356066	155198	THOMPSON POND ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	20	40	0	63.1906
36138	356064	114095	WESTLAND DRIVE	THOMPSON POND ROAD	DEAD END	5	12	30	0	206.519
36139	356063	114095	WESTLAND DRIVE	THOMPSON POND	DEAD END	5	12	30	0	62.3586

				ROAD						
36140	356062	181413	SHERBROOK AVENUE	BRIARCLIFF LANE	CUL_DE_SAC	5	24	40	0	145.535
36141	356061	181413	SHERBROOK AVENUE	BRIARCLIFF LANE	CUL_DE_SAC	5	24	40	0	83.041
36142	356060	182837	COLLIER CIRCLE	OAKLAND DRIVE	COLLIER CIRCLE	6	30	50	0	217.652
36143	356059	182837	COLLIER CIRCLE	OAKLAND DRIVE	COLLIER CIRCLE	6	30	50	0	588.357
36144	356058	116364	SHERMAN GROVE	PAXTON ROAD	SHERMAN GROVE ROAD	2	14	30	0	231.727
36145	356058	116364	SHERMAN GROVE	PAXTON ROAD	SHERMAN GROVE ROAD	2	9	30	0	263.733
36146	356057	121236	MAIN STREET	WEST MAIN STREET	LEICESTER TOWN LINE	6	25	50	30	17.9621
36147	356056	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	5	19	40	0	85.6392
36148	356055	206370	HOWE VILLAGE ROAD	MCDONALD STREET	HOWE VILLAGE ROAD	6	24	50	0	50.2256
36149	356065	160421	OVERLOOK DRIVE	LAMBS GROVE ROAD	CUL_DE_SAC	5	24	40	0	377.717
36150	356074	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	24	100	30	37.3134
36151	356073	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	24	100	30	132.165
36152	356072	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	24	100	30	21.8484
36153	356071	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	20	30	0	477.071
36154	356071	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	16	30	0	1263.97
36155	356070	124952	WASHBURN ROAD	BROOKS POND ROAD	DEAD END	2	8	30	0	763.822
36156	356069	172427	SOUTH SPENCER ROAD	DEWEY STREET	EAST BROOKFIELD TOWN LINE	5	20	30	0	615.619
36157	356068	159448	KINGSBURY ROAD	GREENVILLE STREET	GREENVILLE STREET	5	14	35	0	289.35
36158	356067	179023	R JONES ROAD	ASH STREET	KINGSBURY ROAD	5	16	35	0	257.033
37363	355988	129401	CRESTVIEW DRIVE	MAIN STREET	CUL_DE_SAC	5	22	30	0	99.3194
37364	355987	129401	CRESTVIEW DRIVE	MAIN STREET	CUL_DE_SAC	5	22	30	0	57.3591
37365	355986	210309	DUFAULT DRIVE	HOWE ROAD	DEAD END	5	10	30	0	218.968
37366	355985	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	28	50	30	40.4575
37367	355984	131413	WEST MAIN STREET	MAIN STREET	EAST BROOKFIELD TOWN LINE	6	28	50	30	31.0786
37368	355983	212694	NUGGET FARM ROAD	PAXTON ROAD	HASTINGS ROAD	5	18	40	0	213.514
37369	355982	117312	VALLEY STREET	ELM STREET	DEAD END	5	19	30	0	171.391
37370	355981	181720	WIRE VILLAGE ROAD	PLEASANT STREET	NUGGET FARM ROAD	5	18	40	0	958.074
37371	355981	181720	WIRE VILLAGE ROAD	PLEASANT STREET	NUGGET FARM ROAD	5	16	40	0	147.938
37372	355980	113375	DOWGIELEWICZ ROAD	NORTHWEST ROAD	DEAD END	5	12	40	0	263.798
37373	355979	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	24	50	30	38.0072
37374	355978	132685	SCHOOL STREET	MAIN STREET	MEADOW ROAD	5	22	40	0	240.415
37375	355977	196516	DALE STREET	CHERRY STREET	HOLMES STREET	2	14	30	0	238.284
37376	355976	197499	KITTREDGE ROAD	NORTHWEST ROAD	NORTH BROOKFIELD TOWN LINE	5	12	30	0	259.232
37377	355976	197499	KITTREDGE ROAD	NORTHWEST ROAD	NORTH BROOKFIELD TOWN LINE	5	16	30	0	831.46
37378	355975	117119	JOLICOEUR AVENUE	THOMPSON POND ROAD	JOLICOEUR AVENUE	5	12	30	0	253.198
37379	355974	188551	HIGHLAND STREET	WILSON STREET	LAKE STREET	5	24	40	0	235.547
37380	355973	141144	PURCHASE AVENUE	BRIARCLIFF LANE	DEAD END	2	16	30	0	261.854

37381	355972	155823	SHERMAN GROVE ROAD	PAXTON ROAD	DEAD END	5	16	30	0	72.7366
37382	355971	155823	SHERMAN GROVE ROAD	PAXTON ROAD	DEAD END	5	16	30	0	74.8456
37383	355970	155823	SHERMAN GROVE ROAD	PAXTON ROAD	DEAD END	5	16	30	0	118.263
38903	356161	164006	MCDONALD STREET	CHARRON STREET	SALEM STREET	6	23	35	0	66.7834
38904	356160	203158	CHURCH STREET	EARLEY STREET	MAPLE STREET	5	21	35	0	184.43
38905	356159	128475	TEMPLE STREET	CHESTNUT STREET	LANGEVIN STREET	5	22	30	0	59.9488
38906	356158	169032	PEARL STREET	VALLEY STREET	ELM STREET	5	20	30	0	326.439
38907	356157	144955	ELM STREET	MAIN STREET	CHESTNUT STREET	5	20	30	0	121.773
38908	356156	144955	ELM STREET	MAIN STREET	CHESTNUT STREET	5	18	30	0	103.631
38909	356155	109573	LINCOLN STREET	PLEASANT STREET	DEAD END	5	20	35	0	66.0509
38910	356155	109573	LINCOLN STREET	PLEASANT STREET	DEAD END	5	20	35	0	309.807
38911	356154	115926	PLEASANT STREET	MAIN STREET	MEADOW ROAD	6	24	50	30	57.0489
38912	356153	117312	VALLEY STREET	ELM STREET	DEAD END	5	22	30	0	77.6507
38913	356152	123483	WATER STREET	MAIN STREET	VALLEY STREET	5	22	40	0	286.23
38914	356151	166534	POND STREET	CLARK STREET	MCDONALD STREET	5	24	35	0	86.322
38915	356150	164006	MCDONALD STREET	CHARRON STREET	SALEM STREET	6	23	35	0	84.5077
38916	356149	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	20	40	0	263.544
38917	356148	168756	CROSS STREET	CHERRY STREET	IRVING STREET	5	22	30	0	143.878
38918	356147	184230	CHERRY STREET	MECHANIC STREET	GREENVILLE STREET	6	24	40	0	18.4368
38919	356146	161165	ADAMS STREET	MAPLE STREET	MCDONALD STREET	5	29	35	0	177.892
38920	356165	179166	CRANBERRY MEADOW ROAD	CHARLTON ROAD	LYFORD ROAD	5	16	40	0	251.401
38921	356164	160278	BACON HILL ROAD	CHARLTON ROAD	EAST CHARLTON ROAD	2	16	0	0	1538.36
38922	356163	146713	CHARLTON ROAD	MAPLE STREET	CHARLTON TOWN LINE	6	24	50	30	349.313
38923	356162	130462	MAPLE STREET	MAIN STREET	CHARLTON ROAD	6	22	35	30	78.5323
39377	451930	172318	PODUNK BOULEVARD	EAST BROOKFIELD TOWN LINE	WEST MAIN STREET	6	24	200	0	19.3853
40861	355851	186270	HASTINGS ROAD	WILSON STREET	NORTH SPENCER ROAD	5	18	35	0	27.123
40862	355850	155198	THOMPSON POND ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	18	40	0	345.683
40863	355849	155198	THOMPSON POND ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	18	40	0	17.2259
40864	355848	155198	THOMPSON POND ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	18	40	0	181.301
40865	355847	155198	THOMPSON POND ROAD	NORTH SPENCER ROAD	PAXTON TOWN LINE	5	18	40	0	102.652
40866	355846	151100	UNNAMED ROAD	NORTH SPENCER ROAD	NORTH SPENCER ROAD	5	17	40	0	262.835
40867	355845	151100	UNNAMED ROAD	NORTH SPENCER ROAD	NORTH SPENCER ROAD	5	17	40	0	305.138
40868	355844	117119	JOLICOEUR AVENUE	THOMPSON POND ROAD	JOLICOEUR AVENUE	5	10	30	0	69.193
40869	355843	117119	JOLICOEUR AVENUE	THOMPSON POND ROAD	JOLICOEUR AVENUE	5	10	30	0	639.392
40870	355842	186270	HASTINGS ROAD	WILSON STREET	NORTH SPENCER ROAD	5	18	40	0	446.82
40871	355840	160973	LYFORD ROAD	SOUTH SPENCER ROAD	HOWE ROAD	5	16	30	0	111.982
40872	355839	160973	LYFORD ROAD	SOUTH SPENCER ROAD	HOWE ROAD	5	16	30	0	23.6574
40873	355838	160973	LYFORD ROAD	SOUTH SPENCER ROAD	HOWE ROAD	5	16	30	0	243.6

40874	355837	160973	LYFORD ROAD	SOUTH SPENCER ROAD	HOWE ROAD	5	18	30	0	27.4447
40875	355836	185166	BRIARCLIFF LANE	CRANBERRY MEADOW ROAD	CHARLTON TOWN LINE	5	18	40	0	348.273
40876	355835	185166	BRIARCLIFF LANE	CRANBERRY MEADOW ROAD	CHARLTON TOWN LINE	5	18	40	0	48.7896
40877	355834	185166	BRIARCLIFF LANE	CRANBERRY MEADOW ROAD	CHARLTON TOWN LINE	5	18	40	0	29.3948
40878	355833	185166	BRIARCLIFF LANE	CRANBERRY MEADOW ROAD	CHARLTON TOWN LINE	5	18	40	0	102.042
40879	355832	185166	BRIARCLIFF LANE	CRANBERRY MEADOW ROAD	CHARLTON TOWN LINE	5	18	40	0	124.364
40880	355831	185166	BRIARCLIFF LANE	CRANBERRY MEADOW ROAD	CHARLTON TOWN LINE	5	18	40	0	50.4477
41353	355947	122220	HOWARD HURLEY ROAD	DONNELLY CROSS ROAD	LEICESTER TOWN LINE	6	18	0	0	385.92
41354	355946	206370	HOWE VILLAGE ROAD	MCDONALD STREET	HOWE VILLAGE ROAD	6	24	50	0	164.842
41355	355949	140572	VALLEY VIEW DRIVE	PLEASANT STREET	CUL_DE_SAC	5	20	40	0	301.916
41356	355945	206370	HOWE VILLAGE ROAD	MCDONALD STREET	HOWE VILLAGE ROAD	6	24	50	0	33.0926
41357	355944	162395	TERKANIAN DRIVE	NORTH SPENCER ROAD	DEAD END	5	15	40	0	23.028
41358	355943	124498	DONNELLY STREET	PAXTON ROAD	MAIN STREET	5	14	30	0	690.847
41359	355943	124498	DONNELLY STREET	PAXTON ROAD	MAIN STREET	5	16	30	0	314.597
41360	355942	156856	GREENVILLE STREET	MAIN STREET	CHICKERING ROAD	5	19	30	0	402.814
41361	355948	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	5	16	40	0	248.303
41362	355948	137390	EAST CHARLTON ROAD	CHARLTON ROAD	CHARLTON TOWN LINE	5	18	40	0	184.005
41391	355951	164799	WOODSIDE DRIVE	WOODSIDE ROAD	CUL_DE_SAC	2	12	20	0	280.817
41392	355950	164799	WOODSIDE DRIVE	WOODSIDE ROAD	CUL_DE_SAC	2	12	20	0	57.9965

## APPENDIX I: GUARD RAIL DATA TABLE

GR_ID	Length	Cond_Rating	Type
001	962	3	Standard
002	33	3	Concrete
003	34	3	Concrete
004	310	5	Standard
005	474	3	Standard
006	109	0	
007	258	0	
008	328	0	
009	665	0	
010	484	0	
011	598	0	
012	380	0	
013	450	0	
014	304	0	
015	333	0	
016	369	0	
017	332	0	
018	177	0	
019	201	0	
020	134	0	
021	112	0	
022	212	0	
023	305	0	
024	269	0	
025	409	0	
026	309	0	
027	321	0	
028	131	0	
029	147	0	
030	325	0	
031	144	0	
032	230	0	
033	191	0	
034	173	0	
035	246	0	
036	62	0	
037	401	0	
038	341	0	
039	187	0	
040	116	0	
041	218	0	
042	309	0	

043	302	0
044	185	0
045	261	0
046	232	0
047	168	0
048	89	0
049	200	0
050	466	0
051	570	0
052	391	0
053	383	0
054	193	0
055	181	0
056	300	0
057	94	0
058	296	0
059	79	0
060	73	0
061	325	0
062	272	0
063	182	0
064	163	0
065	103	0
066	395	0
067	267	0
068	271	0
069	330	0
070	282	0
071	264	0
072	144	0
073	195	0
074	370	0
075	388	0
076	231	0
077	534	0
078	79	0
079	62	0
080	74	0
081	105	0
082	118	0
083	209	0
084	147	0
085	326	0
086	264	0
087	128	0
088	382	0
089	64	0



090	149	0	
091	455	0	
092	232	0	
093	87	0	
094	732	4	Standard
095	215	4	Standard
096	129	3	Standard
097	379	3	Standard
098	350	3	Standard
099	145	3	Standard
100	101	3	Standard
101	235	4	Standard
102	150	5	Standard
103	420	5	Standard
104	356	5	Standard
105	187	5	Standard
106	110	5	Standard
107	561	3	Standard
108	482	3	Standard
109	842	3	Standard
110	1344	3	Standard
111	523	4	Standard
112	1536	4	Standard
113	433	4	Standard
114	159	4	Standard
115	112	3	Wood
116	72	3	Wood
117	127	0	
118	354	0	
119	204	0	
120	270	0	
121	330	0	
122	289	0	
123	495	0	
124	622	0	
125	391	0	
126	341	0	
127	192	0	
128	193	0	