



2021

PEDESTRIAN
ACCESSIBILITY
STUDY

Holliston, Massachusetts
December 2021

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1 INTRODUCTION

1 INTRODUCTION

BACKGROUND

The Town of Holliston is in Middlesex County, located southwest of the City of Boston between the 495 and 95 belts. Holliston has a good pedestrian accessibility infrastructure consisting of over 50 miles of sidewalk and a little more than 360 pedestrian ramps which allow the community of 13,500 people to connect to its quaint downtown and rail trail.

The Town of Holliston, in February 2021, retained and Stantec to create an inventory and assessment for both sidewalks and pedestrian ramps in an effort to make the Holliston more accessible. From the first meeting with DPW Director, Sean Reese and Select Board member, Benjamin Sparrell, it was clear that the Town of Holliston is committed to asset management, specifically addressing sidewalk condition, accessibility, and conformance with the Massachusetts Architectural Access Board (MAAB).

This inventory and assessment was undertaken in order to develop a comprehensive pedestrian sidewalk and ramp database describing ramp locations and conditions, and to better understand Holliston's pedestrian accessibility infrastructure, so Town-wide repair policies and priorities could be developed and established. The inventory was conducted utilizing geographic information systems (GIS) and web based data collection software in order to create a comprehensive database describing locations and conditions. This inventory includes detailed sidewalk and ramp measurements to be used to determine MAAB conformity and network-level information for systematic analyses to prioritize these assets for future construction programming, survey, and engineering. This inventory should be used in tandem with the Town's other assets such as roadways, water-supply infrastructure and available state and federal funding programs to improve multi-modal accessibility and connectivity.

This report is designed to be a network level planning tool intended to provide a foundation for managing the Town's pedestrian accessibility resources by combining technology, local knowledge, and professional engineering input. The following pages describe our approach.

SIDEWALKS INVENTORY APPROACH

Using iPads and iPhones with the ArcGIS Collector App, the Stantec Team conducted a Town-wide pedestrian sidewalk and ramp inventory and assessment with GIS integration to build a comprehensive database. Our Team provided a live web map track data collection progress.

Sidewalks Inventory

Beginning in April 2021, our team of engineers collected six (6) primary types of sidewalk field data:

1. Sidewalk material type: examples of materials include:
 - PC – Portland Cement Concrete
 - BR – Brick
 - BC – Bituminous Concrete
 - PCBA – Portland Cement Concrete w/ Brick Accent
 - SDGR – Stone Dust/Gravel
 - OT – Other
2. Sidewalk Visual Rating: a general condition category consisting of:
 - Excellent - Likely ADA compliant slopes, little to no surface distresses
 - Good - Likely ADA compliant, hairline cracks, 1 fault
 - Fair - Not ADA compliant, severe cracking, multiple faults, or missing brick
 - Poor – Not ADA compliant, extensive surface distresses, fractured panels and severe faulting, or missing bricks
3. Sidewalk width: Average width of the sidewalk segment (excluding curb width). (Measured to the nearest half foot)
4. Curb reveal, type & condition: Curb type as well as average curb reveal along a given sidewalk segment with an overall condition per sidewalk segment. Sidewalk segments were broken out in the database on a street block-to-block basis.
5. Sidewalk cross slope: This measurement was based on a sidewalk cross-slope taken at a visually determined location where the slope appears to be the steepest, as a worst-case scenario within the segment.
6. Sidewalk run slope: This measurement was based on a sidewalk run-slope taken at a visually determined location where the slope appears to represent the average of the run slope for the entire segment.



Example of tree root damage and a pinch point on Irving Place

Additional data was gathered during field collection including a variety of types of trip hazards, pinch points (points at which the sidewalk width is less than 36" due to obstructions such as trees, telephone poles, etc.), notes, comments or special considerations at observed sidewalk locations, the initials of the inspector, photographs, and a timestamp with the date of the field inspection. See Appendix A for a full listing of sidewalk data collection attributes.

RAMPS INVENTORY APPROACH

Beginning in May 2021, field personnel also collected five (5) primary types of ramp field data:

1. Ramp material information: Examples of materials include:

- PC – Portland Cement Concrete
- BR – Brick
- BC – Bituminous Concrete
- PCBA – Portland Cement Concrete w/ Brick Accent

2. Ramp type: Based on a visual layout of the ramp:

- Conventional
- Directional
- Narrow Sidewalk
- Flat Corner
- Pass-through
- Combination

3. Crosswalk Presence, alignment, and condition:

Identified using the following convention:

- Alignment
 - Yes, misaligned
 - Yes, aligned
 - No Crosswalk
- Condition
 - Excellent
 - Good



Missing ramp on Linden Street

- Fair – Slight Fading
- Poor – Needs Re-striping

4. Ramp, Landing, and Wing slopes:

A 2-foot electronic smart level was used to record various slope components for each pedestrian ramp. MAAB, under CRM 521 has many other requirements for pedestrian ramp components, these measurements were also taken during data collection.

Additional gathered data included whether there was a “lip” present based on transition from the street to the bottom of the pedestrian ramp; whether an Accessible Pedestrian Signal (APS) is present and accessible at signalized locations; a comments field containing any other information pertaining to the ramps not covered in the other data fields; the initials/identity of the data collector; photograph, and a timestamp from when the survey was conducted. See Appendix A for a full listing of ramp data collection attributes.



Recording ramp slope(s) in field



2

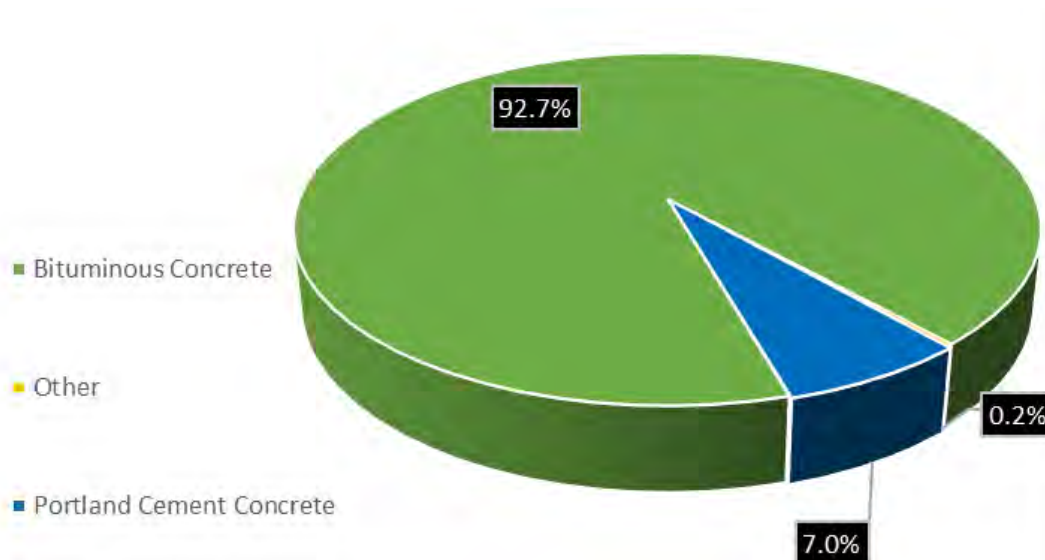
EXISTING CONDITIONS

2. EXISTING CONDITIONS

SIDEWALK INVENTORY

A total of 375 sidewalk segments were inventoried throughout the Town of Holliston. The predominant material used for sidewalks in Holliston is Bituminous Concrete (92.7%). Figure 1 below shows the Town-wide distribution of sidewalk area based on material type.

Figure 1
Distribution of Sidewalks by Material Type



SIDEWALK CONDITION INDEX

A sidewalk condition index or SCI value was established to categorize sidewalk conditions into a repair strategy scheme. This index is based on a 0 to 100 scale which is calculated using the count of Hard Obstructions, Tree Roots and Visual Sidewalk Observations. The result is then subtracted from 100 to produce an SCI value.

$$SCI = 100 - (\text{Hard Obstruction Score} + \text{Tree Root Score} + \text{Distress Score} + \text{Visual SCI Score}) / (\text{Highest Total Score})$$

SCI treatment bands were established and categorized to determine repair strategies accordingly:

- 0-50 = Full Replacement/ Reconstruction
- 50-81 = Localized Repairs/ Panel Replacement
- 81-100 = Do Nothing

The photos below show the visual difference between the three categories:



LOCALIZED REPAIRS

Andrew Lane – Even



SCI: 68

DO NOTHING

Church Street – Even Side



SCI: 99

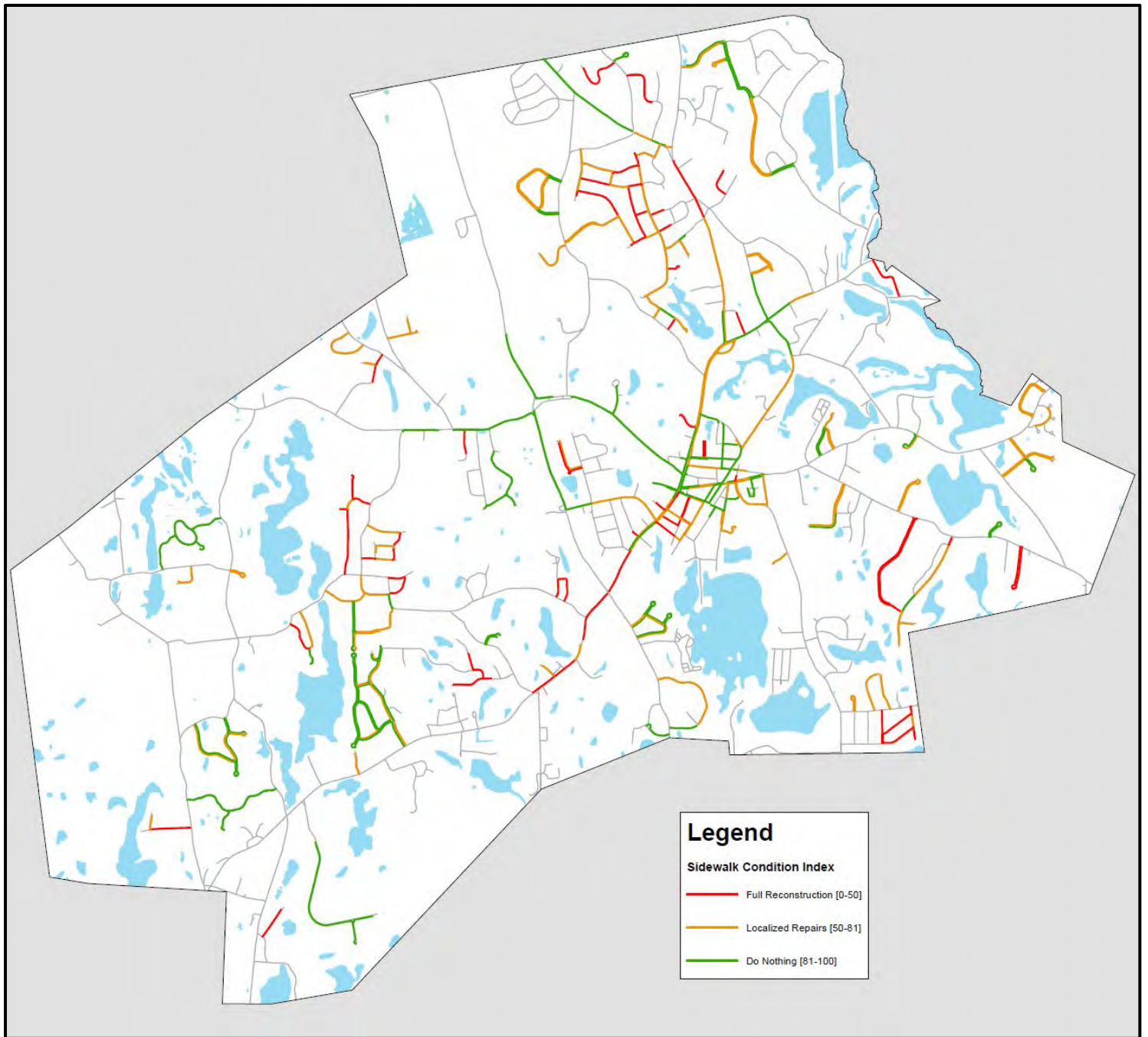
Table 1 below shows the distribution of these SCI treatment bands throughout the Town of Holliston.

Table 1
SCI Treatment Band Distribution

<u>SCI Treatment Band</u>	<u>Sidewalk Segment Count</u>	<u>Sidewalk Area (SF)</u>
Full Reconstruction [0-50]	66	193,878
Localized Repair [50-81]	155	595,091
Do Nothing [81-100]	154	504,922

The average based SCI in Holliston is **69.3**, which puts average conditions at the border of fair/good condition. With 46% of the sidewalk network in the 'Localized Repair' treatment band. Figure 2 below shows the distribution of the SCI treatment bands throughout the Town.

Figure 2
SCI of Sidewalk Network



SIDEWALK SEGMENT ACCESSIBILITY

In order to determine the likelihood of meeting the minimum MAAB sidewalk standard, cross-slope and sidewalk width values were examined. In order to be a likely MAAB compliant sidewalk, a segment must have a cross-slope of less than 2% and a sidewalk width of at least 3 feet.

Street furniture, buildings, or other hardscape obstructions that prevented passage along the sidewalk was also located. Figure 3 displays the cross-slope measurements where green bars represent likely compliant slopes, and red bars represent likely non-compliant slopes. It can be seen from these that the primary reason for likely non-compliance in Medford is the sidewalk cross-slope since the majority of sidewalk widths surpass the 3 foot threshold.

If the sidewalk is considered likely compliant, it is assumed for the purposes of this assessment that the sidewalk is accessible. However, being “likely compliant” does not mean that the sidewalk is MAAB compliant and further verification is required to confirm complete compliance. An example requiring further verification would be a sidewalk segment that may include non-standard driveways, and/or overgrown tree roots.

Figure 3 Distribution of Sidewalk Cross-Slope

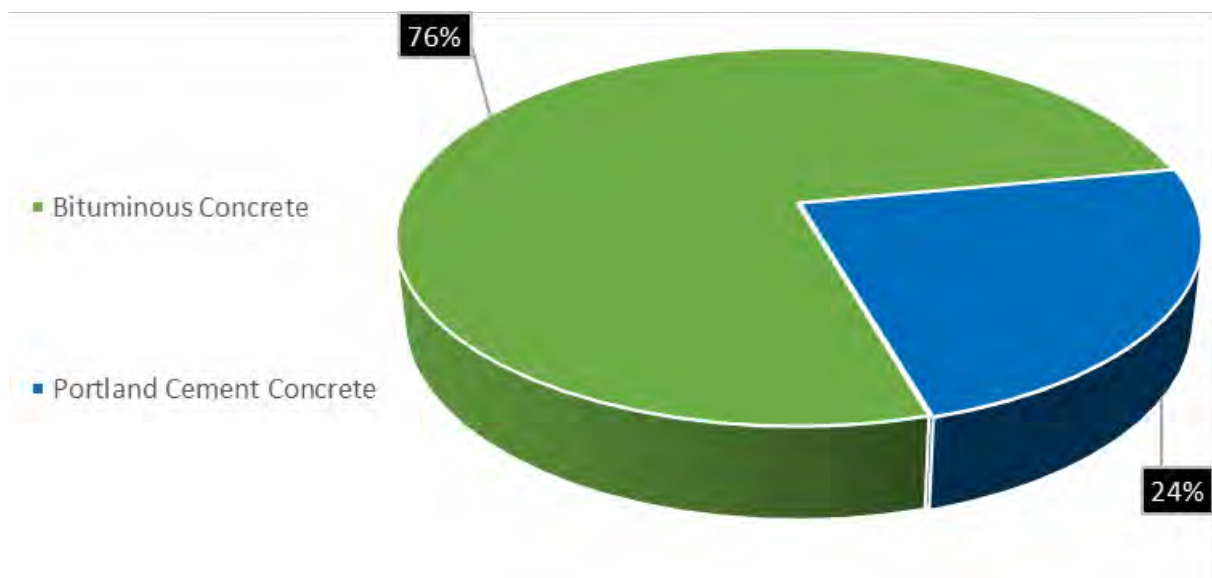


For this report, a sidewalk was considered likely compliant if the cross slope was less than 2%, width greater than 3 feet, and a overall condition that was not considered poor or failing. Within those thresholds, it was determined that only **42%** of sidewalks in Holliston are likely compliant.

RAMP INVENTORY:

497 public accepted pedestrian ramps were inventoried throughout the Town of Holliston, including ramps that were classified as “missing” where existing crosswalk markings led to vertical curb face(s) with no curb cut to access the sidewalk or no access on/off a sidewalk. A categorization of the inventoried pedestrian ramps, as seen in Figure 4, shows that they are predominately made from bituminous concrete (76%).

Figure 4
Distribution of Ramps by Material Type



RAMP CONDITIONS:

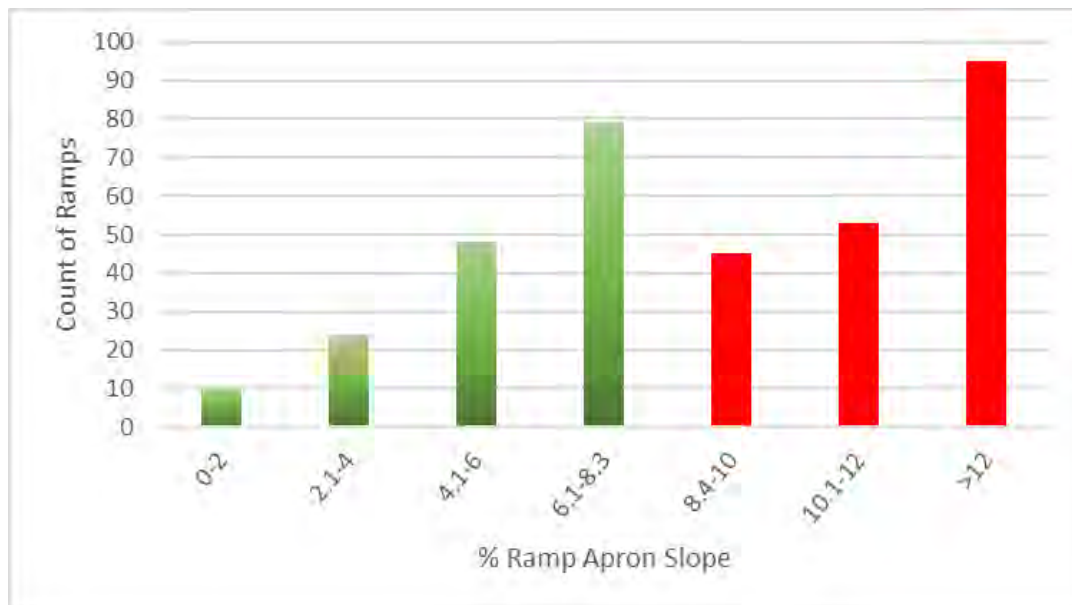
Table 2 below shows general ramp accessibility conditions. 82% (304) of the ramps inventoried were considered to have a landing present with no obstruction. 52 ramps were found which had no level landing present, as well as 141 ramps which were missing and 13 ramps with obstructions in the path of travel.

Table 2
Ramp Accessibility

<u>Ramp Accessibility</u>	<u>Count of Instances</u>
Existing Ramp w/ landing and no obstruction	294
Existing Ramp w/ no landing present	52
Ramp is missing	141
Existing Ramp w/ obstruction within proximity to travel of path	13
TOTAL	497

To get a more in depth analysis of MAAB compliance beyond visual inspection, pedestrian ramp apron and landing slopes were measured. The MAAB maximum slope for aprons and landings is 8.3% and 2.0% respectively. Figures 5 and 6 show distributions of both attributes with green bars showing compliant standards and red showing non-compliant standards.

Figure 5
Distribution of Apron Slope Percentage



The distribution of apron slopes City-wide are relatively good as most ramps achieve an acceptable MAAB slope less than 8.3%. However, there are a significant number of ramps which have apron slopes exceeding 12% which significantly impedes accessibility. Below are some examples of these instances.

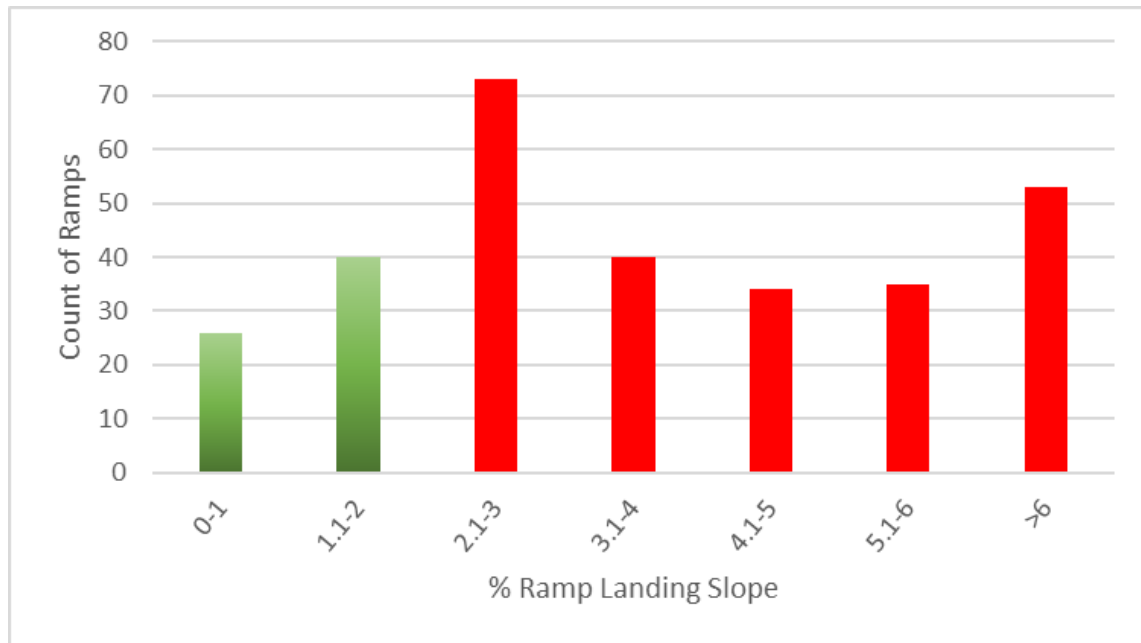


Railroad Street - 23% Apron Slope



Union Street – 19% Apron Slope

Figure 6
Distribution of Landing Slope Percentage



Note: Figure 6 excludes ramps in which no level landing was present

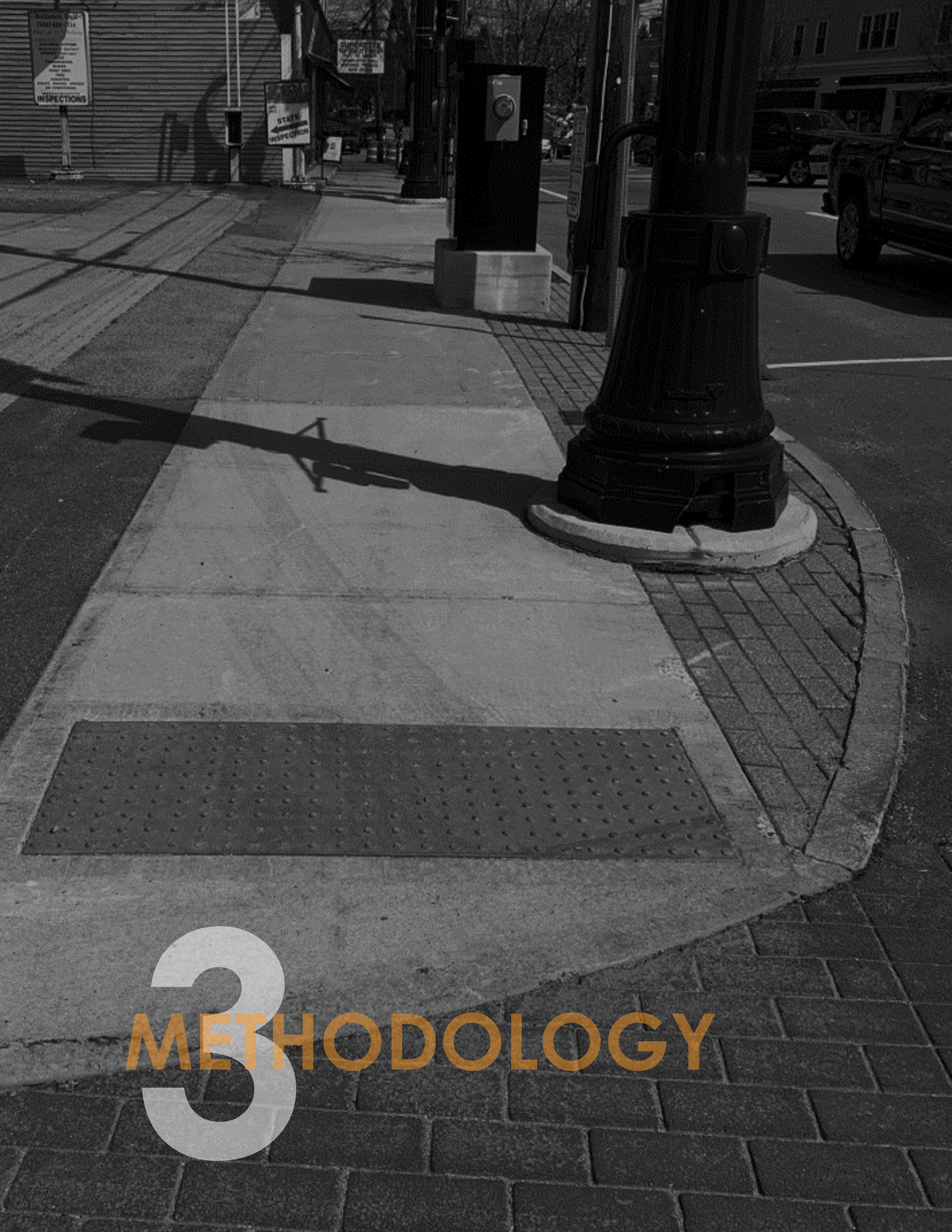
In determining likelihood of MAAB compliance, five primary attributes were used:

1. Visual Inspection
2. Ramp Slope
3. Landing Slope
4. Crosswalk Deficiencies
5. Presence of a Lip

In using these, it was determined that **96%** of the existing ramps in Holliston (excluding missing ramps) are likely not compliant with MAAB standards.

STATE OWNED SIDEWALKS AND RAMPS:

Along with Town owned and maintained sidewalks and ramps, Stantec inspected a total of 1.8 miles of sidewalk and 10 ramps. 63% of state-owned sidewalks require Full Reconstruction while 70% of ramps are not ADA Compliant.



3 METHODOLOGY

3. Methodology

NETWORK PRIORITY RANKING (NPR):

The NPR number reflects the comparative merit of repairing one sidewalk/ramp over another, using variables other than simple observed deficiencies. To effectively manage Holliston's pedestrian accessibility backlog, a systematic NPR was developed for each sidewalk/ramp. The database of sidewalk and ramp locations and ensuing methodology was tailored to reflect Medford's specific decision-making criteria for selecting ramps that would be most beneficial to repair first.

RAMPS NPR:

The NPR served as the means to prioritize ramp repair using seven (7) criteria that were scored separately and were key to the overall decision making process. The criterion is:

1. Ramp Existence & Condition
2. Proximity to Schools
3. Proximity to Downtown
4. Proximity to Rail Trail
5. Proximity to Parks and Recreational areas
6. Proximity to Holliston's 'High Use Facilities'
7. Slope severity of Ramp apron & landing

1. Ramp Existence & Condition

Completely missing ramps or ramps without landings significantly hinder pedestrian accessibility; thus, their mere existence or absence played a key role in determining the ranking.

- If a ramp was missing or didn't have a landing present, regardless of a crosswalk being present, an NPR score of 600 was given.
- If the ramp was present, but was in poor condition, an NPR score of 400 was given.
- If the ramp was present, but showed signs of wear and tear, an NPR score of 200 was given.
- If a ramp was present and was in excellent/new condition, a score of 0 was given.

2. Proximity to Schools

The ramp locations were spatially related to public and private school parcels. Three (3) different sized buffer zones were created to prioritize ramps in the

proximity of a school. If the ramps fell within 500 feet of a school, a score of 1200 was given. If the ramp fell between 500 and 1000 feet away, a score of 800 was given. If the ramp fell between 1000 and 1500 feet away, a score of 650 was given.

3. Proximity to Downtown

The ramp locations were related spatially to Downtown (Washington and Central Street) within a buffer of 1,000 feet. The NPR score for a ramp was based on its distance from Downtown and ranged from 0-1,000. If the ramp fell outside of the buffer, a score of 0 was given. However, if the ramp fell within the buffer, a score was given based on distance from Downtown, as shown below.

$$NPR_{DT} = 1,000 - \text{distance to downtown}$$

The rationale behind this calculation is that the closer a pedestrian ramp is to a downtown, the higher the score will be for that ramp.

4. Proximity to Rail Trail

The ramp locations were related spatially to the Rail Trail within a buffer of 1,000 feet. The NPR score for a ramp was based on its distance from the Rail Trail and ranged from 0-1,000. If the ramp fell outside of the buffer, a score of 0 was given. However, if the ramp fell within the buffer, a score was given based on distance from the Rail Trail, as shown below.

$$NPR_{RT} = 1,000 - \text{distance to rail trail}$$

5. Proximity to Parks and Recreational Areas

The ramp locations were related spatially to Park and Recreational Areas within a buffer of 1,000 feet. The NPR score for a ramp was based on its distance from an Open Space and ranged from 0-1,000. If the ramp fell outside of the buffer, a score of 0 was given. However, if the ramp fell within the buffer, a score was given based on distance from Park and Rec Areas, as shown below.

$$NPR_{OS} = 1,000 - \text{distance to Open Spaces}$$

6. Proximity to High Use Facilities

The ramp locations were related spatially to High Use Facilities within a buffer of 1,000 feet. High Use Facilities, which include churches and public buildings, were identified. The NPR score for a ramp was based on its distance from High Use Facilities ranged from 0-1,000. If the ramp fell outside of the buffer, a score of 0 was given. However, if the ramp fell within the buffer, a score was given based on distance from High Use Facilities, as shown below.

$$NPR_{HUF} = 1,000 - \text{distance to High Use Facility}$$

7. Slope Severity of Ramp

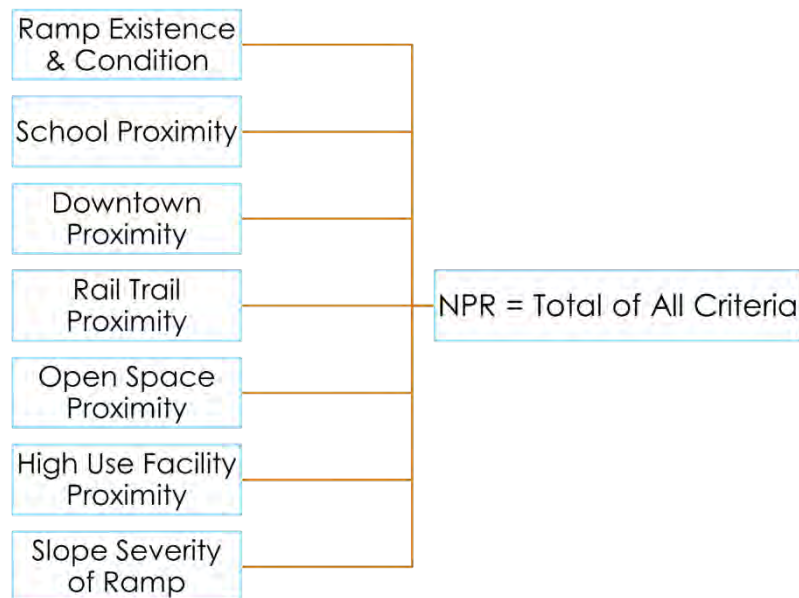
The NPR number also includes information on the measured percent slope of the ramp and landing. Higher percent slopes would require higher priority for repair.

- Apron Slope
 - If slope is greater than 11.9, and less than 15.0, then an NPR score of 150 was given
 - If the slope was greater than 15.0, then an NPR score of 300 was given.
- Landing Slope
 - If slope is greater than 4.5, and less than 6.5, then an NPR score of 100 was given
 - If the slope was greater than 6.5, then an NPR score of 200 was given.
- Otherwise a 0 NPR was given

NPR Formula

The NPR formula adds the rankings for each NPR criterion together to get a composite NPR ranking for each ramp in the data set. Figure 7 below shows a flowchart of the method:

Figure 7
Ramps NPR Calculation Flowchart



Note: if a ramp was likely-compliant, it received an NPR value of 0.

Once the final NPR values were summed for ramps, they were distributed into three categories based on the distribution of the values. Figure 10 shows all the likely-compliant ramps, as well as the priority levels on all non-compliant ramps.

SIDEWALKS NPR:

The NPR served as the means to prioritize sidewalk segment repair using Six (6) criteria that were scored separately and were key to the overall decision making process. The criterion is:

1. Sidewalk Condition (SCI)
2. Proximity to Schools
3. Proximity to Downtown
4. Proximity to Rail Trail
5. Proximity to Parks and Recreational areas
6. Proximity to Holliston's 'High Use Facilities'

1. Sidewalk Condition

Presence of trip hazards and the physical condition of the sidewalk segments played a key role in determining the overall Sidewalk Condition Index Score (SCI Score) from 0-100; 100 being the best, 0 being the worst.

If SCI is:

- Greater than 85, an NPR score of 0 was given.
- Greater than 70 and less than 85, an NPR score of 150 was given.
- Greater than 50 and less than 70, an NPR score of 300 was given.
- Less than 50, an NPR score of 600 was given.

2. Proximity to Schools

The sidewalk segments were related spatially to the closest school parcels - both public and private. Three (3) different buffer zones were created to prioritize sidewalk segments in the proximity of a school. If the sidewalk segment fell within 500 feet of the school parcel, a score of 1,200 was given. If the sidewalk segment fell between 500 and 1000 feet away, a score of 800 was given. If the sidewalk segment fell between 1000 and 1500 feet away, a score of 650 was given.

3. Proximity to Downtown

The sidewalk segments were related spatially to Downtown (Washington and Central Street) within a buffer of 1,000 feet. The NPR score for a sidewalk segment was based on its distance from Downtown and ranged from 0-1,000. If the sidewalk segment fell outside of the buffer, a score of 0 was given.

However, if the sidewalk segment fell within the buffer, a score was given based on distance from Downtown, as shown below.

$$NPR_{DT} = 1,000 - \text{distance to downtown}$$

The rationale behind this calculation is that the closer a sidewalk segment is to a downtown, the higher the score will be for that sidewalk segment.

4. Proximity to Rail Trail

The sidewalk segments were related spatially to the Rail Trail within a buffer of 1,000 feet. The NPR score for a sidewalk segment was based on its distance from the Rail Trail and ranged from 0-1,000. If the sidewalk segment fell outside of the buffer, a score of 0 was given. However, if the sidewalk segment fell within the buffer, a score was given based on distance from the Rail Trail, as shown below.

$$NPR_{RT} = 1,000 - \text{distance to rail trail}$$

5. Proximity to Parks and Recreational Areas (Open Spaces)

The sidewalk segment locations were related spatially to Open Spaces within a buffer of 1,000 feet. The NPR score for a sidewalk segment was based on its distance from an Open Space and ranged from 0-1,000. If the sidewalk segment fell outside of the buffer, a score of 0 was given. However, if the sidewalk segment fell within the buffer, a score was given based on distance from the Open Space, as shown below.

$$NPR_{OS} = 1,000 - \text{distance to Open Spaces}$$

6. Proximity to High Use Facilities (HUF)

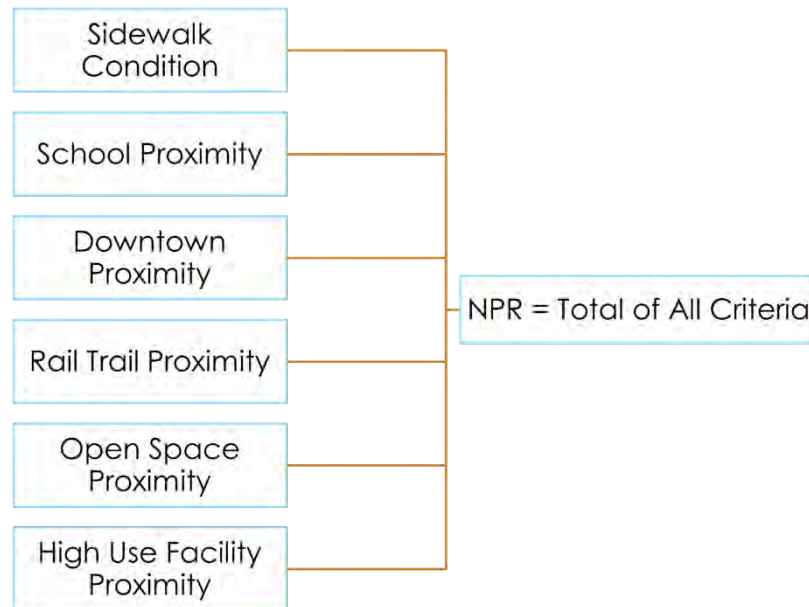
The sidewalk segment locations were related spatially to High Use Facilities (HUF) within a buffer of 1,000 feet. High Use Facilities, which include churches and public buildings, were identified. The NPR score for a sidewalk segment was based on its distance from a HUF and ranged from 0-1,000. If the sidewalk segment fell outside of the buffer, a score of 0 was given. However, if the sidewalk segment fell within the buffer, a score was given based on distance from the HUF, as shown below.

$$NPR_{HUF} = 1,000 - \text{distance to High Use Facility}$$

NPR Formula

The NPR formula adds the rankings for each criterion together to get a composite number ranking for each sidewalk segment in the data set. Figure 8 shows a flowchart of the method:

Figure 8
Sidewalks NPR Calculation Flowchart



Once the final NPR values were summed for sidewalks, they were distributed into three categories based on geometric split. Figure 10 shows the NPR values for sidewalks throughout the Town of Holliston. Sidewalks with a cross slope less than 2%, width greater than 3 feet, and SCI greater than 85 were considered compliant and received an NPR value of 0.

Figure 9 depicts the spatial related NPR criterion overlay results, while Figures 10 and 11 show a the resulting sidewalk and ramp repair prioritization distribution based on the NPR components.

Figure 9 NPR Proximity Elements

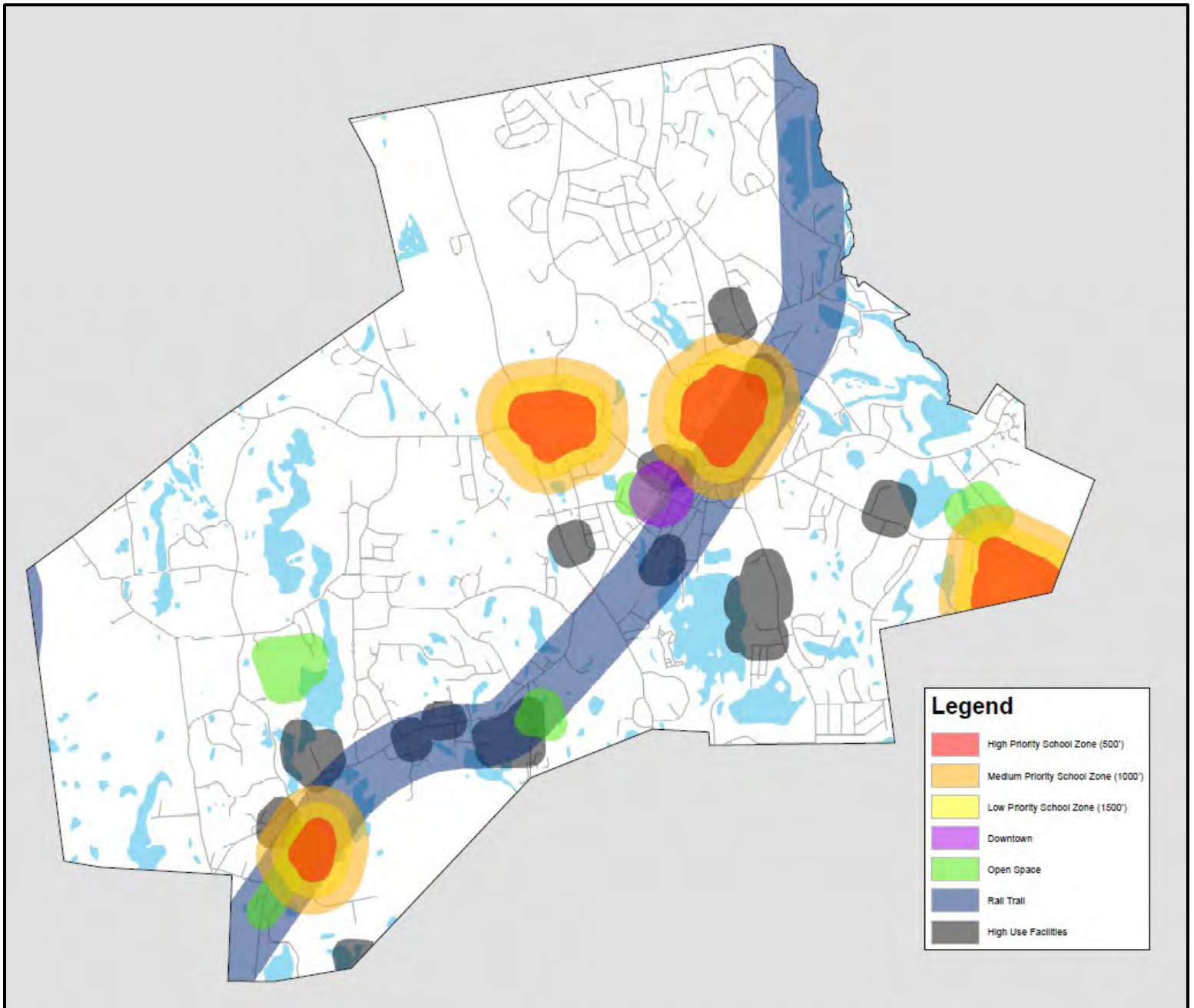


Figure 10 Network Ramp NPR

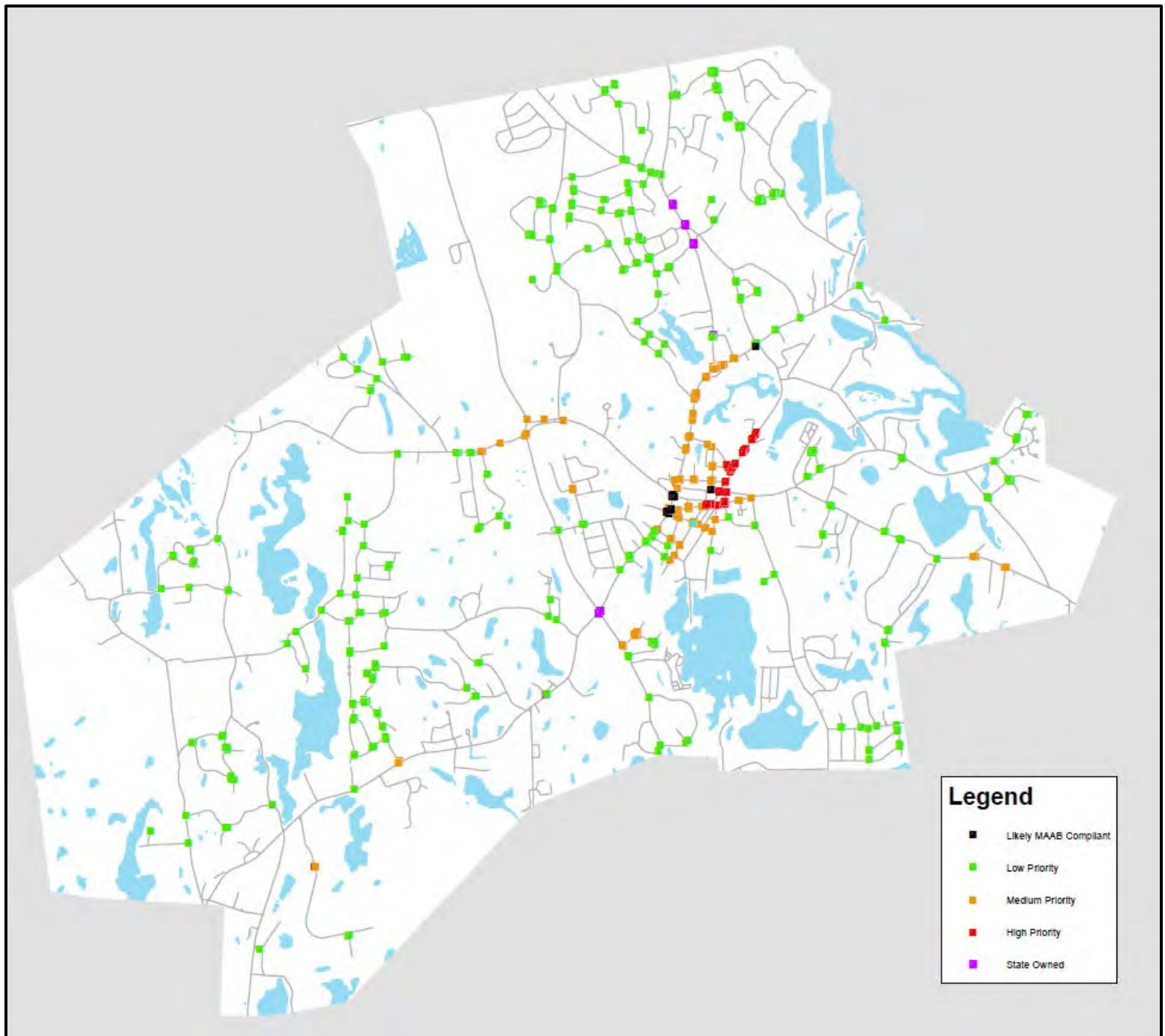
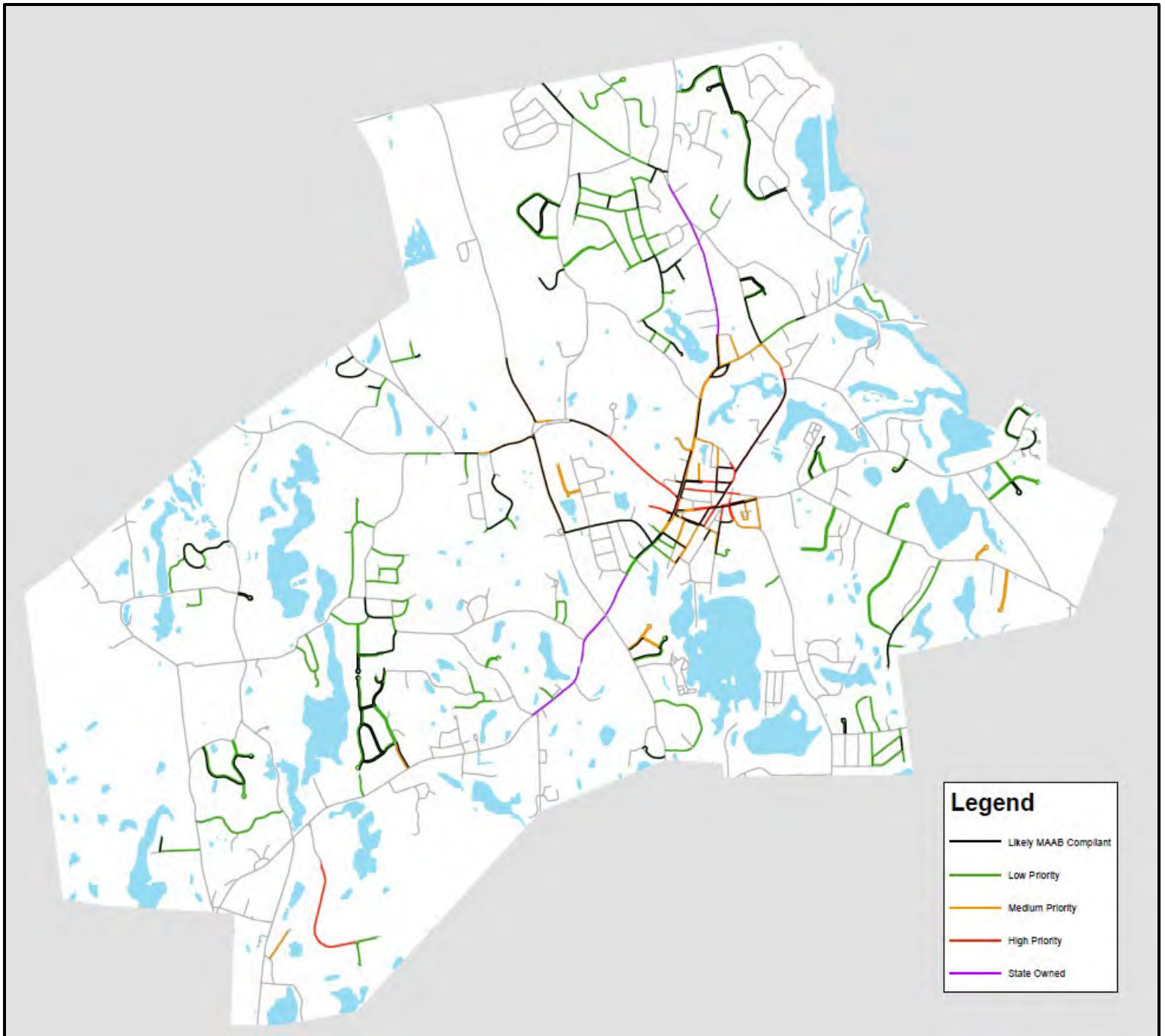


Figure 11 Network Sidewalk NPR





4 BACKLOG / FUNDING SCENARIO

4.BACKLOG/FUNDING SCENARIO

SIDEWALK REPAIR COSTS:

Having established a detailed inventory for existing sidewalks, financial costs were needed for future budget planning. Consideration was given based on historical pedestrian sidewalk repair costs, material classification, and sidewalk damage area. The following sidewalk budgetary reconstruction costs were used for this analysis:

Table 3
Sidewalk Reconstruction Costs

<u>Sidewalk Material</u>	<u>Cost</u>
PC- Portland Cement Concrete	\$ 20/ft ²
PCBR – Portland Cement w/ Brick Accent	\$ 25/ft ²
BR- Brick	\$ 30/ft ²
BC- Bituminous Concrete	\$ 15/ft ²
SDGR – Stone Dust/Gravel	\$15/ft ²

The above costs were applied to the Town-wide sidewalk network based on damage area based on the following categories:

1. Reconstruction: SCI = 0-50 – Entire sidewalk area is budgeted to be reconstructed
2. Localized Repair: SCI = 50-81 – Only damaged area is budgeted to be reconstructed
3. Do Nothing: SCI = 81-100 – Nothing budgeted for repair

Note: The costs in Table 3 include the full replacement of ramps on the sidewalk segment. Separate cost analysis was done on the ramps As well.

CURRENT SIDEWALK BACKLOG:

Backlog is defined as the cost of repairing all sidewalks, partial panel replacement, and full replacement sidewalk reconstruction within one year bringing sidewalks to a near perfect condition. Backlog is a “snapshot” or relative measure of outstanding repair work. The backlog not only represents how far behind the Holliston sidewalk network is in terms of its condition, but it also offers a basis for comparison for future and/or past year’s backlog(s) to determine if the Town is catching up, or falling behind. Backlog dollars represent the cost to repair sidewalks and curbing only. It does not include related repair costs for relocation and installation of utilities, lighting, signal/APS apparatus, or landscaping.

Utilizing SCI Treatment band distribution as found in Table 1 and Sidewalk reconstruction costs, in Table 3, we determined, Holliston’s backlog of sidewalk repair work is **\$5,554,327** as of June 2021.

RAMP REPAIR COSTS:

Having established a detailed inventory for existing ramps, financial costs were needed for future budget planning. Consideration was given based on industry cost of repair. The following ramp budgetary reconstruction costs were used for this analysis:

Table 4
Ramp Repair Costs

<u>Repair Category</u>	<u>Cost</u>
Bituminous Concrete Reconstruction	\$3,000
Portland Cement Concrete Reconstruction	\$5,000
Safe Zone Pavement Repair	\$2,000
Detectable Warning Panel Repair	\$1,000

Based on the ramp failures each ramp was placed into a repair category. Using the cost in Table 4, we determined Holliston’s backlog of ramp repair work is **\$1,839,000** as of June 2021.

STATE SIDEWALK AND RAMP BACKLOGS:

A total of 1.8 miles of sidewalk and 10 ramps were also inspected during the town-wide assesment. It was determined that the backlog for the state-owned sidewalk's is **\$406,816**, which includes **\$28,000** worth of ramp repairs.

FUNDING SCENARIO:

In order to determine the necessary funding to improve the network conditions and decrease the backlog, a funding scenario was established. In these scenarios, a lifetime of 25 years and 40 years were used for Bituminous and Cement Concrete sidewalks respectively. The units priced used include the repair of ramps, if applicable to the sidewalk segment. For the funding analysis, a best first approach was used based upon the established NPR scores. An inflation rate of 3.5% was used on a yearly basis.

Based on the funding analysis done herein, Stantec recommends the Town to appropriate \$630k annually towards their sidewalk network to keep the backlog sustainable and improve network conditions. With this funding, the Town will be able to decrease the backlog while also improving its overall network condition.

Table 5
Scenario Impact

<u>Year</u>	<u>Funding</u>	<u>Backlog</u>	<u>Network SCI</u>
Current		\$5,554,327	69.3
FY2022	\$630,000	\$5,628,778	70.0
FY2023	\$630,000	\$5,202,385	70.6
FY2024	\$630,000	\$5,077,384	71.1

GAP ANALYSIS:

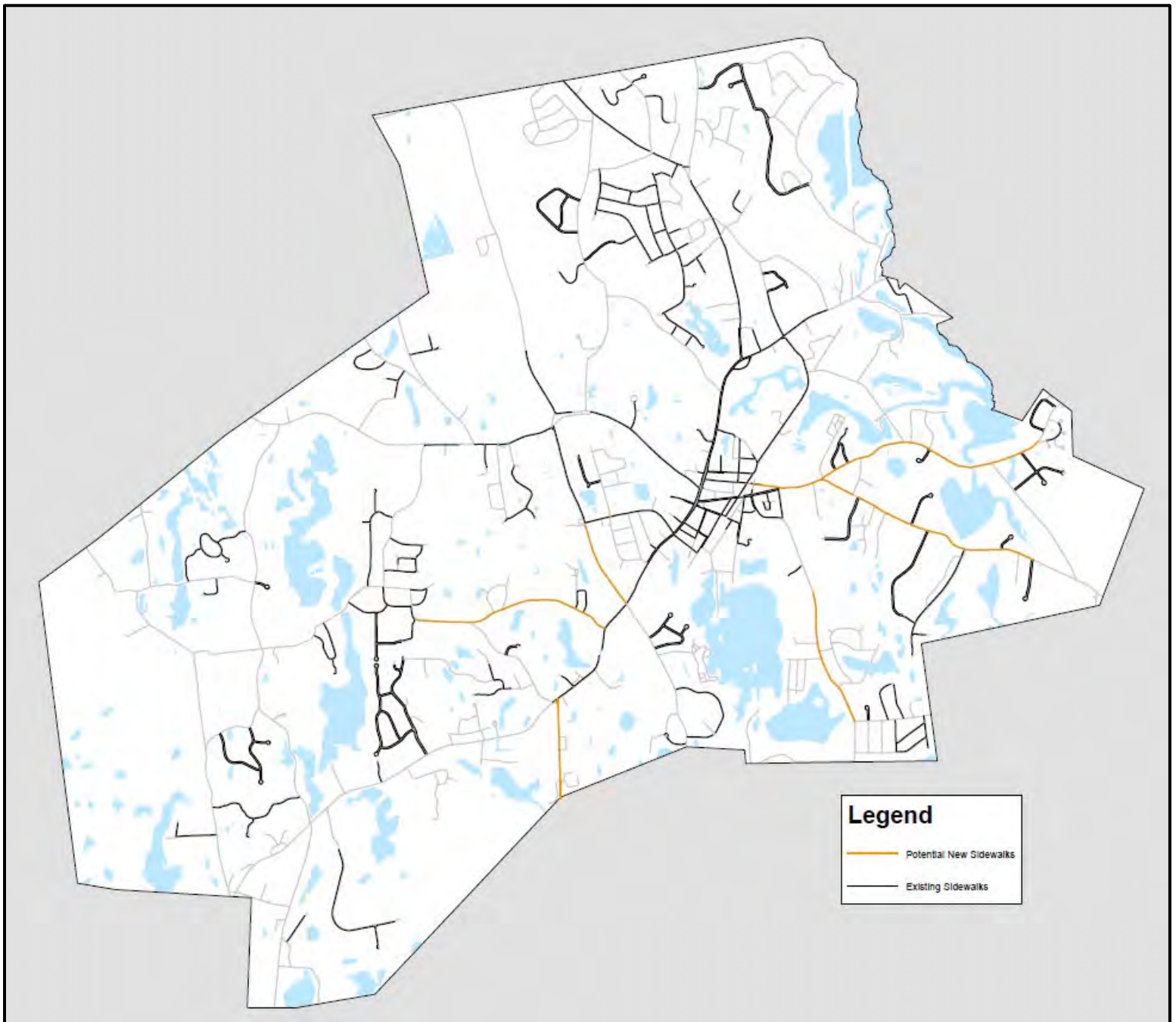
Based on exisiting ADA infrastructure, which provides great connectivity between all of the Town's crittical NPR critieria, Stantec conducted a review of existing sidewalks to identify some key gaps within the current sidewalk network. Below is the list of streets where a new sidewalk would improve connectivity and mobility:

Table 6
Potential New Sidewalks

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length (ft)</u>
Highland Street	Prospect Street	Washington Street	2,690
Underwood Street	White Pine Drive	Washington Street	6,085
Central Street	Franklin Street	Gretchen Lane	8,085
Church Street	Norfolk Street	Central Street	901
Norfolk Street	Patoma Park	Goulding Street	4,166
Summer Street	Washington Street	Medway Town Line	2,970
Fiske Street	Central Street	Fiske Pond Road	7,101

Note: There are many more factors to consider when adding a new sidewalk which can drastically increase the overall cost on a project such as easements, topography, and engineering design, rather than extrapolating costs based on the units costs presented herein.

Figure 12 Gap Analysis Sidewalks





5 RECOMMENDATION

5. RECOMMENDATION

RECOMMENDED PLAN OF ACTION

The overall pedestrian sidewalk network in the Town of Holliston currently provides great mobility throughout the Town's points of interest and currently in fair condition. With an average SCI of around 69.3, the Town has a fair overall network level condition with most sidewalks only requiring localized repair. However, only 42% of the sidewalks are likely MAAB compliant based on existing condition, cross slope, and width of the sidewalks. If the cross slope of the sidewalk exceeds 2%, the sidewalk is considered non-compliant. With predominantly bituminous concrete sidewalks, the sidewalks are in overall fair to poor physical condition or lack the required slopes to be considered ADA compliant. Based on the sidewalk condition index, it was determined that the current backlog of Holliston's sidewalk network is \$5,554,327.



Ramp on Washington St with a landing slope over 3%

The data gathered from this study shows with a "high-probability" that only 4% of Holliston's existing pedestrian ramps (excluding missing ramps) are in compliance with MAAB standards. This study shows that future diligence with respect to MAAB standards will be necessary to improve Town-wide ramp conditions.

Given the current condition of the network, specifically towards the center of town, it is likely that Holliston has been funding the needs of the sidewalk and ramp network throughout the years. Based on the analysis from this study, Holliston should focus on improving existing

conditions and adding new sidewalk infrastructure as indicate by the gap analysis. By providing the Town with the right knowledge and tools to implement MAAB standards when repairing/reconstructing the existing infrastructure, the Town can get more benefit from its sidewalk investment in the network. The image to the left shows a 'High Use' ramp built on Washington Street that failed the landing slope compliance.

The Town has good network connectivity, yet should consider funding new sidewalk infrastructure to connect missing neighborhoods to downtown. When building new infrastructure for the network the Town should consider the cost for any engineering design, possibilities of roadway realignment, drainage improvements needed to accommodate new sidewalks, easement restrictions, and utility coordination such as water infrastructure improvement projects.

Town should consider a sidewalk capital and maintenance improvement program using an annual budget of \$1.0M per year broken down as follows:

<u><i>Future (4-tier allocation system)</i></u>	<u><i>Future Appropriation</i></u>
i. Reconstruct Ramps	\$100k/yr
ii. Sidewalk Maintenance – Localized Repairs	\$350k/yr
iii. Reconstruct Sidewalks	\$280k/yr
iv. Construct New Sidewalks	<u>\$270k/yr</u>
	\$1.0M/yr

Using the NPR strategy as outlined in this study, Stantec assembled a 10-year ADA Improvement Plan (Appendix D). Note some the prioritized projects were re-ordered to align with Stantec’s Water Main Improvement Plan, such that new sidewalk construction and reconstruction would occur after planned water main work.

Holliston should assemble an ADA Task Force including members from different Town departments and boards, as well as members from the physically challenged and disabled communities. Review and feedback of Stantec’s proposed plan from the accessibility community can vastly benefit Holliston’s efforts for improving pedestrian accessibility.

The Town’s ADA Task Force should maintain and expand upon the database assembled as part of the Town-wide Sidewalk Assessment prepared by Stantec. Asset management is a systematic process that needs the long-term commitment and support of Holliston’s practitioners and decision-makers to maintain the asset management database system. The following are general recommendations and standard management and upkeep practices for ramps and sidewalks:

Ramps and Sidewalks:

1. Implement a sound departmental quality control/assurance program, with particular focus on MAAB construction standards. Offer incentive/disincentive(s) based on new, in-place ramp construction. Construct new ramps with portland cement concrete materials.
2. Inspect newly constructed sidewalks and ramps within a month of completion to confirm that all was constructed to ADA/MAAB standards.
3. Identify a single individual who will act as a custodian of the maintenance and upkeep of the sidewalk GIS layer/database.

4. Identify any state/federal funding grants to pursue funding efforts to improve or expand the existing network, such as Complete Streets, Safe Routes to Schools, Shared Streets and Spaces., or Community-one-stop-for-growth
5. Update sidewalk segment information where past reconstruction dates are known. The ADA standards for accessible design changed January 26, 1992, having these dates could assist in avoiding MAAB violations.
6. Post all annual pedestrian ramp and sidewalk improvements into the GIS database. Both the pedestrian ramp condition ratings and the repair history information should be entered. Track MAAB ramp variance requests in a geo-database environment.
7. Add any new pedestrian ramps and sidewalks to the database as soon as the Town accepts them. Pavement and sidewalk data can be added/modified as it becomes available.
8. Re-inspect 20% of sidewalks/ramps annually.
9. Consider updating sidewalk NPR and joining with new Pavement/Water Management Plan data.

In summary, the pedestrian accessibility inventory should serve as a valuable tool to the Town of Holliston's decision-makers in their pro-active approach to managing Holliston's sidewalk assets.

APPENDIX A

GIS Data Dictionary

SIDEWALKS

<u>Attribute</u>	<u>Description</u>
OBJECTID	Unique ID of the sidewalk segment
STREETNAME	Street Name
FM_ST_NAME	Cross-street which sidewalk segment begins at
TO_ST_NAME	Cross-street which sidewalk segment ends at
Owner	Sidewalk Jurisdiction
Location	Even/Odd side of sidewalk relative to address numbers
INSP_WHO	Inspector
INSP_DATE	Inspection Date
SWK_MATL	Surface material of sidewalk
WIDTH_SWK	Average width of sidewalk (ft)
SCI_VISUAL	Visual sidewalk rating
SL_SWK	Average Cross-slope of sidewalk segment
SWK_RUNSL	Average Running slope of sidewalk segment
ESPLAN_TYP	Surface material of esplanade, material between sidewalk and curb, if present
WIDTH_ESPLANADE	Average width of esplanade (ft)
CURB_TYPE	Material of Curb
CURB_REV	Average Curb Reveal (in)
School_NPR	NPR Score based on School distance
DT_NPR	NPR Score based on Downtown distance
RT_NPR	NPR Score based on Rail Trail distance
HU_NPR	NPR Score based on High Use Facilities distance
Rec_NPR	NPR Score based on Parks and Recreational distance
SCI_NPR	NPR Score based on condition of sidewalk
NPR_TOTAL	Sum of all NPR Criterion for sidewalk segment
Length	Spatial Line Length
Area	Sidewalk Area based on length and width
Cost	2021 Cost of Repair
SCI	Sidewalk Condition Index score (0-100) based on count of obstructions and hazards

GIS Data Dictionary

RAMPS

<u>Attribute</u>	<u>Description</u>
OBJECTID	Unique ID of the ramp point
INSP_WHO	Inspector
INSP_DATE	Inspection Date
STREET	Street Name of location of ramp
INT_STREET	Cross-street which ramp is located
RAMP_TYPE	Type of ramp
RAMP_MATL	Surface material of ramp
MISSING_RAMP	If ramp is missing
RAMP_POS	Position of ramp
THR_WIDTH	Threshold width of ramp
LAND_EXIST	Ramp Width' x4' Landing Existence
RAMP_COND	Surface condition of entire ramp
SLOPE_LAND	Landing running or cross slope percent of ramp (worst case)
SLOPE_APRON	Apron running slope percent of ramp
SLOPE_RFLARE	Slope of right flare (N/A if no flare exists)
SLOPE_LFLARE	Slope of left flare (N/A if no flare exists)
DWP_MATL	Detectable Warning Panel material
DWP_COND	Condition of Detectable Warning Panel
DWP_WIDTH	Detectable Warning Panel extends entire width of ramp
SLOPE_GUTTER	Gutter slope at bottom of ramp
SLOPE_GUTTERC	Gutter counter-slope extending into the street
LIP	Whether or not the ramp has a lip or not
CROSS_EXIS	Crosswalk existence & alignment
PAVE_COND	Condition of pavement in 4' x 4' area preceding ramp
OBSTR_FLARE	Obstruction of path with ramp
OBSTR_RAMP	Obstructions of path within flares
VARIANCE	Whether ramp may require variance
APS_EXIST	APS Existence
CROSS_COND	Crosswalk condition
NOTES	Open text field for any notes/comments
School_NPR	NPR Score based on school distance
DT_NPR	NPR Score based on Downtown distance
RT_NPR	NPR Score based on Rail Trail distance
Cond_Exist_NPR	NPR Score based on condition and existence of ramp
Total_NPR	Sum of all NPR Criterion for sidewalk segment
RepairType	Type of ramp repair
ADA_Compliance	Whether or not ramp is likely AAB compliant
Cost	2021 Cost of Repair based on Repair Type
Rec_NPR	NPR Score based on Parks and Recreational distance
HU_NPR	NPR Score based on High Use Facilities distance

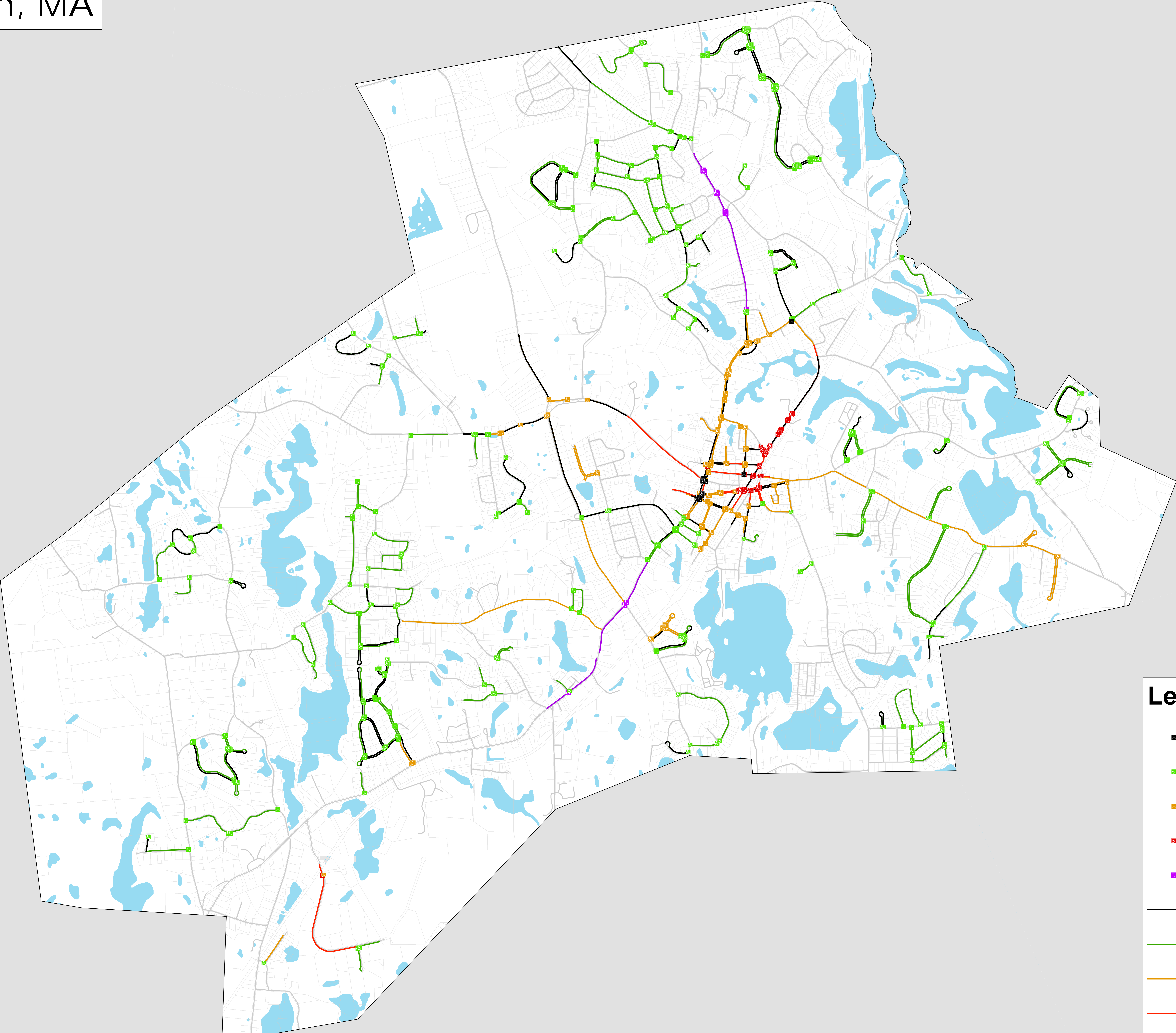
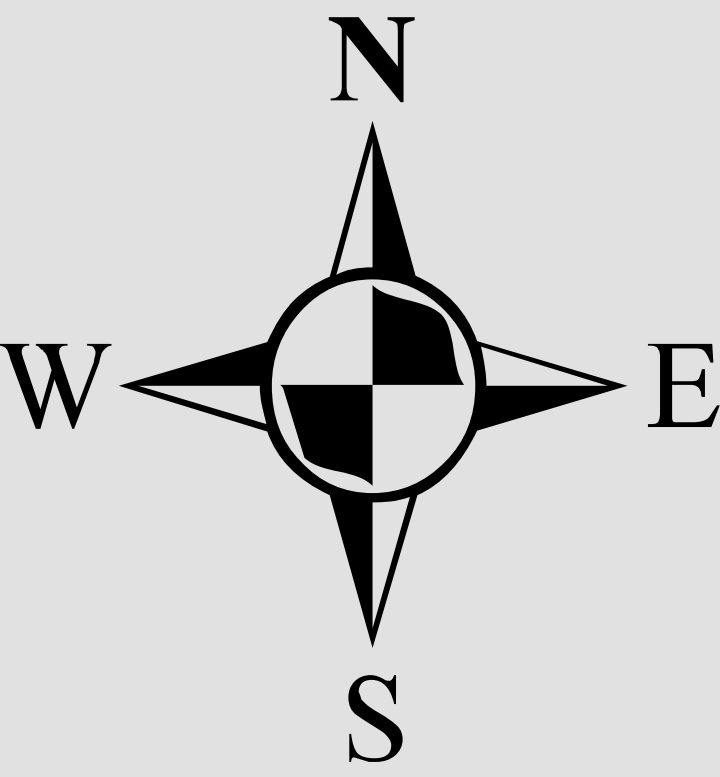
GIS Data Dictionary

HAZARDS & OBSTRUCTIONS











<u>Attribute</u>	<u>Description</u>
INSP_WHO	Inspector
INSP_DATE	Inspection Date
ISSUE_TYPE	Type of Hazard or Obstruction

APPENDIX B

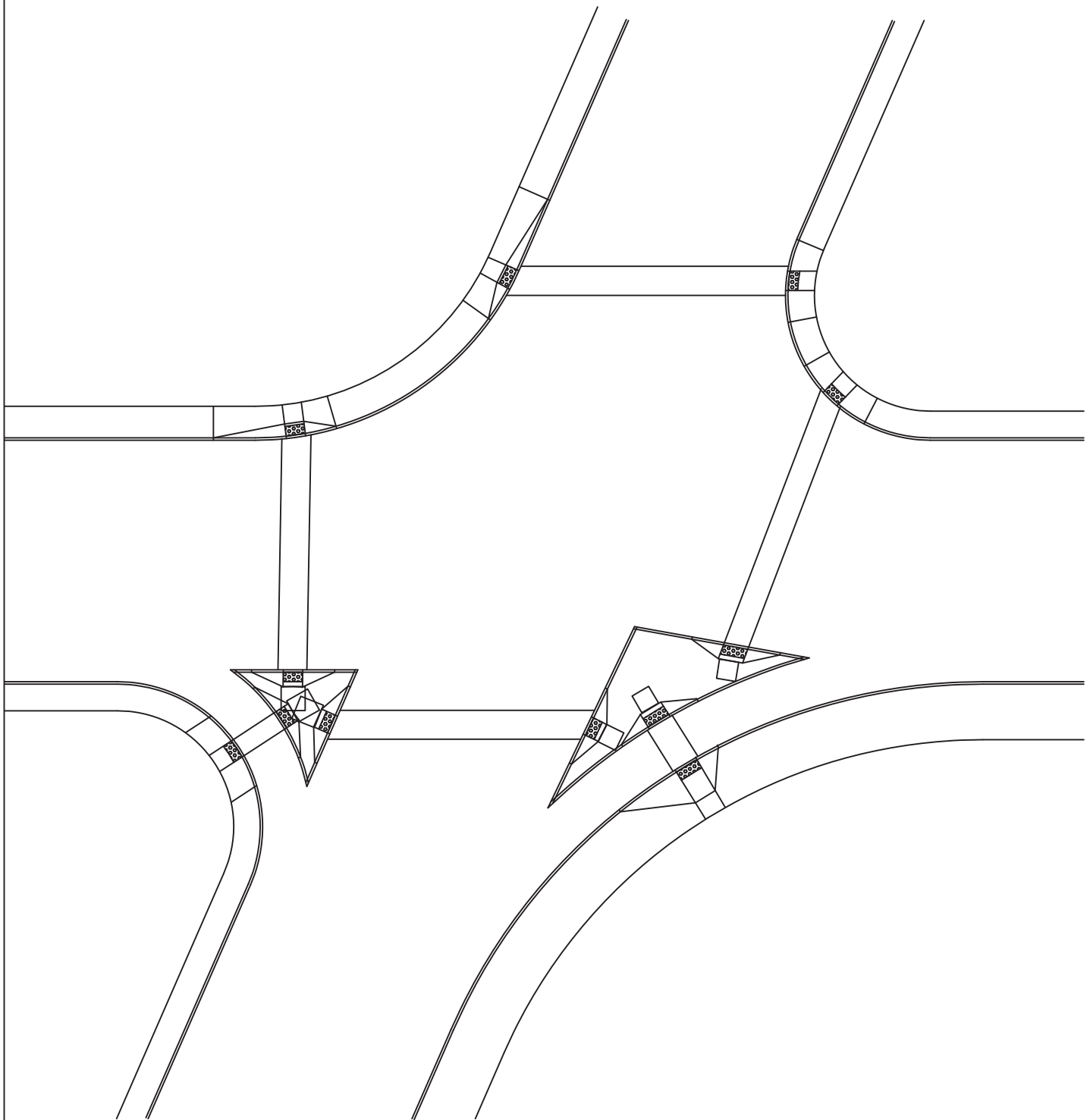
Holliston, MA



Legend

-  Likely MAAB Compliant
-  Low Priority
-  Medium Priority
-  High Priority
-  State Owned
-  Likely MAAB Compliant
-  Low Priority
-  Medium Priority
-  High Priority
-  State Owned

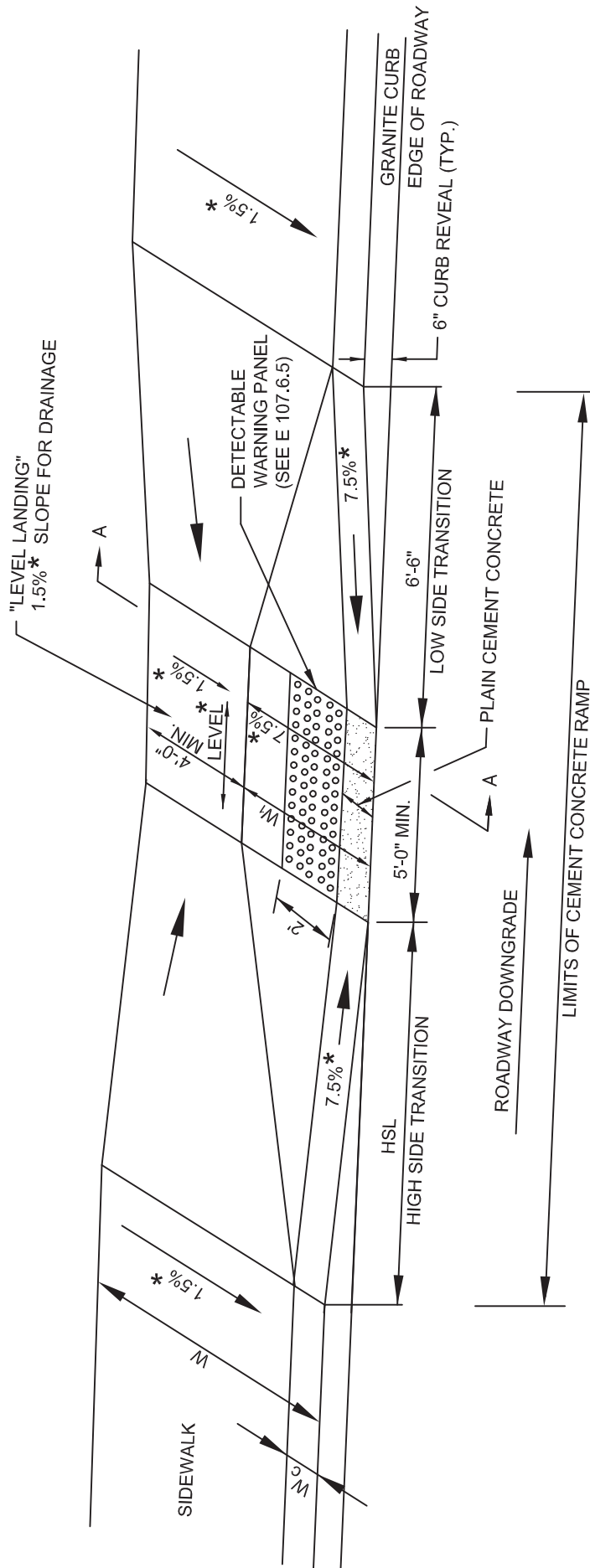
APPENDIX C



NOTES:

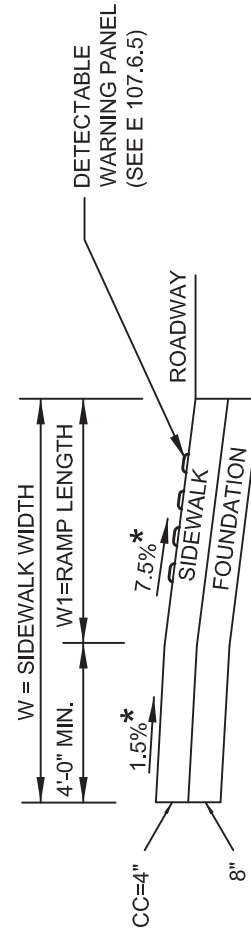
1. LEVEL LANDINGS CAN OVERLAP
2. ISLAND AREAS SUBJECT TO TRAVEL SHOULD BE TREATED AS PLAZAS "NOT MORE THAN 2% SLOPE IN ANY DIRECTION"
3. ALL RAMPS BY REGULATION MUST BE PERPENDICULAR TO THE CURB AT THE GUTTER
4. RAMPS SHOULD BE BOTH ALIGNED TOWARD THE RECEIVING RAMP AND WITHIN THE GENERALLY PREFERRED PEDESTRIAN PHASE OF TRAFFIC

WHEELCHAIR RAMPS LESS THAN 12'-4" SIDEWALK



LEGEND

- HSL = HIGH SIDE TRANSITION LENGTH (SEE E 107.9.0)
- W = SIDEWALK WIDTH
- W_C = CURB WIDTH
- W₁ = PERPENDICULAR RAMP LENGTH
- CC = CEMENT CONCRETE
- * = TOLERANCE FOR CONSTRUCTION ±0.5%
- USABLE SIDEWALK WIDTH PER AAB = W-W_C
- RAMP LENGTH, W₁ = W-4'-0" Min

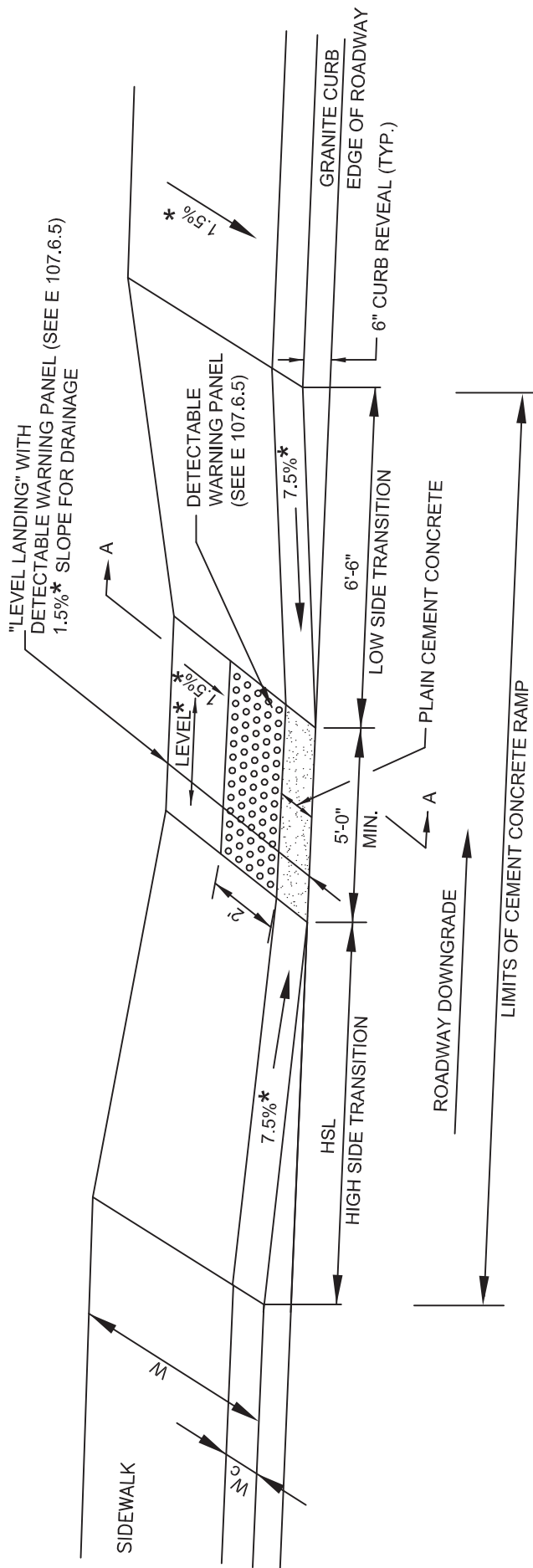


SECTION A-A

WHEELCHAIR RAMP ON NARROW SIDEWALK WITH DETECTABLE WARNING PANEL

DATE OF ISSUE
OCTOBER 2017

DRAWING NUMBER
E 107.2.1



LEGEND

HSL = HIGH SIDE TRANSITION LENGTH
(SEE E 107.9.0)

W = SIDEWALK WIDTH

W_C = CURB WIDTH

CC = CEMENT CONCRETE

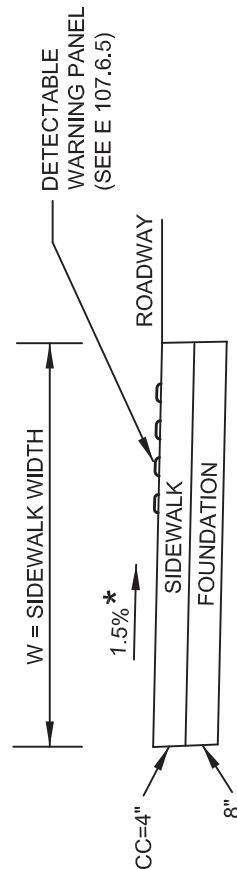
* = TOLERANCE FOR CONSTRUCTION ±0.5%

USABLE SIDEWALK WIDTH PER AAB = W-W_C
USABLE SIDEWALK WIDTH PER AAB IS NOT TO
BE LESS THAN 4'0"

SEE E 107.6.5 FOR DETAILS OF DETECTABLE
WARNING PANEL

NOTE:

ROADWAY, GUTTER, AND FIRST 6"
OF SIDEWALK TO BE ADJUSTED
FOR FIELD CONDITIONS



SECTION A-A

WHEELCHAIR RAMPS GREATER THAN 12'-4" SIDEWALK

DATE OF ISSUE
OCTOBER 2017

DRAWING NUMBER
E 107.3.0

LEGEND

HSL = HIGH SIDE TRANSITION LENGTH
(SEE E 107.9.0)

W = SIDEWALK WIDTH

W_C = CURB WIDTH

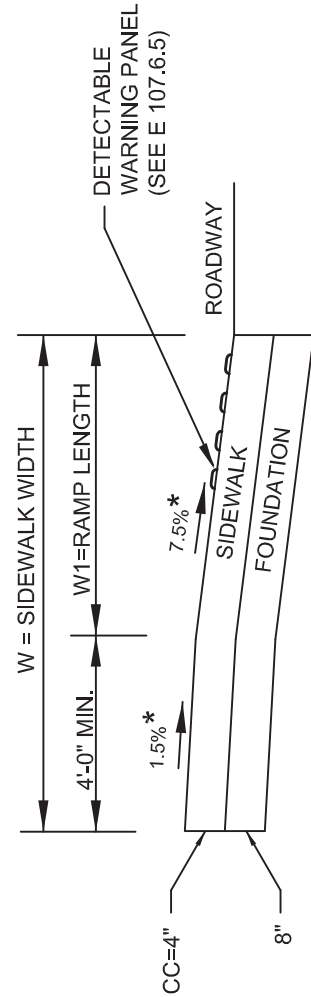
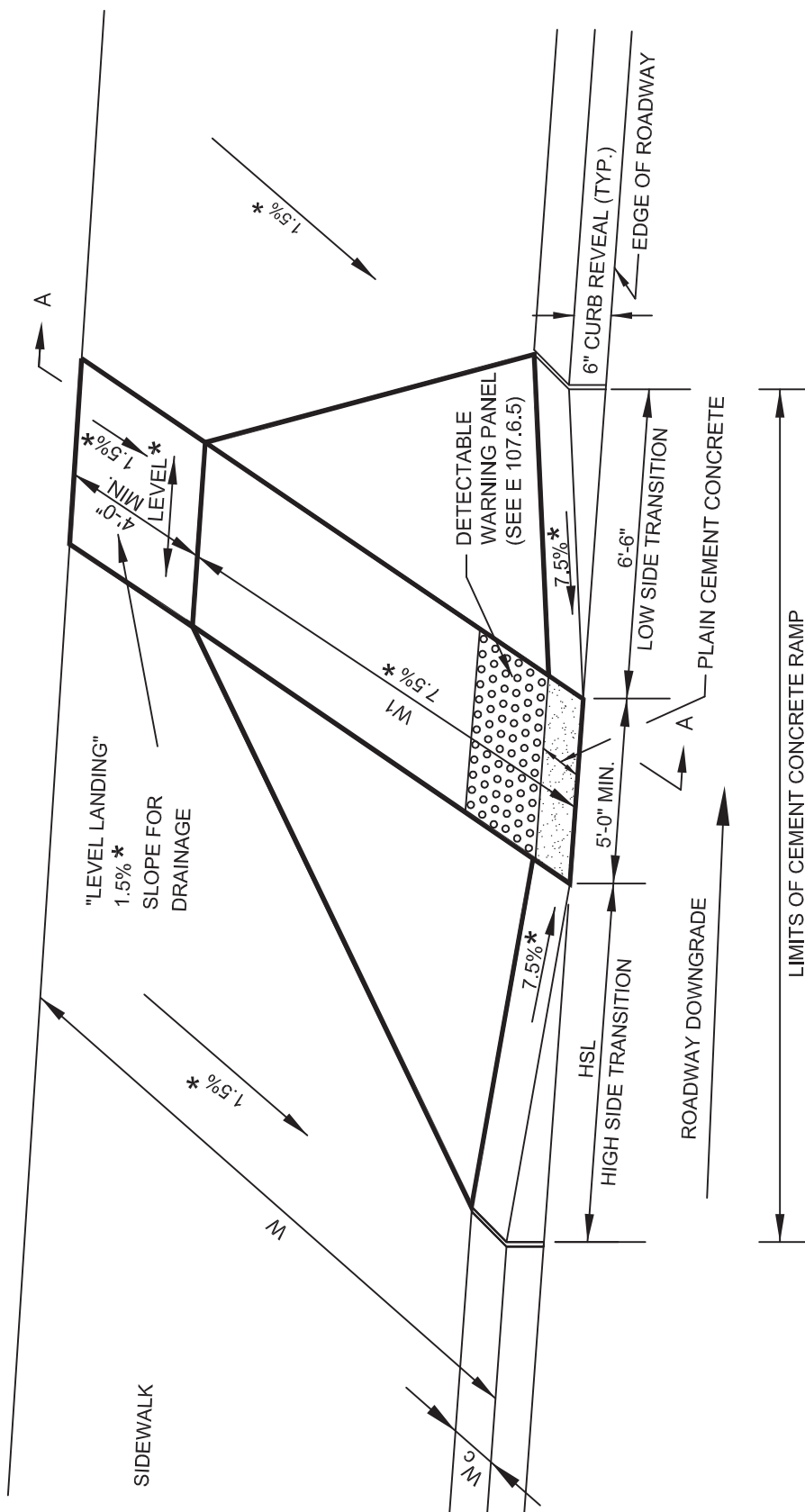
W₁ = PERPENDICULAR RAMP LENGTH

C_c = CEMENT CONCRETE

* = TOLERANCE FOR CONSTRUCTION ±0.5%

USABLE SIDEWALK WIDTH PER AAB = W-W_C

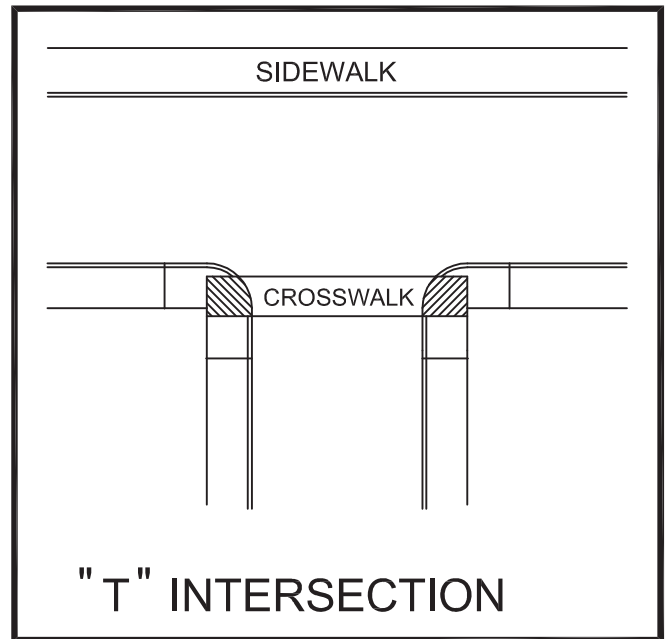
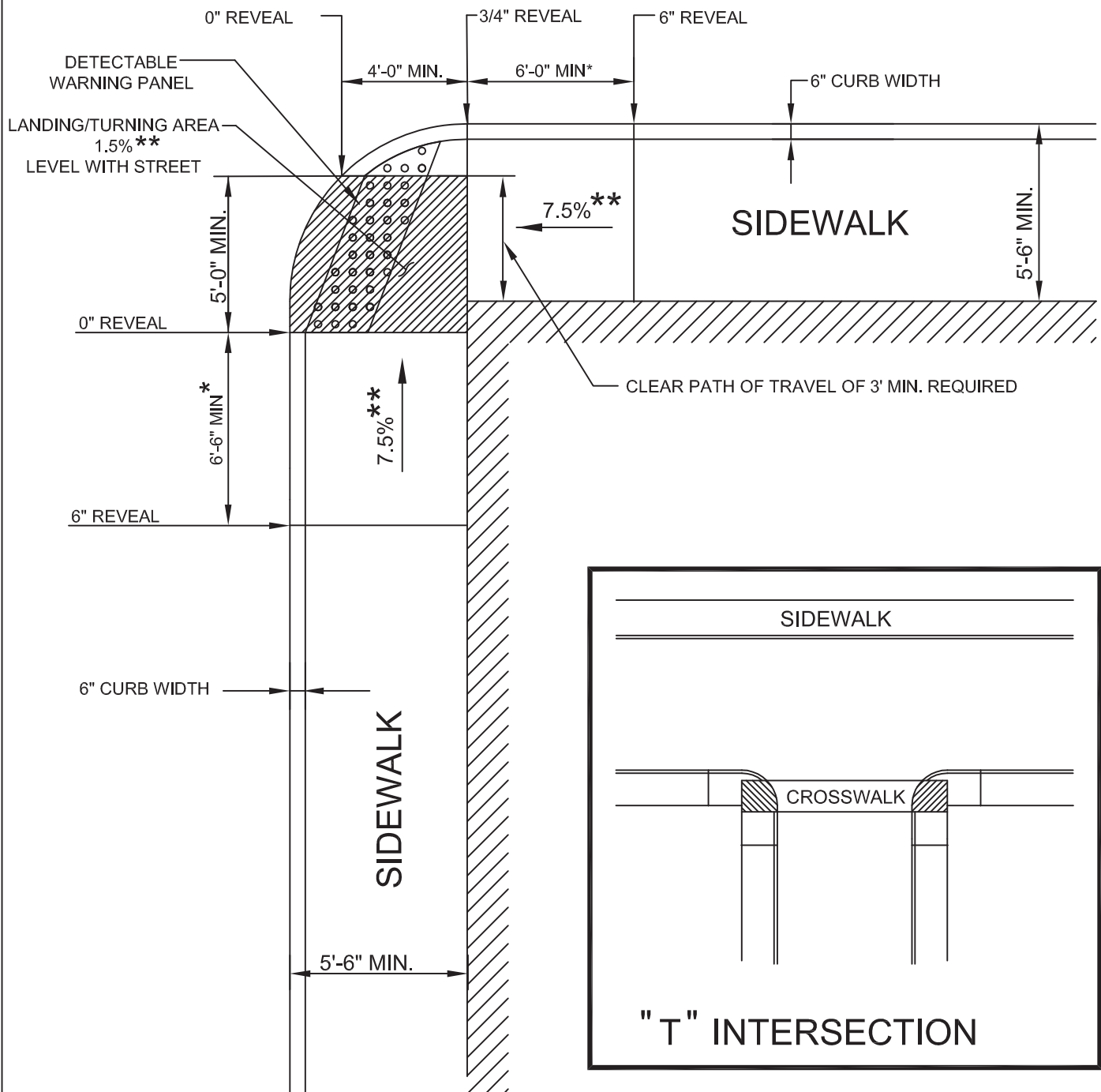
RAMP LENGTH, W₁ = W-4'-0" Min



SECTION A-A



ROADWAY, GUTTER, AND FIRST 6" OF SIDEWALK TO BE ADJUSTED FOR FIELD CONDITIONS.



LEGEND



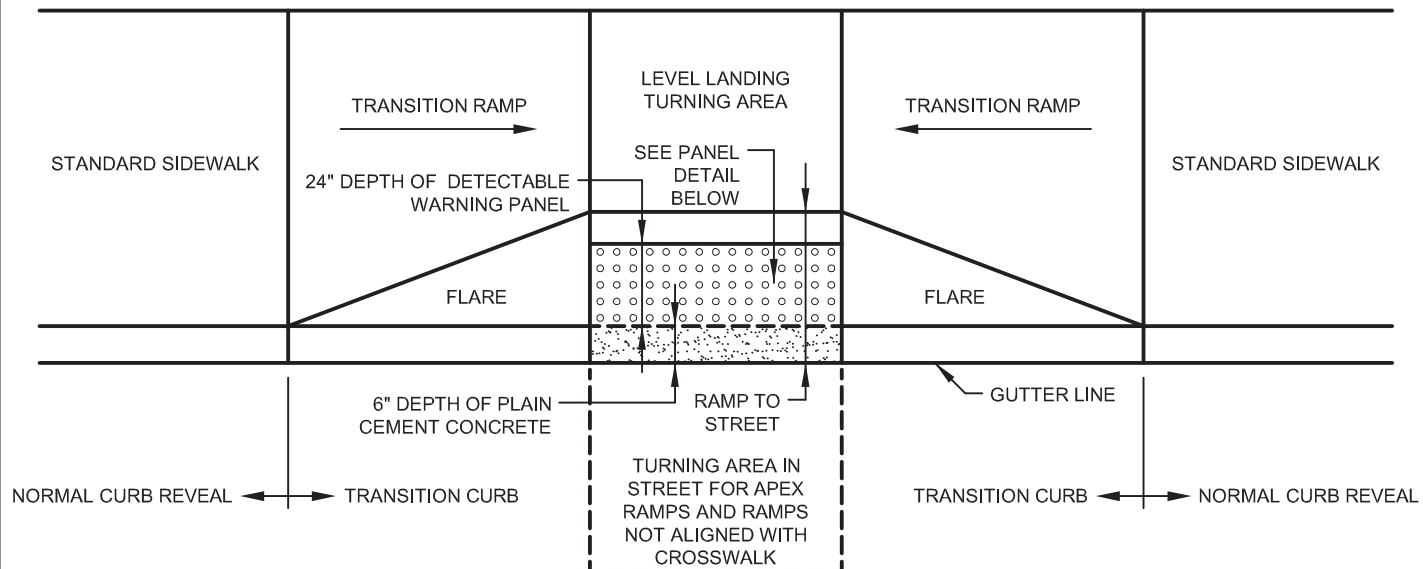
BUILDING OR OTHER UNALTERABLE CONDITION

* TRANSITION LENGTH SHOWN IS MINIMUM.
(SEE E 107.9.0)

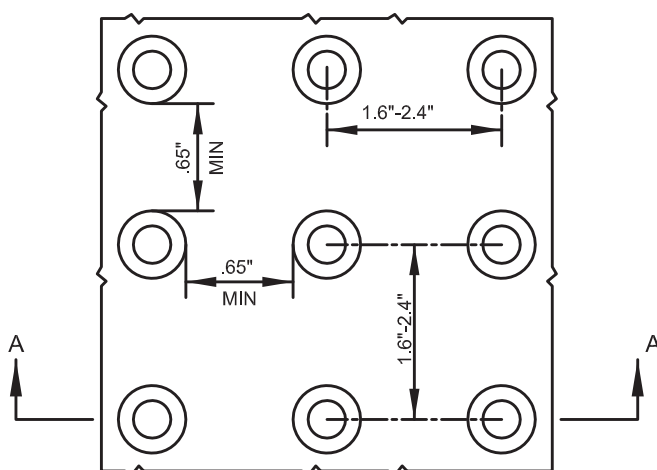
** TOLERANCE FOR CONSTRUCTION $\pm 0.5\%$

NOTE:

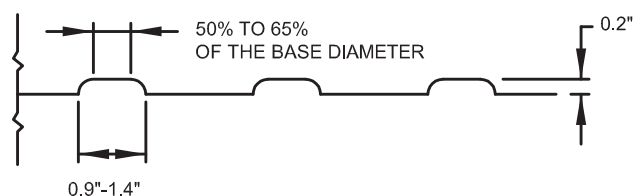
ROADWAY, GUTTER, AND FIRST 6"
OF SIDEWALK TO BE ADJUSTED
FOR FIELD CONDITIONS



TYPICAL INSTALLATION



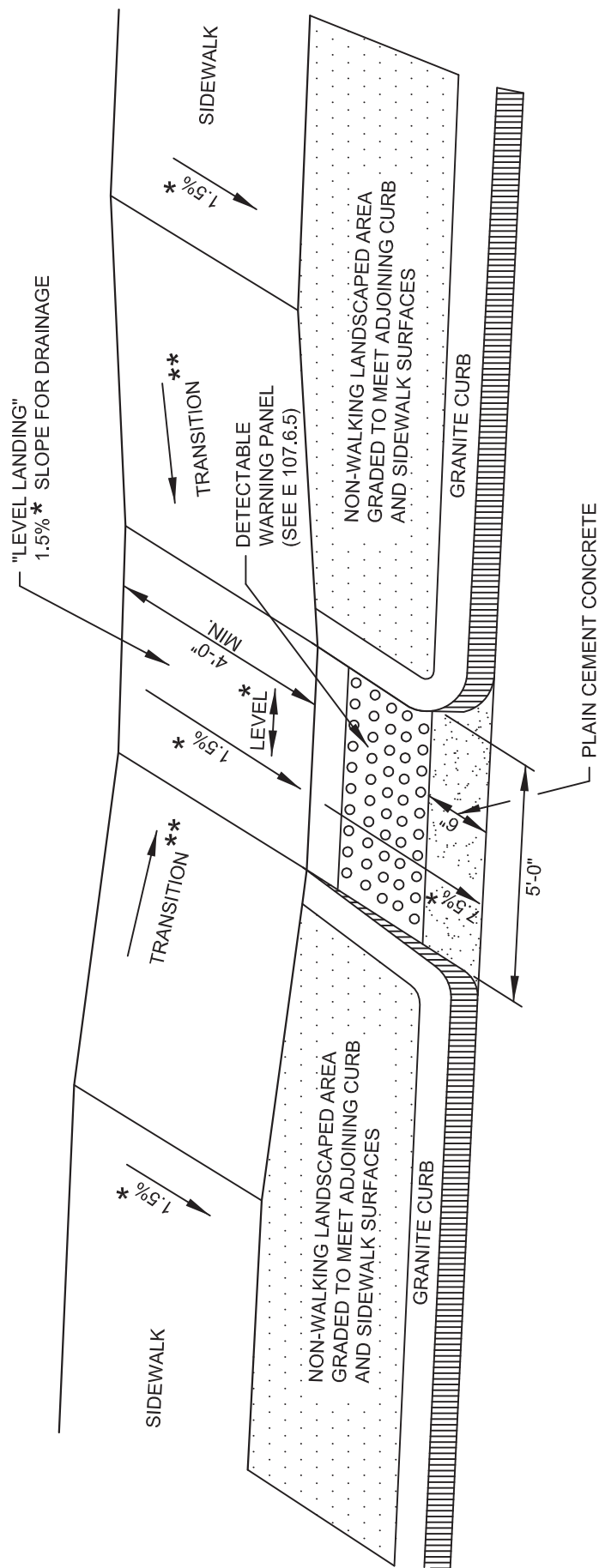
DETAIL OF DETECTABLE WARNING PANEL



SECTION A-A

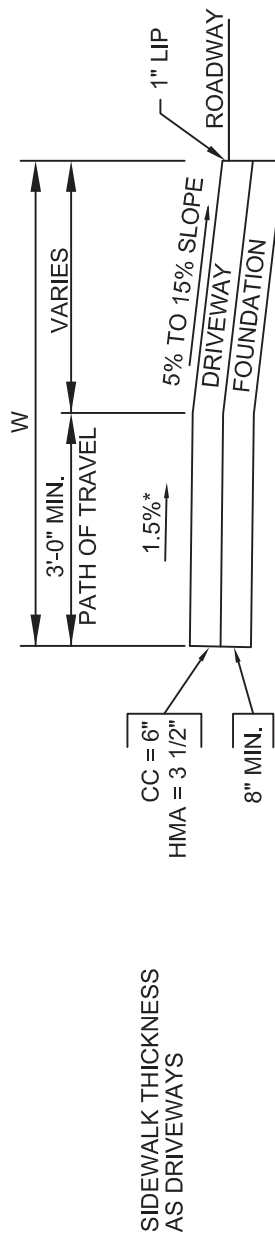
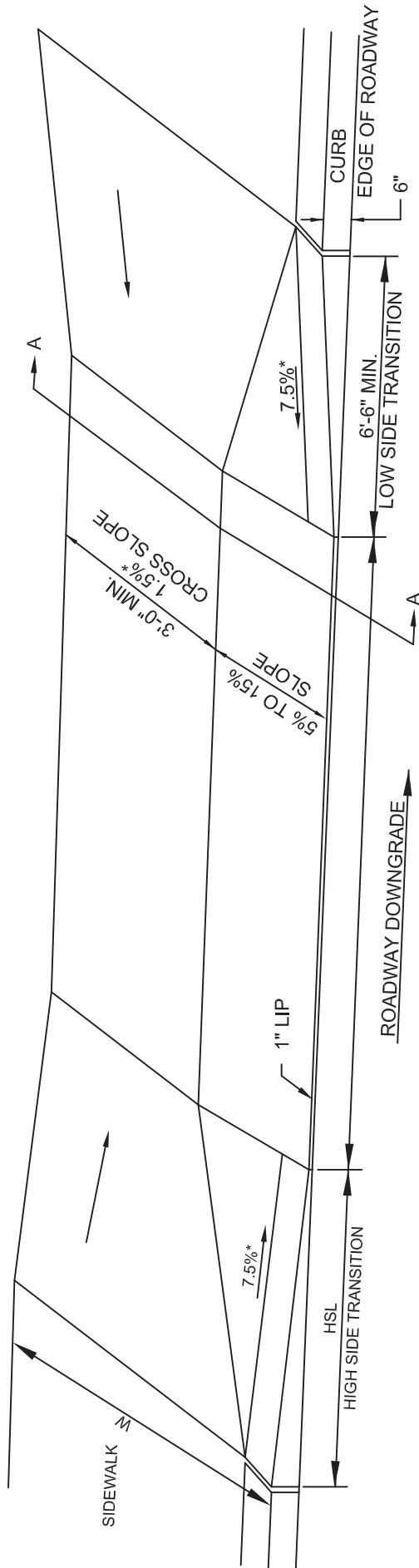
NOTE:

PANELS MAY BE CONCRETE PRECAST OR CAST IN PLACE OR OTHER SUITABLE MATERIAL PERMANENTLY APPLIED TO THE RAMP. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.



LEGEND

- * = TOLERANCE FOR CONSTRUCTION $\pm 0.5\%$
- ** = SEE E 107.9.0 FOR TRANSITION LENGTH

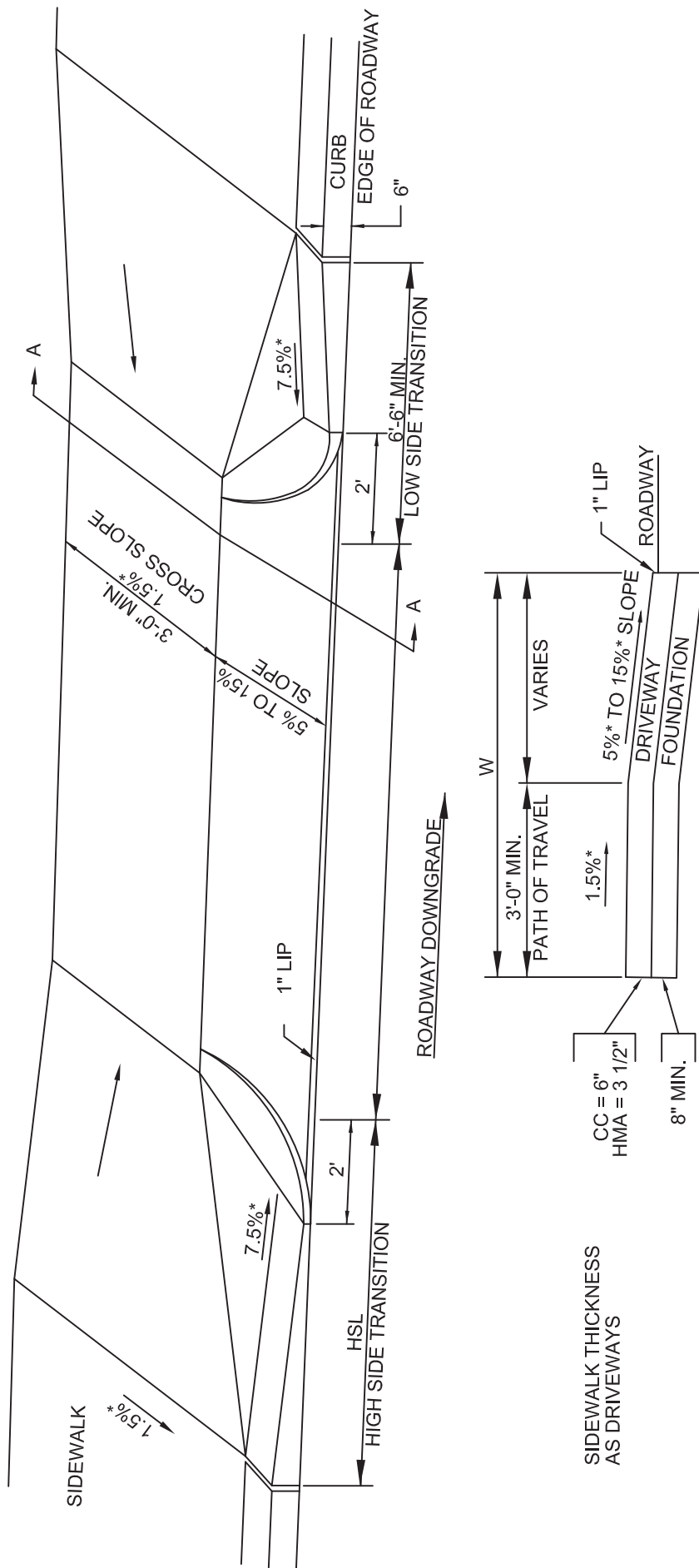


SECTION A-A

LEGEND

HSL = HIGH SIDE TRANSITION LENGTH. SEE E 107.9.0
W = SIDEWALK WIDTH
* = TOLERANCE FOR CONSTRUCTION $\pm 0.5\%$
CC = CEMENT CONCRETE
HMA = HOT MIX ASPHALT

SIDEWALK THROUGH DRIVEWAYS WITH CURB RETURNS 2' CURB CORNERS



SECTION A-A

LEGEND

HSL = HIGH SIDE TRANSITION LENGTH. SEE E 107.9.0
W = SIDEWALK WIDTH
* = TOLERANCE FOR CONSTRUCTION $\pm 0.5\%$
CC = CEMENT CONCRETE
HMA = HOT MIX ASPHALT



DRAWING NUMBER
E 107.8.1

CURB TRANSITION LENGTH FOR WHEELCHAIR RAMPS

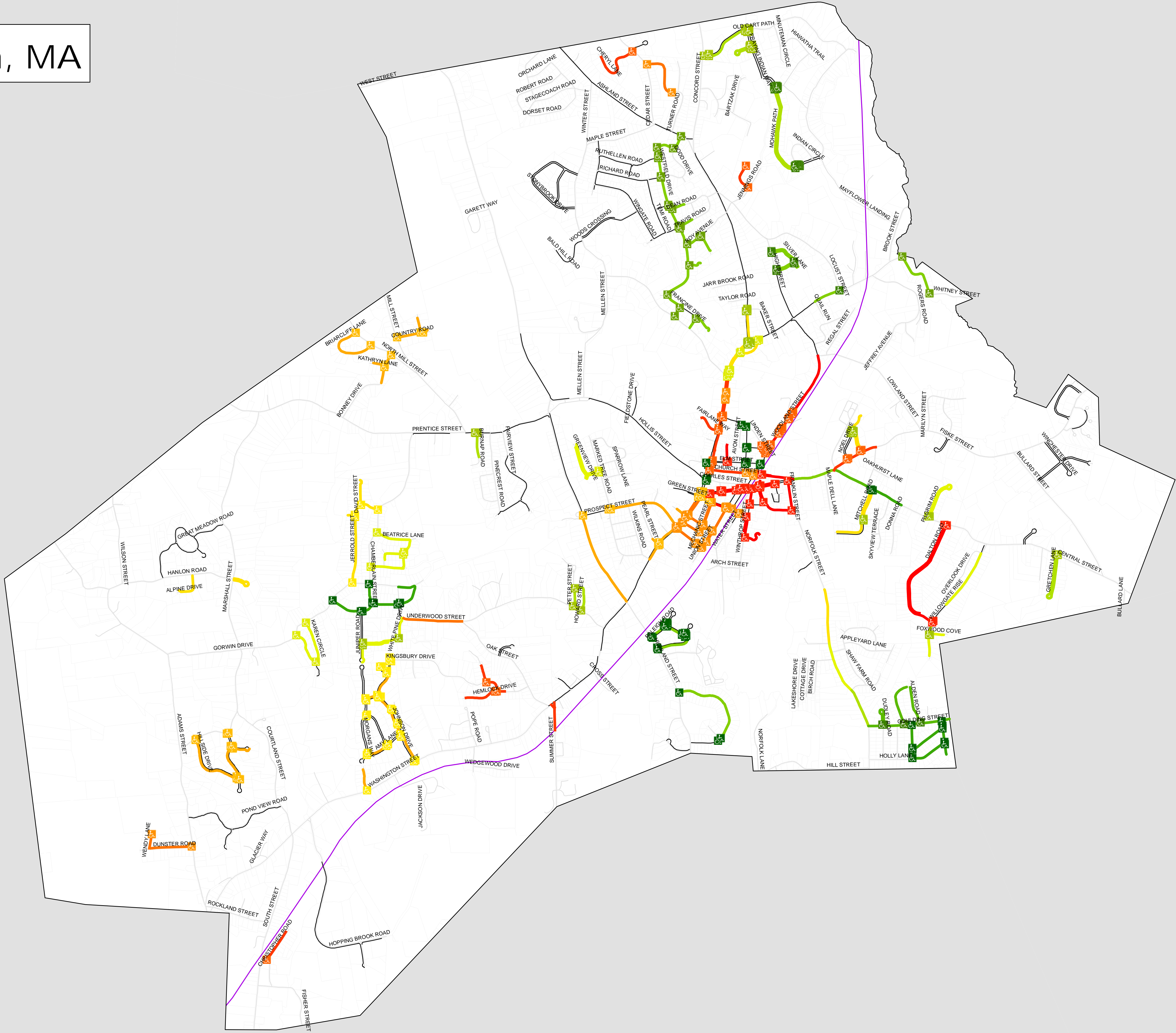
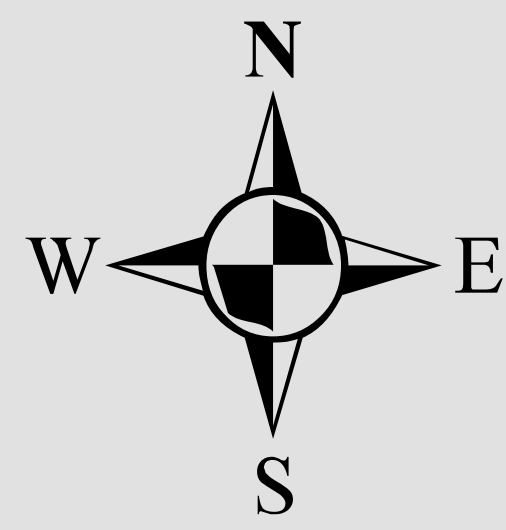
ROADWAY PROFILE GRADE	* HIGH SIDE TRANSITION LENGTH
%	ENGLISH UNITS
=0%	6'-6"
>0% TO 1%	7'-8"
>1% TO 2%	9'-0"
>2% TO 3%	11'-0"
>3% TO 4%	14'-0"
>4% TO 5%	15'-0" Max

NOTE:

* BASED ON A DESIGN SLOPE OF
7.5% AND A REVEAL OF 6" .

APPENDIX D

Holliston, MA



Legend

Ramps

Plan Year

- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1

Sidewalks

Existing Sidewalk

Plan Year

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- Rail Trail

Water Improvement Plan

10 Year ADA Improvement Plan

STREET	INTERSECTING STREET	FROM STREET	TO STREET	LOCATION	MATERIAL	WIDTH	LENGTH	PLAN SCI	NPR	REPAIR TYPE	PLAN YEAR	COST	ROLLOVER
Central Street	Maeder Row								558	Ramp - New Construction	1	\$	5,000
Smith Row	Central Street								726	Ramp - New Construction	1	\$	5,000
Smith Row	Central Street								756	Ramp - New Construction	1	\$	5,000
Dalton Road	Willowgate Rise								0	Ramp inclusive of Sidewalk Project Cost	1		
Dalton Road	Willowgate Rise								0	Ramp inclusive of Sidewalk Project Cost	1		
Dalton Road	Central Street								426	Ramp inclusive of Sidewalk Project Cost	1		
Dalton Road	Central Street								426	Ramp inclusive of Sidewalk Project Cost	1		
Irving Place	Elm Street				Portland Cement				935	Ramp inclusive of Sidewalk Project Cost	1		
Norfolk Place	Church Street								1684	Ramp inclusive of Sidewalk Project Cost	1		
Norfolk Street	Central Street								1397	Ramp inclusive of Sidewalk Project Cost	1		
Norfolk Place	Church Street				Bituminous Concrete				1713	Ramp Minor Repair	1	\$	3,000
Central Street	Maeder Row				Bituminous Concrete				591	Ramp Reconstruction	1	\$	3,000
Central Street	Maeder Row				Portland Cement				551	Ramp Reconstruction	1	\$	5,000
Central Street	Maeder Row				Portland Cement				557	Ramp Reconstruction	1	\$	5,000
Exchange Street	Winthrop Street				Bituminous Concrete				508	Ramp Reconstruction	1	\$	3,000
Franklin Street	Norfolk Street				Bituminous Concrete				0	Ramp Reconstruction	1	\$	3,000
Franklin Street	Central Street				Bituminous Concrete				650	Ramp Reconstruction	1	\$	3,000
Fruit Street	Central Street				Portland Cement				1338	Ramp Reconstruction	1	\$	5,000
Fruit Street	Central Street				Portland Cement				1375	Ramp Reconstruction	1	\$	5,000
Irving Place	Elm Street				Portland Cement				890	Ramp Reconstruction	1	\$	5,000
Norfolk Street	Central Street				Bituminous Concrete				1382	Ramp Reconstruction	1	\$	3,000
Norfolk Street	Central Street				Bituminous Concrete				1325	Ramp Reconstruction	1	\$	3,000
Norfolk Street	Central Street				Bituminous Concrete				1355	Ramp Reconstruction	1	\$	3,000
Railroad Street	Central Street				Bituminous Concrete				1547	Ramp Reconstruction	1	\$	3,000
Railroad Street	Central Street				Bituminous Concrete				1505	Ramp Reconstruction	1	\$	3,000
Railroad Street	Central Street				Bituminous Concrete				1509	Ramp Reconstruction	1	\$	3,000
Regency Drive	Central Street				Bituminous Concrete				935	Ramp Reconstruction	1	\$	3,000
Regency Drive	Central Street				Bituminous Concrete				903	Ramp Reconstruction	1	\$	3,000
Shea Drive	Winthrop Street				Bituminous Concrete				125	Ramp Reconstruction	1	\$	3,000
Union Street	Central Street				Bituminous Concrete				1306	Ramp Reconstruction	1	\$	3,000
Union Street	Central Street				Bituminous Concrete				1253	Ramp Reconstruction	1	\$	3,000
Vine Street	Winthrop Street				Bituminous Concrete				650	Ramp Reconstruction	1	\$	3,000
Vine Street	Winthrop Street				Bituminous Concrete				670	Ramp Reconstruction	1	\$	3,000
Vine Street	Norfolk Street				Bituminous Concrete				267	Ramp Reconstruction	1	\$	3,000
Winthrop Street	Central Street				Bituminous Concrete				1561	Ramp Reconstruction	1	\$	3,000
Winthrop Street	Central Street				Bituminous Concrete				1601	Ramp Reconstruction	1	\$	3,000
Church Street		Norfolk Place	Central Street				902		2314	Sidewalk - New Construction	1	\$	157,825
Central Street		Regency Drive	Norfolk Street	Odd	Bituminous Concrete	5	432	67.0	1625	Sidewalk Localized Repair	1	\$	10,694
Central Street		Regency Drive	Norfolk Street	Even	Bituminous Concrete	4	413	72.1	1655	Sidewalk Localized Repair	1	\$	6,914
Central Street		Norfolk Street	Winthrop Street	Odd	Bituminous Concrete	5	174	68.8	1861	Sidewalk Localized Repair	1	\$	4,059
Central Street		Winthrop Street	Railroad Street	Odd	Bituminous Concrete	4	149	77.2	1800	Sidewalk Localized Repair	1	\$	2,036
Central Street		Union Street	Maeder Row	Odd	Bituminous Concrete	6	433	60.0	1788	Sidewalk Localized Repair	1	\$	15,594
Central Street		Fruit Street	Maeder Row	Even	Portland Cement	5.5	527	73.5	1700	Sidewalk Localized Repair	1	\$	15,364
Central Street		Maeder Row	Smith Row	Odd	Portland Cement	6	295	66.5	1087	Sidewalk Localized Repair	1	\$	11,839
Church Street		Railroad Street	Central Street	Even	Portland Cement	4	225	70.2	1831	Sidewalk Localized Repair	1	\$	5,371
Exchange Street		Mechanic Street	Union Street	Odd	Bituminous Concrete	5	406	69.3	1395	Sidewalk Localized Repair	1	\$	9,351
Franklin Street		Central Street	Norfolk Street	Odd	Bituminous Concrete	4	854	72.1	800	Sidewalk Localized Repair	1	\$	14,299
Linden Street		Hampshire Street	60' Northwest	Odd	Bituminous Concrete	5	161	72.1	1940	Sidewalk Localized Repair	1	\$	3,363
Norfolk Street		Central Street	Vine Street	Even	Bituminous Concrete	7	408	80.5	1470	Sidewalk Localized Repair	1	\$	8,371
Norfolk Street		Central Street	Vine Street	Odd	Bituminous Concrete	5	446	79.1	1548	Sidewalk Localized Repair	1	\$	7,000
Norfolk Street		Vine Street	Franklin Street	Even	Bituminous Concrete	5	881	79.5	1049	Sidewalk Localized Repair	1	\$	13,528
Shea Drive		Winthrop Street	Cul_De_Sac	Even	Bituminous Concrete	5	616	67.4	449	Sidewalk Localized Repair	1	\$	15,051
Winthrop Street		Central Street	Vince Street	Even	Bituminous Concrete	5	421	80.0	1710	Sidewalk Localized Repair	1	\$	6,320
Winthrop Street		Exchange Street	Shea Drive	Even	Bituminous Concrete	5	575	80.5	616	Sidewalk Localized Repair	1	\$	8,432
Winthrop Street		Exchange Street	Shea Drive	Odd	Bituminous Concrete	5	408	77.7	657	Sidewalk Localized Repair	1	\$	6,828
Woodland Street		Linden Street	Lowland Street	Odd	Bituminous Concrete	7	3169	75.3	2697	Sidewalk Localized Repair	1	\$	82,027
Dalton Road		Central Street	Willowgate Rise	Even	Bituminous Concrete	4.5	3039	19.1	1046	Sidewalk Reconstruction	1	\$	205,149
Dalton Road		Central Street	Willowgate Rise	Odd	Bituminous Concrete	4.5	3512	17.2	1036	Sidewalk Reconstruction	1	\$	237,078
Irving Place		Elm Street	Dead End	Even	Bituminous Concrete	4.5	470	18.6	1681	Sidewalk Reconstruction	1	\$	31,746
Norfolk Street		Church Street	Central Street	Odd	Portland Cement	4	150	10.7	2219	Sidewalk Reconstruction	1	\$	11,983
											1.1	\$	993,222
												\$	6,778

10 Year ADA Improvement Plan

STREET	INTERSECTING STREET	FROM STREET	TO STREET	LOCATION	MATERIAL	WIDTH	LENGTH	PLAN SCI	NPR	REPAIR TYPE	PLAN YEAR	COST	ROLLOVER
Hampshire Street	Linden Street								1790	Ramp - New Construction	2	\$	5,175
Linden Street									1701	Ramp - New Construction	2	\$	5,175
Washington Street	Linden Street								1200	Ramp - New Construction	2	\$	5,175
Woodland Street									1986	Ramp - New Construction	2	\$	5,175
Boulder Road	Fiske Street				Bituminous Concrete				0	Ramp inclusive of Sidewalk Project Cost	2		
Boulder Road	Fiske Street				Bituminous Concrete				0	Ramp inclusive of Sidewalk Project Cost	2		
Cheryl Lane	Cedar Street				Bituminous Concrete				0	Ramp inclusive of Sidewalk Project Cost	2		
Christopher Road	Fisher Street				Bituminous Concrete				258	Ramp inclusive of Sidewalk Project Cost	2		
Fairlane Way	Washington Street				Bituminous Concrete				800	Ramp inclusive of Sidewalk Project Cost	2		
Hemlock Drive	Evergreen Road								0	Ramp inclusive of Sidewalk Project Cost	2		
Hemlock Drive	Evergreen Road								0	Ramp inclusive of Sidewalk Project Cost	2		
Noel Drive	Fiske Street				Bituminous Concrete				0	Ramp inclusive of Sidewalk Project Cost	2		
Noel Drive	Fiske Street				Bituminous Concrete				0	Ramp inclusive of Sidewalk Project Cost	2		
Walnut Road	Evergreen Road								0	Ramp inclusive of Sidewalk Project Cost	2		
Windsor Drive	Windsor Drive				Bituminous Concrete				0	Ramp inclusive of Sidewalk Project Cost	2		
Windsor Drive	Jennings Road				Bituminous Concrete				0	Ramp inclusive of Sidewalk Project Cost	2		
Church Street	Washington Street				Portland Cement				697	Ramp Minor Repair - DWP	2	\$	1,035
Church Street	Washington Street				Portland Cement				655	Ramp Reconstruction	2	\$	5,175
Elm Street	Washington Street				Portland Cement				1097	Ramp Reconstruction	2	\$	5,175
Elm Street	Washington Street				Portland Cement				1185	Ramp Reconstruction	2	\$	5,175
Fairlane Way	Washington Street				Bituminous Concrete				800	Ramp Reconstruction	2	\$	3,105
Hampshire Street	Linden Street				Bituminous Concrete				1862	Ramp Reconstruction	2	\$	3,105
Linden Street	Railroad Street				Bituminous Concrete				1968	Ramp Reconstruction	2	\$	3,105
Linden Street	Woodland Street				Bituminous Concrete				1966	Ramp Reconstruction	2	\$	3,105
Linden Street	Woodland Street				Bituminous Concrete				1961	Ramp Reconstruction	2	\$	3,105
Linden Street	Woodland Street				Bituminous Concrete				1960	Ramp Reconstruction	2	\$	3,105
Linden Street	Washington Street				Bituminous Concrete				1200	Ramp Reconstruction	2	\$	3,105
Linden Street	Washington Street				Portland Cement				1200	Ramp Reconstruction	2	\$	5,175
Washington Street	Jasper Hill Road				Portland Cement				1245	Ramp Reconstruction	2	\$	5,175
Woodland Street					Bituminous Concrete				2010	Ramp Reconstruction	2	\$	3,105
Woodland Street					Bituminous Concrete				2008	Ramp Reconstruction	2	\$	3,105
Woodland Street					Bituminous Concrete				2000	Ramp Reconstruction	2	\$	3,105
Woodland Street					Bituminous Concrete				1998	Ramp Reconstruction	2	\$	3,105
Woodland Street					Bituminous Concrete				1987	Ramp Reconstruction	2	\$	3,105
Woodland Street					Bituminous Concrete				1986	Ramp Reconstruction	2	\$	3,105
Woodland Street					Portland Cement				1984	Ramp Reconstruction	2	\$	5,175
Woodland Street					Portland Cement				1983	Ramp Reconstruction	2	\$	5,175
Woodland Street					Bituminous Concrete				1963	Ramp Reconstruction	2	\$	3,105
Woodland Street					Bituminous Concrete				1966	Ramp Reconstruction	2	\$	3,105
Fiske Street	Saint Marys Cemetery	Noel Drive					431		600	Sidewalk - New Construction	2	\$	78,112
Fiske Street	Boulder Road	Granite Street					428		600	Sidewalk - New Construction	2	\$	77,566
Fiske Street	Noel Drive	Boulder Road					436		600	Sidewalk - New Construction	2	\$	79,047
Fiske Street	Central Street	Saint Marys Cemetery Road					69		600	Sidewalk - New Construction	2	\$	12,530
Summer Street	Washington Street	Bike Trail					898		3197	Sidewalk - New Construction	2	\$	162,653
Church Street	Washington Street	Grove Street	Even	Bituminous Concrete		5	1000	66.9	2134	Sidewalk Localized Repair	2	\$	25,650
Washington Street	Linden Street	Winter Street	Even	Bituminous Concrete		4.5	1111	77.2	1350	Sidewalk Localized Repair	2	\$	17,723
Washington Street	Linden Street	Winter Street	Odd	Bituminous Concrete		5	1130	60.0	1500	Sidewalk Localized Repair	2	\$	35,111
Washington Street	Fairlane Way	Linden Street	Odd	Bituminous Concrete		5	384	66.5	1500	Sidewalk Localized Repair	2	\$	10,005
Washington Street	Elm Street	Fairlane Way	Even	Bituminous Concrete		4	937	70.2	1400	Sidewalk Localized Repair	2	\$	17,333
Washington Street	Church Street	Elm Street	Even	Bituminous Concrete		5	213	80.0	1298	Sidewalk Localized Repair	2	\$	3,319
Cheryl Lane	Cedar Street	Cul_De_Sac	Odd	Bituminous Concrete		4	1566	8.8	600	Sidewalk Reconstruction	2	\$	97,292
Christopher Road	Fisher Street	Cul_De_Sac	Even	Bituminous Concrete		4	950	2.3	1521	Sidewalk Reconstruction	2	\$	59,030
Evergreen Road	Hemlock Drive	Dead End	Odd	Bituminous Concrete		4.5	475	20.0	600	Sidewalk Reconstruction	2	\$	33,202
Fairlane Way	Washington Street	Cul_De_Sac	Even	Bituminous Concrete		4	660	12.5	1400	Sidewalk Reconstruction	2	\$	40,968
Hemlock Drive	Oak Street	Cul_De_Sac	Odd	Bituminous Concrete		4	879	20.0	600	Sidewalk Reconstruction	2	\$	54,618
Hemlock Drive	Evergreen Road	Spruce Street	Odd	Bituminous Concrete		4	226	20.4	600	Sidewalk Reconstruction	2	\$	14,049
Walnut Road	Evergreen Road	Cul_De_Sac	Odd	Bituminous Concrete		4	510	20.0	600	Sidewalk Reconstruction	2	\$	31,667
Windsor Drive	Jennings Road	Cul_De_Sac	Odd	Bituminous Concrete		4	826	15.3	600	Sidewalk Reconstruction	2	\$	51,282
											2.1	\$	1,005,694
Pleasant Street	Union Street								798	Ramp - New Construction	3	\$	5,355
Dunster Road	Adams Street								0	Ramp inclusive of Sidewalk Project Cost	3		

(5,694)

10 Year ADA Improvement Plan

STREET	INTERSECTING STREET	FROM STREET	TO STREET	LOCATION	MATERIAL	WIDTH	LENGTH	PLAN SCI	NPR	REPAIR TYPE	PLAN YEAR	COST	ROLLOVER
Mechanic Street	Pleasant Street				Bituminous Concrete				395	Ramp inclusive of Sidewalk Project Cost	3		
Mechanic Street	School Street				Bituminous Concrete				430	Ramp inclusive of Sidewalk Project Cost	3		
Mechanic Street	School Street				Portland Cement				471	Ramp inclusive of Sidewalk Project Cost	3		
Mechanic Street	School Street				Portland Cement				454	Ramp inclusive of Sidewalk Project Cost	3		
Mechanic Street	Exchange Street								694	Ramp inclusive of Sidewalk Project Cost	3		
Mechanic Street	Exchange Street				Bituminous Concrete				685	Ramp inclusive of Sidewalk Project Cost	3		
Pleasant Street	Washington Street				Bituminous Concrete				0	Ramp inclusive of Sidewalk Project Cost	3		
School Street	Washington Street				Portland Cement				476	Ramp inclusive of Sidewalk Project Cost	3		
School Street	Union Street				Portland Cement				686	Ramp inclusive of Sidewalk Project Cost	3		
Spring Street	Washington Street				Portland Cement				135	Ramp inclusive of Sidewalk Project Cost	3		
Spring Street	Mechanic Street				Portland Cement				304	Ramp inclusive of Sidewalk Project Cost	3		
Turner Road	Cedar Street								0	Ramp inclusive of Sidewalk Project Cost	3		
Turner Road	Indian Ridge Road South								0	Ramp inclusive of Sidewalk Project Cost	3		
Church Street	Railroad Street				Portland Cement				1656	Ramp Minor Repair - Pavement	3	\$	2,142
Arch Street	Union Street				Bituminous Concrete				731	Ramp Reconstruction	3	\$	3,213
Church Street	Railroad Street				Portland Cement				1645	Ramp Reconstruction	3	\$	5,355
Grove Street	Church Street				Portland Cement				1359	Ramp Reconstruction	3	\$	5,355
Mechanic Street	Pleasant Street				Bituminous Concrete				440	Ramp Reconstruction	3	\$	3,213
Mechanic Street	School Street				Bituminous Concrete				460	Ramp Reconstruction	3	\$	3,213
Pleasant Street	Union Street				Bituminous Concrete				786	Ramp Reconstruction	3	\$	3,213
Pleasant Street	Washington Street				Portland Cement				0	Ramp Reconstruction	3	\$	5,355
Prospect Street	Washington Street				Bituminous Concrete				0	Ramp Reconstruction	3	\$	3,213
Prospect Street	Washington Street				Bituminous Concrete				0	Ramp Reconstruction	3	\$	3,213
Quincy Place	Washington Street				Bituminous Concrete				414	Ramp Reconstruction	3	\$	3,213
Quincy Place	Washington Street				Bituminous Concrete				340	Ramp Reconstruction	3	\$	3,213
Railroad Street	Exchange Street				Bituminous Concrete				878	Ramp Reconstruction	3	\$	3,213
School Street	Washington Street				Portland Cement				417	Ramp Reconstruction	3	\$	5,355
School Street	Union Street				Bituminous Concrete				686	Ramp Reconstruction	3	\$	3,213
Spring Street	Washington Street				Bituminous Concrete				101	Ramp Reconstruction	3	\$	3,213
Union Street	Exchange Street				Bituminous Concrete				833	Ramp Reconstruction	3	\$	3,213
Union Street	Exchange Street				Bituminous Concrete				821	Ramp Reconstruction	3	\$	3,213
Union Street	Exchange Street				Bituminous Concrete				827	Ramp Reconstruction	3	\$	3,213
Union Street	Exchange Street				Bituminous Concrete				837	Ramp Reconstruction	3	\$	3,213
Washington Street	School Street				Bituminous Concrete				473	Ramp Reconstruction	3	\$	3,213
Washington Street					Bituminous Concrete				1200	Ramp Reconstruction	3	\$	3,213
Washington Street					Bituminous Concrete				1200	Ramp Reconstruction	3	\$	3,213
Washington Street					Bituminous Concrete				1200	Ramp Reconstruction	3	\$	3,213
Washington Street					Bituminous Concrete				1200	Ramp Reconstruction	3	\$	3,213
Water Street	Exchange Street				Bituminous Concrete				839	Ramp Reconstruction	3	\$	4,089
Water Street	Exchange Street				Bituminous Concrete				795	Ramp Reconstruction	3	\$	4,089
Wendy Lane					Bituminous Concrete				0	Ramp Reconstruction	3	\$	3,213
Underwood Street	White Pine Drive	Oak Street					1659		600	Sidewalk - New Construction	3	\$	311,053
Pleasant Street	Mechanic Street	Union Street	Odd		Bituminous Concrete	4	184	71.1	948	Sidewalk Localized Repair	3	\$	3,421
School Street	Union Street	Mechanic Street	Odd		Bituminous Concrete	4	281	64.1	978	Sidewalk Localized Repair	3	\$	6,473
School Street	Mechanic Street	Washington Street	Odd		Bituminous Concrete	4	478	66.0	737	Sidewalk Localized Repair	3	\$	10,447
Union Street	Exchange Street	School Street	Even		Bituminous Concrete	4	761	67.8	1025	Sidewalk Localized Repair	3	\$	15,722
Union Street	School Street	Arch Street	Odd		Bituminous Concrete	4	350	66.4	996	Sidewalk Localized Repair	3	\$	7,542
Union Street	Arch Street	Pleasant Street	Odd		Bituminous Concrete	4	193	71.1	940	Sidewalk Localized Repair	3	\$	3,586
Union Street	School Street	Arch Street	Even		Bituminous Concrete	4	346	71.1	881	Sidewalk Localized Repair	3	\$	6,426
Washington Street	Quincy Place	Green Street	Odd		Portland Cement	4	437	64.6	1294	Sidewalk Localized Repair	3	\$	13,258
Washington Street	Spring Street	School Street	Even		Bituminous Concrete	4	233	67.8	500	Sidewalk Localized Repair	3	\$	4,822
Washington Street	Spring Street	Quincy Place	Odd		Bituminous Concrete	4	167	67.4	390	Sidewalk Localized Repair	3	\$	3,505
Washington Street	Prospect Street	Spring Street	Even		Portland Cement	4	96	61.8	300	Sidewalk Localized Repair	3	\$	3,130
Washington Street	Prospect Street	Spring Street	Odd		Bituminous Concrete	4	210	65.5	300	Sidewalk Localized Repair	3	\$	4,653
Washington Street	Spring Street	Pleasant Street	Even		Bituminous Concrete	4	89	71.1	150	Sidewalk Localized Repair	3	\$	1,656
Wendy Lane	Dunster Road	Cul_De_Sac	Odd		Bituminous Concrete	4	407	71.1	150	Sidewalk Localized Repair	3	\$	7,563
Dunster Road	Adams Street	Dead End	Odd		Bituminous Concrete	4	1197	19.5	600	Sidewalk Reconstruction	3	\$	76,916
Mechanic Street	Spring Street	School Street	Even		Portland Cement	4	213	7.8	908	Sidewalk Reconstruction	3	\$	18,263
Mechanic Street	School Street	Exchange Street	Odd		Portland Cement	4	677	18.1	1370	Sidewalk Reconstruction	3	\$	58,007
Mechanic Street	School Street	Exchange Street	Even		Bituminous Concrete	4	699	15.3	1378	Sidewalk Reconstruction	3	\$	44,918
Pleasant Street	Washington Street	Mechanic Street	Odd		Bituminous Concrete	4	672	19.9	995	Sidewalk Reconstruction	3	\$	43,225

10 Year ADA Improvement Plan

STREET	INTERSECTING STREET	FROM STREET	TO STREET	LOCATION	MATERIAL	WIDTH	LENGTH	PLAN SCI	NPR	REPAIR TYPE	PLAN YEAR	COST	ROLLOVER
School Street		Union Street	Mechanic Street	Even	Portland Cement	4	289	17.6	1286	Sidewalk Reconstruction	3	\$ 24,785	
Spring Street		Washington Street	Mechanic Street	Odd	Bituminous Concrete	4	557	15.7	896	Sidewalk Reconstruction	3	\$ 35,776	
Turner Road		Cedar Street	Indian Ridge Road So	Even	Bituminous Concrete	5	1360	18.1	600	Sidewalk Reconstruction	3	\$ 109,306	
Washington Street		School Street	Green Street	Even	Bituminous Concrete	4	456	16.7	1630	Sidewalk Reconstruction	3	\$ 29,284	
Washington Street		School Street	Green Street	Even	Portland Cement	4	127	19.9	1764	Sidewalk Reconstruction	3	\$ 10,883	
											3.1	\$ 959,187	\$ 35,119
Country Road	Mill Street									0 Ramp - New Construction	4	\$ 5,540	
Old Sawmill Road	Hillside Drive									0 Ramp - New Construction	4	\$ 5,540	
Prospect Street	Highland Street									0 Ramp - New Construction	4	\$ 5,540	
Hargrave Avenue	North Mill Street									0 Ramp inclusive of Sidewalk Project Cost	4		
Kathryn Lane	Hargrave Avenue				Bituminous Concrete					0 Ramp inclusive of Sidewalk Project Cost	4		
Kathryn Lane	Hargrave Avenue				Bituminous Concrete					0 Ramp inclusive of Sidewalk Project Cost	4		
Washington Street	Pearl Street				Bituminous Concrete					0 Ramp inclusive of Sidewalk Project Cost	4		
Washington Street	Green Street				Portland Cement				1258	Ramp Minor Repair - DWP	4	\$ 1,363	
Washington Street	Central Street				Portland Cement				1021	Ramp Minor Repair - DWP	4	\$ 1,363	
Washington Street	Central Street				Portland Cement				1134	Ramp Minor Repair - DWP	4	\$ 1,363	
Briarcliff Lane	North Mill Street				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Briarcliff Lane	North Mill Street				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Erin Way	Country Road				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Erin Way	Country Road				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Exchange Street	Washington Street				Portland Cement				1126	Ramp Reconstruction	4	\$ 6,815	
Hillside Drive	Old Sawmill Road				Portland Cement					0 Ramp Reconstruction	4	\$ 5,540	
Hillside Drive	Old Sawmill Road				Portland Cement					0 Ramp Reconstruction	4	\$ 5,540	
Marked Tree Road	Prospect Street				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Marked Tree Road	Prospect Street				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Marshall Street	Hillside Drive				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Marshall Street	Hillside Drive				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Old Sawmill Road	Marshall Street				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Old Sawmill Road	Beaver Brook Drive				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Old Sawmill Road	Hillside Drive				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Old Sawmill Road	Beaver Brook Drive				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Old Sawmill Road	Beaver Brook Drive				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Old Sawmill Road	Beaver Brook Drive				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Old Sawmill Road	Beaver Brook Drive				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Old Sawmill Road	Marshall Street				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Pine Street	Washington Street				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Pine Street	Washington Street				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Smith Row	Exchange Street				Bituminous Concrete				723	Ramp Reconstruction	4	\$ 3,213	
Washington Street	Pearl Street				Bituminous Concrete					0 Ramp Reconstruction	4	\$ 3,324	
Highland Street		Washington Street	Prospect Street				2690		1619	Sidewalk - New Construction	4	\$ 522,017	
Amy Lane		Johnson Drive	Morgans Way	Odd	Bituminous Concrete	5	650	73.4	150	Sidewalk Localized Repair	4	\$ 14,380	
Beaver Brook Drive		Old Sawmill Road	Cul_De_Sac	Odd	Bituminous Concrete	5	558	77.1	150	Sidewalk Localized Repair	4	\$ 10,614	
Briarcliff Lane		North Mill Street	North Mill Street	Odd	Bituminous Concrete	5	1741	68.3	300	Sidewalk Localized Repair	4	\$ 45,949	
Country Road		Erin Way	Cul_De_Sac	Even	Bituminous Concrete	5	146	65.9	300	Sidewalk Localized Repair	4	\$ 4,145	
Country Road		Mill Street	Erin Way	Even	Bituminous Concrete	4.5	662	77.1	150	Sidewalk Localized Repair	4	\$ 11,351	
Erin Way		Country Road	Cul_De_Sac	Even	Bituminous Concrete	4.5	447	77.6	150	Sidewalk Localized Repair	4	\$ 7,511	
Harness Lane		Johnson Drive	Cul_De_Sac	Odd	Bituminous Concrete	4.5	211	63.6	300	Sidewalk Localized Repair	4	\$ 5,744	
Hillside Drive		Marshall Street	Old Sawmill Road	Odd	Bituminous Concrete	5	1862	77.6	150	Sidewalk Localized Repair	4	\$ 34,735	
Johnson Drive		Washington Street	Amy Lane	Odd	Bituminous Concrete	5	800	70.6	857	Sidewalk Localized Repair	4	\$ 19,573	
Johnson Drive		Amy Lane	Saddle Ridge Road	Even	Bituminous Concrete	5	1306	78.0	150	Sidewalk Localized Repair	4	\$ 23,850	
Johnson Drive		Saddle Ridge Road	Harness Lane	Odd	Bituminous Concrete	5	750	70.6	150	Sidewalk Localized Repair	4	\$ 18,347	
Kathryn Lane		Hargrave Avenue	Cul_De_Sac	Odd	Bituminous Concrete	4	348	68.3	300	Sidewalk Localized Repair	4	\$ 7,355	
Old Sawmill Road		Hillside Drive	Beaver Brook Drive	Odd	Bituminous Concrete	5	956	61.3	300	Sidewalk Localized Repair	4	\$ 30,770	
Paul Road		Washington Street	Cul_De_Sac	Even	Bituminous Concrete	4.5	607	58.5	300	Sidewalk Localized Repair	4	\$ 18,850	
Prospect Street		Washington Street	Marked Tree Road	Odd	Bituminous Concrete	5	2185	77.1	374	Sidewalk Localized Repair	4	\$ 41,590	
Saddle Ridge Road		Morgans Way	Johnson Drive	Even	Bituminous Concrete	5	337	78.0	150	Sidewalk Localized Repair	4	\$ 6,151	
Washington Street		Pine Street	Pleasant Street	Odd	Bituminous Concrete	6	633	68.7	150	Sidewalk Localized Repair	4	\$ 19,752	
Washington Street		Marked Tree Road	Pine Street	Even	Bituminous Concrete	4	477	66.9	300	Sidewalk Localized Repair	4	\$ 10,515	
Hargrave Avenue		Bonney Drive	Kathryn Lane	Even	Bituminous Concrete	4	456	3.6	600	Sidewalk Reconstruction	4	\$ 30,330	
Hargrave Avenue		Kathryn Lane	North Mill Street	Even	Bituminous Concrete	3	322	19.4	600	Sidewalk Reconstruction	4	\$ 16,079	
Pearl Street		Washington Street	Prospect Street	Even	Portland Cement	4	209	14.8	600	Sidewalk Reconstruction	4	\$ 18,524	
Quincy Place		Washington Street	Dead End	Odd	Bituminous Concrete	4	324	18.5	1004	Sidewalk Reconstruction	4	\$ 21,531	

10 Year ADA Improvement Plan

STREET	INTERSECTING STREET	FROM STREET	TO STREET	LOCATION	MATERIAL	WIDTH	LENGTH	PLAN SCI	NPR	REPAIR TYPE	PLAN YEAR	COST	ROLLOVER
Amy Lane	Johnson Drive									0 Ramp - New Construction	4.1	\$ 1,041,312	\$ (6,193)
Harness Lane										0 Ramp - New Construction	5	\$ 5,735	
Harness Lane										0 Ramp - New Construction	5	\$ 5,735	
Paul Road	Washington Street									0 Ramp - New Construction	5	\$ 5,735	
Saddle Ridge Road	Johnson Drive									0 Ramp - New Construction	5	\$ 5,735	
Saddle Ridge Road	Johnson Drive									0 Ramp - New Construction	5	\$ 5,735	
Jerrold Street	George Street									0 Ramp inclusive of Sidewalk Project Cost	5		
Jerrold Street	George Street									0 Ramp inclusive of Sidewalk Project Cost	5		
Jerrold Street	Gorwin Drive									0 Ramp inclusive of Sidewalk Project Cost	5		
Jerrold Street	David Street									0 Ramp inclusive of Sidewalk Project Cost	5		
Jerrold Street	Chamberlain Street									0 Ramp inclusive of Sidewalk Project Cost	5		
Johnson Drive	Johnson Drive				Bituminous Concrete					0 Ramp Minor Repair	5	\$ 3,441	
Alberta Lane	Amy Lane				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Alberta Lane	Amy Lane				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Alberta Lane	Morgans Way				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Alberta Lane	Morgans Way				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Amy Lane	Johnson Drive				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Amy Lane	Morgans Way				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Amy Lane	Morgans Way				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Harness Lane	Johnson Drive				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Harness Lane	Johnson Drive				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Johnson Drive	Washington Street				Bituminous Concrete				707	Ramp Reconstruction	5	\$ 3,441	
Johnson Drive	Johnson Drive				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Johnson Drive	Johnson Drive				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Johnson Drive	Johnson Drive				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Johnson Drive	Saddle Ridge Road				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Johnson Drive	Kingsbury Drive				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Johnson Drive	Kingsbury Drive				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Johnson Drive	Kingsbury Drive				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Johnson Drive	Saddle Ridge Road				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Johnson Drive	Washington Street				Bituminous Concrete				660	Ramp Reconstruction	5	\$ 3,441	
Saddle Ridge Road	Morgans Way				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Saddle Ridge Road	Morgans Way				Bituminous Concrete					0 Ramp Reconstruction	5	\$ 3,441	
Norfolk Street	Patoma Park	Stoddard Park Road					1539			1600 Sidewalk - New Construction	5	\$ 319,779	
Alpine Drive	Hanlon Road	Cul_De_Sac	Odd		Bituminous Concrete	4	823	62.7		300 Sidewalk Localized Repair	5	\$ 21,163	
Boulder Road	Fiske Street	Private Property	Odd		Bituminous Concrete	5	651	78.0		150 Sidewalk Localized Repair	5	\$ 12,322	
Boulder Road	Fiske Street	Private Property	Even		Bituminous Concrete	5	634	76.6		150 Sidewalk Localized Repair	5	\$ 12,763	
Concord Street	Baker Street	Washington Street	Odd		Portland Cement	5	954	59.4		1100 Sidewalk Localized Repair	5	\$ 44,456	
Curve Street	Washington Street	Washington Street	Even		Portland Cement	5	778	77.1		950 Sidewalk Localized Repair	5	\$ 20,477	
Jerrold Street	George Street	David Street	Even		Bituminous Concrete	4	284	70.1		150 Sidewalk Localized Repair	5	\$ 5,841	
Mitchell Road	Byron Road	Cul_De_Sac	Odd		Bituminous Concrete	5	1007	63.1		300 Sidewalk Localized Repair	5	\$ 31,966	
Mitchell Road	Central Street	Cul_De_Sac	Even		Bituminous Concrete	5	860	68.7		150 Sidewalk Localized Repair	5	\$ 23,180	
Mitchell Road	Central Street	Cul_De_Sac	Odd		Bituminous Concrete	5	900	69.2		150 Sidewalk Localized Repair	5	\$ 23,896	
Noel Drive	Fiske Street	Cul_De_Sac	Even		Bituminous Concrete	5	540	74.7		150 Sidewalk Localized Repair	5	\$ 11,727	
Washington Street	Curve Street	Curve Street	Even		Portland Cement	5	705	48.2		1100 Sidewalk Localized Repair	5	\$ 41,905	
Washington Street	Curve Street	Concord Street	Odd		Portland Cement	5.5	333	49.6		1100 Sidewalk Localized Repair	5	\$ 21,192	
Washington Street	Winter Street	Curve Street	Even		Portland Cement	5	742	78.0		950 Sidewalk Localized Repair	5	\$ 18,736	
Washington Street	Winter Street	Curve Street	Odd		Portland Cement	5.5	708	61.3		1100 Sidewalk Localized Repair	5	\$ 34,617	
Winston Road	Marshall Street	Cul_De_Sac	Even		Bituminous Concrete	5	478	70.1		150 Sidewalk Localized Repair	5	\$ 12,314	
Winston Road	Marshall Street	Cul_De_Sac	Odd		Bituminous Concrete	5	491	76.1		150 Sidewalk Localized Repair	5	\$ 10,074	
David Street	Jerrold Street	Cul_De_Sac	Odd		Bituminous Concrete	4	756	11.5		600 Sidewalk Reconstruction	5	\$ 52,057	
George Street	Jerrold Street	Dead End	Even		Bituminous Concrete	4	218	14.3		600 Sidewalk Reconstruction	5	\$ 14,986	
Jerrold Street	Gorwin Drive	George Street	Even		Bituminous Concrete	4	1873	18.9		600 Sidewalk Reconstruction	5	\$ 129,005	
Jerrold Street	David Street	Chamberlain Street	Even		Bituminous Concrete	4	499	18.9		600 Sidewalk Reconstruction	5	\$ 34,351	
											5.1	\$ 1,006,920	\$ (13,113)
Beatrice Lane	Chamberlain Street									0 Ramp - New Construction	6	\$ 5,935	
Gorwin Drive	Karen Circle									0 Ramp - New Construction	6	\$ 5,935	
Greenview Drive	Marked Tree Road									650 Ramp - New Construction	6	\$ 5,935	
Karen Circle	Arthur Street									352 Ramp - New Construction	6	\$ 5,935	
Winter Street	Washington Street									800 Ramp - New Construction	6	\$ 5,935	

10 Year ADA Improvement Plan

STREET	INTERSECTING STREET	FROM STREET	TO STREET	LOCATION	MATERIAL	WIDTH	LENGTH	PLAN SCI	NPR	REPAIR TYPE	PLAN YEAR	COST	ROLLOVER
Winter Street	Washington Street								800	Ramp - New Construction	6	\$ 5,935	
Gorwin Drive	Karen Circle								0	Ramp inclusive of Sidewalk Project Cost	6	\$ -	
Greenview Drive	Marked Tree Road								650	Ramp inclusive of Sidewalk Project Cost	6	\$ -	
Louis Street	Morton Street								0	Ramp inclusive of Sidewalk Project Cost	6	\$ -	
Louis Street	Morton Street								0	Ramp inclusive of Sidewalk Project Cost	6	\$ -	
Ridge Road	Chamberlain Street								0	Ramp inclusive of Sidewalk Project Cost	6	\$ -	
Washington Street					Portland Cement				800	Ramp Minor Repair	6	\$ 3,561	
Curve Street	Washington Street				Portland Cement				800	Ramp Reconstruction	6	\$ 5,935	
Curve Street	Washington Street				Portland Cement				800	Ramp Reconstruction	6	\$ 5,935	
Curve Street	Washington Street				Portland Cement				800	Ramp Reconstruction	6	\$ 5,935	
Curve Street	Washington Street				Portland Cement				800	Ramp Reconstruction	6	\$ 5,935	
Washington Street					Portland Cement				800	Ramp Reconstruction	6	\$ 5,935	
Washington Street					Portland Cement				800	Ramp Reconstruction	6	\$ 5,935	
Washington Street					Portland Cement				800	Ramp Reconstruction	6	\$ 5,935	
Washington Street					Portland Cement				800	Ramp Reconstruction	6	\$ 5,935	
Norfolk Street	Stoddard Park Road	Clark Drive					264		1346	Sidewalk - New Construction	6	\$ 54,875	
Norfolk Street	Clark Drive	Cabot Road					202		1326	Sidewalk - New Construction	6	\$ 42,067	
Norfolk Street	Cabot Road	Cold Spring Road					1043		1277	Sidewalk - New Construction	6	\$ 216,761	
Beatrice Lane	Chamberlain Street	Locust Street	Even	Bituminous Concrete	4	1003	60.8		300	Sidewalk Localized Repair	6	\$ 27,707	
Foxwood Cove	Willowgate Rise	Cul_De_Sac	Odd	Bituminous Concrete	5	403	65.4		300	Sidewalk Localized Repair	6	\$ 12,435	
Greenview Drive	Marked Tree Road	Cul_De_Sac	Odd	Bituminous Concrete	3	1244	64.9		1500	Sidewalk Localized Repair	6	\$ 23,308	
Juniper Road	Kim Place	Morgans Way	Even	Bituminous Concrete	5	499	65.9		300	Sidewalk Localized Repair	6	\$ 15,167	
Karen Circle	Gorwin Drive	Arthur Street	Even	Bituminous Concrete	4	1187	69.1		450	Sidewalk Localized Repair	6	\$ 26,127	
Kim Place	Juniper Road	White Pine Drive	Odd	Bituminous Concrete	6	762	77.5		150	Sidewalk Localized Repair	6	\$ 18,332	
Kim Place	Juniper Road	White Pine Drive	Even	Bituminous Concrete	5	1613	73.3		150	Sidewalk Localized Repair	6	\$ 38,352	
Morton Street	Ridge Road	Louis Street	Odd	Bituminous Concrete	4	705	67.7		150	Sidewalk Localized Repair	6	\$ 15,960	
Pilgrim Road	Central Street	Cul_De_Sac	Odd	Bituminous Concrete	5	1152	63.5		511	Sidewalk Localized Repair	6	\$ 37,404	
Pilgrim Road	Central Street	Cul_De_Sac	Even	Bituminous Concrete	5	1221	58.4		457	Sidewalk Localized Repair	6	\$ 45,232	
Ridge Road	Dead End	Chamberlain Street	Odd	Bituminous Concrete	3	554	67.7		150	Sidewalk Localized Repair	6	\$ 9,407	
Willowgate Rise	Overlook Drive	Overlook Drive	Odd	Bituminous Concrete	5	1771	68.7		150	Sidewalk Localized Repair	6	\$ 49,443	
Willowgate Rise	Dalton Road	Foxwood Cove	Odd	Bituminous Concrete	5	318	69.6		150	Sidewalk Localized Repair	6	\$ 8,610	
Willowgate Rise	Foxwoods Cove	Dead End	Odd	Bituminous Concrete	5	657	69.6		150	Sidewalk Localized Repair	6	\$ 17,795	
Greenview Drive	Marked Tree Road	Cul_De_Sac	Even	Bituminous Concrete	4	1400	13.8		1800	Sidewalk Reconstruction	6	\$ 99,775	
Karen Circle	Arthur Street	Gorwin Drive	Even	Bituminous Concrete	4	958	17.0		901	Sidewalk Reconstruction	6	\$ 68,284	
Louis Street	Beatrice Lane	Morton Street	Even	Bituminous Concrete	4	376	18.0		600	Sidewalk Reconstruction	6	\$ 26,801	
Louis Street	Morton Street	Ridge Road	Even	Bituminous Concrete	4	378	17.5		600	Sidewalk Reconstruction	6	\$ 26,938	
Ridge Road	Dead End	Chamberlain Street	Odd	Bituminous Concrete	3	382	18.4		600	Sidewalk Reconstruction	6	\$ 20,442	
											6.1	\$ 993,806	\$ (6,919)
Juniper Road	Kim Place								0	Ramp - New Construction	7	\$ 6,145	
Juniper Road	Kim Place								0	Ramp - New Construction	7	\$ 6,145	
Pilgrim Road	Central Street								200	Ramp - New Construction	7	\$ 6,145	
Pilgrim Road	Central Street								146	Ramp - New Construction	7	\$ 6,145	
Willowgate Rise	Foxwood Cove								0	Ramp - New Construction	7	\$ 6,145	
Burnap Road	Prentice Street				Bituminous Concrete				0	Ramp inclusive of Sidewalk Project Cost	7	\$ -	
Gretchen Lane	Central Street								1200	Ramp inclusive of Sidewalk Project Cost	7	\$ -	
Gretchen Lane	Central Street								1200	Ramp inclusive of Sidewalk Project Cost	7	\$ -	
Howard Street	Underwood Street								0	Ramp inclusive of Sidewalk Project Cost	7	\$ -	
Howard Street	Peter Street								0	Ramp inclusive of Sidewalk Project Cost	7	\$ -	
Peter Street	Underwood Street				Bituminous Concrete				0	Ramp inclusive of Sidewalk Project Cost	7	\$ -	
Baker Street	Concord Street				Portland Cement				0	Ramp Minor Repair - DWP	7	\$ 1,229	
Baker Street	Concord Street				Portland Cement				0	Ramp Minor Repair - DWP	7	\$ 1,229	
Burnap Road	Prentice Street				Bituminous Concrete				0	Ramp Reconstruction	7	\$ 3,687	
Byron Road	Mitchell Road				Bituminous Concrete				0	Ramp Reconstruction	7	\$ 3,687	
Byron Road	Mitchell Road				Bituminous Concrete				0	Ramp Reconstruction	7	\$ 3,687	
Concord Street	Washington Street				Portland Cement				800	Ramp Reconstruction	7	\$ 6,145	
Concord Street	Baker Street				Portland Cement				0	Ramp Reconstruction	7	\$ 6,145	
Concord Street	Baker Street				Portland Cement				0	Ramp Reconstruction	7	\$ 6,145	
Concord Street	Washington Street				Portland Cement				800	Ramp Reconstruction	7	\$ 6,145	
Concord Street	Washington Street				Portland Cement				800	Ramp Reconstruction	7	\$ 6,145	
Foxwood Cove	Willowgate Rise				Bituminous Concrete				0	Ramp Reconstruction	7	\$ 3,687	

10 Year ADA Improvement Plan

STREET	INTERSECTING STREET FROM STREET		TO STREET	LOCATION	MATERIAL	WIDTH	LENGTH	PLAN SCI	NPR	REPAIR TYPE	PLAN YEAR	COST	ROLLOVER
Noel Drive	Boulder Road				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Noel Drive	Boulder Road				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Noel Drive	Boulder Road				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Noel Drive	Boulder Road				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Noel Drive	Boulder Road				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Noel Drive	Boulder Road				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Old Cart Path	Praying Indian Way				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Old Cart Path	Praying Indian Way				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Old Cart Path	Praying Indian Way				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Old Cart Path	Concord Street				Portland Cement					0 Ramp Reconstruction	7	\$ 6,145	
Old Cart Path	Concord Street				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Old Cart Path	Concord Street				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Praying Indian Way	Tea Party Lane				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Praying Indian Way	Tea Party Lane				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Praying Indian Way	Tea Party Lane				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Praying Indian Way	Tea Party Lane				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Praying Indian Way	Old Cart Path				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Praying Indian Way	Old Cart Path				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Praying Indian Way	Old Cart Path				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Praying Indian Way	Old Cart Path				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Praying Indian Way	Old Cart Path				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Praying Indian Way	Old Cart Path				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Prentice Street	Burnap Road				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Tea Party Lane	Praying Indian Way				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Tea Party Lane	Praying Indian Way				Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Washington Street	Concord Street				Portland Cement				800	Ramp Reconstruction	7	\$ 6,145	
Washington Street	Concord Street				Portland Cement				800	Ramp Reconstruction	7	\$ 6,145	
Washington Street	Concord Street				Portland Cement				800	Ramp Reconstruction	7	\$ 6,145	
White Pine Drive					Bituminous Concrete					0 Ramp Reconstruction	7	\$ 3,687	
Norfolk Street		Cold Spring Road	Goulding Street				1119			600 Sidewalk - New Construction	7	\$ 240,836	
Mohawk Path		Governor Prence Way	Indian Circle	Even	Bituminous Concrete	4.5	2598	76.5	150	Sidewalk Localized Repair	7	\$ 50,619	
Mohawk Path		Governor Prence Way	Indian Circle	Odd	Bituminous Concrete	4.5	2766	75.1	150	Sidewalk Localized Repair	7	\$ 57,097	
Old Cart Path		Concord Street	Praying Indian Way	Odd	Bituminous Concrete	5	1486	71.9	150	Sidewalk Localized Repair	7	\$ 38,542	
Tea Party Lane		Praying Indian Way	Cul_De_Sac	Even	Bituminous Concrete	5	495	75.1	150	Sidewalk Localized Repair	7	\$ 11,358	
Tea Party Lane		Praying Indian Way	Cul_De_Sac	Odd	Bituminous Concrete	5	472	73.7	150	Sidewalk Localized Repair	7	\$ 11,442	
Burnap Road		Prentice Street	Dead End	Even	Bituminous Concrete	4	688	16.1	600	Sidewalk Reconstruction	7	\$ 50,781	
Gretchen Lane		Central Street	Cul_De_Sac	Odd	Bituminous Concrete	5	1326	11.0	1800	Sidewalk Reconstruction	7	\$ 122,327	
Gretchen Lane		Central Street	Cul_De_Sac	Even	Bituminous Concrete	5	1292	6.8	1800	Sidewalk Reconstruction	7	\$ 119,165	
Howard Street		Underwood Street	Peter Street	Even	Bituminous Concrete	4.5	908	17.5	600	Sidewalk Reconstruction	7	\$ 75,422	
Peter Street		Underwood Street	Howard Street	Odd	Bituminous Concrete	4	498	17.5	600	Sidewalk Reconstruction	7	\$ 36,731	
											7.1	\$ 1,006,045	\$ (12,964)
Carl Road	Roy Avenue									0 Ramp - New Construction	8	\$ 6,360	
Day Road	Westfield Drive									0 Ramp - New Construction	8	\$ 6,360	
Dodd Drive	Ashland Street									0 Ramp - New Construction	8	\$ 6,360	
Francine Drive	Westfield Drive									0 Ramp - New Construction	8	\$ 6,360	
Little Road	Francine Drive									0 Ramp - New Construction	8	\$ 6,360	
Richard Road	Westfield Drive									0 Ramp - New Construction	8	\$ 6,360	
Richard Road	Westfield Drive									0 Ramp - New Construction	8	\$ 6,360	
Ruthellen Road	Westfield Drive									0 Ramp - New Construction	8	\$ 6,360	
Scott Drive	Westfield Drive									0 Ramp - New Construction	8	\$ 6,360	
Short Road	Francine Drive									0 Ramp - New Construction	8	\$ 6,360	
Short Road	Winter Street									0 Ramp - New Construction	8	\$ 6,360	
Travis Road	Westfield Drive									0 Ramp - New Construction	8	\$ 6,360	
Cranberry Lane	Whitney Street				Bituminous Concrete					0 Ramp inclusive of Sidewalk Project Cost	8		
Cranberry Lane	Washington Street									0 Ramp inclusive of Sidewalk Project Cost	8		
Dean Road	Westfield Drive									0 Ramp inclusive of Sidewalk Project Cost	8		
Dixon Circle	Westfield Drive									0 Ramp inclusive of Sidewalk Project Cost	8		
Ruthellen Road	Westfield Drive									0 Ramp inclusive of Sidewalk Project Cost	8		
Travis Road	Westfield Drive									0 Ramp inclusive of Sidewalk Project Cost	8		
Carl Road	Roy Avenue				Bituminous Concrete					0 Ramp Reconstruction	8	\$ 3,816	
Day Road	Dodd Drive				Bituminous Concrete					0 Ramp Reconstruction	8	\$ 3,816	
Roy Avenue	Westfield Drive				Bituminous Concrete					0 Ramp Reconstruction	8	\$ 3,816	

10 Year ADA Improvement Plan

STREET	INTERSECTING STREET	FROM STREET	TO STREET	LOCATION	MATERIAL	WIDTH	LENGTH	PLAN	SCI	NPR	REPAIR TYPE	PLAN YEAR	COST	ROLLOVER
Scott Drive	Westfield Drive				Bituminous Concrete						0 Ramp Reconstruction	8	\$ 3,816	
Travis Road	Westfield Drive				Bituminous Concrete						0 Ramp Reconstruction	8	\$ 3,816	
Central Street		Church Street	Mapledell Lane				911			1361	Sidewalk - New Construction	8	\$ 202,937	
Central Street		Mapledelle Lane	Fiske Street				303			600	Sidewalk - New Construction	8	\$ 67,398	
Carl Road		Roy Avenue	Cul_De_Sac	Odd	Bituminous Concrete	4	518	62.5		300	Sidewalk Localized Repair	8	\$ 14,811	
Copper Lane		High Street	Silver Lane	Odd	Bituminous Concrete	4	574	63.9		300	Sidewalk Localized Repair	8	\$ 15,798	
Copper Lane		High Street	Silver Lane	Even	Bituminous Concrete	4	538	60.2		300	Sidewalk Localized Repair	8	\$ 16,353	
Day Road		Dodd Drive	Westfield Drive	Odd	Bituminous Concrete	4	490	63.5		300	Sidewalk Localized Repair	8	\$ 13,683	
Dodd Drive		Day Road	Ashland Street	Odd	Bituminous Concrete	4	429	57.0		300	Sidewalk Localized Repair	8	\$ 14,093	
Francine Drive		Little Road	Cul_De_Sac	Odd	Bituminous Concrete	4	564	68.6		150	Sidewalk Localized Repair	8	\$ 13,528	
Francine Drive		Westfield Drive	Short Road	Odd	Bituminous Concrete	4	487	68.6		150	Sidewalk Localized Repair	8	\$ 11,694	
Partridge Way		Highland Street	Manchester Circle	Odd	Bituminous Concrete	5	1055	65.3		446	Sidewalk Localized Repair	8	\$ 34,913	
Partridge Way		Manchester Circle	Raleigh Road	Even	Bituminous Concrete	5	568	74.6		638	Sidewalk Localized Repair	8	\$ 13,753	
Raleigh Road		Highland Street	Cul_De_Sac	Even	Bituminous Concrete	5	525	75.1		801	Sidewalk Localized Repair	8	\$ 12,473	
Rolling Meadow Drive		Morse Farm Lane	Highland Street	Even	Bituminous Concrete	5	2458	75.1		150	Sidewalk Localized Repair	8	\$ 58,419	
Roy Avenue		Westfield Drive	Carl Road	Even	Bituminous Concrete	4	414	68.1		150	Sidewalk Localized Repair	8	\$ 10,068	
Short Road		Francine Drive	Winter Street	Odd	Bituminous Concrete	4	278	68.1		150	Sidewalk Localized Repair	8	\$ 6,762	
Silver Lane		High Street	Copper Lane	Odd	Bituminous Concrete	4	775	56.0		300	Sidewalk Localized Repair	8	\$ 26,034	
Silver Lane		High Street	Copper Lane	Even	Bituminous Concrete	4	797	62.5		300	Sidewalk Localized Repair	8	\$ 22,798	
Silver Lane		Copper Lane	Dead End	Odd	Bituminous Concrete	4	149	68.6		150	Sidewalk Localized Repair	8	\$ 3,567	
Silver Lane		Copper Lane	Dead End	Even	Bituminous Concrete	4	217	68.6		150	Sidewalk Localized Repair	8	\$ 5,194	
Washington Street		Quail Run	Locust Street	Odd	Portland Cement	5.5	523	67.2		150	Sidewalk Localized Repair	8	\$ 24,006	
Washington Street		Locust Street	Quail Run	Odd	Bituminous Concrete	4	244	68.6		189	Sidewalk Localized Repair	8	\$ 5,845	
Westfield Drive		Richard Road	Ruthellen Road	Even	Bituminous Concrete	4	522	66.7		150	Sidewalk Localized Repair	8	\$ 13,268	
Westfield Drive		Francine Drive	Dixon Circle	Even	Bituminous Concrete	4	1171	68.6		150	Sidewalk Localized Repair	8	\$ 28,090	
Westfield Drive		Dixon Circle	Roy Avenue	Even	Bituminous Concrete	4	624	68.6		150	Sidewalk Localized Repair	8	\$ 14,965	
Westfield Drive		Roy Avenue	Travis Road	Even	Bituminous Concrete	4	460	68.6		150	Sidewalk Localized Repair	8	\$ 11,044	
Westfield Drive		Travis Road	Scott Drive	Even	Bituminous Concrete	4	656	68.6		150	Sidewalk Localized Repair	8	\$ 15,745	
Westfield Drive		Scott Drive	Richard Road	Even	Bituminous Concrete	4	793	68.6		150	Sidewalk Localized Repair	8	\$ 19,031	
Cranberry Lane		Whitney Street	Washington Street	Odd	Bituminous Concrete	4	1432	13.7		600	Sidewalk Reconstruction	8	\$ 109,383	
Dean Road		Brookview Road	Westfield Drive	Odd	Bituminous Concrete	3.5	355	11.8		600	Sidewalk Reconstruction	8	\$ 23,753	
Dixon Circle		Westfield Drive	Cul_De_Sac	Even	Bituminous Concrete	4	359	2.1		600	Sidewalk Reconstruction	8	\$ 27,424	
Little Road		Winter Street	Francine Drive	Odd	Bituminous Concrete	4	320	16.0		600	Sidewalk Reconstruction	8	\$ 24,439	
Travis Road		Brookview Road	Westfield Drive	Odd	Bituminous Concrete	3.5	367	17.4		600	Sidewalk Reconstruction	8	\$ 24,500	
Westfield Drive		Ruthellen Road	Dead End	Even	Bituminous Concrete	4	316	17.4		600	Sidewalk Reconstruction	8	\$ 24,145	
												8.1	\$ 1,025,316	\$ (38,280)
Copper Lane	Silver Lane										0 Ramp - New Construction	9	\$ 6,585	
Copper Lane	Silver Lane										0 Ramp - New Construction	9	\$ 6,585	
Locust Street	Washington Street									40	Ramp - New Construction	9	\$ 6,585	
Alden Road	Goulding Road										0 Ramp inclusive of Sidewalk Project Cost	9		
Dudley Road	Goulding Street										0 Ramp inclusive of Sidewalk Project Cost	9		
Dudley Road	Goulding Street										0 Ramp inclusive of Sidewalk Project Cost	9		
Gregory Road	Goulding Road										0 Ramp inclusive of Sidewalk Project Cost	9		
Silver Lane	High Street				Bituminous Concrete						0 Ramp Minor Repair - DWP	9	\$ 1,317	
Copper Lane	High Street				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Copper Lane	High Street				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Governor Prence Way	Mohawk Path				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Governor Prence Way	Mohawk Path				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Indian Circle	Mohawk Path				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Indian Circle	Mohawk Path				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Mohawk Path	Governor Prence Way				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Mohawk Path	Governor Prence Way				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Mohawk Path	Indian Circle				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Mohawk Path	Indian Circle				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Mohawk Path	Indian Circle				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Mohawk Path	Indian Circle				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Mohawk Path	Governor Prence Way				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Mohawk Path	Governor Prence Way				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Silver Lane	High Street				Bituminous Concrete						0 Ramp Reconstruction	9	\$ 3,951	
Central Street		Fiske Street	Granite Street				1035			600	Sidewalk - New Construction	9	\$ 238,611	
Goulding Street		Bradford Jay Road	Alden Road				235			600	Sidewalk - New Construction	9	\$ 54,108	

10 Year ADA Improvement Plan

STREET	INTERSECTING STREET	FROM STREET	TO STREET	LOCATION	MATERIAL	WIDTH	LENGTH	PLAN SCI	NPR	REPAIR TYPE	PLAN YEAR	COST	ROLLOVER
Goulding Street		Sweet Grass Lane	Gregory Road				181			600 Sidewalk - New Construction	9	\$	41,717
Goulding Street		Dudley Road	Sweet Grass Lane				401			600 Sidewalk - New Construction	9	\$	92,558
Goulding Street		Norfolk Street	Dudley Road				417			600 Sidewalk - New Construction	9	\$	96,107
Goulding Street		Adam Wheeler Lane	Millis Town Line				205			600 Sidewalk - New Construction	9	\$	47,178
Goulding Street		Alden Road	Goulding Place				291			600 Sidewalk - New Construction	9	\$	67,045
Goulding Street		Gregory Road	Bradford Jay Road				216			600 Sidewalk - New Construction	9	\$	49,855
Goulding Street		Goulding Place	Adam Wheeler Lane				373			600 Sidewalk - New Construction	9	\$	85,936
Alden Road		Gregory Rd	Goulding St	Odd	Bituminous Concrete	4	1063	67.6		150 Sidewalk Localized Repair	9	\$	27,218
Dudley Road		Goulding Street	Cul_De_Sac	Odd	Bituminous Concrete	4	511	46.7		300 Sidewalk Localized Repair	9	\$	21,556
Dudley Road		Goulding Street	Cul_De_Sac	Even	Bituminous Concrete	4	449	59.7		300 Sidewalk Localized Repair	9	\$	14,292
Gregory Road		Goulding Street	Alden Road	Odd	Bituminous Concrete	4	1260	68.1		150 Sidewalk Localized Repair	9	\$	31,786
											9.1	\$	948,304 \$ 13,416
Andrew Lane	Chamberlain Street									0 Ramp - New Construction	10	\$	6,815
Andrew Lane	Chamberlain Street									0 Ramp - New Construction	10	\$	6,815
Andrew Lane	Juniper Road									0 Ramp - New Construction	10	\$	6,815
Andrew Lane	Juniper Road									0 Ramp - New Construction	10	\$	6,815
Gorwin Drive	Chamberlain Street									0 Ramp - New Construction	10	\$	6,815
Gorwin Drive	Andrew Lane									0 Ramp - New Construction	10	\$	6,815
Linden Street	Grove Street									1200 Ramp - New Construction	10	\$	6,815
Linden Street	Avon Street									1200 Ramp - New Construction	10	\$	6,815
Morse Farm Lane	Rolling Meadow Drive									0 Ramp - New Construction	10	\$	6,585
Morse Farm Lane	Rolling Meadow Drive									0 Ramp - New Construction	10	\$	6,585
Rolling Meadow Drive	Highland Street									0 Ramp - New Construction	10	\$	6,585
Adam Wheeler Lane	Holly Lane									0 Ramp inclusive of Sidewalk Project Cost	10		
Adam Wheeler Lane	Holly Lane									0 Ramp inclusive of Sidewalk Project Cost	10		
Adam Wheeler Road	Goulding Road				Bituminous Concrete					0 Ramp inclusive of Sidewalk Project Cost	10		
Bradford Jay Road	Holly Lane									0 Ramp inclusive of Sidewalk Project Cost	10		
Bradford Jay Road	Goulding Street									0 Ramp inclusive of Sidewalk Project Cost	10		
Mitchell Road	Central Street				Bituminous Concrete					0 Ramp inclusive of Sidewalk Project Cost	10		
Mitchell Road	Central Street									0 Ramp inclusive of Sidewalk Project Cost	10		
Tracey Lane	Adam Wheeler Road									0 Ramp inclusive of Sidewalk Project Cost	10		
Tracey Lane	Adam Wheeler Road									0 Ramp inclusive of Sidewalk Project Cost	10		
Tracy Lyn Road	Bradford Jay Road									0 Ramp inclusive of Sidewalk Project Cost	10		
Tracy Lyn Road	Bradford Jay Road									0 Ramp inclusive of Sidewalk Project Cost	10		
Underwood Street	Chamberlain Street									0 Ramp inclusive of Sidewalk Project Cost	10		
Jasper Hill Road	Washington Street				Portland Cement					1305 Ramp Minor Repair	10	\$	4,089
Washington Street					Portland Cement					940 Ramp Minor Repair - Pavement	10	\$	2,726
Avon Street	Hampshire Street				Bituminous Concrete					1234 Ramp Reconstruction	10	\$	4,089
Avon Street	Hampshire Street				Portland Cement					1261 Ramp Reconstruction	10	\$	6,815
Charles Street	Washington Street				Portland Cement					924 Ramp Reconstruction	10	\$	6,815
Elm Street	Railroad Street				Portland Cement					2048 Ramp Reconstruction	10	\$	6,815
Elm Street	Railroad Street				Portland Cement					2043 Ramp Reconstruction	10	\$	6,815
Grove Street	Elm Street				Portland Cement					1176 Ramp Reconstruction	10	\$	6,815
Grove Street	Elm Street				Portland Cement					1128 Ramp Reconstruction	10	\$	6,815
Grove Street	Elm Street				Portland Cement					1123 Ramp Reconstruction	10	\$	6,815
Grove Street	Elm Street				Portland Cement					1155 Ramp Reconstruction	10	\$	6,815
Hampshire Street	Grove Street				Bituminous Concrete					1279 Ramp Reconstruction	10	\$	4,089
Jasper Hill Road	Washington Street				Portland Cement					1258 Ramp Reconstruction	10	\$	6,815
Jasper Hill Road					Portland Cement					1263 Ramp Reconstruction	10	\$	6,815
Manchester Circle	Partridge Way				Bituminous Concrete					0 Ramp Reconstruction	10	\$	3,951
Manchester Circle	Partridge Way				Bituminous Concrete					0 Ramp Reconstruction	10	\$	3,951
Partridge Way	Manchester Circle				Bituminous Concrete					0 Ramp Reconstruction	10	\$	3,951
Partridge Way	Manchester Circle				Bituminous Concrete					0 Ramp Reconstruction	10	\$	3,951
Partridge Way	Manchester Circle				Bituminous Concrete					0 Ramp Reconstruction	10	\$	3,951
Partridge Way	Manchester Circle				Bituminous Concrete					0 Ramp Reconstruction	10	\$	3,951
Partridge Way	Highland Street				Bituminous Concrete					206 Ramp Reconstruction	10	\$	3,951
Partridge Way	Highland Street				Bituminous Concrete					146 Ramp Reconstruction	10	\$	3,951
Partridge Way	Raleigh Road				Bituminous Concrete					466 Ramp Reconstruction	10	\$	3,951
Partridge Way	Raleigh Road				Bituminous Concrete					481 Ramp Reconstruction	10	\$	3,951
Raleigh Road	Partridge Way				Bituminous Concrete					527 Ramp Reconstruction	10	\$	3,951
Raleigh Road	Partridge Way				Bituminous Concrete					586 Ramp Reconstruction	10	\$	3,951

10 Year ADA Improvement Plan

STREET	INTERSECTING STREET FROM STREET	TO STREET	LOCATION	MATERIAL	WIDTH	LENGTH	PLAN SCI	NPR	REPAIR TYPE	PLAN YEAR	COST	ROLLOVER
Raleigh Road	Partridge Way			Bituminous Concrete					571 Ramp Reconstruction	10	\$ 3,951	
Raleigh Road	Partridge Way			Bituminous Concrete					512 Ramp Reconstruction	10	\$ 3,951	
Raleigh Road	Highland Street			Bituminous Concrete					590 Ramp Reconstruction	10	\$ 3,951	
Raleigh Road	Highland Street			Bituminous Concrete					651 Ramp Reconstruction	10	\$ 3,951	
Underwood Street	Chamberlain Street			Bituminous Concrete					0 Ramp Reconstruction	10	\$ 4,089	
Central Street	Skyview Terrace	Donna Road				400			600 Sidewalk - New Construction	10	\$ 95,596	
Central Street	Mitchell Road	Skyview Terrace				546			600 Sidewalk - New Construction	10	\$ 130,374	
Central Street	Granite Street	Mitchell Road				183			600 Sidewalk - New Construction	10	\$ 43,599	
Adam Wheeler Lane	Tracy Lyn Road	Holly Lane	Odd	Bituminous Concrete	4	374	61.5		300 Sidewalk Localized Repair	10	\$ 11,777	
Andrew Lane	Gorwin Drive	Juniper Road	Even	Bituminous Concrete	4	915	63.4		300 Sidewalk Localized Repair	10	\$ 27,402	
Andrew Lane	Chamberlain Street	Juniper Road	Even	Bituminous Concrete	3	477	66.7		150 Sidewalk Localized Repair	10	\$ 9,761	
Chamberlain Street	Underwood Street	Andrew Lane	Odd	Bituminous Concrete	4	666	56.0		300 Sidewalk Localized Repair	10	\$ 23,984	
Chamberlain Street	Gorwin Drive	Andrew Lane	Odd	Bituminous Concrete	4	556	59.2		300 Sidewalk Localized Repair	10	\$ 18,539	
Adam Wheeler Lane	Goulding Street	Tracy Lyn Road	Odd	Bituminous Concrete	4	164	13.2		600 Sidewalk Reconstruction	10	\$ 13,442	
Adam Wheeler Lane	Holly Lane	Cul_De_Sac	Odd	Bituminous Concrete	4	282	13.2		600 Sidewalk Reconstruction	10	\$ 23,114	
Bradford Jay Road	Goulding Street	Tracy Lyn Road	Even	Bituminous Concrete	4	651	9.5		600 Sidewalk Reconstruction	10	\$ 53,311	
Bradford Jay Road	Tracy Lyn Road	Holly Lane	Even	Bituminous Concrete	4	237	13.2		600 Sidewalk Reconstruction	10	\$ 19,380	
Chamberlain Street	Gorwin Drive	Underwood Street	Even	Bituminous Concrete	3	720	13.6		600 Sidewalk Reconstruction	10	\$ 44,198	
Gorwin Drive	Underwwod Street	Chamberlain Street	Even	Bituminous Concrete	3	482	16.4		600 Sidewalk Reconstruction	10	\$ 29,562	
Holly Lane	Adam Wheeler Lane	Bradford Jay Road	Even	Bituminous Concrete	4	1051	14.6		600 Sidewalk Reconstruction	10	\$ 86,032	
Tracy Lyn Road	Adam Wheeler Lane	Bradford Jay Road	Odd	Bituminous Concrete	3.5	1084	16.4		600 Sidewalk Reconstruction	10	\$ 77,627	
										10.1	\$ 932,420	\$ 80,996
											\$ -	