

BLOCK
DRIVEWAY

2020

PROW ADA
Transition Plan

Winchendon, MA



2020 ADA Transition Plan

Winchendon

Table of Contents

1.	Acknowledgments.....	1
2.	Introduction.....	3
	Transition Plan Need and Purpose	3
	ADA and its Relationship to Other Laws	3
	Town Requirements	4
3.	Self-Evaluation.....	8
	Overview	8
	Summary.....	8
	Evaluation of Sidewalks.....	9
	Sidewalk Backlog	11
	Sidewalk NPR.....	11
	Evaluation of Ramps	13
	Ramp Backlog	14
	Ramp NPR	14
	Evaluation of Street Level Crossings.....	18
	Staff ADA Training	18
4.	Public Participation Plan and Public Outreach	21
5.	Technical Infeasibility Determination Process and Policy	23
6.	Policies and Practices	28
	Previous Practices	28
	Public Meeting Policy	28
	Definition and Policy for Resurfacing Projects	31
	Policy and Procedures for Alternate Pedestrian Access during Construction Projects.....	34
7.	Improvement Schedule	40
	Priority Areas	40
	External Agency Coordination	40

Schedule.....	41
8. ADA Coordinator.....	42
9. Implementation Schedule	43
Methodology.....	43
10. Public Outreach	47
11. Grievance Procedure	48
12. Monitor the Progress	49
Appendix A – PROW ADA Self-Evaluation Summary	51
Appendix B – Public Survey Outreach Results.....	56
Appendix C – Winchendon ADA Design Standards and Procedures.....	58
Design Procedures.....	58
Intersection Corners	58
Sidewalks / Trails.....	58
Traffic Control Signals.....	58
Bus Stops	59
Design Standards	59
Appendix D – Contact Information.....	75
ADA Title II Coordinator	75
DPW Director	75
Appendix E – Curb-Cut (Ramp) Transition Schedule	76
Appendix F – Sidewalk Transition Schedule	78
Appendix G – Grievance Procedure	81
Public Notice	84
Appendix H – Glossary of Terms.....	89

1. ACKNOWLEDGMENTS

The development of the Transition Plan was aided considerably by the active participation of the Winchendon ADA Advisory Team (AAT). The AAT which included heads of Town departments met on several occasions to review the draft policies and offer guidance on the barrier removal timeline and budget allocation. AAT members provided meaningful comments that were critically important both to the development of this report overall and to the barrier removal schedule.

Special thanks go to the following individuals who have contributed to the development of this plan and success of effort.

Winchendon ADA Advisory Team

- 1) Glenn Eaton, MRPC
- 2) George Snow, MRPC
- 3) Tracy Murphy, Winchendon
- 4) Albert Gallant, Winchendon
- 5) Arthur Amenta, TTCP
- 6) Lorraine Fortugno, TTCP





2

INTRODUCTION

2. INTRODUCTION

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability.

ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions



Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, Town of Winchendon must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." ([42 USC. Sec. 12132](#); [28 CFR. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), Stantec through MRPC has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals. This document serves as a supplement to the Town of Winchendon's existing Transition Plan covering buildings, services, programs and activities.

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act](#) of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

Massachusetts Constitutional Amendment – Article 114

Article 114 of the Massachusetts Constitution, which is written broadly, prohibits discrimination based on disability on any level within the state, or by any entity or organization; and it is not limited to recipients of state or federal funds.⁴ Article 114 states in part that: “No otherwise qualified handicapped individual shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity within the Commonwealth.”

Massachusetts Architectural Access Board – M.G.L. c. 22, § 13A


The Massachusetts Architectural Access Board (hereinafter MAAB or Board), a regulatory agency within the Massachusetts Office of Public Safety, develops and enforces regulations designed to make public buildings, streets, and sidewalks accessible to, functional for, and safe for use by persons with disabilities. (See 521 C.M.R.). In addition to promulgating regulations, the Board decides on variance requests, provides training on its regulations, and issues advisory opinions and decisions on complaints.

Town Requirements

Under Title II, Town of Winchendon must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities ([28 C.F.R. Sec. 35.150](#)).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability ([28 C.F.R. Sec. 35.130 \(a\)](#)).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result ([28 C.F.R. Sec. 35.130\(b\) \(7\)](#)).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective ([28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)).

- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [\(29 C.F.R. Sec. 35.160\(a\)\)](#).
- Must designate at least one responsible employee to coordinate ADA compliance [\[28 CFR Sec. 35.107\(a\)\]](#). This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [\[28 CFR Sec. 35.107\(a\)\]](#).
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [\[28 CFR Sec. 35.106\]](#). The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [\[28 CFR Sec. 104.8\(a\)\]](#).
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [\[28 CFR Sec. 35.107\(b\)\]](#). This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.



This document has been created to specifically cover accessibility within the public rights of way and does not include information on Winchendon's programs, practices, or building facilities not related to public rights of way.

Discrimination and Accessibility

The Town's fundamental goal is to ensure that individuals with disabilities are afforded an equally effective opportunity to participate in, or benefit from, all of its programs and services, subject only to the limitations of fundamental alteration and/or undue burden. Therefore, the Town must and will effect policy changes, if necessary, so that persons with disabilities can have full access.

Further, the Town must continue to make changes to prevent discrimination and continually work to increase accessibility.

Physical Accessibility

Requires that a facility be barrier-free. Barriers include any obstacles that prevent or restrict the entrance to or use of a facility. Further, the Town is required to maintain its existing facilities to ensure continued, unfettered, and uninterrupted access to persons with disabilities.

Program Accessibility

Program accessibility requires that individuals with disabilities be provided an equally effective opportunity to participate in or benefit from a public entity's programs and services. It encompasses physical accessibility, as well as policies, practices and procedures that make it possible for individuals with disabilities to participate in programs and access important information. The ADA requires that public entities provide physical and communication access to each program service or activity. The Town may achieve program accessibility, in part, by:

- using structural methods such as altering an existing facility;
- acquiring or redesigning equipment;
- assigning aids;
- and by providing services at alternate accessible sites.

When choosing a method of providing program access, the Town will give priority to the one which results in the most integrated setting possible and appropriate to encourage interaction among all users. In compliance with ADA requirements, the Town will provide equality of opportunity.

Undue Burden Exemption for Programs and Activities

As a general proposition, the ADA does not mandate that the Town take any action, whether with regard to employment, public accommodation, or in the provision of its services, programs and benefits, that it can demonstrate would result in a fundamental alteration in the nature of its programs or activities.

The determination that an undue burden would result must be based on an evaluation of all resources available for use in the Town. Further, if the removal of a particular barrier is deemed unduly burdensome, the Town must consider alternative options to provide access to the benefits, services or programs to persons with disabilities that would not result in an undue burden. The chief executive of the entity, here the Town Manager/Board of Selectmen, ultimately makes the undue burden determination and decision.

A black and white photograph of a residential street. In the foreground, a concrete sidewalk leads towards the background. To the right of the sidewalk is a wooden fence and a house. To the left is a road with a dark car parked further down. Trees line both sides of the street, casting shadows. The overall scene is quiet and suburban.

3

SELF-EVALUATION

3. SELF-EVALUATION

Overview


Winchendon is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs.

This self-evaluation will identify what policies and practices impact accessibility and examine how the Town of Winchendon implements these policies. The goal of the self-evaluation is to verify that, in implementing Winchendon's policies and practices, the Town is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of Winchendon's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the Town of Winchendon rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

This section presents the evaluative study of the Town of Winchendon's public right-of-way, programs, services, activities and benefits. It outlines the deficiencies backlog both in terms if monetary figures and work required. The main source of the evaluative data presented here is the consulting engineering firm Stantec.

Summary



The Town, like all public entities regardless of size, must give everyone access to civic life. Roadways, sidewalks, curb ramps or sloped areas, accessible pedestrian signals, and bus shelters must allow equal access to all.

Beginning in 2019, Stantec conducted an inventory and assessment of pedestrian facilities within Winchendon's public right of way consisting of the evaluation of the following facilities:

- 26 Miles of Sidewalk
- 272 Curb Ramps
- 92 Crosswalks

These evaluative studies form the basis upon which the Transition Plan for the Town's public rights-of-way (PROW) will be developed.

Evaluation of Sidewalks

Using an iPad and ESRI's Arc Collector application, Stantec conducted a Town wide pedestrian sidewalk inventory and assessment.

Beginning in July 2019, field staff collected five (5) primary types of sidewalk field data:

1. Sidewalk material type: Examples of materials and percentage by total area include:

- BC – Bituminous Concrete (76%)
- CC – Cement Concrete (1%)
- CC w/ BR – Concrete w/ Brick Accent (23%)



2. Sidewalk distresses: Stantec staff identified and quantified damage areas including hairline cracking, lips at curb and back of sidewalk, missing bricks, empty tree pits, lifting concrete sidewalk panels, utility cuts, and tripping hazards. Below is a summary of hazards/obstructions & points of interest (monuments/water gates). In total 2,055 points broken down as follows:

Sidewalk inspection

- Cracking/Faulting/Distortion Trip Hazards: 1,951
- Tree Root Trip Hazards: 39
- Utility Patch Hazards: 0
- Fixed Obstructions <36": 1
- Temporary Obstructions <36": 51
- Flush Monuments: 0
- Non-flush/ Tripping Hazard Monuments: 0
- Raised Gate Valves: 13

These distressed areas were measured to arrive at a total damage area for each segment of sidewalk using the following standards:

(1) Length of damage: The linear measure of damaged sidewalk in aggregate accurate to the nearest foot.

(2) Width of damage: The average sidewalk damage width within the segment (measured to the nearest half foot).

3. Sidewalk width: Average width of the sidewalk segment (measured to the nearest half foot)

4. Curb reveal: Average curb reveal along a given sidewalk segment

5. Sidewalk slope: This measurement was based on a sidewalk cross-slope taken at a visually determined location where the slope appears to be the steepest.

Additional data gathered by the staff included any construction notes or special considerations observed at a sidewalk location, the initials of the inspector, and a time/date stamp. A sidewalk condition index or SCI value was established to quickly categorize sidewalk conditions into a repair strategy scheme. The SCI is calculated by taking the damaged area and dividing it by the total sidewalk area, then multiplying by 100. The result is then subtracted from 100 to produce an SCI value.

SCI treatment bands were then categorized to arrive at the following repair strategies:

- 80 - 100 = Do Nothing
- 50 - 79 = Localized Repairs/ Panel Replacement
- 0 - 49 = Full Replacement/ Reconstruction



School Street SCI 97

The average area-based SCI for the Town was 67, which meets the Localized Repairs/Panel Replacement threshold. However, looking at the condition of individual segments, the evaluation revealed that approximately sixty-six percent (66%) of the Town's sidewalk area needs to be replaced.

Further, to determine whether the sidewalk area met minimum MAAB compliance standards, the cross-slope and sidewalk width values were examined. To be compliant,

a segment must have a cross-slope of less than 2% and a sidewalk width greater than 3 feet. All notes were also evaluated to determine if street furniture or other hardscape obstructions prevented passage along the sidewalk. The self-evaluation reveals that approximately eighty-three (83%) of the Town's sidewalks do not comply with MAAB requirements.

Sidewalk Backlog

For purposes of this self-evaluation, a backlog is defined as the cost of repairing all sidewalks, partial panel replacement, and full replacement sidewalk reconstruction of bringing sidewalks to near perfect physical condition.

It can be viewed as a snapshot or relative measure of outstanding repair work, representing not only how far behind the sidewalk network is in terms of its condition, but also offering a basis for comparison for future and/or past year's backlog(s). Backlog dollar figure represent the cost to repair sidewalks and curbing only. They do not include related repair costs for relocation and installation of utilities, lighting, signal apparatus, signs, or landscaping. The following square foot unit costs were used in developing the repair backlog:

- o \$7 - Bituminous Concrete
- o \$15 - Cement Concrete
- o \$20 - Brick
- o \$25 - Cobblestone/Pavers

Sidewalk
Repair
Backlog
\$1.6M

Total town-wide existing sidewalk repair backlog is **\$1,607,001**.

Sidewalk NPR

Given Winchendon's extensive sidewalk deficiency backlog, a systematic Network Priority Ranking System (hereinafter NPR) was developed to evaluate the comparative merit of repairing one sidewalk over another using variables developed in collaboration with the ADA Advisory Team, rather than simple observed deficiencies.

Sidewalks that would prove most beneficial to residents to repair would be given priority, as determined by these four (4) criteria which were each scored separately:

1. Proximity to MART bus stops
2. Proximity to Schools

3. Proximity to High Pedestrian Parcels
4. Proximity to Parks and Recreational areas

Proximity to MART: Sidewalk polylines were related spatially to the closest MART bus stops within a buffer of 500 feet. If the MART buffer intersected any part of the sidewalk polyline, it was given an NPR value; otherwise a value of 0 was given. The NPR value was calculated by subtracting the maximum distance of any sidewalk polyline inside the buffer zone had to a MART bus stop from 500.

$$\text{NPR}_{\text{MART}} = 500 - \text{Distance to Intersection of Sidewalk}$$

Proximity to Schools: Sidewalk polylines were related spatially to schools. Within a school buffer of 500 feet, if a sidewalk intersected it was assigned a score of 700, if a sidewalk intersected within a buffer of 1000 feet, a score of 300 was assigned, and a sidewalk intersecting within a buffer of 1500 feet, a score of 150 was assigned. If the sidewalk was outside the 1,500' buffer, it was otherwise given a value of 0.

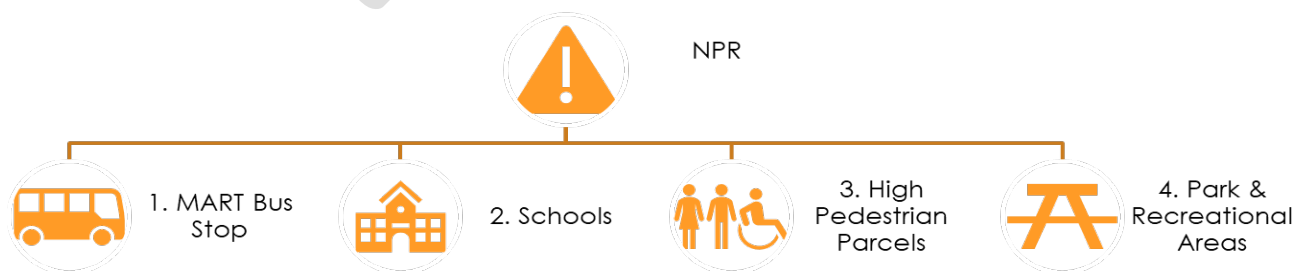
Proximity to High Pedestrian Parcels (HPP): Sidewalk polylines were related spatially to HPPs within a buffer of 350 feet. If the sidewalk fell outside of the buffer, a score of 0 was given. However, if the sidewalk fell within the buffer, an NPR value was calculated by subtracting the maximum distance any sidewalk polyline inside the buffer zone had to an HPP from 350.

$$\text{NPR}_{\text{HPP}} = 350 - \text{Distance to Intersection of Sidewalk}$$

Proximity to Parks and Recreational Areas (PRA): Sidewalk polylines were related spatially to PRAs within a buffer of 500 feet. If the sidewalk fell outside of the buffer, a score of 0 was given. However, if the sidewalk fell within the buffer, an NPR value was calculated by subtracting the maximum distance any sidewalk polyline inside the buffer zone had to a PRA from 500.

$$\text{NPR}_{\text{PRA}} = 500 - \text{Distance to Intersection of Sidewalk}$$

The NPR formula adds the rankings for each criterion together to get a composite number ranking for each sidewalk in the data set. Figure 3 below shows a flowchart of the method:



Evaluation of Ramps

Using an iPad and ESRI's ArcCollector application, Stantec conducted a Town wide pedestrian ramp inventory and assessment.

Beginning in July 2019, field staff collected eight (8) primary types of ramp field data:

1. Ramp material information: Examples of materials and percentage of total count include:
 - a. BC – Bituminous Concrete (the predominant ramp material – (56%)
 - b. CC – Cement Concrete (30%)
 - c. CC w/ BR – Concrete w/ Brick Accent (<1%)
 - d. BR – Brick (9%)
 - e. UC – Under Construction (1%)
 - f. Other (3%)
2. Sidewalk Ramp Type: Sidewalk ramp configurations were noted as follows: Directional, Apex, Conventional (landing w/wings), Missing, and Narrow Sidewalk.
3. Landing Existence: Yes or No field, if 3'x4' landing surface (2.0% max. slope) exists.
4. Apron and Landing Slopes: A 2-foot electronic smart level was used to record the slope(s) and landing for each pedestrian ramp. MAAB maximum slope for a ramp is 8.3%, and the maximum slope for a landing is 2.0%.
5. Lip at Threshold: Yes or No field identifying whether the lip at a ramp threshold is greater than ¼" anywhere along the ramp opening adjacent to roadway surface.



MISSING RAMP: Front Street & Pleasant Street

6. Threshold Width: Width of ramp opening to nearest half foot.
7. Detectable Warning Panel (DWP): Presence of DWP and DWP color.
8. Crosswalk condition: Identified using the following convention:
 - o 0 – Crosswalk does not exist
 - o 1 – Crosswalk exists, not out of alignment with ramp
 - o 2 – Crosswalk exists and encloses the ramp threshold

Through the use of data gathered, Stantec determined that 231, or 85% of the Town's ramps are likely not compliant with MAAB standards.

85%
non-compliant
ramps

Ramp Backlog

Backlog for ramps were based on historical costs and material classification.

Cost to
repair
ramps
\$695K

To calculate the backlog, ramps were categorized into two groups. If the ramp was likely MAAB-compliant, it was considered a do nothing. However, if the ramp was likely non-compliant, it was deemed a reconstruct based on material type.

All ramps will be reconstructed in cement concrete. Sidewalks that are currently made of bricks will likewise be reconstructed in cement concrete; however, within this sub-category, the adjacent sidewalk will be constructed in brick.

For purposes of this self-evaluation, a ramp backlog was calculated based on the following unit costs and determined to be **\$694,800**.

- o \$2,500/ramp for Bituminous Concrete
- o \$3,800/ramp for Portland Cement Concrete
- o \$4,500/ramp for Brick
- o \$5,000/ramp for Cobblestone/Pavers

Ramp NPR

Like that of sidewalks, the self-evaluation prioritizes repairs by establishing an NPR.

The NPR was based on six (6) criteria which were scored separately:

1. Ramp Condition
2. Proximity to Schools
3. Proximity to MART bus stops
4. Proximity to High Pedestrian Parcels
5. Proximity to Parks and Recreational areas
6. Slope severity of ramp apron and landing

Ramp Condition: Completely missing ramps significantly hinder pedestrian accessibility; thus, their mere existence or absence played a key role in determining the ranking.

- If a ramp was missing, as well as a crosswalk, an NPR score of 450 was given.
- If the ramp was present, but missing a level landing, an NPR score of 250 was given.
- If a ramp was present regardless of material or extent of damage, a score of 0 was given.

Proximity to Schools: Ramps were related spatially to schools. Within a school buffer of 500 feet, if a ramp was contained it was assigned a score of 700, if a ramp was within a buffer of 1000 feet, a score of 300 was assigned, and a ramp within a buffer of 1500 feet, a score of 150 was assigned. If the ramp was outside the 1500' buffer, it was otherwise given a value of 0.

Proximity to MART bus stop: Locations were related spatially to the closest MART bus stops within a buffer of 500 feet. The NPR score for a ramp based on its distance from a MART bus stop ranged from 0-500. The closer a pedestrian ramp is to a bus stop, the higher the score for that ramp will be.

- If the ramp fell outside of the buffer, a score of 0 was given.
- If the ramp fell within the buffer, a score was given based on distance from the station.

$$\text{NPR}_{\text{MART}} = 500 - \text{Distance to Sidewalk}$$

Proximity to HPP: Locations were related spatially to HPPs within a buffer of 350 feet. The NPR score for a ramp based on its distance from an HPP ranged from 0-350.

- If the ramp fell outside of the buffer, a score of 0 was given.
- If the ramp fell within the buffer, a score was given based on distance from the HPP.

$$\text{NPR}_{\text{HPP}} = 350 - \text{Distance to Ramp}$$

Proximity to Parks and Recreational Areas (PRA): Ramps were related spatially to PRAs within a buffer of 500 feet. If the ramp fell outside of the buffer, a score of 0 was given. However, if the ramp fell within the buffer, an NPR value was calculated by subtracting the maximum distance any ramp inside the buffer zone had to a PRA from 500..

$$\text{NPR}_{\text{PRA}} = 500 - \text{Distance to Ramp}$$

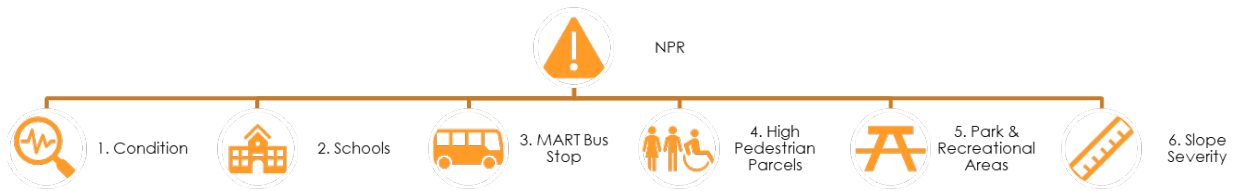
Slope Severity of Sidewalk: The NPR number also includes information on the measured percent slope of the ramp and landing. Higher percent slopes would require a higher priority for repair. The following equation shows how the NPR was calculated individually for measured apron and landing slopes:

- If a ramp had an apron slope greater than 11.9, and less than 15.0, then NPR score of 150 was given.
- If a ramp had an apron slope greater than 15.0, then NPR score of 300 was given.
- If a ramp had a landing slope greater than 4.5, and less than 6.5, then NPR score of 100 was given.
- If a ramp had a landing slope greater than 6.5, then NPR score of 200 was given.
- Otherwise a 0 NPR was given.

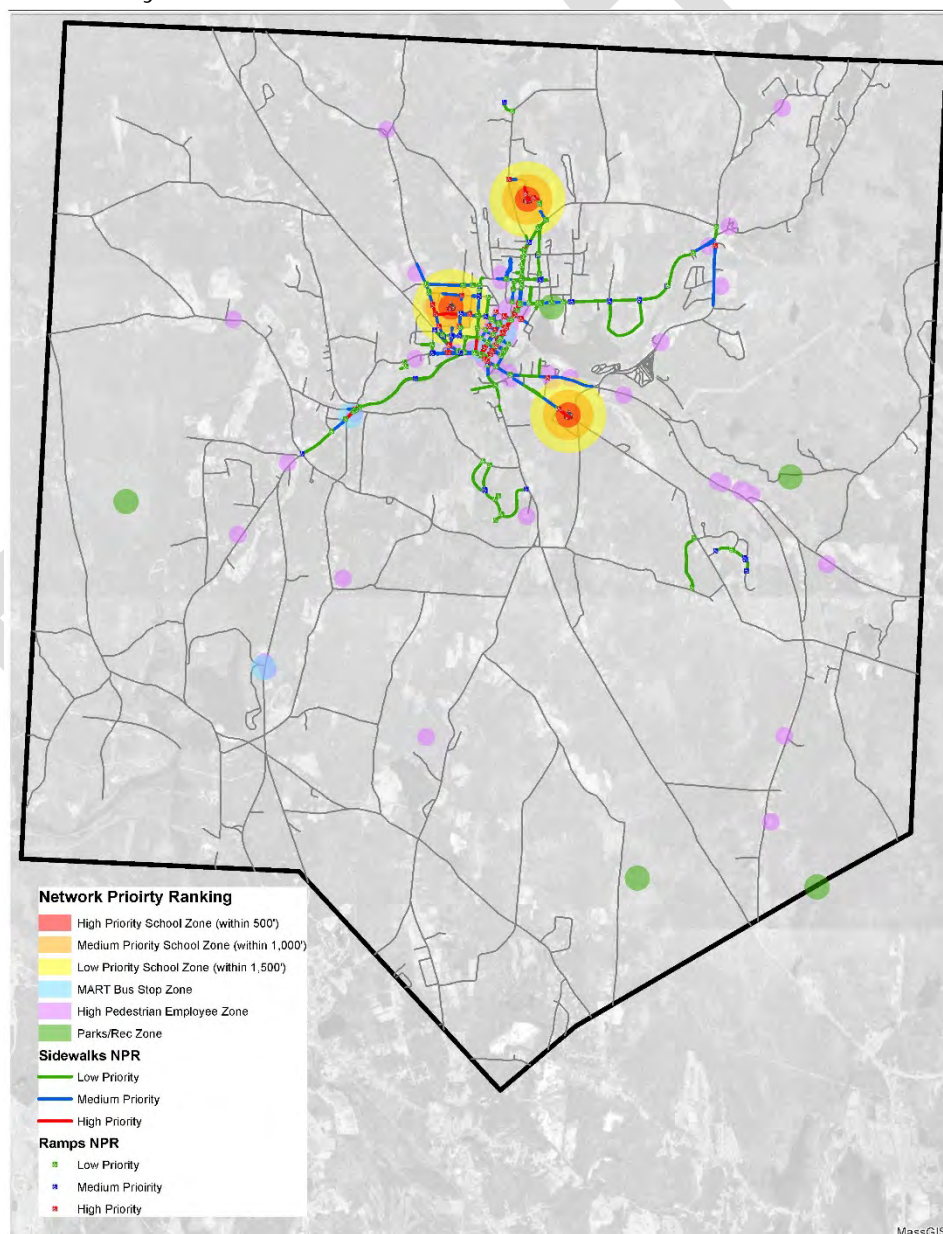


COMPLIANT RAMP: Chestnut Street & Central Street

The NPR formula adds the rankings for each criterion together to get a composite number ranking for each ramp in the data set.



Note that if a ramp was likely compliant, it received an NPR value of 0. Once the final NPR values were combined, they were distributed into three categories based on an equal split. High, Medium and Low Priority. See Appendix A for PROW ADA Self-Evaluation Summary.



Evaluation of Street Level Crossings

As part of the Town's self-evaluation, Stantec identified, assessed and inventoried ninety-two (92) street-level crossings.

Stantec found fifty-three (53) crosswalks that are mis-aligned with ramps and where crosswalk demarcation markings are not in compliance with ADA/MAAB laws and regulations.

53

**misaligned
crosswalks**

Staff ADA Training

MRPC and Stantec suggest that every Town employee, through Town ADA Coordinator, receive ADA training and/or including, but not limited to:

- (1) a full explanation of the Town's ADA policies and practices, and
- (2) a manual detailing their rights and obligations under Title I and Title II of the ADA, reasonable accommodations, essential versus non-essential job functions, permissible and impermissible disability related inquiries, and grievance procedures, etc.
- (3) Schedule regular training sessions aimed at ensuring that ultimately all Town employees are aware of their rights, as well as, their responsibilities under the ADA. Train current and prospective employees on Town's programs, services, and activities such that they do not discriminate against persons with disabilities.
- (4) Certain Town employees, particularly DPW staff, should attend the Massachusetts Office on Disability's Community Access Monitoring trainings to learn how to assess the level of compliance with ADA and MAAB regulations; learn to advocate on behalf of individuals with disabilities for greater access to sidewalks, programs, services and activities; and assist DPW in maintaining accessible facilities by showing them common ADA barriers and providing them with reasonably available solutions.

The New England ADA Center in Boston and Massachusetts Office on Disability can be a resource for workshops and materials for Title I and Title II of the ADA, MAAB regulations, physical accessibility and programmatic access, case studies and exercises.

Concurrently, as the Town implements their ADA Transition Plan it will be very important for the Town to maintain and track ramp and sidewalk repair data as these are reconstructed to ADA/MAAB standards, specifically the new slopes and measurements

to prove compliance and adherence to the Town's ADA Transition Plan in case of an audit.

Stantec suggests the following standard data management and upkeep practices for all ramps and sidewalks:

- Implement a sound quality control/assurance program, with particular focus on MAAB standards.
- Maintain MAAB violation notices in GIS to establish criticality and immediate repairs.
- Identify a single individual who will act as a custodian of the maintenance and upkeep of the sidewalk and ramp GIS layer/database.
- During construction season, ensure inspectors record measurements similar to what has been already inspected. This can be used to update the asset/GIS data with information such as newly constructed ramps, sidewalks, etc.
- 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. Log MAAB ramp variance requests.
- Add any new pedestrian ramps and sidewalks to the database as soon as the Town accepts them. Pavement and sidewalk data can be added or modified as it becomes available.



4 PUBLIC PARTICIPATION PLAN AND PUBLIC OUTREACH

4. PUBLIC PARTICIPATION PLAN AND PUBLIC OUTREACH

1. Stakeholders / ADA Advisory Team: Events related to ADA/accessibility are also widely promoted by members of the Winchendon ADA Advisory Team members to the greater community of disability stakeholders in the Town. Members participated in the development of the Self-Evaluation and Transition Plan and have continually provided feedback. They helped draft, promote, and administer a public outreach survey. They've engaged residents at sites throughout the Town during Town-sponsored festivals and other events. Other members of the community of persons with disabilities have also provided feedback.
2. Public Outreach Survey and Survey Analysis: During the summer of 2019, the Town publicized and conducted a one-month public survey on public right of way (PROW) ADA and accessibility improvements. Outreach included Town website and posters throughout locations at Town Hall. The survey was made available through 'survey monkey' online website and in hard copy at several municipal and non-municipal sites. There 78 were respondents. The respondent information was organized and assisted with vetting the prioritization approach and barrier removal schedule. The results of survey can be found in Appendix B.
3. Public Meeting: On July 3, 2019 the Town held a public ADA Transition Plan meeting to review requirements, gather existing policies, and review current procedures. On September 23, 2019 the Town held a second public meeting to review Self-Evaluation findings, non-compliance financial obligations, and discuss prospective barrier removal priority criteria. The Town issued another widely distributed press release announcing that a third public meeting will be held on February 18, 2020 to gather community feedback, this time focusing solely on adopting Town's PROW ADA Transition Plan. This meeting was promoted extensively for several weeks held in conjunction with the Winchendon ADA Advisory Team.
4. Use of Website for Plan: Town's website may be a main source of information to publish and obtain feedback and comments on Winchendon's draft PROW ADA Transition Plan, and subsequently publish its adopted PROW ADA Transition Plan and provide a public resource for new and existing residents to engage with the Town on future ADA improvement opportunities. All Town residents are encouraged to visit the website regularly. With respect to the relevant ADA-related information, on the Town's home page.

A black and white photograph of a street scene. In the background, a dark car is parked on the side of the road. A crosswalk with white stripes is visible in the middle ground. A brick sidewalk runs along the bottom of the frame. A large, light-colored number '5' is overlaid on the left side of the image. The text 'TECHNICAL INFEASIBILITY DETERMINATION PROCESS AND POLICY' is written in orange capital letters across the upper portion of the image.

TECHNICAL INFEASIBILITY DETERMINATION PROCESS AND POLICY

5

5. TECHNICAL INFEASIBILITY DETERMINATION PROCESS AND POLICY

The Town of Winchendon has established and implemented a Technical Infeasibility Determination Process and Policy to ensure that facilities in the public rights-of-way are constructed to the maximum extent feasible in accordance with at least minimum 2019 ADA Standards for Accessible Design, and any other standards that may be implicated based on federal and state funding sources, and consistent with Massachusetts Architectural Access Board regulations.

Specifically, 28 CFR 35.151—New Construction and Alterations states, in part, the following:

(a) Design and construction.

(1) Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992.

2) Exception for structural impracticability.

(i) Full compliance with the requirements of this section is not required where a public entity can demonstrate that it is structurally impracticable to meet the requirements. Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features.

(ii) If full compliance with this section would be structurally impracticable, compliance with this section is required to the extent that it is not structurally impracticable. In that case, any portion of the facility that can be made accessible shall be made accessible to the extent that it is not structurally impracticable. Section is meant to outline one of the ways that accessibility can be legally and minimally limited based on the principle of technical infeasibility and the process for arriving at that determination.

In accordance with state and federal law, all Town construction projects will be designed and built to meet all regulations and guidelines governing pedestrian access.

When full compliance cannot be achieved due to structural impracticability or technical infeasibility, the Town will comply to the maximum extent feasible. Winchendon's hills, trees, narrow sidewalks, among other impediments, are "...the unique characteristics of terrain..." that can lead to a conclusion that full compliance is structurally impracticable or technically infeasible. In that circumstance, the Town will seek timely and appropriate variances from the MAAB's rules and regulations.

The technical infeasibility and inspections policies outlined in this plan will demonstrate step by step how decisions are made to construct to the maximum extent feasible including all workflow processes.

The DPW Director in consultation with the ADA coordinator, is the Town official authorized to vet or review any structural or physical limitations preventing compliance brought forth by either the design team or the construction team working on Town projects.

The Town's current process for the determination of structural impracticability or technical infeasibility and the submission of variance applications consists of contracting with a consultant from an engineering, design and land surveying firm to manage all variance requests and ramp compliance at its direction and on its behalf. Designers and contractors shall make their needs for variances known to the Director who will then assign the matter to the consultant. With the Director's approval, the consultant shall prepare and submit all variance requests.

Once a condition requiring a variance is determined, the agent should seek authorization from the director and begin preparing the variance request form and all associated supporting documentation. While state and federal regulations concerning technical infeasibility often overlap, they are not always identical. As the Town of Winchendon is a US DOT's federal funds recipient, it should strictly and consistently adhere to US DOT's ADA Standards for Transportation Facilities (2019), except in instances where the MAAB standards are more stringent. These DOT's ADA Standards (2019) are consistent with the MAAB's updated disability guidelines, but they outline the following additional requirements:

Location of Accessible Routes (206.3)

Detectable Warnings on Curb Sidewalks (406.8)

Bus Boarding and Alighting Areas (810.2.2)

To simplify the process, a single application is prepared. The Massachusetts Architectural Access Board Application for Variance Curb Cuts/Sidewalks, as modified and updated to encompass PROWAG standards, is the basic form for all variance requests. A copy of the comprehensive form can be found at

<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/variance-forms.html>.

Variance requests will be made as soon as a non-compliant condition is recognized. However, the best and by far most preferred scenario would be for the Director who should review and discuss all designs to spot the condition very early in the design phase. Specifically, when variances are requested in the design phase of a project, they must be approved by the Director prior to advertising.

Sometimes, the impediment may not become apparent until construction is underway. Under these circumstances, the variance request process must be addressed in such a manner as to minimize construction delays. Contractors should allow up to ten days for on-site review and approval of such requests before proceeding with construction and should plan their activities accordingly.

In rare cases, the technical infeasibility determination may be made either during the ADA/AAB review for compliance or as a result of an attempt to modify a design to address comments from a review. Regardless of the stage at which the non-compliant condition is determined, the Town and/or its consultants must prepare the documents required to seek and get approval for a variance as quickly as possible.

The variance request documentation should include plans (11x17 format), photographs, and a written estimate of the cost of compliance, as well as a total cost estimate of the preferred design if the variance were to be granted. These documents must address each regulation from which relief is requested, as well as, each deficient location in the project. The documentation should also include alternative designs and estimates of attempts to address the condition requiring variance approval. In addition, there should be a narrative addressing the deficiencies or other problems and prohibitions in implementing any of the alternatives, leaving the preferred design with the requested variances, as the most viable design. A copy of the complete variance request package shall be forwarded to the Town's ADA coordinator.

All PROW contracts will specify that designers and contractors shall notify the Director of any issue that would prevent complete compliance with state and federal law. Failure to bring these matters to the Director's attention will not only be a violation of these contracts, but if deficiencies are later found that were not previously documented, the design team and/or contractor will be responsible for ensuring that these projects are brought into compliance, to the maximum extent possible, at no additional cost to the Town. The Director must also formally approve infeasibility determinations made by the agent at all stages of the design, construction, and inspection process. All requests for variances will flow through the Director to the agent thereby ensuring that the Town remains abreast of all work and decisions being done or carried out on its behalf.

Following the completion of the work, the agent will conduct a final inspection to ensure compliance with ADA/MAAB standards. Presently, the contractor is obligated to fix any deficiencies the agent may find at this final inspection stage, and a ramp or project is not considered complete or approved until the agent sends a letter of strict adherence to all state and federal regulations to the ADA Coordinator and to the DPW Director.

The Town fully expects that through the strict application of its Technical Infeasibility Determination Process and Policy combined with consistent and effective field oversight and inspections by its ADA Coordinator, the consultant and DPW, as well as strict enforcement of its construction contracts, all standards will be adhered to strictly and consistently thereby ensuring that resulting construction meet all ADA/MAAB regulations for pedestrian access.



6 POLICIES AND PRACTICES

6. POLICIES AND PRACTICES

Previous Practices

Since the adoption of the ADA, Winchendon has striven to provide accessible pedestrian features as part of the Town of Winchendon's capital improvement projects.

As additional information was made available as to the methods of providing accessible pedestrian features, Winchendon updated their procedures to accommodate these methods. Recently, the addition / replacement of 1,500 linear feet of sidewalks along Grove Street, Lincoln Avenue and the associated ramps have been the most significant ADA improvement over the last construction season.

In the formulation with Town's Capital Plan for Fiscal 2020 and 2021 the town has applied for an additional \$200,000 to continue the effort of rebuilding ADA compliant ramps and there are several other projects awaiting Town Meeting vote this Spring.

The Town expects reconstruction of ramps along Maple Street in 2020 as part of the State's pavement resurfacing project and anticipates reconstruction of sidewalks and ramps along Central Street in FY 2022.

Public Meeting Policy

This section outlines the Town of Winchendon's policies and procedures for conducting all public meetings and outlines the legal and enforceable right of persons with disabilities to access to public meetings, and their right to receive auxiliary aids and services for effective communication free of charge upon request.

28 CFR 35.149—Discrimination Prohibited:

Except as otherwise provided in §35.150, no qualified individual with a disability shall, because a public entity's facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.

Under the ADA, the Town is required to operate all of its activities, services and programs so that, "when viewed in their entirety, they are readily accessible to and usable by qualified individuals with disabilities." These individuals cannot be excluded

from Town programs, services, and activities because buildings are inaccessible. However, the Town need not remove physical barriers, such as stairs, in all of its existing buildings, as long as it makes its programs accessible to individuals who are unable to use an inaccessible existing facility.

Further, the Town can provide the services, programs, and activities offered in an inaccessible building to individuals with disabilities through alternative methods if physical barriers are not or cannot be removed, such as by relocating a service to an accessible facility. For instance, the Town can move a public information office from the third floor to the first floor of a building, or it can provide benefits or services at an individual's home or at an alternative accessible site.

Notwithstanding the above, it is the Town's responsibility, under the ADA, to maintain, in good working order, all equipment and features of Town facilities that are required to provide ready access to individuals with disabilities. Wherever an accessible route is provided by the Town to one of its facilities, this route must remain accessible and should not be blocked by obstacles such as furniture, filing cabinets, and potted plants. An isolated instance of placement of an object on an accessible route would not be a violation of the ADA if the object is promptly removed. Similarly, accessible entrance doors must be kept unlocked and automatic door openers must be kept active whenever a Town facility is open for business, including for public meetings and hearings, whether held during daytime hours or evenings and weekends.

All such equipment: door openers, lifts, elevators, drinking fountains, etc. should be tested on a regular basis by the Department of Public Works' facilities supervisor responsible for that facility or another designated employee to ensure it is in good working order. If the equipment is not working properly, department heads, upon being notified by the facilities supervisor or the designated employee, shall undertake immediate corrective measures to get the equipment repaired. All accessibility equipment should be on a routine schedule of preventative maintenance.

Chronic disrepair of accessibility equipment, despite repeated efforts to fix and maintain the equipment, should trigger an assessment of whether the equipment should receive a more thorough overhaul or a complete replacement. Depending on costs and the department's operating budget, this may necessitate a request through the Town's capital budget process.

Mechanical failures in equipment such as elevators or automatic door openers will occur from time to time and isolated interruptions in use due to servicing and repairs are not in violation of the ADA. The Town's legal obligation to ensure that facilities are readily accessible to and usable by individuals with disabilities would be compromised, however, if repairs are not made promptly or if improper or inadequate maintenance causes repeated and persistent failures. Therefore, all department heads should enact

procedures to ensure these obligations are met. Every department head should examine each facility over which he or she exercises responsibility and be familiar with the equipment necessary to provide access, such as wheelchair lifts, elevators and automatic doors.

Further, when such failures of equipment occur, Town staff, in addition to ensuring that repairs are made as soon as practicable, should also relocate any scheduled public meeting to an accessible location and notify the public through the media and other available means.

Any employee, resident or visitor in the Town who notices an equipment failure that limits accessibility and usability for persons with disabilities should feel free to immediately contact the Town, to get the item repaired and ask that the ADA coordinator be notified as well. The requestor can also ask, if he or she so desires, that Town notify him or her when the matter has been resolved.

1. List of Facilities Designated as Public Meeting Places:

The following is an approved list of municipal and other buildings that can generally be used by persons with disabilities and have been currently designated as appropriate or acceptable public meeting places:

- Winchendon Town Hall
- Beals Memorial Library
- Winchendon Senior Center
- Murdock Middle/Senior High School
- Winchendon Police Station

2. Policy for Providing Auxiliary Aids and Services:

In order to ensure that communication with persons with disabilities is as effective as communication with others, the Town, in accordance with 28 CFR Part 35.160, will provide auxiliary aids and services upon request and free of charge. The Town will inform the public through various media, including within meetings and hearings notices, in print and alternate formats, on its website, as well as sites administered by other departments such as schools, libraries, police and fire about the process for requesting auxiliary aids and services.

Similarly, Town communications ranging from newsletters, to public meeting announcements, to tax/water/sewer invoices are subject to the requirement for effective communication. The type of auxiliary aids or service to be provided may vary in accordance with the needs or primary choice of the requestor, and the length and complexity of the communication in question. Town employees will consult with the

requestor and give primary consideration to his or her choice. Services requiring outside contractors or employees may require substitutions. The ADA coordinator must be informed of all requests and Town staff will be trained on all the equipment.

The below lists, which are not exclusive, of auxiliary aids and services can be provided:

For individuals who are deaf and hard-of-hearing:

- o Qualified sign language interpreters
- o Note takers or exchange of written notes
- o Computer aided real time transcriptions (CART)
- o Telephone handset amplifiers
- o Individual assistive listening devices
- o Open and closed captioning telecommunication devices

For individuals who are blind, have low or impaired vision, or have difficulty seeing:

- o Documents in Braille
- o Information in digital format
- o Qualified readers
- o Taped texts
- o Audio recordings
- o Large print materials
- o Screen readers

For individuals with speech impairments:

- o TTY or TDD speech synthesizers

Anyone who needs auxiliary aids and services should contact the ADA coordinator at least seven (7) days in advance (thirty (30) days in advance for Braille; fifteen (15) days for ASL/CART) of the event or need. Please contact ADA Coordinator as located in Appendix D:

Definition and Policy for Resurfacing Projects

The Town's goal is to continue to provide accessible pedestrian design features as part of Winchendon's capital improvement projects.

The Town of Winchendon has established ADA design standards and procedures as located in Appendix C. These standards and procedures will be kept up to date with nationwide best management practices and local planning board subdivision regulations.

The Town of Winchendon will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. Winchendon will coordinate with

external agencies to ensure that all new or altered pedestrian facilities within the Town of Winchendon's jurisdiction are ADA compliant to the maximum extent feasible.

Title II of the ADA requires that state and local governments ensure that persons with disabilities have access to pedestrian routes in the public right-of-way. They are obligated to install curb ramps where street level pedestrian walkways cross curbs whenever streets, roadways, or highways are altered or resurfaced, thus ensuring the accessibility and usability of the pedestrian walkway for persons with disabilities. They are not obligated, however, to install ramps or curb ramps where there is no pedestrian walkway with a prepared surface for pedestrian use, or to install curb ramps where there is no curb, elevation, or other barrier between the street and the walkway.

The following regulations outline the ADA's requirements for constructing curb ramps during resurfacing projects:

28 CFR 35.151(i)(1) - Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.

28 CFR 35.151(i)(2) - Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways.

The Town of Winchendon is legally obligated to construct or upgrade curb ramps while doing road construction projects. This section outlines the conditions or projects that automatically give rise to that legal imperative.

The Town has a clear standard and consistent policies as detailed below for curb ramp alterations triggered by resurfacing projects. It is Town policy that curb ramps be installed or altered as part of all resurfacing projects. Curb ramps will be provided wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure that persons with mobility impairments can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street.

Alteration

A roadway alteration is any change that would or could affect the usability of all or part of the PROW. The following are examples of alterations: reconstruction, rehabilitation, resurfacing, widening, and all projects of similar scale and effect. Any project deemed to be an alteration must include curb ramps within the scope of that project. Some road surface treatments are within the ADA definition of alterations. Others as outlined below are viewed as maintenance that would not trigger the obligation to install or alter curb ramps.

Because the resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets.

Resurfacing

Resurfacing is a form of alteration and thus a process that would trigger the addition of curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling.

The following are examples of resurfacing projects:

- ◆ the addition of a new layer of asphalt ◆ reconstruction
- ◆ concrete pavement rehabilitation and reconstruction ◆ cape seals
- ◆ open-graded surface course ◆ in-place asphalt recycling
- ◆ micro-surfacing and thin lift overlays

Resurfacing project limits are identified in the Town's 5-Year Pavement Management Plan. These limits of work are chosen based on the Pavement Condition Index (PCI). The Town will reconstruct all ramps along streets that are resurfaced over the next five years and defer sidewalk reconstruction, unless warranted because of ramp design, to future years in an effort to repair all non-compliant ramps by the Year 2029.

All Town resurfacing projects shall include work to upgrade all adjacent curb ramps within the resurfacing limits. Further, ramp threshold openings abutting resurfaced work will require a curb ramp upgrade.

Construction of Crosswalks

Crosswalks are distinct PROW elements and are intended to facilitate pedestrian traffic and promote safety. Therefore, irrespective of the fact that the street or roadway is being resurfaced curb-to-curb, the resurfacing of a crosswalk alone will trigger the obligation to provide curb ramps at that crosswalk. Furthermore, all street crossings shall be maintained to ensure a safe accessible route to adjoining curb ramps.

Maintenance

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by Winchendon.

The general routine maintenance of the Town's roadway, unlike resurfacing or alteration projects, generally will not trigger an obligation to install curb ramps.

Maintenance covers treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray. These treatments do not significantly affect the public's access to or the usability of the road.

The following are examples of the types of treatments that would normally be considered maintenance:

- ◆ painting or striping lanes ◆ crack filling and sealing ◆ pavement patching
- ◆ slurry seals ◆ chip seals ◆ fog seals

Note that in some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps. However, maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

The DPW Director is the Town official responsible for ensuring strict adherence to the resurfacing policy.

Requests for accessibility improvements can be submitted to the ADA Coordinator, as located in Appendix D.

Policy and Procedures for Alternate Pedestrian Access during Construction Projects

As previously stated, the public has a right to unimpeded travel, including travel during road construction.

This section outlines the Town's obligation to ensure that an alternate pedestrian access route is continuously provided when sections of the road are blocked during all construction projects irrespective of duration and responsible parties.

The ADA bars public entities responsible for the operation, construction and maintenance of the public rights-of-way from discriminating against persons with disabilities. US DOJ regulations require accessible planning, design, and construction, and confer authority on the Federal Highway Administration to ensure that pedestrians with disabilities can use all facilities in a safe and accessible manner.

The Manual on Uniform Traffic Control Devices (MUTCD) published by the US Department of Transportation/Federal Highway Administration contains specific requirements for pedestrian access in construction zones. The Town's policy, which is in accord with the MUTCD standards, is designed to provide reasonable access to all users and facilitate safe travel during street reconstruction.

Town policy dictates that an alternate route be provided whenever the existing pedestrian access route in the public right-of-way is blocked by construction, alteration, maintenance, or other temporary conditions. This policy is also applicable to construction projects by Winchendon Department of Public Works employees.

In addition, where possible, the alternate route shall parallel the blocked pedestrian access route on the same side of the street. Where there are potentially hazardous conditions, a barricade shall be erected between the pedestrian access route and any adjacent construction. Further, to the greatest extent possible, work will be done in a way that prevents pedestrians from having to detour off the regular path.

Contractors

All contractors are required to:

- ◆ provide alternate pedestrian access as a condition of receiving a permit to work in the Town;
- ◆ have a traffic management plan consistent with MUTCD guidelines and such plan must include sidewalk access.

Failure to provide an alternate access route will be considered a violation of the ADA, MUTCD regulations, and the Town contract and permitting process.

All Town contracts involving sidewalk reconstruction will include a pay item for the contractor to provide and maintain alternate pedestrian access with, among other things, signage, cones, tape, during the entire construction period.

All utility contractors will be required to provide and maintain an alternate pedestrian access route as a condition of receiving a street opening permit to work in the Town.

Monitoring/Inspections

The Town will monitor and inspect all work sites to ensure adherence to the above policy.

The Department of Public Works Director is the designated Town official responsible for ensuring work zone inspections and strict compliance with this policy.

Policy and Procedures for the Maintenance of Accessible Infrastructure

This section presents the Town's obligation under the ADA to maintain in good operating condition all parts of facilities that individuals with disabilities can access and

use. The sources of most of the information on snow and ice clearance policies and procedures are on the Town of Winchendon's website.

<https://www.townofwinchendon.com/sites/winchendonma/files/uploads/snowicebook.pdf>

The Town, under the ADA, must maintain in good working order all equipment and features of Town facilities that are required to provide ready access to individuals with disabilities. 28 CFR 35.133—Maintenance of Accessible Features states, in part, the following:

(a) A public entity shall maintain in operable working condition those features of facilities and equipment that are required to be readily accessible to and usable by persons with disabilities by the Act or this part.

(b) This section does not prohibit isolated or temporary interruptions in service or access due to maintenance or repairs.

(c) If the 2010 Standards reduce the technical requirements or the number of required accessible elements below the number required by the 1991 Standards, the technical requirements or the number of accessible elements in a facility subject to this part may be reduced in accordance with the requirements of the 2010 Standards.

Policy for Tracking, Scheduling, Construction, and Inspection/Completion

The Town of Winchendon will use its geographic information system (GIS) layers to track, schedule, and update completed work for all roadway assets to maintain an up-to-date asset management database. The incorporation of all assets into a uniform database will inform the decision-making process at all levels and will result in more optimal yearly plans and timely repairs through the utilization of cross-asset decision matrices. The decision matrices will take into account the current condition of these assets, the network priority ranking, and proximity in order to determine the optimal treatments annually.

The Department of Public Works which is responsible for PROW maintenance will conduct regular inspections and perform routine maintenance. Unobserved or undiscovered problems are escalated by complaints received through Town Hall. These complaints are immediately reviewed, and repairs are made as soon as possible. If the repair work is extensive and/or DPW is not capable of performing it, construction bids by outside contractors will be sought.

The Town will re-inspect twenty (20%) of the pedestrian accessibility network and thirty-three (33%) of its pavements annually in the field for quality control and to ensure that deterioration curves are representative of Town conditions.

Repairs and improvements are currently being tracked in the Town's GIS system to produce yearly before and after maps, as well as additional maps that illustrate anticipated repairs and improvements in five-year increments, along with the amount of money that was spent to achieve these results.

The DPW director is the Town official responsible for the performance of, and adherence to, this policy.

Snow Removal Policy

The Town of Winchendon has comprehensive Town-wide snow and ice clearing policies and procedures which meet all ADA requirements. Each public facility has implemented snow policies define clear procedures for the clearance of ramps, crosswalks, and public areas. They also explicitly emphasize the Town's responsibility for maintaining access to bus shelters and stops.

The Town, through various media and means, most prominently through its website and reverse 911 telephone line, makes every effort to give residents updated snow emergency information.

Town Responsibilities

Town policy mandates that the Winchendon Department of Public Works (DPW), which has full responsibility for snow and ice removal, and DPW contractors, clear one hundred and thirty-five (135) miles of Town streets. These clearing responsibilities include:

- ◆ public roadways,
- ◆ school lots and parking areas,
- ◆ all public parking lots,
- ◆ sidewalks abutting public property,
- ◆ walkways in municipal parks and open spaces,
- ◆ crosswalks, curb ramps and landings that provide access to push buttons at signalized intersections,
- ◆ all bus stops, shelters, and paths to and from them including crosswalks and accessible ramps.

Plowing Procedures

All streets will be treated with salt or sand prior to or during snowfall as appropriate. During snow emergencies, plows will push snow as close to the curb as possible to assure proper clearance and safety for vehicles, particularly emergency vehicles. While the Town's plow drivers aim to avoid plowing extra snow onto sidewalks and driveways, in the process of plowing to the curb, that is, unfortunately, sometimes unavoidable, particularly in a very densely populated community. The Town regrets all instances where this occurs. Any feedback residents provide is taken very seriously, and Town officials communicate in real time with the plow drivers and other DPW staff to work to avoid or minimize these occurrences.

To ensure that crews can plow as close to the curb as possible, Town parking restrictions during snow emergencies are strictly enforced. Streets and public walkways will be plowed or cleared in the following order:

- ◆ Main roads, cross streets, bus routes
- ◆ Schools
- ◆ Public bus stops/ramps/bridges
- ◆ Town Centers (including traffic islands)
- ◆ Side streets
- ◆ Public sidewalks abutting municipal property including schools

During snow emergencies, Town crews work around the clock to ensure streets remain safe and accessible for all residents. Many factors contribute to some possible snow accumulation on some streets before a plow can return to re-plow them, particularly in storms with larger accumulations and/or with heavier snow.

Responsibilities of Residents and Businesses

The Town has established two (2) by-laws, section(s) 7.18 and 7.19 pertaining to owner, occupant, tenant, or agent in charge of any land or building abutting a sidewalk in the Town of Winchendon to adhere to winter ban and snow and ice removal related to abutting sidewalks. The Town has established punishable by fines for residents and business committing offenses regarding snow removal within the public rights of way of sidewalks.



7 IMPROVEMENT SCHEDULE

7. IMPROVEMENT SCHEDULE

Priority Areas

Stantec has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their proximity to specific land uses such as schools, government offices and medical facilities, as well as from the receipt of public comments through on-line survey. Criteria for identifying and ranking priority areas in the 2020 self-evaluation summary are as follows:

- For Sidewalks:
 - Proximity to Schools
 - Number of trip hazards
 - Proximity to High Pedestrian Parcels
 - Proximity to Public transit stops
 - Condition of Sidewalk (SCI & Slope)
- For Ramps: (intersection-based calculation)
 - Proximity to Schools
 - Ramp Existence (missing entirely/ missing landing, etc.)
 - Proximity to High Pedestrian Parcels
 - Slope Severity of Apron/Landing
 - Proximity to Public transit stops

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies such as MassDOT are responsible for pedestrian facilities within the jurisdiction of Winchendon. Winchendon will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

Schedule

The Town of Winchendon has set the following schedule goals for improving the accessibility of its pedestrian facilities within the Town of Winchendon's jurisdiction:

- Bring all pedestrian curb-cut ramps into ADA compliance by year 2029.

DRAFT

8 ADA COORDINATOR

8. ADA COORDINATOR

In accordance with 28 CFR 35.107(a), Town of Winchendon has identified an ADA Title II Coordinator to oversee Winchendon's policies and procedures. Contact information for this individual is located in Appendix D.

9 IMPLEMENTATION SCHEDULE

9. IMPLEMENTATION SCHEDULE

Methodology

Winchendon will utilize two methods for upgrading pedestrian facilities to current ADA standards.

The first and most comprehensive of the two methods are the scheduled street projects identified in the Town's Pavement Management Plan (PMP). All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand-alone sidewalk and ramp improvement project. These projects will be incorporated into the Ramp Repair Program (RRP) on an NPR basis as determined by the Winchendon ADA Advisory Team.

Curb-Cut (Ramp) Transition Schedule

The Town of Winchendon has identified 231 ramps that are not compliant with ADA/MAAB regulations and considers making these improvements its highest priority to improve accessibility. To this end, the Town has established a yearly pedestrian ramps reconstruction program with an allocated budget of \$85,000 per year to address approximately 22-28 individual ramps in priority locations annually. Under this funding program, it is anticipated that all noncompliant ramps will be brought into compliance within the next nine (9) fiscal years. The Town will continue to advocate for additional state and federal funds to increase the scope of ramp reconstruction and reduce the time it takes to achieve full ADA/MAAB compliance. The tentative Winchendon Ramp Transition Schedule, which includes a detailed schedule and budget for specific improvements is located in Appendix E.

The Town may adjust this schedule to address ramp reconstruction during roadway reconstruction and/or resurfacing projects funded by other agencies.

Policies for Upgrading Curb-Cuts and Crossings

The Curb-Cut Schedule is a distinct component of the transition plan under 28 CFR 35.150 (d). The location of every noncompliant curb ramp will be examined to see if it falls within or near a scheduled project. The DPW Director will synergistically work with the ADA Coordinator to identify the curb ramps that can be incorporated into future projects. As the law and Town policy require that curb ramps be improved concurrently with any alteration in the PROW, deficient curb ramps within a project site or scope cannot be deferred or scheduled for future alteration. This must be accomplished without consideration of cost. Deficient curb ramps that are not within the project limits, but within feasible proximity, could be incorporated into the plans during the preliminary design phase. This eliminates a number of locations that would be otherwise deferred to a separate curb ramp project.



NON-COMPLIANT RAMP: Oak Way & Central Street apron slope of 14.2%

All remaining curb ramps must be entered into the planning process and, therefore, have a schedule and budget, as with those assigned to specific projects.

Sidewalk Transition Schedule

The Town has 26 miles of existing sidewalk area, with sixty-six percent (66%) of the existing sidewalk requiring some form of remedial work - either full replacement or localized repair to remove barrier or hazard due to deteriorating condition. Furthermore, eighty-three percent (83%) of the Town's sidewalks, irrespective of the condition, are likely not in compliance with ADA/MAAB requirements.

In an effort to eliminate localized barriers and obstructions such as resulting cracking, tree root damage, and depressions the Town is committed to improving sidewalk accessibility, the Town has requested \$158,000 in Fiscal Year 2021 to remove barriers along existing sidewalks throughout the Town. The Town hopes to continue this level of investment in the future and has outlined a detailed schedule and budget for specific improvements that is located in Appendix F.

The Town will continue to advocate for additional state and federal funds to increase the scope of sidewalk reconstruction and reduce the time it takes to achieve full ADA/MAAB compliance. Further the Town is committed to addressing sidewalk reconstruction on all roadways being reconstructed to full depth.

Monitoring and Status Reporting Plan

Beginning with the design or planning phase, which is the most optimal and critical phase to achieve full access, all proposed construction projects must be comprehensively evaluated to ensure accessibility. In addition to this initial review process, the ADA Coordinator participates in a pre-construction meeting for each project to review the accessibility requirements of the project with the Contractor.

The DPW Director will provide oversight during the construction period and will generate an MAAB/ADA final inspection sign off sheet so that he/she and the ADA Coordinator or his/her representative can inspect for accessibility compliance at the completion of the project.

The initial review, construction inspection and final sign off ensure that all work will be compliant with MAAB/ADA regulations. DPW Director is responsible for the performance of, and adherence to, this policy.



10

PUBLIC
OUTREACH

10. PUBLIC OUTREACH

Winchendon recognizes that public participation is an important component in the development of this document.

Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of Winchendon.

Public outreach for the creation of this document consisted of the following activities:

- Launched on-line survey on July 18, 2019 to learn residents' priorities for improving accessibility and the quality of life for all, but in particular those with disabilities. Survey was open till August 16, 2019.
- Public meeting on July 3, 2019 held at Town Hall with ADA Advisory Team to identify existing policies, discuss improving policies, and gathering feedback. Meeting held on September 23, 2019 to review self-evaluation findings and discuss prioritization criteria.
- A complete hard copy of the PROW ADA Self-Evaluation Summary was made accessible on October 8, 2019 for copy or review by MRPC, ADA Advisory Team, and concerned residents.
- The Town's website home page links users to several documents on the ADA and its requirements, the Town of Winchendon's ADA policies, complaint and grievance procedures, a complete copy of the Self-Evaluation and public rights-of-way evaluations, and links to ADA Title II required notices.
- The ADA Advisory Team members were present at a final public meeting at Town Hall with Board of Selectmen on February 18, 2020, where the ADA coordinator and Stantec's Project Manager formally presented the Transition Plan to Town residents, gathered additional feedback, and answered questions. The public meeting was televised and broadcast in a loop on the local cable channel for an entire month.

11 GRIEVANCE PROCEDURE

11. GRIEVANCE PROCEDURE

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA.

A draft of this public notice is provided on the Town website and in Appendix G. If users of Winchendon facilities and services believe the Town of Winchendon has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), Winchendon has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in Appendix G.



12 MONITOR THE PROGRESS

12.MONITOR THE PROGRESS

This document will continue to be updated as conditions within the Town of Winchendon evolve.

The appendices in this document will be updated periodically, while the main body of the document will be updated annually, thereby regularly apprising residents of the Town's progress toward full ADA compliance, with a future update schedule to be developed at that time. With each main body update, a public comment period will be established to continue the public outreach.



APPENDICES

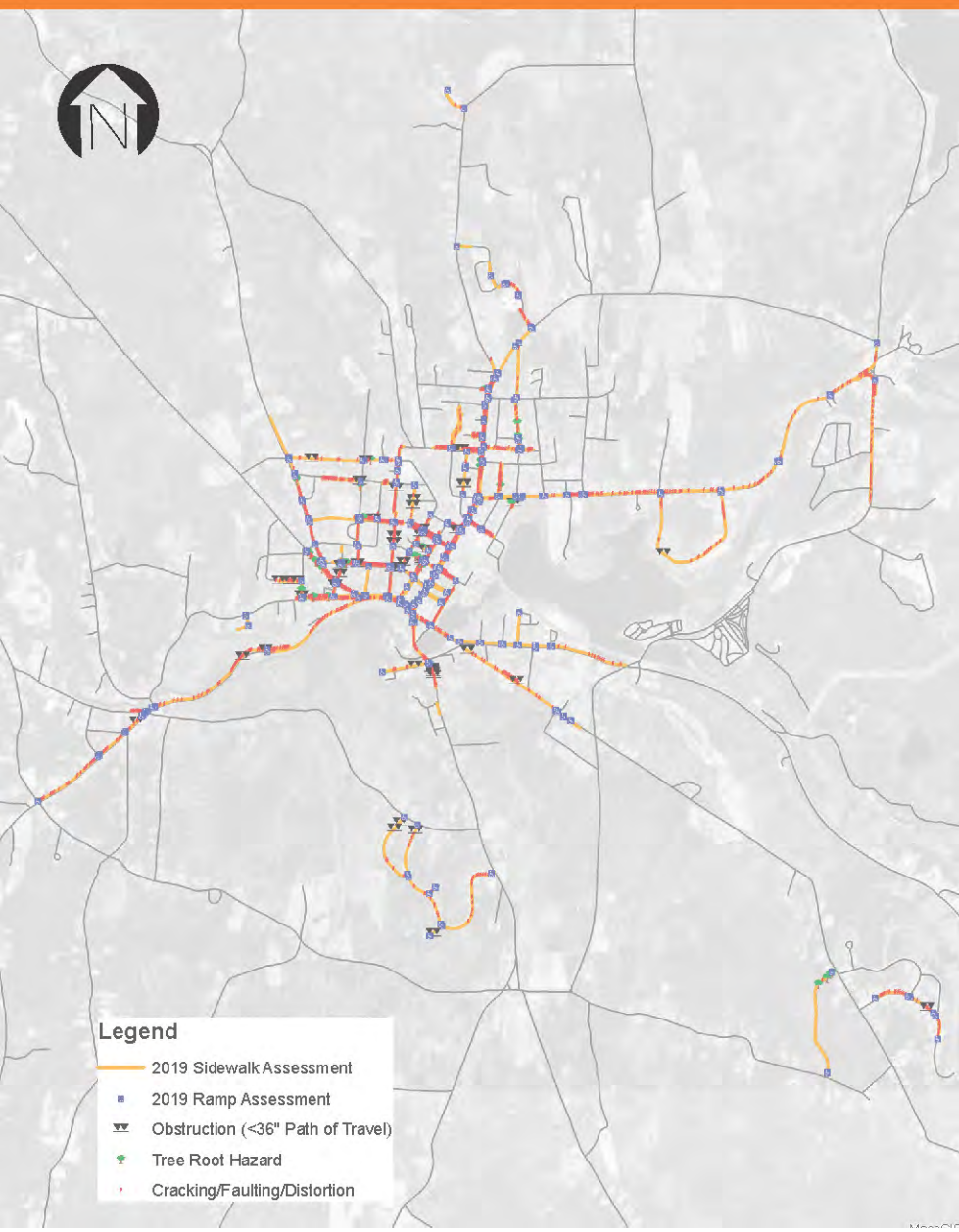
APPENDIX A – PROW ADA SELF-EVALUATION SUMMARY

DRAFT



FY 2019

PROW ADA Self-Evaluation Summary



Prepared for:

**Town of
Winchendon
ADA Advisory
Team**

Prepared by:

Stantec

5 Burlington Woods
Burlington, MA 01803

Sidewalks

A total of 232 sidewalk segments were inventoried in the Town of Winchendon totaling approximately 25.9 miles.

For each sidewalk segment Stantec quantified hazards, obstructions, and damaged area and created a Sidewalk Condition Index (SCI) to categorize sidewalks into treatment repair bands. Below is the equation used to calculate the SCI:

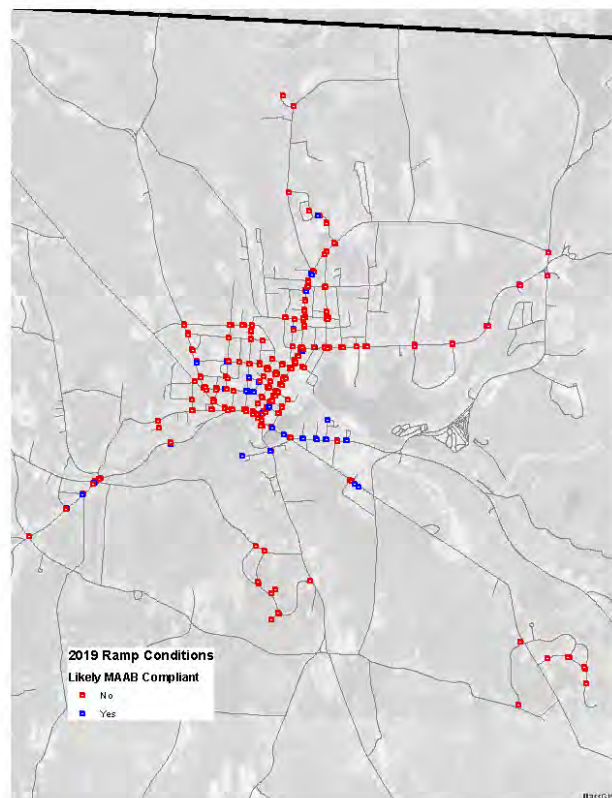
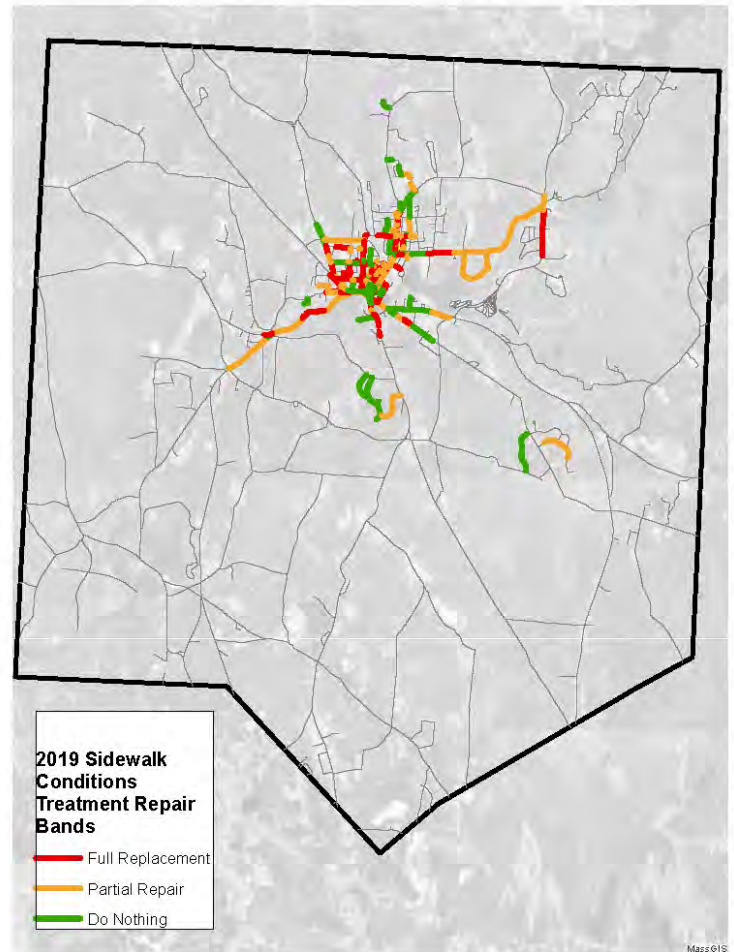
$$SCI = 100 - (((\text{distressed area}) / (\text{sidewalk area})) * 100)$$

The average SCI for the Town's sidewalk network is 67.0. Based on the SCI, Stantec categorized individual segments into three treatment repair bands, shown on the map to the right:

0-50 = Full Replacement/ Reconstruction
 51-79 = Localized Repairs/ Panel Replacement
 80-100 = Do Nothing

To calculate the repair backlog, Stantec quantified costs based on material type and the repair bands. For segments in the 'Full Replacement' treatment band, the entire sidewalk area was used to estimate backlog cost. However, for the sidewalks in the 'Localized Repairs' treatment band, only the distressed area was used to estimate backlog cost.

The total sidewalk repair backlog is \$1,607,001.



Ramps

A total of 272 ramps were inventoried in the Town of Winchendon.

Along with general ramp attributes, Stantec measured slopes and collected specific attributes to determine the likely compliance of the ramp.

Of the 272 ramps inventoried, 62 were "missing" ramps which hinder accessibility greatly.

Utilizing attributes for threshold width, apron slope, landing slope, and presence of a ¼" lip at the threshold Stantec determined the likelihood of ADA compliance for the ramps inventoried.

For the entire ramp network, Stantec found that **15.4%** were likely compliant.

Excluding missing ramps and only accounting for built ramps, **52.2%** of ramps were likely compliant.

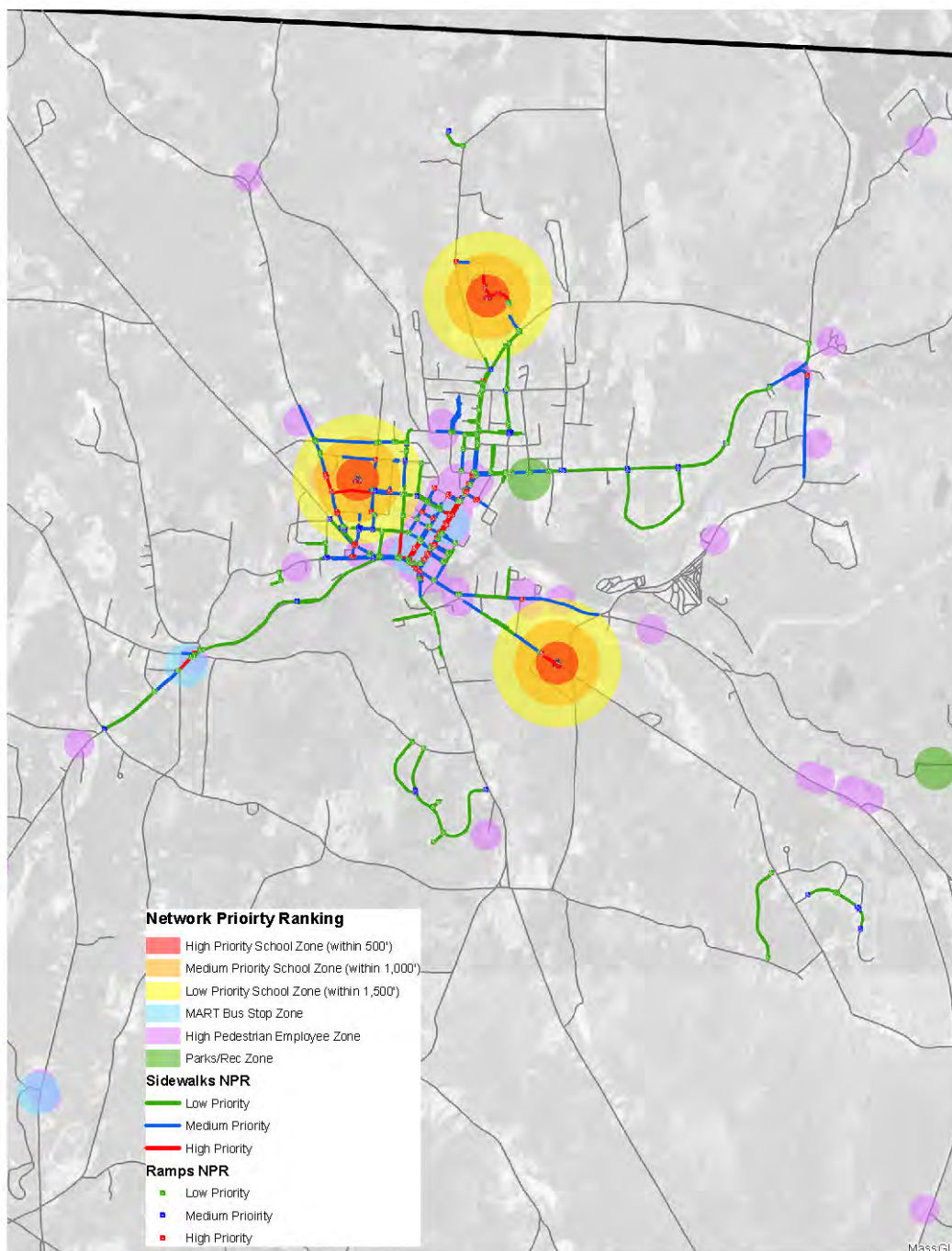
The map on the left shows the locations of the likely compliant, and non-compliant ramps.

Network Priority Ranking (NPR)

To assist the Town in prioritizing repairs for both sidewalks and ramps, Stantec developed a Network Priority Ranking (NPR) score.

This score consisted of proximity to important accessible locations within the Town as well as elements of accessibility within the sidewalk and ramp datasets. For both ramps and sidewalks, Stantec calculated the distance to the nearest schools, transit stops, High Pedestrian Parcels (commercial), and parks. Scores were derived based on distances to these elements. For sidewalks

additional scores were calculated based on trip hazards and cross-slope severity, while for ramps additional scores were calculated for missing ramps, missing landings, and slope severity of both the existing apron and landing. The additional scores for both the sidewalks and ramps were created to distinguish which of these assets were "the most non-compliant". Summing both the proximity-based scores and the condition-based scores for both assets lead to the cumulative NPR score. Below is a map highlighting the proximity elements used for the ranking along with tiers of priority for both sidewalks and ramps.



The data gathered from this ADA PROW self-evaluation shows with a “high-probability” that 231 of Winchendon’s existing pedestrian ramps are not in compliance with MAAB standards and Town’s ADA liability is approximately \$766,000. Stantec recommends spending at least \$85k annually on priority ramps in accordance to ranking by NPR to transition its existing ramp network into complete compliance within nine (9) years.

Pedestrian Ramp Repair Schedule

Year	Ramps to be Replaced/Retro-fitted	Missing Ramps	Total Number of Ramps Installed	Running Balance by Year	Estimated Total Cost
2019 Status	169	62	-	231	\$694,800
2020	17	11	28	203	\$84,218
2021	16	12	28	175	\$86,324
2022	3	23	26	149	\$82,162
2023 *	0	16	16	133	\$51,825
2023 *	11	0	11	122	\$35,630
2024	25	0	25	108	\$83,001
2025	25	0	25	83	\$85,076
2026 *	22	0	22	61	\$76,739
2026 *	3	0	3	80	\$10,464
2027	24	0	24	56	\$85,808
2028	23	0	23	33	\$84,288
	169	62			\$765,534

Note: all costs assumed under Town, though there are future resurfacing and sidewalk construction to be done by others.

In addition to ramps, Stantec determine the necessary funding to keep the existing sidewalk network in good condition, Stantec several future funding scenarios were analyzed. For the funding analysis, 90% of the budget was dedicated to full replacement while 10% was used for partial repair. An inflation rate of 2.5% was used on a yearly basis.

Winchendon- Only Existing- 25.9 miles

YEAR	FUNDING	BACKLOG	NETWORK SCI
Present		\$1,607,001	67
FY 2020	\$158k	\$1,633,401	66.5
FY 2021	\$158k	\$1,648,547	66.8
FY 2022	\$158k	\$1,652,630	66.9

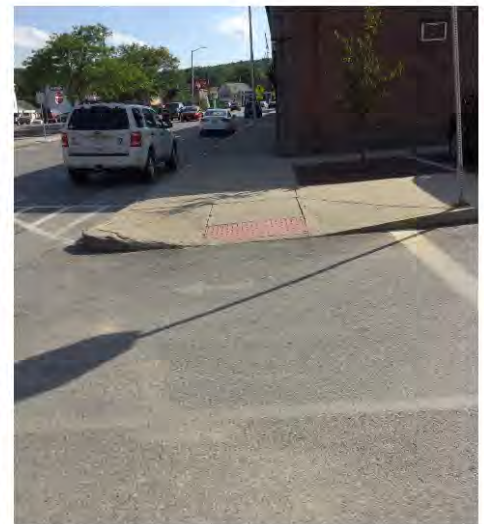
It was observed that spending \$185k a year keeps the backlog at current levels while network conditions remain stable. The unit price used include the repair of ramps, if applicable to the sidewalk segment. This is a good baseline for the Town to establish when budgeting for their sidewalk network. Perhaps consider dedicating a combined \$243k toward only ramps initially in the program to quickly transition to compliance, or of this amount allocate \$85k for ramps and use remaining \$158k to address existing sidewalks by removing obstructions and hazards to create accessible sidewalk routes.



Front St & Pleasant St
Missing ramp



Chestnut St & Central St
Compliant



Oak Way & Central
Non-compliant, apron slope 14.2%

APPENDIX B – PUBLIC SURVEY OUTREACH RESULTS

Question	Top Result	Second Result
1. As a pedestrian, what is the biggest challenge you experience along Winchendon roads?	Improved Pedestrian Connectivity	Poor Conditions
2. Name specific locations with barriers to accessibility for persons with disabilities along Winchendon roads?	Central Street	Downtown
3. Share ideas for locations where additional sidewalks would improve mobility for persons with disabilities along Winchendon roads?	High School	Missing/ Gap Areas
4. Additional comments or questions are welcomed.	More/ Improved Sidewalks	N/A

MRPC conducted a electronic suvey and 78 residents comented where they need sidewalk. Using the number of reviews and the street name we then proposed new sidewalk locations based on the results, as shown below:

# of Participants	Street Name
5	Central Street
5	Maple Street
5	Rt 12
5	Rt. 202
5	Schools
4	Glenallen Street
4	Jackson Ave
4	Lincoln Ave
2	Downtown
2	Grove street
2	Ipswich Dr
2	Leading to Murdock Farms
2	Murdock ave
2	Park Street
2	Pleasant street
2	School Street
2	Senior Center
1	Ash Street
1	Elmwood to Central
1	Front Street
1	Goodrich st
1	High Street
1	Hyde Park housing
1	Ingleside Road (Around Park)
1	Lakeview Drive
1	Rt 140
1	Spring Street
1	Webster street
1	West Street

APPENDIX C – WINCHENDON ADA DESIGN STANDARDS AND PROCEDURES

Design Procedures

Intersection Corners

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of Winchendon DPW.

Sidewalks / Trails

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of Winchendon DPW.

Traffic Control Signals

Traffic control signals will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of Winchendon DPW.

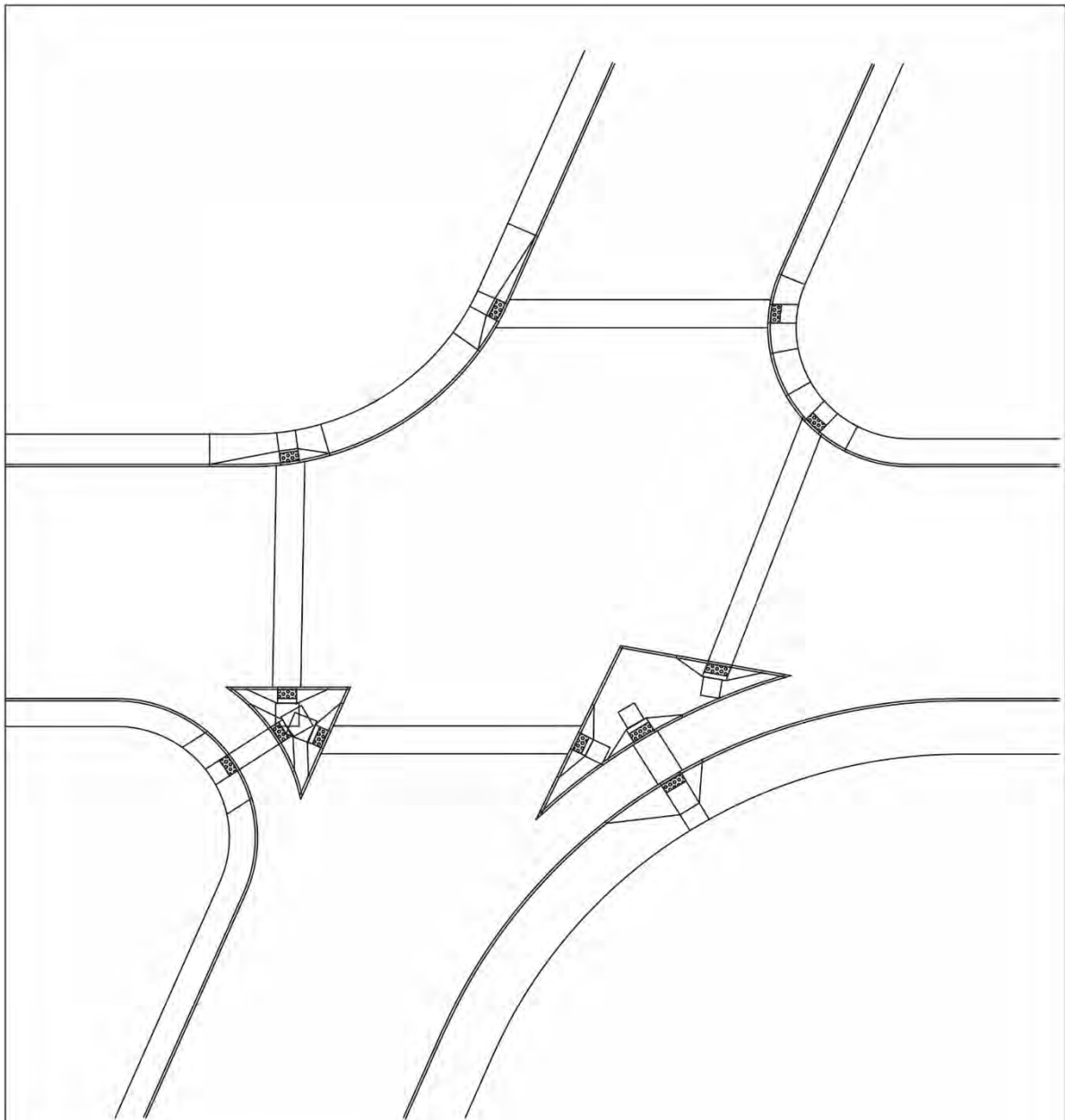
Bus Stops

Bus stops will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects. There may be limitations which make it technically infeasible for individual bus stop locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Whether full compliance can be achieved or not, each bus stop location shall be made as compliant as possible in accordance with the judgment of Winchendon DPW.

If facilities fall under the jurisdiction of Montachusett Regional Transit Authority, Winchendon will work with to ensure that those facilities meet all appropriate accessibility standards.

Design Standards

Winchendon uses PROWAG guidelines and adopted by the Massachusetts Department of Transportation (MassDOT), as its design standard. A copy of regularly used details and standard is included in the following pages of this appendix.



NOTES:

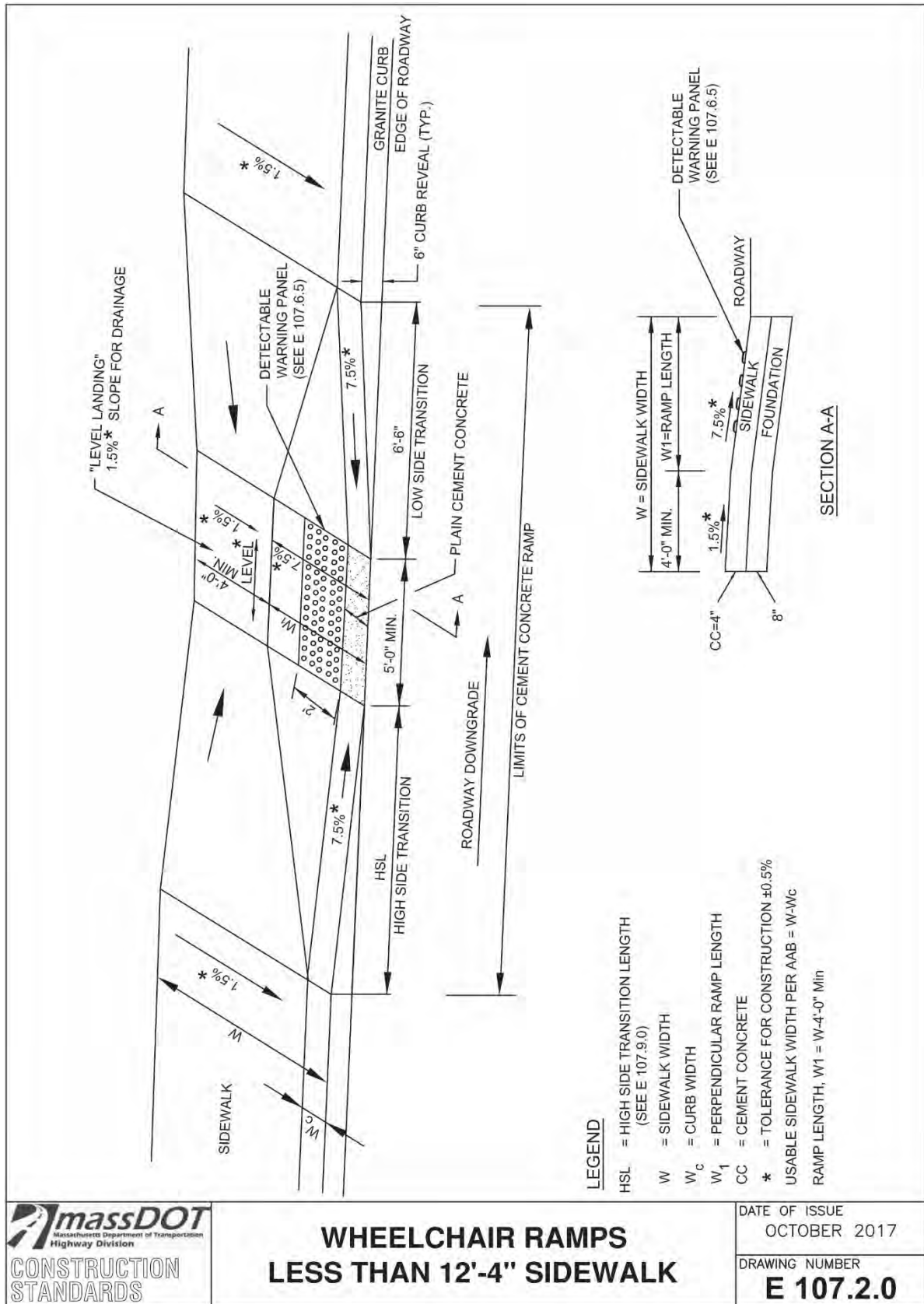
1. LEVEL LANDINGS CAN OVERLAP
2. ISLAND AREAS SUBJECT TO TRAVEL SHOULD BE TREATED AS PLAZAS "NOT MORE THAN 2% SLOPE IN ANY DIRECTION"
3. ALL RAMPS BY REGULATION MUST BE PERPENDICULAR TO THE CURB AT THE GUTTER
4. RAMPS SHOULD BE BOTH ALIGNED TOWARD THE RECEIVING RAMP AND WITHIN THE GENERALLY PREFERRED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

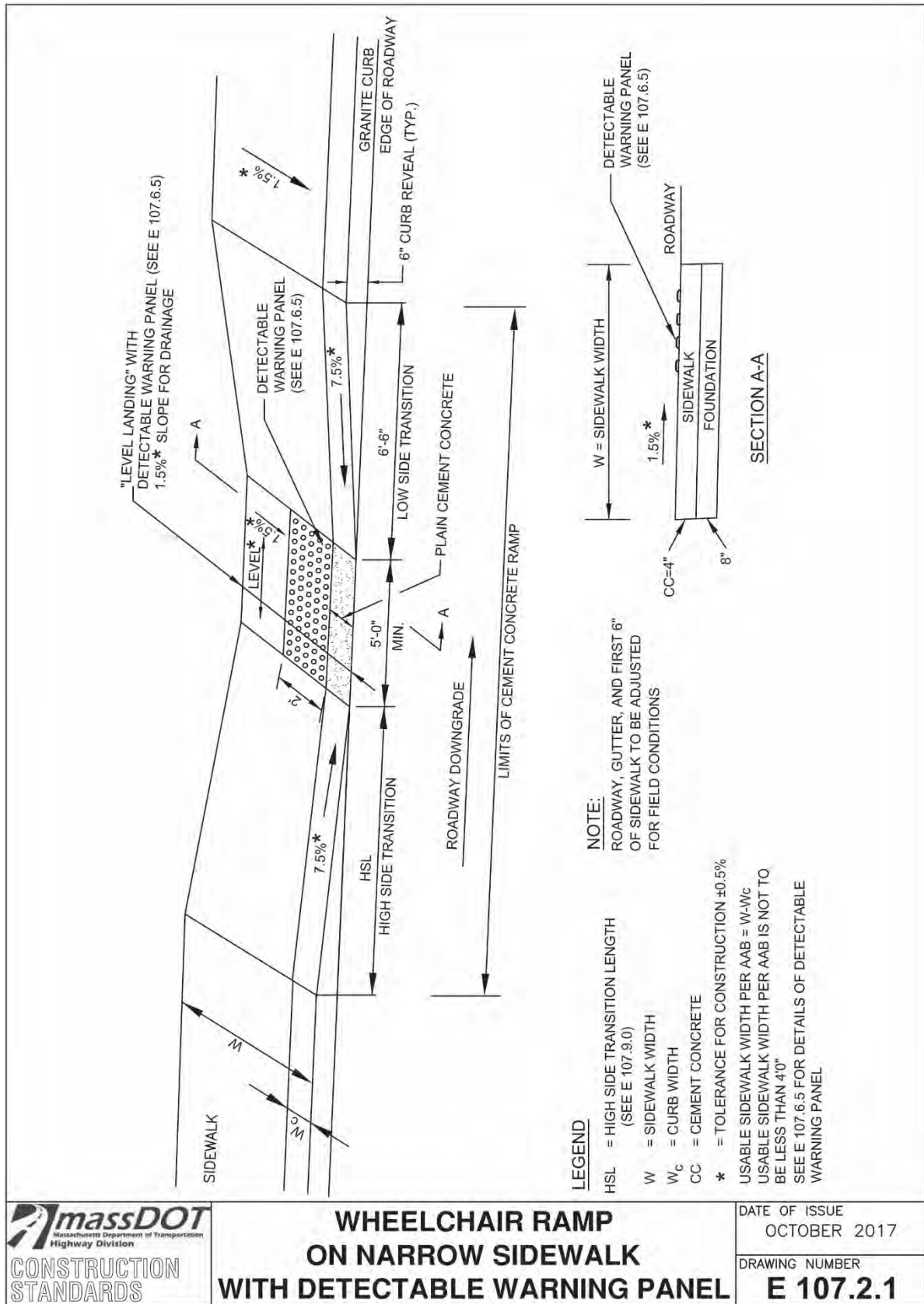


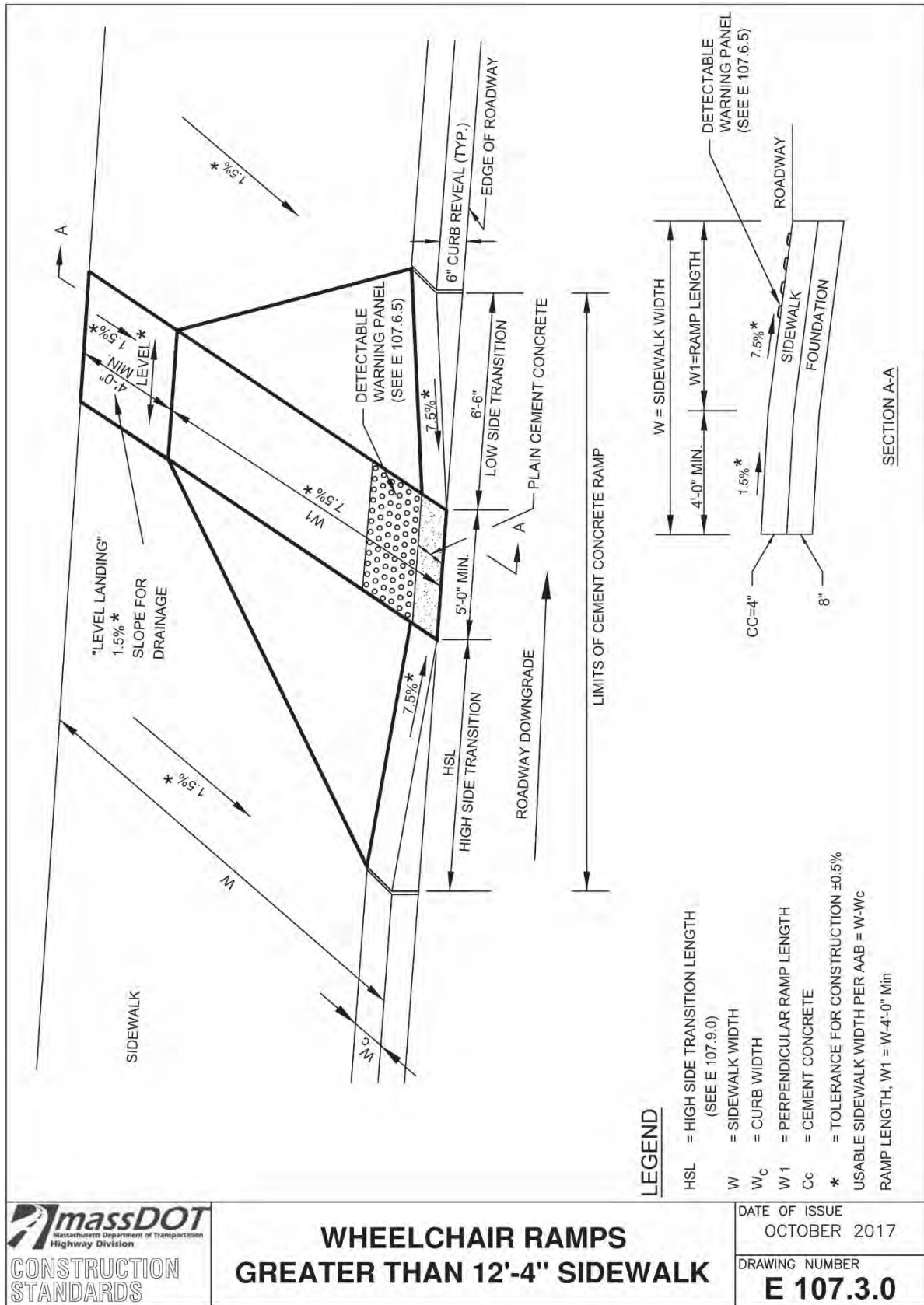
TYPICAL INTERSECTION CROSS WALK LAYOUT

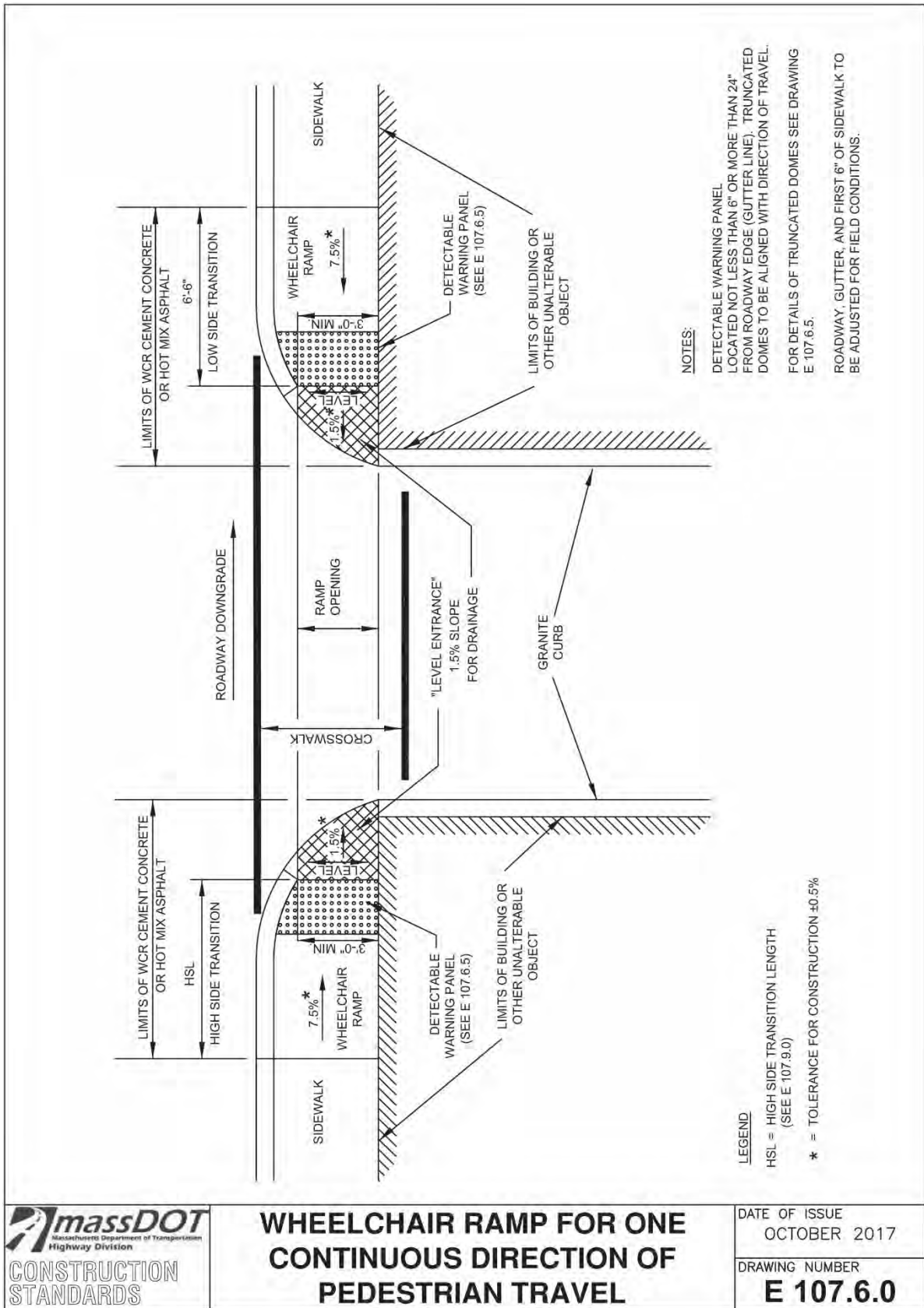
DATE OF ISSUE
OCTOBER 2017

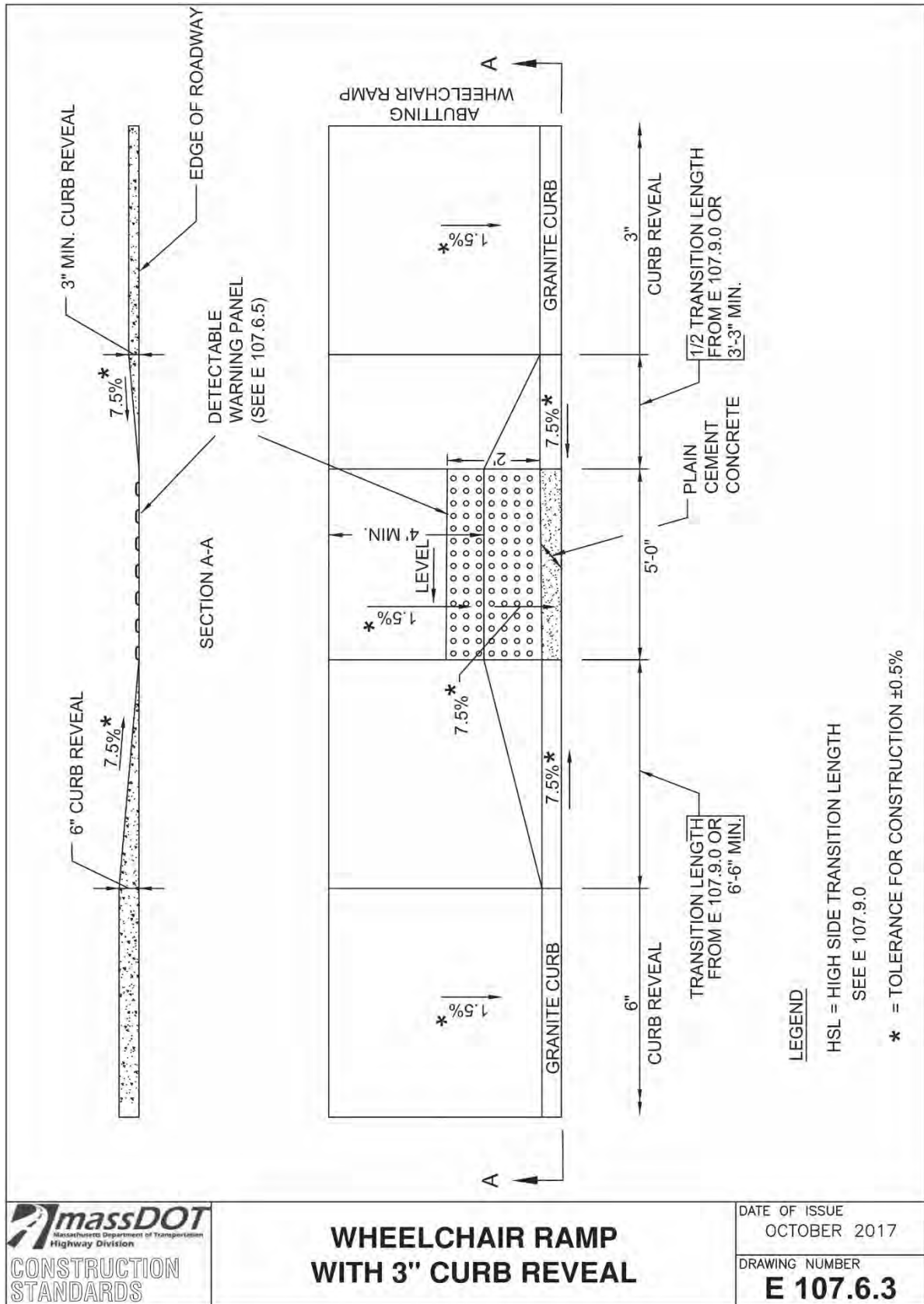
DRAWING NUMBER
E 107.1.0

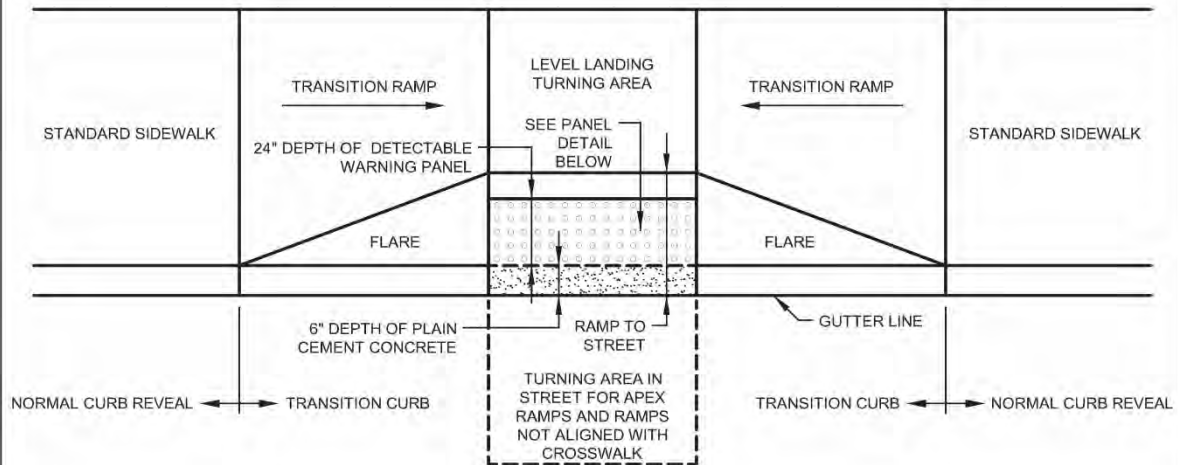




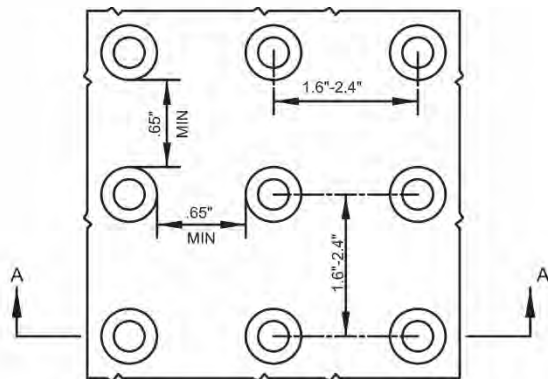




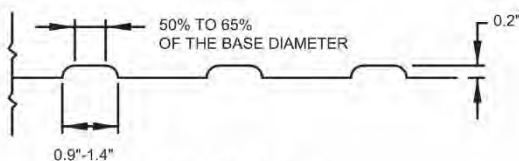




TYPICAL INSTALLATION



DETAIL OF DETECTABLE WARNING PANEL



SECTION A-A

NOTE:

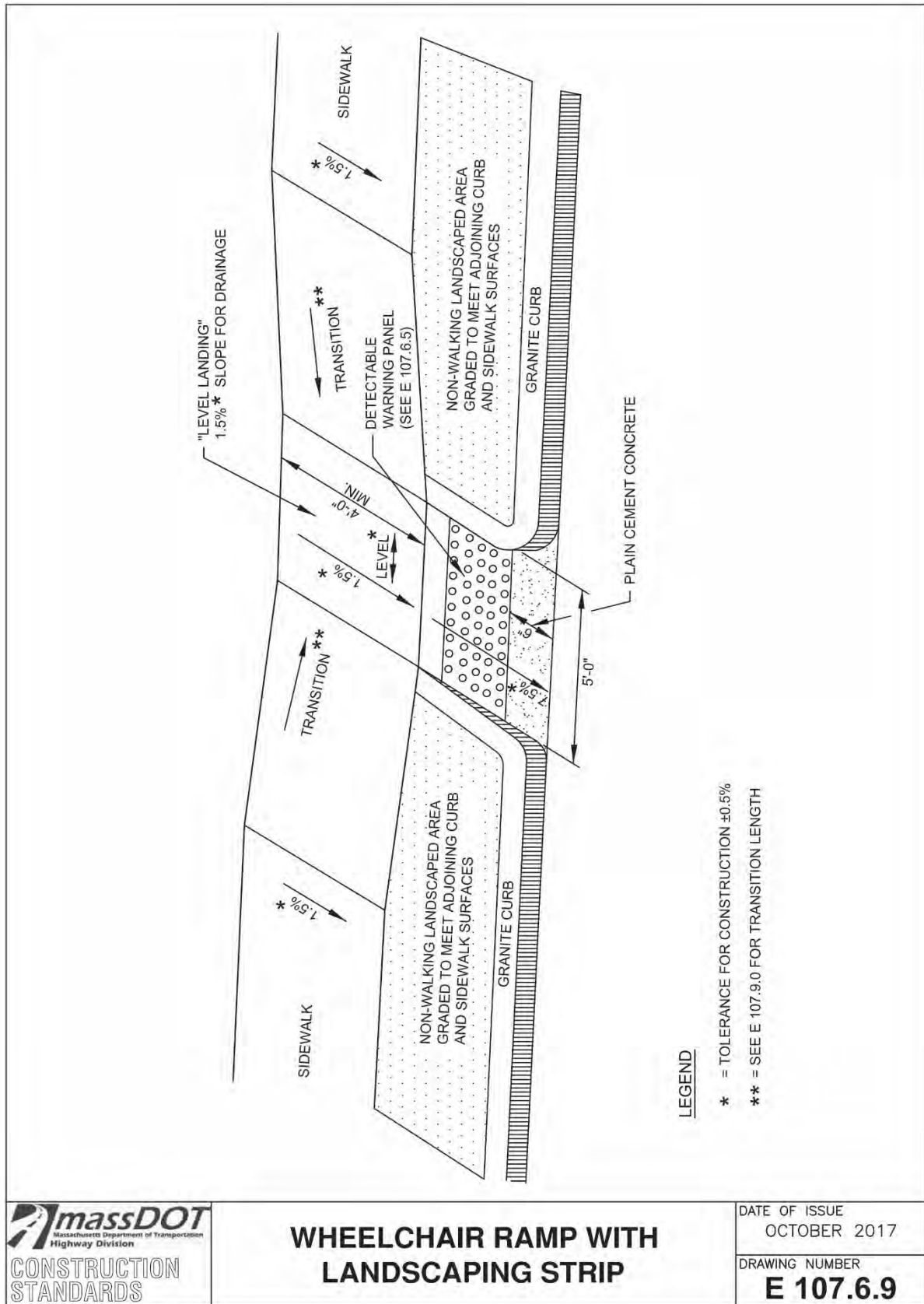
PANELS MAY BE CONCRETE PRECAST OR CAST IN PLACE OR OTHER SUITABLE MATERIAL PERMANENTLY APPLIED TO THE RAMP. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.

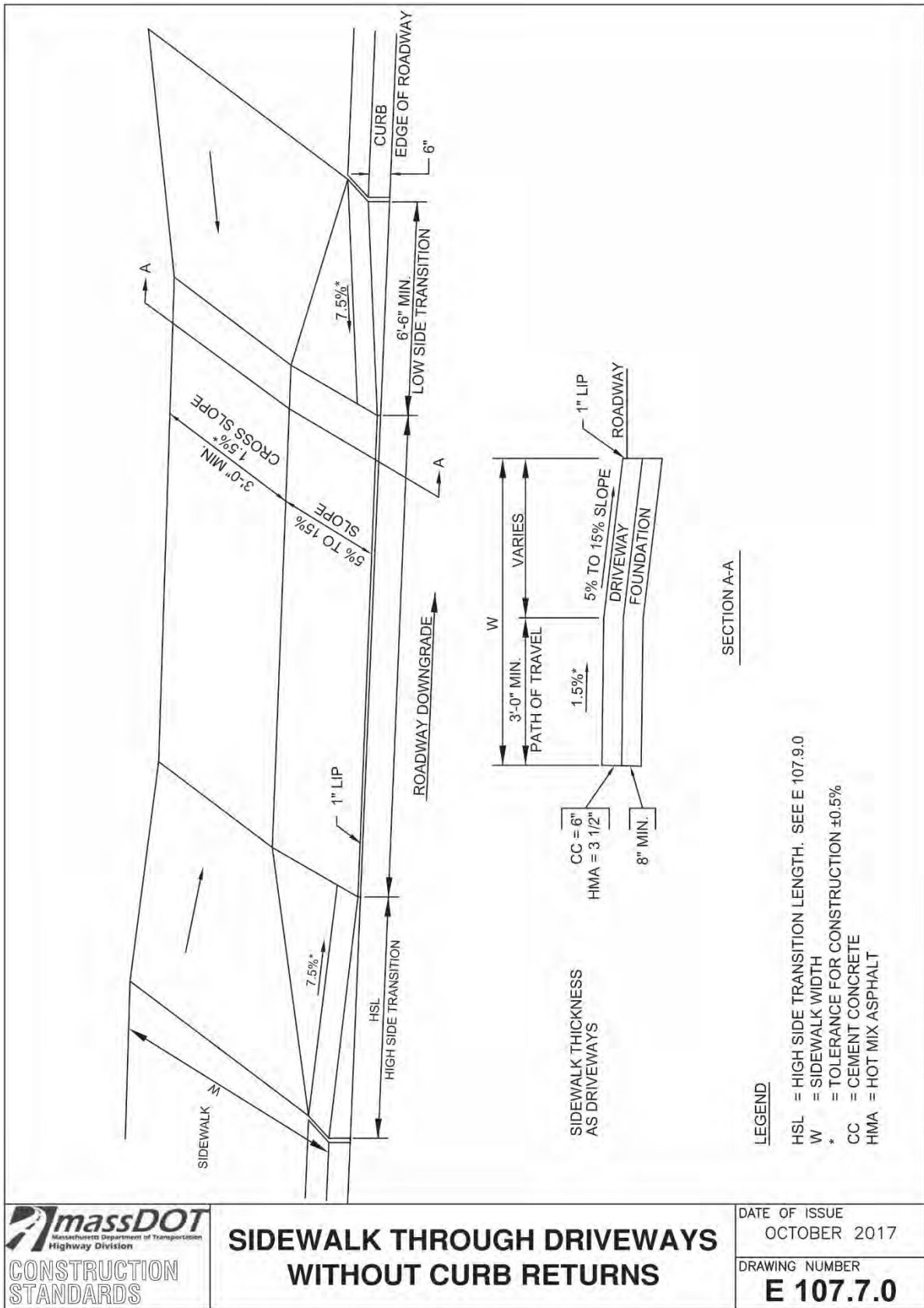


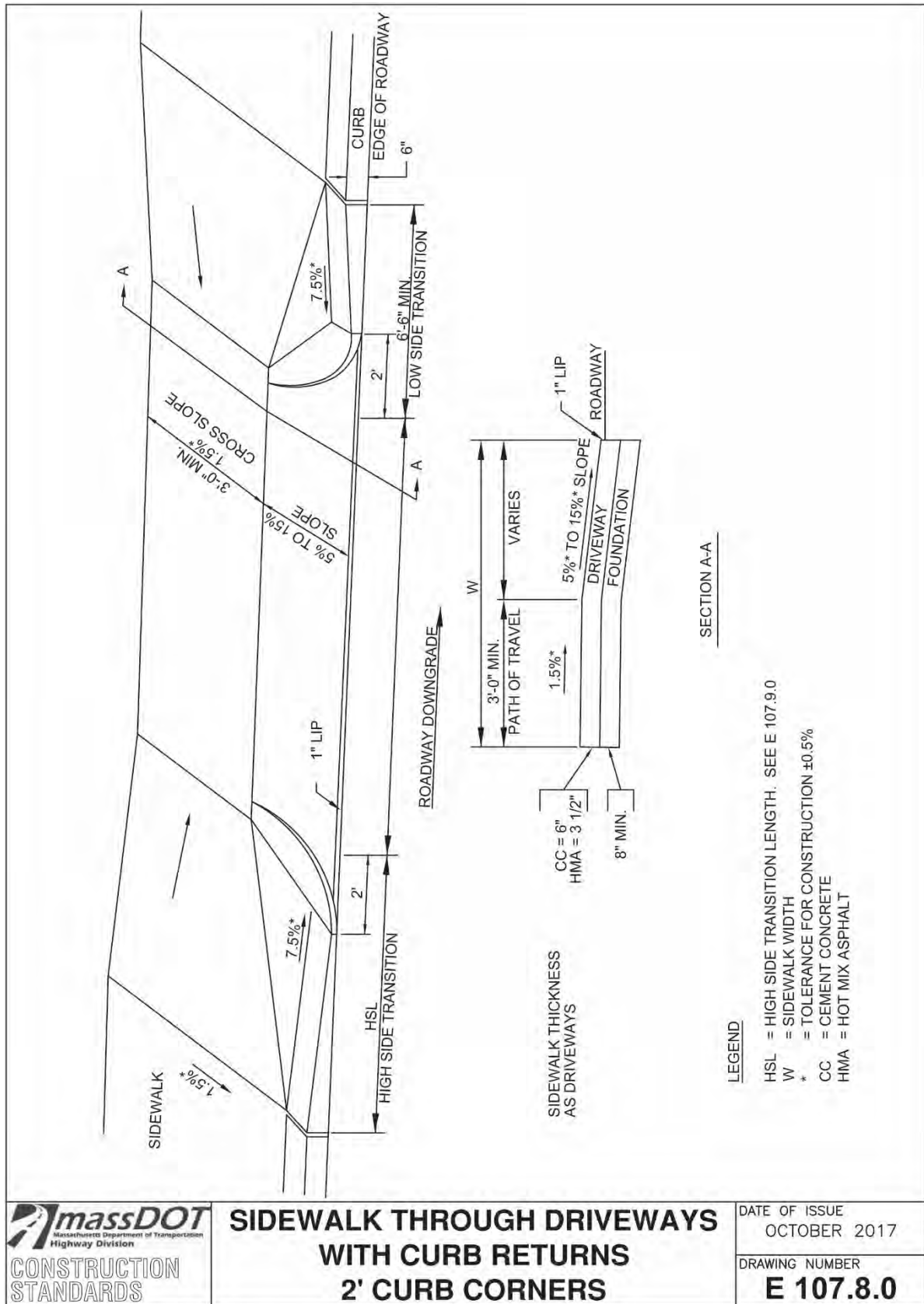
**DETECTABLE WARNING PANEL
FOR WHEELCHAIR RAMPS AND
STANDARD RAMP TERMINOLOGY**

DATE OF ISSUE
OCTOBER 2017

DRAWING NUMBER
E 107.6.5










*MUST MAINTAIN PATH OF TRAVEL WITH 1.5% CROSS SLOPE (± 0.5% CONSTRUCTION TOLERANCE)

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".

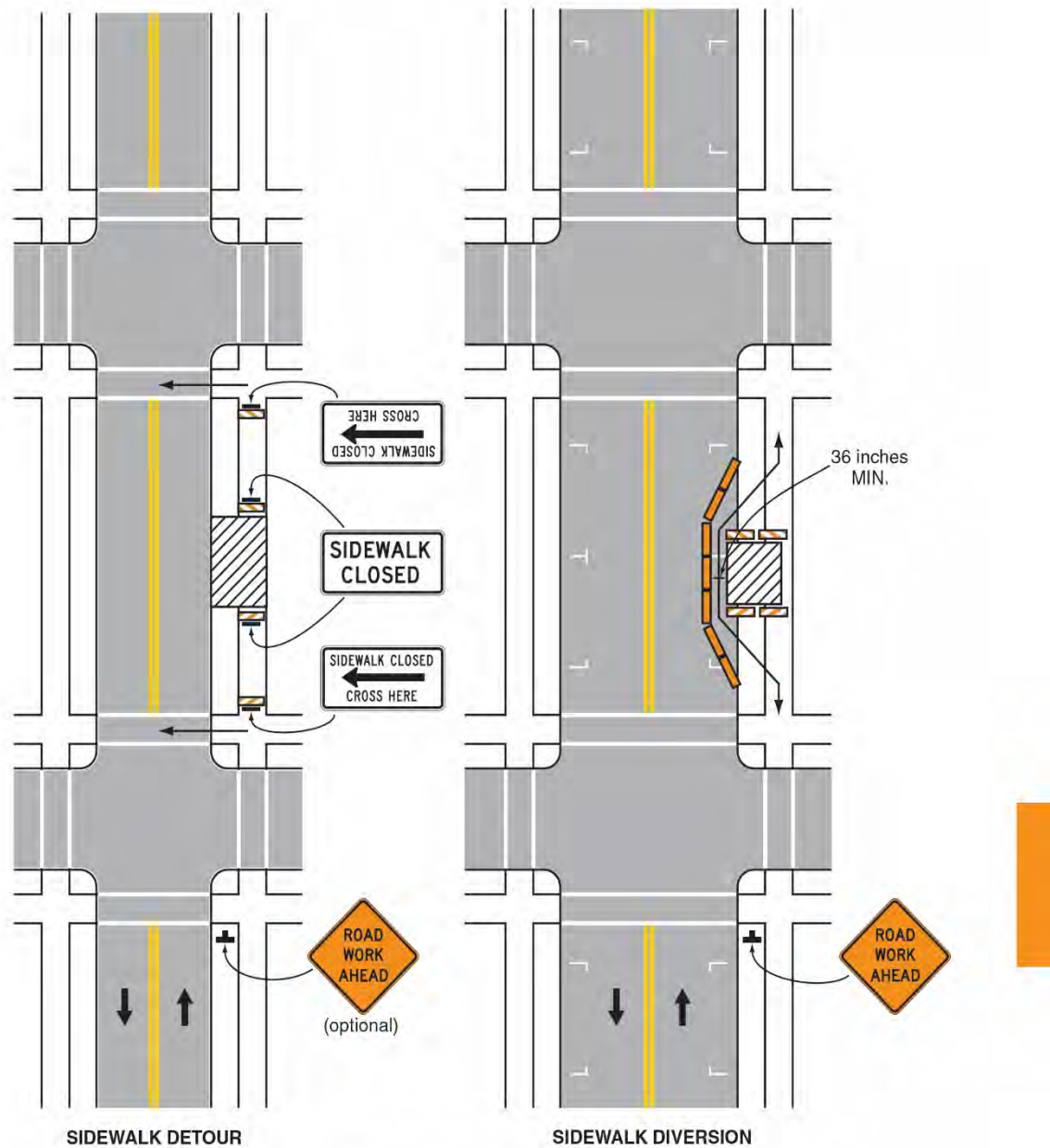


CONSTRUCTION
STANDARDS

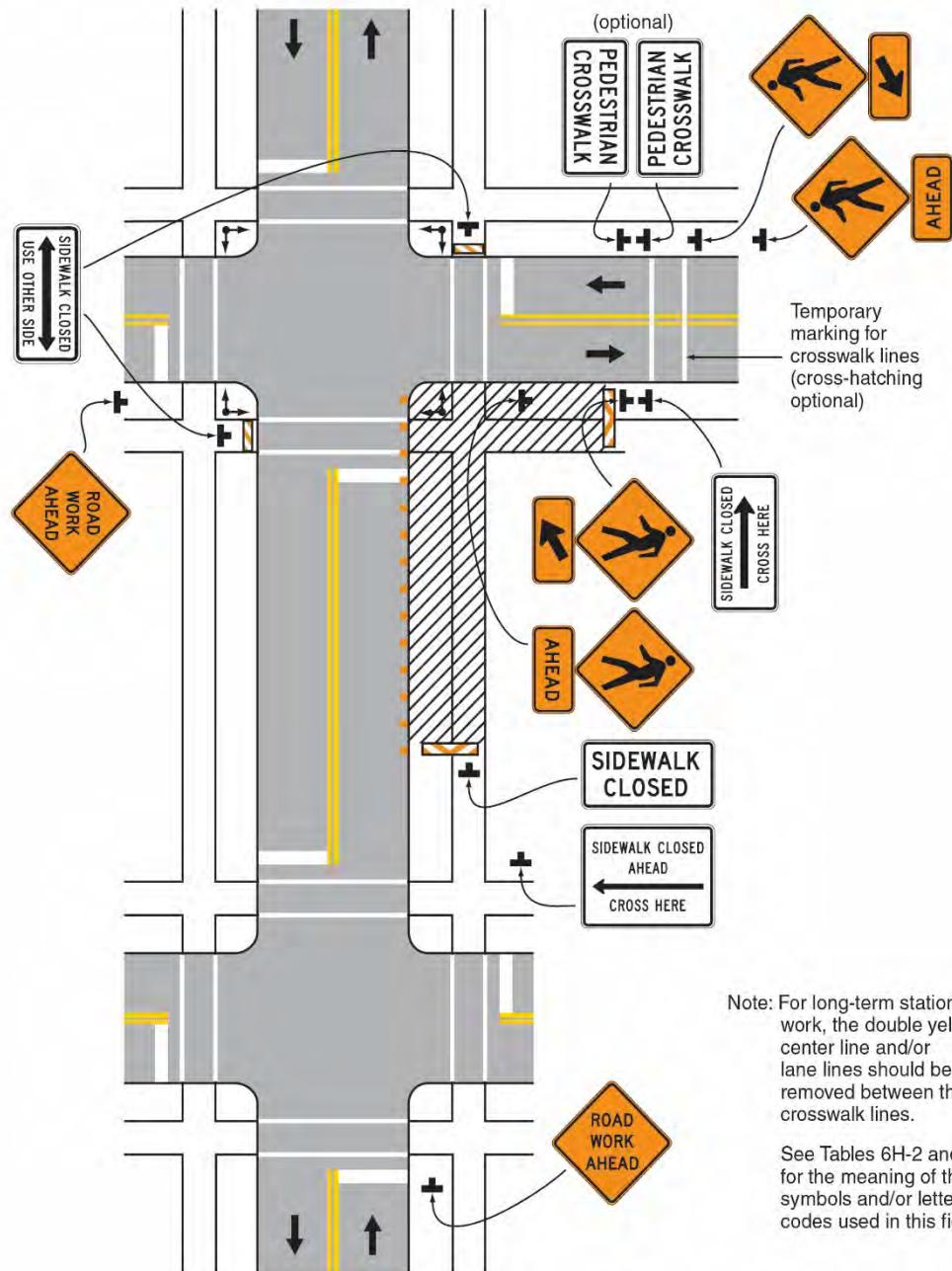
**CURB TRANSITION LENGTH
FOR WHEELCHAIR RAMPS**

DATE OF ISSUE
OCTOBER 2017

DRAWING NUMBER
E 107.9.0

Figure 6H-28. Sidewalk Detour or Diversion (TA-28)**Typical Application 28**

Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Figure 6H-29. Crosswalk Closures and Pedestrian Detours (TA-29)**Typical Application 29**

APPENDIX D – CONTACT INFORMATION

ADA Title II Coordinator

Name: Tracy Murphy

Address: 109 Front Street
Winchendon, MA 01475

Phone: 978-297-5414

E-mail: tmurphy@townofwinchendon.com

DPW Director

Name: Albert Gallant

Address: 109 Front Street
Winchendon, MA 01475

Phone: 978-297-5411

E-mail: agallant@townofwinchendon.com

APPENDIX E – CURB-CUT (RAMP) TRANSITION SCHEDULE

Nearest Address	Street Name	Intersecting Street	Material	Ramp Type	NPR	Priority	Cost
2020							
184 SCHOOL ST	SCHOOL ST	BANNER PL	Bituminous Concrete	Directional	626	High	\$ 2,500.00
109 FRONT ST	FRONT ST	PLEASANT ST	Portland Concrete w/ Brick A	Missing (Crosswalk to Nowhere)	902	High	\$ 5,000.00
109 PARK ST	PARK ST	SCHOOL ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	600	High	\$ 2,500.00
93 SCHOOL ST	PARK ST	SCHOOL ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	600	High	\$ 2,500.00
184 SCHOOL ST	SCHOOL ST	BANNER PL	Bituminous Concrete	Directional	820	High	\$ 2,500.00
151 SCHOOL ST	GROVE ST	SCHOOL ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	750	High	\$ 2,500.00
110 MILL ST	MILL ST	MURDOCK AVE	Bituminous Concrete	Missing (Crosswalk to Nowhere)	750	High	\$ 2,500.00
93 SCHOOL ST	PARK ST	SCHOOL ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	600	High	\$ 2,500.00
52 MURDOCK AVE	PARK ST	MURDOCK AVE	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	600	High	\$ 3,800.00
133 GROVE ST	GROVE ST	MORSE AVE	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	600	High	\$ 3,800.00
50 PLEASANT ST	PLEASANT ST	-	Portland Cement Concrete	Directional	725	High	\$ 3,800.00
230 MAPLE ST	MAPLE ST	WOODLAWN ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
236 MAPLE ST	MAPLE ST	WOODLAWN ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
318 MAPLE ST	MAPLE ST	VAINES ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
321 MAPLE ST	MAPLE ST	LAKESHORE DR	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
339 MAPLE ST	MAPLE ST	LAKESHORE DR	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
342 MAPLE ST	MAPLE ST	LAKESHORE DR	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
436 MAPLE ST	MAPLE ST	MAPLE PL	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
390 MAPLE ST	MAPLE ST	-	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
198 MAPLE ST	MAPLE ST	VINE ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
212 MAPLE ST	MAPLE ST	VINE ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
5 MAPLE PL	MAPLE ST	MAPLE PL	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
389 MAPLE ST	MAPLE ST	-	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
6 SCHOOL SQ	SCHOOL ST	SCHOOL SQ	Portland Cement Concrete	Directional	586	High	\$ 3,800.00
28 RAILROAD ST	PLEASANT ST	RAILROAD ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	712	High	\$ 2,500.00
35 RAILROAD ST	PLEASANT ST	RAILROAD ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	704	High	\$ 2,500.00
1 SCHOOL SQ	SCHOOL ST	SCHOOL SQ	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	585	High	\$ 3,800.00
235 SPRING ST	SPRING ST	-	Other	Missing (Crosswalk to Nowhere)	571	High	\$ 5,000.00
							\$ 81,500.00
2021							
45 SCHOOL ST	SCHOOL ST	COURT ST	Bituminous Concrete	Apex	550	High	\$ 2,500.00
103 PLEASANT ST	PLEASANT ST	SUMMER ST	Bituminous Concrete	Apex	541	High	\$ 2,500.00
142 PLEASANT ST	PLEASANT ST	CHURCH ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	538	High	\$ 2,500.00
90 SPRUCE ST	SPRUCE ST	RAILROAD ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	532	High	\$ 2,500.00
18 POND ST	POND ST	LINDEN ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	525	High	\$ 2,500.00
139 ASH ST	ASH ST	-	Bituminous Concrete	Directional	500	High	\$ 2,500.00
35 SCHOOL ST	SCHOOL ST	COURT ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	496	High	\$ 2,500.00
MEMORIAL DR	MEMORIAL DR	-	Bituminous Concrete	Directional	700	High	\$ 2,500.00
MEMORIAL DR	MEMORIAL DR	-	Portland Cement Concrete	Conventional (Landing w/ Wings)	700	High	\$ 3,800.00
60 SPRUCE ST	GROVE ST	MECHANIC ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
77 WALNUT ST	CENTRAL ST	WALNUT ST	Brick	Conventional (Landing w/ Wings)	672	High	\$ 4,500.00
49 SPRUCE ST	SPRUCE ST	CHURCH ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	645	High	\$ 2,500.00
413 RIVER ST	RIVER ST	MAIN ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	633	High	\$ 2,500.00
45 SCHOOL ST	SCHOOL ST	COURT ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	483	High	\$ 2,500.00
68 FRONT ST	FRONT ST	-	Portland Cement Concrete	Directional	478	High	\$ 3,800.00
181 GLENDALE ST	GLENDALE ST	-	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	474	High	\$ 2,500.00
7 LINDEN ST	POND ST	LINDEN ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	463	High	\$ 2,500.00
109 FRONT ST	FRONT ST	PLEASANT ST	Portland Cement Concrete	Directional	454	Medium	\$ 3,800.00
74 FRONT ST	FRONT ST	SPRING ST	Portland Cement Concrete	Directional	451	Medium	\$ 3,800.00
176 LINCOLN AVE	MILL ST	LINCOLN AVE	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
18 LINCOLN AVE	MILL ST	LINCOLN AVE	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
206 LINCOLN AVE	PEARL ST	LINCOLN AVE	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
79 SCHOOL ST	OAK ST	SCHOOL ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
69 SCHOOL ST	OAK ST	SCHOOL ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
99 OAK ST	OAK ST	MURDOCK AVE	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
113 OAK ST	COURT ST	OAK ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
40 COURT ST	COURT ST	OAK ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
22 COURT ST	COURT ST	OAK ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
155 GROVE ST	GROVE ST	MURDOCK AVE	Bituminous Concrete	Directional	450	Medium	\$ 2,500.00
53 GROVE ST	SPRUCE ST	GROVE ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450	Medium	\$ 2,500.00
							\$ 82,200.00
2022							
160 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	1202	High	\$ 4,500.00
185 CENTRAL ST	CENTRAL ST	GROVE ST	Brick	Apex	900	High	\$ 4,500.00
112 CENTRAL ST	CENTRAL ST	SUMMER ST	Portland Cement Concrete	Directional	838	High	\$ 3,800.00
112 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	470	High	\$ 4,500.00

86 CENTRAL ST	CENTRAL ST	WALNUT ST	Brick	Directional	469 High	\$ 4,500.00
87 CENTRAL ST	CENTRAL ST	WALNUT ST	Portland Cement Concrete	Conventional (Landing w/ Wings)	466 High	\$ 3,800.00
257 CENTRAL ST	CENTRAL ST	POND ST	Brick	Conventional (Landing w/ Wings)	743 High	\$ 4,500.00
230 CENTRAL ST	CENTRAL ST	RAILROAD ST	Brick	Conventional (Landing w/ Wings)	461 High	\$ 4,500.00
306 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	568 High	\$ 4,500.00
126 CENTRAL ST	CENTRAL ST	SUMMER ST	Portland Cement Concrete	Directional	553 High	\$ 3,800.00
306 CENTRAL ST	CENTRAL ST	MAPLE ST	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	732 High	\$ 3,800.00
60 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	727 High	\$ 4,500.00
172 CENTRAL ST	CENTRAL ST	GROVE ST	Portland Cement Concrete	Directional	719 High	\$ 3,800.00
51 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	624 High	\$ 4,500.00
188 CENTRAL ST	CENTRAL ST	GROVE ST	Brick	Apex	610 High	\$ 4,500.00
703 CENTRAL ST	CENTRAL ST	MEMORIAL DR	Bituminous Concrete	Missing (Crosswalk to Nowhere)	600 High	\$ 2,500.00
257 CENTRAL ST	CENTRAL ST	POND ST	Portland Cement Concrete	Directional	585 High	\$ 3,800.00
286 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	518 High	\$ 4,500.00
49 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	508 High	\$ 4,500.00
413 CENTRAL ST	CENTRAL ST	EAST STREET	Bituminous Concrete	Directional	500 High	\$ 2,500.00
518 CENTRAL ST	CENTRAL ST	MONADNOCK AVE	Bituminous Concrete	Directional	500 High	\$ 2,500.00
						\$ 84,300.00
2023						
257 CENTRAL ST	CENTRAL ST	POND ST	Portland Cement Concrete	Directional	585 High	\$ 3,800.00
286 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	518 High	\$ 4,500.00
49 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	508 High	\$ 4,500.00
413 CENTRAL ST	CENTRAL ST	EAST STREET	Bituminous Concrete	Directional	500 High	\$ 2,500.00
518 CENTRAL ST	CENTRAL ST	MONADNOCK AVE	Bituminous Concrete	Directional	500 High	\$ 2,500.00
40-44 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	682 High	\$ 4,500.00
155 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	676 High	\$ 4,500.00
3 CENTRAL ST	FRONT ST	CENTRAL ST	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	674 High	\$ 3,800.00
111 CENTRAL ST	CENTRAL ST	SUMMER ST	Brick	Apex	432 Low	\$ 4,500.00
257 CENTRAL ST	CENTRAL ST	POND ST	Brick	Conventional (Landing w/ Wings)	418 Low	\$ 4,500.00
111 CENTRAL ST	CENTRAL ST	-	Brick	Conventional (Landing w/ Wings)	414 Low	\$ 4,500.00
32 CENTRAL ST	CENTRAL ST	CENTRAL ST	Portland Cement Concrete	Directional	400 Low	\$ 3,800.00
257 CENTRAL ST	CENTRAL ST	POND ST	Portland Cement Concrete	Directional	390 Low	\$ 3,800.00
72 CENTRAL ST	CENTRAL ST	OAK WAY	Portland Cement Concrete	Conventional (Landing w/ Wings)	368 Low	\$ 3,800.00
227 CENTRAL ST	CENTRAL ST	RAILROAD ST	Brick	Conventional (Landing w/ Wings)	360 Low	\$ 4,500.00
77 CENTRAL ST	CENTRAL ST	WALNUT ST	Portland Cement Concrete	Conventional (Landing w/ Wings)	264 Low	\$ 3,800.00
155 CENTRAL ST	CENTRAL ST	SUMMER ST	Portland Cement Concrete	Directional	257 Low	\$ 3,800.00
220 CENTRAL ST	CENTRAL ST	RAILROAD ST	Portland Cement Concrete	Directional	250 Low	\$ 3,800.00
505 CENTRAL ST	CENTRAL ST	GOODRICH ST	Bituminous Concrete	Directional	250 Low	\$ 2,500.00
322 CENTRAL ST	CENTRAL ST	MAPLE ST	Bituminous Concrete	Apex	232 Low	\$ 2,500.00
78 CENTRAL ST	CENTRAL ST	OAK WAY	Portland Cement Concrete	Conventional (Landing w/ Wings)	230 Low	\$ 3,800.00
230 CENTRAL ST	CENTRAL ST	RAILROAD ST	Brick	Conventional (Landing w/ Wings)	209 Low	\$ 4,500.00
						\$ 84,700.00
2024						
273 CENTRAL ST	CENTRAL ST	-	Brick	Narrow Sidewalk	201 Low	\$ 4,500.00
491 CENTRAL ST	CENTRAL ST	GOODRICH ST	Bituminous Concrete	Directional	200 Low	\$ 2,500.00
420 CENTRAL ST	CENTRAL ST	JACKSON AVE	Bituminous Concrete	Directional	150 Low	\$ 2,500.00
383 CENTRAL ST	CENTRAL ST	NORTH ST	Portland Cement Concrete	Directional	0 Low	\$ 3,800.00
405 CENTRAL ST	CENTRAL ST	NORTH ST	Portland Cement Concrete	Directional	0 Low	\$ 3,800.00
425 CENTRAL ST	CENTRAL ST	EAST STREET	Bituminous Concrete	Directional	0 Low	\$ 2,500.00
547 CENTRAL ST	CENTRAL ST	ELMWOOD RD	Bituminous Concrete	Directional	0 Low	\$ 2,500.00
506 CENTRAL ST	CENTRAL ST	MONADNOCK AVE	Bituminous Concrete	Directional	0 Low	\$ 2,500.00
496 CENTRAL ST	CENTRAL ST	WASHINGTON AVE	Bituminous Concrete	Directional	0 Low	\$ 2,500.00
464 CENTRAL ST	CENTRAL ST	JEFFERSON AVE	Bituminous Concrete	Directional	0 Low	\$ 2,500.00
452 CENTRAL ST	CENTRAL ST	JEFFERSON AVE	Bituminous Concrete	Directional	0 Low	\$ 2,500.00
442 CENTRAL ST	CENTRAL ST	ADAMS AVE	Bituminous Concrete	Directional	0 Low	\$ 2,500.00
442 CENTRAL ST	CENTRAL ST	ADAMS AVE	Bituminous Concrete	Directional	0 Low	\$ 2,500.00
98 FRONT ST	FRONT ST	CENTRAL ST	Portland Cement Concrete	Conventional (Landing w/ Wings)	697 High	\$ 3,800.00
65 MAPLE ST	CENTRAL ST	MAPLE ST	Brick	Directional	214 Low	\$ 4,500.00
46 MAPLE ST	CENTRAL ST	MAPLE ST	Brick	Apex	364 Low	\$ 4,500.00
408 CENTRAL ST	CENTRAL ST	JACKSON AVE	Bituminous Concrete	Directional	0 Low	\$ 2,500.00
130 EAGLE RD	EAGLE RD	CARDINAL LN	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
50 CARDINAL LN	EAGLE RD	CARDINAL LN	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
214 FRONT ST	FRONT ST	RIVER ST	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 3,800.00
287 FRONT ST	FRONT ST	MASON ST	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 3,800.00
295 FRONT ST	FRONT ST	MASON ST	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 3,800.00
38 WEST ST	WEST ST	PARK ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
181 RIVER ST	RIVER ST	-	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
213 MAIN ST	MAIN ST	HALE ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
86 CONVERSE DR	CONVERSE DR	-	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00

76 CONVERSE DR	CONVERSE DR	KING PHILLIP WAY	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
66 CONVERSE DR	CONVERSE DR	KING PHILLIP WAY	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
						\$ 83,800.00
2025						
6 CONVERSE DR	CONVERSE DR	-	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
5 EAGLE RD	EAGLE RD	HIGH ST	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
50 EAST ST	EAST ST	BELMONT AVE	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 3,800.00
3 BELMONT AVE	EAST ST	BELMONT AVE	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 3,800.00
59 EAST ST	EAST ST	BELMONT AVE	Portland Cement Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 3,800.00
66 BELMONT AVE	GOODRICK ST	BELMONT AVE	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
15 NORTHERN HEIGHTS DR	NORTEHERN HEIGHTS D	-	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
5 ELMWOOD RD	CENTRAL ST	ELMWOOD RD	Bituminous Concrete	Missing (Crosswalk to Nowhere)	450 Medium	\$ 2,500.00
109 FRONT ST	FRONT ST	CENTRAL ST	Brick	Conventional (Landing w/ Wings)	447 Low	\$ 4,500.00
413 RIVER ST	RIVER ST	MAIN ST	Bituminous Concrete	Directional	437 Low	\$ 2,500.00
11 MAIN ST	RIVER ST	MAIN ST	Bituminous Concrete	Directional	435 Low	\$ 2,500.00
68 FRONT ST	FRONT ST	-	Portland Cement Concrete	Directional	427 Low	\$ 3,800.00
109 FRONT ST	FRONT ST	PLEASANT ST	Portland Cement Concrete	Directional	431 Low	\$ 3,800.00
109 FRONT ST	FRONT ST	-	Portland Cement Concrete	Directional	429 Low	\$ 3,800.00
70 PLEASANT ST	PLEASANT ST	OAK ST	Bituminous Concrete	Apex	409 Low	\$ 2,500.00
139 ASH ST	ASH ST	-	Bituminous Concrete	Directional	400 Low	\$ 2,500.00
55 MASON ST	MASON ST	WILLOW ST	Bituminous Concrete	Directional	400 Low	\$ 2,500.00
413 RIVER ST	RIVER ST	MAIN ST	Bituminous Concrete	Directional	392 Low	\$ 2,500.00
126 PLEASANT ST	PLEASANT ST	SUMMER ST	Bituminous Concrete	Directional	374 Low	\$ 2,500.00
27 PEARL DR	PEARL ST	MURDOCK AVE	Bituminous Concrete	Directional	350 Low	\$ 2,500.00
156 MURDOCK AVE	PEARL ST	MURDOCK AVE	Bituminous Concrete	Directional	350 Low	\$ 2,500.00
110 FRONT ST	FRONT ST	PLEASANT ST	Bituminous Concrete	Directional	307 Low	\$ 2,500.00
175 GROVE ST	GROVE ST	MURDOCK AVE	Bituminous Concrete	Apex	300 Low	\$ 2,500.00
6 SPRUCE ST	SPRUCE ST	OAK ST	Bituminous Concrete	Directional	300 Low	\$ 2,500.00
6 BLUEBIRD RD	BLUEBIRD RD	-	Bituminous Concrete	Directional	300 Low	\$ 2,500.00
125 EAGLE RD	EAGLE RD	LOON RD	Bituminous Concrete	Directional	300 Low	\$ 2,500.00
MEMORIAL DR	MEMORIAL DR	-	Bituminous Concrete	Directional	300 Low	\$ 2,500.00
MEMORIAL DR	MEMORIAL DR	-	Bituminous Concrete	Directional	300 Low	\$ 2,500.00
104 PLEASANT ST	PLEASANT ST	SUMMER ST	Bituminous Concrete	Apex	290 Low	\$ 2,500.00
						\$ 82,300.00
Nearest Address	Street Name	Intersecting Street	Material	Ramp Type	NPR	Priority Cost
2026						
50 SPRING ST	SPRING ST	BEECH ST	Portland Cement Concrete	Directional	259 Low	\$ 3,800.00
1 PEARL ST	PEARL ST	LINCOLN AVE	Bituminous Concrete	Directional	250 Low	\$ 2,500.00
27 PEARL ST	PEARL DR	PEARL ST	Bituminous Concrete	Directional	250 Low	\$ 2,500.00
241 SCHOOL ST	SCHOOL ST	PEARL ST	Portland Cement Concrete	Directional	250 Low	\$ 3,800.00
68 GOODRICK ST	GOODRICK ST	HARVARD ST	Bituminous Concrete	Directional	250 Low	\$ 2,500.00
42 SPRUCE ST	SPRUCE ST	SUMMER ST	Bituminous Concrete	Directional	246 Low	\$ 2,500.00
135 FRONT ST	FRONT ST	LINCOLN AVE	Portland Cement Concrete	Apex	239 Low	\$ 3,800.00
110 SPRING ST	SPRING ST	-	Portland Cement Concrete	Directional	224 Low	\$ 3,800.00
33 CHESTNUT ST	BEECH ST	CHESTNUT ST	Portland Cement Concrete	Directional	223 Low	\$ 3,800.00
151 FRONT ST	FRONT ST	LINCOLN AVE	Portland Cement Concrete	Directional	222 Low	\$ 3,800.00
79 SCHOOL ST	OAK ST	SCHOOL ST	Bituminous Concrete	Directional	200 Low	\$ 2,500.00
17 HIGH ST	HIGH ST	PROSPECT ST	Portland Cement Concrete	Directional	200 Low	\$ 3,800.00
23 ELMWOOD RD	ELMWOOD RD	HARVARD ST	Bituminous Concrete	Directional	200 Low	\$ 2,500.00
40 HARVARD ST	ELMWOOD RD	HARVARD ST	Bituminous Concrete	Directional	200 Low	\$ 2,500.00
25 MAIN ST	MAIN ST	HALL ST	Bituminous Concrete	Directional	191 Low	\$ 2,500.00
53 JACKSON AVE	JACKSON AVE	IPSWICH DR	Bituminous Concrete	Directional	183 Low	\$ 2,500.00
118 SPRING ST	SPRING ST	-	Portland Cement Concrete	Directional	182 Low	\$ 3,800.00
29 JUNIPER ST	JUNIPER ST	MAPLE ST	Portland Cement Concrete	Conventional (Landing w/ Wings)	156 Low	\$ 3,800.00
126 LINCOLN AVE	LINCOLN AVE	GROVE ST	Bituminous Concrete	Directional	150 Low	\$ 2,500.00
217 SCHOOL ST	MILL ST	SCHOOL ST	Portland Cement Concrete	Directional	150 Low	\$ 3,800.00
217 SCHOOL ST	MILL ST	SCHOOL ST	Portland Cement Concrete	Directional	150 Low	\$ 3,800.00
26 MURDOCK AVE	PARK ST	MURDOCK AVE	Bituminous Concrete	Directional	150 Low	\$ 2,500.00
36 CONVERSE DR	CONVERSE DR	HAPGOOD RD	Bituminous Concrete	Directional	150 Low	\$ 2,500.00
6 LOON RD	LOON RD	-	Bituminous Concrete	Directional	150 Low	\$ 2,500.00
30 ELMWOOD RD	ELMWOOD RD	MEMORIAL DR	Bituminous Concrete	Directional	150 Low	\$ 2,500.00
135 FRONT ST	FRONT ST	LINCOLN AVE	Bituminous Concrete	Directional	149 Low	\$ 2,500.00
163 PLEASANT ST	PLEASANT ST	GROVE ST	Bituminous Concrete	Apex	140 Low	\$ 2,500.00
8 HIGHLAND ST	MAPLE ST	HIGHLAND ST	Bituminous Concrete	Directional	115 Low	\$ 2,500.00
						\$ 84,300.00
2027						
71 PLEASANT ST	PLEASANT ST	OAK ST	Portland Cement Concrete	Directional	105 Low	\$ 3,800.00
202 LINCOLN AVE	LINCOLN AVE	-	Portland Cement Concrete	Directional	100 Low	\$ 3,800.00
44 ACADEMY ST	OAK ST	ACADEMY ST	Portland Cement Concrete	Directional	100 Low	\$ 3,800.00

67 JUNIPER ST	JUNIPER ST	LOCUST ST	Portland Cement Concrete	Directional	100	Low	\$ 3,800.00
72 SPRUCE ST	SPRUCE ST	GROVE ST	Bituminous Concrete	Apex	100	Low	\$ 2,500.00
77 GROVE ST	GROVE ST	MECHANIC ST	Bituminous Concrete	Apex	100	Low	\$ 2,500.00
386 FRONT ST	FRONT ST	GREEN ST	Bituminous Concrete	Directional	100	Low	\$ 2,500.00
66 MAPLE ST	MAPLE ST	LINDEN ST	Bituminous Concrete	Directional	100	Low	\$ 2,500.00
25 GROVE ST	PLEASANT ST	GROVE ST	Bituminous Concrete	Apex	42	Low	\$ 2,500.00
57 SCHOOL ST	SCHOOL ST	FRONT ST	Portland Cement Concrete	Directional	42	Low	\$ 3,800.00
170 PLEASANT ST	PLEASANT ST	GROVE ST	Bituminous Concrete	Directional	33	Low	\$ 2,500.00
39 JACKSON AVE	JACKSON AVE	IPSWICH DR	Bituminous Concrete	Directional	31	Low	\$ 2,500.00
57 SCHOOL ST	SCHOOL ST	FRONT ST	Portland Cement Concrete	Directional	22	Low	\$ 3,800.00
3 HIGHLAND ST	MAPLE ST	HIGHLAND ST	Bituminous Concrete	Directional	12	Low	\$ 2,500.00
33 WALNUT ST	BEECH ST	WALNUT ST	Portland Cement Concrete	Conventional (Landing w/ Wings)	7	Low	\$ 3,800.00
75 LINCOLN AVE	LINCOLN AVE	SUMMER ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
123 LINCOLN AVE	LINCOLN AVE	GROVE ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
202 LINCOLN AVE	LINCOLN AVE	-	Portland Cement Concrete	Directional	0	Low	\$ 3,800.00
27 PEARL ST	PEARL DR	PEARL ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
167 PEARL ST	SCHOOL ST	PEARL ST	Portland Cement Concrete	Conventional (Landing w/ Wings)	0	Low	\$ 3,800.00
193 FRONT ST	FRONT ST	ACADEMY ST	Portland Cement Concrete	Directional	0	Low	\$ 3,800.00
179 FRONT ST	FRONT ST	ACADEMY ST	Portland Cement Concrete	Directional	0	Low	\$ 3,800.00
89 JUNIPER ST	JACKSON AVE	JUNIPER ST	Portland Cement Concrete	Directional	0	Low	\$ 3,800.00
54 MECHANIC ST	MILL ST	MECHANIC ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
60 SPRUCE ST	SPRUCE ST	GROVE ST	Bituminous Concrete	Apex	0	Low	\$ 2,500.00
54 SPRUCE ST	SPRUCE ST	GROVE ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
162 PLEASANT ST	PLEASANT ST	GROVE ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
30 SUMMER ST	SUMMER ST	BEECH ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
							\$ 85,600.00

Nearest Address	Street Name	Intersecting Street	Material	Ramp Type	NPR	Priority	Cost
2028							
116 MAPLE ST	MAPLE ST	ELM ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
128 MAPLE ST	MAPLE ST	-	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
88 INGLESIDE DR	MAPLE ST	-	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
14 BELMONT AVE	BELMONT AVE	WINTER PL	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
26 BELMONT AVE	BELMONT AVE	WINTER PL	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
31 ELMWOOD RD	ELMWOOD RD	MEMORIAL DR	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
5 NORTHERN HEIGHTS DR	CENTRAL ST	NORTHERN HEIGHTS DR	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
220 GLENDALE ST	ELMWOOD RD	GLENDALE ST	Portland Cement Concrete	Directional	0	Low	\$ 2,500.00
32 WALNUT ST	BEECH ST	WALNUT ST	Portland Cement Concrete	Conventional (Landing w/ Wings)	0	Low	\$ 3,800.00
32 CHESTNUT ST	BEECH ST	CHESTNUT ST	Portland Cement Concrete	Directional	0	Low	\$ 3,800.00
363 RIVER ST	RIVER ST	BROWN ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
30 BROWN ST	RIVER ST	BROWN ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
103 MAIN ST	MAIN ST	WHITNEY ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
46 CONVERSE DR	CONVERSE DR	HAPGOOD RD	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
5 TOY TOWN LN	TOY TOWN LN	-	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
155 TOY TOWN LN	TOY TOWN LN	-	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
80 EAGLE RD	EAGLE RD	BLUEBIRD RD	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
90 EAGLE RD	EAGLE RD	BLUEBIRD RD	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
333 BENJAMIN ST	BENJAMIN ST	EAGLE RD	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
333 BENJAMIN ST	BENJAMIN ST	CARDINAL LN	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
11 GREEN ST	GREEN ST	MUNROE ST	Bituminous Concrete	Narrow Sidewalk	0	Low	\$ 2,500.00
149 ELM ST	MAPLE ST	ELM ST	Bituminous Concrete	Directional	0	Low	\$ 2,500.00
							\$ 57,600.00

APPENDIX F – SIDEWALK TRANSITION SCHEDULE

Street Name	From Street 2020	To Street	Side	Material	Width	Length	Area	Curb Type	Curb Condition	Reveal	SCI	NPI	Cost
Memorial Drive	Elmwood Road	Memorial Drive	L	Bituminous Concrete	5	679	3395	Vertical Granite	Like New	5	75	700	\$ 5,943.00
Main Street	Hull Street	Benjamin Street	L	Bituminous Concrete	4	754	3016	Vertical Granite	Like New	5	73	672	\$ 5,698.00
Lincoln Avenue	Front Street	Oak Street	R	Bituminous Concrete	4	758	3032	None	Like New	5	32	561	\$ 14,434.00
School Street	Grove Street	Banner Place	R	Bituminous Concrete	4.5	481	2164	Bituminous Concrete	Like New	3.5	51	530	\$ 7,420.00
School Street	Pleasant Street	Central Street	R	Portland Cement Concrete w/ Brick Accent	7	457	3199	Vertical Granite	Like New	6.5	78	480	\$ 14,080.00
Grove Street	Central Street	Material Change	L	Portland Cement Concrete	5	179	895	Vertical Granite	Fair	4	58	480	\$ 5,640.00
Grove Street	Central Street	Pleasant Street	R	Bituminous Concrete	5	107	535	Vertical Granite	Like New	3.5	79	479	\$ 784.00
Railroad Street	Central Street	Pleasant Street	R	Bituminous Concrete	6	365	2190	Vertical Granite	Fair	5	48	344	\$ 7,973.00
Summer Street	Central Street	Pleasant Street	L	Portland Cement Concrete	5	355	1775	Vertical Granite	Fair	1.5	58	338	\$ 11,190.00
Grove Street	Central Street	Pleasant Street	L	Bituminous Concrete	5	174	870	Vertical Granite	Fair	4	63	329	\$ 2,540.00
School Street	Banner Place	Mill Street	R	Bituminous Concrete	4.5	638	2871	Bituminous Concrete	Fair	3	49	327	\$ 10,248.00
Spring Street	Central Street	Beech Street	L	Portland Cement Concrete	7	578	4046	Vertical Granite	Fair	4.5	48	302	\$ 31,560.00
Railroad Street	Central Street	Pleasant Street	R	Bituminous Concrete	10	357	3570	Vertical Granite	Fair	5	78	301	\$ 5,495.00
Grove Street	Morse Avenue	Murdock Avenue	R	Portland Cement Concrete	4	453	1812	None	Like New	0	42	300	\$ 15,765.00
Murdock Avenue	Park Street	Grove Street	L	Bituminous Concrete	5.5	633	3482	None	Like New	0	31	300	\$ 16,821.00
2021													
Lincoln Avenue	Mill Street	Grove Street		Bituminous Concrete	5	762	3810	Bituminous Concrete	Fair	7	37	300	\$ 16,800.00
School Street	Park Street	Grove Street	R	Bituminous Concrete	4.5	589	2650	Bituminous Concrete	Fair	4	47	300	\$ 9,828.00
Mill Street	Murdock Avenue	145' E from Cedar Terrace	L	Bituminous Concrete	4	1026	4104	Cape Cod Berm	Like New	1.5	49	300	\$ 14,651.00
Court Street	Oak Street	End	L	Bituminous Concrete	3.5	97	340	None	Like New	0	42	300	\$ 1,379.00
Memorial Drive	End	Elmwood Road	R	Bituminous Concrete	7	528	3696	Cape Cod Berm	Like New	6.5	61	300	\$ 10,087.00
Murdock Avenue	Mill Street	End	R	Portland Cement Concrete	4	613	2452	None	Like New	0	59	300	\$ 15,075.00
Pond Street	Central Street	Lincoln Street	L	Bituminous Concrete	5.5	385	2118	Vertical Granite	Fair	10	61	299	\$ 5,782.00
School Street	Lincoln Avenue	Pleasant Street	R	Bituminous Concrete	6.5	310	2015	Vertical Granite	Like New	5	70	297	\$ 4,228.00
Spring Street	Beech Street	Ash Street	L	Portland Cement Concrete	7	888	6216	Vertical Granite	Like New	5	68	295	\$ 29,835.00
Spruce Street	Summer Street	Groves Street	L	Bituminous Concrete	5	615	3075	Cape Cod Berm	Like New	5.5	78	269	\$ 4,732.00
River Street	Benjamin Street	Dead End	R	Bituminous Concrete	3	354	1062	None	Like New	0	42	266	\$ 4,312.00
Summer Street	Central Street	Parking Lot	L	Bituminous Concrete	4	210	840	None	Like New	0	35	259	\$ 3,822.00
Jackson Avenue	Ipswich Drive	Franklin Street	L	Bituminous Concrete	4	460	1840	None	Like New	0	40	258	\$ 7,728.00
Pleasant Street	Summer Street	Groves Street	R	Bituminous Concrete	4	621	2484	Bituminous Concrete	Like New	4	46	251	\$ 9,387.00
Spring Street	Hull Road	Material Change	R	Bituminous Concrete	4	1315	5260	Bituminous Concrete	Like New	3.5	71	248	\$ 10,675.00
Maple Street	Maple Place B	Glenallen Street	R	Bituminous Concrete	3.5	538	1883	Bituminous Concrete	Fair	3.5	74	243	\$ 3,430.00
Summer Street	Central Street	Beech Street	R	Bituminous Concrete	3.5	521	1824	None	Like New	0	46	234	\$ 6,895.00
2022													
Central Street	Summer Street	Grove Street	L	Portland Cement Concrete	6.5	617	4010	Vertical Granite	Like New	5.5	63	722	\$ 22,260.00
Central Street	Summer Street	Grove Street	R	Portland Cement Concrete	6	672	4032	Vertical Granite	Like New	7	72	714	\$ 16,935.00
Central Street	Grove Street	Railroad Street	L	Portland Cement Concrete	9.5	444	4218	Vertical Granite	Like New	6	50	479	\$ 31,635.00
Central Street	Grove Street	Railroad Street	R	Portland Cement Concrete	7.5	446	3345	Vertical Granite	Like New	7	66	442	\$ 17,055.00
Central Street	Front Street	Chestnut Street	R	Portland Cement Concrete	8	604	4832	Vertical Granite	Fair	7	49	339	\$ 36,960.00
Central Street	Walnut Street	Summer Street	R	Portland Cement Concrete	5.5	367	2018	Vertical Granite	Fair	7	72	304	\$ 8,475.00
Central Street	Pond Street	Maple Street	R	Portland Cement Concrete	5.5	643	3536	Vertical Granite	Like New	6	79	259	\$ 11,145.00
Central Street	Maple Street	Locust Street	L	Bituminous Concrete	5	733	3665	Bituminous Concrete	Like New	3	50	237	\$ 12,824.00
2023													
Central Street	Pond Street	Maple Street	L	Portland Cement Concrete	9.5	619	5880	Vertical Granite	Fair	5.5	56	330	\$ 38,805.00
Central Street	Maple Street	Locust Street	R	Portland Cement Concrete	5	741	3705	Bituminous Concrete	Like New	3	70	215	\$ 16,680.00
Central Street	Railroad Street	Pond Street	L	Portland Cement Concrete	9.5	130	1235	Vertical Granite	Like New	5.5	61	211	\$ 7,230.00
Central Street	Railroad Street	Pond Street	R	Portland Cement Concrete	7.5	292	2190	Vertical Granite	Like New	7	66	192	\$ 11,175.00

Central Street	Locust Street	North Street	R	Portland Cement Concrete	5	163	815 Bituminous Concrete	Like New	3	75	0 \$	3,060.00
Central Street	Locust Street	North Street	L	Portland Cement Concrete	5	144	720 Bituminous Concrete	Like New	4	47	0 \$	5,730.00
Central Street	North Street	East Street	R	Bituminous Concrete	3.5	355	1242 Bituminous Concrete	Like New	3	30	0 \$	6,083.00
Central Street	North Street	Jackson Avenue	L	Bituminous Concrete	5	276	1380 Bituminous Concrete	Like New	3.5	50	0 \$	4,830.00
Central Street	East Street	Adams Avenue	L	Portland Cement Concrete	4	248	992 Bituminous Concrete	Like New	4	79	0 \$	3,120.00
Central Street	East Street	Adams Avenue	R	Bituminous Concrete	4	231	924 Bituminous Concrete	Like New	3	40	0 \$	3,878.00
Central Street	Adams Avenue	Jefferson Avenue	R	Bituminous Concrete	5	437	2185 Bituminous Concrete	Like New	5	20	0 \$	12,236.00
Central Street	Adams Avenue	Jefferson Avenue	L	Bituminous Concrete	4	374	1496 Cape Cod Berm	Like New	5	55	0 \$	4,711.00
Central Street	Jefferson Avenue	Washington Avenue	R	Bituminous Concrete	4.5	399	1796 Bituminous Concrete	Like New	3.5	49	0 \$	6,412.00
Central Street	Jefferson Avenue	Washington Avenue	L	Portland Cement Concrete	4	368	1472 Bituminous Concrete	Like New	3	70	0 \$	6,630.00
Central Street	Washington Avenue	Goodrich Street	L	Bituminous Concrete	4	182	728 Bituminous Concrete	Like New	3.5	60	0 \$	2,037.00
Central Street	Washington Avenue	Goodrich Street	R	Bituminous Concrete	4	190	760 Bituminous Concrete	Like New	3	33	0 \$	3,563.00
Central Street	Goodrich Avenue	Monadnock Avenue	L	Bituminous Concrete	4	210	840 Bituminous Concrete	Like New	3.5	77	0 \$	1,351.00
Central Street	Goodrich Avenue	Monadnock Avenue	R	Portland Cement Concrete	5	197	985 Bituminous Concrete	Like New	3	61	0 \$	5,760.00
Central Street	Monadnock Avenue	Elmwood Road	L	Portland Cement Concrete	4	297	1188 Bituminous Concrete	Like New	3	70	0 \$	5,340.00
Central Street	Monadnock Avenue	Elmwood Road	R	Portland Cement Concrete	5	325	1625 Bituminous Concrete	Like New	3	42	0 \$	14,130.00
16371												
2024												
Summer Street	Central Street	Beech Street	R	Bituminous Concrete	3.5	521	1824 None		0	46	234 \$	6,895.00
Beech Street	Spring Street	Chestnut Street	R	Bituminous Concrete	3.5	639	2236 None		0	36	227 \$	10,017.00
River Street	Benjamin Street	End	L	Bituminous Concrete	4	236	944 Vertical Granite	Fair	6	0	211 \$	6,608.00
Church Street	Pleasant Street	Spruce Street	R	Bituminous Concrete	3.5	369	1292 None		0	43	202 \$	5,152.00
Spruce Street	Church Street	End	R	Bituminous Concrete	4	126	504 Cape Cod Berm	Like New	5	25	198 \$	2,646.00
School Street	Academy Street	Court Street	R	Bituminous Concrete	4.5	534	2403 Bituminous Concrete	Fair	1	51	196 \$	8,239.00
Front Street	School Square	School Street	R	Portland Cement Concrete	5	659	3295 None		0	47	194 \$	26,190.00
Maple Street	Maple Place B	Glenallen Street	L	Bituminous Concrete	3.5	1488	5208 Bituminous Concrete	Like New	4	57	190 \$	15,673.00
School Street	Academy Street	Lincoln Avenue	R	Bituminous Concrete	5.5	516	2838 Vertical Granite	Like New	6	56	176 \$	8,743.00
Front Street	School Street	Lake Street	L	Bituminous Concrete	4	539	2156 Vertical Granite	Like New	2	44	175 \$	8,449.00
Glenalle Street	Lebreton Circle	Maple Street	R	Bituminous Concrete	5	381	1905 Bituminous Concrete	Fair	3	49	174 \$	6,804.00
Pleasant Street	Grove Street	End	L	Bituminous Concrete	3	136	408 Bituminous Concrete	Poor	2	28	156 \$	2,058.00
Grove Street	Lincoln Avenue	Morse Avenue	L	Bituminous Concrete	5	359	1795 Bituminous Concrete	Like New	1.5	38	150 \$	7,791.00
Morse Avenue	Grove Street	Mill Street	L	Bituminous Concrete	4	125	500 None		0	47	150 \$	1,855.00
Murdock Avenue	Park Street	Oak Street	L	Portland Cement Concrete	6	532	3192 None		0	31	150 \$	33,030.00
School Street	Oak Street	Park Street	R	Bituminous Concrete	4.5	493	2218 Bituminous Concrete	Like New	4	53	150 \$	7,294.00
32718												
2025												
Oak Street	Court Street	Murdock Avenue	L	Bituminous Concrete	4.5	328	1476 None		0	24	150 \$	7,854.00
Pearl Street	Murdock Avenue	School Street	R	Bituminous Concrete	5	1984	9920 Cape Cod Berm	Like New	5	79	150 \$	14,581.00
Court Street	Oak Street	Park Street	L	Bituminous Concrete	3.5	149	522 None		0	39	150 \$	2,226.00
Main Street	Whitney Street	Hall Street	L	Bituminous Concrete	4	949	3796 Vertical Granite	Like New	5	74	135 \$	6,909.00
School Square	Front Street	School Street	L	Bituminous Concrete	4	362	1448 None		0	74	127 \$	2,632.00
Pleasant Street	Oak Street	Summer Street	R	Bituminous Concrete	5	463	2315 Bituminous Concrete	Like New	2.5	49	104 \$	8,267.00
Pleasant Street	Church Street	90' of Pleasant Street	L	Portland Cement Concrete	3.5	113	396 Bituminous Concrete	Fair	3	78	102 \$	1,305.00
Spruce Street	Grove Street	Railroad Street	L	Bituminous Concrete	5	449	2245 Cape Cod Berm	Like New	4.5	72	94 \$	4,403.00
Maple Street	London Street	Material Change	L	Bituminous Concrete	10	227	2270 Vertical Granite	Like New	3.5	32	89 \$	10,808.00
Front Street	Mason Street	School Square	L	Portland Cement Concrete	4	784	3136 None		0	0	84 \$	47,040.00
Oak Street	Spruce Street	Pleasant Street	L	Bituminous Concrete	5.5	358	1969 None		0	60	80 \$	5,516.00
Summer Street	Pleasant Street	Driveway	L	Bituminous Concrete	5	254	1270 None		0	33	78 \$	5,957.00
Front Street	Mason Street	School Square	R	Portland Cement Concrete	4	607	2428 Vertical Granite	Fair	3	70	75 \$	10,920.00
Pleasant Street	Oak Street	Summer Street	L	Bituminous Concrete	4	472	1888 Bituminous Concrete	Fair	3.5	34	67 \$	8,722.00
Grove Street	Pleasant Street	Spruce Street	R	Bituminous Concrete	3.5	381	1334 None		0	32	60 \$	6,349.00
School Street	School Square	West Street	L	Bituminous Concrete	5	478	2390 Bituminous Concrete	Like New	2	64	39 \$	6,020.00
Jackson Avenue	Juniper Street	Ipswich Drive	L	Bituminous Concrete	4	356	1424 None		0	40	27 \$	5,978.00
\$ 162,761.00												

2026										40227										\$ 155,487.00									
Street Name	Lakeshore Drive	1400' E of Maple Street	Bituminous Concrete	3.5	3228	11298	Bituminous Concrete	Like New	3.5	50	70	\$	39,543.00																
Maple Street	Elm Street	Linden Street	Bituminous Concrete	4	362	1448	None		0	30	15 <td>\$<td>7,098.00</td></td>	\$ <td>7,098.00</td>	7,098.00																
Court Street	School Street	Oak street	Bituminous Concrete	4	470	1880	None		0	53	1 <td>\$<td>6,188.00</td></td>	\$ <td>6,188.00</td>	6,188.00																
Main Street	Hale Street	Whitney Street	Bituminous Concrete	4	2153	8612	Vertical Granite	Like New	5	63	0 <td>\$<td>22,302.00</td></td>	\$ <td>22,302.00</td>	22,302.00																
River Street	Main Street	End of Sidewalk	Bituminous Concrete	4	2437	9748	Vertical Granite	Like New	5	68	0 <td>\$<td>21,833.00</td></td>	\$ <td>21,833.00</td>	21,833.00																
River Street	Rose Court	End of Sidewalk	Bituminous Concrete	5	1792	8960	Vertical Granite	Like New	6	79	0 <td>\$<td>13,174.00</td></td>	\$ <td>13,174.00</td>	13,174.00																
River Street	Rose Court	School Street	Bituminous Concrete	5	1335	6675	Vertical Granite	Like New	7	70	0 <td>\$<td>14,014.00</td></td>	\$ <td>14,014.00</td>	14,014.00																
High Street	Cottage Street	Prospect Street	Bituminous Concrete	4	654	2616	None		0	26	0 <td>\$<td>13,552.00</td></td>	\$ <td>13,552.00</td>	13,552.00																
Ash Street	Myrtle Street	Cross Street	Bituminous Concrete	5	1281	6405	Cape Cod Berm	Like New	5.5	79	0 <td>\$<td>9,415.00</td></td>	\$ <td>9,415.00</td>	9,415.00																
Ash Street	Cross Street	Baseball Fields	Bituminous Concrete	5	461	2305	Cape Cod Berm	Like New	4.5	48	0 <td>\$<td>8,393.00</td></td>	\$ <td>8,393.00</td>	8,393.00																
59947										\$ 155,512.00																			
Maple Street	Woodlawn Street	Wedell Drive	Bituminous Concrete	4	1387	5548	Bituminous Concrete	Fair	3	48	0 <td>\$<td>20,195.00</td></td>	\$ <td>20,195.00</td>	20,195.00																
Maple Street	Wendell Drive	Vaine Street	Bituminous Concrete	4	586	2344	Bituminous Concrete	Like New	4	58	0 <td>\$<td>6,888.00</td></td>	\$ <td>6,888.00</td>	6,888.00																
Maple street	Vane Street	Lakeshore Drive	Bituminous Concrete	4	1602	6408	Bituminous Concrete	Like New	4	62	0 <td>\$<td>17,045.00</td></td>	\$ <td>17,045.00</td>	17,045.00																
Maple Street	Maple Street	Maple Place B	Bituminous Concrete	3.5	2451	8578	Bituminous Concrete	Like New	4	77	0 <td>\$<td>13,811.00</td></td>	\$ <td>13,811.00</td>	13,811.00																
Maple Street	Vine Street	Woodlawn Street	Bituminous Concrete	4	624	2496	Bituminous Concrete	Like New	4	48	0 <td>\$<td>9,086.00</td></td>	\$ <td>9,086.00</td>	9,086.00																
Maple Street	Lakeshore Drive	1400' E of Maple Street	Bituminous Concrete	4	1786	7144	Bituminous Concrete	Like New	4	73	0 <td>\$<td>13,503.00</td></td>	\$ <td>13,503.00</td>	13,503.00																
Beech Street	Chestnut Street	Summer Street	Bituminous Concrete	3.5	508	1778	None		0	40	0 <td>\$<td>7,469.00</td></td>	\$ <td>7,469.00</td>	7,469.00																
High Street	Cottage Street	Prospect Street	Bituminous Concrete	4	654	2616	None		0	26	0 <td>\$<td>13,552.00</td></td>	\$ <td>13,552.00</td>	13,552.00																
Ash Street	Myrtle Street	Cross Street	Bituminous Concrete	5	1281	6405	Cape Cod Berm	Like New	5.5	79	0 <td>\$<td>9,415.00</td></td>	\$ <td>9,415.00</td>	9,415.00																
Ash Street	Cross Street	Baseball Fields	Bituminous Concrete	5	461	2305	Cape Cod Berm	Like New	4.5	48	0 <td>\$<td>8,393.00</td></td>	\$ <td>8,393.00</td>	8,393.00																
Beech Street	Chestnut Street	Summer Street	Bituminous Concrete	3.5	508	1778	None		0	40	0 <td>\$<td>7,469.00</td></td>	\$ <td>7,469.00</td>	7,469.00																
Belmont Avenue	Winter Place	East Street	Bituminous Concrete	5	225	1125	None		0	69	0 <td>\$<td>2,443.00</td></td>	\$ <td>2,443.00</td>	2,443.00																
Belmont Avenue	Goodrich Street	Winter Place	Bituminous Concrete	5	1020	5100	None		0	72	0 <td>\$<td>9,996.00</td></td>	\$ <td>9,996.00</td>	9,996.00																
East Street	Central Street	Winter Street	Portland Cement Concrete	4	306	1224	None		0	66	0 <td>\$<td>6,240.00</td></td>	\$ <td>6,240.00</td>	6,240.00																
Jackson Avenue	Central Street	Juniper Street	Portland Cement Concrete	4	399	1596	Cape Cod Berm	Like New	4	40	0 <td>\$<td>14,370.00</td></td>	\$ <td>14,370.00</td>	14,370.00																
56445										\$ 159,875.00																			
Street Name	Front Street	To Street	Material	Width	Length	Area	Curb Type	Curb Condition	Reveal	SCI	NPR	Cost																	
East Street	Winter Street	Belmont Avenue	Portland Cement Concrete	5	635	3175	None		0	35	0 <td>\$<td>30,960.00</td></td>	\$ <td>30,960.00</td>	30,960.00																
Jackson Avenue	Central Street	Juniper Street	Portland Cement Concrete	4	373	1492	None		0	39	0 <td>\$<td>13,650.00</td></td>	\$ <td>13,650.00</td>	13,650.00																
Lincoln Avenue	Spruce Street	Jackson Avenue	Bituminous Concrete	4.5	459	2066	Cape Cod Berm	Like New	2.5	49	0 <td>\$<td>7,378.00</td></td>	\$ <td>7,378.00</td>	7,378.00																
Grove Street	Pleasant Street	Spruce Street	Bituminous Concrete	6	374	2244	None		0	32	0 <td>\$<td>10,682.00</td></td>	\$ <td>10,682.00</td>	10,682.00																
Grove Street	Spruce Street	Material Change	Bituminous Concrete	5	213	1065	None		0	44	0 <td>\$<td>4,172.00</td></td>	\$ <td>4,172.00</td>	4,172.00																
Grove Street	Spruce Street	Mechanic Street	Bituminous Concrete	5	361	1805	Bituminous Concrete	Like New	3.5	67	0 <td>\$<td>4,172.00</td></td>	\$ <td>4,172.00</td>	4,172.00																
Grove Street	Mechanic Street	Lincoln Avenue	Bituminous Concrete	5.5	215	1182	None		0	31	0 <td>\$<td>5,712.00</td></td>	\$ <td>5,712.00</td>	5,712.00																
Lincoln Avenue	Summer Street	Grove Street	Bituminous Concrete	4	612	2448	None		0	38	0 <td>\$<td>10,626.00</td></td>	\$ <td>10,626.00</td>	10,626.00																
Lincoln Avenue	Oak Street	Summer Street	Bituminous Concrete	4	503	2012	Cape Cod Berm	Like New	7	44	0 <td>\$<td>7,889.00</td></td>	\$ <td>7,889.00</td>	7,889.00																
Lincoln Avenue	Mill Street	Pearl Street	Bituminous Concrete	5.5	270	1485	Bituminous Concrete	Fair	5	39	0 <td>\$<td>6,342.00</td></td>	\$ <td>6,342.00</td>	6,342.00																
West Street	School Street	Oak Street	Bituminous Concrete	4	236	944	None		0	23	0 <td>\$<td>5,089.00</td></td>	\$ <td>5,089.00</td>	5,089.00																
West Street	Oak Street	Hyde Park Street	Bituminous Concrete	4	431	1724	None		0	30	0 <td>\$<td>8,449.00</td></td>	\$ <td>8,449.00</td>	8,449.00																
School Street	Court Street	Oak Street	Bituminous Concrete	4.5	546	2457	Bituminous Concrete	Like New	3	49	0 <td>\$<td>8,771.00</td></td>	\$ <td>8,771.00</td>	8,771.00																
Eagle Road	Bluebird Road	High Street	Bituminous Concrete	4.5	2548	11466	Bituminous Concrete	Like New	5	58	0 <td>\$<td>33,712.00</td></td>	\$ <td>33,712.00</td>	33,712.00																
35565										\$ 157,604.00																			
Front Street	Mason Street	Front Place	Bituminous Concrete	4	147	588	None		0	49	0 <td>\$<td>2,100.00</td></td>	\$ <td>2,100.00</td>	2,100.00																
Oak Street	Murdock Avenue	Academy Street	Bituminous Concrete	4	348	1392	None		0	47	0 <td>\$<td>5,166.00</td></td>	\$ <td>5,166.00</td>	5,166.00																
Oak Street	Lincoln Avenue	Academy Street	Bituminous Concrete	5	515	2575	None		0	20	0 <td>\$<td>14,420.00</td></td>	\$ <td>14,420.00</td>	14,420.00																
Oak Street	Lincoln Avenue	Spruce Street	Bituminous Concrete	5	257	1285	None		0	41	0 <td>\$<td>5,306.00</td></td>	\$ <td>5,306.00</td>	5,306.00																
Linden Street	Maple Street	North Street	Portland Cement Concrete	4	877	3508	None		0	39	0 <td>\$<td>32,100.00</td></td>	\$ <td>32,100.00</td>	32,100.00																

Liden Street	Maple Street	195' N of Liden Street	R	4	265	1060	None	0	75	0	\$	3,975.00	
Elm Street	Maple Street	205' S of Elm Street	R	5	200	1000	None	0	67	0	\$	4,950.00	
Elm Street	Maple Street	210' S of Elm Street	L	4	233	932	None	0	67	0	\$	4,620.00	
Lakeshore Drive	Maple Street	Maple Street	R	4	4784	19136	Cape Cod Berm	6	67	0	\$	44,205.00	
Pearl Street	Lincoln Avenue	Pearl Drive	R	5	356	1780	Cape Cod Berm	5	79	0	\$	2,618.00	
Adams Avenue	Central Street	Dead End	R	4	279	1116	None	0	52	0	\$	3,752.00	
Adams Avenue	Central Street	Dead End	L	4	258	1032	None	0	72	0	\$	4,335.00	
East Street	115' W from Highland Street	Belmont Avenue		5	390	1950	None	0	76	0	\$	7,020.00	
Monadnock Avenue	Central Street	Franklin Street	L	3.5	219	766	Cape Cod Berm	2.5	79	0	\$	2,415.00	
Converse Drive	375' E from Ash Street	Hapgood Road	L	4	930	3720	Cape Cod Berm	4.5	65	0	\$	9,114.00	
											41840	\$	146,096.00
2030													
Converse Drive	Hapgood Road	King Phill way	L	4	743	2972	Cape Cod Berm	4	78	0	\$	4,578.00	
Converse Drive	King Phillip Way	Dead End	L	4	646	2584	Cape Cod Berm	4	77	0	\$	4,158.00	
Oak Street	Academy Street	End	L	4.5	77	346	None	0	78	0	\$	1,140.00	
Oak Street	Court Street	School Street		4	112	448	None	0	48	0	\$	1,631.00	
River Street	Main Street	Until Conditions Changes	L	4.5	1683	7574		0	39	0	\$	32,340.00	
Mason Street	Front Street	Willow Street	L	4	477	1908	None	0	71	0	\$	3,871.00	
High Street	Prospect Street	Material Change	L	4.5	273	1228	None	0	46	0	\$	4,641.00	
Lincoln Avenue	Mill Street	Pearl Street	L	5.5	246	1353	Bituminous Concrete	5	39	0	\$	5,775.00	
Central Street	Jackson Avenue	East Street	L	4	106	424	Bituminous Concrete	4	79	0	\$	1,335.00	
Willow Street	Mason Street	Hyde Park Drive		4	606	2424	None	0	69	0	\$	5,257.00	
Oak Street	School Street	End		4	85	340	None	0	23	0	\$	1,834.00	
Glenallen Street	Mill Circle	Elmwood Road	L	3.5	583	2040	Bituminous Concrete	4	76	0	\$	9,800.00	
High Street	Cottage Street	End		3.5	528	1848	None	0	20	0	\$	10,346.00	
											25489	\$	86,706.00

APPENDIX G – GRIEVANCE PROCEDURE

As part of the ADA requirements the Town/County has posted the following notice outlining its ADA requirements:

Public Notice

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, Winchendon will not discriminate against qualified individuals with disabilities on the basis of disability in the Town of Winchendon's services, programs, or activities.

Employment: The Town of Winchendon does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: The Town of Winchendon will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Winchendon's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other methods and services of making information and communications accessible to people who have speech, hearing, or vision impairments.

Examples of auxiliary aids and services that may be effective for individuals who are deaf or hard of hearing may include, but are not limited to:

- qualified sign language interpreters,
- note takers,
- Computer Aided Real Time transcriptions (CART),
- telephone handset amplifiers,
- individual assistive listening devices,
- open and closed captioning telecommunications devices for deaf persons (TTYs or TDDs), and
- exchange of written notes.

Examples for individuals with vision impairments may include, but are not limited to;

- qualified readers,
- taped texts,
- audio recordings,
- Braille materials, and
- large print materials screen readers.

Examples for individuals with speech impairments may include, but are not limited to:

- TTYs or TDDs speech synthesizers.

The type of auxiliary aid or service necessary to ensure effective communication will vary in accordance with the needs of the individual and the length and complexity of the communication involved. A simple exchange of written notes may be all that is necessary for a brief transaction with a deaf person. Sign language or oral interpreters, for example, may be required when the information being communicated in a transaction with a deaf individual is complex, or is exchanged for a lengthy period of time (e.g., a lecture or meeting). Factors to be considered in determining whether an interpreter is required include the context in which the communication is taking place, the number of people involved, and the importance of the communication.

Written communications provided by the Town, ranging from newsletters, to public meeting announcements, to tax bills and water/sewer invoices are subject to the requirement for effective communication. Thus, where a Town department provides information in written form, it must, when requested, make that information available to individuals with vision impairments in a form that is usable by them. Conversely, where some Town communications are customarily only in electronic format, e.g., webpages, or e-mail, that information should be provided in alternative formats, upon request, to individuals whose disabilities prevent them from accessing that electronic format.

The audio portion of television and videotape programming produced by the Town is subject to the requirement to provide equally effective communication for individuals with hearing impairments. Closed captioning of such programs is sufficient to meet this requirement.

When an auxiliary aid or service is required, the Town must provide an opportunity for individuals with disabilities to request the auxiliary aids and services of their choice and must give primary consideration to the choice expressed by the individual. "Primary consideration" means that the Town must honor the choice,

unless it can demonstrate that another equally effective means of communication is available, or that use of the means requested would result in a fundamental alteration in the service, program, or activity or in undue financial and administrative burdens.

It is important to consult with the individual to determine the most appropriate auxiliary aid or service because the person with a disability is most familiar with his or her needs, and is in the best position to determine what type of aid or service is preferred and/or will be most effective.

For assistance in determining the appropriate auxiliary aids and services needed, please contact the ADA coordinator.

Modifications to Policies and Procedures: The Town of Winchendon will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all Winchendon's programs, services, and activities. For example, individuals with service animals are welcomed in Winchendon offices, even where pets are generally prohibited.

The Town is committed to making reasonable modifications to afford persons with disabilities access to services and programs. The final decision as to whether a request for a modification is reasonable (or is a fundamental alteration of the program, service or benefit) will be made by the Town Manager under the advisement of the ADA Coordinator, the Board of Selectmen's Office and, if necessary, the finance director.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a Winchendon program, service, or activity, should contact the office of ADA Coordinator, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Town of Winchendon to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

The Town of Winchendon will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Sample Grievance Procedure (Source www.ada.gov):

**[Name of public entity]
Grievance Procedure under
the Americans with Disabilities Act**

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the **[name of public entity]**. The Winchendon's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

ADA Coordinator (See Appendix D)

Within 15 calendar days after receipt of the complaint, ADA Coordinator will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, ADA Coordinator will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the **[name of public entity]** and offer options for substantive resolution of the complaint.

If the response by ADA Coordinator does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the **[Board of Selectmen/Town Counsel]**.

Within 15 calendar days after receipt of the appeal, the **[Board of Selectmen/Town Counsel]** will meet with the complainant to discuss the complaint and possible resolutions.

Within 15 calendar days after the meeting, the **[Board of Selectmen/Town Counsel]** will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by ADA Coordinator, appeals to the **[Board of Selectmen/Town Counsel]**, and responses from these two offices will be retained by the **[public entity]** for at least three years.

Complaints of Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (DOJ). The DOJ may bring a

lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice
Civil Rights Division
950 Pennsylvania Avenue, N.W.
Disability Rights Section - NYAV
Washington, D.C. 20530

www.ada.gov

(800) 514-0301 (voice – toll free)

(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

Sample Complaint Form (Source www.ada.gov):

APPENDIX H –

GLOSSARY OF TERMS

AAT: ADA Advisory Team – local team members to advise and guide development of Town’s PROW ADA Transition Plan.

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: Municipal transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county's transportation system.

Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Massachusetts Architectural Access Board (MAAB): An agency that develops and enforces regulations designed to make public buildings accessible to, functional for, and safe for use by persons with disabilities.

Manual on Uniform Traffic Control Devices (MUTCD): The standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. The MUTCD is published by the Federal Highway Administration.

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROW: An acronym for *Public Right of Way*. See PROWAG.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ): The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.