Complete Streets Funding Program

Project Prioritization Plan

Municipality	Andover
MassDOT District	4
Name	Christopher Cronin
Title	Director of Public Works
Date	3/28/2024

Public Engagement
Public Engagement Description
The town held four meetings with the public to prepare this Prioritization Plan. At the outset, one open house was held at the Youth Center, where community members were invited to identify locations with safety/access challenges and potential solutions for those locations. Subsequent public meetings reviewed

0%

Project ID Number

Project Basics / Location

Project Priority Ranking	Project Name	Project Description	Project Source	Project Location	Google Maps Link
1	Lincoln St Shared Use Path	This project will provide a shared use path from Lowell St to Shawsheen Rd, closing a network gap between Lowell St and Shawsheen Rd. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project will reallocate some roadway width . This location received a moderate number of requests by the public for pedestrian and bicylce accommodations.	Master Plan	Lowell St to Shawsheen Rd	https://www.google.com/maps/@42.6622394,-71.1607171,1208m/data=!3m1!1e3?entry=ttu
2	High St Shared Use Path	This project will provide a shared use path from Walnut Ave to Elm St providing bicycle access to downtown restaurants and shops. One of the existing sidewalks along this segment of roadway will be removed. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a high number of requests by the public for bicycle and pedestrian accommodations.	CS Needs Assessment	Walnut Ave to Elm St	https://www.google.com/maps/@42.6604176,-71.1409435,16.25z?entry=ttu
3	High St Shared Use Path	This project will provide a shared use path from Walnut Ave to Haverhill St. It will connect the Shawsheen neighborhood and downtown and will provide access to the YMCA and downtown restaurants and shops. The existing sidewalk from approximately 250 feet north of Burnham Rd will be removed, and the Burnham Road intersection will be realigned to reduce vehicular conflicts and improve safety. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a high number of requests by the public for bicycle and pedestrian accommodations.	Master Plan	Walnut Ave to Haverhill St	https://www.google.com/maps/@42.668785,-71.1413032,1672m/data=!3m1!1e3?entry=ttu
4	Greenwood Rd Shared Use Path	This project will provide a shared use path from Lowell St to High Plain Rd, providing dedicated facilities for pedestrians and bicyclists in a high-crash area. ADA-compliant ramps will be provided, including at existing midblock crossings. Excess pavement will be removed at High Plain Road intersection to shorten crossing distances and reduce travel speed. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a high number of requests by the public for bicycle and pedestrian accommodations.	Master Plan	Lowell St to High Plain Rd	https://www.google.com/maps/@42.6564216,-71.1855377,15z?entry=ttu
5	Walnut Ave Sidewalk	This project will provide a sidewalk from Carmel Rd to Elm St, closing a key network gap between Elm Street and Route 28 and separating pedestrian from fast-moving vehicles in a high-crash area. A crosswalk will also be constructed at the Carmel Rd intersection due to frequent crossings by children and other users. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a high number of requests by the public for pedestrian accommodations.	Master Plan	Carmel Rd to Elm St	https://www.google.com/maps/@42.6630144,-71.1356388,17z?entry=ttu
6	Andover St Shared Use Path	This project will provide a shared use path from Hall Ave to Red Spring Rd. ADA-compliant ramps will be provided, including at existing midblock crossings. Improvements will be made at two intersections along the corridor: Dascomb Rd intersection will be realigned to reduce vehicular conflicts & improve safety and the Reservation Rd/Central St intersection will be realigned to provide shorter crossing distances, improve sightlines, and improve safety. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a moderate number of requests by the public for bicycle and pedestrian accommodations.	CS Needs Assessment	Hall Ave to Red Spring Rd	https://www.google.com/maps/@42.6417566,-71.1574756,15z?entry=ttu
7	Summer St Sidewalk	This project will provide a sidewalk from Stevens Circle to Highland Rd, extending pedestrian access to downtown. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a high number of requests by the public for pedestrian accommodations.	Master Plan	Stevens Circle to Highland Rd	https://www.google.com/maps/@42.6596618,-71.1232575,16.75z?entry=ttu
8	Tewksbury St Sidewalk	This project will provide a sidewalk from Yardley Rd to Oak St, extending pedestrian access to the MBTA Ballardvale commuter rail station. ADA-compliant ramps will be provided, including at existing midblock crossings and the Chester St intersection will be realigned to improve sightlines and improve safety. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a high number of requests by the public for pedestrian accommodations.	Master Plan	Yardley Rd to Oak St	https://www.google.com/maps/@42.6228026,-71.1646741,16.25z?entry=ttu
9	Highland Rd Shared Use Path	This project will provide a shared use path from Summer St to Salem St, connecting to existing sidewalks along Salem Street, Chestnut Street, and Summer Street and providing access to Phillips Academy. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a moderate number of requests by the public for bicycle and pedestrian accommodations.	Master Plan	Summer St to Salem St	https://www.google.com/maps/@42.6538882,-71.1209175,15.25z?entry=ttu
10	Burnham Rd Sidewalk	This project will provide a sidewalk from Dufton Rd to Argyle St, closing a network gap between Dufton Rd and Haverhill St. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a high number of requests by the public for pedestrian accommodations.	CS Needs Assessment	Dufton Rd to Argyle St	https://www.google.com/maps/@42.6703012,-71.1428666,17.25z?entry=ttu
11	Ballardvale Shared Use Path	This project will provide a shared use path from Woburn St to South Main St, providing a connection to South Elementary School. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts the existing sidewalk from Woburn St to just west of Enfield Dr may be removed. This location received a moderate number of requests by the public for bicycle and pedestrian accommodations.	Master Plan	Woburn St to South Main St	https://www.google.com/maps/@42.6262605,-71.1381553,16z?entry=ttu
12	Chandler Road Shared Use Path	This project will provide a shared use path from North St to the existing sidewalk approximately 600 feet south of Juniper Rd, providing a connection to West Elementary School. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a few requests by the public for bicycle and pedestrian accommodations.	CS Needs Assessment	North St to existing sidewalk to River Rd	https://www.google.com/maps/@42.6787762,-71.200737,15.25z?entry=ttu
13	Reservation Rd Sidewalk & Crossing Treatments	This project will provide a sidewalk from the existing Sidewalk on Reservation Rd at the West Parish Garden Cemetery Driveway to Red Spring Rd. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a high number of requests by the public for pedestrian accommodations.	CS Needs Assessment	Existing Sidewalk on Reservation Rd (West Parish Garden Cemetery Driveway) to Red Spring Rd	https://www.google.com/maps/@42.6544967,-71.16598,15.25z?entry=ttu
14	Greenwood Rd Shared Use Path	This project will provide a shared use path from High Plain Rd to I-495, providing dedicated facilities for pedestrians and bicyclists in a high-crash area. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a moderate number of requests by the public for bicycle and pedestrian accommodations.	Master Plan	High Plain Rd to I-495	https://www.google.com/maps/@42.6638027,-71.1889656,16.25z?entry=ttu
15	Beacon St Shared Use Path	This project will provide a shared use path from Chandler Rd to Noel Rd. Excess pavement will be removed at the Chandler Rd intersection to shorten crossing distances and reduce travel speed. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a high number of requests by the public for bicycle and pedestrian accommodations.	Master Plan	Chandler Rd to Noel Rd	https://www.google.com/maps/@42.6730005,-71.1706722,16z?entry=ttu
16	Dufton Rd Sidewalk	This project will provide a sidewalk from Sargent St to Burnham Rd, closing a network gap between Burnham Rd and Enmore St. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a high number of requests by the public for pedestrian accommodations.	CS Needs Assessment	Sargent St to Burnham Rd	https://www.google.com/maps/@42.669116,-71.1404311,18.25z?entry=ttu
17	Dascomb Rd Shared Use Path	This project will provide a shared use path from Clark Rd to Andover St. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a few requests by the public for bicycle and pedestrian accommodations.	CS Needs Assessment	Clark Rd to Andover St	https://www.google.com/maps/@42.6360544,-71.1630101,15.75z?entry=ttu

Modes Served / Project Types

Project Priority Ranking	Modes Served				Project Types: Intersection Redesign				Street Reconfigurations & Traffic Calming			Pedestrian Crossing Modifications							Pedestrian & Bike Network Connections					Transit Investments		Environment & Streetscape Investments					
	Pedestrian	Bicycle	Transit	Vehicle/Freight	Roundabouts/Mini Traffic Circle	Intersection Reconstruction	Tighten Curb Radii/Curb Extension	Intersection Signalization	Road Diet/Lane Elimination	Lane Narrowing	Other Traffic Calming Elements	ADA-compliant Curb Ramps	Pedestrian Hybrid Beacon/HAWK	Ped-Activated Warning Device/RRFBs	Pedestrian Signal Upgrades	Crossing Islands	Raised Intersection or Raised Crosswalk	Crosswalk Improvements	Sidewalk	Shared-Use Path/Separated Bike Lane	On-road Bike Lane	Bicycle Boulevards	At-grade Rail Crossing Improvements	Transit Station/Stop Access Improvements	Transit Service Improvements	Street Lighting	Wayfinding for Pedestrians/Bicyclists	Bicycle Parking	Bicycle-Friendly Drain Grates	Stormwater Management	Street Trees/Landscaping
1	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No	No	No	No
2	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No
3	Yes	Yes	No	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No
4	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No
5	Yes	No	No	No	No	No	No	No	No	No	No	Yes	No	Yes	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No
6	Yes	Yes	Yes	No	No	Yes	No	No	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No
7	Yes	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No
8	Yes	No	Yes	Yes	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No
9	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No
10	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No
11	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No
12	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No
13	Yes	No	No	Yes	No	No	No	No	No	No	No	Yes	No	Yes	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No
14	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No
15	Yes	Yes	No	Yes	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No
16	Yes	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No
17	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No

Assessment / Funding Request / Construction Schedule

Project Priority Ranking	Network Gap: Is a Network Gap being filled?	High Crash Location: Pedestrian	High Crash Location: Bicycle	High Crash Location: Vehicle	Environmental Justice: Is an Environmental Justice Population Served? (See MassGIS Map)	Safe Routes to School: Does this project improve safety or accessibility within one mile of a school?	Safe Routes for Seniors: Does this project improve safety or accessibility within 1/4 mile of a Senior destination?	Accessibility: Does this project improve conditions for people with disabilities?	State-owned ROW: Does this project include any state-owned right-of-way?	Estimated Project Cost Range	Funding Requested from MassDOT	Other Funding Source(s) & Amount (if applicable)	Anticipated Construction Duration
1	Yes	No	No	Yes	No	Yes	No	Yes	No	>$500,000	$500,000.00	$50,000	2
2	Yes	No	No	Yes	No	Yes	No	Yes	No	$250,000 - $500,000	$470,000.00	$0	2
3	Yes	No	No	No	No	Yes	No	Yes	No	>$500,000	$500,000.00	$970,000	6
4	Yes	No	No	Yes	No	Yes	No	Yes	No	>$500,000	$500,000.00	$810,000	6
5	Yes	No	No	Yes	No	Yes	No	Yes	No	$250,000 - $500,000	$275,000.00	0	1
6	Yes	No	No	Yes	No	No	No	Yes	No	>$500,000	$500,000.00	$1,410,000	6
7	Yes	No	No	No	No	Yes	No	Yes	No	>$500,000	$500,000.00	$55,000.00	2
8	Yes	No	No	No	No	Yes	No	Yes	No	>$500,000	$500,000.00	$250,000.00	1
9	Yes	No	No	No	No	Yes	No	Yes	No	>$500,000	$500,000.00	$1,240,000	6
10	Yes	No	No	Yes	No	No	No	No	No	$250,000 - $500,000	$460,000.00	0	2
11	Yes	No	No	Yes	No	Yes	No	Yes	No	>$500,000	$500,000.00	$1,295,000	6
12	Yes	No	No	No	No	Yes	No	Yes	No	>$500,000	$500,000.00	$380,000	2
13	Yes	No	No	No	No	Yes	No	Yes	No	>$500,000	$500,000.00	$1,120,000	6
14	Yes	No	No	Yes	No	No	No	Yes	No	>$500,000	$500,000.00	$245,000	3
15	Yes	No	No	No	Yes	Yes	No	Yes	No	>$500,000	$500,000.00	$1,170,000	6
16	Yes	No	No	Yes	No	Yes	No	Yes	No	$50,000 - $100,000	$75,000.00	0	1
17	Yes	No	No	Yes	No	Yes	No	Yes	No	>$500,000	$500,000.00	$635,000	6

18	High Plain Rd Shared Use Path	This project will provide a shared use path from Greenwood Rd to Beacon St, providing access to West Elementary School, Doyle Link Park, and other destinations. It will connect to proposed facilities on Greenwood Road (Project #2) and existing sidewalk further east on High Plain Road. ADA-compliant ramps will be provided, including at existing midblock crossings. Spring Grove Rd intersection will be realigned and excess pavement will be removed at Porter Road intersection to provide shorter crossing distances and reduce travel speeds at both locations. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts the existing sidewalk from the school driveway to Beacon St may be removed. This location received a high number of requests by the public for bicycle and pedestrian accommodations.	CS Needs Assessment	Greenwood Rd to Beacon St	https://www.google.com/maps/@42.6611732,-71.1794751,15.75z?entry=ttu	Yes	Yes	No	No	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	Yes	No	Yes	No	>$500,000	$500,000.00	$880,000	6
19	High Plain Rd Shared Use Path	This project will provide a shared use path from the Bay Circuit Trailhead to Greenwood Rd. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a few requests by the public for bicycle and pedestrian accommodations.	CS Needs Assessment	Bay Circuit Trailhead to Greenwood Rd	https://www.google.com/maps/@42.6614559,-71.186147,17z?entry=ttu	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	Yes	No	No	No	Yes	No	>$500,000	$500,000.00	$2,215,000	8
20	Abbot St & Woburn St Shared Use Path	This project will provide a shared use path from Spring Grove Rd to Woburn St and from Abbot St to Ballarvale Rd. It will provide a connection to Ballardvale train station and South Elementary School and will provide access to Andover Recreation Park. ADA-compliant ramps will be provided, including at existing midblock crossings. Spring Grove Rd intersection will be realigned and excess pavement will be removed at Porter Road intersection to provide shorter crossing distances and reduce travel speeds at both locations. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a moderate number of requests by the public for bicycle and pedestrian accommodations.	Master Plan	Spring Grove Rd to Woburn St & Abbot St to Ballarvale Rd	https://www.google.com/maps/@42.6351157,-71.1444794,16z?entry=ttu	Yes	Yes	No	Yes	No	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	Yes	No	Yes	No	>$500,000	$500,000.00	$1,080,000	6
21	Burnham Rd Sidewalk Reconstruction	This project will provide a sidewalk from Dufton Rd to High St. ADA-compliant ramps will be provided, including at existing midblock crossings. This location received a high number of requests by the public for improved pedestrian accommodations.	CS Needs Assessment	Dufton Rd to High St	https://www.google.com/maps/@42.6676986,-71.1403489,16.75z?entry=ttu	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	Yes	No	Yes	No	No	No	$250,000 - $500,000	$360,000.00	0	1
22	Bellevue Rd Sidewalk	This project will provide a sidewalk from Brown St to Lowell St. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a moderate number of requests by the public for pedestrian accommodations.	Master Plan	Brown St to Lowell St	https://www.google.com/maps/@42.6394436,-71.2033335,15.75z?entry=ttu	Yes	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	Yes	No	>$500,000	$500,000.00	$1,135,000	6
23	High Plain Rd Sidewalk	This project will provide a sidewalk from Greenwood Rd to Pendant Court, improving access to High Plain Elementary School. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a few requests by the public for pedestrian accommodations.	CS Needs Assessment	Greenwood Rd to Pendant Court	https://www.google.com/maps/@42.6613153,-71.2033817,15.5z?entry=ttu	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	Yes				No	Yes	No	Yes	No	>$500,000	$500,000.00	$90,000.00	3
24	Chandler Road Shared Use Path	This project will provide a shared use path from River Rd to North St. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a few requests by the public for bicycle and pedestrian accommodations.	CS Needs Assessment	River Rd to North St	https://www.google.com/maps/@42.6813675,-71.2016464,15.5z?entry=ttu	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	Yes	No	No	Yes	No	>$500,000	$500,000.00	$2,405,000	8
25	Midblock Crossing Safety Improvements	This project will upgrade existing midblock crossings to make pedestrians more visible to drivers. Potential improvements include Rectangular Rapid Flashing Beacons and reflective signage. All pedestrian curb ramps will be upgraded to be ADA-compliant.	CS Needs Assessment	Townwide	N/A	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes	No	No	Yes	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	Yes	Yes	No	>$500,000	$500,000.00	$1,195,000	6
26	Greenwood Rd Shared Use Path	This project will provide a shared use path from I-495 to North St, providing dedicated facilities for pedestrians and bicyclists in a high-crash area. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. To minimize these impacts this project may reallocate some roadway width. This location received a few requests by the public for bicycle and pedestrian accommodations.	Master Plan	I-495 to North St	https://www.google.com/maps/@42.6758706,-71.1899849,14.75z?entry=ttu	Yes	Yes	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	Yes	No	No	Yes	No	>$500,000	$500,000.00	$770,000	4
27	Reconstruct Beacon St/Lowell St/Shawsheen Rd Intersection	The project will involve the reconstruction of the Beacon St/Lowell St/Shawsheen Rd intersection to improve geometry and sightlines. A four way stop or signals may also be considered pending traffic analysis at this high crash location. ADA-compliant ramps and potential crossing safety improvements will also be included.	CS Needs Assessment		https://www.google.com/maps/@42.6606815,-71.1663729,17z?entry=ttu	Yes	No	No	Yes	No	Yes	Yes	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	Yes	No	No	No	$250,000 - $500,000	$500,000.00	0	2
28	Hidden Rd & Highland Rd Shared Use Path	This project will provide a shared use path from Dwight St to Sunset Rock Rd, providing dedicated facilities for pedestrians and bicyclists in a high-crash area as well as access to Phillips Academy. ADA-compliant ramps will be provided, including at existing midblock crossings. Potential impacts to trees, private properties, and drainage could increase costs significantly. This location received a few requests by the public for bicycle and pedestrian accommodations.	CS Needs Assessment	Dwight St to Sunset Rock Rd	https://www.google.com/maps/@42.6402356,-71.1317722,16.25z?entry=ttu	Yes	Yes	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	Yes	No	Yes	No	Yes	No	>$500,000	$500,000.00	$465,000	2
29	Reconstruct Non-Compliant Pedestrian Curb Ramps	This project will upgrade all non-compliant pedestrian curb ramps to be ADA compliant. This will provide accessibility to all pedestrians at these various crossings. Approximately 400 ramps throughout town will be reconstructed as part of the project. Pedestrian crossing signs will be added at midblock crossings when they are missing, and midblock crosswalk lines will be refreshed as necessary as well. The installation of Rectangular Rapid Flashing Beacons may be considered at midblock crossings with poor visibility and/or high pedestrian volume.	CS Needs Assessment	Townwide	N/A	Yes	No	Yes	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	Yes	Yes	No	>$500,000	$500,000.00	$2,410,000	8
30	Bike Racks at Key Locations	Bike racks will be installed at various locations throughout town. Approximately 15 racks will be installed. Racks will be the Inverted-U style, and serve multiple bicycles. Locations will include, town hall, and other public properties. A concrete or brick pad will be installed with each bike rack.	CS Needs Assessment	Townwide	N/A	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	Yes	Yes	No	No	<$50,000	$20,000.00	0	1