

Street name: High Street

Section of street from: #30 to: #46 Distance (in tenths of a mile): 500 Feet

Population (stats for over 17): 202 (for all of High St) # of bus stops: # of children using bus stops:

Completed by: Sytske Campbell

Need total: 100 Viability total: 10 Total score: 110

Acton Sidewalk Prioritization Rating Chart

1. Need

	<i>Points available</i>	<i>Points awarded</i>
A. Road Type		
1. Arterial (8,000vpd) (from Master Plan)	50	
2. Collector Street (2000vpd to 8,000 vpd) (from Master Plan)	25	25
3. Local Street (< 2000vpd) (From Master Plan)	0	
B. Walking Room (pedestrian is able to move off road into safety when necessary)		
There now exists for 10 feet or more of the section: less than 2 feet off edge of pavement or behind the fog line	20	20
less than 4 feet off the edge of pavement or behind the fog line	10	
more than 4 feet off the edge of pavement or behind the fog line	0	
C. Sight Distances		
Road geometry (horizontal or vertical) prohibits adequate sight distances for driver to see pedestrian for the posted speed	0, 5, or 10	10
D. Traffic Speed (posted speed)		
1. 40mph or higher	20	
2. 30mph or higher	10	10
3. Less than 30mph	0	
E. Commercial Truck Traffic on collector streets only	Low = 0 High = 5	5
F. Railroad Crossing	10	
G. Connectivity		
1. Schools (1 mile radius)	25	
2. Trains (1mile radius)	10	10
3. Links to points of interest within 1 mile of street midpoint (i.e. parks, post office, shopping, museum, etc.). Assign 1 point per point of interest.	1-3 = 5 pts 4-7 = 10 pts > 7 = 15 pts	15
4. Fills in gap in existing sidewalk (a section of street that is less than 1/2 mile in length and connects to sidewalk on either end of gap on this street, not connecting street).	5	5

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2. Viability

	<i>Points available</i>	<i>Points awarded</i>
A. Neighborhood support		
1. Neighborhood/abutter support	0 to 10	10
2. Neighborhood/abutter objection	0 to -10	
B. Costs		
1. Developer commitment in place	Yes/No	no
2. Private grants/trusts		no
3. Existing sidewalk funds available (restricted to South Acton)	amount	\$16844
C. Construction Costs		
1. Base cost per foot $\$22,535/500 =$	500 ft.	\$45.07
2. Additional Cost Item (RSMMeans sitework cost data)		\$162,404
3. Additional Cost Item		
Final Cost Per Foot		\$369.88
Total Cost		\$184,939
D. Legal requirements		
1. All work for the sidewalk is within the Town's Right of Way. No easements required.	20	
2. Some of the work will require easements from abutters. All abutters agree to give easements.	10	10
3. Some of the work will require easements from abutters. Abutters will not give required easements. Hostile land takings required.	-20	
4. Scenic road (according to Acton Bylaws, Chapter J Scenic Road Bylaw)	Yes/No	Yes
E. Environmental considerations		
1. Requires healthy tree removal.	Range 0 to -20	-10
2. Wetlands	-10	

Viability total: 10

Notes:

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- Points of interest:
 - Faulkner Homestead
 - Train Station
 - South Acton Center
 - South Acton Congregational Church
 - Senior Center
 - Jones Field/playground
 - Erickson's Grain Mill

- Population: 202 (census for all of High Street)

- Posted speed vs. actual speed: posted speed is 30 mph, however a town speed monitor determined that most vehicles travel above this speed.
- Estimated cost for 2008 is \$184,939

Other:

- Installing a sidewalk would link the sidewalk currently being constructed (from Main Street, Rt. 27 to #30 High Street) by a developer to a section of sidewalk on High Street that begins after #46 High Street. This would provide a good stretch of sidewalk leading to the train station and South Acton Center for many High Street residents and neighborhoods on connecting streets.
- This section of High Street has a steep grade and dangerous curve with little to no access to safety for pedestrians, especially in poor weather. During heavy traffic hours, this point of the street backs up as cars wait to join Route 27, which makes walking more difficult.
- The Town of Concord recently gave approval for a 40B development on Old Sudbury Road with potentially more than 300 units. This development will cause an increase in traffic for people using the train station and points North and West of Acton.