

Street name: High Street
 Section of street from: #77 to: Parker Street Distance (in tenths of a mile): .75 mile
 Population (stats for over 17): 202 (for all of High St) # of bus stops: 26 # of children using bus stops: 76
 Completed by: Sytske Campbell
 Need total: 95 Viability total: 0 Total score: 95

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	

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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		
3. Existing sidewalk funds available	amount	
C. Construction Costs		
1. Base cost per foot \$192,674/4,275 ft =	4275 ft.	\$45.07
2. Additional Cost Item (RSMMeans sitework cost data)		\$596,159
3. Additional Cost Item		
Final Cost per Foot		\$184.52
Total Cost		\$788,833
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	-20
2. Wetlands	-10	

Viability total: 0

Notes:

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- Points of interest:
 - Stop and Shop/Dunkin' Donuts plaza.
 - Acton Senior Center
 - Faulkner Homestead
 - Pratt's Brook
 - Pine Hawk archeological site
 - Prescott Interiors/Tanning Salon
 - Moscarello's
 - Benjamin Moore Paint Store
 - Gathering Kitchen/Concord Rental/Concord Social Services
- Population: 202 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.
- Total estimated cost is: \$788,833

Other:

- High Street is used by many business trucks and other vehicles. A recent traffic study determined 5000 vpd use this street, the majority of which surpassed the speed limit.
- This section has several curves in the street which obscure sight distance, making use of the road by pedestrians and school children very dangerous. For example, there is a bus stop at Hatch and Valley Roads, not far from a sharp curve in the road. The sight distance is poor for oncoming traffic and has posed many threats for children crossing the street for bus pick-up and drop-off.
- In addition, there is very little walking room for pedestrians to escape due to stone walls and natural rises close to the road.
- The train station on Central Street is within a one mile radius. Many people walk or would like to walk to the train with the aid of a sidewalk. In addition, the South Acton Station is the largest commuter railway station inside Rt.128. Any emergency (medical or criminal) trains are directed to this station.
- There are approximately six blind driveways on the North side of High Street around the dangerous curve. Adding a sidewalk will create more visibility for cars traveling on High Street and decrease the danger of residents leaving their driveways.
- 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 traveling to Route 2W.