

Street name: Parker Street

Section of street from: Drummer Road to: School Street Distance (in tenths of a mile): 4,550 feet

Population (stats for over 17): 301 (for ALL of Parker) # of bus stops: 12 # of children using bus stops: 32

Completed by: Sytske Campbell

Need total: 85 Viability total: -10 Total score: 75

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 | 0 |
| F. Railroad Crossing | 10 | 10 |
| G. Connectivity | | |
| 1. Schools (1 mile radius) | 25 | |
| 2. Trains (1mile radius) | 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 | 5 |
| 4. Fills in gap in existing sidewalk (a section of street that is less than ½ 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 | |
| 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 (205,069/4,550 ft) | 4550 ft. | \$45.07 |
| 2. Additional Cost Item RSMMeans Sitework Cost data | | \$128,846 |
| 3. Additional Cost Item | | |
| Final Cost per Foot | | \$73.39 |
| Total Cost | | \$333,915 |
| 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 | |
| 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 | |
| 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:
 - Pratt's Brook Nature Trail
 - Cucorbit Farm

- Population: 301 (for ALL of Parker)

- Posted speed vs. actual speed:

Other:

- Placing a sidewalk in this area would link several neighborhoods and connect to School Street which has a sidewalk almost the length of the road.
- A railroad crossing exists on this section of the street.
- There are two sharp curves of the road which limit sight distance.
- Several areas exist where pedestrians have no safety access due to rise of land at roadside.