

Street name: Powdermill Road

Section of street from: High Street to: Maynard border Distance (in tenths of mile) 5/10 or 350 ft of total segments)

Population (stats for over 17): 1 # 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	50
2. Collector Street (2000vpd to 8,000 vpd) (from Master Plan)	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	
less than 4 feet off the edge of pavement or behind the fog line	10	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	5
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	
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	yes
2. Private grants/trusts		
3. Existing sidewalk funds available	amount	\$2542
C. Construction Costs		
1. Base cost per foot \$15,775 / 350	350 ft.	\$45.07
2. Additional Cost Item		\$1,645
3. Additional Cost Item		
Final Cost per Foot		\$49.77
Total Cost		\$17,420
D. Legal requirements		
1. All work for the sidewalk is within the Town's Right of Way. No easements required.	20	N/K
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	No
E. Environmental considerations		
1. Requires healthy tree removal.	Range 0 to -20	No
2. Wetlands	-10	

Viability total: 10

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Notes:

- Points of interest:
 - Stop and Shop shopping center
 - Acton Ford
 - Moscarello's
 - Benjamin Moore Color Works
 - Prescott Interiors/Tanning Salon
 - Valley Sports
 - Wendy's restaurant
- Population: There are few residents who live on this road (1 according to recent census.)
- Posted speed vs. actual speed:
- Total cost of this section is \$17,420.

Other:

- On this section of Powdermill Road, there exist four short unlinked sections of sidewalk. Pedestrians would greatly benefit from the completion of a connected sidewalk along the whole of this section. One of the missing sections is a developer-proposed sidewalk for which there may be \$2,542 in gift money.
- Powdermill Road is a commonly used arterial route. In addition, this particular section joins three towns-Acton, Sudbury, and Maynard, making it a particularly busy traffic area.
- The Town of Concord recently gave approval for a 40B development on Old Sudbury Road with potentially more than 300 units. This development will likely cause an increase in vehicle traffic by those traveling to Rt. 2 or to the Acton train station.