



**TOWN OF NORTHBOROUGH
63 MAIN STREET
SELECTMEN'S MEETING ROOM
NORTHBOROUGH, MA 01532**

APPROPRIATIONS COMMITTEE

MEETING AGENDA

Thursday, March 17, 2022

7:00 p.m.

AGENDA ITEMS

1. Approval of Minutes:
March 10, 2022
2. [DPW Ongoing Projects Update and FY2023 Budget Presentation](#)
3. [Review of Draft Town Meeting Warrant](#)
4. [Review of Town's Legislative Priorities Letter](#)
5. Next Meeting Date – March 24, 2022
6. Any other business to come before the Committee

PUBLIC WORKS DEPARTMENT

Water, Wastewater, Highway, Cemetery, Parks, & Facilities
Scott D. Charpentier, P.E. Director



TOWN OF NORTHBOROUGH

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MEMORANDUM

Date: February 28, 2022

To: John Coderre, Town Administrator

From: Scott D. Charpentier, P.E., Public Works Director

Subject: **Public Works Project Updates**

The support of our Boards and Committees has led to the funding of numerous Capital Improvements Projects. The Department of Public Works has managed these critical projects through various stages of completion this past fiscal year. In addition to these projects and our daily operational tasks, the DPW purchased and commissioned replacement equipment and vehicles including a water/sewer tractor, and two Highway Division vehicles, a pickup truck and small dump truck. Beyond the capital program, the DPW has managed several other projects that are funded through a variety of other means.

I would like to take this opportunity to update you on the status of our department's project activities.

- **Pavement Management**

The Town's initial pavement management plan inventory and assessment was completed in 2013 which measured an average Town-wide Roadway Surface Rating (RSR) of 71. In FY2015 the Legislature authorized a \$300 million Chapter 90 program; however, subsequent years' funding levels have been reduced to \$200 million. Annual spending of \$1.1 million is necessary to maintain or slightly improve our current pavement conditions. Under that standard, the Town's Annual Chapter 90 allocation of approximately \$500,000 plus a local appropriation of \$300,000 results in a \$300,000 funding gap, which would be filled if the statewide Chapter 90 funding were released at \$300 million. In the meantime, Annual Town Meetings (ATM) have funded the additional \$300,000 needed to fill this funding gap through the capital improvement plan utilizing free cash.

There have been roadway culvert failures over the past few years which required redirection of nearly all the \$300,000 roadway maintenance operating budget toward replacing these culverts. Culverts on Davis Avenue, Lyman Street, and Ridge Road were replaced in FY2022. Moving forward, additional funding sources need to be identified specifically for culvert replacements, or the Town risks losing ground in maintaining and improving townwide roadway conditions.

Our most recent update to the pavement management roadway surface rating (RSR), which incorporates work completed in 2021, shows the town-wide PCI fell slightly from 73.5 in

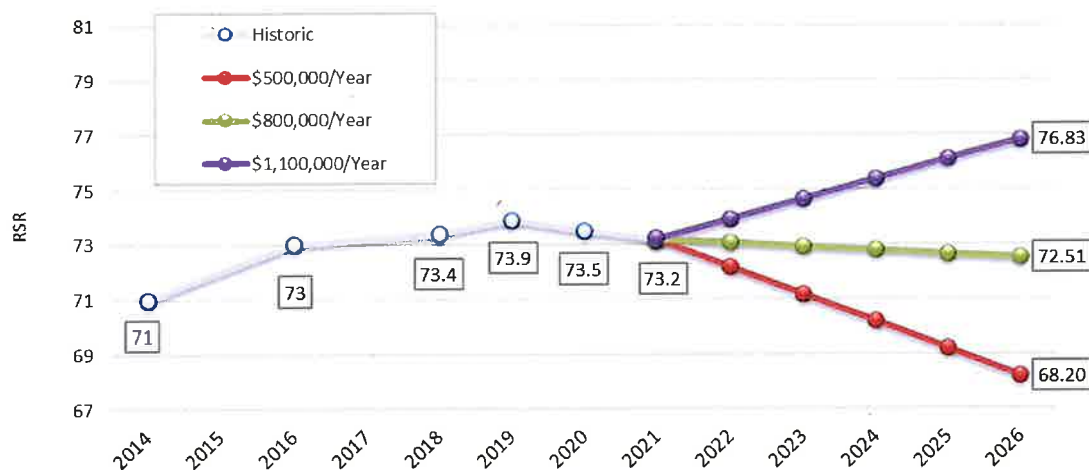
2020 to 73.2. Below is a summary of pavement management work the Town completed in the 2021 construction season. This represents approximately 10% of all roadways in town having received some form of maintenance activity.

2021 Pavement Program Summary

	<u>Length</u> (Feet)	<u>Length</u> (Mile)
Gutter Mill and Overlay	7,805	1.5
Mill and Overlay	5,280	1.0
Shim and Overlay	2,600	0.5
Crack Fill	26,792	5.1
		8.0

For a complete list of streets and treatments performed, please see Attachment A, 2021 Pavement Management Program Details provided at the end of this memorandum.

- **Status:** The Town prepared a comprehensive 3-year roadway improvement plan to follow the program goals of maintaining or improving our overall roadway rating, implementing a range of treatments in a regionalized approach, and applying annual treatments to at least 10% of our roadways. The chart below shows the different funding level impacts on the overall Roadway Surface Rating and assumes the \$1.1M investment isn't diverted to culvert replacement.



- **Sidewalk Improvements**

The recently complete Northborough Master Plan identifies sidewalk and crosswalk improvements as well as sidewalk expansion as primary goals of the community. Public Works has begun working on these goals in several ways.

- Northborough was awarded a \$59,609 competitive grant through MassDOT to fund installation of pedestrian activated rapid flashing beacons at the crosswalks nearest our recreational facilities.
- A previously completed townwide sidewalk assessment culminated with the development of a Sidewalk Management Plan which presents a capital approach to improving the existing network of sidewalks.
- The 2022 paving program includes reconstruction of sidewalks and wheelchair ramps along those roadways where reconstruction will occur.
- ***Status: Public Works has applied to become a Complete Streets Community and was recently awarded \$35,200 in State grant funds to assist with development of a Townwide Comprehensive Sidewalk Prioritization Plan. The plan will help identify sidewalk network gaps and available funding to close said gaps.***

A MassDOT competitive grant application was recently submitted to fund installation of dedicated bicycle lanes along the portion of Bartlett Street between the High School and the City of Marlborough, where bicycle lanes already exist of Forest Street.

- **Multiple Culvert Replacements**

Culverts under Ridge Road and Davis Avenue have deteriorated to the point of failure, and Lyman Street to near failure. Design and permitting was funded through the Chapter 90 process and roadway maintenance operating funds have been allocated to implement the physical replacement of these culverts. Due to a very competitive construction bidding environment, the culvert under Lyman Street, which often overtops, was able to be funded for replacement in the amount of \$76,100 while the Ridge Road and Davis Avenue culvert bid values are \$91,500 and \$107,000 respectively.



Before



After

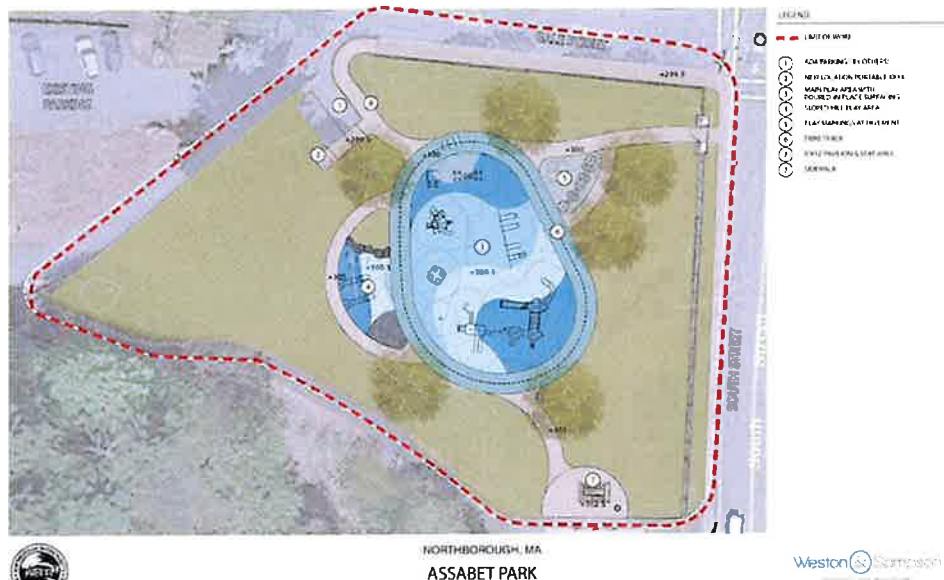
- ***Status: Construction is nearly complete on all three culverts. Another culvert has failed, this time on Lincoln Street adjacent to the Elementary School. Our engineering consultant is currently preparing design and permit drawings for this replacement. The DPW inventories all Town culverts and is in the process of***

developing a sustainable replacement program pending identification of recurring funding sources.

- **Assabet Playground Reconstruction**

The Town successfully negotiated an agreement with the Massachusetts Architectural Access Board which allows the Town to implement accessibility improvements to the playground. The 2020 ATM funded this project by appropriation of \$102,775 from Free Cash and \$452,225 from the CPA reserves. The completed project will replace the Assabet Playground surface and equipment, resulting in a new and fully accessible play area.

ASSABET PARK | CONCEPT 1



- *Status: Project construction is nearing 50% completion and the playground is expected to be open for use by the summer of 2022.*

- **New Pickleball Courts at Ellsworth/McAfee Park**

Pickleball is one of the fastest growing sports in American and is very popular in our community. Recently Westborough converted their Chauncy Lake tennis courts to all pickleball. Northborough does not offer outdoor pickleball for residents. The only court in Town is located inside of Town Hall and is not readily available due to the limited Town Hall hours.



- ***Status:*** *The project design and bidding is complete and a construction contract has been awarded with an anticipated complete date of late summer 2022. Unfortunately, due to material cost increases some small project components had to be omitted which include entrance gates and sideline fencing. We are currently looking into alternative funding sources for these amenities.*

- **Water and Sewer Operations Building on School Street**

The 2020 ATM allocated \$900,000 for construction of a second operations building for the water and sewer department. The original garage was constructed in 1964 when there was only a water division. Since that time the sewer division has come on-line and the equipment and operational needs of the department have grown substantially.



- ***Status:*** *The building construction contract is complete. The Town is currently working with Assabet Valley Regional Tech. for all interior framing and finish work which is well underway. Escalating construction material costs have resulting in the need to access other funding mechanisms for some of the finish work. The building is planned to be available for use during the summer of 2022.*

- **Assabet Hill Water Tank Rehabilitation**

The 2020 ATM allocated \$725,000 toward construction of repairs and improvements to the Assabet Hill Water Storage Tank. The work includes repair and coating of the tank surfaces, installation of a non-mechanical mixing system for water quality improvements, and construction of a small operations and controls building which will house a sample port, tank monitoring equipment, and communication panels.

- *Status: Construction is well underway with the tank cleaning and coating complete. There were supply chain delays with the prefabricated controls building and the mixing system. Both are now available, and work is scheduled to recommence in March 2022.*

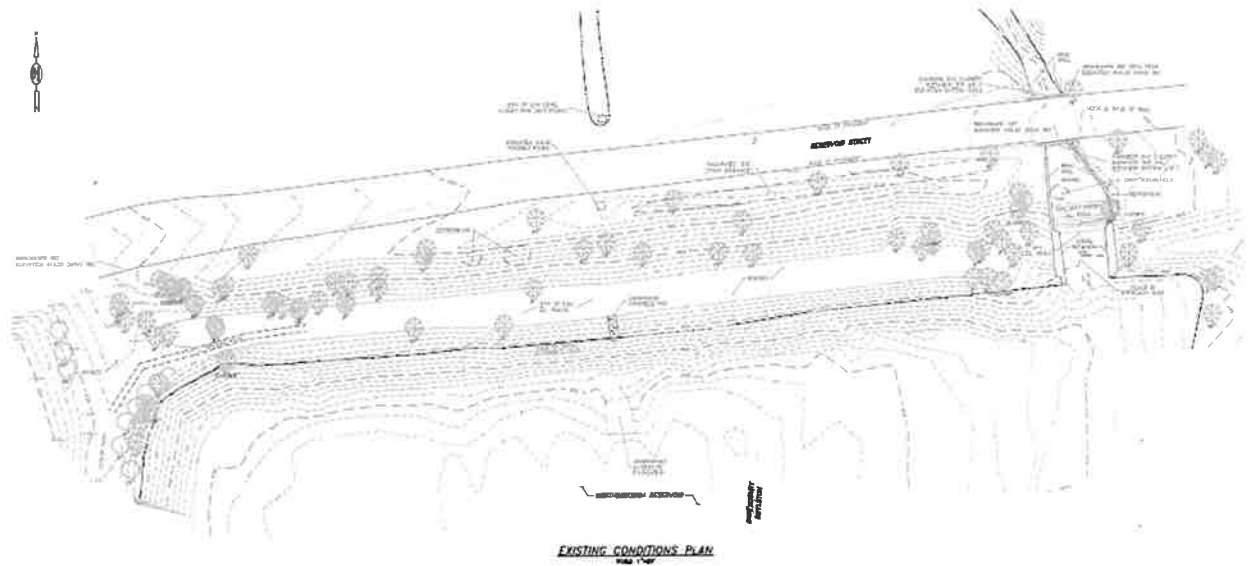
- **Water and Sewer SCADA Project**

The 2021 ATM approved funding for the Town's first Supervisory Control and Data Acquisition system for the water and sewer divisions. This allows operating staff to monitor and adjust control of critical water and sewer infrastructure remotely through a secure dedicated network. This first phase of implementation includes two control stations as well as five monitoring locations.

- *Status: Work has begun with customization of SCADA software for our facilities and to provide needed interface environment. Control panels are in fabrication and are expected to be installed during the summer of 2022 with full system roll-out before the end of the year.*

- **Northborough Reservoir Dam Removal**

The Northborough Water Division owns the a dam located in Shrewsbury and Boylston, which no longer provides a useful function for the Town. The Massachusetts Office of Dam Safety found the dam to be in poor condition and has ordered its repair or removal. A recent study concluded that removal is the most cost-effective and environmentally conscious alternative. The 2021 ATM approved funding the design and permitting phase of removal in the amount of \$50,000, combined with an additional \$168,750 competitive grant awarded through the Commonwealth.



- *Status: Land and bathymetric surveys are complete as well as environmental resource mapping, and geotechnical exploration. The next steps include a Preliminary Engineering Dam Report and subsequent to that, filing of environmental permits. Once the design and permitting phase is complete, the Town intends to seek grant funding through the State Dam and Seawall Grant Program to help fund the cost of removal.*
- **Facilities HVAC**
In conjunction with our new Facilities Manager, Public Works oversaw two critical heating/ventilation/ air conditioning (HVAC) projects. The Senior Center utilizes a geothermal system to provide heating and cooling for the building. One of the heat pumps failed during the winter and the other, being of similar age and level of wear, was due for replacement. Also, Town Hall suffered a catastrophic failure of one of the heating boilers, leaving only one functional boiler, which is not adequate during durations of deep cold.



Town Hall Boiler



Senior Center Heat Pumps

- ***Status: All work is complete and both systems are fully functional. Control improvements were implemented at both locations and will provide better operations and efficiencies.***

Attachment A

2021 Pavement Management Program Details			
Gutter Mill and Overlay			
Street Name	Approximate Construction Limits		Length (ft)
	To Street	From Street	
Brendon Road	Catherine Drive	End	425
Catherine Drive	School Street	End	1,425
Clafin Farm Road	Mayflower Road	Samuel Gamwell Road	1,000
Jacob Cobb Lane	Thaddeus Msaon Road	End	430
Jethro Peters Lane	Northgate Road	End	1,150
Joseph Road	Catherine Drive	End	580
Kristyn Drive	Catherine Drive	End	425
Samuel Gamwell Road	Thaddeus Msaon Road	Woodland Road	1,320
Thaddeus Mason Road	Jacob Cobb Lane	Samuel Gamwell Road	1,050
Mill and Overlay			
Street Name	Approximate Construction Limits		Length (ft)
	To Street	From Street	
School Street	Railroad Crossing	Brigham Street	5,280
Shim and Overlay			
Street Name	Approximate Construction Limits		Length (ft)
	To Street	From Street	
Brewer Street	Church Street	#112 Brewer Street	2,600
Crack Fill			
Street Name	Approximate Construction Limits		Length (ft)
	To Street	From Street	
Assabet Drive	Beverly Rd	Cul De Sac	835
Beeman Road	Talbot Rd	Cul De Sac	1,629
Buck Hill Road	Old Colonial Rd	Cul De Sac	543
Charina Road	Lexington Rd	Cul De Sac	720
Cold Harbor Drive	West St	Cul De Sac	851
Coram Farm Road	Valentine Rd	Cul De Sac	431
Dartmouth Drive	Copley Dr	Cul De Sac	397
Fisher Street	Crawford St	Foxwood Ln	470
Franklin Circle	Crawford St	Crawford St	1,769
Galahad Road	Town Line	Cul De Sac	307
Gates Lane	Little Pond Rd	Cul De Sac	539
Grist Mill Lane	Little Pond Rd	Cul De Sac	471
Jenkins Drive	Bartlett St	Stirrup Brook Ln	692
Johnson Avenue	Maple St	Rooney St	550
Lexington Road	Southwest Cutoff	Charina Rd	547
Lexington Road	East Main St	Main St	178
Little Pond Road	East Main St	Grist Mill Ln	4,442
Memorial Drive	East Main St	Cul De Sac	675
Milestone Lane	Little Pond Rd	Cul De Sac	369
Oak Meadow Drive	Davis St	Cul De Sac	392
Orchard Circle	Valentine Rd	Cul De Sac	430
Potter Circle	Valentine Rd	Cul De Sac	431
Prospect Street	Mulberry Ln	Pleasant St	634
River Street	Main St	Saint James Dr	553
Stirrup Brook Lane	Bartlett St	Jenkins Dr	605
Stirrup Brook Lane	Jenkins Dr	Cul De Sac	350
Sunny Hill Road	Pine Haven Dr	Shadylane Ave	606
Tory Lane	Little Pond Rd	Cul De Sac	298
Tree Top Circle	Whitney St	Saw Mill Dr	979
Tri Corner Circle	Pleasant St	Cul De Sac	308
Valentine Road	Fay Ln	Howard St	3,091
Washington Road	Jefferson Rd	Dead End	574
Whitney Street	Church St	Pleasant St Ext	450
Winn Terrace	Winn St	Cul De Sac	674

January 2022

Sidewalk Management Report

NORTHBOROUGH, MASSACHUSETTS

PREPARED BY:

The Team of:
Woodard & Curran Inc.
Baden Consulting Services, LLC

PREPARED FOR:

Mr. Scott D. Charpentier
Director of Public Works
Town of Northborough
63 Main St
Northborough, MA 01532

Introduction

In late 2020/early 2021, as part its on-going roadway asset management program, the Town of Northborough had all sidewalks and pedestrian curb ramps along Town roads inventoried and assessed. Sidewalks are a critical part of a municipality's infrastructure, providing safety and mobility to pedestrians, and enhancing access to public and private facilities, businesses, and generating community connectivity. Pedestrian Curb Ramps enable that access for pedestrians with mobility altering disabilities.

The inventory maps the location of existing features and provides basic attributes such as material and general condition, which will be described later in this report. The inventory lays the groundwork for analysis and further data development. The following report will provide summaries of the existing network, estimate a backlog of repairs, and project the effects of multiple funding scenarios. The sidewalk inventory will/may also be used and augmented to prioritize improvements, identify gaps/needs for new sidewalk, determine compliance with requirements and guidelines from the ADA (Americans with Disabilities Act) and PROWAG (Pedestrian Right Of Way Accessibility Guidelines), and for development of Complete Streets projects.

Sidewalk and Ramp Inventory Attributes

Each sidewalk and ramp observed along Northborough's Town road network was inventoried for location and a variety of attributes. The following information was captured for each feature:

Sidewalks

Sidewalk attributes include:

- Geographic location: The approximate location of each sidewalk was mapped using GIS (Geographic Information Systems)

- **Descriptive Location:** The street name, and the names of the streets bounding the block as well as the side of the street indicated by odd/even addresses
- **Material:** Material of the sidewalk surface
- **Curb Type:** Type of curbing adjacent to the sidewalk
- **Geometry:** Length and Width of the sidewalk
- **Condition:** General condition of the sidewalk segment (Excellent, Good, Fair, or Poor)

Pedestrian Curb Ramps

Ramp attributes include:

- **Geographic location:** The approximate location of each ramp was mapped using GIS (Geographic Information Systems)
- **Material:** The material of the ramp's surface
- **Detectable Warning Panel:** Indicates whether or not the ramp includes a panel with raised bumps to provide tactile notification to vision impaired pedestrians.
- **Condition:** General Condition of the ramp (Excellent, Good, Fair, or Poor)

Condition and Attribute Summary

The Town of Northborough has 32.69 miles of sidewalk and 212 pedestrian curb ramps. Each sidewalk and ramp was given a condition rating of Excellent, Good, Fair, or Poor. For the purposes of calculating network-wide average conditions, and projecting future conditions, these condition levels are assigned a numeric Condition Index. While each rating represents a range of Indexes, a specific index is assigned to each as follows.

Condition Rating	Index Range	Assigned Index
Excellent	81-100	100
Good	61-80	80
Fair	41-69	60
Poor	1-40	40

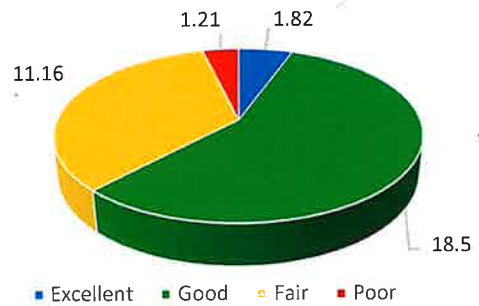
Summaries of the condition and other attributes of the sidewalks and ramps follow:

Sidewalk Attribute Summaries

Condition:

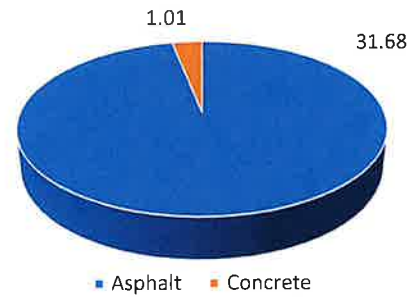
The average Sidewalk Condition Index, weighted by sidewalk length is a 72

Condition Rating	Miles
Excellent	1.82
Good	18.50
Fair	11.16
Poor	1.21



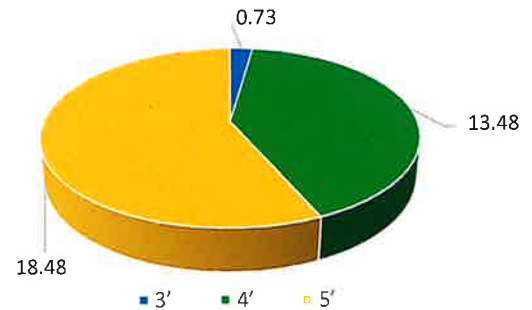
Material:

Material	Miles
Asphalt	31.68
Concrete	1.01



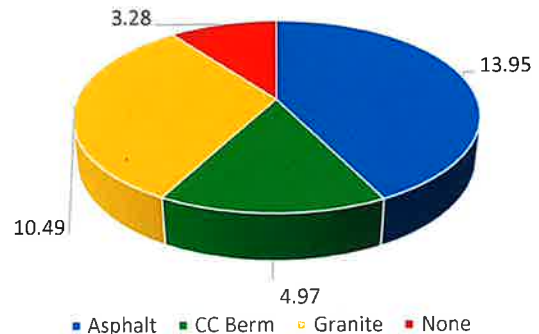
Width:

Width (ft)	Miles
3'	0.73
4'	13.48
5'	18.48



Curb Type:

Curb Type	Miles
Asphalt	13.95
CC Berm	4.97
Granite	10.49
None	3.28

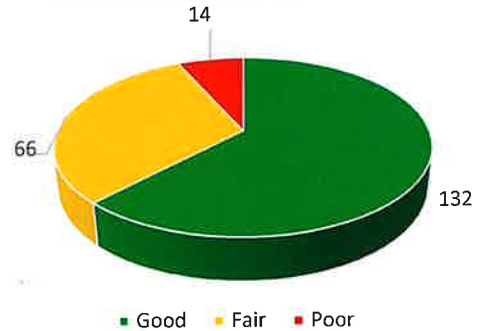


Ramp Attribute Summaries

Condition:

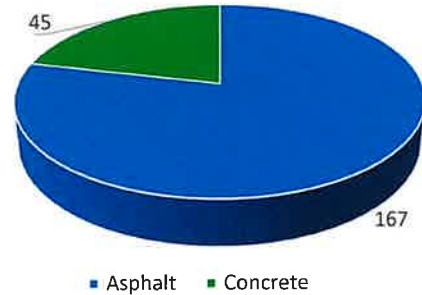
The average Ramp Condition Index is a 71.

Condition Rating	Count
Good	132
Fair	66
Poor	14



Material:

Material	Count
Asphalt	167
Concrete	45



Detectable Warning Panel*:

Detectable Panel	Count
No	153
Yes	59



*Detectable warning panels are required for ADA compliance.

Backlog of Repairs

The backlog of repairs is described as the cost to bring all sidewalks to good or excellent condition at a single point in time. While generally not a feasible endeavor, the backlog serves to quantify how much work there is to be done, provide a benchmark for current conditions, and as a point of comparison for future analysis. Due to on-going sidewalk deterioration, it is not used to determine a total needed budget over multiple years to address all sidewalk needs. That will be addressed in the following section “budget scenarios”.

To estimate the backlog, a few analysis parameters need to be set. First, a short list of repair types needs to be established. Each repair type is assigned a unit cost (ie.. Dollars per Square Yard). While every project is different, a short list of the typical sidewalk improvement approaches is needed for high level estimating. Second, a repair “strategy” needs to be developed so that one of those repair types can be assigned to each sidewalk segment. Once the repair alternatives and strategy are set, software is used to assign a repair approach to each sidewalk segment and the cost of projects is tallied.

To summarize Northborough’s sidewalk repair strategy, the following table shows the list of alternatives, the estimated unit cost, and where the alternative should be applied.

Alternative	Unit Cost	Where Applied
Resurface Asphalt Sidewalk, repair asphalt curb, rebuild ramps	\$43/SY	Asphalt sidewalk in fair condition, Asphalt Curb
Resurface Asphalt Sidewalk, reset granite curb, rebuild ramps	\$51/SY	Asphalt sidewalk in fair condition, Granite Curb
Reconstruct Asphalt Sidewalk and curb, rebuild ramps	\$72/SY	Asphalt sidewalk in poor condition, Asphalt Curb
Reconstruct Asphalt Sidewalk, reset curb, rebuild ramps	\$80/SY	Asphalt sidewalk in poor condition, Granite Curb
Concrete Sidewalk Panel Replacement	\$90/SY	Concrete Sidewalk with localized failures
Concrete Sidewalk Reconstruction, reset granite curb, rebuild ramps	\$124/SY	Concrete Sidewalk with extensive failures

Applying the strategy and costs described above, the total backlog is calculated:

The current backlog of sidewalk improvements is \$1,532,000.

The following table summarizes the backlog of sidewalk improvements in Northborough by repair alternative.

Backlog Summary Table

Repair Alternative	Miles	Cost
Asphalt Reconstruction w/Asphalt Curb	0.77	\$136,000
Asphalt Reconstruction w/Granite Curb	0.34	\$67,000
Asphalt Resurface w/Asphalt Curb	9.89	\$1,116,000
Asphalt Resurface w/Granite Curb	1.12	\$142,000
Concrete Panel Replacement	0.15	\$38,000
Concrete Reconstruction	0.10	\$34,000
No Sidewalk Repairs	20.32	\$0
Totals:	32.69	\$1,532,000

Budget Analysis

To estimate the effects of funding on the average condition level of the sidewalk network over multiple years, in addition to the repair cost and strategies discussed in the previous section, deterioration over time must also be modeled.

For this analysis, it was assumed that asphalt sidewalks have a useful life of 25 years, meaning that they would reach Poor condition 25 years after construction, dropping 2.4 condition index points per year. Likewise, concrete sidewalks were assigned a life of 50 years, dropping 1.2 points per year.

The following scenarios only address the cost of maintaining existing sidewalks, and do not address filling in gaps or expanding the network.

Scenarios Explored

The average Sidewalk Condition Index was projected for 5 years under the following 4 Scenarios.

Zero Funding

\$100,000 per year

\$200,000 per year

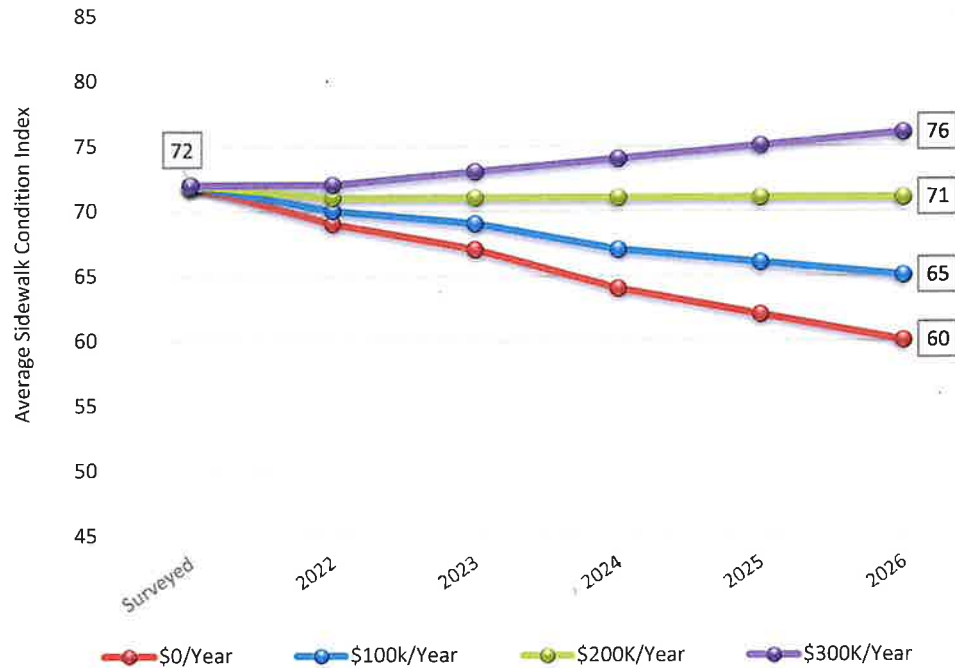
\$300,000 per year

These scenarios were selected as they represent funding levels that will include a wide-range of results, including the worst-case scenario, a scenario that will maintain current conditions, and a scenario that will improve town-wide sidewalk condition.

Scenario Results

The scenario results are best presented when charted against each other as shown below.

Sidewalk Budget Scenarios Results



Due to the nature of the condition rating system used (Excellent, Good, Fair, Poor), it is more effective to look at the trends in change represented above, as opposed to specific numeric values.

Per the above chart, it is predicted that not funding a sidewalk maintenance program would allow a steep decline in conditions. A budget of \$100,000 per year would allow a more gradual decline. \$200,000 per year would essentially maintain conditions, and \$300,000 per year would create a consistent improvement in town-wide sidewalk conditions.

Sidewalk Funding

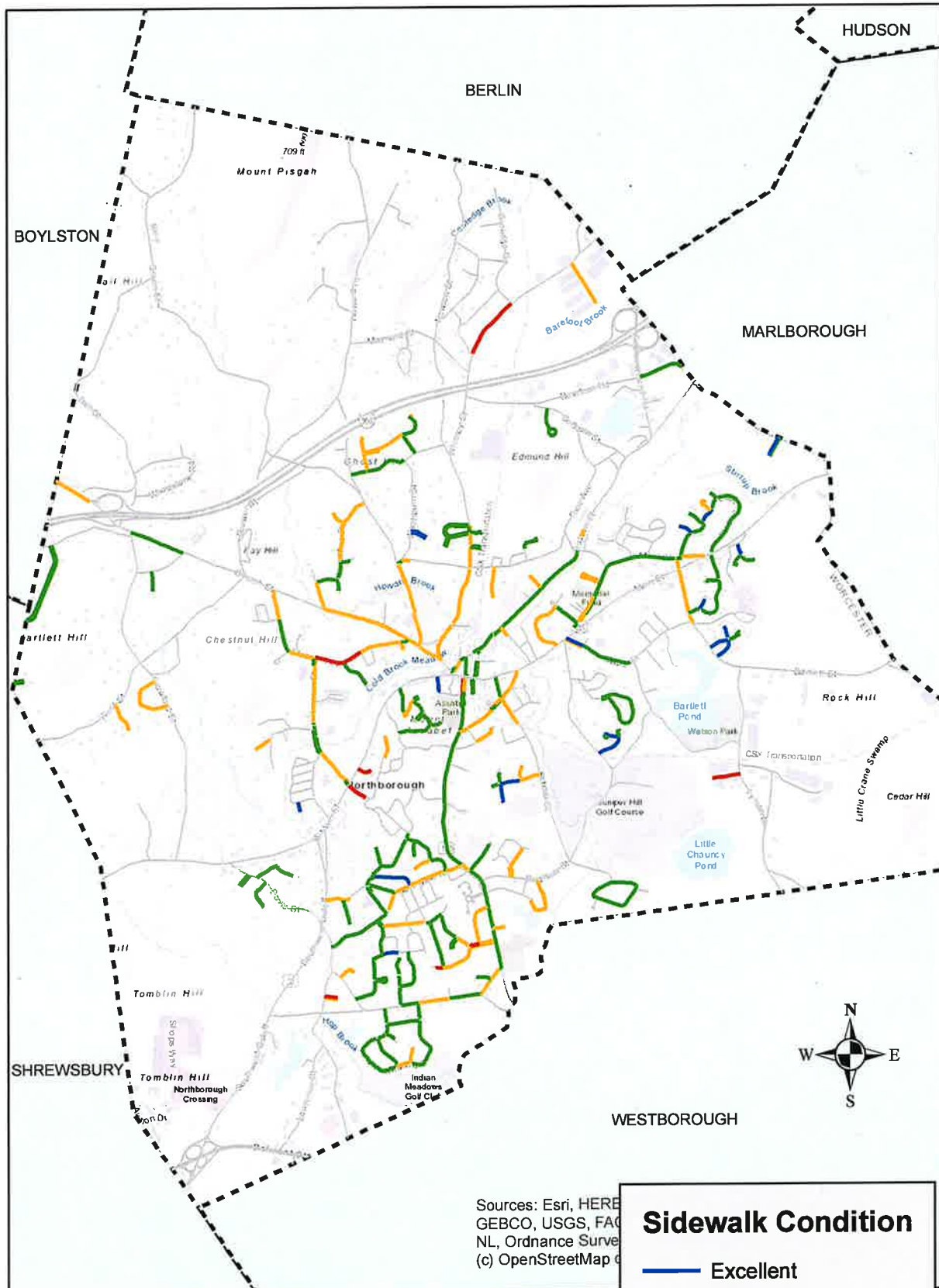
In addition to a consistent Town-supported funding program for sidewalk maintenance and improvement, there are other funding sources available which can assist in the augmentation and growth of the sidewalk network.

The sidewalk management database that the Town has can be used to help select and present projects in the application for grants such as the “Safe Routes to School” and “Complete Streets” programs.

Appendix A

Sidewalk Condition Map

Town of Northborough Sidewalk Condition Map



Sidewalk Condition

- Excellent
- Good
- Fair
- Poor

Appendix B

Sidewalk Backlog Report

Sidewalk Backlog Report

1/28/2022

Street Name	Block Start	Block End	Length (ft)	Width (ft)	Material	Condition	Curb	Repair Alternative	Cost
ABENAKI DRIVE	INDIAN MEADOW DR	INDIAN MEADOW DR	936	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
AGAWAM DRIVE	INDIAN MEADOW DR	CUL DE SAC	292	4	Asphalt	Good	None	No Sidewalk Repairs	\$0
ALCOTT DRIVE	SOUTH ST	LONGFELLOW RD	1,251	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$29,230
ASSABET DRIVE	BEVERLY RD	CUL DE SAC	633	5	Asphalt	Fair	Granite	Asphalt Resurface w/Granite Curb	\$17,539
ASSABET HILL CIRCLE	PATRIOT DR	WHEELWRIGHT DR	339	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
ASSABET HILL CIRCLE	WHEELWRIGHT DR	LIBERTY DR	427	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
ASSABET HILL CIRCLE	WHEELRIGHT DR	WESTBROOK RD	974	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
BALCOM DRIVE	WEST MAIN ST	CUL DE SAC	412	5	Asphalt	Poor	Granite	Asphalt Recon w/Granite Curb	\$17,915
BARTLETT STREET	EAST MAIN ST	MAIN ST	293	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$6,841
BARTLETT STREET	MAIN ST	HEMLOCK DR	1,258	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$23,514
BARTLETT STREET	HEMLOCK DR	MAPLE ST	278	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$5,202
BLAKE STREET	PIERCE ST	MAIN ST	100	5	Concrete	Good	Asphalt	No Sidewalk Repairs	\$0
BLAKE STREET	PIERCE ST	MAIN ST	48	5	Concrete	Good	Granite	No Sidewalk Repairs	\$0
BLAKE STREET	PIERCE ST	MAIN ST	94	5	Concrete	Good	Granite	No Sidewalk Repairs	\$0
BLAKE STREET	PIERCE ST	MAIN ST	27	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
BLAKE STREET	PIERCE ST	MAIN ST	48	5	Concrete	Good	Asphalt	No Sidewalk Repairs	\$0
BLAKE STREET	PIERCE ST	MAIN ST	109	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
BLAKE STREET	PIERCE ST	MAIN ST	53	5	Concrete	Good	Asphalt	No Sidewalk Repairs	\$0
BLAKE STREET	PIERCE ST	MAIN ST	32	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
BLAKE STREET	PIERCE ST	MAIN ST	10	5	Concrete	Good	Asphalt	No Sidewalk Repairs	\$0
BLAKE STREET	PIERCE ST	MAIN ST	51	5	Concrete	Good	Granite	No Sidewalk Repairs	\$0
BLUEBERRY LANE	HEMLOCK DR	CUL DE SAC	393	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
BRENDON ROAD	CATHERINE DR	CUL DE SAC	374	4	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$6,997
BUCK HILL ROAD	OLD COLONIAL RD	CUL DE SAC	541	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
CAPTAIN EAGER DRIVE	OTIS ST	CUL DE SAC	387	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$7,228
CAPTAIN EAGER DRIVE	OTIS ST	CUL DE SAC	386	5	Asphalt	Poor	Asphalt	Asphalt Recon w/Asphalt Curb	\$15,114
CARRIAGE HILL ROAD	MOHICAN AVE	CUL DE SAC	96	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$1,804
CARRIAGE HILL ROAD	MOHICAN AVE	CUL DE SAC	842	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
CARRIAGE HILL ROAD	IROQUOIS DR	MOHICAN AVE	1,219	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$28,481
CARRIAGE HILL ROAD	IROQUOIS DR	MOHICAN AVE	459	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$10,738
CARRUTH DRIVE	WHITNEY ST	CUL DE SAC	313	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
CARRUTH DRIVE	WHITNEY ST	CUL DE SAC	314	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
CASTLE ROAD	RESERVOIR ST	SHREWSBURY TL	2,443	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
CASTLE ROAD	RESERVOIR ST	SHREWSBURY TL	2,338	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
CATHERINE DRIVE	JOSEPH RD	CUL DE SAC	216	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
CATHERINE DRIVE	BRENDON RD	JOSEPH RD	565	4	Asphalt	Excellent	CC Berm	No Sidewalk Repairs	\$0
CATHERINE DRIVE	SCHOOL ST	BRENDON RD	579	5	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$13,541
CHARINA ROAD	LEXINGTON RD	CUL DE SAC	709	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
CHESTERFIELD ROAD	NORTHGATE RD	HOOVER RD	178	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
CHESTERFIELD ROAD	MEADOW RD	ELIOT RD	481	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$8,996
CHESTERFIELD ROAD	HOOVER RD	MEADOW RD	714	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$13,348
CHESTERFIELD ROAD	NORTHGATE RD	HOOVER RD	192	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
CHURCH STREET	BALL ST	BOYLSTON TL	781	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$14,601
CHURCH STREET	STATE ACCEPTED	BALL ST	346	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$6,474
CHURCH STREET	FISHER ST	CRAWFORD ST	1,591	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
CHURCH STREET	COLBY ST	FAY LN	1,772	5	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$41,410
CHURCH STREET	WHITNEY ST	HOWARD ST	546	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$10,216
CHURCH STREET	PLEASANT ST	COLBY ST	809	5	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$18,897
CHURCH STREET	HOWARD ST	PLEASANT ST	322	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$7,531
CHURCH STREET	WHITNEY ST	HOWARD ST	77	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$1,447

Sidewalk Backlog Report

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Street Name	Block Start	Block End	Length (ft)	Width (ft)	Material	Condition	Curb	Repair Alternative	Cost
CLAFILIN FARM ROAD	MAYFLOWER RD	SAMUEL GAMWELL RD	430	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
CLAFILIN FARM ROAD	SAMUEL GAMWELL RD	CUL DE SAC	509	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
CLAFILIN FARM ROAD	MAYFLOWER RD	SAMUEL GAMWELL RD	64	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
COLD HARBOR DRIVE	WEST ST	CUL DE SAC	855	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$15,979
COPLEY DRIVE	BERKLEY RD	DARTMOUTH DR	303	4	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
COPLEY DRIVE	DARTMOUTH DR	CUL DE SAC	413	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
CORAM FARM ROAD	VALENTINE RD	CUL DE SAC	416	4	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$7,774
CRESTWOOD DRIVE	WEST MAIN ST	BIRCH HILL RD	588	4	Asphalt	Poor	Granite	Asphalt Recon w/Granite Curb	\$20,460
CRESTWOOD DRIVE	MURDOCK DR	CUL DE SAC	650	4	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$12,162
CYRUS WAY	SHADYLANE AVE	CUL DE SAC	285	5	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
DARTMOUTH DRIVE	COPLEY DR	CUL DE SAC	396	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
DARTMOUTH DRIVE	COPLEY DR	CUL DE SAC	108	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
DAVIS AVENUE	SADDLE HILL DR	DAVIS ST	487	4	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$9,108
DAVIS AVENUE	SOUTH ST	SADDLE HILL DR	415	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$9,691
DAVIS STREET	LANTHORN RD	INDIAN MEADOW DR	510	4	Asphalt	Good	None	No Sidewalk Repairs	\$0
DAVIS STREET	BRIDLE PATH DR	DAVIS AVE	885	4	Asphalt	Good	None	No Sidewalk Repairs	\$0
DAVIS STREET	INDIAN MEADOW DR	BRIDLE PATH DR	897	5	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$20,960
EAST MAIN STREET	WARREN DR	VERJUNIEL AVE	239	5	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$5,584
EAST MAIN STREET	VERJUNIEL AVE	MEMORIAL DR	1,021	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
EAST MAIN STREET	DEACON ST	ALLISON RD	499	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
EAST MAIN STREET	ALLEN ST	DEACON ST	725	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
EAST MAIN STREET	ALLISON RD	BARTLETT ST	761	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
EAST MAIN STREET	MEMORIAL DR	ALLEN ST	449	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
EAST MAIN STREET	BARTLETT ST	LITTLE POND RD	144	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
EAST MAIN STREET	WARREN DR	VERJUNIEL AVE	274	5	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$6,393
EAST MAIN STREET	MAIN ST	WARREN DR	170	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
EAST MAIN STREET	LITTLE POND RD	MAIN ST	659	5	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$15,390
EAST MAIN STREET	VERJUNIEL AVE	MEMORIAL DR	553	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$12,930
EDMUNDS WAY	COLBURN ST	CUL DE SAC	1,249	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
ELIOT ROAD	CHESTERFIELD RD	LONGFELLOW RD	405	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
ELIOT ROAD	CHESTERFIELD RD	LONGFELLOW RD	82	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
EMERSON ROAD	THOREAU RD	DEAD END	188	5	Asphalt	Poor	Asphalt	Asphalt Recon w/Asphalt Curb	\$7,349
EMERSON ROAD	LONGFELLOW RD	THOREAU RD	1,081	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$25,254
FAIRWAY DRIVE	MULLIGAN WAY	CUL DE SAC	258	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
FAIRWAY DRIVE	BRIGHAM ST	MULLIGAN WAY	767	5	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
FARM HOUSE ROAD	WHITNEY ST	CUL DE SAC	383	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
FAY LANE	CHURCH ST	VALENTINE RD	99	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$1,844
FAY LANE	CHURCH ST	VALENTINE RD	676	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$12,642
FORBES ROAD	WHITNEY ST	CUL DE SAC	1,332	3	Asphalt	Fair	Granite	Asphalt Resurface w/Granite Curb	\$29,544
FOXWOOD LANE	FISHER ST	CUL DE SAC	564	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
FRANKLIN CIRCLE	CRAWFORD ST	CRAWFORD ST	1,698	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$31,745
GALAHAD ROAD	SHREWSBURY TL	CUL DE SAC	315	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
GALAHAD ROAD	SHREWSBURY TL	CUL DE SAC	298	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
GARRISON CIRCLE	SOUTH ST	CUL DE SAC	357	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$8,333
GATES LANE	LITTLE POND RD	CUL DE SAC	530	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
GODDARD ROAD	SOLOMON POND RD	CUL DE SAC	1,269	5	Concrete	Good	Granite	No Sidewalk Repairs	\$0
GRIST MILL LANE	LITTLE POND RD	CUL DE SAC	429	5	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
HAMILTON ROAD	HOOVER RD	WILLIAMSBURG CIR	885	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
HAMILTON ROAD	WILSON RD	HOOVER RD	418	5	Asphalt	Excellent	Asphalt	No Sidewalk Repairs	\$0
HAMILTON ROAD	WILLIAMSBURG CIR	DAVIS ST	881	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0

Sidewalk Backlog Report

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Street Name	Block Start	Block End	Length (ft)	Width (ft)	Material	Condition	Curb	Repair Alternative	Cost
HAWTHORNE CIRCLE	LONGFELLOW RD	CUL DE SAC	344	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
HAWTHORNE CIRCLE	LONGFELLOW RD	CUL DE SAC	376	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
HEMLOCK DRIVE	BLUEBERRY LN	MAIN ST	697	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
HEMLOCK DRIVE	LAUREL AVE	BLUEBERRY LN	1,371	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
HEMLOCK DRIVE	BARTLETT ST	LAUREL AVE	336	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
HOOVER ROAD	HAMILTON RD	WILSON RD	478	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
HOOVER ROAD	WILSON RD	CHESTERFIELD RD	294	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
HOWARD STREET	CHURCH ST	WINTER ST	1,474	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$27,556
HOWARD STREET	CHURCH ST	WINTER ST	973	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$22,743
HUDSON STREET	MAIN ST	CENTRE DR	454	5	Concrete	Good	Granite	No Sidewalk Repairs	\$0
HUDSON STREET	VANESSA DR	ALLEN ST	1,525	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
HUDSON STREET	SILAS DR	VANESSA DR	427	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
HUDSON STREET	RIVER ST	SILAS DR	1,117	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
HUDSON STREET	MAIN ST	CENTRE DR	462	5	Concrete	Good	Granite	No Sidewalk Repairs	\$0
HUDSON STREET	PIERCE ST	RIVER ST	326	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
HUDSON STREET	PIERCE ST	RIVER ST	445	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
HUDSON STREET	ALLEN ST	CHAPIN CT	198	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$4,626
INCREASE WARD DRIVE	OAK AVE	CUL DE SAC	506	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$9,457
INDIAN MEADOW DRIVE	TOMAHAWK DR	TOMAHAWK DR	1,756	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
INDIAN MEADOW DRIVE	DAVIS ST	ABENAKI DR	401	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
INDIAN MEADOW DRIVE	AGAWAM DR	TOMAHAWK DR	215	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
INDIAN MEADOW DRIVE	ABENAKI DR	AGAWAM DR	267	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
INDIAN MEADOW DRIVE	MASHPEE CIR	ABENAKI DR	1,731	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
INDIAN MEADOW DRIVE	ABENAKI DR	DAVIS ST	413	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
INDIAN MEADOW DRIVE	TOMAHAWK DR	MASHPEE CIR	384	4	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$7,182
IROQUOIS DRIVE	CARRIAGE HILL RD	DEAD END	455	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$8,502
IROQUOIS DRIVE	MOHAWK DR	CARRIAGE HILL RD	492	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$9,198
JACOB COBB LANE	THADDEUS MASON RD	CUL DE SAC	419	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
JEFFERSON ROAD	NORTHGATE RD	WASHINGTON RD	166	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
JEFFERSON ROAD	NORTHGATE RD	WASHINGTON RD	931	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
JEFFERSON ROAD	WASHINGTON RD	MAYFLOWER RD	293	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
JENKINS DRIVE	BARTLETT ST	STIRRUP BROOK LN	619	5	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
JETHRO PETERS LANE	NORTHGATE RD	THADDEUS MASON RD	633	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
JETHRO PETERS LANE	THADDEUS MASON RD	CUL DE SAC	501	4	Asphalt	Fair	Granite	Asphalt Resurface w/Granite Curb	\$11,120
JOHN EDWARD DRIVE	PLEASANT ST	CUL DE SAC	901	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
JOSEPH ROAD	CATHERINE DR	CUL DE SAC	540	4	Asphalt	Excellent	CC Berm	No Sidewalk Repairs	\$0
JUNIPERBROOK ROAD	SPLIT	JUNIPER LN	787	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
JUNIPERBROOK ROAD	KIMBALL LN	JUNIPERBROOK RD-01	803	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
JUNIPERBROOK ROAD	JUNIPER LN	KIMBALL LN	1,384	4	Asphalt	Good	None	No Sidewalk Repairs	\$0
KENDALL DRIVE	SOUTH ST	DEAD END	962	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
KRISTYN DRIVE	CATHERINE DR	CUL DE SAC	274	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
LANTHORN ROAD	MADISON RD	CUL DE SAC	303	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
LANTHORN ROAD	DAVIS ST	MADISON RD	501	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
LAUREL AVENUE	HEMLOCK DR	CUL DE SAC	320	4	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
LEXINGTON ROAD	CHARINA RD	CUL DE SAC	182	4	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$3,394
LEXINGTON ROAD	SOUTHWEST CONN	CHARINA RD	523	4	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$9,782
LIBERTY DRIVE	ASSABET HILL CIR	CUL DE SAC	149	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
LIBERTY DRIVE	MONUMENT DR	ASSABET HILL CIR	418	5	Asphalt	Fair	Granite	Asphalt Resurface w/Granite Curb	\$11,583
LIBERTY DRIVE	ASSABET HILL CIR	CUL DE SAC	166	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
LINCOLN STREET	OAK AVE	LYDIAS WAY	121	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0

Sidewalk Backlog Report

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Street Name	Block Start	Block End	Length (ft)	Width (ft)	Material	Condition	Curb	Repair Alternative	Cost
LINCOLN STREET	LYDIAS WAY	PLEASANT ST	1,219	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$28,489
LINCOLN STREET	PINE HAVEN DR	OAK AVE	180	5	Concrete	Good	Asphalt	No Sidewalk Repairs	\$0
LINCOLN STREET	WEST MAIN ST	PINE HAVEN DR	1,139	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$26,625
LINCOLN STREET	PINE HAVEN DR	OAK AVE	692	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
LINCOLN STREET	WEST MAIN ST	PINE HAVEN DR	144	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
LINCOLN STREET	PINE HAVEN DR	OAK AVE	310	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
LINCOLN STREET	OAK AVE	LYDIAS WAY	595	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$13,900
LINCOLN STREET	LYDIAS WAY	PLEASANT ST	197	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
LINCOLN STREET	OAK AVE	LYDIAS WAY	44	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
LINCOLN STREET	PINE HAVEN DR	OAK AVE	151	5	Concrete	Good	Asphalt	No Sidewalk Repairs	\$0
LITTLE POND ROAD	TORY LN	MAIN ST	2,330	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
LITTLE POND ROAD	GRIST MILL LN	GATES LN	463	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
LITTLE POND ROAD	EAST MAIN ST	GRIST MILL LN	733	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
LITTLE POND ROAD	MILESTONE LN	TORY LN	314	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
LITTLE POND ROAD	GATES LN	MILESTONE LN	398	5	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
LONGFELLOW ROAD	SOUTH ST	ALCOTT DR	388	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$7,260
LONGFELLOW ROAD	EMERSON RD	HAWTHORNE CIR	377	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$7,057
LONGFELLOW ROAD	ALCOTT DR	EMERSON RD	269	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$5,035
LONGFELLOW ROAD	SOUTH ST	ALCOTT DR	358	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$8,376
LONGFELLOW ROAD	HAWTHORNE CIR	ELIOT RD	779	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
LONGFELLOW ROAD	ALCOTT DR	EMERSON RD	277	4	Asphalt	Poor	Asphalt	Asphalt Recon w/Asphalt Curb	\$8,681
MADISON ROAD	ADAMS RD	LANTHORN RD	1,308	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
MAPLE STREET	MAIN ST	GLADWALT RD	542	3	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$10,132
MAPLE STREET	MAIN ST	GLADWALT RD	540	5	Asphalt	Excellent	None	No Sidewalk Repairs	\$0
MAPLE STREET	GLADWALT RD	RIDGE RD	1,444	5	Asphalt	Good	None	No Sidewalk Repairs	\$0
MASHPEE CIRCLE	INDIAN MEADOW DR	CUL DE SAC	453	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$8,468
MAYFLOWER ROAD	NORTHGATE RD	CLAFIN FARM RD	1,119	5	Asphalt	Excellent	Asphalt	No Sidewalk Repairs	\$0
MEMORIAL DRIVE	EAST MAIN ST	CUL DE SAC	351	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$8,197
MEMORIAL DRIVE	EAST MAIN ST	CUL DE SAC	368	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$8,612
MEMORIAL DRIVE	EAST MAIN ST	CUL DE SAC	359	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$8,390
MILESTONE LN	LITTLE POND RD	Dead end	511	5	Asphalt	Fair	Granite	Asphalt Resurface w/Granite Curb	\$14,178
MILK PORRIDGE CIRCLE	BRIGHAM ST	SPLIT	341	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$6,383
MILK PORRIDGE CIRCLE	SPLIT	WHEELER LN	613	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$11,467
MILK PORRIDGE CIRCLE	BRIGHAM ST	SPLIT	322	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$7,530
MOHAWK DRIVE	IROQUOIS DR	WASHBURN ST	1,151	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
MOHAWK DRIVE	HOWARD ST	IROQUOIS DR	440	4	Asphalt	Good	None	No Sidewalk Repairs	\$0
MOHICAN AVENUE	WASHBURN ST	CARRIAGE HILL RD	619	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
MONROE STREET	WEST MAIN ST	GALE ST	449	4	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
MONUMENT DRIVE	LIBERTY DR	CUL DE SAC	114	5	Asphalt	Fair	Granite	Asphalt Resurface w/Granite Curb	\$3,166
MONUMENT DRIVE	LIBERTY DR	CUL DE SAC	157	5	Asphalt	Fair	Granite	Asphalt Resurface w/Granite Curb	\$4,342
MONUMENT DRIVE	WEST MAIN ST	LIBERTY DR	698	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
MULLIGAN WAY	FAIRWAY DR	CUL DE SAC	400	5	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
MULLIGAN WAY	FAIRWAY DR	CUL DE SAC	178	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
NELSON DRIVE	DAVIS ST	CUL DE SAC	506	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$9,453
NORTHGATE ROAD	DAVIS ST	CHESTERFIELD RD	1,512	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
NORTHGATE ROAD	WASHINGTON RD	RUTH RD	159	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$3,719
NORTHGATE ROAD	MADOW RD	JETHRO PETERS LN	508	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$11,873
NORTHGATE ROAD	JETHRO PETERS LN	GREENWOOD RD	89	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$2,076
NORTHGATE ROAD	GREENWOOD RD	SOUTH ST	341	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$7,974
NORTHGATE ROAD	CHESTERFIELD RD	FOREST RD	256	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$5,986

Sidewalk Backlog Report

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Street Name	Block Start	Block End	Length (ft)	Width (ft)	Material	Condition	Curb	Repair Alternative	Cost
NORTHGATE ROAD	JEFFERSON RD	WASHINGTON RD	458	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$10,696
NORTHGATE ROAD	RUTH RD	CHESTERFIELD RD	257	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$6,001
NORTHGATE ROAD	FOREST RD	MEADOW RD	285	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$6,654
NORTHGATE ROAD	CHESTERFIELD RD	JEFFERSON RD	335	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
OAK MEADOW DRIVE	DAVIS ST	CUL DE SAC	391	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
OAK MEADOW DRIVE	DAVIS ST	CUL DE SAC	393	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
OLD COLONIAL ROAD	DAVIS ST	BUCK HILL RD	651	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
ORCHARD CIR	VALENTINE RD	DEAD END	290	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
OVERLOCK DRIVE	DONALD ST	CUL DE SAC	509	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
OVERLOCK DRIVE	DONALD ST	CUL DE SAC	114	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
PATRIOT DRIVE	ASSABET HILL DR	CUL DE SAC	320	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
PATTY LANE	MAIN ST	DEAD END	428	5	Concrete	Good	Granite	No Sidewalk Repairs	\$0
PATTY LANE	MAIN ST	DEAD END	424	4	Concrete	Good	Granite	No Sidewalk Repairs	\$0
PIERCE STREET	MILL ST	CHURCH ST	395	5	Concrete	Fair	Granite	Concrete Panel Replacement	\$19,300
PIERCE STREET	BLAKE ST	MILL ST	196	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
PIERCE STREET	HUDSON ST	RR CROSSING	452	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
PIERCE STREET	MILL ST	CHURCH ST	158	5	Concrete	Good	Granite	No Sidewalk Repairs	\$0
PLEASANT STREET	RUTLAND RD	PRIVATE ACCESS	246	5	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$5,757
PLEASANT STREET	PRIVATE ACCESS	LINCOLN ST	488	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$11,412
PLEASANT STREET	CHURCH ST	CHESTNUT HILL RD	852	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$19,920
PLEASANT STREET	PROSPECT ST	TRI CORNER CIR	852	5	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$19,907
PLEASANT STREET	JOHN EDWARD DR	MULBERRY LN	575	5	Asphalt	Poor	None	Asphalt Recon w/Asphalt Curb	\$22,514
PLEASANT STREET	MULBERRY LN	PROSPECT ST	322	5	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$7,528
PLEASANT STREET	CHESTNUT HILL RD	RUTLAND RD	951	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
PLEASANT STREET	LINCOLN ST	JOHN EDWARD DR	828	4	Asphalt	Poor	None	Asphalt Recon w/Asphalt Curb	\$25,926
PLEASANT STREET	TRI CORNER CIR	CHURCH ST	215	5	Asphalt	Good	None	No Sidewalk Repairs	\$0
POTTER CIRCLE	VALENTINE RD	CUL DE SAC	340	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
RAILROAD DRIVE	LYMAN ST	CUL DE SAC	810	4	Asphalt	Poor	Granite	Asphalt Recon w/Granite Curb	\$28,190
RIVER STREET	SAINT JAMES DR	HUDSON ST	312	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$5,825
SADDLE HILL DRIVE	DAVIS AVE	CUL DE SAC	442	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
SAMUEL GAMWELL ROAD	THADDEUS MASON RD	WOODLAND RD	154	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
SAMUEL GAMWELL ROAD	CLAFLIN FARM RD	THADDEUS MASON RD	1,172	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
SAWMILL DRIVE	TREE TOP CIR	CUL DE SAC	290	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
SAWMILL DRIVE	TREE TOP CIR	CUL DE SAC	286	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
SAWYER ROAD	WASHBURN ST	CUL DE SAC	471	5	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
SAWYER ROAD	WASHBURN ST	CUL DE SAC	497	5	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
SCHOOL STREET	MAIN ST	SUMMER ST	617	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
SCHOOL STREET	SUMMER ST	WINN ST	483	5	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$11,280
SCHOOL STREET	WINN ST	RR CROSSING	361	5	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$8,431
SOUTH STREET	WEST MAIN ST	GALE ST	504	5	Concrete	Poor	Granite	Concrete Reconstruction	\$33,947
SOUTH STREET	SUNSET DR	ALCOTT DR	461	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	WEST MAIN ST	GALE ST	125	5	Concrete	Good	Granite	No Sidewalk Repairs	\$0
SOUTH STREET	NORTHGATE RD	GREENWOOD RD	258	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$6,025
SOUTH STREET	RILEY RD	BROOKSIDE LN	151	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	ALCOTT DR	GARRISON CIR	609	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	GARRISON CIR	LONGFELLOW RD	297	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	ELMWOOD DR	RILEY RD	1,016	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	ASSABET DR	ELMWOOD DR	446	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	BRIGHAM ST	SUNSET DR	317	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	GALE ST	SUMMER ST	969	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0

Sidewalk Backlog Report

1/28/2022

Street Name	Block Start	Block End	Length (ft)	Width (ft)	Material	Condition	Curb	Repair Alternative	Cost
SOUTH STREET	GREENWOOD RD	BRIGHAM ST	427	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	LONGFELLOW RD	DAVIS AVE	817	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
SOUTH STREET	SUMMER ST	ASSABET DR	478	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	BROOKSIDE LN	NORTHGATE RD	1,900	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	GALE ST	SUMMER ST	331	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SOUTH STREET	WEST MAIN ST	GALE ST	378	5	Concrete	Fair	Granite	Concrete Panel Replacement	\$18,473
SPRUCE HILL ROAD	RICE AVE	CUL DE SAC	875	5	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$20,445
STIRRUP BROOK LANE	BARTLETT ST	JENKINS DR	571	5	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
STIRRUP BROOK LANE	JENKINS DR	CUL DE SAC	352	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
STIRRUP BROOK LANE	JENKINS DR	CUL DE SAC	180	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
STRATTON WAY	MAIN ST	WARREN DR	1,780	4	Asphalt	Fair	Granite	Asphalt Resurface w/Granite Curb	\$39,473
SUMMER STREET	SCHOOL ST	VILLAGE DR	241	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
SUMMER STREET	RR CROSSING	BEVERLY RD	639	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$14,943
SUMMER STREET	VILLAGE DR	RR CROSSING	247	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$5,765
SUMMER STREET	BEVERLY RD	SOUTH ST	240	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$5,605
SUMMER STREET	SCHOOL ST	VILLAGE DR	365	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$8,541
SUMMER STREET	PARK ST	SCHOOL ST	369	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$8,628
SUMMER STREET	MAIN ST	PARK ST	504	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$11,778
SUMMER STREET	VILLAGE DR	RR CROSSING	70	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SUMMER STREET	SCHOOL ST	VILLAGE DR	118	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
SUNSET DRIVE	RUSTIC DR	BRIGHAM ST	1,436	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$26,848
THADDEUS MASON ROAD	JETHRO PETERS LN	JACOB COBB LN	799	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
THADDEUS MASON ROAD	JACOB COBB LN	SAMUEL GAMWELL RD	230	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
THOREAU ROAD	EMERSON RD	ELIOT RD	1,299	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
TOMAHAWK DRIVE	INDIAN MEADOW DR	INDIAN MEADOW DR	994	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
TORY LANE	LITTLE POND RD	CUL DE SAC	262	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
TREE TOP CIRCLE	WHITNEY ST	SAW MILL DR	909	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
TREE TOP CIRCLE	SAW MILL DR	WHITNEY ST	550	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
TREE TOP CIRCLE	WHITNEY ST	SAW MILL DR	994	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
TREE TOP CIRCLE	SAW MILL DR	WHITNEY ST	573	5	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
TRI CORNER CIRCLE	PLEASANT ST	CUL DE SAC	72	5	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$1,683
TRI CORNER CIRCLE	PLEASANT ST	CUL DE SAC	129	5	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$3,015
VALENTINE ROAD	CORAM FARM RD	HOWARD ST	865	5	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$20,214
VALENTINE ROAD	FAY LN	POTTER CIR	560	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
VALENTINE ROAD	POTTER CIR	ORCHARD CIR	470	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
VALENTINE ROAD	ORCHARD CIR	CORAM FARM RD	1,048	4	Asphalt	Fair	CC Berm	Asphalt Resurface w/Asphalt Curb	\$19,592
VANESSA DRIVE	HUDSON ST	CUL DE SAC	488	4	Asphalt	Fair	Granite	Asphalt Resurface w/Granite Curb	\$10,823
WARREN DRIVE	EAST MAIN ST	STRATTON WAY	744	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
WASHINGTON ROAD	NORTHGATE RD	JEFFERSON RD	754	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
WEBER LANE	STIRRUP BROOK LN	CUL DE SAC	351	5	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
WESSON TERRACE	WESSON TERR-02	WESSON TERR-02	2,362	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
WESSON TERRACE	LELAND DR	SPLIT	233	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
WESSON TERRACE	LELAND DR	SPLIT	233	5	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
WHEELWRIGHT DRIVE	ASSABET HILL CIR	CUL DE SAC	252	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
WHEELWRIGHT DRIVE	ASSABET HILL CIR	CUL DE SAC	263	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
WHITNEY STREET	COUNTRY CANDLE LN	RICE AVE	1,647	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$38,503
WHITNEY STREET	PLEASANT ST EXT	COUNTRY CANDLE LN	503	4	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$9,407
WHITNEY STREET	RICE AVE	CARRUTH DR	551	4	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$10,296
WHITNEY STREET	TREE TOP CIR	TREE TOP CIR	188	3	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$3,507
WHITNEY STREET	TREE TOP CIR	TREE TOP CIR	162	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0

Sidewalk Backlog Report

1/28/2022

Street Name	Block Start	Block End	Length (ft)	Width (ft)	Material	Condition	Curb	Repair Alternative	Cost
WHITNEY STREET	CARRUTH DR	FARM HOUSE RD	337	4	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$6,297
WHITNEY STREET	CHURCH ST	PLEASANT ST EXT	217	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$5,065
WHITNEY STREET	CHURCH ST	PLEASANT ST EXT	408	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$9,532
WHITNEY STREET	CHURCH ST	PLEASANT ST EXT	49	5	Asphalt	Fair	Asphalt	Asphalt Resurface w/Asphalt Curb	\$1,137
WHITNEY STREET	BABCOCK DR	COOLIDGE CIR	1,805	3	Asphalt	Poor	None	Asphalt Reconstruction	\$54,491
WILES FARM ROAD	DAVIS ST	CUL DE SAC	883	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
WILLIAMSBURG CIRCLE	HAMILTON RD	CUL DE SAC	209	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
WILLIAMSBURG CIRCLE	HAMILTON RD	CUL DE SAC	202	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
WILLIAMSBURG CIRCLE	HAMILTON RD	CUL DE SAC	331	4	Asphalt	Good	CC Berm	No Sidewalk Repairs	\$0
WILSON ROAD	HAMILTON RD	CUL DE SAC	483	4	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
WINSOR LANE	MARLBOROUGH TL	CUL DE SAC	589	4	Asphalt	Good	Granite	No Sidewalk Repairs	\$0
WINSOR LANE	MARLBOROUGH TL	CUL DE SAC	584	4	Asphalt	Excellent	Granite	No Sidewalk Repairs	\$0
WINTER STREET	WASHBURN ST	HOWARD ST	163	5	Asphalt	Good	Asphalt	No Sidewalk Repairs	\$0
WINTER STREET	WHITNEY ST	WASHBURN ST	240	4	Asphalt	Fair	None	Asphalt Resurface w/Asphalt Curb	\$4,490

PUBLIC WORKS DEPARTMENT

Water, Wastewater, Highway, Cemetery, Parks, & Facilities
Scott D. Charpentier, P.E., Director



TOWN OF NORTHBOROUGH

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NORTHBOROUGH, MA 01532
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TO: John W. Coderre, Town Administrator
FROM: Scott D. Charpentier, Public Works Director
RE: MassDOT Complete Street Program Update
DATE: February 24, 2022

Kindly accept this memorandum as an update on the Town's participation in the Massachusetts Department of Transportation (MassDOT) "Complete Streets Funding Program." The goal of this program is to support safe and accessible options for all modes of travel – walking, biking, and vehicular. The following constitutes a status update of our participation in the program:

1. The Northborough Board of Selectmen (BOS) adopted the Town of Northborough Complete Streets Policy at their January 10, 2022 meeting. We were informed by MassDOT that they approved the policy on January 18, 2022 with a score of 91.
2. The next program step is for the Town, with our consultant, to prepare through a public input process a Complete Streets Prioritization Plan for MassDOT acceptance. This plan will identify needs, gaps, possible funding sources, and implementation schedules for sidewalk, bicycle, and accessible transportation connectivity improvements.

The Public Works Department submitted a \$35,200 grant application to MassDOT on January 25, 2022 to aid in development of a Complete Streets Prioritization Plan. We were notified on February 17, 2022 that funding was awarded in the full requested amount.

3. Communities with a locally adopted Policy and MassDOT approved Prioritization are then eligible to seek construction funding grants for up to \$400,000 to aid in plan implementation. Projects often include sidewalk widening, accessible ramps, new sidewalk construction, implementation and/expansion of bicycle lanes and shared lanes, and connections to multimodal destinations. Construction grants cannot be used for survey, land acquisition, or design services. These tasks must be funded through other means such as local appropriation or Chapter 90.

Public Works is requesting that the Board of Selectmen accept this MassDOT grant in the amount of \$35,200.

TOWN OF NORTHBOROUGH BOARD OF SELECTMEN

Title: Complete Street Policy
Effective Date: 01/11/2022
Selectmen Adoption: 01/10/2022
Date Last Revised: N/A

COMPLETE STREETS POLICY

I. VISION & PURPOSE:

The purpose of Northborough's Complete Streets policy is to accommodate all road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes. The Town of Northborough will, to the maximum extent practicable, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities that are safe for all users of all ages and abilities, including children, families, older adults, and individuals with disabilities, as a matter of routine. This policy directs decision-makers to consistently plan, design, and construct streets to accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and commercial vehicles.

II. CORE COMMITMENT:

A. Definition

"Complete Streets" are streets that are designed and operated to provide safety and accessibility for all users of roadways, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles and for people of all ages and of all abilities. Furthermore, Complete Streets principles contribute toward the safety, health, economic viability, and quality of life in a community by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving the pedestrian and vehicular environments throughout communities.

B. Scope of Applicability

All town-owned transportation facilities in the public right of way including, but not limited to, streets, bridges, and all other connecting pathways shall be designed, constructed, operated, and maintained to support the concept of Complete Streets so that users of all ages and abilities can travel safely and independently. For the purposes of this policy, a connecting pathway would be defined as a connecting street in the public right of way.

The Town of Northborough recognizes that every transportation improvement and/or project phase is an opportunity to apply Complete Streets design principles. These phases include, but are not limited to planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. The Public Works Department shall evaluate the feasibility of applying Complete Streets principles for routine roadway rehabilitation

projects prior to doing the work and use the exception criteria outlined under Section II, Paragraph C.

- (1) Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, to the greatest extent practicable. All transportation infrastructure and street design projects requiring funding or approval by the Town of Northborough, as well as projects funded by the state and federal government, such as the Chapter 90 funds, MassWorks Infrastructure Program, Transportation Improvement Program (TIP), and other state and federal funds for street and infrastructure design shall adhere to the Town of Northborough's Complete Streets Policy. Private developments and related street design components or corresponding street-related components shall adhere to the Complete Streets principles. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets policy, including the design, construction, and maintenance of such roadways within Town boundaries. The Department of Public Works will work with other departments, state and federal agencies, and private developers as appropriate to ensure compliance with the Town's Complete Streets Policy across jurisdictions.
- (2) Special attention should be given to projects which enhance the overall transportation system and its connectivity. Specifically, high priority should be given to:
 - (i) Corridors providing primary access to one or more significant destinations such as parks or recreation areas, schools, shopping/commercial areas, public transportation, or employment or medical centers.
 - (ii) Corridors providing important continuity or connectivity links to existing pedestrian or bicycle networks.

C. Exceptions

Transportation infrastructure may be excluded from application of Complete Streets elements, as determined by the Department of Public Works when:

- (iii) The existing right-of-way does not allow for the accommodation of all users. In this case alternatives may be explored such as obtaining additional right-of-way, use of revised travel lane configurations, paved shoulders, or signage.
- (iv) The activities are ordinary and/or preventative maintenance designed to keep assets in serviceable condition.
- (v) The construction is not practically feasible or cost-effective because of unreasonable adverse impacts on the environment or on neighboring land uses.
- (vi) The cost or impacts of accommodation is excessively disproportionate to the need or probable use or probable future use.
- (vii) The application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety.

- (viii) The roadway is a rural road or is privately owned.

III. BEST PRACTICES:

A. Context Sensitivity

Complete Streets principles include the development and implementation of projects in a context-sensitive way such that the community's physical, economic, and social settings are given great consideration. The context-sensitive approach to process and design includes a range of goals by considering stakeholder and community values on a level plane with the project need. It includes goals related to livability with greater participation of those affected to gain project consensus. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions. The Town of Northborough will weigh a project in keeping with the character of the Town as a factor in its decision making about each project.

B. Design Standards

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets, including the latest editions of the following documents:

- The Massachusetts Department of Transportation Project Design and Development Guidebook
- The Massachusetts Department of Transportation Separated Bike Lane Planning and Design Guide
- The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls
- The Manual on Uniform Traffic Control Devices (MUTCD), with MassDOT Amendments to the MUTCD
- The latest edition of American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets
- The Architectural Access Board (AAB) 521CMR Rules and Regulations
- Documents and plans created for the Town of Northborough, such as the Northborough Open Space and Recreation Plan and the Northborough Master Plan.

In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative, and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

C. Performance Measures

Complete Streets implementation and effectiveness should be annually evaluated for success and opportunities for improvement. The DPW will work each year to ensure the upcoming roadway projects meet the Complete Streets principles to the greatest extent practicable.

The progress of the Complete Streets projects will be detailed in the Town's Annual Report. Progress will be described through key metrics identified by the Town, which include:

- Number of new or reconstructed curb ramps
- The total linear feet of sidewalks either expanded or repaired to restore intended functionality.
- The total linear feet of roadway which have been enhanced through which roadway pavement has undergone reconstruction, rehabilitation, and/or preservation to improve functionality and safety of continued shared use.
- Number of locations where pavement markings, signage, and/or some other method has been undertaken to improve functionality and safety of continued shared use.
- Number of specific enhancements suggested through ongoing public outreach efforts.

IV. IMPLEMENTATION:

The Town of Northborough will make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

The Town will implement the Complete Streets principles through the following means:

- (i) The Public Works Department will ensure the implementation of the Complete Streets Policy and, where necessary, will review and recommend to governing Boards proposed revisions to appropriate and applicable Town documents, codes, by-laws, procedures, rules, and regulations.
- (ii) When available, the Town will encourage staff to attend professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.
- (iii) The Town will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.
- (iv) The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

The Town of Northborough recognizes that Complete Streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time.

We, the Northborough Board of Selectmen voted to adopt this policy at our meeting on January 10, 2022

Jason Perreault

Chair

Leslie Rutan

Vice Chair

T. Scott Rogers

Clerk

Kristen Wixted

Member

Julianne Hirsh

Member

PUBLIC WORKS DEPARTMENT

Water, Wastewater, Highway, Cemetery, Parks, & Facilities
Scott D. Charpentier, P.E., Director



TOWN OF NORTHBOROUGH

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MEMORANDUM

Date: February 28, 2022

To: John Coderre, Town Administrator

From: Scott D. Charpentier, P.E., Public Works Director

Copy: Becca Meekins, Assistant Town Administrator

Subject: Roadway Safety Audit – Bartlett Street

The Town of Northborough engaged the Central Massachusetts Regional Planning Commission (CMRPC) to conduct a Roadway Safety Audit (RSA) of Bartlett Street in response to citizen concerns regarding recent development along this corridor. The RSA was conducted on October 28, 2021 at the Algonquin Regional High School. Participant included representatives from Town and School staff, public safety, MassDOT, elected officials, and area residents. The resulting RSA report was issued by CMRPC in December of 2021 and can viewed on the Town website at the following link: <https://www.town.northborough.ma.us/transportation-safety/pages/board-selectmen-communications>

The findings of the RSA can be summarized as follows:

Intersection of Bartlett Street and Main Street

Observation - This intersection is a top crash location and classified as Highway Safety Improvement Program (HSIP) eligible location. This intersection is under the jurisdiction of MassDOT and any improvements (short or long-term) needs to be coordinated with and have improvements made by MassDOT.

Enhancement - Work with MassDOT to develop long term design recommendations for the intersection. The design should include accommodations for trucks turning in and out of Bartlett Street and pedestrian improvements at the intersection and access to retail businesses on Main Street.

Intersection of Bartlett Street and Hemlock Street

Observation - Vegetation currently obstructs the line of sight for motorists exiting Hemlock Street onto Bartlett Street. It was observed that the current stop line is placed far back from the road and makes it difficult to observe motorists traveling on Bartlett Street towards Route 20.

Enhancement – Cut back brush and relocate the stop bar closer to Bartlett Street to improve lines of sight.

Intersection of Bartlett Street and Maple Street

Observation - Recently new pedestrian improvements were made to Bartlett Street adjacent to/just west of Maple Street. The pedestrian improvements include a rectangular rapid flashing beacon (RRFB) crosswalk along with new curb ramps and a repaint of the existing crosswalk. There are no sidewalks on Maple Street to connect to the RRFB crosswalk.

Enhancement – Consider adding pedestrian accommodations along Maple Street corridor to the Complete Streets prioritization plan.

As an additional means of improvements, the Town enacted a Safety Speed Zone along this section of Bartlett Street. This is similar to a school zone in that speed limits are reduced to 20 MPH during designated hours of flashing beacon operation. In this case from the hours of 7:00am to 8:30am and 2:00pm to 9:00pm.

Intersection of Bartlett Street and Jenkins Drive

Observation - The entrance and exit for Jenkins Drive is on a curve of Bartlett Street traveling west. The combination of the curve in the road and the vegetation limit sightlines for vehicles entering and exiting Jenkins Drive.

Enhancement – Clear brush from side of road to increase visibility for all vehicles.

Intersection of Bartlett Street and Lyman Street

Observation - Despite a 'stop sign ahead' on Lyman St approaching Bartlett St., residents and observers at the RSA noted that the actual stop signs on Lyman Street at Bartlett Street seem to sneak up on drivers. There have been multiple accidents at this location. Vehicles traveling on Bartlett Street predominantly WB occasionally stop although there is no stop sign on Bartlett Street (courtesy stops) for vehicles making a left turn onto Bartlett Street while exiting Lyman Street. This action often causes confusion for drivers behind the stopped vehicle on Bartlett Street causing hazardous driving behavior.

Enhancement – Consider intersection geometry redesign and box widening at Lyman Street and addition of a flashing stop sign for Lyman Street.

Corridor Wide

Observation - The roadway width on the residential section west of Lyman Street is narrower than the eastern section of the corridor that has commercial and light industrial uses permitted. Of the truck crashes, 42 percent have occurred in the last 18 months, an average of one crash every six months. In the three years prior there had been four crashes involving trucks which would equivalent a crash occurring every 1.33 years. Data collected and cross-referenced show that speeding is not a problem along the corridor.

Pedestrian and bicycle accommodations are very minimal on this corridor. Currently sidewalk exists on a small section on one side of Bartlett St. from the Main Street/Bartlett Street intersection to just south of ARHS entrance. The presence of two Aqueduct trail crosswalks along the corridor, the residential and High School use encourages a decent amount of pedestrian and bicycle use on the corridor.

Enhancement – Consider narrowing of the travel lanes along the corridor with consistent width to encourage vehicles to decrease their speed along the corridor and encourage other modes of travel. Incorporate accommodations to include a 6-foot bike lane EB toward Marlborough and an 8-foot on-road path WB for use by bicyclists and pedestrians. There is also enough space to include a painted barrier separating these facilities. A MassDOT competitive grant application was recently submitted to fund installation of dedicated bicycle lanes along the portion of Bartlett Street between the High School and the City of Marlborough, where bicycle lanes already exist of Forest Street.

Other enhancements that have been implemented along the Bartlett Street corridor is a parking restriction throughout both sides of the road, additional traffic warning signs, installation of pedestrian activated crosswalk lights, and a compression brake (jake brake) prohibition.

PUBLIC WORKS DEPARTMENT

Water, Wastewater, Highway, Cemetery, Parks, & Facilities
Scott D. Charpentier, P.E., Director

TOWN OF NORTHBOROUGH

63 MAIN STREET
NORTHBOROUGH, MA 01532
T: (508) 393-5040x6
F: (508) 393-6996

E O N U

Date: February 28, 2022

To: John Coderre, Town Administrator

From: Scott D. Charpentier, P.E., Public Works Director

Copy: Becca Meekins, Assistant Town Administrator

Subject: Post-Occupancy Study – 330/350 Bartlett Street

The Town of Northborough engaged the Central Massachusetts Regional Planning Commission (CMRPC) to conduct a post-occupancy study for the property development at 330/350 Bartlett Street in response to citizen concerns with traffic along this corridor. Data and projections submitted to the Northborough Planning Board as part of the site plan submission for the subject property were compared to actual field data collected as part of this study. Traffic counts and intersection turning movement counts were conducted during the last two weeks of May 2021. The resulting report was issued by CMRPC in December of 2021 and can viewed on the Town website at the following link:

Based on the data collected for this post occupancy study, the current conditions at 330/350 Bartlett Street are in line with or better than the projections made in the Traffic Impact Study used during the land permit application process. It was projected that the facility would generate 2,490 trip per weekday while the field data shows that 2,207 trip were associated with the subject property. The intersection tuning movement counts show the Level of Service (LOS) or capacity of the Lyman Street intersection with Bartlett Street has improved or stayed the same as it was during the initial data collection in 2014. The vehicle crash rate at this intersection is 0.51/million entering vehicles (MEV) as compared to the development's Traffic Impact Study projection of 0.72 MEV, and well below the MassDOT District 3 average of 0.61 MEV.



Public Works Departmental Statement

The Department of Public Works (DPW) consists of multiple Divisions collectively responsible for maintaining and improving the Town's public spaces and infrastructure. This includes the maintenance and development of Town roads, sidewalks, public trees, cemeteries, parks, public grounds and buildings, as well as the Town water supply system and wastewater/sewerage system. In addition to general administration, the Divisions within the Department include: Highway, Parks, Cemetery, Engineering, Water and Sewer. For budget information regarding the Water and Sewer Divisions, please see Enterprise Funds, Section 8 of this document.

Highway Division

The Highway Division is responsible for all repairs, street openings, new construction of public ways, sidewalk construction and repair, drainage, snow removal and other matters having to do with the proper maintenance and development of the Town's road system. The Highway Division also maintains the trees within the right-of-way along the public roads.

Parks Division

The Parks Division is responsible for maintaining and developing public playgrounds, parks and related facilities. Under the current staffing model, the same staff performs the duties of the Highway and Parks Divisions.

Cemetery Division

The Cemetery Division operates, maintains and develops the public burial grounds of the Town and related facilities. There is a small historic cemetery on Brigham Street which has few headstones. The main burial ground in Town is the Howard Street Cemetery which has two portions: the older, historic section and the north section, or the Kizer Cemetery, named for the family from whom the land was purchased. The original section is 18.65 acres, and the active North section is 21.71 acres.

Engineering Division

The Engineering Division provides technical support to all Town Departments, Boards, and Committees as requested. The Town Engineer reviews a variety of projects for the Planning Board, Conservation Commission, Earthwork Board, Groundwater Advisory Committee and Zoning Board of Appeals. The Division is also responsible for oversight of the Town Pay-As-You-Throw solid waste program which is shown separately under the Solid Waste Enterprise Fund portion of this budget document. The Town Engineer works with various state agencies as a Town representative on local issues (e.g., Mass Highway, Central Mass Regional Planning Commission, MA Executive Office of Environmental Affairs and US Department of Environmental Protection).

Water and Sewer Divisions (Enterprise Funds)

The Water and Sewer Divisions operate, maintain and develop the Town's public water and sewer systems and related facilities. The Water and Sewer Divisions are operated as enterprise funds. Briefly, an enterprise fund as authorized under MGL Ch. 44 §53F½ is a separate accounting and financial reporting mechanism for municipal services for which a fee is charged in exchange for goods or services. It allows a community to demonstrate to the public the portion of total costs of a service that is recovered through user charges and the portion that is subsidized by the tax levy, if any. With an enterprise fund, all costs of service delivery—direct,



indirect, and capital costs—are identified. This allows the community the option to recover total service costs through user fees.

For purposes of providing a departmental overview and personnel summary, the Water & Sewer Division is included here within the DPW Section 4 of the budget. The actual budgets associated with the Water and Sewer enterprise funds are contained in Section 8 of this budget document.

Related Advisory Boards and Commissions

In addition to the various DPW Divisions, there are several advisory Boards and Commissions related to the DPW's mission and functions. These include:

Cemetery Commission

The Cemetery Commission consists of three members appointed by the Town Administrator for three-year terms. The Commission is responsible for the development of policies, fees, rules and regulations pertaining to the care, superintendence and management of all public burial grounds. The DPW Director serves as the staff liaison to the Cemetery Commission.

Parks & Recreation Commission

The Parks & Recreation Commission consists of five members appointed by the Board of Selectmen for three-year terms. The Commission is responsible for the development of policies, rules and regulations pertaining to the care, superintendence and management of the public recreation programs, facilities and public parks and playgrounds under its control. The DPW Director serves as one of the staff liaisons to the Parks & Recreation Commission and is responsible for the physical maintenance of the facilities. The other staff liaison is the Recreation Director, who is responsible for the Recreation Department programs on those facilities.

Water & Sewer Commission

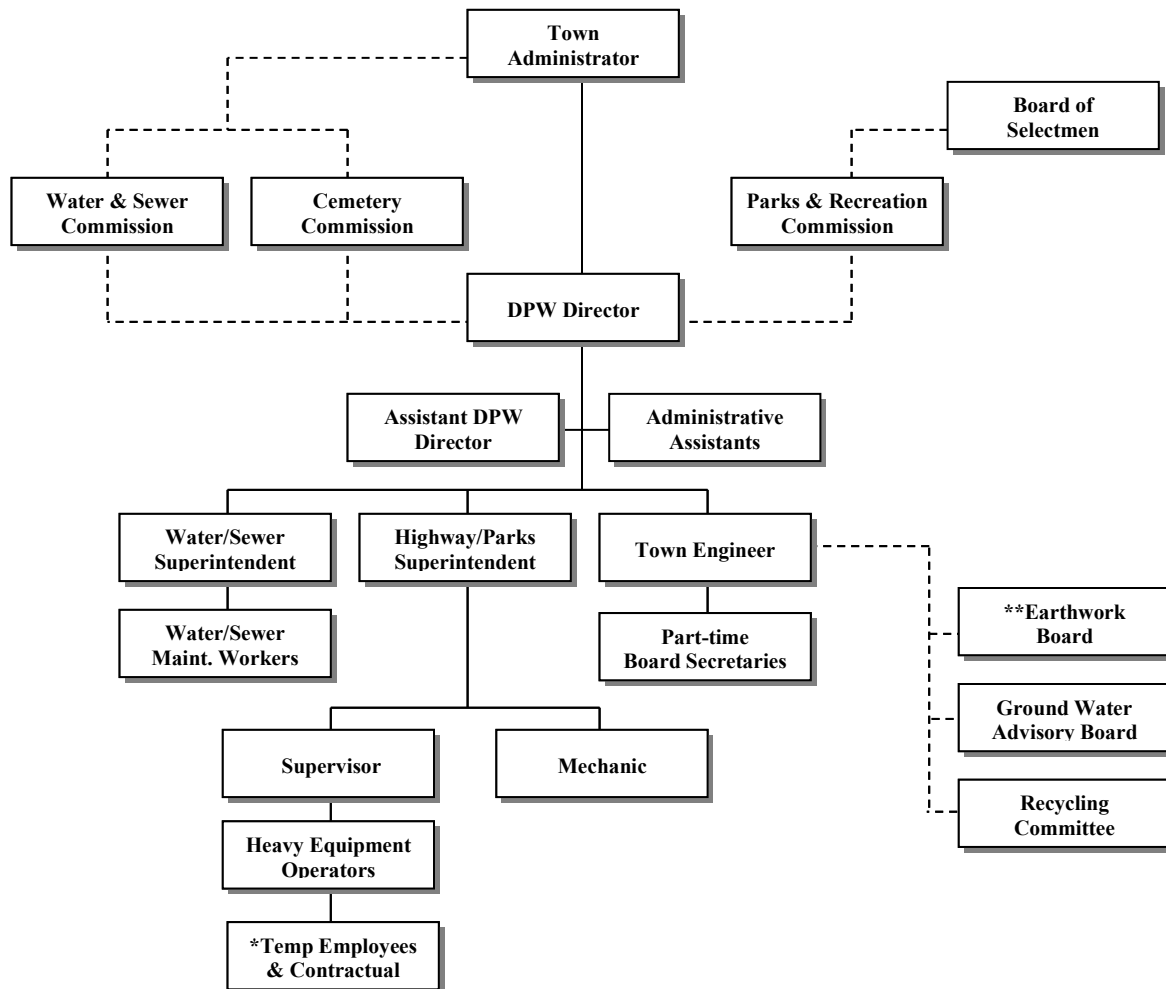
The Water & Sewer Commission consists of three members appointed by the Town Administrator for three-year terms. The Commission is responsible for the development of policies, fees, rules and regulations pertaining to the care, superintendence, development and management of the Town's water supply and facilities and the Town's sewerage system. The DPW Director serves as the staff liaison to the Water & Sewer Commission.

Groundwater Advisory Committee

The Groundwater Advisory Committee consists of five members, one each appointed by the Planning Board, the Conservation Commission, the Board of Health, the Board of Selectmen and the Water & Sewer Commission for indefinite terms. The Committee exists to protect, preserve and maintain the existing and potential groundwater supply and groundwater recharge areas within the known aquifers of the town.



DPW Organizational Chart



Organizational Chart Notes:

*The Highway/Parks Division and Cemetery Division use temporary, seasonal employees to augment park maintenance in the summer months, and contractual snowplow operators to supplement DPW staff during winter operations.

**The Earthwork Board secretary is budgeted under Planning & Conservation.

**DPW FY2022 Initiatives and Accomplishments****Highway/Parks & Cemetery Divisions:**

1. The Department postponed three equipment replacements due to pandemic budget constraints, but now is in the process of purchasing two replacement trucks whose delivery has been substantially delayed because of supply chain issues.
2. Construction of the new Assabet Park Playground is well underway and is scheduled to be open and available for use during the summer of 2022.
3. Implemented approximately 8.7 miles of roadway maintenance and improvements including mill and overlay, direct overlay, and crack fill.
4. Conducted snow plowing and treatment of over 80 miles of roads for all winter weather events in what turned out to be an average snow fall season.
5. Completed improvements to the Town Common including construction of a pergola and installation of a kinetic wind sculpture, both thanks to two generous donors.
6. Pruned or completely removed over 63 unhealthy, dead, or dying street trees located within the Town's right of way.
7. Completed replacement of three critical and failing culverts on Ridge Road, Lyman Street, and Davis Avenue.
8. Began design and permitting for replacement of a failing culvert on Lincoln Street located next to the elementary school.
9. Submitted to MassDOT the first of several requirements for Northborough to be designated as a Complete Streets Community.
10. Completed aesthetic improvements to the front of the Police Station and to the area surrounding the Three War Memorial which is located at the corner of Hudson Street and Pierce Street.
11. Finalized design of the new pickleball courts to be located at the Ellsworth/McAfee Park.
12. Installed several pedestrian activated crosswalk warning lights.

Engineering Division:

1. The Engineering Department normally would work with the Recycling Committee and the Northborough Junior Women's Club on the annual swap meet - TAKE IT OR LEAVE IT DAY and Styrofoam collection – which had been held at the DPW Garage in early May for each of the last several years but due to Covid-19 concerns and the potential for spreading the virus this event was cancelled this year.
2. The annual Household Hazardous Waste Day was successful this year after being cancelled last year due to Covid-19 concerns and the potential for spreading the virus during that event.



This past year the event was again held at the DPW Garage at 190 Main Street and included the collection of scrap metal and Styrofoam by the Northborough Junior Women's Club.

3. During 2015 the Massachusetts Department of Environmental Protection (DEP) restored some Grant programs which had been eliminated several years before due to the constraints on the state budget. In 2021, the Town received a \$7,800 grant under the Recycling Dividends Program which will be used to offset the cost of purchasing recycling bins as well as to offset the cost of producing and mailing the annual recycling calendar to each household in June.
4. The Town Engineer represented Northborough as its liaison to the Central Massachusetts Regional Stormwater Coalition (CMRSWC) and sits on their Steering Committee as they work toward finding feasible ways to protect stormwater quality and to remain in compliance with the Federal Environmental Protection Agency MS4 NPDES permit.
5. The Town Engineer worked closely with the Massachusetts Department of Transportation (MDOT) regarding projects involving the state highway within the limits of Northborough and made applications for State Highway Access Permits on behalf of applicants proposing to connect to Town utilities located within the state highway.
6. The Town Engineer worked closely with the Conservation Commission and the Town's stormwater consultant to propose the Stormwater Management and Land Disturbance Bylaw which was approved at the 2021 Annual Town Meeting.

Water and Sewer Divisions:

1. Completed construction of the new water/sewer operations building envelop which allowed the Assabet Valley Regional Technical High School students to begin the interior fit-out.
2. Conducted the fifth year of a 15-year Sanitary Sewer Inflow and Infiltration (I&I) Elimination Program as mandated by State and Federal clean water regulations including flow isolation and video pipe inspection.
3. Completed rehabilitation of the Assabet Hill Water Storage Tank including installation of a non-mechanical water quality mixing system.
4. Began design and permitting for removal of the Northborough Reservoir Dam.
5. Began design of a Supervisory Collection And Data Acquisition system (SCADA) for both water and sewer facilities to allow for remote monitoring of critical infrastructure.
6. Continued our bi-annual hydrant flushing and annual gate exercising program.
7. Prepared Risk and Resiliency Plan and Emergency Response Plan for the Water Division as required by the US EPA.
8. Continued compliance with unfunded drinking water mandates including:
 - a. Revised Total Coliform Rule;
 - b. Reduction of Lead in Drinking Water Act;
 - c. Revisions to the Water Management Act (WMA) including the Sustainable Water Management Initiative (SWMI).
 - d. Unregulated Contaminant Monitoring Rule (UCMR) Phase 5.



9. Completed a town-wide leak detection survey and replaced/repared the three leaks that were found.
10. Began upgrading all water meter communication devices.
11. Installed a backup power supply for the Wesson Terrace Sewer Pump Station

Department of Public Works FY2023 Goals and Initiatives

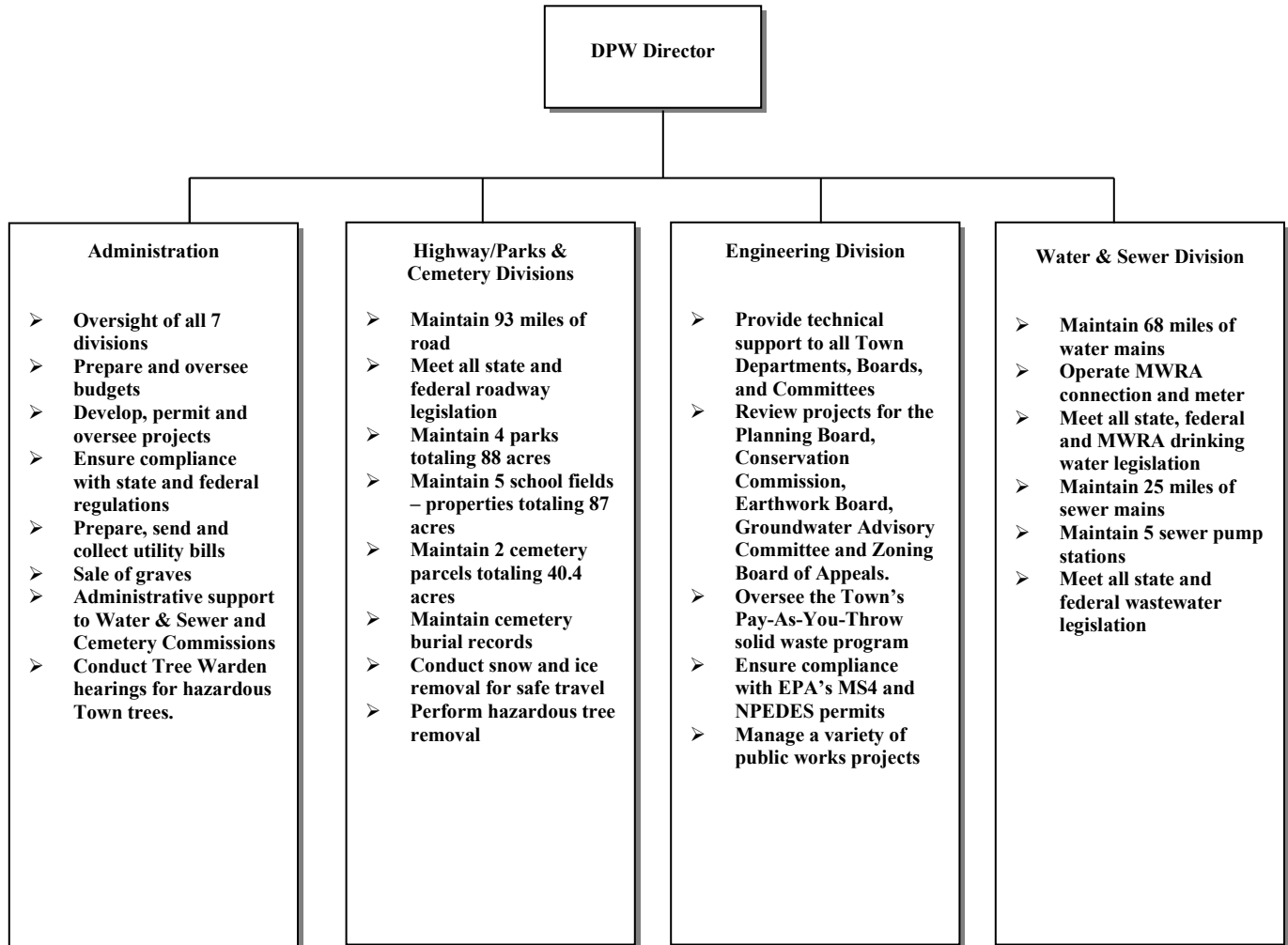
1. Continue the all-inclusive approach to infrastructure management and improvement by combining the recommendations from the pavement management program, water master plan and the comprehensive wastewater management plan to proficiently manage operations and prioritize future capital improvement projects.
2. Selectively implement the pavement management plan according to recommendations by the consultants and Public Works staff with a goal of addressing 10% of the town roadways.
3. Replace roadside guardrail identified in the updated inventory and assessment.
4. Begin construction of the new pickleball courts at the Ellsworth/McAfee Park.
5. Complete replacement of the Lincoln Street culvert located near the elementary school.
6. Continue compliance with unfunded drinking water mandates.
7. Implement the Town's Stormwater Management Plan and Stormwater Pollution Prevention Plan as required by the EPA's final MS4 permit.
8. Rehabilitate September 11, 2001 Memorial.
9. Complete construction of the new water/sewer operations building.
10. Complete design and permitting for the removal of the Northborough Reservoir Dam.
11. Implement the new water and sewer SCADA system.

Significant Budget Changes or Initiatives

Overall, the Department of Public Works General Fund budget is increasing \$106,453 or 3.7%. Of this increase, \$54,810 is to fund the reinstatement of a light equipment operator that was eliminated in 2021 due to pandemic related budget concerns. The position will provide building maintenance support for the Town's newly appointed Facility Manager and serve as supplemental assistance to overall Department needs. There is an increase to funding for tree maintenance due to significant oak mortality, and to all divisions for increases to the costs for all general goods and utilities. The major department initiatives supported by the General Fund address safety and environmental compliance. These include mandated safety compliance with the Division of Labor Standards which has adopted the requirements of the Occupational Safety and Health Administration. We continue to implement new components of the Town's required Stormwater Pollution Prevention Plan, improvements to roadway and roadside safety, compliant removal and disposal of street sweeping and catch basin debris, proper disposal of resident generated yard waste, maintenance and repairs to our parks and monuments, and biannual street sweeping.



DPW Programs and Subprograms





DEPARTMENT OF PUBLIC WORKS					
Personnel Summary					
Position	FY 2019 FTE	FY 2020 FTE	FY 2021 FTE	FY 2022 FTE	FY 2023 FTE
<u>Administration</u>					
DPW Director	1	1	1	1	1
Assistant DPW Director	1	1	1	0	0
Administrative Assistants	2.48	2.48	2	2	2
<u>Engineering Division</u>					
Town Engineer	1	1	1	1	1
<u>Highway/Parks/Cemetery Division</u>					
Highway/Parks Superintendent	1	1	1	1	1
Highway/Parks/Cemetery Supervisor	1	2	2	2	2
Mechanic	1	1	1	1	1
Heavy Equipment Operators	7	6	5	5	5
Light Equipment Operator	1	1	1	2	3
<u>Water & Sewer Division</u>					
Water/Sewer Supervisor	1	1	1	1	1
Water/Sewer Maintenance Workers	3	3	3	3	3
Total Full-time Equivalents	20.48	20.48	19	19	20

*Personnel Explanation: Full-time Equivalents are based upon 40 hrs per wk (30hrs/40hrs = .75 FTE).

- The Highway/Parks & Cemetery Divisions use seasonal staff to augment park maintenance in the summer and contract snowplow operators to supplement staff during winter operations.
- The DPW Director's salary and wages for the two full-time Administrative Assistants are budgeted 50% in the General Fund (under Highway Administration), 30% in the Water Enterprise Fund and 20% in the Sewer Enterprise Fund budget (See Section 8 of this budget document for Enterprise Fund detail). Wages for the Water/Sewer Maintenance Workers are budgeted 60% in the Water Enterprise Fund budget and 40% in the Sewer Enterprise Fund budget.
- The FY2019 budget included a second Supervisor position budgeted 75% in the Cemetery Division and 25% in Highway/Parks. The new Supervisor was a promotion, and no new staff was added.
- The FY2021 budget eliminated the part-time water/sewer administrative assistant and the department started using a lockbox service.
- In FY2022 funding for the vacant Assistant DPW Director was reallocated to hire another Light Equipment Operator at the request of the Director to better meet service demands. Unfortunately, that position was ultimately cut from the FY2022 budget as part of the pandemic reductions. In FY2023 the previously cut Light Equipment Operator position is being added back.



Department of Public Works

Section 4-9

DPW Personnel Table of FTEs by Division Budgets

DEPARTMENT OF PUBLIC WORKS					
Personnel Summary					
Position	FY 2019 FTE	FY 2020 FTE	FY 2021 FTE	FY 2022 FTE	FY 2023 FTE
<u>Administration</u>					
Budgeted in Divisions below					
<u>Engineering Division</u>					
Town Engineer	1	1	1	1	1
<u>Highway/Parks Division</u>					
DPW Director	.5	.5	.5	.5	.5
Assistant DPW Director	.5	.5	0	0	0
Administrative Assistants	1	1	1	1	1
Highway/Parks Superintendent	1	1	1	1	1
Supervisor	1	1.25	1.25	1.25	1.25
Mechanic	1	1	1	1	1
Heavy Equipment Operators	6.25	6	5	5	5
Light Equipment Operator	.5	.5	1.5	1.5	2.5
<u>Cemetery Division</u>					
Supervisor	0	.75	.75	.75	.75
Heavy Equipment Operator	.75	0	0	0	0
Light Equipment Operator	.5	.5	.5	.5	.5
<u>Water Division Enterprise Fund</u>					
DPW Director	.3	.3	.3	.3	.3
Assistant DPW Director	.3	.3	0	0	0
Administrative Assistants	.89	.89	.6	.6	.6
Water/Sewer Superintendent	0	0	0	0	0
Water/Sewer Supervisor	.6	.6	.6	.6	.6
Water/Sewer Maintenance Workers	1.8	1.8	1.8	1.8	1.8
<u>Sewer Division Enterprise Fund</u>					
DPW Director	.2	.2	.2	.2	.2
Assistant DPW Director	.2	.2	0	0	0
Administrative Assistants	.59	.59	.4	.4	.4
Water/Sewer Superintendent	0	0	0	0	0
Water/Sewer Supervisor	.4	.4	.4	.4	.4
Water/Sewer Maintenance Workers	1.2	1.2	1.2	1.2	1.2
Total Full-time Equivalents	20.48	20.48	19	19	20

The table above represents how personnel in the table on the previous page are budgeted, as opposed to how many full-time equivalents exist by title. The distinction is important due to the existence of the Water and Sewer Enterprise Funds and the accounting required to capture all the costs associated with these services, so that the fee structures may be set to cover 100% of the direct and indirect costs. For more detail on enterprise fund budgets, please refer to Section 8 of this budget document.

Section 4-10

Department of Public Works



	FY2019 ACTUAL	FY2020 ACTUAL	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 SIX MONTHS	FY2023 PROPOSED
HIGHWAY ADMINISTRATION						
Personnel Services						
151100 DPW Director Salary (50%)	59,481	61,884	64,384	66,345	30,908	66,363
51100 Assistant DPW Director (50%)	0	0	0	0	0	0
51410 Longevity Pay	0	0	0	100	100	100
SUBTOTAL	59,481	61,884	64,384	66,445	31,008	66,463
Expenses						
52110 Utilities	33,753	35,710	34,830	39,751	7,509	42,540
52800 Contractual Services	0	2,952	470	0	0	0
54290 Office Supplies	1,693	1,263	916	2,000	1,705	2,000
54490 Building Maintenance	27,002	20,435	10,525	18,725	20,436	27,900
57110 Travel/Mileage	568	673	341	1,075	180	1,075
57310 Dues	590	2,093	785	1,883	534	2,793
SUBTOTAL	63,605	63,125	47,867	63,434	30,364	76,308
TOTAL: HIGHWAY ADMINISTRATION	123,087	125,009	112,251	129,879	61,373	142,771

¹ Line 51100 includes 50% of the DPW Director and Assistant Director Salaries with 30% carried in the Water Enterprise Fund Budget and the other 20% included in the Sewer Enterprise Budget (see Section 8 of this Budget Document for detail on the Enterprise Budgets)



Department of Public Works

Section 4-11

FY2019	FY2020	FY2021	FY2022	FY2022	FY2023
ACTUAL	ACTUAL	ACTUAL	BUDGETED	SIX MONTHS	PROPOSED

HIGHWAY DIVISION CONSTRUCTION & MAINTENANCE

Personnel Services

51010 Labor Wages	594,614	625,709	663,840	680,770	317,305	737,602
51140 Wages Part-time Permanent	59,634	61,287	62,375	63,510	29,599	63,426
51300 Overtime	124,186	98,408	111,327	117,666	60,973	121,588
51410 Longevity Pay	4,350	4,175	4,875	5,012	5,088	5,238
51920 Uniforms	6,750	8,313	8,788	10,213	4,631	11,163
51970 Stipends	0	0	0	0	0	0
SUBTOTAL	789,534	797,892	851,204	877,171	417,595	939,017

Expenses

52690 Equipment Maintenance	87,865	79,537	95,956	83,415	39,091	89,000
52800 Contractual Services	46,238	17,438	54,148	57,250	12,916	45,250
55320 Materials & Supplies	21,398	23,089	22,338	16,200	10,436	16,200
55420 Safety Training, Dues & Licenses	2,145	3,230	1,359	6,910	417	6,970
58690 New Equipment	4,570	0	982	13,000	0	13,000
58710 Roadway Maintenance	183,884	77,891	84,686	400,000	31,735	400,000
58715 Storm water/Drainage	68,012	141,636	78,447	158,900	97,882	181,500
SUBTOTAL	414,112	342,821	337,915	735,675	192,479	751,920

TOTAL: HIGHWAY CONST & MAINT.

1,203,646	1,140,713	1,189,119	1,612,846	610,073	1,690,937
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Section 4-12

Department of Public Works



	FY2019 ACTUAL	FY2020 ACTUAL	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 SIX MONTHS	FY2023 PROPOSED
PARKS DIVISION						
Personnel Services						
251130 Labor Wages	0	0	0	0	0	0
51220 Seasonal Temporary Labor	43,757	45,160	19,213	43,500	13,659	45,000
51300 Overtime	0	0	0	0	0	0
51410 Longevity Pay	0	0	0	0	0	0
SUBTOTAL	43,757	45,160	19,213	43,500	13,659	45,000
Expenses						
51920 Uniforms	0	832.25	1,459	1,700	292	1,700
52110 Utilities	1,324	1,485.18	1,468	2,000	671	2,000
52610 Materials & Supplies	36,049	52,838.71	54,840	72,000	6,017	75,000
52800 Contractual Services	0	5,000.00	3,296	8,250	10,390	8,500
54710 Building Maintenance	8,355	6,885.77	2,587	4,000	1,548	4,000
58690 New Equipment	10,313	9,369.81	8,244	19,500	0	19,500
SUBTOTAL	56,041	76,412	71,893	107,450	18,918	110,700
TOTAL: PARKS DIVISION	99,798	121,572	91,106	150,950	32,577	155,700

² Funding previously included in Line 51130 has been collapsed into Line 51220 to fund seasonal/temporary help instead of a permanent laborer position



Department of Public Works

Section 4-13

	FY2019 ACTUAL	FY2020 ACTUAL	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 SIX MONTHS	FY2023 PROPOSED
CEMETERY DIVISION						
Personnel Services						
³ 51010 Labor Wages	71,348	81,606	83,444	85,652	39,911	85,927
⁴ 51100 Miscellaneous Labor	8,448	15,362	16,731	22,300	8,052	23,280
51300 Overtime	1,871	6,314	6,005	7,578	5,369	7,792
51410 Longevity Pay	0	375	475	587	588	588
51920 Uniforms	750	1,188	1,188	1,188	594	1,188
SUBTOTAL	82,418	104,843	107,842	117,305	54,514	118,775
Expenses						
52110 Utilities	562	685	796	1,000	349	1,000
52690 Equipment Maintenance	9,274	4,421	5,521	3,750	3,293	5,000
54490 Building Repair	3,040	3,654	230	4,100	282	4,100
54690 Materials & Supplies	19,289	19,398	17,011	19,100	7,403	20,100
58690 New Equipment / Capital	11,639	10,676	8,748	21,000	391	21,000
SUBTOTAL	43,803	38,833	32,307	48,950	11,718	51,200
TOTAL: CEMETERY DIVISION	126,221	143,676	140,149	166,255	66,232	169,975

³ FY2019 represents a new Supervisor position budgeted 75% in Cemetery and 25% in highway/parks to accurately reflect the time dedicated to the Cemetery Division

⁴ Seasonal summer help dedicated exclusively to the cemetery is now budgeted in line 51100 to more accurately represent the resources devoted to the Cemetery Division

Section 4-14

Department of Public Works



	FY2019 ACTUAL	FY2020 ACTUAL	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 SIX MONTHS	FY2023 PROPOSED
ENGINEERING						
Personnel Services						
51100 Town Engineer Salary	111,966	114,205.80	116,490	118,820	55,370	118,820
51410 Longevity Pay	650	650.00	650	650	650	650
SUBTOTAL	112,616	114,856	117,140	119,470	56,020	119,470
Expenses						
52800 Contractual Services	37,092	35,000	70,000	74,200	4,000	64,200
54290 Office Supplies	641	374	317	450	0	450
55980 Field Supplies	0	0	0	100	9	100
57110 Travel/Mileage	1,927	1,516	907	1,500	0	1,500
57310 Dues	245	406	260	435	269	435
57320 Subscriptions	0	0	0	150	0	150
57340 Meetings	85	0	0	300	0	300
SUBTOTAL	39,991	37,295	71,484	77,135	4,278	67,135
TOTAL: ENGINEERING	152,607	152,151	188,624	196,605	60,297	186,605



Department of Public Works

Section 4-15

	FY2019	FY2020	FY2021	FY2022	FY2022	FY2023
	ACTUAL	ACTUAL	ACTUAL	BUDGETED	SIX MONTHS	PROPOSED
SNOW & ICE						
Personnel Services						
51220 Miscellaneous Labor	0	0	148	9,000	0	9,000
⁵ 51300 Overtime	111,157	80,066	125,021	112,000	2,760	112,000
SUBTOTAL	111,157	80,066	125,170	121,000	2,760	121,000
Expenses						
⁶ 52800 Contractual Services	63,353	49,957	74,850	92,000	6,195	92,000
55350 Salt & Additives	151,525	117,400	200,839	181,000	31,850	181,000
57810 Materials & Supplies	43,281	82,989	81,164	43,000	19,119	43,000
SUBTOTAL	258,159	250,346	356,852	316,000	57,164	316,000
TOTAL: SNOW & ICE	369,316	330,412	482,022	437,000	59,924	437,000

⁵ Line 51300 contains Overtime funds for DPW employees that plow snow during winter operation

⁶ The DPW uses contractual snowplow services to supplement Town staff and equipment during winter operations

Section 4-16

Department of Public Works



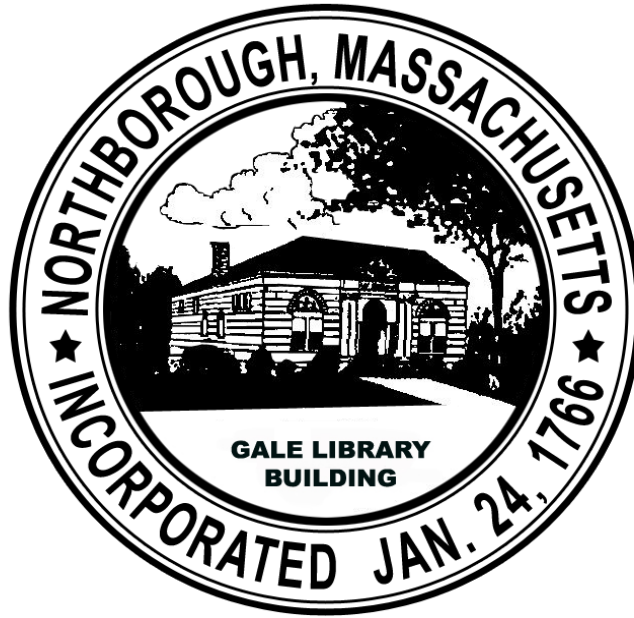
	FY2019 ACTUAL	FY2020 ACTUAL	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 SIX MONTHS	FY2023 PROPOSED
TREES						
Expenses						
52690 Equipment Maintenance	682	3,639	1,676	3,000	3,713	3,000
52800 Contractual Services	35,350	37,770	39,000	45,000	49,520	50,000
54700 Supplies	1,541	2,249	1,117	3,000	0	3,000
SUBTOTAL	37,573	43,658	41,793	51,000	53,233	56,000
TOTAL: TREES	37,573	43,658	41,793	51,000	53,233	56,000

	FY2019 ACTUAL	FY2020 ACTUAL	FY2021 ACTUAL	FY2022 BUDGETED	FY2022 SIX MONTHS	FY2023 PROPOSED
STREET LIGHTING						
Expenses						
52130 Utilities	117,000	120,000	125,000	135,000	61,041	147,000
SUBTOTAL	117,000	120,000	125,000	135,000	61,041	147,000
TOTAL: STREET LIGHTING	117,000	120,000	125,000	135,000	61,041	147,000

NOTE: Please see Section 8 Enterprise Fund of this document for the detailed Water & Sewer Division budgets.

[RETURN TO AGENDA](#)

Town of Northborough



DRAFT 3/15/22 (V5) Annual Town Meeting 2022

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TOWN OF NORTHBOROUGH
ANNUAL TOWN MEETING HANDOUT
APRIL 25 or 30, 2022

WORCESTER, SS

GREETINGS:

To any Constable in the Town of Northborough, County of Worcester:

In the name of the Commonwealth of Massachusetts, you are hereby commanded to warn and notify the legal voters of the Town of Northborough to meet at THE ALGONQUIN REGIONAL HIGH SCHOOL on DATE/TIME, to act on the following warrant articles:

ARTICLE 1: Appointing Deputy Moderator

To see if the Town will vote to ratify the appointment by the Moderator of Gerald Hickman as Deputy Moderator, as provided by Article II, Section 2-2 of the Northborough Home Rule Charter.

ARTICLE 2: Compensating Balance Agreement

To see if the Town will vote to authorize the Treasurer, with the approval of the Board of Selectmen, to enter into a Compensating Balance Agreement or Agreements pursuant to Massachusetts General Laws, Chapter 44, Section 53F, if necessary.

- This Article provides authorization for the Town to enter into a compensating balance agreement to obtain banking services. A compensating balance is an arrangement by which a town maintains municipal funds on deposit in return for banking services. Under such an arrangement, the earnings retained by the bank on the account balances “compensate” the bank for the services provided.

ARTICLE 3: Prior Years’ Bills

To see if the Town will vote to raise and appropriate or transfer from unappropriated available funds in the Treasury, or other available funds, a sum of money to pay bills incurred in prior years, or take any action relative thereto.

- Town Meeting action is required to pay bills incurred in prior fiscal years. This Article will be passed over if no bills for goods and services incurred in prior fiscal years are presented to the Town.

ARTICLE 4: Town Budget

To see if the Town will vote to raise and appropriate and transfer from available funds the sum of Twenty-Three Million Seven Hundred Three Thousand Nine Hundred Twenty-Six Dollars (\$23,703,926) for Town Government as displayed in the warrant booklet, and to meet said appropriation, the following sums available for appropriation be transferred:

From:

Transfer from Cemetery Trust Fund Income	\$9,006
Transfer from Cemetery Sale of Lots	\$18,500
Transfer from Debt Exclusion Premium Reserve	\$545
Transfer from Debt Exclusion Reserve	\$10,550
Transfer from DPU Transportation Fund	\$1,764
Transfer from Conservation Commission Fees	\$11,309
Transfer from Fire Emergency Medical Services Revolving Fund	\$354,487
Transfer from Recreation Revolving Fund	\$75,000
Transfer from Animal Control Revolving Fund	\$28,000
Transfer from Medicare Part D Subsidy	\$0
Transfer from PEG Access Cable Related Fund	\$257,671
Transfer from ARPA Fund to offset OPEB Contribution	\$250,000
Free Cash	\$500,000

for a total of One Million Five Hundred Sixteen Thousand Eight Hundred Thirty-Two Dollars (\$1,516,832) and that the sum of Twenty-One Million Four Hundred Ninety-Four Thousand Six Hundred Thirty-Nine Dollars (\$22,187,094) be raised by taxation.

ARTICLE 5: Water, Sewer and Solid Waste Enterprise Funds

To see if the Town will vote to raise and appropriate and transfer from available funds the sum of Six Million One Hundred Four Thousand Four Hundred Forty-Four Dollars (\$6,104,442) for Water, Sewer and Solid Waste Funds as displayed below for the operation of the Water, Sewer and Solid Waste Utilities, and to meet said appropriation, the following sums available for appropriation be transferred:

From:

Water Fund Free Cash	\$316,548
Solid Waste Fund Free Cash	\$ 93,984

Raise and Appropriate by Taxation:

Solid Waste General Fund Subsidy	\$337,160
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for a total of Seven Hundred Forty-Seven Thousand Six Hundred Ninety-Two Dollars (\$747,692) and that the sum of Five Million Three Hundred Fifty-Six Thousand Seven Hundred Fifty Dollars (\$5,356,750) be financed from Water, Sewer and Solid Waste Revenues.

Water Fund	\$2,768,618
Sewer Fund	\$2,407,712
Solid Waste	<u>\$ 928,112</u>
Total	\$6,104,442

ARTICLE 6: Northborough K-8 Schools Budget

To see if the Town will vote to raise and appropriate by taxation the sum of Twenty-Six Million Six Hundred Ninety-Two Thousand Nine Hundred Fifty-Three Dollars (\$26,692,953) for the operation of the Northborough Public Schools, or take any action relative thereto.

ARTICLE 7: Algonquin Regional High School Budget

To see if the Town will vote to raise and appropriate by taxation Northborough's share of the assessment for the operation of the Northborough-Southborough Regional School District, the sum of Thirteen Million Five Hundred Sixty-Eight Thousand Thirty-Five Dollars (\$13,568,035), or take any action relative thereto.

ARTICLE 8: Assabet Valley Regional Vocational School District Budget

To see if the Town will vote to raise and appropriate by taxation Northborough's share of the assessment for the operation and debt service of the Assabet Valley Regional Vocational School District, the sum of One Million Two Hundred Fifty-Three Thousand Nine Hundred Forty Dollars (\$1,253,940), or take any action relative thereto.

ARTICLE 9: Revolving Funds Authorization of Expenditure Limits

To see if the Town will vote to authorize revolving fund annual expenditure limits for Fiscal Year 2023 as shown in the table below:

Revolving Fund	Annual Expenditure Limit
Fire Department (EMS and Haz Mat)	\$750,000
Animal Control	\$50,000

Family & Youth Services	\$20,000
Council on Aging	\$300,000
Community Affairs	\$20,000
Library	\$20,000

or take any other action relative thereto.

- Pursuant to the Town’s Revolving Fund Bylaw and the provisions of Massachusetts General Laws Chapter 44, Section 53E½, an annual vote is required to establish expenditure limits for the revolving funds. The Recreation Department revolving fund is authorized under Massachusetts General Laws Chapter 44, Section 53D, and does not require annual reauthorization.

ARTICLE 10: Appropriations Committee Reserve Fund

To see if the Town will vote to appropriate the sum of One Hundred Fifty-Five Thousand Dollars (\$175,000) for a Reserve Fund to provide for extraordinary or unforeseen expenditures in accordance with Massachusetts General Laws Chapter 40, Section 6, and to meet said appropriation, One Hundred Seventy-Five Thousand Dollars (\$175,000) be transferred from Free Cash, or take any action relative thereto.

- This Article provides the Town operations with an option for the funding of extraordinary or unforeseen expenditures during the year.

ARTICLE 11 (CIP): Police – Police Cruiser Replacements (3)

To see if the Town will vote to appropriate the sum of One Hundred Sixty Five Thousand Dollars (\$165,000) for the use of the Police Department for the purchase of three new police vehicles, and to meet said appropriation the sum of One Hundred Sixty Five Thousand Dollars (\$165,000) be transferred from Free Cash.

- This Article provides funds for the purchase of two replacement patrol vehicles and one replacement detective vehicle, with three existing vehicles being traded-in. Included in the funding request is the cost of outfitting the vehicles with the required ancillary equipment.

ARTICLE 12 (CIP): Fire – Ambulance Replacement

To see if the Town will vote to appropriate the sum of Four Hundred Thousand Dollars (\$400,000) for the use of the Fire Department for the purchase of one new ambulance, and to meet said appropriation, the sum of Four Hundred Thousand Dollars (\$400,000) be raised by borrowing, in accordance with the provisions of Massachusetts General Laws, Chapter 44, Section 7(9) or any other enabling authority, and the Treasurer, with the approval of the Board of Selectmen, be authorized to issue bonds or notes therefor.

- This Article provides funds for the replacement of a 2013 ambulance. The debt service on the bonds for the ambulance will be paid from the EMS revolving account. The EMS revolving account is funded by the ambulance service fees and charges.

ARTICLE 13 (CIP): DPW – Road Improvements and Maintenance

To see if the Town will vote to appropriate the sum of Four Hundred Fifty Four Thousand Dollars (\$454,000) for Road Improvements and Maintenance, and to meet said appropriation the sum of Four Hundred Fifty Four Thousand Dollars (\$454,000) be transferred from Free Cash.

- This Article provides funds in addition to the State’s Chapter 90 transportation funding to maintain current road conditions in accordance with the Pavement Management Plan.

ARTICLE 14 (CIP): Culvert and Drainage Replacement

To see if the Town will vote to appropriate the sum of Three Hundred Thousand Dollars (\$300,000) for the use of the Department of Public Works to fund the repair and replacement of drainage culverts and drainage system components, and to meet said appropriation the sum of Three Hundred Thousand Dollars (\$300,000) be transferred from Free Cash.

- This Article provides funds to replace/rehabilitate culverts and failing drainage systems, including anticipated replacement of the culvert on Lincoln Street.

ARTICLE 15 (CIP): DPW – One-Ton Dump Truck with Plow Replacement

To see if the Town will vote to appropriate the sum of One Hundred Thirty Thousand Dollars (\$130,000) for the use of the Department of Public Works for the purchase of a one-ton dump truck with a plow, and to meet said appropriation the sum of One Hundred Thirty Thousand Dollars (\$130,000) be transferred from Free Cash.

- This Article provides funds for the purchase of a one-ton dump truck with a plow to replace a 2012 one-ton dump truck that has surpassed its useful life. As part of this vehicle replacement, an existing similar vehicle will be repurposed to extend its useful life.

ARTICLE 16 (CIP): DPW – 20-Ton Dump Truck with Spreader and Plow Replacement

To see if the Town will vote to appropriate the sum of Three Hundred Forty Thousand Dollars (\$340,000) to purchase a 20-ton dump truck with spreader and plow; and to meet said appropriation, the sum of Three Hundred Forty Thousand Dollars (\$340,000) be transferred from Free Cash.

- This Article provides funds for the purchase of a 20-ton dump truck with spreader and plow to replace a 2002 20-ton dump truck with spreader and plow that has surpassed its useful life. As part of this vehicle replacement, an existing similar vehicle will be repurposed to extend its useful life.

ARTICLE 17 (CIP): DPW – Loader Replacement

To see if the Town will vote to appropriate the sum of Two Hundred Ninety Thousand Dollars (\$290,000) to purchase a loader; and to meet said appropriation, the sum of Two Hundred Ninety Thousand Dollars (\$290,000) be transferred from Free Cash.

- This Article provides funds for the purchase of a loader to replace a 2006 loader that has surpassed its useful life. As part of this replacement, the 2014 model year loader will be refurbished to extend its useful life.

ARTICLE 18 (CIP): DPW – Backhoe Replacement

To see if the Town will vote to appropriate the sum of One Hundred Ninety Five Thousand Dollars (\$195,000) to purchase a loader, and to meet said appropriation the sum of One Hundred Ninety Five Thousand Dollars (\$195,000) be transferred from Free Cash.

- This Article provides funds for the purchase of a backhoe to replace a 2005 backhoe that has surpassed its useful life. As part of this replacement, the 2015 model year backhoe will be refurbished to extend its useful life.

ARTICLE 19 (CIP): MPIC – Downtown Master Plan Study

To see if the Town will vote to appropriate the sum of One Hundred Fifty Thousand Dollars (\$150,000) for the Master Plan Implementation Committee (MPIC) to “Conduct a design study of the Downtown to help focus ideas and develop a clear vision for the area”, and to meet said appropriation the sum of One Hundred Fifty Thousand Dollars (\$150,000) be transferred from Free Cash.

- This Article would fund the preparation of a Downtown Vision Study. This Vision Study will engage Northborough residents, property owners, and business owners to define a vision for its Downtown that will be implemented incrementally over time.

ARTICLE 20 (CIP): SEWER – Inflow & Infiltration (I/I) Mitigation

To see if the Town will vote to appropriate the sum of Three Hundred Sixty Thousand Dollars (\$360,000) to perform the second year of inflow and infiltration elimination from the sanitary sewer system, and to meet said appropriation the sum of Three Hundred Sixty Thousand Dollars (\$360,000) be raised by transfer from available funds, borrowing or otherwise.

- This article provides funds to remove non-sanitary flows from the sewer system as mandated by MassDEP under 314 CMR 12.04. The Town has a comprehensive 15-year inflow and infiltration elimination plan and this is the second year of implementation. For each gallon of storm/groundwater that is removed from the sewer system, that is one less gallon that must be treated and one more gallon available for future use.

ARTICLE 21 (CIP): SCHOOL DEPARTMENT – Algonquin Regional High School Boiler Repair

To see if the Town will vote to appropriate the sum of One Hundred Twelve Thousand Three Hundred Fifty Six Dollars (\$112,356) for the use of the Northborough-Southborough Regional School District for the installation of a redundant domestic hot water boiler at Algonquin Regional High School. Said appropriation the sum of One Hundred Twelve Thousand Three Hundred Fifty Six Dollars (\$112,356) shall be included in the Northborough-Southborough Regional School District’s FY2023 Assessment as a capital cost as outlined in the Northborough-Southborough Regional School District Agreement.

- This Article provides funds for the installation of a redundant hot water boiler at Algonquin Regional High School. The current system is reaching the end of its life expectancy for the hot water boiler and the storage tank(s).

ARTICLE 22: Consolidated Personnel Bylaw

To see if the Town will vote to amend the Consolidated Personnel Bylaw as shown in the appendix to this warrant) entitled “Article 21 – Consolidated Personnel Bylaw Amendments – 2022 Annual Town Meeting,” a copy of which is viewable on the Town’s website at <https://www.town.northborough.ma.us>.

ARTICLE 23: Community Preservation Fund – Housing Authority – Construction of Eight Affordable Low-Income, Senior One-Bedroom Rental Units

To see if the Town will vote to appropriate the sum of One Million Three Hundred Forty Thousand Dollars (\$1,340,000), or any other sum, from the following sources:

Community Preservation Fund revenues	\$230,548
Community Preservation Affordable Housing Reserve	\$127,863
Community Preservation Unreserved Fund	\$486,274
2009 Annual Town Meeting Article 37	\$ 569
2012 Annual Town Meeting Article 42	\$ 24,746
2015 Annual Town Meeting Article 57	\$ 20,000
2016 Annual Town Meeting Article 38	\$100,000
2017 Annual Town Meeting Article 42	\$100,000
2018 Annual Town Meeting Article 28	\$100,000
2019 Annual Town Meeting Article 23	\$150,000

To the Northborough Housing Authority for the construction of eight affordable low-income senior one bedroom rental units, of which four will be first-floor handicap accessible units, at 26 Village Drive, or any other sum, or take any other action relative thereto.

- The Northborough Housing Authority, the Northborough Affordable Housing Corporation, and the MA Department of Housing and Community Development will be developing eight senior rental apartments located in one two-story building at 26 Village Drive. Four Handicap accessible units will be located on the first floor. The Town is proposing contributing \$100,000 separately from ARPA funds to supplement the funds appropriated in this article, and transfer of funds will be contingent on grant funding to the Authority from the State and funds supplemented from the Authority for a total anticipated project cost of \$2,440,000. Transfer of these funds will also be contingent upon successful execution of a contract with the Town.

ARTICLE 24: Community Preservation Fund – Affordable Housing Reserve

To see if the Town will vote to appropriate the sum of Seventy-Five Thousand Dollars (\$75,000), or any other sum, from the Community Preservation Fund revenues and place said amount in the Community Preservation Affordable Housing Reserve Fund, or take any other action relative thereto.

- This Article would set aside funds for the future creation of affordable housing.

ARTICLE 25: Community Preservation Fund – Brigham Street Burial Ground Beautification

To see if the Town will vote to appropriate the sum of One Hundred Thirty-One Thousand Six Hundred Seventy-Nine Dollars (\$131,679), or any other sum, from the Community Preservation Fund revenues and the sum of Five Thousand Eight Hundred Twenty-One Dollars (\$5,821), or any other sum from Community Preservation Historic Reserve Fund for a total of One Hundred Thirty-Seven Thousand Five Hundred Dollars (\$137,500) to the Northborough Department of Public Works and the Northborough Historic District Commission, for improvements to the Brigham Street Burial Ground, or take any other action relative thereto.

- This is for the beautification of the burial ground including removal of dead trees, installation of a sign post and fencing, and overall roadside improvements.

ARTICLE 26: Community Preservation Fund – (2) Signs to Identify the Kizer section of the Northborough Cemetery

To see if the Town will vote to appropriate the sum of Five Thousand One Hundred Twenty-Four Dollars (\$5,124), or any other sum, from the Community Preservation Fund revenues to the Northborough Historic District Commission for the purchase and installation of two signs for the Kizer section of the Northborough Cemetery, or take any other action relative thereto.

- Two signs, one for each end of the Kizer section, will be installed to assist with identification of the newer section of the cemetery.

ARTICLE 27: Community Preservation Fund – Shutter Restoration of Historical Society Building

To see if the Town will vote to appropriate the sum of Fifty-Five Thousand Dollars (\$55,000), or any other sum, from the Community Preservation Fund revenues to the Northborough Historical Society for replacement of missing building shutters and renovation of damaged building shutters for the building located at 52 Main Street, or take any other action relative thereto.

- Thirty-three shutters will be replaced and/or renovated at the Northborough Historical Society building as part of multi-phase restoration and improvement project.

ARTICLE 28: Community Preservation Fund – Design and Project Management for Dog Park

To see if the Town will vote to appropriate the sum of Thirty-Five Thousand Five Hundred Dollars (\$35,500), or any other sum, from the Community Preservation Unreserved Fund to the Northborough Recreation Department and Department of Public Works for the initial assessment and site survey for up to five locations for a dog park, or take any other action relative thereto.

- This will be the first phase of a three-phase project to determine a location for a community dog park.

ARTICLE 29: Community Preservation Fund – Design of ADA Accessible Trail located at the Senior Center

To see if the Town will vote to appropriate the sum of Twenty-Eight Thousand Five Hundred Dollars (\$28,500), or any other sum, from the Community Preservation Fund revenues to the Northborough Trails Committee and the Department of Public Works for the design of an ADA accessible trail located at the Northborough Senior Center, or take any other action relative thereto.

- The existing trail located at the Senior Center will be upgraded to ADA standards to be the first completely accessible trail in Northborough. Additional funding will be sought for the construction of the upgrades.

ARTICLE 30: Community Preservation Fund – Preliminary Design of Pedestrian Access Over the Assabet River Aqueduct Bridge

To see if the Town will vote to appropriate the sum of Fifty-Five Thousand Eight Hundred Forty-Nine Dollars (\$55,849), or any other sum, from the Community Preservation Fund revenues and the sum of Eight Hundred Thirteen Dollars (\$813), or any other sum, from the Community Preservation Open Space Reserve fund and the sum of Seventy-Six Thousand Nine Hundred Ninety-Six Dollars (\$76,996) from the Community Preservation Unreserved Fund for the total

sum of One Hundred Thirty-Three Thousand Six Hundred Fifty-Eight Dollars (\$133,658) to the Northborough Trails Committee and the Department of Public Works for the preliminary design of pedestrian access over the Assabet River Aqueduct Bridge, or take any other action relative thereto.

- Preliminary design work for pedestrian access over the Assabet River Aqueduct Bridge with cost estimates will include replacement of decking and security rails, structural inspection, relocation of utilities, and submission of plan to the Massachusetts Water Resources Authority.

ARTICLE 31: Community Preservation Fund – White Cliffs Debt Service

To see if the Town will vote to appropriate the sum of One Hundred Eighty Five Thousand Eight Hundred Dollars (\$185,800), or any other sum, from the Community Preservation Fund revenues to the Northborough Community Preservation Committee for Fiscal Year 2023 debt service and expenses associated with the acquisition of the property at 167 Main Street, or take any other action relative thereto.

- Fifth debt service payment associated with the purchase of 167 Main Street (the “White Cliffs”).

ARTICLE 32: Community Preservation Fund – CPA Administration

To see if the Town will vote to appropriate the sum of Thirty-Seven Thousand Five Hundred Dollars (\$37,500), or any other sum, from the Community Preservation Fund revenues to the Northborough Community Preservation Committee for expenses associated with the implementation of the Community Preservation Act including but not limited to clerical assistance, office supplies, property surveys, appraisals, attorney’s fees, and other professional services, recording fees, printing and all other necessary and proper expenses for the Fiscal Year 2023, or take any other action relative thereto.

- Funds used for the administration of the Community Preservation Act.

ARTICLE 33: Zoning Bylaw – Section 7-09-040, Signs

To see if the Town will vote to amend Part 7 of the Northborough Town Code, the Northborough Zoning Bylaw, Section 7-09-040 Signs, by deleting the text shown below in strikethrough and adding the text shown below as underlined, or take any action relative thereto.

7-09-040 Signs.

A. **Purpose.** Signs are a necessary means of communicating information. Since signs are intended to be seen, they attract attention and are one ~~(1)~~ of the most visible and apparent aspects of a town’s character. They tend to produce a lasting impression on residents and visitors, and they provide an indication of the commercial health of a business area and a town as a whole. Simplicity

in design and restrained use of signs are necessary to prevent a sign overload, which creates clutter and is as confusing as no signs at all.

B. Definitions. For the purpose of this section, the following terms shall have the following meanings:

(1) AGRICULTURAL SIGN - A sign which may have wording that may be changed periodically to advertise products raised or grown principally on the premises.

(2) AWNING SIGN - A permanent sign which is affixed to or consists of a permanent or retractable awning or marquee permanently mounted to the exterior surface of a building.

(3) BANNER SIGN – A temporary sign intended to be hung either with or without frames, possessing characters, letters, illustrations or ornamentations applied to paper, plastic or fabric of any kind. ~~National flags, flags of political subdivisions, and symbolic flags of any institution or business shall not be considered banners for the purpose of this section.~~

(4) BILLBOARD SIGN - A sign which advertises a business, service, product, commodity, entertainment or similar object or activity which is conducted, sold or offered on a lot other than the lot on which the sign is erected.

(5) BUSINESS CENTER - Any aggregation of three (3) or more business or industrial tenants which share a common parking area.

(6) CONSTRUCTION SIGN - A sign identifying the proposed building, the owner or intended occupant and the contractor, architect and engineers. A construction sign for more than a single lot will be considered to be a subdivision sign.

(7) DIRECTIONAL OR INFORMATIONAL SIGN - A sign which is necessary for the safety and direction of vehicular or pedestrian traffic.

(8) DIRECTORY SIGN - A sign listing the name and location of the occupants of a site or building.

(9) DISPLAY AREA - See “sign area.”

(10) ELECTRONIC MESSAGE CENTER - Any sign that utilizes computer-generated messages or some other electronic means of changing copy.

(11) ERECTING - Any installing, constructing, reconstructing, replacing, relocating, re-lettering, except as specifically provided, extending, altering or otherwise changing of a sign. “Erecting” shall not include repairing or maintaining an existing sign.

(12) EXTERNALLY ILLUMINATED SIGN – a sign which utilizes an external and stationary light source which is shielded and directed solely at the sign.

~~(12)~~ (13) EXTERIOR SIGN - A wall sign, projecting sign or awning sign placed on or about the exterior of any structure.

~~(13)~~ (14) FLAG - ~~See “banner.”~~ A piece of cloth or similar material, typically oblong or square, attachable by one edge to a pole or rope and used as the symbol or emblem of a governmental jurisdiction.

~~(14)~~ (15) FREESTANDING SIGN - A non-movable sign not affixed to any building but constructed in a permanently fixed location of the ground with its own support structure, including a monument sign, and displaying a sign face on not more than two (2) sides.

(16) GASOLINE CANOPY SIGN - A permanent sign consisting of letters and or logo surrounding the covering structure placed over gasoline pumps.

~~(15)~~ (17) GASOLINE PUMP SIGN - The standard type of gasoline pump bearing thereon in the usual size and form the name or type of gasoline and the price thereof.

~~(16)~~ (18) INDIVIDUAL LETTER SIGN - A wall sign consisting of individual letters, mounted to a building surface without any background or frame.

(19) INTERNALLY ILLUMINATED SIGN - A sign that is illuminated by a light source internal to the sign. Internally illuminated signs include signs which utilize translucent panels.

~~(17)~~ (20) MOVABLE SIGN - Any sign not permanently attached to the ground or to a building or permanent structure, which is designed to be portable, such as an A-frame, H-frame, T-frame, banner or flag, trailer sign placed on the surface of the ground, temporarily staked into the ground or a sign attached to a motor vehicle (registered or unregistered).

~~(18)~~ (21) NEON SIGN - A sign which features exposed glass tubing filled with fluorescent gas.

~~(19)~~ (22) OFFICE PARK OR INDUSTRIAL PARK - See “business center.”

~~(20)~~ (23) PENNANT SIGN - Any lightweight plastic, fabric or other material, whether or not containing a message of any kind, suspended from a rope, wire or string, usually in series, designed to move in the wind.

~~(21)~~ (24) PERMANENT SIGN - A sign that is permanently attached to a building or having in-ground supporting structure(s) or braces.

~~(22)~~ (25) POLITICAL SIGN - A sign designated to influence the action of voters for the passage or defeat of a measure, or the election of a candidate to a public office at a national, state, county or local election.

~~(23)~~(26) PROJECTING SIGN - A sign which is permanently affixed to the exterior surface of a building or structure with the display area positioned perpendicular to the wall to which the sign is mounted.

~~(24)~~ (27) REAL ESTATE SIGN - A sign which is used to offer for sale, lease or rent the property upon which the sign is placed.

~~(25)~~ (28) ROOF SIGN - A sign attached to or erected wholly upon and over the roof of any building and supported solely on the roof structure; including the lower slope of a gambrel or mansard roof.

~~(26)~~ (29) SHOPPING CENTER - See “business center.”

~~(27)~~ (30) SIGN - Any words, lettering, parts or letters, figures, numerals, phrases, sentences, emblems, devices, designs, trade names or trademarks, whether stationary or portable, by which anything is made known, such as are used to designate or locate an individual, a firm, an association, a corporation, a profession, a business or a commodity or product, which are visible from a public or private street or right-of-way and used to attract attention.

~~(28)~~ (31) SIGN AREA - The area of the smallest horizontally or vertically oriented rectangle which could enclose all the display area of the sign, together with any backing different in color or material from the finish material of the building face, without deduction for open space or other irregularities. Structural members not bearing advertising matter shall not be included unless internally or decoratively lighted. Where sign faces are placed back-to-back and face in opposite directions, the sign area shall be defined as the area of one (1) face of the sign.

~~(29)~~ (32) SPECIAL EVENT SIGN - A sign, which is to be portable, to announce a church bazaar, fair, circus, festival, business or shop opening, special sale by a store or business or similar event. Such sign shall identify the event and the date of the event, and it may display the event’s sponsor, organizer or main feature.

~~(30)~~ (33) SUBDIVISION SIGN - A sign to identify the name of the residential subdivision and located on the property of the subdivision.

~~(34)~~ (34) TEMPORARY SIGN - A sign that is used only temporarily, for a specific length of time, and is not permanently mounted.

~~(32)~~ (35) TENANT - As used in this section, “tenant” means a business or other establishment occupying space within a building under an agreement with the owner, or the owner-occupant of the building.

~~(33)~~ (36) TRAILER SIGN - A sign mounted on a vehicle normally licensed by the state as a trailer and used for advertising or promotional purposes.

(34) (37) WALL SIGN - A sign which is painted or otherwise permanently affixed to a vertical exterior surface of a building or structure with the display area positioned parallel with the wall to which the sign is mounted, and including such a sign affixed to a parapet, ~~or to the lower slope of a gambrel or mansard roof.~~

(35) (38) WINDOW SIGN - A sign, picture, symbol or message that is placed inside a window, drawn, painted or etched on the window pane or glass or otherwise attached in or on a window and visible from the exterior of the window, not including any part of a customary window display of merchandise or other product.

C. Sign permits. Non-Conformity and Compliance.

(1) No sign shall be erected on the exterior of any building or on any land unless the Building Inspector has issued a sign permit. Application for a sign permit shall be on the form prescribed by the Building Inspector and shall include such information and drawings as the Building Inspector requires.

(2) All signs erected hereunder shall be erected in the exact location and manner described in the permit.

(3) The re-lettering of a sign shall be equivalent to the erecting of a sign, except when the original wording is reproduced.

(4) Any nonconforming sign and/or support structure, legally permitted and erected prior to the adoption of this provision, or any amendments thereto, which remains unaltered in any way, may be continued if maintained.

(5) Nonconforming signs shall not be enlarged, redesigned, or structurally altered except in conformity with this bylaw.

(6) A non-conforming sign which is removed or abandoned for longer than 30 days or destroyed beyond repair shall not be replaced unless it complies with this bylaw.

(7) No use variances are allowed for any signs.

D. Basic requirements.

(1) The only signs allowed in the Town of Northborough are signs that advertise, call attention to or indicate the person occupying the premises on which the sign is erected or maintained, or the business transacted thereon, or that advertise the property itself or any part thereof as for sale or rent and which contain no other matter.

(2) Billboards and similar signs are specifically prohibited.

- (3) No sign shall be part of or attached to roofs, including such a sign affixed to the lower slope of a gambrel or mansard roof, marquees, gasoline canopies, or awnings.
- (4) Wind driven, whirling, spinning, flashing, pennants, and moving and animated signs are prohibited.
- (5) Signs containing electronic streaming messages are prohibited.
- (6) Changeable copy signs that provide a variable message, the content of which is changed manually, are allowed.
- (7) No sign may be illuminated between 12:00 midnight and 6:00 a.m. except signs identifying police or fire stations or essential public services.
- (8) “No hunting, fishing, etc.,” signs not to exceed one (1) square foot are allowed.
- (9) Construction, erection and location of all freestanding signs shall be subject to the approval of the Building Inspector. No freestanding signs shall be erected if they create a safety hazard to vehicular or pedestrian traffic, in the opinion of the Building Inspector.
- (10) The location, by street number, for all nonresidential structures shall be included on the freestanding sign. The portion of the area used for the street address shall not exceed fifteen percent (15%) of the allowed square footage and shall not affect the calculation of allowed sign square footage.
- (11) Illumination standards for signs with electronic message centers.
- (a) Each electronic message center shall be equipped with a light sensing device that automatically adjusts the brightness of the sign as ambient light conditions change.
 - (b) All electronic message center signs shall contain a default design that will freeze the sign in one (1) position if a malfunction occurs.
 - (c) No electronic message center sign shall exceed a brightness level of three-tenths (0.3) foot candles above ambient light as measured using a foot candle (Lux) meter at a pre-set distance in accordance with the following procedure:
 - [1] At least thirty (30) minutes past sunset, record the ambient light while the sign is off or displaying all black copy;
 - [2] The light meter shall be held five (5) feet above the finished grade as close as practical to a perpendicular plane of the sign;
 - [3] The meter shall be aimed toward the center of the automatic changeable copy sign;

[4] From the same location, a second reading shall be recorded while the sign is on and not blocked;

[5] If the difference between the measurements is three-tenths (0.3) foot candles or less, the brightness is properly adjusted; otherwise the brightness level must be adjusted to comply with this standard;

[6] The measurement distance shall be determined using the following formula:

$$\text{Measurement Distance} = \sqrt{\text{area of sign in sq. ft.} \times 100}$$

Example: Proposed sign is fifty (50) square feet

$$50 \times 100 = 5,000$$

$$\sqrt{5000} = 70.71' \text{ (use 71')}$$

Therefore the foot candles measurement shall be taken seventy-one (71) feet from the sign.

(12) Electronic Message centers are specifically prohibited in the Downtown Business, Business East, Business West, Business South, and Industrial districts and all residential districts.

(13) Internally illuminated signs are specifically prohibited in Downtown Business.

(14) In addition to the regulations in this section, section 7-09-020 D. (2) shall also apply to signs in the Downtown Business, Business East, Business West, and Business South DistrictsE. Construction and maintenance of signs.

(1) All signs shall be constructed of durable and weatherproof material. They shall be maintained in safe structural condition and good visual appearance at all times, and no sign shall be left in a dangerous or defective state. The Building Inspector shall have the authority to inspect any sign and order the owner to paint, repair or remove a sign which constitutes a hazard or a nuisance due to improper or illegal installation, dilapidation, obsolescence or inadequate maintenance.

(2) No sign shall be painted or posted directly on the exterior surface of any wall, including windows and doors. All signs must be painted, posted or otherwise securely affixed to a substantial intermediate removable surface, and such surface shall be securely affixed to the wall of the building. However, the foregoing shall not prevent installation of a sign by individual letters or devices cut into or securely affixed to the exterior wall of a building; provided, that such letters or devices have a minimum depth or projection of one-fourth (1/4) of an inch. The material of the sign and intermediate surface, and the manner of affixing the sign to the intermediate surface and of the intermediate surface to the wall of the building, shall be subject to the approval of the Building Inspector for the purpose of protecting the safety of the public. Notwithstanding the

foregoing, signs may be painted or posted on the interior surface of any wall, including windows and doors.

F. Signs in residential districts.

(1) The following signs are permitted in the Residence A, Residence B, Residence C, General Residential, Main Street Residential, and Downtown Neighborhood Districts:

(a) One (1) wall sign or freestanding sign which does not exceed two (2) square feet in area, having the name of the occupant or designation of any authorized occupation permitted in the district, or both, shall be permitted.

(b) One (1) wall sign, freestanding sign or temporary sign which does not exceed six (6) square feet in area, advertising the rental, lease or sale of the premises, shall be permitted; provided, however, that such sign shall be removed within seven (7) days of the rental, lease or sale of the premises.

(c) Bulletin board accessory to a public or semi-public use, a school, hospital or place of worship or assembly, not exceeding ten (10) square feet in area.

(d) Temporary signs not exceeding six (6) square feet in area may be erected to warn against contagious diseases, to warn against danger or to ensure silence where serious illness exists.

(2) No sign shall be located over eight (8) feet from the ground to the top of the sign if attached to a building, or over six (6) feet from the ground to the top of any free-standing sign.

(3) In a residential district, no internally-illuminated signs shall be permitted except for an agricultural sign. Externally illuminated signs are permitted when associated with an allowed nonresidential use or a lawfully pre-existing nonconforming business use. ~~Lighting of signs for nonresidential uses shall comply with subsection (D)(5) of this section.~~

G. Signs in business districts.

(1) Type, size and number of signs. There shall not be more than the following on each lot:

(a) **Downtown Business District.**

[1] Lot with one (1) or two (2) tenants:

[a] Freestanding sign: one (1) freestanding sign; size not to exceed thirty-two (32) square feet, height not to exceed ten (10) feet as measured from the ground to the highest point of the sign or twelve (12) feet to the top of the sign structure. The freestanding sign shall indicate the name(s) of tenant(s) of the facility, in a fixed manner, and may have an additional sixteen (16) square feet of space for changeable copy message.

[b] Wall sign: one (1) wall sign not to exceed thirty-two (32) square feet in area or two (2) wall signs with a combined total area not to exceed thirty-two (32) square feet.

[c] Directory sign: one (1) directory of the tenants of the building, affixed to the exterior wall. The area of the directory sign shall not exceed one (1) square foot for each tenant of the building.

[2] Lot with three (3) or more tenants.

[a] Freestanding sign: one (1) freestanding sign for each ten (10) tenants; size not to exceed forty (40) square feet, height not to exceed ten (10) feet as measured from the ground to the highest point of the sign or twelve (12) feet to the top of the sign structure. The freestanding sign shall indicate the name of the facility in a fixed manner, and may include space for listing of individual tenants, and may have an additional twenty (20) square feet of space for changeable copy message. When more than one (1) freestanding sign on a lot, there shall be not less than fifty (50) feet between signs and no sign shall be located so as to obstruct the viewing of any other sign.

[b] Wall sign: one (1) wall sign not to exceed thirty-two (32) square feet for each tenant, attached to the wall of the store, or two (2) wall signs with a combined total area not exceeding thirty-two (32) square feet.

[c] Directory sign: one (1) directory of the tenants affixed to the exterior wall of the building. Such directory sign shall not exceed an area determined on the basis of one (1) square foot for each tenant of the building.

(b) Business East, Business West, and Business South Districts.

[1] Lot with one (1) or two (2) tenants.

[a] Freestanding sign: one (1) freestanding sign, size not to exceed thirty-two (32) square feet in area, height not to exceed ten (10) feet as measured from the ground to the highest point of the sign or twelve (12) feet to the top of the sign structure. The freestanding sign shall indicate the name(s) of the tenant(s), in a fixed manner and may have an additional sixteen (16) square feet of space for changeable-copy message.

[b] Wall sign: one (1) wall sign not to exceed thirty-two (32) square feet in area or two (2) wall signs with a combined total area not to exceed thirty-two (32) square feet.

[c] Directory sign: one (1) directory of the tenants of the facility, affixed to the exterior wall. Such directory sign shall not exceed an area determined on the basis of one (1) square foot for each tenant of the building.

[2] Lot with three (3) or more tenants.

[a] Freestanding sign: one (1) freestanding sign for each ten (10) tenants located on the lot; size not to exceed fifty (50) square feet, height not to exceed ten (10) feet as measured from the ground to the highest point of the sign or twelve (12) feet to the top of the sign structure. The freestanding sign shall indicate the name of the facility in a fixed manner and may have space for listings of individual tenants and may have an additional twenty-five (25) square feet of space for changeable-copy message. When there is more than one (1) freestanding sign on a lot, there shall be not less than fifty (50) feet between signs, and no sign shall be located to obstruct the viewing of any other sign.

[b] Wall sign: one (1) wall sign not to exceed thirty-two (32) square feet for each tenant, attached to the wall of the store, or two (2) or more wall signs with a combined total area not exceeding thirty-two (32) square feet.

[c] Directory sign: one (1) directory of the tenants of the building affixed to the exterior wall of the building. Such directory sign shall not exceed an area determined on the basis of one (1) square foot for each tenant of the building.

(c) **Highway Business District.**

[1] Lot with one (1) or two (2) tenants.

[a] Freestanding sign. Not more than one (1) freestanding sign, size not to exceed one hundred (100) square feet, height not to exceed twenty (20) feet as measured from the ground to the highest point of the sign. The freestanding sign shall indicate the name(s) of the tenant(s), in a fixed manner and may have an additional fifty (50) square feet of space for changeable-copy message. Electronic message centers may be used as part of a freestanding sign.

[b] Wall sign: one (1) wall sign, size not to exceed one hundred (100) square feet or two (2) wall signs with a combined total area not to exceed one hundred (100) square feet.

[c] Directory sign: one (1) directory of the tenants of the building affixed to the exterior wall. Such directory sign shall not exceed an area determined on the basis of one (1) square foot for each tenant of the building.

[2] Lot with three (3) or more tenants.

[a] Freestanding sign. Not more than one (1) freestanding sign for each ten (10) tenants located on the lot; size not to exceed one hundred (100) square feet, height not to exceed twenty (20) feet as measured from the ground to the highest point of the sign. The freestanding sign shall indicate the name of the facility in a fixed manner and may have space for listings of individual tenants and may have an additional fifty (50) square feet of space for changeable-copy message. When there is more than one (1) freestanding sign on a lot, there shall be not less than fifty (50) feet between signs, and no sign shall be located to obstruct the viewing of any other sign.

~~[3]~~[b] Wall sign: one (1) wall sign not to exceed one hundred (100) square feet for each tenant, attached to the wall of the store, or two (2) wall signs with a combined total area not exceeding one hundred (100) square feet.

~~[4]~~[c] Directory sign. There may be not more than one (1) directory of the tenants of the building affixed to the exterior wall of the building. Such directory sign shall not exceed an area determined on the basis of one (1) square foot for each occupant or tenant of the building.

(2) Location.

(a) A freestanding sign shall be permitted only when erected on the property which is advertised, and no portion of the sign shall be located within the airspace above any other abutting property.

(b) A wall sign attached to a building shall be securely affixed to one (1) of the walls of the building. The sign shall not project beyond the face of any other wall of the building or above the top of the wall to which it is attached, nor shall it be located on the roof of any building. In the case of a sign parallel to the wall, the sign shall not project more than twelve (12) inches. In the case of a sign perpendicular to the wall, the sign shall not project more than six (6) feet from the face of the wall to which it is attached. If the sign is attached to a parapet, it shall not exceed the height of the parapet.

(c) In no case shall any sign or part thereof project over a property line or over a public way.

(3) Temporary signs. Signs for the purpose of announcing a special day or event and not to exist more than fifty-six (56) days per calendar year shall be permitted. The Board of Selectmen may grant an extension of this time period. One (1) exterior *movable sign* shall be limited to fifteen (15) square feet. One (1) temporary sign shall be permitted for each freestanding sign as permitted by this section. Temporary signs shall be placed a minimum distance of thirty (30) feet apart from each other. Temporary signs affixed to the inside of a window shall not exceed thirty percent (30%) of the window area of the storefront. To place a temporary sign on property other than that which is being advertised, the applicant must have written permission from the landowner and the Board of Selectmen.

H. Signs in the Industrial District.

(1) Signs shall be allowed that advertise the name of the firm or goods or services available or manufactured on the premises; provided, that:

- (a) No sign shall project over a street or way used by the public.
- (b) The total area of all signs shall not exceed two hundred (200) square feet.
- (c) No sign shall move or flash or be designed to attract the eye by intermittent or repeated motions.
- (d) No sign shall be illuminated by exposed neon or fluorescent tubes.
- (e) No sign shall constitute a hazard to vehicular traffic by the direction of and amount of its illumination.
- (f) The length of the sign shall not exceed thirty percent (30%) of the total width of the wall to which it is attached.
- (g) All lettering is to be open and the height of the letters shall be limited to eight (8) feet.
- (h) Such signs shall be attached and parallel to a building wall or roof, and the top of the sign shall not project higher than forty-two (42) inches above the main cornice line of the building or extend beyond the end of the building or project more than twenty-four (24) inches out from the building wall.

(2) No more than two (2) directional signs may be erected in any required front yard, and each shall be limited to four (4) square feet in area.

(3) Freestanding signs. Freestanding signs shall not exceed twenty (20) feet in height measured from the ground to the highest point of the sign or sign structure, and shall not exceed forty-two (42) square feet in area. An additional twenty (20) square feet may be

added for changeable copy message. Electronic message centers may be used as part of a freestanding sign.

I. Auto filling or service stations. The standard type of gasoline pump bearing thereon in usual size and form the name or type of gasoline and the price thereof shall not be deemed to be in violation of this chapter.

J. Agricultural signs. One (1) sign not to exceed thirty-two (32) square feet shall be allowed, and the wording may be changed periodically to advertise products raised or grown principally on the premises.

K. Permit not required. The following types of signs do not require a permit from the Building Inspector:

(1) Real estate signs advertising rent, lease or sale are permitted; provided, that:

- (a) The sign shall not exceed thirty-two (32) square feet in area.
- (b) The sign shall advertise only the premises on which it is located.
- (c) The sign shall be removed no more than one (1) week after the completion of the sale or rental.

(2) Construction signs.

- (a) The sign shall not exceed thirty-two (32) square feet in area.
- (b) The sign shall be maintained on the premises during construction and shall be removed upon completion of the construction or issuance of a certificate of occupancy and use, whichever occurs first.

(3) Real estate signs advertising an open house event.

- (a) The sign shall not exceed six (6) square feet in area.
- (b) The sign may be erected on private property provided permission from the property owner has been granted. Upon request by the building inspector, a copy of the letter granting such permission shall be provided to the building inspector.
- (c) The sign shall only be erected on the day of the open house and shall be removed at the conclusion of the open house each day. The date of the open house shall be included on the sign.

(4) Signs not exceeding one (1) square foot in area and bearing only property numbers, post box numbers, or names of occupants of premises.

- (5) Flags and insignia of any government, except when displayed in connection with commercial promotion.
- (6) Legal notices, identification information or direction signs erected by governmental bodies.
- (7) Integral decorative or architectural features of buildings, except letters, trademarks, moving parts, or moving lights.
- (8) Signs directing and guiding traffic and parking on private property, but bearing no advertising matter.
- (9) Noncommercial message. Sign for nonprofit organization; sign which displays no commercial message; “open” and “closed” signs; and/or similar type of sign which is subject to the approval of the Building Inspector.
- (10) Historic Signs, Markers and Municipal Plaques. Signs and markers signifying historical importance and municipal plaques shall not be subject to this bylaw and shall be permitted in all use districts without permit.

(4-27-09 ATM, Art. 31; 4-26-10 ATM, Art. 28; 4-28-14 ATM, Art. 41; 4-27-15 ATM, Arts. 44, 45; 4-22-19 ATM, Art. 33.)

ARTICLE 34: Zoning Bylaw Section 7-05-020, Classification of Uses G. Business Uses (2) Hospitality and Food Service, Section 7-05-020, Classification of uses, I. Industrial Uses, Section 7-05-030, Table of Uses, Table 1, Part B and Section 7-09-030 Off-Street Parking and Loading

To see if the Town will vote to amend Part 7 of the Northborough Town Code, the Northborough Zoning Bylaw, Sections 7-05-020, 7-05-030 and 7-09-030, by deleting the text shown below in strikethrough and adding the text shown below as underlined, or take any action relative thereto.

Part 1: Definitions

7-05-020 G.(2)(i)Brew Pub: Restaurants, licensed under the relevant state and federal statutes, to produce and sell malt beverages, including beer and ale, and hard ciders at the location and whose primary business is the sale and preparation of food to be consumed on the premises. Malt beverages and hard ciders produced on the premises may be sold to other establishments but such sales shall not exceed 25 percent of the establishment’s production capacity.

7-05-020 G.(2)(j) Nanobrewery : Also considered a craft brewery, a facility, licensed under the relevant state and federal statutes, for the small scale production of malt, wine, or hard cider beverages primarily for on premises consumption and sale with limited distribution at retail or wholesale, with a capacity of not more than six thousand (6,000) barrels per year (a barrel being equivalent to thirty one (31) gallons), and which may include a tap room where beverages produced on premises may be sold and consumed. May include a restaurant use, including

outdoor dining if otherwise permitted in the zoning district.

7-05-020 G.(2)(k) Microbrewery: A facility, licensed under the relevant state and federal statutes, for the production and packaging of malt, wine, or hard cider beverages for distribution at retail or wholesale, on or off the premises, with a capacity of not more than fifteen thousand (15,000) barrels per year (a barrel being equivalent to thirty one (31) gallons), and which may include a tap room where beverages produced on the premises may be sold and consumed. May include a restaurant use, including outdoor dining if otherwise permitted in the zoning district.

7-05-020 I. (7) Brewery, Distillery, or Winery: A facility, licensed under the relevant state and federal statutes, for the production and packaging of malt, wine, hard cider or spiritous beverages for distribution at retail or wholesale, which may include a tap room where beverages produced on the premises may be sold and consumed. May include a restaurant use, including outdoor dining if otherwise permitted in the zoning district.

Part 2: Amend Section 7-05-030, Table of Uses, Table 1, Table of Uses, Part B. Commercial and Industrial Districts

Hospitality and Food Services						
	DB	BE	BW	BS	HB	I
Restaurant, excluding alcoholic beverages	Y	Y	Y	BA	Y	N
Restaurant, including alcoholic beverages	BA	BA	BA	BA	Y	N
<u>Nanobrewery or Brew Pub</u>	<u>BA</u>	<u>BA</u>	<u>BA</u>	<u>BA</u>	<u>BA</u>	<u>PB</u>
<u>Microbrewery</u>	<u>N</u>	<u>BA</u>	<u>BA</u>	<u>BA</u>	<u>BA</u>	<u>PB</u>
<u>Brewery, Distillery, or Winery</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>

Part 3: Off-street parking and loading. Amend Section 7-09-030 B.(2)(b) Commercial uses.

[15] Nanobrewery, Brew Pub, Microbrewery: minimum one (1) space per three (3) seats, plus one (1) space for every two (2) employees on the largest shift.

Part 3: Off-street parking and loading. Amend Section 7-09-030 B.(2)(c) Industrial uses

[6] Nanobrewery, Brew Pub, Microbrewery, Brewery, Distillery, or Winery : minimum one (1) space per three (3) seats, plus one (1) space for every two (2) employees on the largest shift.

ARTICLE 35: Zoning Bylaw – Section 7-03-080, Enforcement

To see if the Town will vote to amend Part 7 of the Northborough Town Code, the Northborough Zoning Bylaw, Section 7-03-080 Enforcement, by deleting the text shown below in strikethrough and adding the text shown below as underlined, or take any action relative thereto.

Northborough 7-03-080:

A. General. The Building Inspector, as Zoning Enforcement Officer (ZEO), shall be charged with the enforcement of this bylaw and shall withhold a permit for the erection, alteration or moving of any building or structure if the building or structure as erected, altered or moved would be in violation of this bylaw; and no permit or license shall be granted for a new use of a building, structure or land which use would be in violation of this bylaw.

~~Original B.— Enforcement request. If the Building Inspector is requested in writing to enforce this bylaw against any person allegedly in violation of the same and the Building Inspector declines to act, he shall notify, in writing, the party requesting such enforcement of any action or refusal to act, and the reasons therefor, within fourteen (14) days of receipt of such request.~~

B. Enforcement request. If the Building Inspector shall be informed, by written request, that any provision of this Zoning Bylaw or of any permit (issued by the Building Inspector, Special Permit Granting Authority or Board of Appeals) or decree thereunder has been, is being, or is likely to be violated, then the Building Inspector shall make or cause to be made an investigation of the facts, including an inspection of the property where the violation may exist, and, if he finds any violation, then the Building Inspector shall, within fourteen (14) days, give notice in writing to the owner of the property or his duly authorized agent and to the occupant of the property, and shall order that any violation shall immediately cease and may also order corrective action.

If the Building Inspector determines that there is no violation, he shall give written notice of his decision, and reasons therefor, to the party requesting such enforcement or action within fourteen (14) days after the receipt of such request.

C. Penalty for violation. Any person, firm or corporation who violates or refuses to comply with any applicable provision of this bylaw or any of the conditions under which a permit is issued by the Building Inspector, or any decision rendered by the Special Permit Granting Authority or Board of Appeals under the provisions of this bylaw shall be fined a sum not to exceed three hundred dollars (\$300.00) for each such violation. This bylaw may be enforced by the non-criminal disposition method under MGL C. 40, § 21D, as set forth in section 1-04-020 of the Town Code, in which case the penalties shall be as follows: first violation - \$50, second violation - \$100, third and subsequent violations - \$300. Each day that a violation exists shall

~~constitute a separate offense day that any violation is permitted to exist after written notification thereof by the Building Inspector/Zoning Enforcement Officer shall constitute a separate offense.~~ The town shall be the beneficiary of all fines and penalties paid, including the costs of prosecuting any legal action if allowable by law.

D. If, after such notice and order, such violation continues, or if any owner, agent or occupant fails to obey any lawful order of the Building Inspector with respect to any violation or any use contrary to the provisions of this Zoning Bylaw, the Building Inspector may revoke any permit issued for the occupancy of the premises, may make complaint to the Superior Court or any court of competent jurisdiction for an injunction or order restraining the further use of the premises, and may take such other action as is necessary to enforce the provisions of this Zoning Bylaw.

ARTICLE 36: Zoning Bylaw – Section 7-03-030 and 7-050-010.A Use Variances

To see if the Town will vote to amend Part 7 of the Northborough Town Code, the Northborough Zoning Bylaw, Sections 7-03-030 and 7-05-010.A by deleting the text shown below in strikethrough, and adding the text shown as underlined, or take any action relative thereto.

7-03-030 Board of Appeals.

B. Powers. The Board of Appeals shall have and exercise all the powers granted to it by MGL C. 40A, C. 40B, and C. 41 and by this bylaw. The Board's powers are as follows:

(1) Unless otherwise specified herein, the Board of Appeals shall serve as special permit granting authority and will hear and decide applications for special permits.

(2) To hear and decide appeals or petitions for variances from ~~the use,~~ dimensional or density requirements of this bylaw, with respect to particular land or structures, as set forth in MGL C. 40A, § 10. Use variances are prohibited.

7-05-10 General provisions.

A. No building or structure shall be erected and no building or structure or land or water area shall be used for any purpose or in any manner except in accordance with this chapter. Use variances are prohibited.

ARTICLE 37: Zoning Bylaw –Re-Zoning 37 South Street

To see if the Town will vote to amend the Northborough Zoning Bylaw and Zoning Map by removing the land located at and known as 37 South Street, Assessors' Map 63 Parcel 175, from the General Residential (GR) zoning district and placing it in the Downtown Business (DB) zoning district, or take any action relative thereto.

- Since the 1950's when zoning was first adopted by Northborough, this parcel has been used for various commercial uses and has not been used for residential purposes. When sections of the town were rezoned in 2009, this parcel was inadvertently placed in the GR district when it should have been placed in the DB district.

ARTICLE 38: Zoning Bylaw – Section 7-03-050, Site Plans A.(4) Exceptions

To see if the Town will vote to amend Part 7 of the Northborough Town Code, the Northborough Zoning Bylaw, Section 7-03-050, Site Plans A.(4) Exceptions, by deleting the text shown in strikethrough, or take any action relative thereto.

A.(4)(b) New construction or alteration of a detached single-family dwelling ~~or two-family dwelling~~ shall not be subject to this section except when such alteration is associated with any use other than a single-family dwelling ~~or two-family dwelling~~.

- By vote of the 2018 Annual Town Meeting, under Article 39, Two-family dwellings in Residence C, General Residential, Main Street Residential and Downtown Neighborhood districts were added to site plan and design review process, by amendment of Section 7-03-060B(1)(e), and Section 7-05-030 (Table of Uses, Part A, Residential Districts) and footnote #3 to Part A.

ARTICLE 39: Zoning Bylaw – Section 7-10-060, Distribution and Transportation Uses (Warehouses and Trucking, rail or freight terminal)

To see if the Town will vote to amend the Town's Zoning Bylaw by adding a new Section 7-10-060, Temporary Moratorium on Distribution and Transportation Uses, that would provide as follows, and further, to amend the Table of Contents to add Section 7-10-060, "Temporary Moratorium on Distribution and Transportation Uses", or take any action relative thereto

SECTION 7-10-060 – Temporary Moratorium on Distribution and Transportation Uses

A) Purpose. The Town of Northborough has recently seen a significant increase in tractor trailer traffic due to numerous distribution facilities/warehouses being constructed and occupied. This is becoming a traffic/safety hazard that affects the Town as a whole. There is an identifiable community need to establish long-term zoning regulations to ensure that such uses will be consistent with the Town's long term planning interests. The Town hereby adopts a temporary moratorium on the use of land for such purposes, as set forth below, and on the issuance of special permits or building permits in connection with the same, so as to allow the Town sufficient time to address the effects of such structures and uses in the Town and to enact or amend bylaw related thereto.

B) Definitions. Warehouse: Building for the sorting, storage or wholesale marketing of materials, merchandise, products or equipment

Trucking, rail, or freight terminal: Facility in which freight brought by truck or rail is assembled or stored for reshipment, or in which tractor or trailer units and other trucks are parked or stored, including accessory facilities for the fueling and repair of trucks parked or stored on the premises.

C) Temporary Moratorium.

Notwithstanding any other provision in the Town of Northborough Zoning Bylaw to the contrary, no special permit or building permit may be issued for the construction or permitting of any Distribution or Transportation Use, as set forth in Section 7-05-020 Classification of uses, until after May 1, 2023. The purpose of this temporary moratorium is to allow sufficient time for the Town to engage in a planning process to address the effects of such structures and uses in the Town and to enact or amend bylaws related thereto in a manner consistent with sound land use planning goals and objectives.

As part of the moratorium a Warehouse, Traffic and Trucking Committee will be formed by the Planning Board to study these uses and structures and report its findings and recommendations to the Planning Board. The scope of the review may include:

- a. Traffic impact studies
- b. Trip generation analysis by classification
- c. Development of definitions to better align with current day e-commerce terms and trends
- d. E-commerce zoning best practices
- e. Changes to site plan review and approval process
- f. Traffic mitigation agreements
- g. Truck and van restriction zones
- h. Off-site parking of delivery vehicles
- i. Requirement for delivery vehicles to be registered in same municipality to capture excise tax
- j. Monitoring post-occupancy studies for corrective action
- k. Technological innovations such as drones and autonomous vehicle deliveries.
- l. Fiscal Impact

The composition of the committee will be one (1) Planning Board representative, one (1) Board of Selectmen representative and three (3) residents selected by the Planning Board. The committee will be formed within 30 days of adoption of the moratorium provided for herein.

ARTICLE 40: Zoning Bylaw – Section 7-05-020, Classification of Uses. I, Industrial Uses, (5) Distribution and Transportation Uses, Section 7-05-030, Table of Uses, Table of Uses, Part B Commercial and Industrial Districts

To see if the Town will vote to amend Part 7 of the Northborough Town Code, the Northborough Zoning Bylaw, Section 7-05-020 Classification of uses, I. Industrial uses, (5) Distribution and transportation uses, by deleting the text shown in strikethrough and adding the text shown as underlined, or take any action relative thereto.

- (5) Distribution and transportation uses.

(a) Warehouse with Distribution: Building for the sorting, storage or wholesale marketing of materials, merchandise, products or equipment. A building and related facilities where goods, products or materials owned by a single entity are received, stored on site for varying time frames and primarily distributed to a single or narrow group of retailers, wholesalers, and/or business clients. This use is not intended to include Fulfillment Center.

(b) Trucking, rail or freight terminal: Facility in which freight brought by truck or rail is assembled or stored for reshipment, or in which tractor or trailer units and other trucks are parked or stored, including accessory facilities for the fueling and repair of trucks parked or stored on the premises.

(c) Fulfillment Center: A building and related facilities where goods or products sold via direct customer order (whether by internet, telephone, or mail order) by a single entity or a single entity and its affiliated sellers are received and stored on-site temporarily for the purpose of delivery direct to consumer destinations. Such facilities may include automated systems, office space and a pick and pack area to be used for sorting and packaging goods and products for delivery from available, on-site inventory.

(d) Package/Freight Delivery Facility: A building and related facilities where packages and/or freight from multiple sellers of such items is received and stored on-site temporarily for the purpose of delivery to a destination specified by the seller. This use is not intended to include Fulfillment Center or Warehouse with Distribution.

(e) Delivery Station: A building and related facilities where goods or products sold via direct customer order (whether by internet, telephone, or mail order) are prepared for 'last-mile' delivery to customers who are typically located within a tightly defined radius of the station. This use is not intended to include Fulfillment Center.

Amend Section 7-05-030, Table of Uses, Table of Uses, Part B Commercial and Industrial Districts

Distribution and Transportation Uses						
	DB	BE	BW	BS	HB	I
<u>Warehouse with Distribution</u>	N	N	N	BA	N	PB
<u>Trucking, rail or freight facility, or parcel distribution facility</u>	N	N	N	N	N	PB
<u>Fulfillment Center</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Package/Freight Delivery Facility</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
<u>Delivery Station</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>

ARTICLE 41: Zoning Bylaw – Section 7-07-020, Floodplain Overlay District

To see if the Town will vote to amend Part 7 of the Northborough Town Code, the Northborough Zoning Bylaw, Sections 7-07-020 by deleting the text shown below in strikethrough and adding the text shown below as underlined, or take any action relative thereto.

A. General provisions.

- ~~1) The purpose of the Floodplain Overlay District is to preserve and maintain the groundwater table; to protect the public health and safety and persons and property against the hazards of floodwater inundation; to protect and preserve wildlife habitat; and to protect the community against costs which may be incurred when unsuitable development occurs in swamps, marshes, along watercourses and in areas subject to floods.~~
- 1) The purpose of the Floodplain Overlay District is to:
 - a) Ensure public safety through reducing the threats to life and personal injury
 - b) Eliminate new hazards to emergency response officials
 - c) Prevent the occurrence of public emergencies resulting from water quality, contamination, and pollution due to flooding
 - d) Avoid the loss of utility services which if damaged by flooding would disrupt or shut down the utility network and impact regions of the community beyond the site of flooding
 - e) Eliminate costs associated with the response and cleanup of flooding conditions
 - f) Reduce damage to public and private property resulting from flooding waters
- 2) The Floodplain Overlay District shall be considered as overlying other districts. All uses permitted in the Floodplain Overlay District shall conform to uses permitted in the underlying district.
- 3) The Floodplain District is herein established as an overlay district. The District includes all special flood hazard areas within the Town of Northborough designated as Zone A, AE, AH, or AO on the Worcester County Flood Insurance Rate Map (FIRM) dated July 16, 2014 issued by the Federal Emergency Management Agency (FEMA) for the administration of the National Flood Insurance Program. The exact boundaries of the District shall be defined by the 1%-chance base flood elevations shown on the FIRM and further defined by the Worcester County Flood Insurance Study (FIS) report dated July 16, 2014. The FIRM and FIS report are incorporated herein by reference and are on file with the Planning Board, Conservation Commission and the Town Engineer.
- 4) The Town of Northborough hereby designates the position of Building Inspector/Zoning Enforcement Officer to be the official Floodplain Administrator for the Town of Northborough.
- 5) The Town of Northborough requires a permit for all proposed construction or other development in the floodplain overlay district, including new construction or changes to existing buildings, placement of manufactured homes, placement of agricultural

facilities, fences, sheds, storage facilities or drilling, mining, paving and any other development that might increase flooding or adversely impact flood risks to other properties.

- 6) The town's permit review process includes the requirement that the proponent obtain all local, state and federal permits that will be necessary in order to carry out the proposed development in the floodplain overlay district. The proponent must acquire all necessary permits, and must demonstrate that all necessary permits have been acquired.
- 7) In the Floodplain Overlay District, there shall be no land filling or dumping and no new construction or extension of existing structures except as provided below, and for all areas designated as floodways, any proposed encroachment in a floodway is prohibited unless certification by a registered professional engineer or architect is provided by the proponent, demonstrating that such encroachment shall not result in any increase in flood levels during the occurrence of the one-hundred-year flood.
- 8) The Floodplain District is established as an overlay district to all other districts. All development in the district, including structural and non-structural activities, whether permitted by right or by special permit, must be in compliance with MGL C. 131, § 40 and with the following:
 - a) Section of the Massachusetts State Building Code which addresses floodplain and coastal high hazard areas;
 - b) Wetlands Protection Regulations, Department of Environmental Protection (DEP);
 - c) Inland Wetlands Restriction, DEP; and
 - d) Minimum Requirements for the Subsurface Disposal of Sanitary Sewage, DEP.

Any variances from the provisions and requirements of the above referenced state regulations may only be granted in accordance with the required variance procedures of these state regulations.

9) Variances to building code floodplain standards

The Town of Northborough will request from the State Building Code Appeals Board a written and/or audible copy of the portion of the hearing related to the variance and will maintain this record in the community's files.

The Town shall also issue a letter to the property owner regarding potential impacts to the annual premiums for the flood insurance policy covering that property, in writing over the signature of a community official that (i) the issuance of a variance to construct a structure below the base flood level will result in increased premium rates for flood insurance up to amounts as high as \$25 for \$100 of insurance coverage and (ii) such construction below the base flood level increases risks to life and property.

Such notification shall be maintained with the record of all variance actions for the referenced development in the floodplain overlay district.

10) Variances to local Zoning Bylaws related to community compliance with the National Flood Insurance Program (NFIP)

A variance from these floodplain bylaws must meet the requirements set out by State law and may only be granted if:

- 1) Good and sufficient cause and exceptional non-financial hardship exist;
- 2) The variance will not result in additional threats to public safety, extraordinary public expense, or fraud or victimization of the public; and
- 3) The variance is the minimum action necessary to afford relief.

11) All subdivision proposals must be designed to assure that:

- a) Such proposals minimize flood damage;
- b) All public utilities and facilities are located and constructed to minimize or eliminate flood damage; and
- c) Adequate drainage is provided to reduce exposure to flood hazards.

~~11) Floodway Data. In Zones A and AE, along watercourses that have not had a regulatory floodway designated, the best available federal, state, local, or other floodway data shall be used to prohibit encroachments in floodways which would result in any increase in flood levels within the community during the occurrence of the base flood discharge.~~

12) In Zones A, A1-30, and AE, along watercourses that have not had a regulatory floodway designated, the best available Federal, State, local, or other floodway data shall be used to prohibit encroachments in floodways which would result in any increase in flood levels within the community during the occurrence of the base flood discharge.

13) In Zones A1-30 and AE, along watercourses that have a regulatory floodway designated on the Town of Northborough's FIRM Map encroachments are prohibited, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge.

14) In A Zones, in the absence of FEMA BFE data and floodway data, the building department will obtain, review and reasonably utilize base flood elevation and floodway data available from a Federal, State, or other source as criteria for requiring new construction, substantial improvements, or other development in Zone A and as the basis for elevating residential structures to or above base flood level, for floodproofing or elevating nonresidential structures to or above base flood level, and for prohibiting encroachments in floodways.

15) Within Zones AO and AH on the FIRM, adequate drainage paths must be provided around structures on slopes, to guide floodwaters around and away from proposed structures.

16) Base Flood Elevation Data. Base flood elevation data is required for subdivision proposals or other developments greater than fifty (50) lots or five (5) acres, whichever

- is the lesser, ~~within unnumbered A-zones~~ the proponent must provide technical data to determine base flood elevations for each developable parcel shown on the design plans.
- 17) In A1-30, AH, AE Zones, all recreational vehicles to be placed on a site must be elevated and anchored in accordance with the zone's regulations for foundation and elevation requirements or be on the site for less than 180 consecutive days or be fully licensed and highway ready.
- 18) Notification of Watercourse Alteration. In a riverine situation, the ~~Town Engineer~~ Building Inspector/Zoning Enforcement Officer shall notify the following of any alteration or relocation of a watercourse:
- a) Adjacent communities;
 - b) NFIP State Coordinator, Massachusetts Department of Conservation and Recreation, 251 Causeway Street, Suite 600-700, Boston, MA 02114-2104;
 - c) NFIP Program Specialist, Federal Emergency Management Agency, Region I, 99 High Street, 6th Floor, Boston, MA 02110.
- 19) Abrogation and greater restriction section
The floodplain management regulations found in this Floodplain Overlay District section shall take precedence over any less restrictive conflicting local laws, ordinances or codes.
- 20) Disclaimer of liability
The degree of flood protection required by this bylaw [ordinance] is considered reasonable but does not imply total flood protection.
- 21) Severability section
If any section, provision or portion of this bylaw is deemed to be unconstitutional or invalid by a court, the remainder of the bylaw shall be effective.
- 22) Requirement to submit new technical data
If the Town/City acquires data that changes the base flood elevation in the FEMA mapped Special Flood Hazard Areas, the Town/City will, within 6 months, notify FEMA of these changes by submitting the technical or scientific data that supports the change(s.) Notification shall be submitted to:
FEMA Region I Risk Analysis Branch Chief
99 High St., 6th floor, Boston, MA 02110
And copy of notification to:
Massachusetts NFIP State Coordinator
MA Dept. of Conservation & Recreation, 251 Causeway Street, Boston, MA 02114

B. Definitions

1) General Definitions

DEVELOPMENT means any man-made change to improved or unimproved real estate, including but not limited to building or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials. [US Code of Federal Regulations, Title 44, Part 59]

FLOODWAY. The channel of the river, creek or other watercourse and the adjacent land areas that must be reserved, in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. [Base Code, Chapter 2, Section 202]

FUNCTIONALLY DEPENDENT USE means a use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and ship building and ship repair facilities, but does not include long-term storage or related manufacturing facilities. [US Code of Federal Regulations, Title 44, Part 59] Also [Referenced Standard ASCE 24-14]

HIGHEST ADJACENT GRADE means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure. [US Code of Federal Regulations, Title 44, Part 59]

HISTORIC STRUCTURE means any structure that is:

- a) Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- b) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- c) Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior;
- or
- d) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
 - (1) By an approved state program as determined by the Secretary of the Interior
 - or
 - (2) Directly by the Secretary of the Interior in states without approved programs.

NEW CONSTRUCTION. Structures for which the start of construction commenced on or after the effective date of the first floodplain management code, regulation, ordinance, or standard adopted by the authority having jurisdiction, including any subsequent improvements to such structures. *New construction includes work determined to be substantial improvement.* [Referenced Standard ASCE 24-14]

RECREATIONAL VEHICLE means a vehicle which is:

- Built on a single chassis;
- 400 square feet or less when measured at the largest horizontal projection;
- Designed to be self-propelled or permanently towable by a light duty truck;
and
- Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

REGULATORY FLOODWAY - see FLOODWAY.

SPECIAL FLOOD HAZARD AREA. The land area subject to flood hazards and shown on a Flood Insurance Rate Map or other flood hazard map as Zone A, AE, A1-30, A99, AR, AO, AH. [Base Code, Chapter 2, Section 202]

START OF CONSTRUCTION. The date of issuance for new construction and substantial improvements to existing structures, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement or other improvement is within 180 days after the date of issuance. The actual start of construction means the first placement of permanent construction of a building (including a manufactured home) on a site, such as the pouring of a slab or footings, installation of pilings or construction of columns.

Permanent construction does not include land preparation (such as clearing, excavation, grading or filling), the installation of streets or walkways, excavation for a basement, footings, piers or foundations, the erection of temporary forms or the installation of accessory buildings such as garages or sheds not occupied as dwelling units or not part of the main building. For a substantial improvement, the actual “start of construction” means the first alteration of any wall, ceiling, floor or other structural part of a building, whether or not that alteration affects the external dimensions of the building. [Base Code, Chapter 2, Section 202]

STRUCTURE means, for floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home. [US Code of Federal Regulations, Title 44, Part 59]

SUBSTANTIAL REPAIR OF A FOUNDATION. When work to repair or replace a foundation results in the repair or replacement of a portion of the foundation with a perimeter along the base of the foundation that equals or exceeds 50% of the perimeter of the base of the foundation measured in linear feet, or repair or replacement of 50% of the piles, columns or piers of a pile, column or pier supported foundation, the building official shall determine it to be substantial repair of a foundation. Applications determined by the building official to constitute substantial repair of a foundation shall require all existing portions of the entire building or structure to meet the requirements of 780 CMR. [As amended by MA in 9th Edition BC]

VARIANCE means a grant of relief by a community from the terms of a flood plain management regulation. [US Code of Federal Regulations, Title 44, Part 59]

VIOLATION means the failure of a structure or other development to be fully compliant with the community's flood plain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required in §60.3 is presumed to be in violation until such time as that documentation is provided. [US Code of Federal Regulations, Title 44, Part 59]

2) Flood Zone definitions

ZONE A means an area of special flood hazard without water surface elevations determined

ZONE A1-30 and ZONE AE means area of special flood hazard with water surface elevations determined

ZONE AH means areas of special flood hazards having shallow water depths and/or unpredictable flow paths between (1) and (3) feet, and with water surface elevations determined

ZONE AO means area of special flood hazards having shallow water depths and/or unpredictable flow paths between (1) and (3) ft. (*Velocity flow may be evident; such flooding is characterized by ponding or sheet flow.*)

ZONE A99 means area of special flood hazard where enough progress has been made on a protective system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes. (Flood elevations may not be determined.)

ZONES B, C, AND X means areas of minimal or moderate flood hazards or areas of future-conditions flood hazard. (*Zone X replaces Zones B and C on new and revised maps.*)

B.C. Prohibited uses. Except as provided in subsections (C) and (D) of this section, all new construction and encroachments including grading, filling, excavating, substantial improvements and other development are prohibited unless:

- (1) A technical evaluation by a registered professional engineer demonstrates that the new construction or encroachment will not result in any increase in flood levels during the occurrence of the base flood discharge; and
- (2) It is otherwise allowed by a special permit from the Zoning Board of Appeals under subsection (D) of this section.

C.D. Permitted uses.

- ~~(1) Maintenance and repair of existing structures and improvement of existing structures; provided, that any such improvement is either within the existing structure or above the base flood elevation.~~
- (1) Maintenance, repair and replacement of existing structures in a driveway or private way or in an associated easement. Structures referred to herein are banks, walls, culverts, bridges or similar structures.
- (2) Any woodland, grassland, wetland, agricultural, horticultural or recreational use of land or water not requiring filling, including parking facilities requiring no permanent structures. Alteration or extension of preexisting nonconforming structures (see

Chapter 7-08) shall be designed, placed and constructed to offer a minimum obstruction to the flow of water and shall be firmly anchored to prevent floating away.

- (3) Any activity, construction or installation conducted solely for the purpose of environmental clean-up or remediation, and required or approved by the United States Environmental Protection Agency or the Massachusetts Department of Environmental Protection.
- (4) Driveways across floodplain areas are to be designed so that the existing elevations are not altered in such a way as to decrease the flood control potential of the area or interfere with the flow of water.

~~B.~~ E. Uses permitted by special permit.

- 1) Buildings and sheds accessory to the uses described in subsection (C) of this section, and driveways and roads are permitted on approval of the Zoning Board of Appeals in accordance with Section 7-03-040. In hearing such applications, the Zoning Board of Appeals shall consider the following, in addition to any other factors it deems pertinent:
 - a) Any such building, structure, driveway or road shall be designed, placed and constructed so as to offer a minimum obstruction to the flow of water; and said building or structure shall be firmly anchored to prevent floating away.
 - b) Such structure shall not be used for sustained human occupancy.
 - c) Such structure shall be designed to protect against damage from inundation by floodwaters, equipment or materials stored therein.
 - d) There shall be no practical alternative means of access, and the Town Engineer has certified that the said driveway or road, if constructed, shall not endanger the health, safety or welfare of the public.
 - e) The proponent has obtained any existing flood elevation data, and it has been reviewed by the Building Inspector for its reasonable utilization toward meeting the elevation or flood proofing requirements of the State Building Code.
 - f) No application approval by the Zoning Board of Appeals shall be considered to supersede the requirements of MGL C. 131, § 40 (Wetlands Protection Act) or the Massachusetts State Building Code (780 CMR).
- 2) If any land in the Floodplain Overlay District is proven to the satisfaction of the Board of Appeals as being in fact not subject to flooding or not unsuitable because of drainage conditions for any use which would otherwise be permitted if such land were not, by operation of this section, in the Floodplain Overlay District, and said Board finds that the use of such land for any such use will not interfere with the general purpose for which the Floodplain Overlay District has been established and will not be detrimental to the public health, safety or welfare, the Zoning Board of Appeals may, after a public hearing with due notice, issue a special permit for any such user, provided written approval from FEMA verifying the parcel does not belong in the floodplain is submitted with any application for a special permit.

- 3) Any other bylaw or regulation to the contrary notwithstanding, no construction shall be permitted within the Floodplain Overlay District unless the Zoning Board of Appeals determines that all utilities are located, elevated and constructed so as to minimize or eliminate flood damage and that the methods of disposal for sewage, refuse and other wastes and for providing drainage are adequate to reduce flood hazards.
- 4) If a special permit is granted, the Zoning Board of Appeals shall impose such conditions and safeguards as public safety, welfare and convenience may require. Upon completion of any authorized work, an as-built plan, prepared by a registered professional engineer or a registered land surveyor, as appropriate to the data, of all improvements in the Floodplain Overlay District shall be submitted to the Building Inspector and shall specify the elevation of the lowest floor including basement, the elevation to and method by which any structure has been floodproofed and the finished grades of all disturbed areas.

ARTICLE 42: Citizen Petition – Annual Town Meeting Saturday 9 AM

To see if the Town will vote to amend the Northborough Town Code, Section 1-80-020 Holding of Annual Town Meeting, by changing the meeting date to the Saturday preceding the 4th Monday in April with start at 9 AM and end at 1 PM. Additional needed sessions to be held on subsequent weeknight(s) starting at 6 PM and ending at 10 PM. Special Town Meetings to follow same Saturday and weeknight format as needed.

ARTICLE 43: Citizen Petition – Property Tax Exemption for Gold Star Parents

To see if the Town will vote to accept the provisions of M.G.L. c. 59 ss5, Clause Twenty-second H (inserted by Chapter 218 of the Acts of 2018, known as An Act Relative to Veterans' Benefits, Rights, Appreciation, Validation, and Enforcement ("BRAVE Act")), signed into law August 28, 2018, which provides for a property tax exemption for real estate as follows: to the full amount of the taxable valuation of the real property of the surviving parents or guardians of soldiers and sailors, members of the National Guard and veterans who: (i) during active duty service, suffered and injury or illness documented by the United States Department of Veterans Affairs or a branch of the armed forces that was a proximate cause of their death; (ii) are missing in action with a presumptive finding of death as a result of active duty service as members of the Armed Forces of the United States; provided, however, that the real estate shall be occupied by the surviving parents or guardians as the surviving parents' or guardians' domicile; and provided further that the surviving parents or guardians shall have been domiciled in the Commonwealth for the 5 consecutive years immediately before the date of filing for an exemption pursuant to this clause or the soldier or sailor, member of the National Guard or veteran was domiciled in the Commonwealth for not less than 6 months before entering service.

Surviving parents or guardians eligible for an exemption pursuant to this clause shall be eligible regardless of when the soldier or sailor, member of the National Guard or veteran died or became

missing in action with a presumptive finding of death; provided, however, that the exemption shall only apply to tax years beginning on or after January 1, 2019. Such exemption shall be available until such time as the surviving parents or guardians are deceased. No real estate shall be so exempt which has been conveyed to the surviving parents or guardians to evade taxation.

ARTICLE 44: Reports



TOWN OF NORTHBOROUGH

63 Main Street
Northborough, MA 01532-1994
(508) 393-5040 Phone
(508) 393-6996 Fax

March 16, 2022

Governor Charles D. Baker
Massachusetts State House
Office of the Governor
Room 280
Boston, MA 02133

Dear Governor Baker:

On behalf of the Town of Northborough, I respectfully request your support for the proposed legislative reforms outlined on the following pages. These are the priorities of the Town's Public Officials, as well as the Massachusetts Municipal Managers' Association and the Massachusetts Municipal Association. We believe that your administration's support of these items is in line with your demonstrated commitment to strengthening partnerships with local officials and building stronger communities across the Commonwealth.

The reforms that are highlighted herein would benefit municipal leaders' efforts to mitigate heightened pressures on local resources. Many of the rules, regulations and state laws that are in place today hinder their ability to apply creative and innovative means to effectively manage their organizations, and many may in fact create inefficiencies, redundancies, and waste in the use of the limited financial and human resources that are at a municipal manager's disposal.

We would be pleased to provide additional information or meet with you or your staff if you think this would be helpful. Again, thank you for your consideration.

Sincerely,

Jason Perreault, Chair
Northborough Board of Selectmen

CC: Board of Selectmen
Town Administrator
Asst. Town Administrator
Finance Director
Superintendent of Schools
Appropriations Committee
Financial Planning Committee

Senator James Eldridge
Senator Harriette Chandler
Representative Danielle Gregoire
Representative Meghan Kilcoyne



TOWN OF NORTHBOROUGH
STATE LEGISLATIVE PRIORITIES
March 2022

1. Provide a Multi-Year \$300 Million Chapter 90 Authorization

Increased funding of the Chapter 90 program, through which the Commonwealth reimburses municipalities for eligible roadway improvement projects, is critically important as communities across the state seek to maintain safe local roadways and build strong local economies. The program's formula-based funding considers a community's population, road miles and employment. The Legislature authorized a \$300 million Chapter 90 program for Fiscal 2015, and ultimately, the full amount was released to cities and towns in January 2015. For several years now, the Town has called on state officials to permanently fund Chapter 90 at \$300 million a year, and to release the funds in a timely fashion. Funding in the last five years (Fiscal 2018-2022), has remained \$200 million. The Governor has again filed for \$200 million in Chapter 90 Local Transportation Funding in Fiscal Year 2023.

Level funding the Chapter 90 program for Fiscal 2023 provides inadequate support to communities seeking to maintain roads in a state of good repair. A biennial state-wide survey by the Massachusetts Municipal Association (MMA) found that municipalities would need to spend more than \$685 million annually to bring roads up to the industry standard for ensuring well-maintained roads in good condition. The proposed FY2023 Chapter 90 funding falls flat at \$200 million and supports less than one third of the reported need. The purchasing power of the Chapter 90 program has been substantially diminished since Fiscal 2012, due to several factors, primarily construction inflation. If Chapter 90 remains at \$200 million for fiscal 2023, the real (inflation-adjusted) level of state support for local road projects would drop by 42.6%, to an inflation-adjusted \$117 million in fiscal 2023. That is a loss of \$83.2 million purchasing power over 11 years. The increasing costs reflect the overall deterioration of our roadway infrastructure and underscore the detrimental effects of under investment in our aging infrastructure.

The timing of legislative action on Chapter 90 is also critically important with adherence to the April 1 notification date necessary to allow municipalities the needed time to plan, bid and award paving contracts and make maximum use of the funds during the full construction season. For most cities and towns, Chapter 90 is the primary source of funds for road construction and repairs, and delays or reductions in funding can result in paving projects being postponed until the following season. A multi-year bond bill would allow for better multi-year planning and more effective use of funding as well.

The Town strongly urges your support of House Bill 4358, which proposes to increase state-wide Chapter 90 funding to \$300 million. The Town also urges support of the Governor's FY2022 supplemental budget that proposed to add an additional one-time \$100 million in Chapter 90 funding, as well as \$100 million in pothole funding.

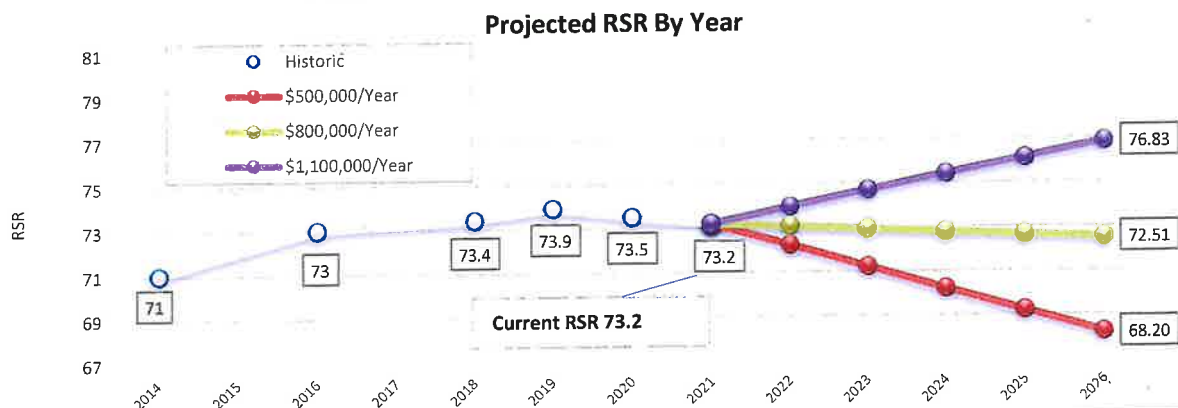
Why is Chapter 90 Funding a Legislative Priority for the Town of Northborough?

The Town of Northborough has approximately 93 miles of roadway. Prior to FY2016, the Town's annual spending on road construction projects was limited to its Chapter 90 allocation, which was insufficient to keep pace with needed maintenance and investments. In 2013, the Town completed a comprehensive pavement management study which assessed the condition of the Town's roadways. Notably, the study found only 4% of the Town's roadways to be in excellent condition and in need of no maintenance, and over one quarter (27%) of the roads were found to be in such poor condition that they require reclamation or reconstruction.

Ultimately, deferring investment in our roadways will negatively impact the Town's financial condition and bond rating by increasing costs and reducing the Town's ability to fund other services. Since completing the pavement management study, the Town has developed a pavement management plan to guide its investment in local roadway infrastructure. The Town's study found that if it were to invest only Chapter 90 funds for ten years, the backlog of roadway maintenance work would increase from an estimated \$17 million to almost \$44 million over that time. Annual spending of \$1.1 million would be necessary to maintain current pavement conditions.

When Chapter 90 funds were increased to approximately \$800,000 during FY2016 and paired with an increased local appropriation of \$300,000, the Town met the minimum requisite funding. When the Town subsequently updated its Pavement Management Study, a slight improvement in the overall Road Surface Rating was noted. Unfortunately, Chapter 90 funds were reduced back to approximately \$500,000 in FY2017 where they have remained. At this level, the Town's Chapter 90 allocation of approximately \$500,000 plus a local appropriation of \$300,000 results in a \$300,000 funding gap, which would be filled if the statewide Chapter 90 funding were increased to \$300 million. It is therefore critical that the Governor and Legislature act to ensure the swift passage and full funding of at least a \$300 million Chapter 90 program in Fiscal 2023 and beyond.

The chart below projects the average road surface rating in Northborough under the various funding scenarios, with the top option being the minimum funding needed at \$1.1 million to prevent further deterioration. It also assumes that none of the \$1.1 million is diverted to repair failing culverts, which has been an issue during the past couple of years. In 2021, the Town's average estimated RSR dropped again for the second year in a row by 0.3. The reduction in the Town's RSR reflects the reduction in buying power from a \$200 million Chapter 90 allocation from the State and increasing market costs for roadway infrastructure work.



2. Local Aid increases that keep pace with state revenues

- Student Opportunity Act and Minimum Aid—We are pleased that the Governor is proposing to fully fund the second year of the Student Opportunity Act in FY2023. Passage of the Student Opportunity Act has fixed long-known gaps in the Chapter 70 school aid formula by ensuring adequate weight for special education expenses and the cost of health benefits for school personnel, and the additional resources needed to educate English learners and economically challenged students. These are important changes that will benefit those communities and school districts that have high numbers of low-income students, which is where most of the new money will be targeted. However, 136 of 318 school districts, including Northborough, will remain “minimum-aid-only” at \$30 per student. The \$30 per-student minimum aid commitment in the law is far too low and will translate into below-inflation aid increases every year for a majority of school districts, impeding education achievement in these communities, which is why the Town supports the MMA’s call for a minimum aid increase of at least \$100 per student, so that no school system or student is left behind.
- Special Education Circuit Breaker— Another top priority for the Town of Northborough is increased funding of the state’s special education reimbursement program known as the “Circuit Breaker Program.” The circuit breaker fund has been in existence since 2004 and reimburses local school districts for a portion of their costs above a certain threshold for educating students with severe disabilities. The Special Education Circuit Breaker must be fully funded every year and we applaud the Legislature’s decision to expand the program to include transportation costs, and to commit to full funding of the account. Maintaining this will be an important priority to the benefit of all school districts.
- Regional Transportation Reimbursements—We support funding for transportation reimbursements to regional school districts. This account is vital to all regional districts and their member cities and towns. The Governor’s FY2023 budget proposes a reduction in funding for regional transportation reimbursements from \$82.1 million to \$77.8 million in FY2023, creating a significant hardship for all communities in regional districts, including Northborough. We respectfully ask that you support increasing this key account to reflect higher transportation costs for communities and to move the state closer to its full reimbursement commitment.
- Unrestricted General Government Aid—We strongly support an increase in the Unrestricted General Government Aid (UGGA) account consistent with the forecasted state tax collections for Fiscal Year 2023. In FY2023, state tax collections are forecasted to be \$2.5 billion higher (7.3%) than the tax base that was used to pass the FY2022 budget last July, and state tax collections have increased by \$6.2 billion (21.3%) since FY2020. However, the Governor’s House 2 proposal includes an increase of 2.7% for UGGA, or \$31.5 million to be distributed across 351 cities and towns. The Governor’s budget (H2) uses a recently upgraded revenue estimates for FY2022, rather than the one used in the state budget as enacted, which fails to share the higher-than-expected revenue growth experienced through the pandemic, with cities and towns. With local aid still trailing levels from more than a decade ago, capped property

taxes, and inflation running significantly higher than 2.7%, local reliance on the property tax remains stubbornly high. We request that the Legislature increase the UGGA account by 7.3%, consistent with the growth from the initial FY2022 state budget figure.

Why are increases in State Aid a Legislative Priority for the Town of Northborough?

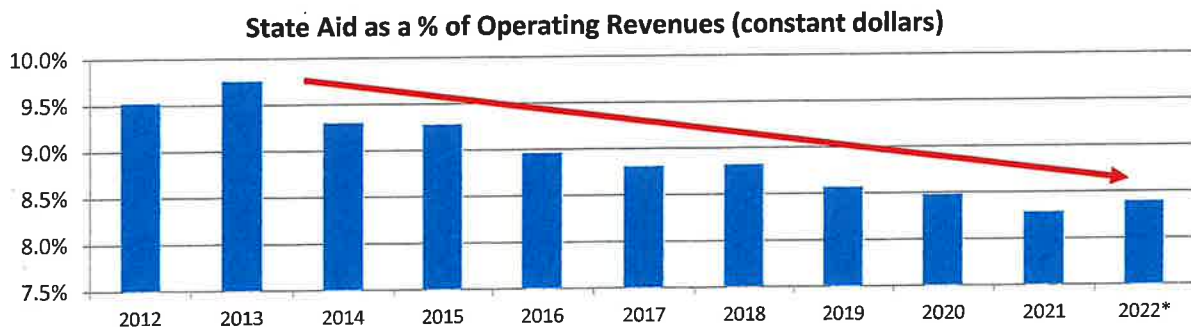
Although on the surface Northborough's State Aid appears to be growing modestly at 1-2% in recent years, it continues to lag the state's overall revenue growth. In addition, Northborough's State Aid continues to increase at a slower rate than the Town's overall general budget increases, which tend to be between 3-4% annually, so State Aid as a percentage of the operating revenues continues to shrink.

State Aid to Northborough historically represents approximately 10% of total municipal revenue. Northborough's State Aid peaked in FY2003, when it represented 13.1% of revenues. As a percentage of revenues, it has steadily declined from 10.6% in FY2009 to 8.4% in FY2022. The decrease represents an unfavorable trend with no end in sight.

The Town's Fiscal 2023 budget model assumes Northborough's State Aid will increase 1% over the \$5.6 million received in Fiscal 2022. The estimate is based upon the Governor's Fiscal 2023 Budget, which was released on January 26th. After the Governor's Budget announcement, detailed preliminary Cherry Sheets were released, which include a first look at initial State Assessments. Our State Aid under the Governor's budget would increase by just \$57,185 or 1.03%.

What is critical to note is that Chapter 70 represents approximately 73% of Northborough's State Aid under the Governor's Fiscal 2022 Budget (\$4,060,174 out of \$5,557,510), and the Student Opportunity Act is unlikely to provide any meaningful revenue increases moving forward unless the Legislature increases the \$30 per student minimum aid. Although Unrestricted General Government Aid (UGGA) is scheduled to increase by 2.7% under the Governor's Budget, UGGA represents only 22% of State Aid, which is why that account is less important than Chapter 70 in determining overall increases. Unless the Legislature increases the minimum aid under Chapter 70, Northborough will continue to see State Aid as a percentage of its revenue deteriorate, resulting in local property taxes shouldering a larger portion of the budget.

The Chart below shows the steady decline of State Aid as a percentage of Northborough's operating budget revenues, resulting in a shifting burden onto local taxes.



In addition to the top two legislative priorities, the Town is also including the following bulleted list of additional (secondary) issues and initiatives that we hope you will support.

- **Funding for environmental and climate-related infrastructure needs:** The Town requests your support of long-term state and federal funding and regulatory support that allows cities and towns to build, repair and maintain our legacy environmental infrastructure systems—drinking water, wastewater, and stormwater—and to address the threat of climate with state funding and support to make municipal infrastructure systems and assets resilient to the effects of global warming. Environmental infrastructure is a top priority especially considering emerging challenges such as climate mitigation and adaptation strategies and investments to protect and prepare our communities. Included in the Governor’s \$2.4 billion supplemental funding bill in FY2022 is an additional \$150 million in supplemental grants to fund climate resiliency initiatives, including the Municipal Vulnerability Preparedness Grant Program, which Northborough has taken advantage of in the past. We strongly support the state providing additional funding to existing programs using surplus revenue and COVID recovery dollars. Cities and towns are already familiar with these programs and have relied on funding to complete important climate-related projects. Additional funding for similar programs like MVP and Green Communities will allow cities and towns, including Northborough, to continue to address environmental and climate-related infrastructure needs.
- **Ongoing Flexibility in Addressing Covid-19:** We have heard strong support from residents for a continuation of the ability to utilize many of the technological techniques employed to mitigate the spread of the Covid-19 virus (use of Zoom and other online meeting platforms) indefinitely. While the Governor has signed a supplemental bill allowing for flexibility in holding virtual public meetings until July of 2022, we want to express support for those flexibilities indefinitely. While Covid-19 presented obvious challenges with respect to Open Meeting Law requirements, the temporary suspension of those requirements by the Governor opened many communities to a new world of possibilities that allows for better access and transparency for residents and businesses to stay involved in local government. We support continuation of the utilization of online meeting platforms to conduct business for local Board and Committees. Additionally, we support no-excuse voting by mail as a permanent change to allow all citizens to vote from their home. House Bill 4367 and Senate Bill 2554 will allow for all elections, including local, to have the option of voting by mail without restrictions. We do request that citizens who wish to request ballots use a central online portal or traditional written request, rather than any additional administrative burden at the local level. We also support the local option for early voting as set forth in House Bill 4367.
- **An Act Creating a Municipal and Public Safety Building Authority:** Bills S.2457 and H.3821 would establish a new independent state authority, as well as a separate municipal and public safety building fund, to assist municipalities with the construction of or improvements to public safety or municipal office buildings. With property tax and other local revenues strictly limited by state law, municipalities are constantly challenged with obtaining adequate funding to keep up with ongoing maintenance and needed modern updates to municipal buildings. This independent state authority would act much like the Massachusetts School Building Authority or the Massachusetts Board of Library Commissions, both of which has available state funding to assist municipalities and school districts with addressing infrastructure needs for schools and libraries. We support bills S.2457 and H.3821 which would assist in addressing public safety and general municipal building needs.

- **An Act Relative to A Streaming Entertainment Operator's Use of Public Rights of Way:** H.1440 and S.834 seek to level the playing field for companies who sell video and audio entertainment services in Massachusetts. For decades, cable companies who distributed products using public rights of way have had to pay up to 5% of their gross annual revenue for that use. These franchise fees make up the bulk of the annual budget for the Northborough Cable Access Television operation. Companies who stream video (like Hulu or Netflix) who use the same rights of way do not pay anything back. CATV has seen a reduction in funding due to cord cutting, as the revenue for CATV relies on the number of cable subscribers in town. To continue to provide valuable coverage for government, school and community events and meetings, the revenue lost from cord cutting should be replaced with streaming companies who utilize the same rights of way and currently do not provide funding for cable access. Support for H.1440 and S.834 would ensure that important funding for cable access services is secured for years to come.
- **Promoting Equity and Diversity in Cities and Towns:** Providing funding to implement recommendations from the Black and Latino Advisory Commissions has been a key priority for the Administration, particularly in a year where the impacts of the pandemic have fallen disproportionately on people of color. However, there is ongoing pressure on cities and towns to address diversity, equity, and inclusion on a local level. This often is spurred by a specific incident, or simply in response to growing national tensions around racial inequality and Police brutality. For communities to respond in a way that can stimulate meaningful change, we ask that the Commonwealth include Promotion of Diversity and Inclusion as a new Community Compact best practice in the category of Human Resources. This would open funding for communities to conduct Diversity, Equity and Inclusion Plans and implement meaningful change so that we can ensure that our workforce accurately reflects the communities we serve. The Massachusetts Municipal Managers Association Diversity, Equity and Inclusion Committee is pursuing the inclusion of DEI Strategic Plans as a best practice through the Community Compact Program, and we strongly support their endeavours to do so.
- **Ensure Sustainable OPEB Costs for Cities and Towns:** Legislative action to reduce the looming Other Post-Employment Benefits (OPEB) funding crisis is critical to keeping cities and towns from gutting essential services and increasing local property taxes. OPEB refers to non-pension benefits provided to retirees, consisting primarily of health insurance. Currently, employees who retire at age 55 having worked for at least 20 hours per week for at least ten years typically qualify to receive health insurance benefits for life. Unlike pensions, these medical benefits are not adjusted to account for full or part-time work, years of service, or age of the recipient at the time of retirement and are funded on a pay-as-you go basis. This model, adopted during a different era, is no longer sustainable. Reform is necessary to protect not only the financial well-being of municipalities, but to also protect retiree benefits in both the short and long term and to protect municipal jobs. Although Northborough has created a dedicated trust fund and is appropriating \$550,000 annually to address this issue, meaningful OPEB reform at the state level is a key piece of the puzzle to solving this problem. We understand that OPEB reform is not currently on the docket for this legislative session; however, we urge the Legislature not to lose sight of OPEB reform for next year.
- **Oppose Unfunded Mandates:** We seek your support in working with the MMA and municipalities to comprehensively review and analyze unfunded mandates imposed by state law, regulation, or other action. In addition to seeking full funding for all current mandates, we

ask that you support the MMA's proposal that would require the Executive Office to specify the local impact of any signed legislation.

- **Modernize Procurement and Public Construction Laws:** The following suggestions would reduce the direct financial and administrative costs of dealing with overly restrictive and outdated purchasing and public construction regulations and laws. A major cost factor in public construction is a requirement that Towns pay "prevailing wages" that are often greater than the wages paid by local contractors. In addition, this requirement involves far more paperwork than local contractors are prepared or willing to take on for a one-time project. It is ironic that a law, which was initiated to encourage the award of contracts to local tradesmen, would have an opposite effect. There should be legislation that would exempt construction projects of \$100,000 or less from the prevailing wage law. We urge you to address the long overdue problem of excessively high public construction costs within the Commonwealth.

On behalf of the Town of Northborough, thank you in advance for your consideration of these important issues, projects, and initiatives.



TOWN OF NORTHBOROUGH

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TOWN OF NORTHBOROUGH **EARMARK PROJECT REQUESTS** **March 2022**

In addition to the legislative priorities set forth in the letter to Governor Baker dated March 16, 2022, below is a list of specific earmark requests for various infrastructure projects that Northborough anticipates pursuing in the upcoming year. In the last year, Northborough has witnessed an increase in the number of awarded earmarks in the region. Included in the recent ARPA legislation signed On December 13, 2021, Shrewsbury received earmark funding to make school HVAC upgrades, Marlborough received \$390,000 for I.T. infrastructure upgrades, and Southborough received \$70,000 to repair a collapsed culvert. Other surrounding communities including Hudson and Grafton also received sizeable earmarks to address failing infrastructure. Below is a list of high priority capital projects that we believe are strong candidates for State Earmarks. This list contains a multi-departmental overview of various projects with cost estimates that would otherwise be financially burdensome for the town to fund.

1. **Fire Station Building Project:** The Town has completed a Feasibility Study, as well as the conceptual design phase for the location of a new Fire Station in Northborough. The existing station, of which there is only one in Northborough, was built in 1975 and stands at 11,100 SF. The station was built as a volunteer station prior to the ALS services that the department currently provides. There are no facilities for female firefighters and inadequate space for full-time personnel. The total cost estimate for the project at the time of the conceptual design in 2019 was approximately \$19M. The town is aware of legislation that has been put forward to support a Municipal and Public Safety Building Authority, to be operated like the MSBA. The town is in full support of that legislation and strongly advocates for some portion of the \$19M station to be funded through the state.
2. **Water Meter Transmitter Replacement:** Cellular carriers announced early in 2021 that they would discontinue support of all 3G communication devices by December 31, 2022. This has put an enormous burden on the Town of Northborough Water Division. The Town has utilized cellular transmitters on water meters since 2015 as a means of promoting water conservation and to improve billing operations. Customers can remotely monitor their water use and receive leak or high flow alerts. The Water Division is now burdened with replacing approximately 4,200 3G transmitters with 5G devices at a total cost of \$240,600 for materials alone. This unexpected expense has had a negative impact on the stability of the Water Division, posing undue financial duress on water users.
3. **Lincoln Street Culvert Replacement:** In 2019, the Town completed a town-wide culvert inventory and condition assessment. Several culverts have been found in need of replacement. Drainage systems in town are aging and many have surpassed their functional life. The Lincoln Street culvert, a 6-foot diameter metal pipe, is located directly adjacent

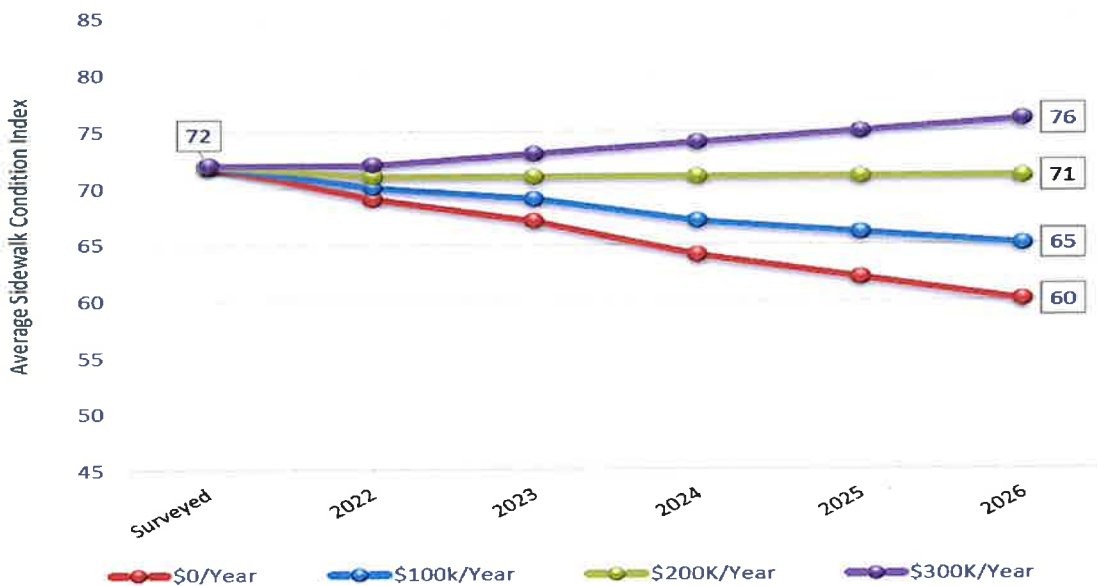
to the newly reconstructed Lincoln Street Elementary School and conveys Cold Harbor Brook, a major waterway in Town. The culvert failed and caused a major sink hole in the roadway and sidewalk on June 30, 2021. The hole is covered and being monitored. We have begun design and permitting services but are hereby requesting assistance with the \$300,000 replacement cost.

4. **Northborough Reservoir Dam Removal:** The Town of Northborough owns the Northborough Reservoir and associated dam and is located between Shrewsbury and Boylston. Rawson Brook was dammed in the 19th century to create the reservoir which served as the Town's water supply until 1953 when it was taken out of service. It no longer provides any benefit and has been deemed by the State Office of Dam Safety to be in poor condition, and due to it being a significant hazard dam, has been ordered to be repaired or removed. Removal is the most environmentally responsible and cost-effective disposition and is deemed as beneficial to both climate change adaptation and wetland resource viability. The Town is in the design and permitting process for this work and seeks funding assistance for the physical removal of the structure. The cost estimate for the removal is \$900,000, which supports the goals of the Commonwealth and the community.
5. **Supervisory Control and Data Acquisition (SCADA):** This project includes expansion of the Supervisory Control and Data Acquisition (SCADA) system for the Northborough sewer division. The Town is currently installing this emergency alarm, communication, and control infrastructure for only three of our locations, which is one third of the necessary sites. We strongly need additional funds to complete this critical safety and security project. Expansion of this program will allow safe and secure operations and controls for the following locations:
 - Church Street Sewer Pump Station, which is directly adjacent to Cold Harbor Brook, a critical environmental resource.
 - Lincoln Street Sewer Pump Station, which while also adjacent to this brook, also serves one of largest and newest elementary schools.
 - Forbes Road Sewer Pump Station, which serves one of the Town's largest technology and manufacturing districts.
 - Town Hall Sewer Pump Station, which serves essential local government operations as well as a large Senior Housing Authority property.
 - Lyman Street Sewer Pump Station, which is located directly adjacent to Hop Brook and serves a large extended hours department/grocery store.

These needed upgrades are a means to reduce the likelihood of environmental impacts and public health risks due to the failing of a pump station. The failing of a pump station can cause Sanitary Sewer Overflows which pose direct risks to the surrounding area and community by exposing raw, untreated wastewater. The ability to consistently monitor the remote sites using the SCADA system and the improved emergency alarm system will alert the operators to issues who can provide efficient responses. The cost for these critical improvements is \$345,000.

6. **Sidewalk Repair Project:** As part of its ongoing roadway asset management program, Northborough had all sidewalks and pedestrian curb ramps along Town roads inventoried

and assessed. Sidewalks are a critical part of a municipality's infrastructure, providing safety and mobility to pedestrians, and enhancing access to public and private facilities, businesses, and generating community connectivity. Pedestrian Curb Ramps enable that access for pedestrians with mobility altering disabilities. The assessment revealed that Northborough has 32.69 miles of sidewalk and 212 pedestrian curb ramps. The average sidewalk condition is a 72 out of 100, with most sidewalks being in good or fair condition. Eighty out of the 212 existing pedestrian curb ramps are rated as fair or poor. The chart below projects the average sidewalk condition in Northborough under various funding scenarios, with the top option being the minimum funding needed at \$300,000 per year over five years to improve the overall condition of sidewalks in Northborough and to address the backlog of sidewalk infrastructure projects. A permanent increase to Chapter 90 funding in the amount of \$300M, coupled with the town's recent Complete Streets program adoption will allow the town to maintain sidewalks moving forward and construct additional sidewalks to connect existing routes. Unfortunately, the current backlog of sidewalk improvement work will require significant one-time additional funding to address before new sidewalks are added. The overall backlog of sidewalk improvement work is estimated to cost approximately \$1.5M.



On behalf of the Town of Northborough, thank you in advance for your consideration of these important projects.

[RETURN TO AGENDA](#)