



MassDOT Complete Streets Funding Program Project Prioritization Plan

Municipality: Bolton
MassDOT District: 3

Date: 3/29/2019
Name/Title: Joe Lynch, DPW Director

Project Details			EJ	Complete Streets Location		Project Origin and Type		Complete Streets Needs					Complete Streets Funding Request			Construction Schedule				
Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Complete Streets Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)	Anticipated Construction Duration (number of months)	Desired Construction Start Date (month/year)
1	Sidewalk construction and crosswalk installation on Route 117 (Main Street) from Clinton Savings Bank to Bolton Country Manor	Extend the existing sidewalk on the eastbound side of Route 117 (Main Street) from Clinton Savings Bank (562 Main Street) to the Bolton Country Manor driveway (~630 feet). Sidewalk will be at least 5'-wide. A high visibility crosswalk with ADA compliant curb ramps will be installed across Route 117 between Clinton Savings Bank and Bolton Corners (563 Main Street), connecting residents of Bolton Country Manor to multiple services. An RRFB will be installed at the crossing for increased pedestrian safety and visibility due to vehicle speeds and volumes.	No	Route 117 (Main Street) from 562 Main Street to Bolton Country Manor Driveway	191,825.30, 908,945.28	192,010.27, 908,955.18	CS Needs Assessment	P2, P3, P5, P9, P12	X	X	X				No	\$518,000	\$400,000	Funding source TBD: 118000	9	Aug-26
2	Sidewalk reconstruction on WB side of Route 117 (Main Street) from Town Hall to Wattaquodock Hill Road	Reconstruct sidewalk on WB side of Route 117 (Main Street) for ADA compliance from Town Hall driveway to Wattaquodock Hill Road (~1,200'). Sidewalk should be widened an additional 3' from existing width (at least 5' wide in total), extending into roadway rather than back of sidewalk. Utility poles will still create pinch points but 3' clearance can be accommodated. During design, consideration will be taken of stone walls, fences, and signs.	No	Route 117 from Town Hall driveway to Wattaquodock Hill Road	191,322.93, 909,188.43	190,972.58, 909,288.27	CS Needs Assessment	P1, P10	X	X	X				No	\$445,000	\$400,000	Funding source TBD: 45000	9	Aug-20
3	Sidewalk reconstruction and construction on Wattaquodock Hill Road	The existing sidewalk on the northbound side of Wattaquodock Hill Road from Main Street to ~130' south of Main Street is in poor condition and is not ADA compliant. This section of sidewalk should be reconstructed. New 5' sidewalk should be constructed continuing to Berlin Road (~1,200'), connecting people to Memorial Field. If feasible, the sidewalk should be continued on the northbound side of the road, however there may be design challenges due to utility poles and a stone wall. If needed, the sidewalk could proceed on the southbound side of the road, taking advantage of the existing sidewalk in front of the Fire Department. A high visibility crosswalk with ADA compliant curb ramps will be installed across Wattaquodock Hill Road at Manor Road to connect Memorial Field as this is a popular walking route. During design, consideration will be taken of stone walls, fences, and signs.	No	Wattaquodock Hill Road from Route 117 to Berlin Road	190,969.15, 909,282.77	190,644.82, 909,027.02	CS Needs Assessment	P1, P2, P3, P5, P9	X	X	X				No	\$441,000	\$400,000	Funding source TBD: 41000	9	8/1/2021 UNLESS COVERED IN MASSWORKS GRANT
3	Sidewalk reconstruction on WB side of Route 117 (Main Street) from ~200' west of Wattaquodock Hill Road to Harvard Road	The sidewalk on Route 117 (Main Street) has poor pavement quality and utility poles create pinch points that are frequently less than 3' wide. The sidewalk should be reconstructed for ADA compliance from ~200' west of Wattaquodock Hill Road, where new sidewalk has been constructed, to Harvard Road (~1,200'), achieving a total width of 5'. However, a stone wall at back of sidewalk limits space available to widen the sidewalk inward. This project will require design as the stone wall and utility poles pose significant constraints.	No	Route 117 from ~200' west of Wattaquodock Hill Road to Harvard Road	190,922.32, 909,329.67	190,611.83, 909,526.22	CS Needs Assessment	P1, P10	X	X	X				No	\$216,000	\$216,000	\$0	6	Aug-22
3	Town Center Trail Loop	Community comments expressed the need for a trail loop that connects points of interest in the Town Center. An off-street trail will be constructed beginning at Wattaquodock Hill Road across from Manor Road and go through the northern part of Memorial Field to connect to Mechanic Road (~580 feet). The trail will go through the right-of-way for Memorial Field. The segment will be constructed as a 10'-wide stabilized aggregate surface that is consistent with the characteristics of the field. Wayfinding signage will be placed at the beginning of the segment at Wattaquodock Hill Road, at the end of the segment on Mechanic Road and on Main Street. In conjunction with the sidewalk construction through the Sidewalk reconstruction and construction on Wattaquodock Hill Road project, the trail will complete a high demand loop that connects the town center, Memorial Field and the Florence Sawyer and Emerson schools.	No	Northern boundary of Memorial Field from Wattaquodock Hill Road to Mechanic Road	190,810.28, 909,135.43	190,873.45, 909,008.47	CS Needs Assessment	B10, P4	X	X	X	X			No	\$141,000	\$141,000	\$0	9	Aug-27
6	Sidewalk construction on Route 117 (Main Street) and Sugar Road	A 5'-wide sidewalk will be constructed on the westbound side of Route 117 (Main Street) from Bolton Corners (563 Manor Road) to the intersection of Sugar Road and continue on the southbound side of Sugar Road to Craftsman Village housing development (~1,010 feet). This sidewalk will complete a pedestrian connection from the affordable housing units at Craftsman West to the senior housing at Bolton Country Manor and then to the existing sidewalk network into the Town Center. ROW does not appear available for this project - takings would be necessary.	No	Route 117 (Main Street) from 563 Manor Road to Sugar Road and Sugar Road from Main Street to Craftsman Village	192,049.80, 908,974.49	192,255.02, 909,141.16	CS Needs Assessment	P5	X	X					No	-	\$0	\$0	12	TBD
7	Intersection reconfiguration and crosswalk installation at Berlin Road and Wattaquodock Hill Road	The intersection at Berlin Road and Wattaquodock Hill Road currently has wide angles and no stop sign. Although not a designated HSIP crash cluster, we find a high concentration of vehicle crashes at the location (2012-2016). The current stop line is not parallel to Wattaquodock Hill Road. The eastern corner of Berlin Road intersecting Wattaquodock Hill Road will be tightened to create a more perpendicular intersection. A median will be installed on the Berlin Road approach to slow left turning vehicles from Wattaquodock Hill Road. This project will reposition the painted stop line closer to the intersection and parallel to Wattaquodock Hill Road to better define the intersection. A stop sign will be added to the northbound side of Berlin Road at the intersection to reinforce the stopping condition. Due to the proximity of the Nashoba Winery, a crosswalk should be installed across Berlin Road with ADA compliant curb ramps.	No	Intersection of Wattaquodock Hill Road and Berlin Road	190,644.82, 909,027.02		CS Needs Assessment	S6, S13, P2, P3, P9	X	X			X		No	-	\$0	\$0	3	TBD

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8	Sidewalk Construction and Traffic Calming Corridor on Route 117 (Main Street) - Harvard Road to Pondsides Drive	<p>The Regency development at Pondsides Drive is a 55+ community that has no pedestrian facilities connecting it with the Town Center or other points of interest in the Town of Bolton; expanding the pedestrian network between Pondsides Drive and Town Center had a high level of community support. In addition, the skewed intersections of Route 117(Main Street)/Nourse Road/Wilder Road and Route 117/Harvard Road/Manor Road are both HSIP Crash Clusters. There are two bus stops for the Florence Sawyer and Emerson Schools along Route 117 within the project extents. Through the project extents, the speed limit changes from 30 mph coming out of the Town Center to 45 mph. This project will create a traffic calming corridor from Harvard Road/Manor Road to Nourse Road/Wilder Road, with the aim of reducing vehicle speeds and extending the lower speed character of Town Center. Reconfiguring both intersections will improve safety and allow for easier turning movements for vehicles turning onto Route 117.</p> <p>On Route 117 at Harvard Road/Manor Road, a mini roundabout should be considered as a highly visible traffic calming strategy that is also shown to greatly improve safety and smooth congestion. A minimum of a 50 ft² island should be provided for a mountable island (if smaller, will need to be flush, e.g. painted). The mini roundabout will help maintain the slower speed limit from Town Center for westbound vehicles and will need to be paired with traffic calming strategies to the west to slow eastbound approaching vehicles prior to the roundabout. Prior to the roundabout in both directions, painted travel lanes should be narrowed (from 12' to 10') to help slow vehicles. Circular Intersection warning signs (W2-6) are installed prior to YIELD signs (R1-2) at each approach. Survey will determine if construction can be completed within existing layout and without disturbing the two stone walls on the southwest and northeast corners of the intersection.</p>	No	Route 117 from Harvard Road to Pondsides Drive	190,072.40, 910,111.40	190,611.84, 909,530.18	CS Needs Assessment	S6, S13, S17, S18, P2, P3, P5, P9, P12	X	X	X			X	No	-	\$0	\$0	12	TBD
9	Speed feedback and Share the Road signage and intersection reconfigurations on Harvard Road	Due to limited ROW, narrow paved width, a lack of usable shoulder, and the length of the corridor needing improvement, a bike lane or sidewalk is not feasible within the scope of the CS Funding Program. Place Speed Feedback signage along Harvard Road (2 signs in each direction). Install Share the Road (W16-1) signage every 1/4 mile. Paint Shared Lane Markings every 250 feet in the center of the travel lanes to reduce wear and emphasize right of cyclists to use full lane. Tighten intersections of Harvard Road at Green Road and Golden Run Road to slow vehicles and better define intersections and slow turning vehicles. A speed study is recommended as to ensure that shared lane markings are appropriate for observed speeds	No	Harvard Road from Route 117 to Harvard town line	190,610.94, 909,520.51	191,760.51, 912,695.26	CS Needs Assessment	S5, S13, B8	X	X	X				No	\$101,000	\$101,000	\$0	6	Aug-28
10	Old Town House Road Wayfinding and Maintenance	Trail maintenance will be conducted as necessary to make the Old Town House Road primary trail accessible through grading and the use of stabilized aggregate. Wayfinding will be posted on Main Street, Town Hall at the trail entrance, and at the intersection of Golden Run Road/Sugar Road. This trail improvement project, which is located exclusively in municipal ROW, will provide a more direct and safe alternate route to get to Town Center for residents on Quail Run, Golden Run Road, and those north of Golden Run Road.	No	Old Town House Road from Golden Run Road to Town Hall	192,428.68, 910,433.86	191,353.90, 909,247.77	CS Needs Assessment	B1, B7, P4	X	X					No	-	\$0	\$0	3	TBD
11	Sidewalk construction on Main Street from Green Road to Fox Run Road	<p>Construct 5'-wide sidewalks on northbound side of Main Street between Green Road and Fox Run Road (~1450 feet). This project passes directly in front of the High School and will connect to the existing sidewalks in the housing development of Fox Run Road. This project was supported by the community to improve safety for students and improve pedestrian connections with surrounding developments.</p> <p>ROW is limited along the north side of Main Street. More than half of the length is school property (~900'). The remaining ~550' closest to Fox Run Road is privately owned; survey will be required to determine whether taking are needed. As part of a larger strategy to calm traffic on Main Street and particularly near the High School, the Main Street travel lanes, which are currently 12' wide, could be narrowed to 11', minimizing the ROW needed for sidewalk construction. However, narrowing the travel lanes will require other traffic calming interventions to begin reducing vehicle speeds prior to the narrowed travel lanes.</p>	No	Route 117 from Green Road to Fox Run Road	188,958.54, 910,947.85	188,655.78, 911,268.20	CS Needs Assessment	S17, P5	X	X	X				No	\$418,000	\$400,000	Funding source TBD: 18000	12	Aug-24

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12	Pedestrian crosswalk and signals at Rt 110 and Rt 117	Currently, the intersection of Route 117 (Main St) and 110 (Still River Road) is one of the few signalized intersections in the town. The intersection has been the location of one crash between a vehicle and a pedestrian but does not currently have any pedestrian facilities. Bolton Orchard, located at the southeast corner, is a grocery store/market and a key destination in town. The intersection has wide turning radii, allowing vehicles to proceed through at greater speeds, and long crossing distances for pedestrians. The southeast, southwest, and northeast corners of the intersection have guard rail; the design process and coordination with DPW will determine the necessity of these guardrails, which are currently limiting the possibility for safe pedestrian crossings of the intersection. This project will extend the sidewalk (at least 5'-wide) at the southeast corner of the intersection in front of Bolton Orchard and will install high visibility crosswalks with ADA compliant curb ramps across the southeast and northeast approaches to the intersection. Pedestrian signal heads will be installed with countdown timers to inform pedestrians of time allotted to cross the road. Accessible Pedestrian Signals (APS) through audible and vibrotactile indications for pedestrians who don't use visual cues should be included. The signal plans will need to be adjusted to accommodate the pedestrian phase(s). This project will also tighten the southeast and northwest corners of the intersection with curb extensions to slow turning vehicles while still accommodating turning trucks, shorten pedestrian crossing distances, and improve the visibility of pedestrians waiting to cross. The estimate for this projects assumes that the existing signal controller can be used for the proposed pedestrian phasing; if not, a new signal controller and cabinet will be required.	No	Intersection of Route 110 and Route 117	188209.42, 911,595.59		CS Needs Assessment	S1, S3, S4, S6, P1, P2, P3, P9, P11, P13	X	X	X				No	\$202,000	\$202,000	\$0	9	Aug-25
13	Intersection reconfiguration and possible signalization at Green Road/Forbush Mill Road and Main Street	The intersection at Green Road/Forbush Mill Road and Main Street currently has low visibility for drivers because of the position of the stop line and surrounding trees and is a HSIP crash cluster. The Green Street splitter island creates 2 two-way entrance/exits from Green Street, creating confusion. The lack of crosswalks creates a safety issue, particularly for Nashoba Regional High School Students. The intersection redesign will include rerouting Green Street to create a perpendicular intersection with Main Street, improving the sightlines and creating a single 4-way intersection with Forbush Mill Road. This reconfiguration will require extending the road onto school property slightly and the relocation of the High School sign. The pizza shop across the street from the High School is a popular destination for students. Working with the property owner, a short 5'-wide sidewalk segment (~50') will be installed at the southwest corner of the intersection. This will provide a safe space for pedestrians to use crosswalks, will better define the boundaries of the intersection, and will act to close some of the wide curb cut at the business parking lot. Following a traffic study to determine that the intersection meets warrants for signalization, the intersection will be signalized (installation to include mast arms, vehicular signal heads, pedestrian signal heads and push buttons, conduit, detection, and controller, etc.). If the intersection does not meet warrants, RRFs will be installed across Main Street instead. High visibility crosswalks with ADA compliant curb ramps will be installed across Main Street on the western side of the intersection. Due to the HSIP crash cluster, an RSA should be considered.	No	Intersection of Green Road/Forbush Mill Road/Route 117	188,958.54, 910,947.85		CS Needs Assessment	S13, S0, P2, P3, P5, P9, P12	X	X	X		X		No	\$607,000	\$400,000	Funding source TBD: 207000	12	Aug-23
14	Speed feedback and Share the Road signage on Wattaquodock Hill Road	Wattaquodock Hill Road has a history of vehicle crashes along its full length, with hot spots at the intersections of Old Bay Road and Berlin Road. Due to limited ROW, narrow paved width, a lack of usable shoulder, and the length of the corridor needing improvement, a bike lane or sidewalk is not feasible within the scope of the CS Funding Program. Install Share the Road (W16-1) signage every 1/4 mile. Paint Shared Lane Markings every 250 feet in the center of the travel lanes to reduce wear and emphasize right of cyclists to use full lane. In addition, install Speed Feedback Signage (2 signs in each direction). A speed study is recommended as to ensure that shared lane markings are appropriate for observed speeds.	No	Wattaquodock Hill Road from Route 117 to Clinton town line	190,962.86, 909,283.44	186,821.23, 907,657.32	CS Needs Assessment	S5, B8	X	X	X				No	\$74,000	\$74,000	\$0	6	Aug-28
15	Speed feedback and Share the Road signage on Sugar Road	Due to limited ROW, narrow paved width, a lack of usable shoulder, and the length of the corridor needing improvement, a bike lane or sidewalk is not feasible within the scope of the CS Funding Program. Install speed feedback signs to discourage speeding on Sugar Road between Main Street and Corn Road (1 sign in each direction). Install Share the Road signage (W16-1) every 1/4 mile. Paint Shared Lane Markings every 250 feet in the center of the lanes to reduce wear and emphasize right of cyclists to use full lane. A speed study is recommended as to ensure that shared lane markings are appropriate for observed speeds.	No	Sugar Road from Route 117 to Corn Road	192,187.85, 908,971.48	193,157.62, 911,202.57	CS Needs Assessment	S5, B8	X	X	X				No	\$41,000	\$41,000	\$0	6	Aug-28

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16	Advisory Shoulder on Sugar Road across I-495	Sugar Road is one of only four streets that cross I-495; pedestrian and cyclist connectivity across the highway is limited. The elevated nature of Sugar Road over I-495 limits the possibility of sidewalks, except directly on the bridge structure where one currently exists on the north side (~400'). The paved roadway surface is ~22' with no centerline and no shoulder. From Corn Road, west of I-495, to Old Sugar Road, east of I-495, Sugar Road is a straightaway, with a posted speed limit of 35 mph. To better accommodate pedestrians and cyclists who need to cross from one side of Bolton to the other over I-495 and given the constrained conditions of the roadway due to grade, this project will install an advisory shoulder on Sugar Road from Corn Road to Old Sugar Road (or slightly west of Old Sugar Road to meet sightline requirements). This treatment provides wide shoulders for cyclists and pedestrians (6' in each direction) and a single center lane for vehicles (10'), requiring that drivers yield to pedestrians and cyclists when there is oncoming traffic. Two-Way Traffic warning signs (W6-3) and No Center Line warning signs (W8-12) should be installed. Advisory shoulders, or "dashed bicycle lanes", require an approved Request to Experiment from FHWA before installation. A speed study is recommended as to ensure that advisory shoulders are appropriate for observed speeds.	No	Sugar Road from Corn Road to Old Sugar Road	193,149.67, 911,197.30	193,541.24, 910,889.15	CS Needs Assessment	S1, S10, S15, S0; B0, PO	X	X	X				No	-	\$0	\$0	6	TBD
17	Intersection reconfiguration and signage at Golden Run Road and Sugar Road	Golden Run Road and Sugar Road form a T-intersection; Sugar Road makes a 90 degree turn forming the south and east legs of the intersection and Golden Run Road intersecting as the north leg. Golden Run Road and the westbound approach of Sugar Road are stop controlled. The intersection is the location of a relatively high concentration of vehicle crashes from 2012-2016 as identified by MassDOT crash reports and multiple community comments identified a desire to reduce vehicle speeds and reduce cut through traffic on both streets. T-intersection (W2-2) signage should be installed on each approach to the intersection. It may be valuable to consider a truck exclusion on Golden Run Road to reduce cut through traffic and enable tighter intersection configuration. The northeast corner of the intersection will be tightened to allow the Sugar Road westbound approach stop line to be repositioned closer to the intersection, improving sightlines, and provide space for a curb ramp. Install crosswalk and ADA compliant curb ramps across Golden Run Road to provide visible crossing location for pedestrians accessing Old Town House Road trailhead. Wayfinding signage for trail to be conducted in "Old Town House Road Wayfinding and Maintenance" Project.	No	Intersection of Golden Run Road and Sugar Road	192,428.68, 910,433.86		CS Needs Assessment	S6, S7, S13, P2, P3, P4, P9	X	X	X		X		No	-	\$0	\$0	6	TBD
18	Crosswalk and RRFB across Route 117 (Main Street) at Burnham Road	Install a crosswalk with ADA compliant curb ramps across Route 117 (Main Street) at the east side of Burnham Road. This location will provide a safer condition for pedestrian who need to cross from or access Burnham Road or Long Hill Road and will avoid the stone wall on the north side of Route 117. Due to the speed and volume of vehicle traffic on Route 117, RRFBs should be installed to improve driver compliance with the crosswalk, especially at night.	No	Route 117 at Burnham road	193,189.80, 908,893.03		CS Needs Assessment	P2, P3, P9, P12	X	X	X				No	-	\$0	\$0	6	TBD
19	Speed feedback and Share the Road signage on Still River Road	Due to limited ROW, narrow paved width, a lack of usable shoulder, and the length of the corridor needing improvement, a bike lane or sidewalk is not feasible within the scope of the CS Funding Program. Install speed feedback signs to discourage speeding on Still River Road between Main Street and Harvard town line (2 signs in each direction). Install Share the Road signage (W16-1) every 1/4 mile. Paint Shared Lane Markings every 250 feet in the center of the lanes to reduce wear and emphasize right of cyclists to use full lane. A speed study is recommended as to ensure that shared lane markings are appropriate for observed speeds.	No	Still River Road from Main Street to Harvard town line	188209.42, 911,595.59	189,757.99, 913,617.43	CS Needs Assessment	S5, B8	X	X	X				No	\$67,000	\$67,000	\$0	6	Aug-28
20	Speed feedback and Share the Road signage on Green Road	Green Hill Road is frequently used by pedestrians and cyclists including the Nashoba High School track team. Many community comments requested speed reduction efforts and pedestrian/cyclists/equestrian safety improvements on Green Road. Due to limited ROW, narrow paved width, a lack of usable shoulder, and the length of the corridor needing improvement, a bike lane or sidewalk is not feasible within the scope of the CS Funding Program. Install Share the Road (W16-1) plus Bike Route (D11-1c) signage every 1/4 mile. Paint Shared Lane Markings every 250 feet in the center of the travel lanes to reduce wear and emphasize right of cyclists to use full lane. In addition, install Speed Feedback Signage in SB direction south of Bare Hill Road and in both SB and NB direction at the shift from 30 to 35 mph near Vaughn Hill Road. A speed study is recommended as to ensure that shared lane markings are appropriate for observed speeds.	No	Green Road from Route 117 to Harvard Road	188,958.54, 910,947.85	191,354.35, 911,762.91	CS Needs Assessment	S5, B8	X	X	X				No	\$51,000	\$51,000	\$0	6	Aug-28
21	Speed feedback and Share the Road signage on Route 85 (Hudson Road)	Route 85 (Hudson Road) has a history of vehicle crashes along its full length, with hot spots at the intersection of Old Century Road and just north of the border with Hudson. Due to limited ROW, narrow paved width, a lack of usable shoulder, and the length of the corridor needing improvement, a bike lane or sidewalk is not feasible within the scope of the CS Funding Program. Install Share the Road (W16-1) signage every 1/4 mile. Paint Shared Lane Markings every 250 feet in the center of the travel lanes to reduce wear and emphasize right of cyclists to use full lane. In addition, install Speed Feedback Signage (2 signs in each direction). A speed study is recommended as to ensure that shared lane markings are appropriate for observed speeds.	No	Route 85 from Route 117 to Hudson town line	192,911.66, 908,851.96	193,467.37, 906,430.27	CS Needs Assessment	S5, B8	X	X	X				No	\$59,000	\$59,000	\$0	6	Aug-28

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22	Intersection reconfiguration of Route 117 (Main Street) and Route 85 (Hudson Road)	<p>This intersection has been identified by the community as a confusing/dangerous intersection. Currently, Route 85 (Hudson Road) intersects with Route 117 (Main Street) with a northbound lane perpendicular to Route 117 and a northbound right-turn slip lane. A splitter island separates the north and southbound directions of Route 85. The southbound entrance to Route 85 has a wide angle for vehicles turning right from Route 117 onto Route 85. The wide angles of the right turns allow vehicles to proceed at greater speeds and increases the distance that pedestrians must cross. The three-lane cross section and splitter island creates confusion; community comments indicate that drivers sometimes turn onto Route 85 southbound using the northbound lanes.</p> <p>This project will reconfigure the intersection to reduce the turning radii, shorten crossing distances, and reduce the complexity of the intersection. The northbound right turn slip lane will be removed. The slip lane island will need to be removed and the directional sign for Route 117 relocated to accommodate northbound right turns. The southbound entrance will be tightened to slow vehicles turning off of Route 117. A crosswalk with ADA compliant curb ramps will be installed across Route 85.</p>	No	Intersection of Route 117 and Route 85	192,909.01, 908,582.84		CS Needs Assessment	S6, S13, P2, P3, P9	X	X		X		No	-	\$0	\$0	6	TBD	
23	Speed feedback and Share the Road signage on Forbush Mill Road	Forbush Mill Road connects directly from the High School to a large soccer field (~4,700'). Due to limited ROW, narrow paved width, a lack of usable shoulder, and the length of the corridor needing improvement, a bike lane or sidewalk is not feasible within the scope of the CS Funding Program. Install Share the Road (W16-1) signage every 1/4 mile.	No	Forbush Mill Road from Route 117 to Lancaster town line	188,958.54, 910,947.85	187,483.50, 910,636.17	CS Needs Assessment	S5, B8	X	X	X			No	-	\$0	\$0	6	TBD	
24	Bicycle Boulevard on Golden Run Road	Golden Run Road has been identified through community comments as a desirable walking and biking route, providing access to various trailheads. However, the road is perceived as too dangerous to comfortably walk or bike on to access these trails, one of which provides direct access to Town Hall. Due to limited ROW, narrow paved width, a lack of usable shoulder, and the length of the corridor needing improvement, a bike lane or sidewalk is not feasible within the scope of the CS Funding Program. In conjunction with a truck exclusion on Golden Run Road to reduce cut through traffic (see "Intersection reconfiguration and signage at Golden Run Road and Sugar Road"), Golden Run Road should be designated as a Bicycle Boulevard to emphasize the shared nature of the road. Install Share the Road (W16-1) plus Bike Route (D11-1c) signage every 1/4 mile. Paint custom Bike Boulevard Shared Lane Markings every 250 feet in the center of the travel lanes to reduce wear and emphasize right of cyclists to use full lane. A speed study is recommended as to ensure that shared lane markings are appropriate for observed speeds.	No	Golden Run Road from Sugar Road to Harvard Road	191,486.09, 911,236.05	192,428.68, 910,433.86	CS Needs Assessment	B6, B8, B9	X		X			No	-	\$0	\$0	6	TBD	
25	Intersection reconfiguration at Long Hill Road and Route 117 (Main Street)	The intersection of Long Hill Road into Route 117 (Main Street) will be tightened to slow turning vehicles and reduce pedestrian crossing distance. The northbound stop line on Long Hill Road will be repositioned to create a more perpendicular configuration. A crosswalk with ADA compliant curb ramps will be installed across Long Hill Road. A Be Prepared to Stop (W3-4) sign will be added on Long Hill Road approaching the intersection with Main Street.	No	Intersection of Route 117 and Long Hill Road	193,242.78, 908,903.53		CS Needs Assessment	S6, S7, S13, P2, P3, P9	X	X		X		No	-	\$0	\$0	6	TBD	
26	Speed feedback and Share the Road signage on Long Hill Road	Long Hill Road has a history of vehicle crashes along its full length; these crashes are evenly distributed along the length of the corridor with hot spot at the intersection of Woobly Road and Teele Road. Due to limited ROW, narrow paved width, a lack of usable shoulder, and the length of the corridor needing improvement, a bike lane or sidewalk is not feasible within the scope of the CS Funding Program. Install Share the Road (W16-1) signage every 1/4 mile. Paint Shared Lane Markings every 250 feet in the center of the travel lanes to reduce wear and emphasize right of cyclists to use full lane. In addition, install Speed Feedback Signage (1 sign in each direction). A speed study is recommended as to ensure that shared lane markings are appropriate for observed speeds.	No	Long Hill Road from Route 117 to Teele Road	193,243.66, 908,904.41	194,789.27, 907,365.35	CS Needs Assessment	S5, B8	X	X	X			No	-	\$0	\$0	6	TBD	
27	Intersection reconfiguration and signage on Bare Hill Road at Green Road	<p>At the intersection of Bare Hill Road into Green Road, traffic on Bare Hill Road is divided by a splitter island; both sides of the splitter island are bi-directional. This configuration adds unnecessary complexity to the intersection and forces pedestrians to cross twice the distance. Community comments have identified this intersection as problematic due to the low visibility of pedestrians and runners from Nashoba High School who currently use Green Road as a practice route. A moderate number of vehicles crashes occurred at this intersection between 2012-2016.</p> <p>This project will simplify the intersection by creating a perpendicular configuration. Bare Hill Road will connect to Green Road where the splitter island is currently located, staying to the west of the utility pole. The existing entrance/exits to Bare Hill Road will be removed. In addition, center line will be painted on all approaches to the intersection, beginning at least 100' away. T-intersection (W2-2) signage should be installed in each approaching direction of Green Road. A crosswalk and ADA complaint curb ramps will be installed across Bare Hill Road.</p>	No	Intersection of Bare Hill Road and Green Road	190,628.96, 911,770.00		CS Needs Assessment	S6, S7, S13, P2, P3, P9	X	X	X		X	No	-	\$0	\$0	9	TBD	
28	Intersection signage adjustments on Nourse Road at Green Road	The current intersection of Nourse Road at Green Road has limited sightlines for oncoming bicycle, pedestrian, and vehicle traffic on Green Road due to the position of the stop control on Nourse Road and no warning of the intersection as drivers approach on Green Road. Community comments expressed that the hill on Green Road north of Nourse Road also creates low visibility for oncoming traffic. The stop sign and line on Nourse road will be repositioned to be closer to the intersection and parallel to Green Street, creating a more perpendicular configuration and improving visibility at the intersection for traffic on Nourse Road and Green road. Additionally, T-intersection signage (W2-2) will be installed on the northbound and southbound side of Green Road to warn all road traffic of the upcoming intersection. A crosswalk and ADA compliant curb ramps will be installed across Nourse Road.	No	Intersection of Nourse Road and Green Road	190,208.36, 911,388.96		CS Needs Assessment	S7, S13, P2, P3, P9	X	X	X		X	No	-	\$0	\$0	6	TBD	

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs					Complete Streets Funding Request			Construction Schedule			
Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Complete Streets Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)	Anticipated Construction Duration (number of months)	Desired Construction Start Date (month/year)

Note: all sidewalks are planned for a width of 5'

Note: all crosswalks are planned to include ADA compliant curb ramps with tactile warning panels