

Cover Sheet – Non-Social Service Activity

AGENCY NAME: Town of Amherst, Department of Public Works
AGENCY ADDRESS: 586 South Pleasant Street.
AGENCY PHONE NO: 413-259-3050 CONTACT PERSON: Guilford B. Mooring
CONTACT PERSON EMAIL: mooring@amherstma.gov
2012 CDBG REQUEST: **\$ 100,000.00**

1. Project Name: *Phase III—Main Street Barrier Removal from Triangle to Churchill.*
2. Project Description (1-2 sentences): *The project consists of barrier removal along sidewalks from Triangle and Dickinson Street to Churchill Street. This includes removal of curb cuts, sidewalks and curbing and replacing with accessible design. The work will remove existing accessibility issues for pedestrians, bicyclist and users of the Town's mass transit systems and to improve safety for these same groups will maintain vehicle access.*
3. Project Location: *The project is located on Main Street from Triangle Street to Churchill Street*
4. Budget Request: *\$ 100,000.00*
5. Type of Activity (check one):
 - Rehabilitation
 - Acquisition
 - Demolition/clearance
 - Infrastructure
 - Public Facility
 - Architectural Barrier Removal
 - Other – please explain: *This is an Architectural Barrier removal project that will rehabilitate existing infrastructure.*
6. Demonstrate Consistency with Community Development Strategy: *The Community Development Strategy references the Town's new master plan as the principle guidance document for project submittals. Specifically the following work items will be accomplished to meet the Transportation objectives of the master plan. The Strategy also prioritizes barrier removal as an important project to continue to make the Town accessible.*
 - a. Sidewalks will be repaved and widened as necessary.*
 - b. The sidewalks and roadway will be adjusted as required to remove existing accessibility barriers at crosswalks.*
 - c. All crosswalk ramp cuts will be constructed to meet ADA standards.*

- d. *The roadway and curbing will be adjusted as required to provide a positive barrier (maximum 6 inches) between the sidewalk and motorized traffic.*
7. Demonstrate Consistency with Sustainable Development Principles: The improvements and barrier removals along Main Street directly and indirectly meet many of the State's sustainable development principles:
7. *Provide Transportation Choice—with the improvements, Main Street will be able to accommodate cyclists, pedestrians, those with mobility impairments, and offer better public transportation.*
- 8.
8. Demonstrate Consistency with Target Area requirements: *This project is the Town Center Target Area.*
9. National Objective

Benefit to low- and moderate-income persons

Estimate the number of low- and moderate-income persons to benefit from the Project:

As a barrier removal project, it meets the National Objective.

Please submit responses to the following questions:

Project Name: Phase III—*Main Street Barrier Removal*

Project Location: *The project is located on Main Street from Triangle Street to Churchill Street.*

Census Block Group:

Community	Census Tract	Block Group	# LMI	LMI Universe	% LMI
Amherst town	820500	3	500	662	75.5

A. Please describe in full the project for which you are requesting funding:

This is Phase III of Main Street improvements, the first being improvements from Northeast Street to Triangle, also funded through the CDBG program and a local match.

The work to be done on this project includes removal and replacement of the existing sidewalks in order to correct severe deficiencies in the overall accessibility of a major arterial connector between east Amherst and the downtown. This route is also a core public transit route for PVRTA and UMass Transit buses. Included in Phase III as part of the non-CDBG request is the reclamation, regrading and resurfacing of the entire roadway as well as minor box widening to accommodate safe, accessible bus pull offs with added bus shelters and new cross walks to accommodate all users and facilitate safe access to all modes of transportation.

- 1. Removal of existing accessibility issues for pedestrians, bicyclist and users of the Town's mass transit systems (bus and rail).*
- 2. Improve safety along this corridor, especially with access to public transit service and the larger Downtown business area.*

Currently in the project area there are physical barriers along the existing sections of acceptable and unacceptable sidewalks. These barriers include:

- 1. None existent curb cuts at road intersections with existing sidewalks.*
- 2. Unacceptably long travel distances to existing crosswalks to access bus transit and rail services.*
- 3. Inadequate vertical separation of the sidewalk and roadway. Many areas have the sidewalk at the same level of the roadway, posing a danger to mobility impaired pedestrians from automobiles and cyclist.*

The project area also includes substandard public transit facilities, and bike lanes. The problems in these areas include:

- 1. No covered waiting areas,*
- 2. Lack of bus pull offs*
- 3. Lack of easy access to bus stops from the sidewalks.*
- 4. Inconsistent or nonexistent Bike lanes.*

The work to improve this area will consist of

- a. Sidewalks will be repaved and widened as necessary.*

- b. *The sidewalks and roadway will be adjusted as required to remove existing accessibility barriers at crosswalks.*
- c. *All crosswalk ramp cuts will be constructed to meet ADA standards.*
- d. *The roadway and curbing will be adjusted as required to provide a positive barrier (maximum 6 inches) between the sidewalk and motorized traffic.*
- e. *The roadway will be expanded where needed to accommodate the marking of bicycle lanes adjacent to the vehicle travel lanes.*
- f. *The existing PVRTA transit stops will be upgraded to allow for full bus pull offs, waiting areas and bus shelter pads.*
- g. *New crosswalk(s) will be added to allow east and west passage along the Main St. corridor.*
- h. *Drainage will be modified to remove standing water at the new and upgraded crosswalks.*

B. What is the community's need for the proposed project/program?

The Community has identified through its master planning process that barrier removal projects are a priority. As a barrier removal project in the Town Center and as Phase II of the Main Street project, this will a fully accessible pedestrian network to the East Village Center, affordable housing developments, and many residential neighborhoods. Incidentally, the improvements to Main Street will meet other goals of the master Plan, including the goal of the transportation section.

C. Community Involvement:

This project grew out of the town staff identifying areas in town that have eligible block groups and do not meet the goals of the Towns Master Plan. Once these areas were identified, the projects were vetted and supported by the Public Works Committee and the Disability Access Advisory Committee (DAAC).

If this project is selected for funding the final designs will be brought back to the Public Works Committee, DAAC, the Public Transportation Committee and the Select Board for a final blessing. All of these meeting are open to the public.

D. Project Feasibility

- a. Describe what evidence exists to show that the community at large or project beneficiaries will use the project. Include documentation of demand for the activity through summary descriptions of surveys, inquiries, waiting lists or past participation.

DPW frequently receives emails and calls of concern due to the lack of ability to safely travel up and down this route as well as cross Main Street. This area is also of concern to PVRTA concerning the safety their buses and customers going to and from the bus stops. Additional information is available upon request.

- b. If applicable, describe and document the availability and source of matching or other funds needed to complete the project.

The Town is proposing to use other Town Funds as needed to supplement this project.

- c. Identify the roles and responsibilities of all personnel involved in the project as well as internal controls.

This project will be handled by our Engineering office lead by Jason Skeels, PE., Town Engineer. He will have overall daily oversight of the project. He will be assisted by Paul Dethier, Asst Town Engineer and Elizabeth Marshall, Engineering Tech, who will have daily oversight of the work. All work will be accomplished in accordance with Mass Dot and Federal Highway Standards.

- d. Citing past accomplishments, document that the agency has the necessary past expertise to conduct the activity and has successfully completed past activities in a timely manner.

The Amherst Department of Public Works executes or oversees \$ 500,000 to \$3,000,000 of construction every year.

- e. Please submit a program budget that includes all sources of revenue and all expenses.

See Attached Budget. The unit prices used to create the estimate is based on the Massachusetts DOT statewide price averages. These averages tend to be 25-35% higher than actual prices in this part of the state so there is no contingency added to the project cost.

- f. Please submit a time line with milestones, including a start and end date that demonstrates that this project is feasible (will be complete) within 18 months.

Procurement and Contracting: 2-3 Months

Construction: 4-6 Weeks

Punch List: 1-2 Weeks.

- g. Please identify the staff that will be directly responsible for implementing this activity.

Guilford Mooring, PE, Superintendent of Public Works

Jason Skeels, PE, Town Engineer

Paul Dethier, Asst Town Engineer

Elizabeth Marshal, Engineering Technician

E. Impact

It is expected that if all the proposed work is funded and accomplished that there will be a marked improvement in the quality of life for citizens of Amherst, ranging from those with mobility impairments to low- and moderate-income residents.

- a. We expect that accessibility and safety complaints will be reduced by 80 %.*
- b. Transit times will increase on this segment of the route.*
- c. A 50% increase in bike traffic over current estimates.*

F. Evaluation

Short Term Goals: Our short term goal is to remove all existing barriers to current mobility along this corridor. We shall use an actual count of barriers removed as the basis of our success. It is also expected that these improvements will last the next 10 to 20 years with little or no maintenance.

G. Agency Information

The Amherst Department of Public Works is a full service consolidated Public Works Department providing the following services:

*Water Collection and distribution
Waste Water Collection and Treatment
Highways and Sidewalks
Traffic Signals
Outside Grounds Maintenance
Town Cemeteries
Vehicle Maintenance
Engineering and Administrative Support*

The agency has been in existence for over 100 years.

3 Main St Church (SIDEWALK)

PROJECT:	Main St	CB	9
From:	Churchill St	DMH	3
To:	Triangle St	SMH	0
Roadway Length:	1,050	Telephone or other manholes?	WG
Roadway Width:	30 & 38	Replace CB frame & grate?	How M
Area (SF):	38,900	Replace MH frame & cover?	How M
Area (SY):	4,100	# Driveways	0
Sidewalk Length:	880	Comments: Proposed widths 8 ft parking at meters, 4 ft bike lanes, 11ft travel lanes. 30ft wide typical, 38ft wide w/ on street parking.	
Sidewalk Width:	5 & 6		
Swalk Area (SF):	4,880		
Swalk Area (SY):	542		
Berm Length (LF):	1,250		
Berm Type:	Type A		

MHD Item #	Item	Qty	Unit	MHD Weighted Average	MHD Estimated Cost
120.100	UNCLASSIFIED EXCAVATION	193	CY	\$ 25.00	\$4,812.50
127.000	CONCRETE EXCAVATION	67.56	CY	\$ 166.50	\$11,248.00
129.000	PAVEMENT MILLING		SY	\$ 0.47	\$0.00
141.100	TEST PIT FOR EXPLORATION		CY	\$ 51.55	\$0.00
146.000	DRAINAGE STRUCTURE REMOVED		EA	\$ 400.00	\$0.00
151.200	GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES	10.0	CY	\$ 40.00	\$400.00
170.000	FINE GRADING AND COMPACTING	542	SY	\$ 3.00	\$1,626.67
204.110	GUTTER INLET - SPECIAL	2	EA	\$ 1,450.00	\$2,900.00
220.000	DRAINAGE STRUCTURE ADJUSTED	12	EA	\$ 280.00	\$3,360.00
220.200	DRAINAGE STRUCTURE REBUILT	6	FT	\$ 220.00	\$1,320.00
220.500	DRAINAGE STRUCTURE REMODELED	2	EA	\$ 500.00	\$1,000.00
220.600	SANITARY STRUCTURE REBUILT		FT	\$ 250.00	\$0.00
220.700	SANITARY STRUCTURE ADJUSTED		EA	\$ 290.00	\$0.00
222.300	FRAME AND GRATE (OR COVER) MUNICIPAL STANDARD	8	EA	\$ 552.10	\$4,416.80
223.100	FRAME AND GRATE (OR COVER) REMOVED AND STACKED	14	EA	\$ 69.70	\$975.80
252.120	12 INCH CORRUGATED PLASTIC (POLYETHYLENE) PIPE	10	FT	\$ 46.37	\$463.70
280.000	HOT MIX ASPHALT WATERWAY	10	SY	\$ 61.51	\$615.10
358.000	GATE BOX ADJUSTED	5.00	EA	\$ 125.00	\$625.00
402.000	DENSE GRADED CRUSHED STONE FOR SUB-BASE	194	CY	\$ 54.00	\$10,478.57
403.000	RECLAIMED PAVEMENT FOR BASE COURSE AND/OR SUB-BASE		SY	\$ 5.73	\$0.00
420.000	HOT MIX ASPHALT BASE COURSE		TON	\$ 91.26	\$0.00
460.000	HOT MIX ASPHALT		TON	\$ 86.76	\$0.00
460.000	HOT MIX ASPHALT		TON	\$ 86.76	\$0.00
464.000	BITUMEN FOR TACK COAT		GAL	\$ 6.00	\$0.00
470.000	HOT MIX ASPHALT BERM, TYPE A	25	TON	\$ 145.00	\$3,625.00
504.000	GRANITE CURB TYPE VA4 - STRAIGHT		FT	\$ 32.23	\$0.00
504.100	GRANITE CURB TYPE VA4 - CURVED		FT	\$ 39.59	\$0.00
580.000	CURB REMOVED AND RESET	810.00	FT	\$ 19.00	\$15,390.00
583.000	EDGING REMOVED AND RESET		FT	\$ 14.22	\$0.00
701.000	CEMENT CONCRETE SIDEWALK	35.56	SY	\$ 45.95	\$1,633.78
701.200	CEMENT CONCRETE WHEELCHAIR RAMP	87	SY	\$ 78.00	\$6,803.33
702.000	HOT MIX ASPHALT WALK SURFACE	97.60	TON	\$ 150.00	\$14,640.00
703.000	HOT MIX ASPHALT DRIVEWAY	40	TON	\$ 145.00	\$5,771.00
734.000	SIGN REMOVED AND RESET	25.00	EA	\$ 125.00	\$3,125.00
751.000	LOAM BORROW	78	CY	\$ 40.00	\$3,111.11
765.000	SEEDING	466.67	SY	\$ 1.50	\$700.00
	Itemized TOTAL				\$99,041.36

Item 120 Unclassified Excavation	QTY (cy)
Driveways - (areas from arcmap) x .25 ft / 27	18
Sidewalk - (length of sidewalk * 5 ft * .25 ft deep) / 27	41
Sidewalk / curb removal and reset South side (850' x 3.5 x 1ft deep / 27)	110
HMA Curb Removal	23
TOTAL FOR ITEM 120 ABOVE	193