Westport

Complete Streets Program

Complete Streets

Needs Assessment & Prioritization Plan

August 2022

Table of Contents

Introduction 4

What are Complete Streets? 4

MassDOT Complete Streets Funding Program 4

Westport's Draft Complete Streets Policy 5

Summary of Westport 5

Goals & Objectives 7

Methodology and Results 8

Project Process and Phases 8

Phase 1: Review of Town Documents/Plans 9

Phase 2: Existing Conditions Evaluation 13

Phase 3: Project Development & Draft Prioritization Plan 22

Phase 4: Project Evaluation & Final Prioritization Plan 22

Recommendations 23

Maps

Figure 7: Town of Westport Roadway Network by Jurisdiction 14

Figure 9: Town of Westport Crashes by Severity including Bicycle and Pedestrian involved Crashes..... 17

Figure 10: Town of Westport Sidewalk Condition..... 18

Figure 15: Town of Westport Bicycle and Pedestrian Facilities 21

Figure 17: Westport Complete Streets Projects Map..... 27

Appendices

Appendix A: Westport Complete Streets Prioritization Plan

Appendix B: Westport Complete Streets Evaluation Criteria

Appendix C: Westport Complete Streets Project Scoring Results

Appendix D: Westport Complete Streets Cost Estimates

Appendix E: Crash Summary Table (2018-2020)

Appendix F: Westport Draft Complete Streets Policy

Introduction

This Complete Streets Needs Assessment for the Town of Westport was completed using a technical assistance grant from the MassDOT Complete Streets Funding Program. It provided the Town with the opportunity to have SRPEDD assess their bicycle, pedestrian, and transit facilities and to ultimately help them put together a list of projects that will improve those networks.

What are Complete Streets?

Complete Streets are roadways or streets that safely and comfortably accommodate all users, regardless of age and ability or mode of transportation (see Figure 1). Users include, but are not limited to: motorists, bicyclists, pedestrians, public transportation riders and providers, emergency response vehicles, freight operators, and school buses. The needs of each of these users are unique and the way they use the transportation network is different; therefore, a number of design features need to be considered to accommodate all users. Complete Streets components can include roadway design features such as ADA compliant sidewalks and crossings, curb extensions, bicycle lanes, shared use pavement markings, bus shelters and pull-outs, wayfinding signage, landscaping, street lighting, and many other items. Not all streets need to include every Complete Streets element, rather, each street should contain the appropriate level of "completeness" depending on its context and function.

Figure 1: Example of "Complete Streets" elements (Streetmix.net)

MassDOT Complete Streets Funding Program

The MassDOT Complete Streets Funding Program was launched in February 2016 to provide technical assistance and construction funding to communities that demonstrate a commitment to include Complete

Streets in policy and in practice. In short, a community may be eligible for up to $400,000 in construction funding to implement Complete Streets elements in municipal projects. The optional technical assistance funding component allowed SRPEDD to assist Westport in evaluating the existing conditions of their bicycle, pedestrian, public transportation network; to identify problem areas; and, to develop a comprehensive improvement plan (a.k.a. "Prioritization Plan"). The MassDOT approved Prioritization Plan allows Westport to then apply for the $400,000 in construction funding.

Westport's Draft Complete Streets Policy

The town of Westport adopted its Complete Streets Policy in February 2019 and the MassDOT Complete Streets Funding Program approved the Policy in November 2019. The following statements in the policy underscore the town's commitment and approach to implementing Complete Streets going forward.

Vision and Intent

"The Town of Westport recognizes the need for complete street design and construction. The purpose of the Town of Westport's Complete Streets Policy is to accommodate all road users by creating a transportation network that meets the needs of individuals using a variety of transportation modes. It is the intent of the Town of Westport to consider and incorporate, as a matter of course and to the extent reasonably possible, the principles of Complete Streets in the planning and design of transportation related capital projects, so that they are safe for all users." – Town of Westport Complete Streets Policy (February 2019)

Core Commitment

"The Town of Westport recognizes that users of various modes of transportation, including, but not limited to, pedestrians, bicyclists, transit and school bus riders, motorists, users of wheelchairs and other power-driven mobility devices, delivery and service personnel, freight haulers, and emergency responders are legitimate users of streets and deserve safe facilities. The Town recognizes that all public transportation capital projects are potential opportunities to apply Complete Streets design principles. The Town will, to the maximum extent practical, design, maintain and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages, abilities, and income levels." – Town of Westport Complete Streets Policy (February 2019)

The entire Town of Westport Complete Streets Policy can be found in the Appendix of this report.

Summary of Westport

The Town of Westport is located in Bristol County and it contains a combination of rural and suburban type residential properties, varying sized commercial and industrial entities generally located along the town's major routes and a charming, typical New England style downtown. It is located approximately 62 miles south of Boston and nearly 30 miles east of Providence, RI. Neighboring communities include Fall River to the north, Dartmouth to the east, and Tiverton, RI and Little Compton, RI to the west. Major roadways in Westport include Interstate 195, U.S. Route 6, Route 88, and Route 117 and the town has one highway interchange where a cluster of commercial activity can be found. Westport has a regular fixed-route bus service from the Southeastern Regional Transit Authority (SRTA).

Population

Westport is a rural community with a population of 15,989 (American Community Survey 5-Year Estimates [2016-2020]). Between 2016 and 2020, the U. S. Census indicates that Westport's total population increased by 1.5%, with the largest population growth occurring in the 75 to 84 age group (52%) and the second largest population growth occurring in the 54 to 59-year-old age group. The age groups 19 years old and younger have seen a decline since 2016. Like many other SRPEDD region communities, Westport's population is growing older, which demonstrates the importance of Complete Streets treatments in encouraging healthy and active lifestyles. In just 5 years the median age of Westport went from 46.3 years old in 2016 to 50.4 years old in 2020.

Land Use

The majority of the town's residential development is low-density single-family homes. Westport is a Right-To-Farm community and there is a big farming presence in the town. The small downtown area is along Main Road and provides a mix of residential and institutional uses. Generally speaking, the larger commercial and industrial land uses are found along the major roadway corridor (U.S. Route 6) and near the I-195 interchange.

Areas of Activity

"Main Road Area (Downtown Area)"

This area generally includes roadways within a 1/2 mile from the Town Hall. As previously mentioned, this area includes the majority of the town's institutional uses and a number of commercial entities. Trip generators in this area include the Town Hall, Town Hall Annex, Churches, post office, grocery store, and local restaurants. (Figure 2)

"Old County Road Area"

This area includes Old County Road from Route 88 on the west to Pine Hill Road on the east. Trip generators in this area include Westport Middle and High School, public library, post office, the Head Town Landing Country Store. (Figure 3)

"Horseneck Beach Area"

This area is made up of John Reed Road. Trip generators in this area include the Horseneck Beach State Reservation, town beach, boat launch, and restaurants. (Figure 4)

Figure 2: "Main Road Area"

Figure 3: "Old County Road Area"

Figure 4: "Horseneck Beach Area"

Goals & Objectives

The goals and objectives of this Complete Streets Needs Assessment directly supported the commitments in the town's Complete Streets Policy.

Overall Goal

The overall goal was to accommodate all road users regardless of age, ability, income level and mode of transportation. To that end, this Need Assessment focused on identifying areas in town that were in need of improvements, determining the type of improvement(s), and to providing a strategy for implementation.

Key Objectives

The key objectives of this Complete Streets Needs Assessment included the following:

1. Improve Safety

   Users of the roadway want to feel safe and comfortable when using that facility. That feeling of safety is essential for walkers and bicyclists because of the risk associated with their exposure to traffic. Additionally, riders of public transportation need safe and accessible ways to access the service and secure places to wait for the bus. Therefore, improving safety is a primary objective when developing Complete Streets investments.

Figure 5: Example of Mobility Issue

2. Provide/Enhance Connectivity

   Proper connectivity is essential for a network to operate effectively and efficiently. New England roadways don't always allow for all modes of travel to connect in a safe and comfortable way and therefore create barriers for use. Moreover, these uses/users may change along the network (transition from a bicyclist to a transit rider or from a transit rider to a walker) due to a variety of factors and mitigating these physical or operational challenges is critical for that connectivity.

3. Increase Mobility

   Increasing mobility of users, especially those with disabilities or the aging population is a primary objective of Complete Streets. A pedestrian network that doesn't have properly designed curb ramps or a public bus route shelter that doesn't have the proper sized landing area and connection to a nearby sidewalk, limits mobility for many users and therefore limits use. Complete Streets is focused on identifying and solving these issues.

4. Enhance Livability & Sustainability

   Many federal, state, and private agencies and organizations define Livability a bit differently but all have the same principle in mind. Livability is a comprehensive evaluation of a community's characteristics that describes the values of living in a certain place. In other words, it is a way to describe components such as the variety in housing types, the type and quantity of nearby services,

amount and character of recreational opportunities and social interactions, and, transportation options. Communities that have better "Livability" tend to be more "Sustainable", allowing them to adjust to economic fluctuations, housing market declines, etc. Complete Streets plays a major role in this because it allows for multi-modal use - variety is the key ingredient.

Figure 6: Example of stone walls on Howland Road

5. Employ Context Sensitivity

   Context sensitivity is another important component for Complete Streets practitioners in New England. Many of the roadways in this region were built for the automobile and roadside elements such as stone walls, large shade trees, embankments, wetlands, etc. limit future expansion. Additionally, there are many areas in communities that do not warrant full Complete Streets designs that include elements such as sidewalks on both sides of the road with two bike lanes. They simply may not have the demand found in other areas in a community. Therefore, rather than creating a project that clear cuts a large amount of trees or negatively impacts adjacent wetlands, installs infrastructure that doesn't fit the demand, a designer must focus those Complete Streets elements that fit the context of that particular area.

6. Focus of Cost Effectiveness

   One of the more important factors in Complete Streets is cost effectiveness. Similar to context sensitivity, a designer must focus on factors such as the physical barriers to adding non-motorized accommodations to the roadway, land ownership issues, and the impact to existing public utilities (electric lines, water and wastewater lines, gas lines, etc.). These items can exponentially increase project costs and reduce the chances that funding would be able to cover the implementation costs. These objectives helped shape the Complete Streets Evaluation criteria which was used to score each project.

Methodology and Results

Project Process and Phases

SRPEDD completed this Complete Streets Needs Assessment in the following four steps:

1. Review of Town Plans/Documents

   The first step included a thorough review of the town's municipal documents (e.g. 2016 Master Plan, 2018 Westport Municipal Vulnerability Plan (MVP), 2017-2021 Housing Production Plan, 2008 Priority Development and Protection Areas Plan, and 2016 SRPEDD Regional Bicycle Plan) to identify areas of focus, to reveal town priorities, and to highlight common goals.

   Stakeholder Meeting: Project Summary & Needs Assessment

2. Existing Conditions Evaluation

   The second step included an extensive existing conditions evaluation of the pedestrian, bicycle, and transit networks from November of 2021 to February 2022. SRPEDD staff collected data about the roadway networks in Westport that helped identify gaps and needs as well as future project locations and their required components. More information regarding the elements of this survey are provided in the following sections.

   Public Meeting #1: Existing Conditions

3. Project Development/Cost Estimation

   The third step included a summary of the Existing Conditions Evaluation and the public input, some initial findings, and a draft list of projects (provided in a Story Map). The town reviewed the draft list of projects at a site visit before they were released for public comment.

   Public Meeting #2: Draft Prioritization Plan

4. Project Evaluation & Prioritization

   The fourth step included scoring the draft projects using the evaluation criterion (scoring system based on value of improvement), developing cost estimates, ranking the projects in the town's final Prioritization Plan, and finally, producing this Complete Streets Needs Assessment report.

Phase 1: Review of Town Documents/Plans

Town of Westport Master Plan (2016)

Master Plans have the unique opportunity and challenge of addressing all aspects of the town development and future trajectories. There are several notable goals and objectives set out by the town in order to encourage the use of alternate modes of transportation. The Town of Westport Master Plan does note the specific challenge of roadways in the past being built without much consideration of accessibility issues or even pedestrian and bicycle use as a whole. The plan contains a number of different strategies in order to alleviate the missteps of the past especially within the Action Plan section of the Master Plan:

Objective 3.2 Provide walking and biking opportunities

3.2.a. Place bike racks at Town facilities and beaches

3.2.b. Encourage recreational paths on Town land and conservation land

3.2.c. Explore use of ancient ways for passive recreational uses

3.2.d. Extend the bike path along the rail line from Fall River into Westport with linkages to the Bioreserve

3.2.e. Increase opportunities for walking by providing paved sidewalks or exercise paths

These action steps lend well to the development of a complete streets network and tie in with the complete streets policies that were later developed by the town in 2019.

Priority Development & Protection Areas Report (2008)

Given the steady expansion of towns and cities in southeastern Massachusetts, Westport prepared a Priority Development and Protection Areas (PDPA) study in order to analyze the impact of development on natural areas as well as prioritize certain areas for protection from any future development. In this PDPA study, particularly scenic roads in town were identified as being high priorities for protection from development. Uniquely scenic roads were identified by this study and include:

- Sodom Road – from Charlotte White Road to Adamsville Road
- Main Road – from just below Central Village south to Westport Point
- Drift Road – entire length
- Horseneck Road – from Hix Bridge Road to the coast at East Beach Road
- Pine Hill Road – old and new sections
- Gifford Road – from Route 6 to Old County Road
- Adamsville Road – Rhode Island state line to Main Road
- Hix Bridge Road – from Main Road to Dartmouth line

The identification of scenic roadways informs the location where some recreational biking may be currently occurring or likely to occur given the provision of enhanced bicycle facilities through the complete streets program. This is in part due to the roadways' scenic nature but also due to their connection to hubs in town such as The Head, Westport Point, Central Village, and several others. Ensuring these roadways are accessible for all modes of transportation is important for building on the success of these areas while giving community members a better chance to appreciate these assets.

Housing Production Plan (2017-2021)

The purpose of the Housing Production Plan prepared for the town of Westport was to develop a strategic plan for the production of affordable housing based on a comprehensive analysis of conditions and future trends within the town. For the purposes of the current Complete Streets Analysis, this study provided insight into the population trends within the town which may be important to inform decisions made on the types of facilities provided through complete streets funding. The most informative statistics included in the 2017 HPP were as follows:

- Population growth in Westport is expected to slow in the period from 2020-2035
- Median age for residents is 46 years old (7 years higher than Massachusetts)
- Westport has a higher rate of disabled residents than Bristol County and Massachusetts
- Percentage of residents over 65 expected to rise from 23% to nearly 33% by 2035
- 82% of homes in Westport are detached single family units
- 77% of vacant housing units are used seasonally and not up for rent regularly

Given the findings of this study, the need for complete streets becomes clearer. With an aging population, investment in facilities to make roadways accessible for the population becomes critical as sidewalks, or

lack of sidewalks has a disproportionate impact on the elderly and disabled as it becomes even harder to get around. Additionally, historic development patterns of detached single-family homes create difficulty in forming meaningful connections between areas of town with new facilities as users may be less likely to use alternative means of transportation due to distance. These issues present unique challenges when attempting to build a functional and impactful complete streets network.

Westport's Municipal Vulnerability Plan (2018)

In a workshop for the Municipal Vulnerability Preparedness (MVP) grant held in 2018, stakeholders including members of the Westport River Watershed Alliance, Coastal Zone Management employees, Westport Health Department, Police Department, Planning Board, Landing Commission, and Mass Audubon gathered to provide input on climate resiliency strategies and priorities for the town. In this workshop the issues of primary concern included; power outages, septic system failures, bridge and road closures, culvert backups, and emergency service access to all parts of town. For the purposes of this Complete Streets Analysis, it is most important to note those roads and other facilities that were noted as particularly vulnerable in the 2018 workshop. Roadways noted included:

Roadways

- East Beach Road
- Main Road
- Main Road by Adamsville Pond
- Main Road at Brookwood
- River Road
- Old County Road

Other Facilities

- Kirby Brook
- Adamsville Pond Dam and Culvert
- The Head
- Hixbridge Bridge
- Route 6 at Bread and Cheese Brook
- Route 88 Bridge

In addition to concerns about roadway condition, nitrification of groundwater through stormwater and agricultural runoff in town were specifically noted. Because complete streets funding can be used partially for stormwater facilities, this project may present a unique opportunity to improve both roadway access for all users as well as mitigating negative impacts of stormwater runoff on groundwater.

SRPEDD Regional Bicycle Plan (2016)

Being a regional planning agency, SRPEDD created a Regional Bicycle Plan that is updated regularly and most recently in 2020. There are a number of recommendations contained within this plan with several that

specifically reference the bicycle network in Westport. This includes the creation and evolution of bicycle committee but more significantly a connection to the South Coast Bikeway running through Westport and connecting to surrounding towns.

Recommended bicycle connections in Westport and Dartmouth for South Coast Bikeway include:

- On-road Route: Sanford Rd, Briggs Rd, Tickles Rd, American Legion Highway, Gifford Road, Old County Rd, Old Westport Rd (with a connection up Cross Rd to Route 6), Chase Rd, Russells Mills Rd, Rogers St, Pandaram Ave, and along the hurricane barrier to Rodney French Blvd
- Fall River Branch rail right-of-way into New Bedford to Coggeshall St

Additionally, the bicycle plan notes the challenge of a major crossing on Route 6 in Westport to connect the Fall River Bike Path to the rest of the system will require some reformatting or additional facilities on Route 6 to accommodate users of bicycle connections. Using rail corridors in the town of Westport to make pathway connections would require additional approval from MassDOT for use of the railroad right of way. Connecting any potential complete streets network in Westport to the larger South Coast Bikeway would grant cyclists and other users the opportunity to travel in and out of Westport much more safely and efficiently.

Stakeholder Meeting: Project Summary & Needs Assessment

On December 6, 2021, SRPEDD met with the Westport Complete Streets Working Group virtually to summarize the project process, note key milestones, solicit input from town officials, and to highlight specific problem areas in town.

The Complete Streets Working Group included:

- Jim Hartnett - Town Administrator
- Amy Messier - Assistant Town Planner
- Jim Whitin - Planning Board Member, SRPEDD Commissioner, member of Westport Community Resiliency Committee
- John Bullard - Planning Board Member, Chair of the East Beach Resiliency Committee, and member of Westport Community Resiliency Committee
- Michelle Rapoza - Student Services Coordinator
- Thomas Aubin - Westport School Superintendent
- Beverly Bisch - Director of Senior Services, Council on Aging

During the working group meeting the project team went over the Complete Streets Program. We discussed which roads were going to be surveyed for the existing conditions evaluations, demonstrated the Crowdsource Reporter for public comments, discussed when to host meetings for public involvement. SRPEDD took notes and posted comments on the Crowdsource Reporter for projects the town are interested in such as the popular bicycle routes, bicycle and pedestrian connections to Dartmouth, intersection safety concerns, and sidewalk improvements.

Phase 2: Existing Conditions Evaluation

A thorough survey of the town's pedestrian, bicycle, and transit network was conducted between November of 2021 and February 2022. It began with a simple "verification" of the existing network presented in the MassDOT Road Inventory File confirming features such as sidewalk widths, material, and conditions; shoulder widths, material and conditions; the presence of street trees and roadside lighting; and crosswalk presence and conditions. Staff surveyed 85.3 miles of roadway along local town accepted roadways. The team did not survey roadways under MassDOT jurisdiction such as Route 6 and Route 177. The following sections briefly describe the analysis completed as part of the evaluation and following sections highlight the results.

- Network Gap Analysis

  SRPEDD analyzed the most recent and available bicycle, pedestrian, and transit facilities GIS data from the town and other relevant State entities to identify and verify existing gaps in those networks. Once the GIS network was established, staff then performed field surveys to verify the information and edited the file where needed. Lastly, staff documented the gap characteristics (length, general pavement conditions, adjacent land characteristics, and land use) and documented the feasibility of fixing the network issue.

- American with Disabilities Act (ADA) Survey

  SRPEDD performed field surveys of ADA accommodations that included, but were not limited to: measuring existing sidewalk widths, identifying the number of sidewalk obstructions, surveying sidewalk surface conditions, and quantifying and surveying curb ramps (location, size, and physical components).

- Bicycle, Pedestrian, and Transit Infrastructure Evaluation

  SRPEDD performed a Bicycle, Pedestrian and Transit Infrastructure Evaluation in order to document the existing conditions of those facilities. Specifically, that evaluation included, but was not limited to: documenting the condition and measuring the widths of roadway shoulders, identifying the presence and type of street lighting, identifying and evaluating the locations and conditions of transit facilities, and documenting signage.

- Roadway & Intersection Crash Analysis

  SRPEDD utilized MassDOT GIS crash data (2017-2019) to identify safety issues along all roadway corridors and at all unsignalized and signalized intersections in Westport. This information was used to conduct a thorough three-year crash analysis that included a review of any reported bicycle and pedestrian crashes.

Roadway Network

In general, Westport's roadway network is typical of the rural/suburban communities in the SRPEDD region. It includes a pavement surface that has either a double or single yellow centerline with painted edgelines that either meets an asphalt berm or a grassy or vegetated shoulder and does not include a formal drainage system or a sidewalk. Lane widths are generally 10-12 feet wide and the immediate land adjacent to the pavement surface can include large shade trees, dense vegetation, step drop-offs, stone walls, and utility

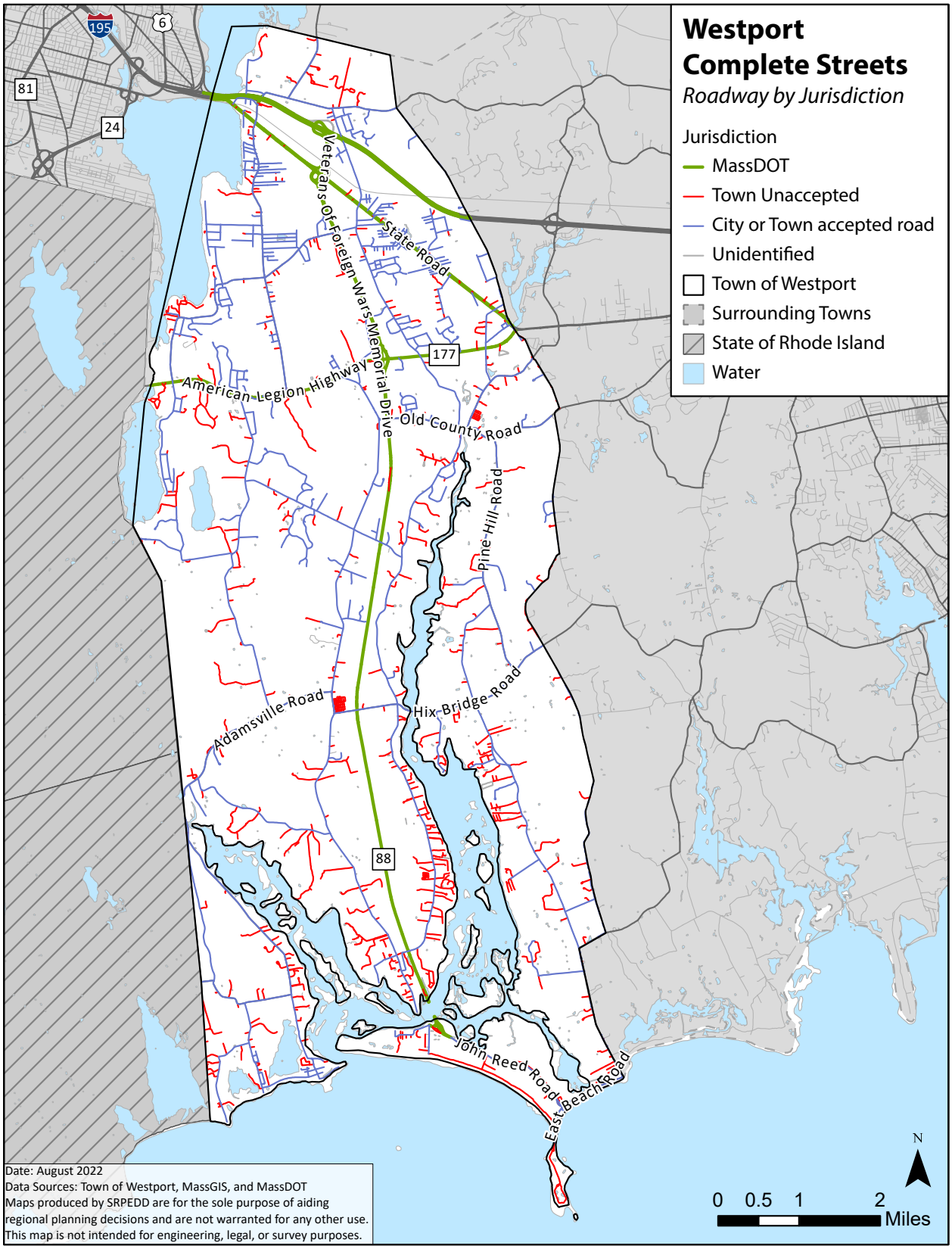

Figure 7: Town of Westport Roadway Network by Jurisdiction

poles.

That said, Westport has number of roadways within a 1/2 mile of the "Downtown Area" that do not have sidewalks. As described on page 6, this area includes many of the town's institutional uses (Town Hall, Town Hall Annex, Churches, post office, grocery store, and local restaurants). This area serves as a good "starting point" for Complete Streets investments focused on improving connections to other parts of Westport.

- Jurisdiction

According to the 2020 MassDOT Road Inventory File, Westport has a total 162.42 centerline miles of roadway. Approximately 136.09 centerline miles (83.8%) of the total are roadways under town jurisdiction (making them eligible for the Complete Streets program) while 24.8 miles are under MassDOT jurisdiction (Interstate 195, U.S. Route 6, Route 88, and Route 177) and 1.53 miles are unaccepted roadways (see Figure 7 on page 14). Due to the Complete Streets Funding Program eligibility criteria, SRPEDD only performed the existing conditions evaluation on select roadways under town jurisdiction.

- Chapter 90 Funding

  Westport received approximately $675,874 (FY 2022) in state aid (also known as Chapter 90 funds) last year to help maintain the locally owned roadways in town. The amount of funding that is received through the program combined with the increasing costs of projects generally provides for a limited number of projects each year. Simply said, there are more needs than there are funds to address them. Figure 8 shows Westport's allotment of Chapter 90 funds from the past 5 years (FY18 to FY22).

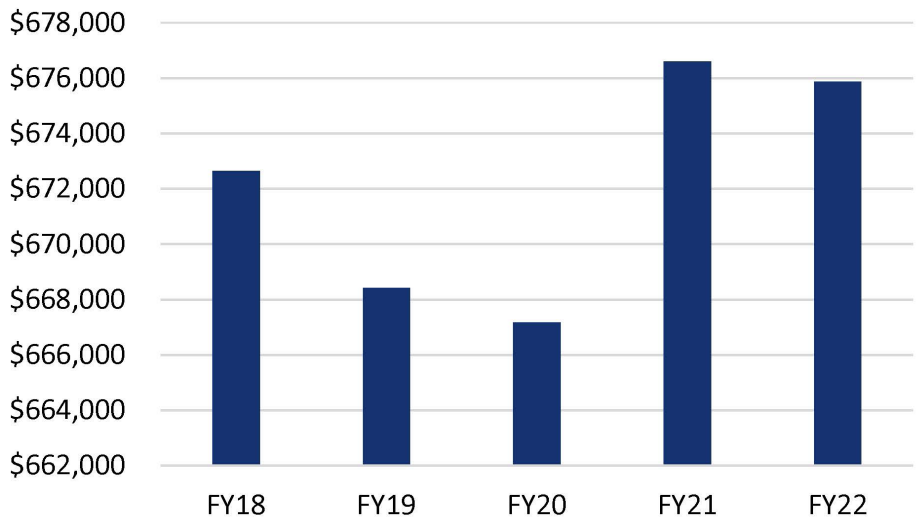

Figure 8: Town of Westport's Chapter 90 apportionments over the last five fiscal years.

Considering the limited amount of Chapter 90 funds received each year, Westport is fortunate to be participating in the Complete Streets Funding Program in order to address much needed multi-modal improvement projects.

- Posted Speed Limits

  In general, recorded speed zones on the surveyed roadways were either 30mph (many of the side roads like Gifford Road, Main Road, and Old Bedford Road) or 35mph (main roads like Hixbridge Road, part of Main Road, and Pine Hill Road). The Manual on Uniform Traffic Control Devices (MUTCD) states that shared lane markings or "sharrows" should not be applied to roadways with posted speed limits over 35mph. This is important in Westport because many of the town owned roadways that cannot physically accommodate bicycle lanes (due to roadside constraints) are candidates for these shared-use markings. This type of improvement is a helpful way to indicate to motorists to expect bicyclists to be sharing the road and to take care when passing is needed.

- Roadway & Intersection Safety

  Westport does not have any town-owned intersections or areas that appeared on MassDOT's Highway Safety Improvement Program (HSIP) Vehicle Crash Clusters 2017-2019 map. However, the town has one intersection that is considered an HSIP cluster. That intersection is State Road (Route 6) & Sanford Road.

  Westport does not have any town-owned locations on the Bicycle or Pedestrian Crash Cluster 2010-2019 map or on MassDOT's 2017-2019 Top 200 Crash Locations Report.

  That said, the crash analysis performed by SRPEDD as part of this assessment, using the last three years of available crash data (2017-2019) did highlight a few intersections that experienced elevated numbers of crashes (see below); however, the majority of the crashes resulted in property damage only. In the three-year period, there were a total of ten (10) crashes that involved a pedestrian or bicyclist along the roadways throughout the town.

  Project Team Crash Analysis – Elevated Crash Locations (2017-2019):

  1. State Road (Route 6) & Gifford Road (28 total)

  2. State Road (Route 6) & Sanford Road (24 total)

  3. Old County Road & Route 88 (21 total)

  4. Briggs Road & Route 88 (16 total)

  5. American Legion Highway (Route 177) & Gifford Road (14 total)

  All crashes including the bicycle and pedestrian crashes that occurred between 2017 and 2019 in Westport are shown on Figure 9: Crashes Map on Page 17.

Pedestrian Network

The pedestrian network analysis consisted of verifying the existence of sidewalks, confirming their locations and extents, and analyzing their condition and compliance with the Americans with Disabilities Act (ADA) of 1990 and the Massachusetts Architectural Access Board (MAAB) regulations. The following sections highlight the results of SRPEDD's pedestrian network analysis.

- Sidewalks

Westport's current sidewalk network is clustered in three locations: on Sanford Road north of Briggs Road, on Old County Road, and on Main Street south of Cornell Road. The majority of those sidewalks generally

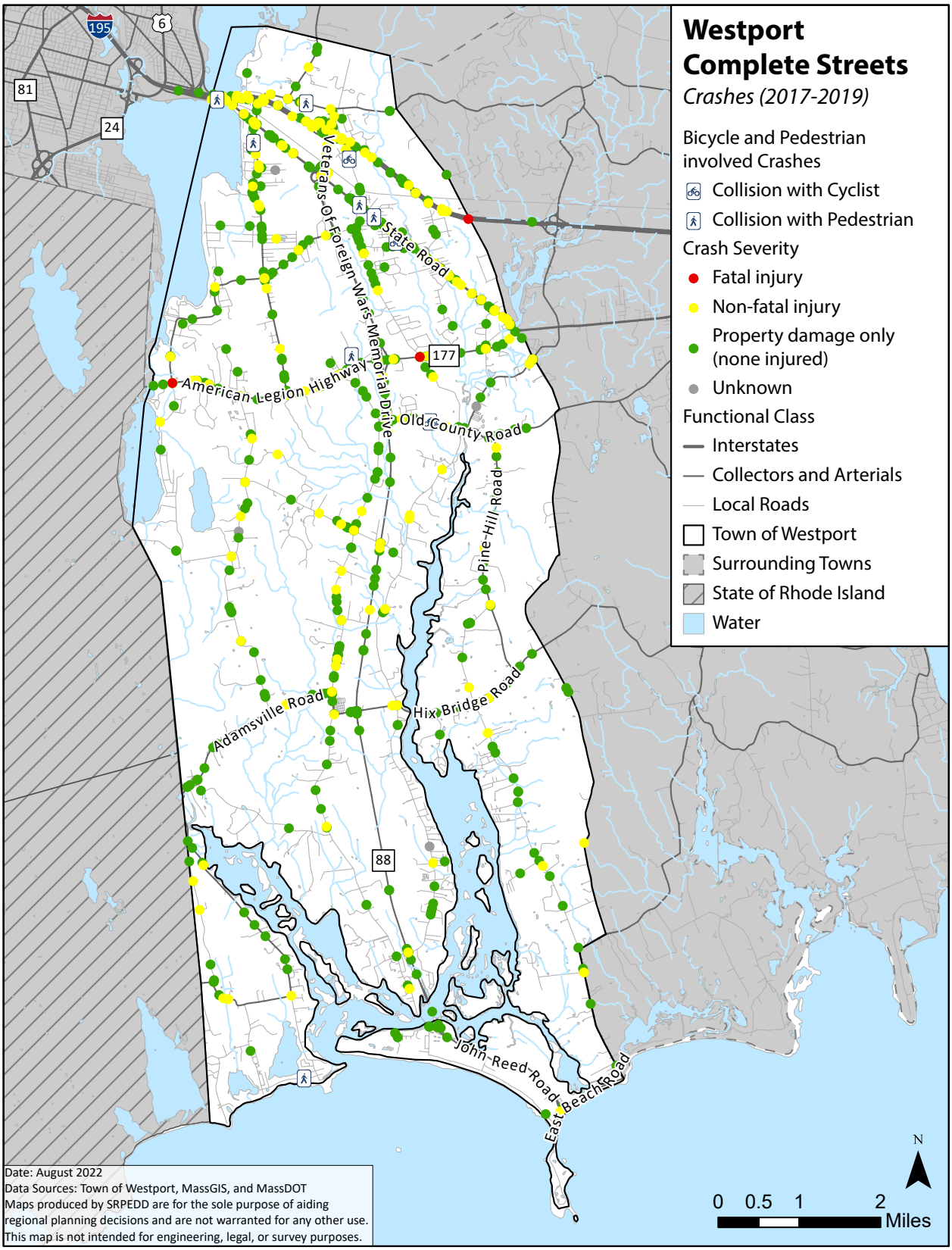

Figure 9: Town of Westport Crashes by Severity including Bicycle and Pedestrian involved Crashes

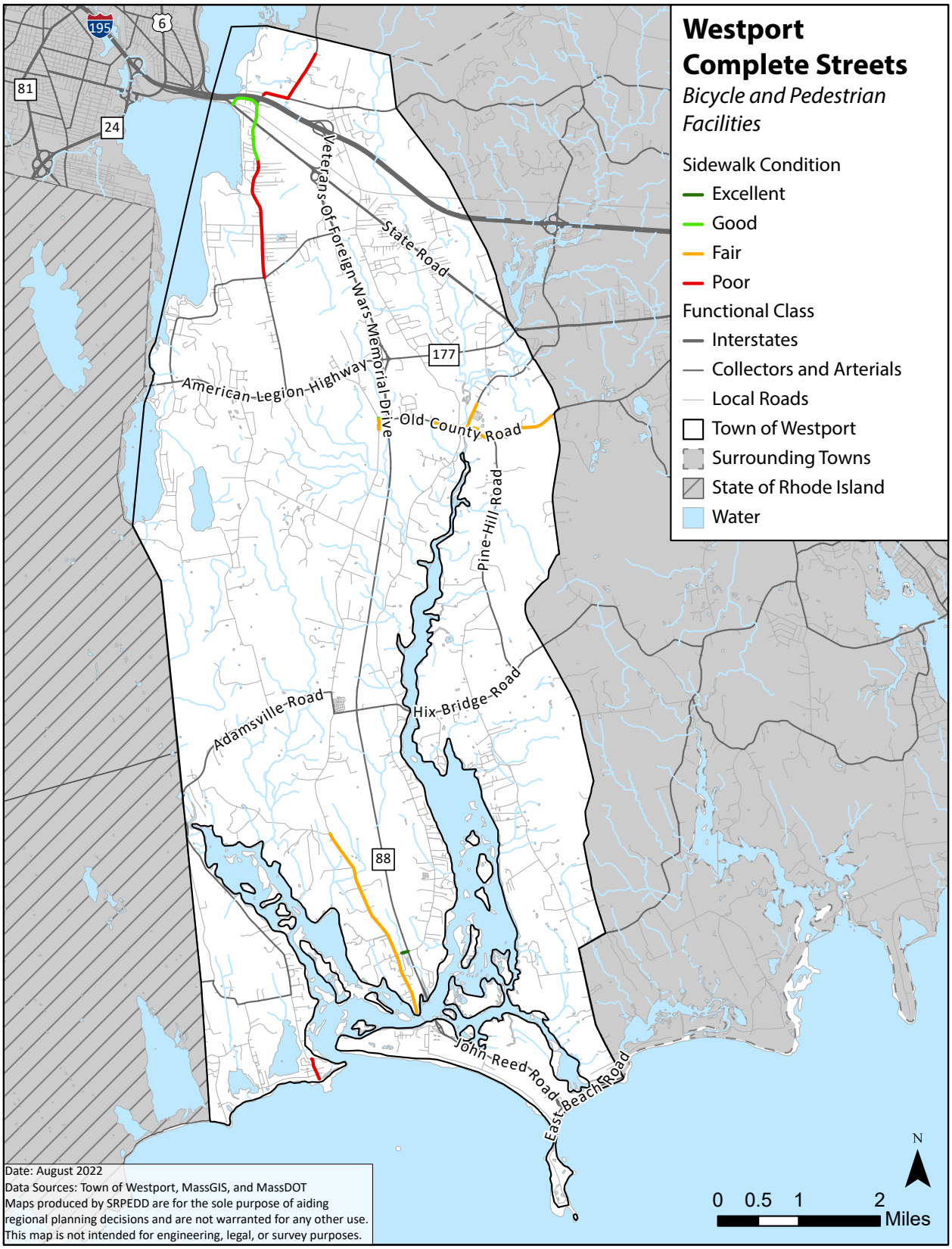

Figure 10: Town of Westport Sidewalk Condition

have a concrete walk surfaces with either concrete or granite curbing. The majority of the sidewalks are on the left hand side of the roadway when looking north or east (5.5 miles). Half a mile of sidewalks are on the right side of the roadway and 0.8 miles of sidewalks are on both sides of the roadway.

Overall, the condition of the existing sidewalks in Westport vary (see Figure 10 on Page 18). Some are newer and in good condition with proper ADA accessibility, whereas others are older and in fair to poor condition and do not provide proper ADA accessibility (inadequate clearance width, lack of proper curb ramps, trip hazards, and excessive slopes).

- Crossings

During the existing conditions evaluation, SRPEDD noted that the town uses the "zebra" style crosswalk in most cases. The majority of the existing crossing pavement markings are in good to fair condition. Westport uses one of the high visibility crosswalks such as "continental", "zebra" or "ladder" type (as shown in Figure 16) which have been shown to be more effective.

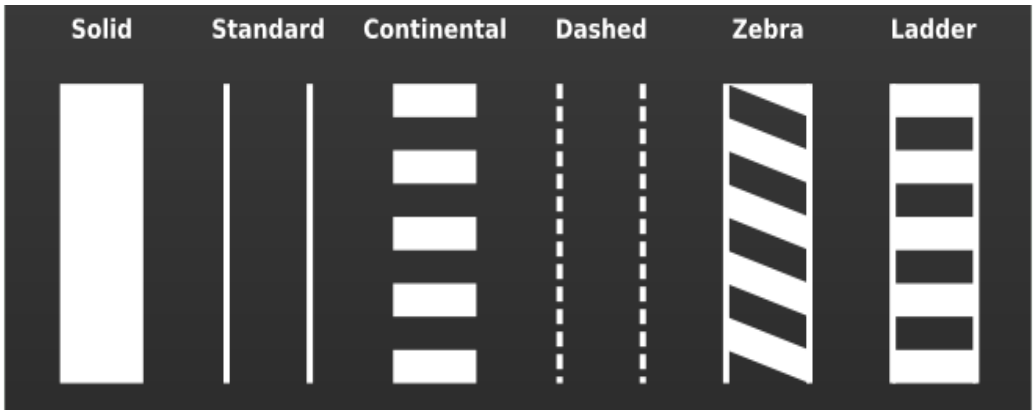

Figure 11: Examples of crosswalk designs

Numerous studies been conducted to determine the best type of crossing treatment; however, at this time, the Manual on Uniform Traffic Control Devices (MUTCD) has yet to determine the preferred treatment. Nevertheless, studies have shown that drivers were more likely to see the "continental", "zebra", and "ladder"; therefore, employing one of them for the entire town is highly recommended.

- Curb Ramps

  As described in the Americans with Disabilities Act (ADA) of 1990 and the Massachusetts Architectural Access Board (MAAB) Regulations (521 CMR 21), curb ramps are required when a pedestrian walkway or route crosses a street. There are many design requirements for curb ramps but most notable are the: (1) location, (2) slope, (3) transitions (level landing, flared sides), and (4) accessible features (tactile warning panel). Many of Westport's curb ramps comply with the ADA and MAAB requirements; however, there are many that need to be upgraded. The majority of projects included in the Prioritization Plan includes either installing or upgrading curb ramps.

Figure 12: Curb ramp on Old County Road

Bicycle Network

A bicycle network is an assemblage of facilities that enhance the safety and comfort of bicyclists. Facilities can generally be separated into three groups: (1) Separate use paths and separated bicycle lanes (off-road facilities), (2) On-road bicycle lanes, (3) Designated/signed routes and shared-use pavement markings or "sharrows". For this assessment SRPEDD identified and analyzed Westport's bicycle network and summarized them into the "on-road" type facilities because we did not survey any "off road" facilities.

Figure 13: Drift Road bicycle lanes

- On-Road Bicycle Conditions

Westport has a small formal "on-road" bicycle network. In other words, there are marked bike lanes or shared use pavement markings ("sharrows") in town. There are formal bicycle lanes with pavement markings and signs along Drift Road (Figure 13) from Main Road to Route 88, down Route 88 to John Reed Road. As Westport continues to add to their formal bicycle network, Main Road and Horseneck Road will serve as primary north-south route options and U.S. Route 6 and Route 177 will serve as some primary west-east route options. A partnership with MassDOT will be necessary for U.S. Route 6 and Roue 177 options as they own and maintain that facility.

The entire Bicycle and Pedestrian in Westport is shown on Figure 15 on Page 21.

Transit Network

- Fixed-Route Bus Service

Westport has one transit route that runs through the town via service provided by the Southeastern Regional Transit Authority (SRTA): Fall River-New Bedford Intercity. This route provides service from the Fall River Bus Terminal to the New Bedford Terminal. There are 38 bus stops along Route 6 in Westport.

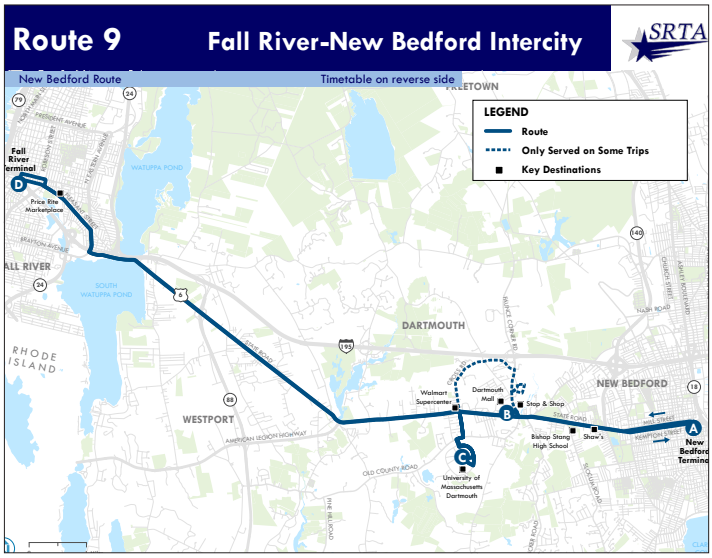

Figure 14: SRTA service in Westport (source: srtabus.com)

Public Meeting #1: Existing Conditions

The first public meeting was held on February 23, 2022 virtually via Zoom. The project team presented a general overview on complete streets, how SRPEDD is helping Westport, current status of the project, and next steps. The presentation was being recorded for later viewings. At the public meeting the project team demonstrated how to participate in the next steps.

Public Input

The project team used an interactive input map (ESRI Crowdsource Reported) and a traditional online comment card for residents who wanted to give their comments. During the open comment period, a total of 41 comments were provided on the online interactive map and 44 interactions (see Figure 16), and a total of 6 comments were provided on our online comment card. Comments included items such as repairing

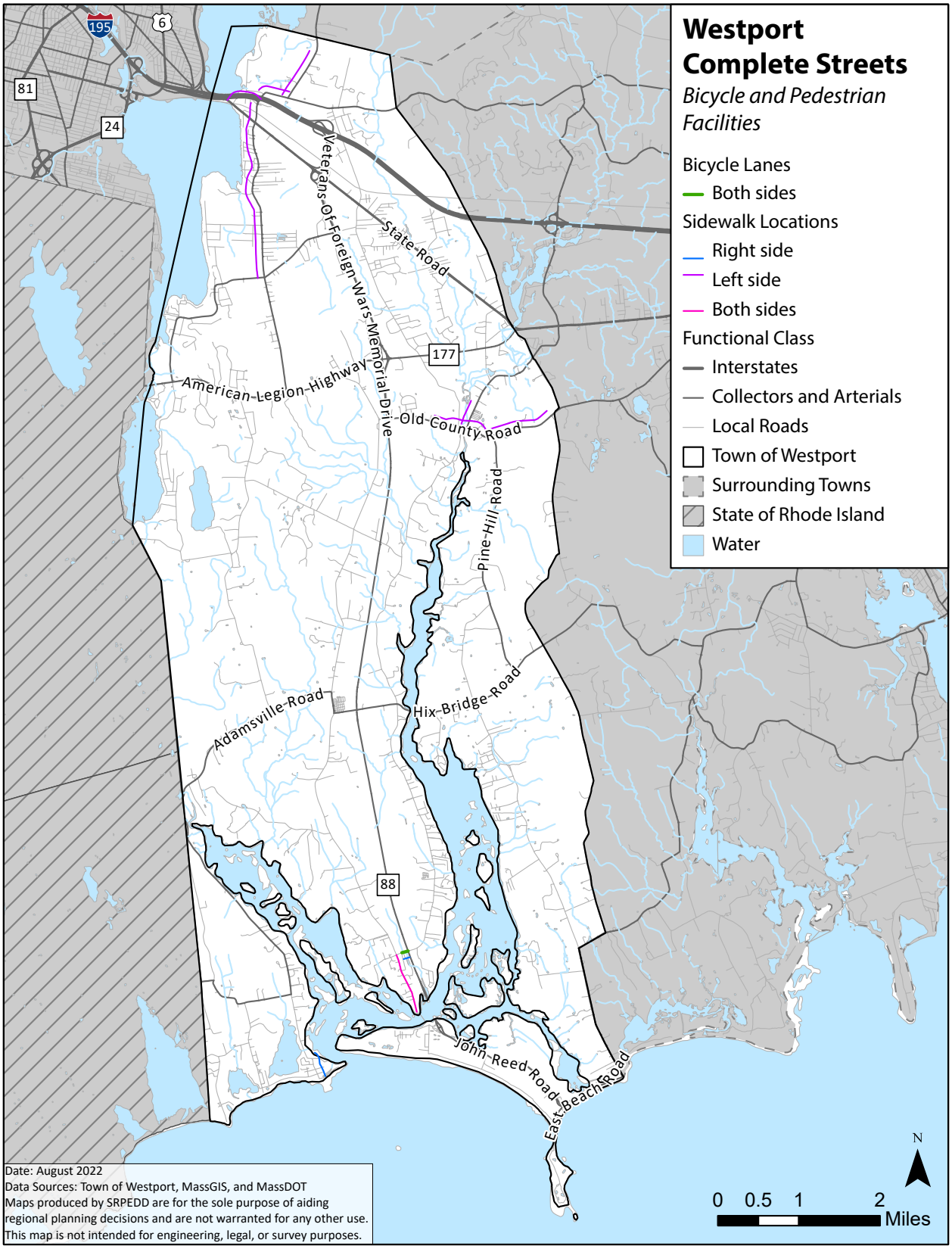

Figure 15: Town of Westport Bicycle and Pedestrian Facilities

current sidewalks, adding new sidewalks, bicycle connections, and intersection improvements.

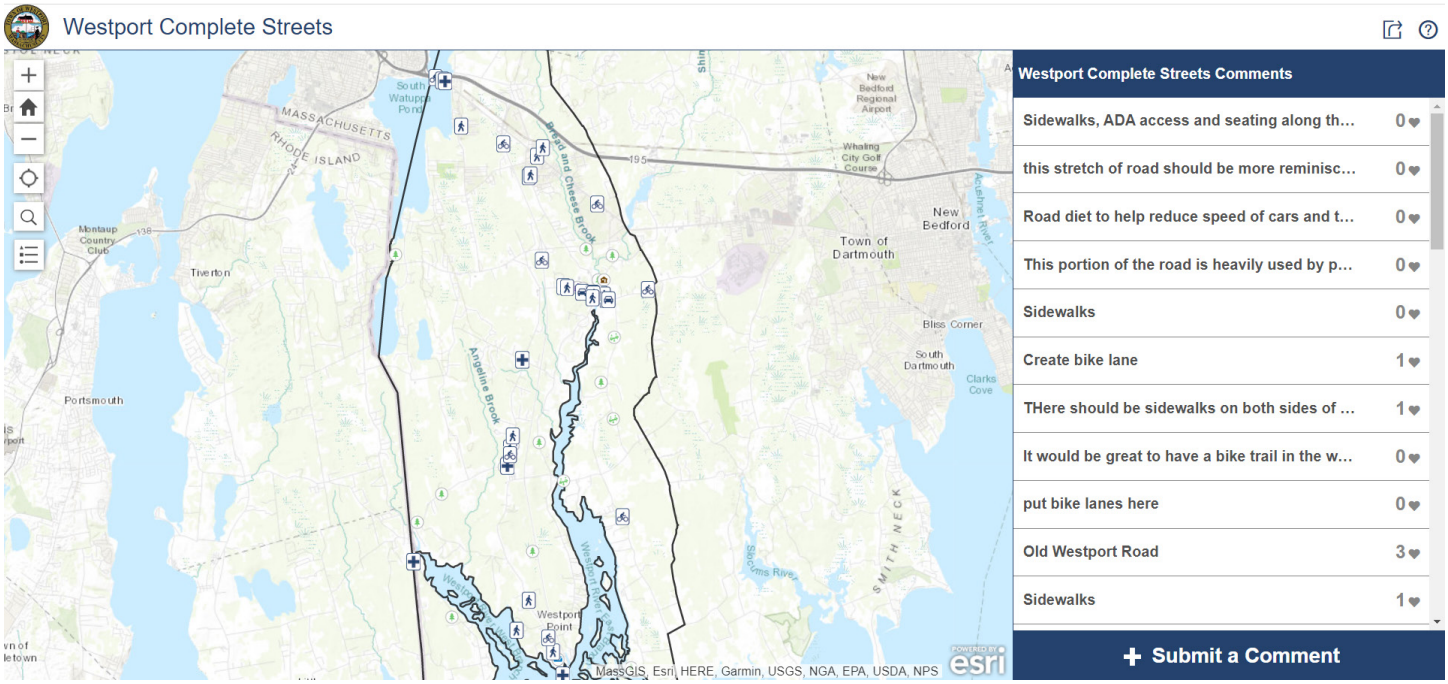

Figure 16: Westport Crowdsource Reporter Map for Public Comments

Phase 3: Project Development & Draft Prioritization Plan

Based on the results of the town plans and document review and the existing conditions evaluation, the project team developed a draft list of projects that: (1) filled the gaps in the network, (2) improved ADA compliance, (3) addressed aging and/or deteriorated infrastructure, and (4) improved safety.

Public Meeting #2: Draft Prioritization Plan

On April 28, 2022, SRPEDD presented the prioritization plan at a virtual Zoom meeting. The presentation included a recap of the existing conditions, basics of a prioritization plan, example projects under intersection improvements, sidewalk improvements, share use path, and crosswalk improvements, and what to expect in the next steps of the project. After the presentation the project team answered questions from people who attended the meeting. SRPEDD also allowed the public to rank the projects that will be put on the prioritization plan. Using SurveyMonkey, the public was able to order the projects based on which ones they thought were the priorities.

Phase 4: Project Evaluation & Final Prioritization Plan

Project Evaluation

Following the Draft Prioritization Plan meeting, the project team refined the project list and scored each project using an evaluation criteria. The basic themes included: (1) Livability/Sustainability, (2) Connectivity, (3) Safety, (4) Trip Generators, (5) Traffic Volume, (6) Project Readiness, (7) Aligns with Town Plans, (8)

Environmental Justice Areas, (9) Civic Engagement. Each project received a numeric value (either between 0-3) for each theme representing how the improvement addressed each issue. Final project scores and the Evaluation Criteria table are located in the Appendix of this report.

Final Prioritization Plan

Following the project evaluation process, the project team finalized the project cost estimates using the new MassDOT State Aid Reimbursable Programs Estimating Tool (SARPET). Additionally, starting dates and an estimated construction schedule was provided for each project. Ultimately, the Final Prioritization Plan was developed considering the results of the evaluation criteria, the objectives of the needs assessment, and recorded public and town support. All project cost estimation worksheets are included in the Appendix of this report.

Recommendations

The following are other recommendations to provide more complete streets elements in the town of Westport. These are meant to be completed over time and are separate from the MassDOT Complete Streets Funding Program.

Town Projects

The town is currently pursuing Transportation Improvement Program (TIP) funding for the intersection at American Legion Highway (Route 177) and Roberts Road/Tickle Road (Project #610927). This project will include constructing a single land roundabout with a 110-foot inscribed circle. Sidewalks and bike lanes are not present currently but will be evaluated as part of the proposed work. Other projects being considered are corridor improvements along the entire stretch of Route 6.

State Jurisdiction Roadways

The approximate 4.9 mile section of U.S. Route 6, 11.1 mile section of Route 88, and the 4.8 mile section of Route 177 that run through town are under MassDOT jurisdiction and, therefore, outside the control of the town. Nevertheless, the town has a vested interest in these roadways and how they contribute to the connectivity of their network. For example, U.S. Route 6 essentially runs west to east in the northern part of town from the Fall River City line to the Dartmouth town line through the big commercial area. U.S. Route 6 also provides access to public transportation for the area. Creating a safer environment for multi-modal users is a recommendation for this roadway. Additionally, Route 177 runs the west to east in the middle part of town from the RI State Line to the Dartmouth town line but has very limited bicycle facilities. Therefore, it is recommended that Westport continue to advocate for the multi-modal improvements along both of these roadways and their intersections to ensure safety for all users.

Bicycle Facilities

Westport should explore every opportunity to install bicycle lanes or wider shoulders where high levels of bicyclists are present. The term "bicycle lane" refers to a portion of a roadway that has been designated for the preferential or exclusive use of bicyclists by striping, signing, and pavement markings. Bike lanes typically range from four feet to six feet in width. In the absence of a formal bike lane, Westport should make every effort to use shared-use pavement markings or "sharrows" with appropriate signage and to widen shoulders whenever possible. In 2016, SRPEDD completed a Regional Bicycle Plan that identified the

existing bicycle infrastructure for its 27-member communities that make up Southeastern Massachusetts, and included a proposed plan for improving and expanding that infrastructure to create a safe, efficient, and connected bicycle network.

Sidewalks

Sidewalk availability, condition, and surface width are important factors of the transportation network in every municipality. Increased opportunities to choose a more active lifestyle have shown to result in improved health, economic viability, neighborhood sustainability, and air quality. Westport has a limited sidewalk network in the town.

Sidewalks should be vertically and horizontally separated from the roadway and should be a minimum of five feet in width. It is preferable to have a minimum two-foot vegetated buffer strip between the curb and the sidewalk to increase distance between vehicles and pedestrians; however, including these elements is a challenge when the municipality does not own the right-of-way. When possible, Westport should work on creating that added separation in all future construction projects. Lastly, once constructed or replaced, it is very important that sidewalks are regularly inspected, kept clear of debris and vegetation, and maintained to ensure ADA compliance. Westport is encouraged to the maximum extent feasible under current funding constraints to regularly maintain the existing network to ensure its longevity.

Prioritization Plan & Implementation

The following are the top 15 projects listed in the Prioritization Plan (the entire Prioritization Plan can be found in Appendix A):

Project List

1. **Sanford Road Shared Use Path**

   Narrow existing travel lanes and construct a 10-foot wide shared use path separated from traffic with 5-foot wide or greater buffer along one side of the road. Construct a 6-foot sidewalk on the opposite side.

2. **State Road (Route 6) Bicycle and Pedestrian Improvements**

   Reconfigure the existing roadway layout to add separated and safe facilities for bicyclists and pedestrians

3. **American Legion Highway (Route 177) Bicycle and Pedestrian Improvements**

   Reconfigure the existing roadway layout to add facilities for bicyclists and pedestrians.

4. **Westport Bike Path**

   Construct a 12-foot wide shared use path along an abandoned right of way from the Fall River City Line to Route 6.

5. **Main Road Bicycle and Pedestrian Improvements (Section 1)**

   Install a new 5 foot wide asphalt sidewalk with granite curbing on the left side (east side) of the road. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all pedestrian crossing locations (where necessary). Install sharrows and "Share the Road" wayfinding signage along both

sides of the road.

6. **Main Road Bicycle and Pedestrian Improvements (Section 2)**

   Install a new 5 foot wide asphalt sidewalk with granite curbing on the left side (east side) of the road. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all pedestrian crossing locations (where necessary). Install sharrows and "Share the Road" wayfinding signage along both sides of the road.

7. **Old Bedford Road Bicycle and Pedestrian Improvements (Section 1)**

   Narrow existing travel lanes and construct a 8-10 foot wide shared use path separated from traffic along one side of the road.

8. **Old County Road Pedestrian Improvements**

   Install a new 5 foot wide asphalt sidewalk with granite curbing on the left side (north side) of the road (Route 88 to approximately 400 Old County Road). Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all intersecting streets to enhance connection to the Westport Middle and High Schools as well as the Public Library.

9. **Old Bedford Road Bicycle and Pedestrian Improvements (Section 2)**

   Narrow existing travel lanes and construct a 8-10 foot wide shared use path separated from traffic along one side of the road.

10. **Hix Bridge Road Bicycle and Pedestrian Improvements**

    Install a new 5 foot wide asphalt sidewalk with granite curbing on the right side (south side) of the road. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all intersecting streets. Install sharrows and "Share the Road" wayfinding signage along both sides of the road.

11. **Old County Road Bicycle Improvements**

    Resurface and restripe roadway to provide 5 foot wide bicycle lanes with MUTCD approved bicycle lane pavement markings and bicycle lane signage (R3-17) on both sides of the road from Route 88 to the Dartmouth Town Line.

12. **Gifford Road Pedestrian Improvements Section 1**

    Install a new 5 foot wide asphalt sidewalk with granite curbing on the left side (west side) of the road. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all intersecting streets (where necessary) to enhance connection to the Macomber School and Route 6.

13. **Gifford Road Pedestrian Improvements Section 2**

    Install a new 5 foot wide asphalt sidewalk with granite curbing on the left side (west side) of the road. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all intersecting streets to enhance connection to the Macomber School and Route 6.

14. **Main Road and Adamsville Rd Intersection Improvements**

    Narrow approaches to intersection and add bicyclist and pedestrian accommodations as needed. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks.

15. Village Way Crosswalk and Rectangular Rapid Flashing Beacon (RRFB)

Install Rectangular Rapid Flashing Beacon (RRFB) at the Village Way crosswalk Main Road.

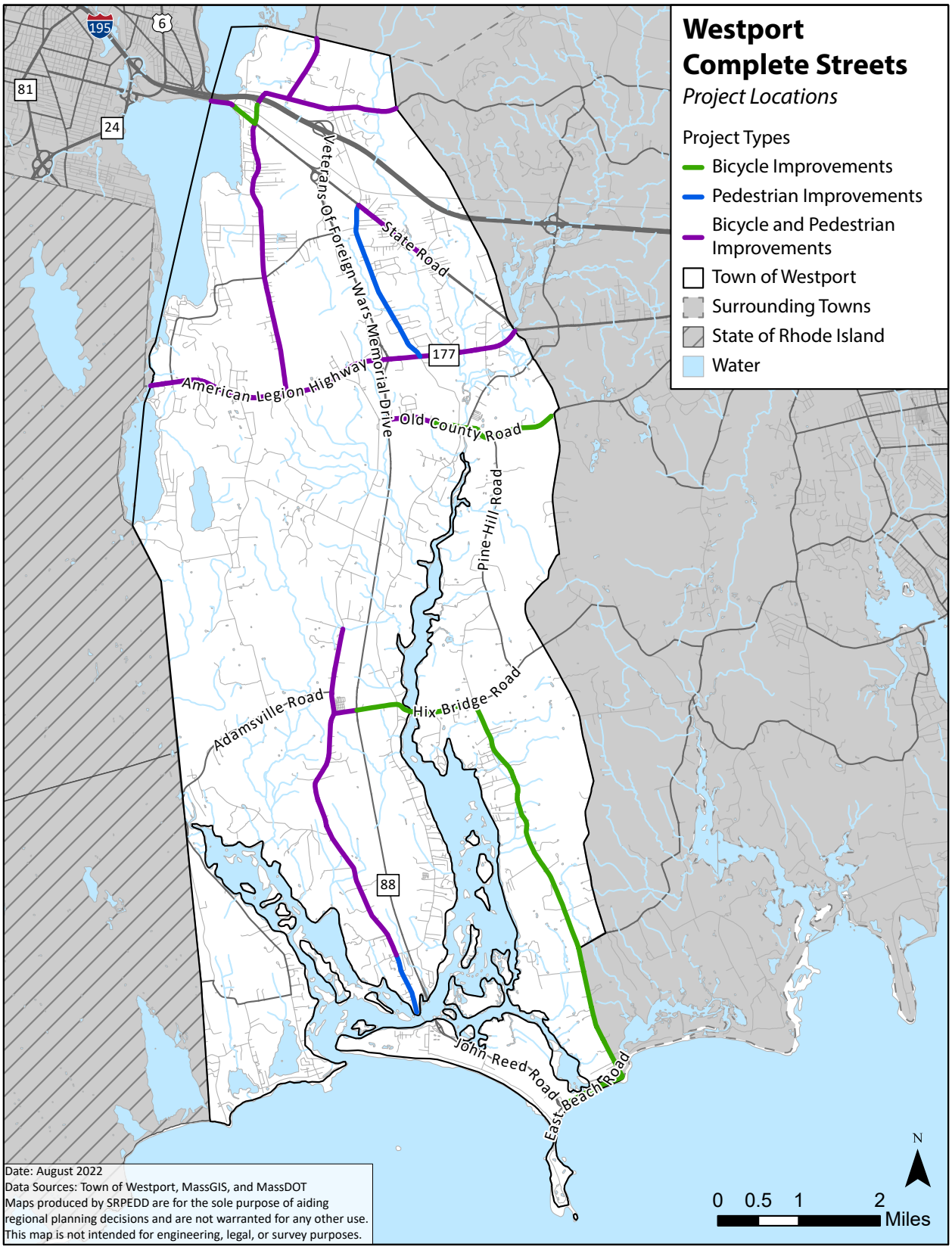

Figure 17: Westport Complete Streets Projects Map

Appendix A

Westport Complete Streets Prioritization Plan

Complete Streets Funding Program
Project Prioritization Plan

Municipality	Westport
MassDOT District	5
Name	Amy Messier
Title	Assistant Town Planner
Date	8/25/2022

Public Engagement
Public Engagement Description
The Town of Westport and SRPEDD hosted an existing conditions public workshop via Zoom to gather feedback from the town on projects they wanted to see added to this list. We also hosted a second workshop to discuss the final projects that were added to the Prioritization Plan.

Project Basics				Location		Modes Served			
Project Priority Ranking	Project Name	Project Description	Project Source	Project Location	Google Map Link	Pedestrian	Bicycle	Transit	Vehicle/Freight
1	Sanford Road Shared Use Path	Narrow existing travel lanes and construct a 10-foot wide shared use path separated from traffic with 5-foot wide or greater buffer along one side of the road. Construct a 6-foot sidewalk on the opposite side.	CS Needs Assessment	American Legion Highway (Route 177) to State Road (Route 6)	https://goo.gl/maps/uu66HJVoHvSJ6s2D6	Yes	Yes	No	No
2	State Road (Route 6) Bicycle and Pedestrian Improvements	Reconfigure the existing roadway layout to add separated and safe facilities for bicyclists and pedestrians.	Other	Gifford Street to S Berryman Street	https://goo.gl/maps/VfYKbt3PAAg6ZyLS9	Yes	Yes	No	Yes
3	American Legion Highway (Route 177) Bicycle and Pedestrian Improvements	Reconfigure the existing roadway layout to add facilities for bicyclists and pedestrians.	CS Needs Assessment	Fall River Town Line to State Road (Route 6)	https://goo.gl/maps/tKyxYbm1oT9wsPDQ8	Yes	Yes	No	No
4	Westport Bike Path	Construct a 12-foot wide shared use path along an abandoned right of way from the Fall River City Line to Route 6.	Safety/Pedestrian/Bicycle Audit	From Fall River City Line to Route 6	https://goo.gl/maps/zZJRb7zv4DiFKVke9	Yes	Yes	No	No
5	Main Road Bicycle and Pedestrian Improvements (Section 1)	Install a new 5 foot wide asphalt sidewalk with granite curbing on the right side (east side) of the road. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all pedestrian crossing locations (where necessary). Install sharrows and "Share the Road" wayfinding signage along both sides of the road.	Master Plan	Hix Bridge Road to Brookwood Drive	https://goo.gl/maps/jpBWjkKvTc4jXc5R9	Yes	Yes	No	No
6	Main Road Bicycle and Pedestrian Improvements (Section 2)	Install a new 5 foot wide asphalt sidewalk with granite curbing on the right side (east side) of the road. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all pedestrian crossing locations (where necessary). Install sharrows and "Share the Road" wayfinding signage along both sides of the road.	CS Needs Assessment	Drift Road to Hix Bridge Road	https://goo.gl/maps/3BF8fF9bey5CCokX6	Yes	Yes	No	No
7	Old Bedford Road Bicycle and Pedestrian Improvements (Section 1)	Narrow existing travel lanes and construct a 8-10 foot wide shared use path separated from traffic along the left (north) side of the road. Add a 2' landscaped buffer between the roadway and the shared use path.	Safety/Pedestrian/Bicycle Audit	Sanford to Blossom	https://goo.gl/maps/myWSM1uj6rCxyHoE7	Yes	Yes	No	No
8	Old County Road Pedestrian Improvements	Install a new 5 foot wide asphalt sidewalk with granite curbing on the left side (north side) of the road (Route 88 to approximately 400 Old County Road). Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all intersecting streets to enhance connection to the Westport Middle and High Schools as well as the Public Library.	CS Needs Assessment	Route 88 to Approximately 400 Old County Road	https://goo.gl/maps/EeQtqpcWBr3qPKLS7	Yes	No	No	No
9	Old Bedford Road Bicycle and Pedestrian Improvements (Section 2)	Narrow existing travel lanes and construct a 8-10 foot wide shared use path separated from traffic along the left (north) side of the road. Add a 2' landscaped buffer between the roadway and the shared use path.	Safety/Pedestrian/Bicycle Audit	Blossom to Town Line	https://goo.gl/maps/kBDoUHhJtqXi64Rf9	Yes	Yes	No	No
10	Hix Bridge Road Bicycle and Pedestrian Improvements	Install a new 5 foot wide asphalt sidewalk with granite curbing on the right side (south side) of the road. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all intersecting streets. Install sharrows and "Share the Road" wayfinding signage along both sides of the road.	CS Needs Assessment	Main Road to Route 88	https://goo.gl/maps/5wagLFjJsw283TnR8	Yes	No	No	No
11	Old County Road Bicycle Improvements	Resurface and restripe roadway to provide 5 foot wide bicycle lanes with MUTCD approved bicycle lane pavement markings and bicycle lane signage (R3-17) on both sides of the road from Route 88 to the Dartmouth Town Line.	CS Needs Assessment	From Route 88 to Dartmouth Town Line	https://goo.gl/maps/jRRRQjZ8kP1F5PGz6	No	Yes	No	No
12	Gifford Road Pedestrian Improvements Section 1	Install a new 5 foot wide asphalt sidewalk with granite curbing on the left side (west side) of the road. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all intersecting streets (where necessary) to enhance connection to the Macomber School and Route 6.	CS Needs Assessment	Kyle Jacob Road to State Road (Route 6)	https://goo.gl/maps/gQu2J5NURtogRzzo6	Yes	No	No	No

Project Types																											
	Intersection Redesign				Street Reconfigurations & Traffic Calming			Pedestrian Crossing Modifications							Pedestrian & Bike Network Connections					Transit Investments		Environment & Streetscape Investments					
Project Priority Ranking	Roundabouts/Mini Intersection	Reconstruction Tighten Curb	Radii/Curb Intersection	Signalization	Road Diet/Lane Elimination	Lane Narrowing	Other Traffic Calming Elements	ADA-compliant Curb Ramps	Pedestrian Hybrid Beacon/HAWK	Ped-Activated Warning	Pedestrian Signal Upgrades	Crossing Islands	Raised Intersection or	Crosswalk Improvements	Sidewalk	Shared-Use Path/Separated	On-road Bike Lane	Bicycle Boulevards	At-grade Rail Crossing	Transit Station/Stop Access	Transit Service Improvements	Street Lighting	Wayfinding for Pedestrians/Bicycli	Bicycle Parking	Bicycle-Friendly Drain Grates	Stormwater Management	Street Trees/Landscaping
1	No	No	No	No	No	Yes	No	Yes	No	No	No	No	No	Yes	Yes	Yes	No	No	No	No	No	No	Yes	No	No	No	No
2	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	No	Yes	No	No	No	Yes	No	No	Yes	No	No	No	No
3	No	No	No	No	No	Yes	No	Yes	No	No	No	No	No	Yes	Yes	No	Yes	No	No	No	No	No	Yes	No	No	No	No
4	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	Yes	No	No	No	No
5	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	No	Yes	No	No	No	No	No	No	No	No	No	No
6	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	No	Yes	No	No	No	No	No	No	No	No	No	No
7	No	No	No	No	No	Yes	No	Yes	No	No	No	No	No	Yes	No	Yes	No	No	No	No	No	No	Yes	No	No	No	No
8	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No
9	No	No	No	No	No	Yes	No	Yes	No	No	No	No	No	Yes	No	Yes	No	No	No	No	No	No	Yes	No	No	No	No
10	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	No	Yes	No	No	No	No	No	Yes	No	No	No	No
11	No	No	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	No	No	No	No
12	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No

Assessment									Funding Request			Construction Schedule
	Network Gap	High Crash Location			Environmental Justice	Safe Routes to School	Safe Routes for Seniors	Accessibility	State-owned ROW				
Project Priority Ranking	Is a Network Gap being filled?	Pedestrian	Bicycle	Vehicle	Is an Environmental Justice Population Served? (See MassGIS Map)	Does this project improve safety or accessibility within one mile of a school?	Does this project improve safety or accessibility within 1/4 mile of a Senior destination?	Does this project improve conditions for people with disabilities?	Does this project include any state-owned right-of-way?	Estimated Project Cost Range	Funding Requested from MassDOT	Other Funding Source(s) & Amount (if applicable)	Anticipated Construction Duration
1	Yes	No	No	Yes	Yes	No	No	Yes	No	>$400,000	$400,000	TIP	12
2	Yes	No	No	Yes	Yes	No	No	Yes	Yes	>$400,000	$ -	TIP	36
3	Yes	No	No	No	Yes	No	No	Yes	Yes	>$400,000	$ -	TIP	36
4	Yes	No	No	No	No	No	No	Yes	No	$100,000 - $250,000	$208,120	-	12
5	Yes	No	No	No	No	No	No	Yes	No	>$400,000	$400,000	TIP, Chapter 90	6
6	Yes	No	No	No	No	No	No	Yes	No	>$400,000	$400,000	Chapter 90	8
7	Yes	No	No	No	Yes	No	No	Yes	No	$250,000 - $400,000	$327,090	-	9
8	Yes	No	No	No	Yes	Yes	Yes	Yes	No	>$400,000	$400,000	Chapter 90	5
9	Yes	No	No	No	Yes	No	No	Yes	No	>$400,000	$400,000	Chapter 90	9
10	Yes	No	No	No	No	No	No	Yes	No	$250,000 - $400,000	$364,330	-	4
11	Yes	No	No	No	No	No	No	No	No	>$400,000	$400,000	TIP, Chapter 90	5
12	Yes	No	No	No	No	Yes	No	Yes	No	>$400,000	$400,000	Chapter 90	12

Complete Streets Funding Program

Project Prioritization Plan

Municipality	Westport
MassDOT District	5
Name	Amy Messier
Title	Assistant Town Planner
Date	8/25/2022

Public Engagement
Public Engagement Description
The Town of Westport and SRPEDD hosted an existing conditions public workshop via Zoom to gather feedback from the town on projects they wanted to see added to this list. We also hosted a second workshop to discuss the final projects that were added to the Prioritization Plan.

Project Basics				Location		Modes Served			
Project Priority Ranking	Project Name	Project Description	Project Source	Project Location	Google Map Link	Pedestrian	Bicycle	Transit	Vehicle/Freight
13	Gifford Road Pedestrian Improvements Section 2	Install a new 5 foot wide asphalt sidewalk with granite curbing on the left side (west side) of the road. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all intersecting streets to enhance connection to the Macomber School and Route 6.	CS Needs Assessment	American Legion Highway (Route 177) to Kyle Jacob Road	https://goo.gl/maps/XvELJLkCmyvJLGMx8	Yes	No	No	No
14	Main Road and Adamsville Rd Intersection Improvements	Narrow approaches to intersection and add bicyclist and pedestrian accommodations as needed. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks.	CS Needs Assessment	Main Road and Adamsville Road	https://goo.gl/maps/13qJjY5B83Dvd7Wr8	Yes	Yes	No	Yes
15	Village Way Crosswalk and Rectangular Rapid Flashing Beacon (RRFB)	Install Rectangular Rapid Flashing Beacon (RRFB) at the Village Way crosswalk Main Road.	CS Needs Assessment	Village Way at Main Street	https://goo.gl/maps/MxHj8eppLvVeChFJ8	Yes	Yes	No	No
16	Bike Loop Sharrows/ Wayfinding	Install sharrows and "Share the Road" wayfinding signage along both sides of the road along Hixbridge Road, Horseneck Road, and East Beach Road to create a bike loop around the south end of Westport.	CS Needs Assessment	Hix Bridge Road, Horseneck Road, East Beach Road	https://goo.gl/maps/1XzJSKjESAvPZk9q9	No	Yes	No	No
17	Bicycle Parking	Addition of bicycle parking at several locations including Town Hall, Town Hall Annex, Westport Public Schools, and Town Beaches.	Master Plan	Town Facilities and Town Beaches	Town Hall, Town Hall Annex, Town Beach	No	Yes	No	No
18	Blossom Road Bicycle and Pedestrian Improvements	Resurface the existing sidewalk on the left side of the road to provide a 5 foot wide walk surface. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all pedestrian crossing locations (where necessary). Install sharrows and "Share the Road" wayfinding signage along both sides of the road.	CS Needs Assessment	Old Bedford Road to Fall River City Line	https://goo.gl/maps/aqczWKoAiQzo7gqJ8	Yes	Yes	No	No
19	Main Road Pedestrian Improvements (Section 3)	Resurface the existing sidewalk on both sides of the road to provide a 5 foot wide walk surface. Add ADA/AAB compliant curb ramps with tactile warning panels and high visibility crosswalks at all pedestrian crossing locations (where necessary).	CS Needs Assessment	2056 Main Road to Drift Road	https://goo.gl/maps/rNUJtdusR93gJo7i7	Yes	No	No	No

Project Types	Intersection Redesign				Street Reconfigurations & Traffic Calming			Pedestrian Crossing Modifications							Pedestrian & Bike Network Connections					Transit Investments		Environment & Streetscape Investments					
Project Priority Ranking	Roundabouts/Mini Intersection	Intersection Reconstruction	Tighten Curb Radii/Curb	Intersection Signalization	Road Diet/Lane Elimination	Lane Narrowing	Other Traffic Calming Elements	ADA-compliant Curb Ramps	Pedestrian Hybrid Beacon/HAWK	Ped-Activated Warning	Pedestrian Signal Upgrades	Crossing Islands	Raised Intersection or Crosswalk	Crosswalk Improvements	Sidewalk	Shared-Use Path/Separated	On-road Bike Lane	Bicycle Boulevards	At-grade Rail Crossing	Transit Station/Stop Access	Transit Service Improvements	Street Lighting	Wayfinding for Pedestrians/Bicyclists	Bicycle Parking	Bicycle-Friendly Drain Grates	Stormwater Management	Street Trees/Landscaping
13	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No
14	No	Yes	Yes	No	No	Yes	No	Yes	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No
15	No	No	No	No	No	No	No	Yes	No	Yes	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No
16	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	No	No	No	No
17	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No	No
18	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	No	Yes	No	No	No	No	No	Yes	No	No	No	No
19	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No

Assessment	Network Gap	High Crash Location			Environmental Justice	Safe Routes to School	Safe Routes for Seniors	Accessibility	State-owned ROW	Funding Request			Construction Schedule
Project Priority Ranking	Is a Network Gap being filled?	Pedestrian	Bicycle	Vehicle	Is an Environmental Justice Population Served? (See MassGIS Map)	Does this project improve safety or accessibility within one mile of a school?	Does this project improve safety or accessibility within 1/4 mile of a Senior destination?	Does this project improve conditions for people with disabilities?	Does this project include any state-owned right-of-way?	Estimated Project Cost Range	Funding Requested from MassDOT	Other Funding Source(s) & Amount (if applicable)	Anticipated Construction Duration
13	Yes	No	No	No	No	Yes	No	Yes	No	>$400,000	$400,000	Chapter 90	12
14	No	No	No	No	No	No	No	Yes	No	>$400,000	$400,000	TIP	4
15	Yes	No	No	No	No	No	No	Yes	No	$50,000 - $100,000	$66,360	-	2
16	Yes	No	No	No	No	No	No	No	No	$100,000 - $250,000	$134,900	-	2
17	No	No	No	No	No	No	No	No	No	<$50,000	$23,180	-	2
18	Yes	No	No	No	No	No	No	Yes	No	$250,000 - $400,000	$263,850	-	3
19	Yes	No	No	No	No	No	No	Yes	No	>$400,000	$400,000	TIP, Chapter 90	5

Appendix B

Westport Complete Streets Evaluation Criteria

Theme	Points	Measurement
Livability/Sustainability	0	Project is located in a non-residential area
	1	Project is located in a low-density residential area with little nearby commercial or recreational uses
	2	Project is located in a medium-density residential area with some nearby commercial or recreational uses
	3	Project is located in a high-density residential area with a lot of nearby commercial or recreational uses
Connectivity	0	Project does not improve connectivity
	1	Project improves connectivity for 1-2 users
	2	Project improves connectivity for 3 users
	3	Project improves connectivity for all users
Safety	0	Project does not improve safety
	1	Project improves safety for 1-2 users
	2	Project improves safety for 3 users
	3	Project improves safety for all users
Trip Generators	0	Project does not provide connections to nearby trip generators
	1	Project provides connections to 1-2 trip generators
	2	Project provides connections to 3-4 trip generators
	3	Project provides connections to more than 4 trip generators
Traffic Volume	0	Project is located on a road very low traffic volumes
	1	Project is located on a road with low traffic volumes
	2	Project is located on a road with moderate traffic volumes
	3	Project is located on a road with high traffic volumes
Project Readiness	0	Project has not been designed yet
	1	Project is at 25% design
	2	Project is at 75% design
	3	Project does not require design or is at 100% design
Align with Town Plans	0	Project is not identified in town improvement plans/planning documents
	1	Project is a low priority in town improvement plans/planning documents
	2	Project is a medium priority in town improvement plans/planning documents
	3	Project is a high priority in town improvement plans/planning documents
Environmental Justice	0	Project does not provide connections to environmental justice communities/neighborhoods
	1	Project provides connection to and benefits an environmental justice population
	2	Project directly benefits an environmental justice population
	3	Project directly benefits more than one environmental justice population
Civic Engagement	0	Project received 0 comments from the public
	1	Project received 1 comments from the public
	2	Project received 2 comments from the public
	3	Project received 3+ comments from the public

Appendix C

Westport Complete Streets Project Scoring Results

Theme	Points	Measurement
Livability/Sustainability	0	Project is located in a non-residential area
	1	Project is located in a low-density residential area with little nearby commercial or recreational uses
	2	Project is located in a medium-density residential area with some nearby commercial or recreational uses
	3	Project is located in a high-density residential area with a lot of nearby commercial or recreational uses
Connectivity	0	Project does not improve connectivity
	1	Project improves connectivity for 1-2 users
	2	Project improves connectivity for 3 users
	3	Project improves connectivity for all users
Safety	0	Project does not improve safety
	1	Project improves safety for 1-2 users
	2	Project improves safety for 3 users
	3	Project improves safety for all users
Trip Generators	0	Project does not provide connections to nearby trip generators
	1	Project provides connections to 1-2 trip generators
	2	Project provides connections to 3-4 trip generators
	3	Project provides connections to more than 4 trip generators
Traffic Volume	0	Project is located on a road very low traffic volumes
	1	Project is located on a road with low traffic volumes
	2	Project is located on a road with moderate traffic volumes
	3	Project is located on a road with high traffic volumes
Align with Town Plans	0	Project is not identified in town improvement plans/planning documents
	1	Project is a low priority in town improvement plans/planning documents
	2	Project is a medium priority in town improvement plans/planning documents
	3	Project is a high priority in town improvement plans/planning documents
Environmental Justice	0	Project does not provide connections to environmental justice communities/neighborhoods
	1	Project provides connection to and benefits an environmental justice population
	2	Project directly benefits an environmental justice population
	3	Project directly benefits more than one environmental justice population
Civic Engagement	0	Project received 0 comments from the public
	1	Project received 1 comments from the public
	2	Project received 2 comments from the public
	3	Project received 3+ comments from the public
		Total Score

Theme	American Legion Highway (Route 177) Bicycle and Pedestrian Improvements	Bicycle Parking	Bike Loop Sharrows and Wayfinding	Blossom Road Bicycle and Pedestrian Improvements	Gifford Road Pedestrian Improvements (Section 1)	Gifford Road Pedestrian Improvements (Section 2)	Hixbridge Road Bicycle and Pedestrian Improvements
Livability/Sustainability	2	3	1	1	2	2	1
Connectivity	3	1	1	1	1	1	3
Safety	3	0	1	3	1	1	3
Trip Generators	3	0	1	1	2	2	2
Traffic Volume	3	0	1	0	1	1	2
Align with Town Plans	3	2	2	0	2	2	0
Environmental Justice	0	0	0	0	0	0	0
Civic Engagement	3	3	3	3	3	3	2
	20	**9**	**10**	**9**	**12**	**12**	**13**

Theme	Main Road and Adamsville Road Intersection Improvements	Main Road Bicycle and Pedestrian Improvements (Section 1)	Main Road Bicycle and Pedestrian Improvements (Section 2)	Main Road Pedestrian Improvements (Section 3)	Old Bedford Road Bicycle and Pedestrian Improvements (Section 1)	Old Bedford Road Bicycle and Pedestrian Improvements (Section 2)	Old County Road Bicycle Improvements
Livability/Sustainability	2	2	2	1	2	2	2
Connectivity	2	3	3	1	3	1	1
Safety	3	3	3	1	3	1	1
Trip Generators	0	3	2	1	1	3	3
Traffic Volume	2	2	1	0	1	2	2
Align with Town Plans	0	2	2	0	2	2	2
Environmental Justice	0	0	0	0	2	2	1
Civic Engagement	3	3	3	0	2	1	1
	12	**18**	**16**	**4**	**16**	**14**	**13**

Theme	Old County Road Pedestrian Improvements	Sanford Road Shared Use Path	State Road (Route 6) Bicycle and Pedestrian Improvements	Village Way Crosswalk and Rectangular Rapid Flashing Beacon (RRFB)	Westport Bike Path
Livability/Sustainability	2	3	3	2	0
Connectivity	3	3	3	1	3
Safety	3	3	3	3	3
Trip Generators	3	3	3	3	3
Traffic Volume	2	2	3	2	3
Align with Town Plans	0	2	2	0	2
Environmental Justice	1	3	3	0	3
Civic Engagement	2	3	2	1	3
	16	**22**	**22**	**12**	**20**

Appendix D

Westport Complete Streets Cost Estimates

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Sanford Road Shared Use Path
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 18,080 ft # Segments: 1	Civil/Drainage/Edging Costs	$4,152,120.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$27,540.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$4,179,660.00**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$292,576.20
		20% CONTINGENCY	$835,932.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$5,308,168.20** **
Cost Escalation	Construction Year: 2023		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$5,547,040.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$903,600.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$6,450,640.00**

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

This table can be pasted directly into MassDOT's Preliminary Estimate Form. In order to ensure no formulas or formatting are lost, be sure to paste as "Values."

Pricing based on MassDOT bid prices exported on 03/01/2022

Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
120.1*	UNCLASSIFIED EXCAVATION	CY	15560	$ 46.50	$ 723,540.00	
151*	GRAVEL BORROW	CY	10180	$ 49.51	$ 504,010.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	33050	$ 7.84	$ 259,110.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	49564	$ 0.44	$ 21,810.00	
453*	HMA JOINT ADHESIVE	FT	416378	$ 1.05	$ 437,200.00	
472*	TEMPORARY ASPHALT PATCHING	TON	14	$ 235.70	$ 3,300.00	
509*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT	FT	585	$ 58.10	$ 33,990.00	
509.1*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED	FT	195	$ 63.60	$ 12,400.00	
701*	CEMENT CONCRETE SIDEWALK	SY	12054	$ 69.31	$ 835,460.00	
701.2*	CEMENT CONCRETE PEDESTRIAN CURB RAMP	SY	900	$ 102.23	$ 92,010.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	4080	$ 234.36	$ 956,190.00	
751*	LOAM FOR ROADSIDES	CY	3349	$ 59.50	$ 199,270.00	
765*	SEEDING	SY	30134	$ 2.45	$ 73,830.00	
866.112*	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	6000	$ 4.59	$ 27,540.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Westport Bike Path
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 1,431 ft # Segments: 1	Civil/Drainage/Edging Costs	$156,820.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$0.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$156,820.00**
CONSTRUCTION COST			
Temporary Traffic Control	7%	TTCP COST	$10,977.40
	20%	CONTINGENCY	$31,364.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$199,161.40** **
Cost Escalation	Construction Year: 2023		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$208,120.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$2,400.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$210,520.00**

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Pricing based on MassDOT bid prices exported on 03/01/2022

Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
120.1*	UNCLASSIFIED EXCAVATION	CY	640	$ 46.50	$ 29,760.00	
151*	GRAVEL BORROW	CY	530	$ 49.51	$ 26,240.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	1910	$ 7.84	$ 14,970.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	2862	$ 0.44	$ 1,260.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	330	$ 234.36	$ 77,340.00	
751*	LOAM FOR ROADSIDES	CY	89	$ 59.50	$ 5,300.00	
765*	SEEDING	SY	795	$ 2.45	$ 1,950.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Main Road Section 1
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 5,573 ft # Segments: 1	Civil/Drainage/Edging Costs	$978,650.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$16,290.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$994,940.00**
CONSTRUCTION COST			
Temporary Traffic Control	7%	TTCP COST	$69,645.80
	20%	CONTINGENCY	$198,988.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$1,263,573.80** **
Cost Escalation	Construction Year: 2023		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$1,320,430.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$340,100.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$1,660,530.00**

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DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Pricing based on MassDOT bid prices exported on 03/01/2022

Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
120.1*	UNCLASSIFIED EXCAVATION	CY	1720	$ 46.50	$ 79,980.00	
151*	GRAVEL BORROW	CY	1310	$ 49.51	$ 64,860.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	4060	$ 7.84	$ 31,830.00	
431*	HIGH EARLY STRENGTH CEMENT CONCRETE BASE COURSE	SY	929	$ 66.81	$ 62,070.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	6083	$ 0.44	$ 2,680.00	
450.23*	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)	TON	105	$ 139.54	$ 14,650.00	
450.32*	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)	TON	118	$ 126.55	$ 14,930.00	
453*	HMA JOINT ADHESIVE	FT	162305	$ 1.05	$ 170,420.00	
472*	TEMPORARY ASPHALT PATCHING	TON	18	$ 235.70	$ 4,240.00	
506*	GRANITE CURB TYPE VB - STRAIGHT	FT	4180	$ 46.39	$ 193,910.00	
506.1*	GRANITE CURB TYPE VB - CURVED	FT	1394	$ 56.24	$ 78,400.00	
509*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT	FT	20	$ 58.10	$ 1,160.00	
509.1*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED	FT	7	$ 63.60	$ 450.00	
570*	HOT MIX ASPHALT CURB - OPTION	FT	5580	$ 13.54	$ 75,550.00	
701.2*	CEMENT CONCRETE PEDESTRIAN CURB RAMP	SY	30	$ 102.23	$ 3,070.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	650	$ 234.36	$ 152,330.00	
751*	LOAM FOR ROADSIDES	CY	345	$ 59.50	$ 20,530.00	
765*	SEEDING	SY	3097	$ 2.45	$ 7,590.00	
864.04*	PAVEMENT ARROWS AND LEGENDS REFLECTORIZED WHITE (THERMOPLASTIC)	SF	1680	$ 9.15	$ 15,370.00	
866.112*	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	200	$ 4.59	$ 920.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Main Road Section 2
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 17,370 ft # Segments: 1	Civil/Drainage/Edging Costs	$2,380,920.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$50,710.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$2,431,630.00**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$170,214.10
		20% CONTINGENCY	$486,326.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$3,088,170.10** **
Cost Escalation	Construction Year: 2023		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$3,227,140.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$1,060,100.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$4,287,240.00**

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Pricing based on MassDOT bid prices exported on 03/01/2022

Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
120.1*	UNCLASSIFIED EXCAVATION	CY	5050	$ 46.50	$ 234,830.00	
151*	GRAVEL BORROW	CY	3840	$ 49.51	$ 190,120.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	12700	$ 7.84	$ 99,570.00	
431*	HIGH EARLY STRENGTH CEMENT CONCRETE BASE COURSE	SY	2895	$ 66.81	$ 193,410.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	19043	$ 0.44	$ 8,380.00	
450.23*	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)	TON	325	$ 139.54	$ 45,350.00	
450.32*	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)	TON	365	$ 126.55	$ 46,190.00	
470*	HOT MIX ASPHALT BERM	TON	671	$ 253.77	$ 170,280.00	
506*	GRANITE CURB TYPE VB - STRAIGHT	FT	13028	$ 46.39	$ 604,370.00	
506.1*	GRANITE CURB TYPE VB - CURVED	FT	4343	$ 56.24	$ 244,250.00	
509*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT	FT	98	$ 58.10	$ 5,690.00	
509.1*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED	FT	33	$ 63.60	$ 2,100.00	
701.2*	CEMENT CONCRETE PEDESTRIAN CURB RAMP	SY	150	$ 102.23	$ 15,330.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	1850	$ 234.36	$ 433,570.00	
751*	LOAM FOR ROADSIDES	CY	1073	$ 59.50	$ 63,840.00	
765*	SEEDING	SY	9650	$ 2.45	$ 23,640.00	
864.04*	PAVEMENT ARROWS AND LEGENDS REFLECTORIZED WHITE (THERMOPLASTIC)	SF	5040	$ 9.15	$ 46,120.00	
866.112*	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	1000	$ 4.59	$ 4,590.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Old Bedford Road Bicycle and Pedestrian Improvements (Section 1)
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 1,668 ft # Segments: 1	Civil/Drainage/Edging Costs	$244,620.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$1,840.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$246,460.00**
CONSTRUCTION COST			
Temporary Traffic Control	7%	TTCP COST	$17,252.20
	20%	CONTINGENCY	$49,292.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$313,004.20** **
Cost Escalation	Construction Year: 2023		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$327,090.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$91,000.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$418,090.00**

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Pricing based on MassDOT bid prices exported on 03/01/2022

Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
120.1*	UNCLASSIFIED EXCAVATION	CY	800	$ 46.50	$ 37,200.00	
151*	GRAVEL BORROW	CY	560	$ 49.51	$ 27,730.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	1920	$ 7.84	$ 15,050.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	2870	$ 0.44	$ 1,260.00	
453*	HMA JOINT ADHESIVE	FT	37224	$ 1.05	$ 39,090.00	
472*	TEMPORARY ASPHALT PATCHING	TON	14	$ 235.70	$ 3,300.00	
509*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT	FT	39	$ 58.10	$ 2,270.00	
509.1*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED	FT	13	$ 63.60	$ 830.00	
570*	HOT MIX ASPHALT CURB - OPTION	FT	1670	$ 13.54	$ 22,610.00	
701.2*	CEMENT CONCRETE PEDESTRIAN CURB RAMP	SY	60	$ 102.23	$ 6,130.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	330	$ 234.36	$ 77,340.00	
751*	LOAM FOR ROADSIDES	CY	145	$ 59.50	$ 8,630.00	
765*	SEEDING	SY	1298	$ 2.45	$ 3,180.00	
866.112*	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	400	$ 4.59	$ 1,840.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Old County Road Pedestrian Improvements
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 3,696 ft # Segments: 1	Civil/Drainage/Edging Costs	$625,730.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$17,220.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$642,950.00**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$45,006.50
		20% CONTINGENCY	$128,590.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$816,546.50** **
Cost Escalation	Construction Year: 2023		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$853,290.00**
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$28,900.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$882,190.00**

Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data

***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Pricing based on MassDOT bid prices exported on 03/01/2022

Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
120.1*	UNCLASSIFIED EXCAVATION	CY	1200	$ 46.50	$ 55,800.00	
151*	GRAVEL BORROW	CY	900	$ 49.51	$ 44,560.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	3020	$ 7.84	$ 23,680.00	
402*	DENSE GRADED CRUSHED STONE FOR SUB-BASE	CY	19	$ 78.64	$ 1,490.00	
431*	HIGH EARLY STRENGTH CEMENT CONCRETE BASE COURSE	SY	616	$ 66.81	$ 41,150.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	4521	$ 0.44	$ 1,990.00	
450.23*	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)	TON	88	$ 139.54	$ 12,280.00	
450.32*	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)	TON	99	$ 126.55	$ 12,530.00	
450.42*	SUPERPAVE BASE COURSE - 37.5 (SBC - 37.5)	TON	37	$ 124.79	$ 4,620.00	
452*	ASPHALT EMULSION FOR TACK COAT	GAL	12	$ 7.98	$ 100.00	
453*	HMA JOINT ADHESIVE	FT	11150	$ 1.05	$ 11,710.00	
472*	TEMPORARY ASPHALT PATCHING	TON	2	$ 235.70	$ 470.00	
509*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT	FT	117	$ 58.10	$ 6,800.00	
509.1*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED	FT	39	$ 63.60	$ 2,480.00	
520*	CONCRETE CURB TYPE VA	FT	3700	$ 54.67	$ 202,280.00	
701*	CEMENT CONCRETE SIDEWALK	SY	2054	$ 69.31	$ 142,360.00	
701.2*	CEMENT CONCRETE PEDESTRIAN CURB RAMP	SY	180	$ 102.23	$ 18,400.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	40	$ 234.36	$ 9,370.00	
751*	LOAM FOR ROADSIDES	CY	229	$ 59.50	$ 13,630.00	
765*	SEEDING	SY	2054	$ 2.45	$ 5,030.00	
866.112*	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	1200	$ 4.59	$ 5,510.00	
874.1*	STREET SIGN REMOVED AND RESET	EA	37	$ 200.00	$ 7,400.00	
874.2*	TRAFFIC SIGN REMOVED AND RESET	EA	37	$ 116.61	$ 4,310.00	
SP01	UTILITY POLE RELOCATION	EA	1	$ 15,000.00	$ 15,000.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Old Bedford Road Bicycle and Pedestrian Improvements (Section 2)
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 7,202 ft # Segments: 1	Civil/Drainage/Edging Costs	$1,008,440.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$1,840.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$1,010,280.00**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$70,719.60
		20% CONTINGENCY	$202,056.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$1,283,055.60** **
Cost Escalation	Construction Year: 2023 Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$1,340,790.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$393,000.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$1,733,790.00**

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
120.1*	UNCLASSIFIED EXCAVATION	CY	3380	$ 46.50	$ 157,170.00	
151*	GRAVEL BORROW	CY	2370	$ 49.51	$ 117,340.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	8070	$ 7.84	$ 63,270.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	12094	$ 0.44	$ 5,320.00	
453*	HMA JOINT ADHESIVE	FT	158972	$ 1.05	$ 166,920.00	
472*	TEMPORARY ASPHALT PATCHING	TON	14	$ 235.70	$ 3,300.00	
509*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT	FT	39	$ 58.10	$ 2,270.00	
509.1*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED	FT	13	$ 63.60	$ 830.00	
570*	HOT MIX ASPHALT CURB - OPTION	FT	7210	$ 13.54	$ 97,620.00	
701.2*	CEMENT CONCRETE PEDESTRIAN CURB RAMP	SY	60	$ 102.23	$ 6,130.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	1440	$ 234.36	$ 337,480.00	
751*	LOAM FOR ROADSIDES	CY	623	$ 59.50	$ 37,070.00	
765*	SEEDING	SY	5602	$ 2.45	$ 13,720.00	
866.112*	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	400	$ 4.59	$ 1,840.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Hix Bridge Road Bicycle and Pedestrian Improvements
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 1,498 ft # Segments: 1	Civil/Drainage/Edging Costs	$269,760.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$4,760.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$274,520.00**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$19,216.40
		20% CONTINGENCY	$54,904.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$348,640.40** **
Cost Escalation	Construction Year: 2023		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$364,330.00**

Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data

***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*

NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$107,200.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$471,530.00**

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
120.1*	UNCLASSIFIED EXCAVATION	CY	430	$ 46.50	$ 20,000.00	
151*	GRAVEL BORROW	CY	330	$ 49.51	$ 16,340.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	1120	$ 7.84	$ 8,780.00	
431*	HIGH EARLY STRENGTH CEMENT CONCRETE BASE COURSE	SY	250	$ 66.81	$ 16,700.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	1668	$ 0.44	$ 730.00	
450.23*	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)	TON	28	$ 139.54	$ 3,910.00	
450.32*	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)	TON	32	$ 126.55	$ 4,050.00	
453*	HMA JOINT ADHESIVE	FT	51744	$ 1.05	$ 54,330.00	
472*	TEMPORARY ASPHALT PATCHING	TON	21	$ 235.70	$ 4,950.00	
509*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT	FT	20	$ 58.10	$ 1,160.00	
509.1*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED	FT	7	$ 63.60	$ 450.00	
510*	GRANITE EDGING TYPE SA	FT	1498	$ 46.67	$ 69,910.00	
570*	HOT MIX ASPHALT CURB - OPTION	FT	1500	$ 13.54	$ 20,310.00	
701.2*	CEMENT CONCRETE PEDESTRIAN CURB RAMP	SY	30	$ 102.23	$ 3,070.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	160	$ 234.36	$ 37,500.00	
751*	LOAM FOR ROADSIDES	CY	93	$ 59.50	$ 5,530.00	
765*	SEEDING	SY	833	$ 2.45	$ 2,040.00	
864.04*	PAVEMENT ARROWS AND LEGENDS REFLECTORIZED WHITE (THERMOPLASTIC)	SF	420	$ 9.15	$ 3,840.00	
866.112*	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	200	$ 4.59	$ 920.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Old County Road Bicycle Improvements
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 11,616 ft # Segments: 1	Civil/Drainage/Edging Costs	$0.00
Pavement		Pavement Repair Costs	$5,072,320.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$42,170.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$3,650.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$5,118,140.00**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$358,269.80
		20% CONTINGENCY	$1,023,628.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$6,500,037.80** **
Cost Escalation	Construction Year: 2023 Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$6,792,540.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$29,600.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$6,822,140.00**

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DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
707.9*	BICYCLE RACK	EA	2	$ 1,825.00	$ 3,650.00	
832*	WARNING-REGULATORY AND ROUTE MARKER - ALUMINUM PANEL (TYPE A)	SF	8	$ 14.28	$ 110.00	
847.1*	SIGN SUP (N/GUIDE)+RTE MKR W/1 BRKWAY POST ASSEMBLY - STEEL	EA	2	$ 159.32	$ 320.00	
863.1*	HIGH FRICTION GREEN BICYCLE FACILITY SURFACE TREATMENT	SF	1000	$ 11.00	$ 11,000.00	
864.04*	PAVEMENT ARROWS AND LEGENDS REFLECTORIZED WHITE (THERMOPLASTIC)	SF	3360	$ 9.15	$ 30,740.00	
P11	Minor Mill & Fill (2" HMA)	SY	507232	$ 10.00	$ 5,072,320.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Gifford Road Pedestrian Improvements Section 1
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 4,967 ft # Segments: 1	Civil/Drainage/Edging Costs	$392,150.00
Pavement		Pavement Repair Costs	$132,453.33
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$23,180.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$547,783.33**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$38,344.83
		20% CONTINGENCY	$109,556.67
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$695,684.83** **
Cost Escalation	Construction Year: 2023 Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$726,990.00**
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$255,900.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$982,890.00**

Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data

***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*

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DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
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120.1*	UNCLASSIFIED EXCAVATION	CY	1070	$ 46.50	$ 49,760.00	
151*	GRAVEL BORROW	CY	890	$ 49.51	$ 44,060.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	2790	$ 7.84	$ 21,870.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	4185	$ 0.44	$ 1,840.00	
470*	HOT MIX ASPHALT BERM	TON	192	$ 253.77	$ 48,720.00	
509*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT	FT	20	$ 58.10	$ 1,160.00	
509.1*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED	FT	7	$ 63.60	$ 450.00	
570*	HOT MIX ASPHALT CURB - OPTION	FT	4970	$ 13.54	$ 67,290.00	
701.2*	CEMENT CONCRETE PEDESTRIAN CURB RAMP	SY	30	$ 102.23	$ 3,070.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	550	$ 234.36	$ 128,900.00	
751*	LOAM FOR ROADSIDES	CY	307	$ 59.50	$ 18,270.00	
765*	SEEDING	SY	2760	$ 2.45	$ 6,760.00	
866.106*	6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	9934	$ 1.12	$ 11,130.00	
866.112*	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	200	$ 4.59	$ 920.00	
867.106*	6 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)	FT	9934	$ 1.12	$ 11,130.00	
P11	Minor Mill & Fill (2" HMA)	SY	13245.333	$ 10.00	$ 132,453.33	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Gifford Road Pedestrian Improvements Section 2
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 5,997 ft # Segments: 1	Civil/Drainage/Edging Costs	$475,880.00
Pavement		Pavement Repair Costs	$132,453.33
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$29,610.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$637,943.33**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$44,656.03
		20% CONTINGENCY	$127,588.67
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$810,188.03** **
Cost Escalation	Construction Year: 2023		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$846,650.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
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NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$308,900.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$1,155,550.00**

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DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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120.1*	UNCLASSIFIED EXCAVATION	CY	1280	$ 46.50	$ 59,520.00	
151*	GRAVEL BORROW	CY	1070	$ 49.51	$ 52,980.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	3430	$ 7.84	$ 26,890.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	5133	$ 0.44	$ 2,260.00	
470*	HOT MIX ASPHALT BERM	TON	232	$ 253.77	$ 58,870.00	
509*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT	FT	59	$ 58.10	$ 3,430.00	
509.1*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED	FT	20	$ 63.60	$ 1,270.00	
570*	HOT MIX ASPHALT CURB - OPTION	FT	6000	$ 13.54	$ 81,240.00	
701.2*	CEMENT CONCRETE PEDESTRIAN CURB RAMP	SY	90	$ 102.23	$ 9,200.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	640	$ 234.36	$ 149,990.00	
751*	LOAM FOR ROADSIDES	CY	371	$ 59.50	$ 22,070.00	
765*	SEEDING	SY	3332	$ 2.45	$ 8,160.00	
866.106*	6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	11994	$ 1.12	$ 13,430.00	
866.112*	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	600	$ 4.59	$ 2,750.00	
867.106*	6 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)	FT	11994	$ 1.12	$ 13,430.00	
P11	Minor Mill & Fill (2" HMA)	SY	13245.333	$ 10.00	$ 132,453.33	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Village Way Crosswalk and Rectangular Rapid Flashing Beacon (RRFB)
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 0 ft # Segments: 1	Civil/Drainage/Edging Costs	$0.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 1 # Intersections: 0	Traffic/Signal Costs	$50,000.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$50,000.00**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$3,500.00
		20% CONTINGENCY	$10,000.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$63,500.00** **
Cost Escalation	Construction Year: 2023 Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$66,360.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$0.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$66,360.00**

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DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
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824.1*	RECTANGULAR RAPID FLASHING BEACON (RRFB)	EA	1	$ 50,000.00	$ 50,000.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Bike Loop Sharrows and Wayfinding
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 38,319 ft # Segments: 3	Civil/Drainage/Edging Costs	$0.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$101,650.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$101,650.00**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$7,115.50
		20% CONTINGENCY	$20,330.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$129,095.50** **
Cost Escalation	Construction Year: 2023		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$134,900.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$65,100.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$200,000.00**

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

This table can be pasted directly into MassDOT's Preliminary Estimate Form. In order to ensure no formulas or formatting are lost, be sure to paste as "Values."

Pricing based on MassDOT bid prices exported on 03/01/2022

Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
832*	WARNING-REGULATORY AND ROUTE MARKER - ALUMINUM PANEL (TYPE A)	SF	32	$ 14.28	$ 460.00	
847.1*	SIGN SUP (N/GUIDE)+RTE MKR W/1 BRKWAY POST ASSEMBLY - STEEL	EA	8	$ 159.32	$ 1,270.00	
864.04*	PAVEMENT ARROWS AND LEGENDS REFLECTORIZED WHITE (THERMOPLASTIC)	SF	10920	$ 9.15	$ 99,920.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Bicycle Racks
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 0 ft # Segments: 0	Civil/Drainage/Edging Costs	$0.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$0.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$18,250.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$18,250.00**
CONSTRUCTION COST			
Temporary Traffic Control	7%	TTCP COST	$1,277.50
	20%	CONTINGENCY	$3,650.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$23,177.50** **
Cost Escalation	Construction Year: 2022		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$23,180.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$0.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$23,180.00**

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Pricing based on MassDOT bid prices exported on 03/01/2022

Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
707.9*	BICYCLE RACK	EA	10	$ 1,825.00	$ 18,250.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Blossom Road Bicycle and Pedestrian Improvements
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 3,724 ft # Segments: 1	Civil/Drainage/Edging Costs	$179,200.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$10,040.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$189,240.00**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$13,246.80
		20% CONTINGENCY	$37,848.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$240,334.80** **
Cost Escalation	Construction Year: 2023		
	Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$251,150.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$12,700.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$263,850.00**

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Pricing based on MassDOT bid prices exported on 03/01/2022

Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
120.1*	UNCLASSIFIED EXCAVATION	CY	690	$ 46.50	$ 32,090.00	
151*	GRAVEL BORROW	CY	580	$ 49.51	$ 28,720.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	2070	$ 7.84	$ 16,230.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	3104	$ 0.44	$ 1,370.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	350	$ 234.36	$ 82,030.00	
751*	LOAM FOR ROADSIDES	CY	230	$ 59.50	$ 13,690.00	
765*	SEEDING	SY	2069	$ 2.45	$ 5,070.00	
832*	WARNING-REGULATORY AND ROUTE MARKER - ALUMINUM PANEL (TYPE A)	SF	8	$ 14.28	$ 110.00	
847.1*	SIGN SUP (N/GUIDE)+RTE MKR W/1 BRKWAY POST ASSEMBLY - STEEL	EA	2	$ 159.32	$ 320.00	
864.04*	PAVEMENT ARROWS AND LEGENDS REFLECTORIZED WHITE (THERMOPLASTIC)	SF	1050	$ 9.15	$ 9,610.00	

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Program Estimating Tool (SARPET)

PROJECT COST SUMMARY

Project Name:	Main Road Section 3
Project Location:	Westport

PRIMARY INPUT CATEGORY		CALC TABS	ESTIMATED PRICE
Roadway & Multimodal	Length: 3,957 ft # Segments: 1	Civil/Drainage/Edging Costs	$1,351,180.00
Pavement		Pavement Repair Costs	$0.00
Traffic Control	# midblocks: 0 # Intersections: 0	Traffic/Signal Costs	$3,670.00
Lighting & Amenities		Ped/Roadway Lighting/Amenities Costs	$0.00
Other		Miscellaneous User-Inputted Costs	$0.00
		SUBTOTAL	**$1,354,850.00**
CONSTRUCTION COST			
Temporary Traffic Control		7% TTCP COST	$94,839.50
		20% CONTINGENCY	$270,970.00
		CONSTRUCTION COST (WITHOUT ESCALATION)	**$1,720,659.50** **
Cost Escalation	Construction Year: 2023 Assumed Inflation: 4.5%	**CONSTRUCTION TOTAL**	**$1,798,090.00**
Assumed 4.5% increase in costs per year; assumes current year if none entered on Basic Project Data			
***Use this estimated cost on PIF forms - escalation is already included on the MassDOT Website*			
NON-CONSTRUCTION COSTS (NOT ESCALATED)			
Survey	*Full Topographical Survey Assumed*	SURVEY COST	$194,400.00
Design	*No design fee requested on Basic Project Data tab*	DESIGN COST	$0.00
		PROJECT TOTAL	**$1,992,490.00**

Pricing based on MassDOT bid prices exported on 03/01/2022

DRAFT - TOOL STILL IN PRODUCTION

State Aid Reimbursable Programs Estimating Tool (SARPET)

Project Estimate

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Pricing based on MassDOT bid prices exported on 03/01/2022

Item #	Description	Units	Quantity	Unit Price	Total Cost	Comment
	Items are calculated in the grey tabs of this document					
120.1*	UNCLASSIFIED EXCAVATION	CY	2570	$ 46.50	$ 119,510.00	
151*	GRAVEL BORROW	CY	1980	$ 49.51	$ 98,030.00	
170*	FINE GRADING AND COMPACTING - SUBGRADE AREA	SY	5840	$ 7.84	$ 45,790.00	
431*	HIGH EARLY STRENGTH CEMENT CONCRETE BASE COURSE	SY	1319	$ 66.81	$ 88,120.00	
440*	CALCIUM CHLORIDE FOR ROADWAY DUST CONTROL	LB	8754	$ 0.44	$ 3,850.00	
450.23*	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)	TON	148	$ 139.54	$ 20,650.00	
450.32*	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)	TON	167	$ 126.55	$ 21,130.00	
453*	HMA JOINT ADHESIVE	FT	91559	$ 1.05	$ 96,140.00	
472*	TEMPORARY ASPHALT PATCHING	TON	14	$ 235.70	$ 3,300.00	
509*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - STRAIGHT	FT	78	$ 58.10	$ 4,530.00	
509.1*	GRANITE TRANSITION CURB FOR PEDESTRIAN CURB RAMPS - CURVED	FT	26	$ 63.60	$ 1,650.00	
520*	CONCRETE CURB TYPE VA	FT	7920	$ 54.67	$ 432,990.00	
701*	CEMENT CONCRETE SIDEWALK	SY	4397	$ 69.31	$ 304,760.00	
701.2*	CEMENT CONCRETE PEDESTRIAN CURB RAMP	SY	120	$ 102.23	$ 12,270.00	
702*	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	TON	250	$ 234.36	$ 58,590.00	
751*	LOAM FOR ROADSIDES	CY	489	$ 59.50	$ 29,100.00	
765*	SEEDING	SY	4397	$ 2.45	$ 10,770.00	
866.112*	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	FT	800	$ 4.59	$ 3,670.00	

Appendix E

Westport Crash Summary Table (2017-2029)

Town of Westport
Complete Streets Prioritization Plan - Crash Summary Table (2017-2019)

Intersection Number:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
State Road:	No	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes
Intersection:	Blossom Road & Old Bedford Road	Sanford Road & Old Bedford Road	Sanford Road & Grand Army of the Republic Highway (Route 6)	Sanford Road & Briggs Road	Main Highway (Route 88) & Briggs Road	Tickle Road & American Legion Highway (Route 177)	Sanford Road & American Legion Highway (Route 177)	Main Highway (Route 88) & Old County Road	Pine Hill Road & Old County Road	Main Road & Charlotte White Road	Main Road & Adamsville Road	Main Road & Hixbridge Road	Main Highway (Route 88) & Hixbridge Road	Old Pine Hill Road & Hixbridge Road	Old Harbor Road & River Road	River Road & Cross Road	Bridge Road & Cherry and Webb Lane	Old Bedford Road & Grand Army of the Republic Highway (Route 6)	Gifford Road & Grand Army of the Republic Highway (Route 6)	Forge Road & American Legion Highway (Route 177)	Gifford Road & American Legion Highway (Route 177)	Old County Road & American Legion Highway (Route 177)	Horsenec k Road & Hixbridge Road	Gifford Road & Briggs Road	Beeden Road & Reed Road	Main Highway (Route 88) & Charlotte White Road Extension	Main Highway (Route 88) & Drift Road	Sodom Road & American Legion Highway (Route 177)	Mouse Mille Road & American Legion Highway (Route 177)
Year																													
2017	1	0	4	7	8	1	1	9	2	2	2	0	2	0	1	0	0	1	17	1	6	1	3	0	3	1	0	0	1
2018	1	3	8	3	5	4	3	8	0	1	5	1	7	1	0	0	1	1	5	2	6	4	1	1	0	3	4	1	1
2019	1	1	17	3	4	3	0	4	0	1	0	1	4	0	0	1	2	1	7	3	2	1	3	3	3	2	2	2	0
Total Crashes	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2
Average per year	1	1.33	9.67	4.33	5.67	2.67	1.33	7.00	0.67	1.33	2.33	0.67	4.33	0.33	0.33	0.33	1.00	1.00	9.67	2.00	4.67	2.00	2.33	1.33	2.00	2.00	2.00	1.00	0.67
Collision Type																													
Angle	2	1	11	9	1	4	1	6	0	2	3	0	2	0	0	0	0	0	15	4	10	3	2	2	1	2	0	1	1
Head-on	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Rear-end	0	2	10	1	7	2	2	8	0	0	2	0	3	0	0	0	0	1	4	1	2	0	0	1	0	2	1	1	0
Rear-to-Rear	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Sideswipe, opposite direction	0	0	2	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Sideswipe, same direction	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0
Single vehicle crash	1	1	4	2	8	1	1	6	2	0	1	2	6	1	1	1	2	1	6	1	2	1	5	0	4	1	4	1	1
Front to Rear	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Unknown Type	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
Total	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2
Crash Severity																													
Fatal injury	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Non-fatal injury	1	1	10	2	0	3	2	1	0	1	1	1	0	0	0	1	0	1	5	2	2	2	1	0	1	1	1	2	0
Property damage only (none injured)	2	3	18	11	17	4	2	20	2	2	6	1	13	0	1	0	3	2	24	4	11	4	6	4	5	5	5	1	2
Unknown	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2
Collision With																													
Collision with Motor vehicle in traffic	2	3	25	11	10	7	3	14	0	4	6	0	6	0	0	0	0	2	21	5	12	5	2	4	2	3	1	2	1
Collision with Parked motor vehicle	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Collision with Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Collision with Animal - deer	1	0	0	1	1	0	0	3	1	0	0	0	3	0	0	0	0	0	2	1	2	0	0	0	0	0	3	0	0
Collision with Other Movable Object	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0
Collision with Curb	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Collision with Embankment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Collision with Tree	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Collision with Utility pole	0	0	1	0	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Collision with Other light pole or other post/support	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
Collision with Guardrail	0	0	0	0	3	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Collision with Median barrier	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Collision with Unknown fixed object	0	1	2	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	2	0	0	0	1
Collision with Other	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0
Overturn/rollover	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other non-collision	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Unknown Collision	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0
Total	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2
Driver Contributing Circumstances																													
Failed to yield right of way	1	1	1	5	0	1	0	2	0	0	1	0	0	0	0	0	0	0	1	2	2	3	1	2	0	0	0	0	1
Disregarded traffic signs, signals, road markings	0	0	4	2	0	0	1	1	0	2	0	0	1	0	0	0	0	0	7	0	1	0	0	0	1	0	0	0	0
Operating vehicle in erratic, reckless, careless, negligent or aggressive manner	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	1	0	0	1	0
Operating defective equipment	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Exceeded authorized speed limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Driving too fast for conditions	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0
Made an improper turn	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
Inattention	2	1	8	3	2	3	1	3	0	0	2	0	2	0	0	0	3	1	9	2	5	2	3	0	1	1	1	0	0
Made an improper turn	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0

Intersection Number:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
State Road:	No	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes
Intersection:	Blossom Road & Old Bedford Road	Sanford Road & Old Bedford Road	Sanford Road & Grand Army of the Republic Highway (Route 6)	Sanford Road & Briggs Road	Main Highway (Route 88) & Briggs Road	Tickle Road & American Legion Highway (Route 177)	Sanford Road & American Legion Highway (Route 177)	Main Highway (Route 88) & Old County Road	Pine Hill Road & Old County Road	Main Road & Charlotte White Road	Main Road & Adamsville Road	Main Road & Hixbridge Road	Main Highway (Route 88) & Hixbridge Road	Old Pine Hill Road & Hixbridge Road	Old Harbor Road & River Road	River Road & Cross Road	Bridge Road & Cherry and Webb Lane	Old Bedford Road & Grand Army of the Republic Highway (Route 6)	Gifford Road & Grand Army of the Republic Highway (Route 6)	Forge Road & American Legion Highway (Route 177)	Gifford Road & American Legion Highway (Route 177)	Old County Road & American Legion Highway (Route 177)	Horseneck Road & Hixbridge Road	Gifford Road & Briggs Road	Beeden Road & Reed Road	Main Highway (Route 88) & Charlotte White Road Extension	Main Highway (Route 88) & Drift Road	Sodom Road & American Legion Highway (Route 177)	Mouse Mille Road & American Legion Highway (Route 177)
Failure to keep in proper lane or running off road	0	0	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0
Visibility obstructed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Other improper action	0	0	1	1	2	0	1	2	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0
Followed too closely	0	1	2	0	3	1	0	1	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	1	0	1	0	1	0
Distracted	0	0	0	0	0	0	0	1	0	0	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
Physical impairment	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Over-correcting/over-steering	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Glare	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Illness	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatigued/asleep	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1
No improper driving	2	3	23	14	9	7	4	16	1	3	6	0	11	0	0	0	0	2	24	6	15	7	2	4	1	4	4	2	1
Unknown	0	0	7	0	5	1	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0
Total	5	7	55	26	25	15	8	34	2	8	14	2	19	1	1	1	4	5	50	12	28	14	9	8	8	10	7	5	3
Age of Youngest Driver Known																													
16-17	0	0	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0
18-20	1	0	3	1	0	1	0	3	0	0	2	0	0	0	0	0	0	1	8	1	0	3	1	1	2	2	1	0	0
21-24	0	1	4	2	5	0	0	2	0	1	0	0	2	1	0	0	0	1	0	2	2	0	1	0	4	0	0	2	0
25-34	1	1	4	4	3	2	1	4	2	1	2	0	2	0	0	1	1	0	4	2	3	2	1	1	0	1	1	0	0
35-44	0	1	4	1	4	0	1	4	0	0	0	0	4	0	0	0	0	0	5	0	5	1	1	1	0	1	0	1	1
45-54	0	0	4	3	3	3	1	6	0	1	0	0	1	0	0	0	0	0	7	1	3	0	0	1	0	0	1	0	1
55-64	0	0	5	1	1	1	0	0	0	1	1	1	2	0	0	0	1	0	2	0	1	0	1	0	0	0	0	0	0
65-74	0	0	1	0	1	0	0	1	0	0	2	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	2	0	0
75-84	1	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
>84	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2
Age of Oldest Driver Known																													
16-17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
18-20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0
21-24	0	0	1	1	3	0	0	1	0	0	1	0	2	1	0	0	0	0	1	1	0	0	1	0	3	1	0	1	0
25-34	2	1	6	0	2	1	0	3	2	0	1	0	0	0	0	1	1	0	3	0	0	0	1	0	0	0	1	0	0
35-44	0	1	2	1	4	1	1	6	0	0	0	0	3	0	0	0	0	0	4	1	0	3	1	1	0	2	0	0	0
45-54	0	0	4	2	4	1	1	3	0	0	1	0	1	0	0	0	0	1	9	0	5	1	0	0	0	1	2	0	2
55-64	0	1	10	3	1	1	1	2	0	2	1	1	3	0	0	0	1	1	4	3	5	1	2	0	0	1	0	1	0
65-74	0	0	3	5	3	4	0	5	0	1	1	0	1	0	1	0	0	1	3	1	1	0	0	1	0	0	2	1	0
75-84	1	1	2	0	0	0	1	1	0	1	2	1	2	0	0	0	0	0	2	0	2	1	1	1	1	0	1	0	0
>84	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0
Total	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2
Time of Day																													
6 AM to 10 AM	0	1	3	5	3	1	0	5	0	1	1	0	4	0	0	0	0	1	3	1	2	0	0	1	0	1	0	0	1
10 AM to 4 PM	2	1	13	5	5	2	2	6	1	2	2	0	7	0	0	0	1	1	14	3	8	5	2	1	1	4	1	2	0
4 PM to 7 PM	0	1	6	2	5	2	1	7	0	1	2	0	2	0	0	0	1	1	5	1	3	1	1	1	0	0	2	1	1
7 PM to 12 AM	1	1	5	1	3	3	0	2	1	0	2	1	0	1	1	1	1	0	5	1	1	0	1	1	3	0	1	0	0
12 AM to 6 AM	0	0	2	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0	2	1	2	0	0
Total	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2
Day of Week																													
Sunday	0	0	5	1	2	1	0	3	0	1	0	0	2	0	0	0	0	1	2	0	1	0	1	1	2	1	1	2	0
Monday	1	1	5	4	0	2	0	4	1	0	1	0	1	0	0	0	0	0	6	1	1	0	1	1	0	2	0	0	0
Tuesday	1	1	1	1	2	0	1	2	0	1	1	1	0	1	0	0	0	0	4	2	2	2	0	0	2	0	2	0	1
Wednesday	0	0	6	4	3	1	1	3	0	0	0	0	4	0	0	0	1	1	4	0	3	1	1	0	1	2	2	0	1
Thursday	1	2	2	0	1	1	1	2	0	1	2	0	1	0	0	1	2	0	2	1	4	1	1	1	0	1	0	0	0
Friday	0	0	5	2	4	1	0	4	0	1	2	1	2	0	1	0	0	0	5	0	2	1	2	1	0	0	0	1	0

Intersection Number:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
State Road:	No	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No	No	Yes	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes
Intersection:	Blossom Road & Old Bedford Road	Sanford Road & Old Bedford Road	Sanford Road & Grand Army of the Republic Highway (Route 6)	Sanford Road & Briggs Road	Main Highway (Route 88) & Briggs Road	Tickle Road & American Legion Highway (Route 177)	Sanford Road & American Legion Highway (Route 177)	Main Highway (Route 88) & Old County Road	Pine Hill Road & Old County Road	Main Road & Charlotte White Road	Main Road & Adamsville Road	Main Road & Hixbridge Road	Main Highway (Route 88) & Hixbridge Road	Old Pine Hill Road & Hixbridge Road	Old Harbor Road & River Road	River Road & Cross Road	Bridge Road & Cherry and Webb Lane	Old Bedford Road & Grand Army of the Republic Highway (Route 6)	Gifford Road & Grand Army of the Republic Highway (Route 6)	Forge Road & American Legion Highway (Route 177)	Gifford Road & American Legion Highway (Route 177)	Old County Road & American Legion Highway (Route 177)	Horseneck Road & Hixbridge Road	Gifford Road & Briggs Road	Beeden Road & Reed Road	Main Highway (Route 88) & Charlotte White Road Extension	Main Highway (Route 88) & Drift Road	Sodom Road & American Legion Highway (Route 177)	Mouse Mille Road & American Legion Highway (Route 177)
Saturday	0	0	5	1	5	2	1	3	1	0	1	0	3	0	0	0	0	1	6	2	1	1	1	0	1	0	1	0	0
Total	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2
Month of Year																													
January	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	1	2	0	1	0
February	0	0	3	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
March	1	0	3	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	4	2	2	0	1	0	0	0	2	0	0
April	0	1	2	1	1	0	1	0	0	1	0	0	1	0	0	0	0	0	2	1	1	1	0	1	1	1	0	0	0
May	0	0	1	0	1	1	0	4	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0
June	0	0	3	1	1	1	0	2	0	0	1	0	1	1	0	0	1	0	2	0	2	1	2	0	2	0	1	0	0
July	0	1	7	2	2	0	0	4	1	0	0	0	3	0	0	0	0	1	4	0	3	1	0	0	0	2	1	1	0
August	1	0	1	3	1	2	0	1	0	0	0	1	2	0	0	0	1	0	1	2	0	0	2	0	1	1	0	1	1
September	0	0	1	0	2	0	0	1	0	1	1	1	0	0	0	0	1	1	2	0	2	0	0	0	0	0	0	0	0
October	1	1	2	2	2	0	1	2	0	0	1	0	1	0	0	0	0	0	3	1	1	0	1	0	0	0	0	0	0
November	0	1	1	1	3	1	1	3	0	0	2	0	2	0	0	1	0	0	1	0	2	1	1	1	0	0	0	0	1
December	0	0	3	1	1	1	1	3	0	1	1	0	1	0	1	0	0	0	4	0	0	0	0	2	0	0	0	0	0
Total	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2
Weather																													
Clear	1	3	22	8	7	6	1	13	1	3	6	1	5	0	0	0	2	2	17	5	11	5	4	2	4	6	3	3	2
Clear/Cloudy	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Clear/Other	0	0	1	1	1	0	1	2	0	0	0	0	4	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0
Clear/Unknown	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	1	0	0	0	0
Cloudy	1	1	1	2	2	1	1	2	1	0	0	0	1	1	0	0	0	0	3	0	3	1	0	0	0	0	1	0	0
Cloudy/Rain	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0
Cloudy/Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Cloudy/Other	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rain	0	0	2	0	0	0	1	1	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Rain/Cloudy	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Rain/Severe Crosswinds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Snow	0	0	2	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow/Blowing sand, snow	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Snow/Sleet, hail (freezing rain or drizzle)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy/Sleet, hail (freezing rain or drizzle)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Fog, Smog, Smoke	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Fog, smog, smoke/Other	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2
Light Conditions																													
Daylight	3	4	20	11	12	4	3	16	1	4	5	0	11	0	0	0	1	3	22	5	12	5	3	3	1	5	1	3	1
Dawn	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Dusk	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0
Dark - lighted roadway	0	0	7	0	2	2	0	1	0	0	1	1	0	0	0	0	1	0	2	1	0	0	1	0	0	0	1	0	0
Dark - roadway not lighted	0	0	2	0	3	1	1	4	1	0	1	1	1	1	1	1	0	0	2	0	2	1	2	1	4	1	3	0	1
Dark - unknown roadway lighting	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Total	3	4	29	13	17	8	4	21	2	4	7	2	13	1	1	1	3	3	29	6	14	6	7	4	6	6	6	3	2

Appendix F

Westport Complete Streets Policy

TOWN OF WESTPORT
COMPLETE STREETS POLICY

Adopted by vote of Westport Board of Selectmen on 2/4/19
Effective date of policy: 2/4/19

Vision and Intent

The Town of Westport recognizes the need for complete street design and construction. Complete Streets are designed and operated to provide safety, comfort, and accessibility for all users of our roadways, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles and for people of all ages, of all abilities and income levels. The implementation of Complete Streets principles contribute toward the safety, health, economic viability, and quality of life in a community by promoting a sustainable and cohesive transportation network with accessible and efficient connectivity between home, school, work, recreation and retail destinations.

The purpose of the Town of Westport's Complete Streets Policy is to accommodate all road users by creating a transportation network that meets the needs of individuals using a variety of transportation modes. It is the intent of the Town of Westport to consider and incorporate, as a matter of course and to the extent reasonably possible, the principles of Complete Streets in the planning and design of transportation related capital projects, so that they are safe for all users. This policy will guide our decision-makers to regularly plan, design and construct capital projects to accommodate all anticipated users including but not limited to pedestrians, bicyclists, transit users, motorists, emergency vehicles, freight and commercial vehicles.

Core Commitment

The Town of Westport recognizes that users of various modes of transportation, including, but not limited to, pedestrians, bicyclists, transit and school bus riders, motorists, users of wheelchairs and other power-driven mobility devices, delivery and service personnel, freight haulers and emergency responders are legitimate users of streets and deserve safe facilities. "All Users" includes users of all ages, abilities and income levels.

The Town recognizes that all public transportation capital projects are potential opportunities to apply Complete Streets design principles. The Town will, to the maximum extent practical, design, maintain and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages, abilities and income levels. In addition, to the extent practical, State-owned roadways within the Town of Westport shall comply with the Complete Streets Policy, including the design, construction, and maintenance of such roadways within Town Boundaries.

The Highway Department shall use its best judgement regarding the feasibility of applying Complete Streets principles for routine roadway maintenance and projects. Other transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfiguration, transportation improvements may be excluded upon approval by the Highway Survey and/or designee, where documentation and data indicate that:

1. Specific users are prohibited by law, such as interstate freeways or pedestrian malls. An effort will be made, in these cases for accommodations elsewhere.
2. Cost of accommodation is excessively disproportionate to the need or probable use.
3. There is an absence of current and future need.
4. The Highway Surveyor, in consultation with the Board of Selectmen will use best judgement regarding the feasibility of applying complete streets principles for routine street maintenance and projects, such as repaving, restriping and so forth.

Best Practices

The Town of Westport's Complete Streets Policy will focus on developing a connected, integrated network that serves all road users. Complete Streets will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects.

Implementation of the Complete Streets Policy will be carried out cooperatively within all departments within the town with multi-jurisdictional cooperation, to the greatest extent possible, as well as with private developers, and state, regional, and federal agencies, to the greatest extent possible. The Town recognizes that Complete Streets principles may be achieved through single elements incorporated into a particular project or incrementally through a series of small improvements or maintenance activities over time.

Complete Streets principles include the development and implementation of projects in a context sensitive manner in which project implementation is sensitive to the community's physical, economic, and social setting. 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 in order 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 latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets including, but not limited to:

The Massachusetts Department of Transportation *Project & Development Guidebook*
The latest edition of American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highway and Streets*
The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Controls
The Architectural Access Board (AAB) 521 CMR Rules and Regulations
Documents and plans created for the Town of Westport, such as bicycle and pedestrian network plans and conservation/recreation trails plans.

Implementation

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

The Town of Westport will maintain an inventory of pedestrian and bicycle facility infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway network. The Town will reevaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets.

The Town of Westport will review and either revise or develop proposed revisions to incorporate Complete Streets principles into the town's master plan as well as other appropriate planning documents including the open space & recreation plan, subdivision regulations and site plan review.

The Town of Westport will train pertinent town staff and decision makers on the content of the Complete Streets principles and best practices for implementing policy. The Town will also utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.

The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

Evaluation of Effectiveness

Complete Streets implementation and effectiveness should be constantly evaluated for success and opportunities for improvements. The Highway Surveyor and/or designee will develop performance measures to gauge implementation and effectiveness of Complete Streets policies using appropriate measures of effectiveness which may include:

- Linear feet of new bicycle accommodations.
- Linear feet of new or rehabilitated pedestrian facilities.

- Improved Level of Service (LOS) for vehicles, pedestrians, and bicyclists.
- Crash rates by mode of transportation.
- Rate of children walking or bicycling to school and/;or
- Number of trips by mode.

These measures of effectiveness will be compiled into a report issued by the Town every three years.