



CITY OF SOMERVILLE

Joseph A. Curtatone

Mayor

AMERICANS WITH DISABILITIES ACT TITLE II TRANSITION PLAN





City of Somerville

Mayor Joseph A. Curtatone

ADA Title II Transition Plan

Department of Health and Human Services Executive Office on Disability & Compliance

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Somerville, MA 02144

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Improve **Mobility** 
Promote **Inclusion** 
Enrich **Community** 

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Introduction

On July 26, 1990, Congress passed the Americans with Disabilities Act (hereinafter ADA). The ADA, which was amended in 1992, is a sweeping civil rights statute intended to prohibit discrimination on the basis of disability and to ensure equal access and equal opportunity for persons with disabilities in employment, state and local government services, public accommodation, commercial facilities, and transportation.

Title II of the ADA mandates that state and local governments or public entities ensure that persons with disabilities can fully participate in all services, programs or activities. They are required to reasonably modify their policies, practices and procedures to prevent discrimination.

As a municipality or local government, the City of Somerville is obligated by both federal and Massachusetts laws and regulations to uphold and protect the rights of individuals with disabilities. These statutes also prohibit discrimination in services performed by contractors or sub-contractors on the city's behalf, in all activities of the local, legislative and judicial branches, and in public transportation.

In order to ensure that the city complies with all disability laws, and to promote an environment free of discrimination and harassment for individuals with disabilities, the city is, among other things, putting forth its multiyear ADA Transition Plan (hereinafter Transition Plan or Plan). This Plan, drafted by Betsy M. Allen, the Executive Director of the city's Executive Office on Disability and Compliance, details the city's policies and procedures for compliance with all aspects of the ADA and other relevant disability statutes and regulations. Along with all other guidelines and policies, it applies to all city staff; governs city infrastructure such as buildings, parks, playgrounds and parking lots; covers all benefits, services or programs; and its protections and privileges are afforded to all city residents, businesses and visitors. The Plan provides a framework for continuous improvements and a roadmap for increasing access to all city buildings, programs, services, roadways and sidewalks. It will be a living document, to be updated annually and published, thereby regularly apprising residents of the city's progress toward full ADA compliance.

The City of Somerville expresses its full, unequivocal commitment to conduct programs, provide services and benefits, and make reasonable accommodations for qualified individuals with disabilities in a fair and equal manner, and in accordance with all applicable federal and state laws. The city further expresses its full commitment to promote an inclusive and diverse community.

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Section 1: Policy, Framework and General Requirements

This section outlines all federal and state disability statutes, as well as the City of Somerville’s policies and procedures for adhering to, and enforcing, them.

1.1. Legislative History

The genesis for the enactment of the ADA was the Rehabilitation Act of 1973 which required, under Section 504, that recipients of federal funds make their programs and activities accessible to persons with disabilities. It stated, in part, that “[n]o otherwise qualified individual with handicaps in the United States...shall, solely by reason of his/her handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

In 1990, Congress passed the ADA extending Section 504’s non-discrimination mandate to all activities of state and local governments, irrespective of receipt of federal funds. Congress amended the ADA on January 26, 1992 further incorporating many of the concepts and terms first set forth by the Rehabilitation Act to increase access for all.

Under the broad requirements of the ADA, the City of Somerville now has an obligation to give people with disabilities an equally effective opportunity to participate in, and benefit from, its services, activities, and programs. In accordance with the ADA and Massachusetts statutes and regulations which mandate that local governments provide equal access and opportunity to individuals with disabilities, the city must provide unfettered access to all of its programs, services and activities. (Appendix A provides a comprehensive list of these statutes and regulations).

1.2 ADA Transition Plan Requirements and Process

Federal Requirements

AMERICANS WITH DISABILITIES ACT

The ADA, one of the nation’s most comprehensive pieces of civil rights legislation, represents a triumph in this country’s continuing struggle to protect the civil rights of all Americans. It bars discrimination on the basis of disability and guarantees individuals with disabilities the same vital protections and opportunities afforded to other citizens. Among these rights are the right to employment opportunities, the right to purchase goods and services, and the right to full participation in civic life. Modeled after the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, religion, sex, and national origin, and the

Rehabilitation Act, the ADA is an "equal opportunity" law for individuals with disabilities, and consists of five parts covering the following:

Title I : Employment

Title I bars public entities with fifty (50) or more employees, and private businesses employing more than fifteen (15) individuals, including employment agencies and labor unions, from discriminating against qualified people with disabilities in the hiring, discharge, promotion, compensation, job training, and any and all other terms, conditions, and privileges of employment.

Title II: Public Services

Title II¹ prohibits disability discrimination by all public entities at the local and state level. The federal government is excluded.² Public entity means: 1) any state or local government, 2) any department, agency, special purpose district (such as a county), or other instrumentality of a state or local government, 3) the National Railroad Passenger Corporation, and any commuter authority.

The United States Department of Justice (hereinafter DOJ) which enforces the ADA has ruled that all public entities must be in compliance with Title II regulations. Title II covers access to all programs and services a public entity, such as the City of Somerville, offers. Access encompasses physical access described in the ADA Standards for Accessible Design, as well as, programmatic access that may be obstructed by the entity's discriminatory policies or procedures.

A Self-Evaluation is one of the many requirements mandated under Title II. This evaluation is intended to outline and evaluate all programs, services, and benefits, and to recommend the policies, procedures, or structural changes that must be undertaken or implemented to avoid or prevent discrimination. The Self-Evaluation thus becomes the foundation upon which the Transition Plan is created.

Title III: Public Services

Title III prohibits discrimination on the basis of disability in the activities of places of public accommodation.³ This includes businesses that fall into one of twelve categories listed in the ADA, such as restaurants, movie theaters, schools, day care facilities, recreational facilities, and doctors' offices, etc. Such places must be made accessible to, and usable by, persons with disabilities. State and local governments must enforce these provisions and protect the public's right of access.

¹ The City of Somerville's Transition Plan fulfills a requirement mandated by Title II of the ADA.

² Federal agencies are prohibited from discriminating against individuals with disabilities by Section 504 of the Rehabilitation Act of 1973 which is outlined on the next page.

³ The term "public accommodation" is often mistakenly thought to apply only to public agencies. However, the term is legally meant to apply to any privately funded and operated facility open to and/or used by the public and which has fifteen (15) or more employees.

Title IV: Telecommunications

Title IV amends the Communications Act of 1934 to require that telephone companies provide telecommunication relay services. Speech-impaired or hearing-impaired individuals who use TDD's (Telecommunication Device for the Deaf) or other non-voice terminal devices must be afforded communication opportunities that are equivalent to those provided to all other customers. Title IV, for example, requires television screens, thirteen (13) inches or more in size, to have closed captioning capabilities.

Title V: Miscellaneous Provisions

Title V contains assorted regulations covering construction standards and practices, attorneys' fees, insurance and technical assistance.

SECTION 504 OF THE REHABILITATION ACT OF 1973

The Rehabilitation Act prohibits discrimination on the basis of disability in programs conducted by federal agencies, in programs receiving federal financial assistance, in federal employment, and in the employment practices of federal contractors. The standards for determining employment discrimination under the Rehabilitation Act are similar to those used in title I of the ADA.

As indicated above, this section confers obligations and requirements to each and every recipient of federal financial assistance from the United States Department of Transportation (hereinafter USDOT).

Subsequent rulings have determined that when a state agency that is a primary recipient of federal financial assistance extends such assistance to third parties (or sub-recipients), such as municipalities, the state agency has both Section 504 compliance and oversight obligations.

Therefore, as a direct recipient and/or sub-recipient, the city must ensure that all programs comply with Section 504 regulations. Such compliance requirements include, among other things, reasonable accommodations for employees with disabilities, program accessibility, effective communication procedures with individuals with hearing or vision impairments, and accessible new construction.

Commonwealth of Massachusetts Requirements

MASSACHUSETTS CONSTITUTIONAL AMENDMENT – ARTICLE 114

Article 114 of the Massachusetts Constitution, which is written broadly, prohibits discrimination based on disability on any level within the state, or by any entity or organization; and it is not limited to recipients of state or federal funds.⁴ Article 114 states in part that:

“No otherwise qualified handicapped individual shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity within the Commonwealth.”

MASSACHUSETTS ARCHITECTURAL ACCESS BOARD – M.G.L. c. 22, § 13A

The Massachusetts Architectural Access Board (hereinafter MAAB or Board), a regulatory agency within the Massachusetts Office of Public Safety, develops and enforces regulations designed to make public buildings accessible to, functional for, and safe for use by persons with disabilities. (See 521 C.M.R.). In addition to promulgating regulations, the Board decides on variance requests, provides training on its regulations, and issues advisory opinions and decisions on complaints.

Further, any construction, reconstruction, remodeling, alteration, or change of use of a building or facility that is open to the public triggers the Board’s authority. All new construction must fully comply. Local and state building inspectors must enforce the MAAB regulations which are outlined in a “specialized” section of the Massachusetts Building Code. (See 780 C.M.R.).

For renovation, remodeling, or alteration projects, the following restrictions apply:

The work being done must comply with the regulations.

If the work done in any 36-month period is greater than \$100,000, the “work being performed” is required to comply. In addition, an accessible entrance and an accessible toilet room, telephone and drinking fountain (if toilets, telephones and drinking fountains are provided) shall also be provided.

If the work done in a 36-month period is more than 30% of the “full and fair cash value” of the building, the entire building must come into compliance.

As for enforcement of the Board’s rules and regulations, anyone who feels aggrieved can file a complaint with the Board, which has the authority, following a hearing process, to impose fines

⁴ For example, town meetings must be held in accessible locations, with sign language interpreters provided if needed. Restaurants, dinner theaters, or small and large grocery stores cannot refuse service to individuals because of their disabilities.

of up to one thousand (\$1,000.00) dollars per violation for each day of noncompliance that it finds was without justification. (See 521 CMR 1.00).

Transition Plan Process

The ADA and other laws and regulations include administrative requirements that help ensure that the needs of people with disabilities are fully protected. Outlined below are the relevant mandated policies and processes:

Self-Evaluation: As previously noted, public entities under the ADA must conduct a Self-Evaluation.

Regulations at 28 CFR 35.105 state in part:

(a) A public entity shall, within one year of the effective date of this part, evaluate its current services, policies, and practices, and the effects thereof, that do not or may not meet the requirements of this part and, to the extent modification of any such services, policies, and practices is required, the public entity shall proceed to make the necessary modifications.

(b) A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments.

(c) A public entity that employs 50 or more persons shall, for at least three years following completion of the self-evaluation, maintain on file and make available for public inspection:

- (1) A list of the interested persons consulted;
- (2) A description of areas examined and any problems identified; and
- (3) A description of any modifications made.

Regulations at 49 CFR Part 27.11(c)(2)(v) require public entities to establish a system for periodic evaluation and to continually update their self-evaluations to reflect completed work or to detail remediation efforts.

Notice: Public entities must adopt and distribute a public *Notice* of the provisions of the ADA to members of the public who may participate in its programs, services and activities. The notice should state the entity's obligations under the ADA and include the complete contact information of the ADA coordinator. (See ADA Title II - 28 CFR Part 35.106).

Designation of a Responsible Employee: Regulations at 28 CFR Part 35.107(a) dictate that public entities designate an employee to coordinate compliance with the ADA. The goal of this

designation is to ensure that the public can identify an individual who is knowledgeable with the requirements of the ADA.

Grievance Procedures: in accordance with 28 CFR Part 35.107 (b), public entities must develop and distribute grievance procedures for the prompt resolution of any complaint alleging disability discrimination.

Modification of Policies, Practices and Procedures: modification is mandated by 28 CFR Part 35.130 (b)(7) when necessary to avoid discrimination.

Maintenance of Accessible Features: ADA Title II – 28 CFR Part 35.133(a) requires accessible elements and features to be maintained. They include, but are not limited to, electronic and physical accessibility features, such as parking, sidewalks (including snow removal and temporary routes during construction), accessible pedestrian signals, curb ramps, ramps, elevators, lifts, power door openers, locks, dispensers, drinking fountains, assistive listening equipment, TTD/TTYs, etc.

The maintenance of accessible features obligation specifically extends to the removal of snow and ice and other sidewalk obstructions. Regulations at 28 CFR Part 35.133 requires a public agency to maintain its walkways in an accessible condition for all pedestrians, with only isolated or temporary interruptions in accessibility permitted, thus making snow removal and treatment for ice on sidewalks pedestrian accessibility issues. Reasonable snow removal efforts must be consistently undertaken to enable persons with disabilities to travel safely. The Federal Highway Administration (hereinafter FHWA) is responsible for ensuring that pedestrian facilities built with federal funds are maintained in the same manner as other state or local roadway assets.

Reasonable Accommodation: Regulations at 28 CFR Part 35.140(a) state that reasonable accommodations must be provided to qualified employees with disabilities. This requirement may include modifying work schedules, job restructuring, and making facilities readily accessible for use by an employee with a disability.

Existing Facilities: 28 CFR 35.150 states, in part, that "... [a] public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities."

2010 ADA Standards for Accessible Design "2010 Standards" or "Standards": These DOJ regulations and guidelines set minimum requirements – both scoping and technical – for newly designed and constructed or altered state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities.

According to Section 35.151 of 28 CFR Part 35, the following standards apply to -

New constructions and alterations

(a) Design and construction

(1) Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992.

(2) Exception for structural impracticability.

(i) Full compliance with the requirements of this section is not required where a public entity can demonstrate that it is structurally impracticable to meet the requirements. Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features.

(ii) If full compliance with this section would be structurally impracticable, compliance with this section is required to the extent that it is not structurally impracticable. In that case, any portion of the facility that can be made accessible shall be made accessible to the extent that it is not structurally impracticable.

(iii) If providing accessibility in conformance with this section to individuals with certain disabilities (e.g., those who use wheelchairs) would be structurally impracticable, accessibility shall nonetheless be ensured to persons with other types of disabilities, (e.g., those who use crutches or who have sight, hearing, or mental impairments) in accordance with this section.

(b) Alterations

(1) Each facility or part of a facility altered by, on behalf of, or for the use of a public entity in a manner that affects or could affect the usability of the facility or part of the facility shall, to the maximum extent feasible, be altered in such manner that the portion of the facility is readily accessible to and usable by individuals with disabilities, if the alteration was commenced after January 26, 1992.

(2) The path of travel requirements of § 35.151(b)(4) shall apply only to alterations undertaken solely for purposes other than to meet the program accessibility requirements of § 35.150.

Accessible Routes: ADA Standards for Transportation Facilities 2006 - ADAAG Requirements dictate, among other things, that public entities provide accessible routes. These US DOT's ADA Standards 2006 are consistent with the MAAB's updated disability guidelines, but they outline the following additional requirements:

- ◆ Location of Accessible Routes (206.3)
- ◆ Detectable Warnings on Curb Ramps (406.8)
- ◆ Bus Boarding and Alighting Areas (810.2.2)
- ◆ Rail Station Platforms (810.5.3)

406.8 Detectable Warnings – US DOT's ADA standards require detectable warnings on curb ramps and state as follows:

A curb ramp shall have a detectable warning complying with 705. The detectable warning shall extend the full width of the curb ramp (exclusive of flared sides) and shall extend either the full depth of the curb ramp or 24 inches (610 mm) deep minimum measured from the back of the curb on the ramp surface.

Auxiliary Aids and Services: This provision requires ADA Title II entities to take steps to ensure that communication with members of the public and employees with disabilities is as effective as communication with others. To ensure effective communication with people with disabilities, auxiliary aids and services must be provided upon request. This requirement may include providing sign language interpreters, written materials for persons who are deaf or hard of hearing, Braille or information in digital format for people who are blind or have difficulty seeing. (See ADA Title II – 28 CFR Part 35.160).

Discrimination Prohibited: 49 CFR, § 27.7 prohibits discrimination in programs receiving federal financial assistance and states the following:

(a) General. No qualified handicapped person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity that receives Federal financial assistance administered by the Department of Transportation.

(b) Discriminatory actions prohibited.

(1) A recipient, in providing any aid, benefit, or service, may not, directly or through contractual, licensing, or other arrangements, on the basis of disability:

(i) Deny a qualified handicapped person the opportunity to participate in or benefit from the aid, benefit, or service;

(ii) Afford a qualified handicapped person an opportunity to participate in or benefit from the aid, benefit, or service that is not substantially equal to that afforded persons who are not handicapped;

(iii) Provide a qualified handicapped person with an aid, benefit, or service that is not as effective in affording equal opportunity to obtain the same result, to gain the same benefit, or to reach the same level of achievement as persons who are not handicapped;

(iv) Provide different or separate aid, benefits, or services to handicapped persons or to any class of handicapped persons unless such action is necessary to provide qualified handicapped persons with aid, benefits or services that are as effective as those provided to persons who are not handicapped;

(v) Aid or perpetuate discrimination against a qualified handicapped person by providing financial or other assistance to an agency, organization, or person that discriminates on the basis of disability in providing any aid, benefit, or service to beneficiaries of the recipient's program or activity;

(vi) Deny a qualified handicapped person the opportunity to participate in conferences, in planning or advising recipients, applicants or would-be applicants, or

(vii) Otherwise limit a qualified handicapped person in the enjoyment of right, privilege, advantage, or opportunity enjoyed by others receiving an aid, benefit, or service.

(2) For purposes of this part, aids, benefits, and services, to be equally effective, are not required to produce the identical result or level of achievement for handicapped and nonhandicapped persons, but must afford handicapped persons equal opportunity to obtain the same result, to gain the same benefit, or to reach the same level of achievement, in the most integrated setting that is reasonably achievable.

(3) Even if separate or different aid, benefits, or services are available to handicapped persons, a recipient may not deny a qualified handicapped person the opportunity to participate in the programs or activities that are not separate or different.

(4) A recipient may not, directly or through contractual or other arrangements, utilize criteria or methods of administration:

(i) That have the effect of subjecting qualified handicapped persons to discrimination on the basis of disability,

(ii) That have the purpose or effect of defeating or substantially reducing the likelihood that handicapped persons can benefit by the objectives of the recipient's program or activity, or

(iii) That yield or perpetuate discrimination against another recipient if both recipients are subject to common administrative control or are agencies of the same State.

(5) In determining the site or location of a facility, an applicant or a recipient may not make selections:

(i) That have the effect of excluding handicapped persons from, denying them the benefits of, or otherwise subjecting them to discrimination under any program or activity that receives Federal financial assistance, or

(ii) That have the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the program or activity with respect to handicapped persons.

(6) As used in this section, the aid, benefit, or service provided under a program or activity receiving Federal financial assistance includes any aid, benefit, or service provided in or through a facility that has been constructed, expanded, altered, leased or rented, or otherwise acquired, in whole or in part, with Federal financial assistance.

(c) *Communications.* Recipients shall take appropriate steps to ensure that communications with their applicants, employees, and beneficiaries are available to persons with impaired vision and hearing.

(d) *Aid, benefits, or services limited by Federal law.* For aid, benefits, or services authorized by Federal statute or executive order that are designed especially for the handicapped, or for a particular class of handicapped persons, the exclusion of nonhandicapped or other classes of handicapped persons is not prohibited by this part.

ADA, Section 504 of the Rehabilitation Act of 1973, and AAB Rules and Regulations? Impact on the City of Somerville

The City of Somerville must comply with:

- all ADA Title I requirements in its employment practices⁵;
- ADA Title II in its policies, programs, services, and benefits;
- parts of ADA Title IV and Title V that apply to its programs, services, or facilities; and
- applicable requirements specified in the 2010 Standards for Accessible Design, and, with respect to the public rights-of-way, modification 406.8.

⁵ The city has promulgated an antidiscrimination and anti-harassment policy concerning its employment practices. All employees are being trained on their rights and responsibilities under the ADA. This Transition Plan is only required under Title II.

The ADA prohibits discrimination against persons with disabilities in nearly all segments of society. The statute is meant to protect, promote equal access and ensure equal opportunity for, individuals with a wide range of disabilities. As a municipality or a local government, thus a “public entity,” the city’s primary obligation under Title II specifically is to ensure equal access to its programs, services, and activities.

Title II of the ADA has an extensive impact on the city, including administrative requirements to –

- complete of a self-evaluation;
- develop ADA grievance procedures;
- post an official *Notice of Nondiscrimination* based on disability;
- designate a person responsible for overseeing Title II compliance; and
- develop an ADA Transition Plan if found necessary during the self-evaluation.

The DOJ’s Title II implementing regulations, which were issued in July of 1991, and have been revised as necessary to reinforce the ADA’s essential dictates specify, in relevant part, that a public entity must evaluate its services, programs, policies, and practices to determine whether they are in compliance with the law’s nondiscrimination requirements, and must then proceed to make the necessary changes resulting from the self-evaluation to make programs accessible. (See 28 C.F.R. 35.105).

Thus, the city must assess specific services, policies and practices and address the removal of physical barriers and/or the revision of policies and procedures, to ensure compliance with the applicable ADA and Section 504 regulations, including 49 C.F. R. Part 27 (Section 504), 28 C.F.R. Part 35 (ADA) and with all provisions of the Massachusetts Code of Regulations (521 CMR). Massachusetts State law further requires that the city apply the more stringent of the above standards to achieve accessibility.

ADA Title II Requirements:

A thorough understanding of the requirements of Title II of the ADA is essential for public entities and the following are some of the relevant obligations:

Application: Requirements apply to areas used by both employees and the public.

Alterations: Each part of a facility altered that affects usability must, to the maximum extent feasible, be altered to be accessible. The standard for new construction must be applied to each element being altered.

Technical Infeasibility: Application of the ADA Standards is not required where it would be “technically infeasible.” Technical infeasibility is defined as having “little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member which is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features which are in full and strict compliance with the minimum requirements for new construction and

which are necessary to provide accessibility.” If compliance is technically infeasible, the alteration must provide accessibility to the maximum extent feasible.

Additional Alteration Requirements: Under the ADA Standards, alterations to primary function areas (areas where major activities take place) trigger a “path of travel” requirement – that is, a requirement to make accessible the path of travel from the entrance to the altered area plus the telephones, restrooms, and drinking fountains serving the altered area. A public entity is not required to spend more than twenty percent (20%) of the cost of the alteration on making the path of travel accessible.

Variations: There is no procedure for seeking variations under the ADA. However, Title II has some exemptions for inaccessible buildings constructed before the law went into effect.

The following requirements apply specifically to state and local governments under Title II:

Program Accessibility: The focus is on ensuring that each service, program, and activity, when viewed in its entirety, is readily accessible to, and usable by, individuals with disabilities. Buildings constructed before the ADA was enacted are not required to be fully accessible.

Program Accessibility Methods: These can include the redesign of equipment, reassignment of services to accessible buildings, assignment of aides (i.e. staff), home visits, delivery of services at alternate accessible sites, alteration of existing facilities, and construction of new facilities.

Enforcement: Any individual may report complaints regarding any alleged discrimination through the public entity’s established grievance procedure, or he or she may file complaints with any appropriate federal or state agency. The DOJ is the agency responsible for the overall enforcement of Title II, but it may delegate enforcement for specific program areas to other federal agencies. These agencies may then try to negotiate for voluntary compliance, may act to withhold federal funds, or may send these cases to the DOJ for possible legal action which may result in an injunctive order to provide access, pay damages, litigation expenses, and/or any other relief ordered by the court.

Individuals who feel aggrieved also have the option of bypassing all of the above stated grievance and complaint processes and take their cases directly to court by filing a private suit. However, alternative means of dispute resolution, such as settlement negotiations, conciliation, mediation, and arbitration are always encouraged.

1.3 Discrimination and Accessibility

The city’s fundamental goal is to ensure that individuals with disabilities are afforded an equally effective opportunity to participate in, or benefit from, all of its programs and services, subject only to the limitations of fundamental alteration and/or undue burden. Therefore, the city must and will effect policy changes, if necessary, so that persons with disabilities can have full access. Further, the city must continue to make changes to prevent discrimination and continually work to increase accessibility.

Physical Accessibility: requires that a facility be barrier-free. Barriers include any obstacles that prevent or restrict the entrance to or use of a facility. Further, the city is required to maintain its existing facilities to ensure continued, unfettered, and uninterrupted access to persons with disabilities.

Program Accessibility: Program accessibility requires that individuals with disabilities be provided an equally effective opportunity to participate in or benefit from a public entity's programs and services. It encompasses physical accessibility, as well as policies, practices and procedures that make it possible for individuals with disabilities to participate in programs and access important information. The ADA requires that public entities provide physical and communication access to each program service or activity.

The city may achieve program accessibility, in part, by:

- using structural methods such as altering an existing facility;
- acquiring or redesigning equipment;
- assigning aids;
- and by providing services at alternate accessible sites.

When choosing a method of providing program access, the city will give priority to the one which results in the most integrated setting possible and appropriate to encourage interaction among all users. In compliance with ADA requirements, the city will provide equality of opportunity.

1.4 Undue Burden Exemption for Programs and Activities

As a general proposition, the ADA does not mandate that the city take any action, whether with regard to employment, public accommodation, or in the provision of its services, programs and benefits, that it can demonstrate would result in a fundamental alteration in the nature of its programs or activities.

The determination that an undue burden would result must be based on an evaluation of all resources available for use in the city. Further, if the removal of a particular barrier is deemed unduly burdensome, the city must consider alternative options to provide access to the benefits, services or programs to persons with disabilities that would not result in an undue burden. The chief executive of the entity, here the mayor or his designee, ultimately makes the undue burden determination and decision.

1.5 City of Somerville Nondiscrimination and ADA Policies and Complaint Procedures

The city will strictly adhere to the ADA's nondiscrimination policies contained in 28 CFR 35.130, which are outlined in detail below:

28 CFR 35.130—General Prohibitions against Discrimination

(a) No qualified individual with a disability shall, on the basis of disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.

(b)(1) A public entity, in providing any aid, benefit, or service, may not, directly or through contractual, licensing, or other arrangements, on the basis of disability—

(i) Deny a qualified individual with a disability the opportunity to participate in or benefit from the aid, benefit, or service;

(ii) Afford a qualified individual with a disability an opportunity to participate in or benefit from the aid, benefit, or service that is not equal to that afforded others;

(iii) Provide a qualified individual with a disability with an aid, benefit, or service that is not as effective in affording equal opportunity to obtain the same result, to gain the same benefit, or to reach the same level of achievement as that provided to others;

(iv) Provide different or separate aids, benefits, or services to individuals with disabilities or to any class of individuals with disabilities than is provided to others unless such action is necessary to provide qualified individuals with disabilities with aids, benefits, or services that are as effective as those provided to others;

(v) Aid or perpetuate discrimination against a qualified individual with a disability by providing significant assistance to an agency, organization, or person that discriminates on the basis of disability in providing any aid, benefit, or service to beneficiaries of the public entity's program;

(vi) Deny a qualified individual with a disability the opportunity to participate as a member of planning or advisory boards;

(vii) Otherwise limit a qualified individual with a disability in the enjoyment of any right, privilege, advantage, or opportunity enjoyed by others receiving the aid, benefit, or service.

(2) A public entity may not deny a qualified individual with a disability the opportunity to participate in services, programs, or activities that are not separate or different, despite the existence of permissibly separate or different programs or activities.

(3) A public entity may not, directly or through contractual or other arrangements, utilize criteria or methods of administration:

(i) That have the effect of subjecting qualified individuals with disabilities to discrimination on the basis of disability;

(ii) That have the purpose or effect of defeating or substantially impairing accomplishment of the objectives of the public entity's program with respect to individuals with disabilities; or

(iii) That perpetuate the discrimination of another public entity if both public entities are subject to common administrative control or are agencies of the same State.

(4) A public entity may not, in determining the site or location of a facility, make selections—

(i) That have the effect of excluding individuals with disabilities from, denying them the benefits of, or otherwise subjecting them to discrimination; or

(ii) That have the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the service, program, or activity with respect to individuals with disabilities.

(5) A public entity, in the selection of procurement contractors, may not use criteria that subject qualified individuals with disabilities to discrimination on the basis of disability.

(6) A public entity may not administer a licensing or certification program in a manner that subjects qualified individuals with disabilities to discrimination on the basis of disability, nor may a public entity establish requirements for the programs or activities of licensees or certified entities that subject qualified individuals with disabilities to discrimination on the basis of disability. The programs or activities of entities that are licensed or certified by a public entity are not, themselves, covered by this part.

(7) A public entity shall make reasonable modifications in policies, practices, or procedures when the modifications are necessary to avoid discrimination on the basis of disability, unless the public entity can demonstrate that making the modifications would fundamentally alter the nature of the service, program, or activity.

(8) A public entity shall not impose or apply eligibility criteria that screen out or tend to screen out an individual with a disability or any class of individuals with disabilities from fully and equally enjoying any service, program, or activity, unless such criteria can be shown to be necessary for the provision of the service, program, or activity being offered.

(c) Nothing in this part prohibits a public entity from providing benefits, services, or advantages to individuals with disabilities, or to a particular class of individuals with disabilities beyond those required by this part.

(d) A public entity shall administer services, programs, and activities in the most integrated setting appropriate to the needs of qualified individuals with disabilities.

(e)(1) Nothing in this part shall be construed to require an individual with a disability to accept an accommodation, aid, service, opportunity, or benefit provided under the ADA or this part which such individual chooses not to accept.

(2) Nothing in the Act or this part authorizes the representative or guardian of an individual with a disability to decline food, water, medical treatment, or medical services for that individual.

(f) A public entity may not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the costs of measures, such as the provision of auxiliary aids or program accessibility, that are required to provide that individual or group with the nondiscriminatory treatment required by the Act or this part.

(g) A public entity shall not exclude or otherwise deny equal services, programs, or activities to an individual or entity because of the known disability of an individual with whom the individual or entity is known to have a relationship or association.

(h) A public entity may impose legitimate safety requirements necessary for the safe operation of its services, programs, or activities. However, the public entity must ensure that its safety requirements are based on actual risks, not on mere speculation, stereotypes, or generalizations about individuals with disabilities.

Title II emphasizes access to all services, programs, and activities provided or made available by public entities and sets the following non-discrimination requirements, among others, for public entities:

- ◆ It is illegal to refuse to allow a person to participate in a service, program, or activity simply because the person has a disability.
- ◆ Programs and services must be provided in an integrated setting unless separate programs are necessary to ensure equal access.
- ◆ Entities must eliminate unnecessary eligibility standards or rules that exclude or tend to screen out people with disabilities.
- ◆ Entities must make reasonable modifications to policies, practices, and procedures to ensure equal access.
- ◆ Programs must be readily accessible to and usable by people with disabilities.
- ◆ It is illegal to place special charges on people with disabilities to cover costs of ensuring non-discrimination.

Designation of a Responsible Employee: As a public entity with fifty (50) or more employees, the City of Somerville under the ADA must designate at least one responsible employee to coordinate all of its compliance efforts. The city has designated Betsy M. Allen as its ADA Coordinator.

Notice: The city is obligated to post and/or disseminate notice to the public in accordance with the requirements of **28 CFR 35.106** outlined below:

A public entity shall make available to applicants, participants, beneficiaries, and other interested persons information regarding the provisions of this part and its applicability to the services, programs, or activities of the public entity, and make such information available to them in such manner as the head of the entity finds necessary to apprise such persons of the protections against discrimination assured them by the Act and this part.

Consistent with this obligation to provide notice of the rights and protections accorded to individuals with disabilities under the ADA, the following non-discrimination Public Notice has been and should always be posted, at a minimum, at all city facilities and relevant web pages of the city's website:

Americans with Disabilities Act Public Notice

The City of Somerville does not discriminate on the basis of disability or any other protected category in admission to, access to, or operation of its programs, services or activities. The City of Somerville does not discriminate on the basis of disability in its hiring or employment practices.

This notice is provided as required by Title II of the Americans with Disabilities Act (ADA) and by Section 504 of the Rehabilitation Act of 1973. Copies of this notice are available, upon request, in accessible formats (large print, audiotape, Braille, computer disc, etc.). The city's grievance procedure, self-evaluation, as well as ADA policies, practices, and procedures, are also readily available, upon request.

This notice shall be posted prominently at all employee locations and all municipal sites serving the general public, on the city's web site, and in all public recruitment documentation. This notice or a reasonably abbreviated version of this notice shall also be included in all other relevant materials such as program brochures and pamphlets containing general information made available to participants, beneficiaries, applicants or employees.

The City of Somerville has designated the following individual to coordinate its efforts to comply with the ADA. Questions, complaints or requests for additional information may be sent to: **Betsy M. Allen, ADA Coordinator, 167 Holland Street, Second Floor, Room 207, Somerville, MA 02144, ballen@somervillema.gov, (617) 625-6600 X2323 (Voice), (866) 808-4851 (TTY).**

Persons with disabilities who need auxiliary aids and services for effective communication, written materials in alternative formats, or reasonable modifications in policies and procedures, in order to access the programs and activities of the City of Somerville should contact the ADA coordinator. To help ensure access to city programs, services and activities, the city will provide translations, will reasonably modify its policies and procedures, and will provide auxiliary aids and alternative formats to persons with disabilities upon request and free of charge.

The above Notice will be provided on an ongoing basis and will also be included in job applications, employee handbooks, local newspapers and other communications, and will be posted at all facilities where programs and services interface with the general public. (See Appendix B for a formal copy of the Notice).

In addition to this nondiscrimination notice, the city's website provides links for accommodation requests, ADA complaint forms, the ADA coordinator's contact information, and a description of city policies and procedures.

The city will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

Anyone who needs an auxiliary aid or service for effective communication, or a modification of policies and procedures to participate in a city program, service or activity, should directly contact the ADA coordinator no later than seven (7) business days before the scheduled event.

For more information, please contact Betsy Allen, ADA Coordinator and Chief Accessibility Officer at 617.625.6600, X2323 or by email at ballen@somerville.gov.

Title II of the Americans with Disabilities Act does not require the City of Somerville to take any action that would fundamentally alter the nature of its programs or services, or that would impose an undue financial or administrative burden.

Grievance Procedures: The city has instituted grievances procedures to provide for prompt and equitable resolution of all complaints alleging any action prohibited by law. Any individual who feels aggrieved by the city's action or inaction may avail him or herself of the city's grievance process, or may file a complaint with any appropriate state or federal agency.

Complaints that a city program, service or activity is not accessible to persons with disabilities should be directed to the ADA coordinator within one hundred and eighty (180) days of the alleged violation.

Any individual not satisfied with the ADA coordinator's response to a complaint regarding any program, service or activity's accessibility or a request for a reasonable accommodation may appeal to the Board of Aldermen for review of the ADA coordinator's decision.

Individuals also have the option of bypassing city, state and federal grievance and complaint processes and take their cases directly to court. However, the city encourages alternative means of dispute resolution, such as settlement negotiations, conciliation, mediation, and arbitration.

The following are the City of Somerville's grievance procedures:

Americans with Disabilities Act (ADA) Grievance Procedures

The following grievance procedure is established to meet the requirements of the Americans with Disabilities Act (ADA). It may be used by a person with a disability or his or her authorized representative who wishes to file a complaint alleging discrimination on the basis of disability in employment, practices and policies, and/or the provision of services, activities, programs and benefits, by the City of Somerville.

The complaint should be in writing, if possible. Complainants should use the Complaint Procedure Form available on the city's website to file and initiate complaints or can provide the necessary information to the ADA coordinator in a format accessible to them. Information and forms are also available in alternative formats upon request. The complaint must contain information about the alleged discrimination such as the name, address, phone number of the person, business, or organization being complained about. It must include a description of the alleged discriminatory incident or action, the place and date of its occurrence, and the name of any employee or representative of the City of Somerville, if any, involved. The complaint must also include the name and address of the person bringing it or his or her authorized representative if the alleged aggrieved individual is unable to do so.

Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint will be made available upon request to persons with disabilities who are unable to submit a written complaint. If assistance is needed to file or pursue the complaint, the ADA coordinator, upon request, will provide the needed assistance.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than one hundred and eighty (180) days after the alleged violation to:

BETSY M. ALLEN - ADA Coordinator
City of Somerville
167 Holland Street
Somerville, MA 02144
617-625-6600 x2323 – Voice
866-808-4851 - TTY
ballen@somervillema.gov

Within fifteen (15) calendar days after acknowledged receipt of the complaint, the ADA coordinator will meet with the complainant to discuss the complaint and possible resolutions. Within thirty (30) calendar days after the meeting, the ADA coordinator will respond in writing and, where appropriate, in a format accessible to the complainant, such as audiotape. The response will explain the position of the City of Somerville and/or offer options for substantive

resolution of the complaint. In the alternative, the response may indicate that additional interviews and/or investigation will be needed in order to conclude the matter.

If the complainant believes that the response by the ADA coordinator does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision of the ADA coordinator within fifteen (15) calendar days after receipt of the initial response or decision to the Board of Aldermen or its designee.

When the Board is in session, within thirty (30) calendar days after acknowledged receipt of the appeal, the Board of Aldermen or its designee will meet with the complainant to discuss the complaint and possible resolutions. If the Board is not in session, the thirty (30) day period will commence with the start of the next session. Within thirty (30) calendar days after the meeting, the Board of Aldermen or its designee will provide in writing and, where appropriate, in a format accessible to the complainant such as audiotape, a final resolution of the complaint.

All complaints received by the ADA coordinator, appeals to the Board of Aldermen or designee, and responses from the ADA coordinator and the Board of Aldermen or designee will be kept by the City of Somerville for at least three (3) years.

Be further advised that any individual who feels aggrieved need not exhaust his or her administrative remedies at the local or municipal level before filing a complaint with a state or federal agency or private lawsuit with a court of relevant jurisdiction.

The ADA coordinator shall maintain a written record of each complaint filed, the action taken, and the disposition of the complaint. The right of a person to a prompt and equitable resolution of the complaint filed hereunder shall not be impaired by that person's pursuit of other remedies such as the filing of an ADA complaint with the responsible state and federal departments or agencies. Use of this grievance procedure is not a prerequisite or a barrier to the pursuit of other remedies.

Betsy Allen has been designated as the city's ADA coordinator and she is charged with coordinating all ADA compliance and accessibility efforts for the city. (See Appendix C for the Grievance or Complaint form).

Reasonable Modification: The city must provide reasonable accommodations to a person with a disability who meets the essential eligibility requirements of any service, program or activity, unless doing so would fundamentally alter the nature of the service, program or activity or would constitute an undue hardship.

The city will make reasonable modifications to its policies, procedures, and practices in order to accommodate persons with disabilities whenever a qualified person with a disability requests such modifications, unless the city can demonstrate that such modifications would impose an undue burden or fundamentally alter the nature of its programs or the services that it offers.

Additionally, the city must make reasonable modifications to policies, practices, and procedures that create barriers to equal access for individuals with disabilities, unless such modifications would fundamentally alter the nature of the program or services or cause an undue hardship.

The city is committed to making reasonable modifications to afford persons with disabilities access to services and programs. The final decision as to whether a request for a modification is reasonable (or is a fundamental alteration of the program, service or benefit) will be made by the mayor under the advisement of the ADA coordinator, the City Solicitor's Office and, if necessary, the finance director.

Finally, while the ADA mandates equality of opportunity, it does not guarantee equality of results.

Eligibility & Safety Requirements Assurance: The city may not impose eligibility criteria for participation in its programs, services, or activities that either screen out or tend to screen out persons with disabilities, unless it can show that such requirements are necessary for the provision of the service, program, or activity.

Eligibility requirements for the city's programs will be reviewed on a regular basis to ensure that they do not screen out or tend to screen out persons with disabilities. All safety requirements will be similarly reviewed to prevent discriminatory disparate impact on individuals with disabilities.

The city may impose legitimate safety requirements necessary for the safe operation of its services, programs, or activities. However, the city must ensure that its safety requirements are based on real risks, not on speculation, stereotypes, or generalizations about individuals with disabilities. The determination of the existence of a direct threat to public safety must be based on objective factual evidence and not stereotypes or misconceptions about a person's disability.

Although compliance with these requirements may result in some additional costs, the city will not place a surcharge on particular individuals with disabilities or groups of individuals with disabilities to cover these expenses. A city program, for instance, is barred from charging extra for a participant who is deaf or hard-of-hearing in order to cover the cost of CART services or sign language interpreters.

If any new criteria are developed, the mayor, the ADA coordinator, and/or others will review their impact on persons with disabilities and all staff will be informed of any changes in eligibility requirements that may arise as a result of this review.

Assurance Regarding Surcharges: City policy forbids the assessment of additional surcharges to staff, participants, or any other interested person for reasonable accommodations under any circumstances. Such accommodations include, but are not limited to: American Sign Language (ASL) interpreters, CART services, architectural accessibility, computer accessibility hardware or software, Braille material, or any other costs related to the participation of a person with a disability.

Integrated Services Assurance: City policy requires that all services, programs and activities be provided in the most integrated setting possible. Persons with disabilities should never be required to participate in separate programs. Services will not be provided to any person with a disability in a manner or at a location different from that available to others. Programs and services must be provided in an integrated setting unless separate programs are necessary to ensure equal access. In all cases, the person with a disability (family member and/or other representative only when appropriate) will be fully involved in the consideration and decisions.

Significant Assistance Assurance: City policy prohibits discrimination against individuals with disabilities by external programs to which the city provides significant financial or other type of support, or by organizations with which it contracts. All contracts and program sites will be regularly assessed to ensure nondiscrimination against individuals with disabilities. The city will not contract with any entity that discriminates. The city will promptly investigate any apparent violations or complaints, and take swift and immediate action to end any discrimination including the withdrawal or termination of support and/or termination of the contract, if necessary.

Contracts, Licenses, and Certifications: The city will not discriminate on the basis of disability in contracting for the purchase of goods and services. City contracts should contain civil rights and nondiscrimination language that includes disability as a protected category. Further, the city will not discriminate on the basis of disability in its licensing, certification, and regulatory activities.

A person is a “qualified individual with a disability” with respect to licensing or certification, if he or she can meet the essential eligibility requirements for receiving the license or certification.

Accessible Transportation Policy: The City of Somerville is an accessible transportation provider. It is city policy that all transportation services required and provided be accessible to everyone regardless of his or her disability. The Somerville Public Schools Transportation Department, through its transportation provider SP&R, uses six wheelchair vans with lifts and three medium size buses to transport students in and out of district. Any future van purchases will be accessible. The directors of the Council on Aging and the Somerville Public Schools Transportation Department are responsible for coordinating the provision of accessible transportation to the populations that they serve.

An alternative transportation provider is the Massachusetts Bay Transportation Authority (MBTA) “The Ride.” Their voice phone number is (888) 319-7433 or their TTY phone number is (800) 621-0420.

Community Referral Assurance: Whenever the city participates in other programs and services, or refers individuals to other programs, it is the city’s policy, as an unequivocal and binding condition of participation that such programs and services not engage in discrimination against any individual or group. The city must be given information and assurances regarding these programs’ availability and accessibility to all. Specifically, city policy prohibits referrals to, or participation in, programs that illegally deny access to individuals with disabilities.

Communication Accessibility: Effective Communication -

28 CFR 35.160—General:

(a)(1) A public entity shall take appropriate steps to ensure that communications with applicants, participants, members of the public, and companions with disabilities are as effective as communications with others.

It is the policy of the City of Somerville that auxiliary aids and services be provided, when necessary, to ensure effective communication with persons whose disabilities impact their ability to communicate.

Effective communication must be ensured for all applicants, beneficiaries, participants, and others. Telephone emergency services must have TTYs to ensure direct access. Accessible routes, facilities, or equipment must be identified with appropriate, accessible signage. These actions are required unless they would cause a fundamental alteration of the program or service or an undue financial or administrative burden.

City policy also dictates that all documents and publications be made available to anyone who requests them in an accessible format. These accessible formats include large print, audiotape, Braille, and computer disc. Any request for Braille, however, needs to be made thirty (30) days before the event or need, unless the event or service is announced without a full thirty (30) days of advance notice, in which case, when requested within ten (10) days of the announcement of the related event, program, documentation, or service, every reasonable attempt will be made to acquire Braille materials.

A person with a communication impairment will be given the opportunity to request the aid or service that he/she prefers and the requested aid or service will be given primary consideration by the city, unless doing so would impose an undue burden or another reasonable alternative is available.

The procedure for anyone requesting materials or documents in accessible formats (or any type of effective communication) is as follows:

Specify the accessible format desired either in person, over the phone, in writing, or by e-mail to the ADA coordinator at least seven (7) days (excluding Braille, as noted above, and interpreters, as noted below) in advance of the event for which it is needed.

The city is committed to ensuring effective communication and will make available appropriate auxiliary aids and services when necessary to individuals in need. Auxiliary aids and services include a wide range of services and devices that promote effective communication.

Examples of auxiliary aids and services that may be effective for individuals who are deaf or hard of hearing may include, but are not limited to:

- qualified sign language interpreters,

- note takers,
- Computer Aided Real Time transcriptions (CART),
- telephone handset amplifiers,
- individual assistive listening devices,
- open and closed captioning telecommunications devices for deaf persons (TTYs or TDDs), and
- exchange of written notes.

Examples for individuals with vision impairments may include, but are not limited to;

- qualified readers,
- taped texts,
- audio recordings,
- Braille materials, and
- large print materials screen readers.

Examples for individuals with speech impairments may include, but are not limited to:

- TTYs or TDDs speech synthesizers.

The type of auxiliary aid or service necessary to ensure effective communication will vary in accordance with the needs of the individual and the length and complexity of the communication involved. A simple exchange of written notes may be all that is necessary for a brief transaction with a deaf person. Sign language or oral interpreters, for example, may be required when the information being communicated in a transaction with a deaf individual is complex, or is exchanged for a lengthy period of time (e.g., a lecture or meeting). Factors to be considered in determining whether an interpreter is required include the context in which the communication is taking place, the number of people involved, and the importance of the communication.

Written communications provided by the city, ranging from newsletters, to public meeting announcements, to tax bills and water/sewer invoices are subject to the requirement for effective communication. Thus, where a city department provides information in written form, it must, when requested, make that information available to individuals with vision impairments in a form that is usable by them. Conversely, where some city communications are customarily only in electronic format, e.g., webpages, or e-mail, that information should be provided in alternative formats, upon request, to individuals whose disabilities prevent them from accessing that electronic format.

The audio portion of television and videotape programming produced by the city is subject to the requirement to provide equally effective communication for individuals with hearing impairments. Closed captioning of such programs is sufficient to meet this requirement.

When an auxiliary aid or service is required, the city must provide an opportunity for individuals with disabilities to request the auxiliary aids and services of their choice and must give primary consideration to the choice expressed by the individual. "Primary consideration" means that the city must honor the choice, unless it can demonstrate that another equally effective means of

communication is available, or that use of the means requested would result in a fundamental alteration in the service, program, or activity or in undue financial and administrative burdens.

It is important to consult with the individual to determine the most appropriate auxiliary aid or service because the person with a disability is most familiar with his or her needs, and is in the best position to determine what type of aid or service is preferred and/or will be most effective.

For assistance in determining the appropriate auxiliary aids and services needed, please contact the ADA coordinator.

TTY Assurance: Somerville City Hall has one TTY (866-808-4851) which is answered from 6:00 a.m. through 2:00 a.m. by the Constituent Services Department/311. The TTY number is listed on all communications where the city's phone number is given. The ADA coordinator's office will also be equipped with TTY in 2016. TTY training will be provided for all relevant employees with updates on an annual basis. Individuals with disabilities, like all others, experiencing life-threatening emergencies should call 911 directly and without delay.

Interpreter Services Policy: City policy dictates that sign language interpretation be provided upon request to any person needing such service in order to participate in any city meeting, program, or activity. Because of the current difficulties in securing interpreters, the requests should be made, either by telephone, in writing or by e-mail to the ADA coordinator, at least fifteen (15) days in advance of the scheduled event or meeting. (Every reasonable effort will be made to meet requests made with less than fifteen (15) days' notice).

Within twenty-four hours of receipt of the request, the ADA coordinator will contact the Massachusetts Commission for the Deaf and Hard-of-Hearing to schedule an interpreter. If one cannot be found, the ADA coordinator will offer a CART reporter as an alternative format.

Assistive Listening Device Assurances: The city will provide assistive listening devices upon request to persons needing such devices in order to participate in its programs, services, and activities. Assistive listening devices will be purchased and made available in the aldermanic chamber, the Somerville Public Library, at the Council on Aging, and at any other city facility where its use is requested.

To request an assistive listening device, the person with the disability or his/her representative should specify the device or service needed either in writing, by telephone or by e-mail to the ADA coordinator. If the device or service is to be used for a city meeting, the request should be made at least seven (7) days prior to the scheduled event or activity. If adequate notice is given, and the service or device cannot be obtained, the ADA coordinator will offer CART services as a possible alternative.

TV Captioning and Video Assurance: It is the policy of the City of Somerville that audio-visual presentations shall be accessible to all individuals with disabilities. Whenever the city puts on TV programming, attempts will be made to use captioned videos, wherever available, and when necessary, to ensure effective communication.

To request a closed caption device or descriptive reading services, the individual with the disability or his or her representative must specify the need either in writing or by e-mail to the ADA coordinator at least four (4) business days before the film is presented. Within four (4) business days, the city will provide the closed caption video and device, or descriptive reading service during the presentation at no cost to the participant.

Effective Communication Training Assurance: Training on all aspects of effective communication will be conducted on an annual basis for relevant staff. All new staff will be trained, in accordance with our staff orientation procedures, on all of the above requirements. All staff will be familiar with and will be provided a copy of the City of Somerville's entire ADA Policies, Procedures, and Practice. (For detailed information on where and how to purchase equipment, see Appendix D).

Accessible Routes: In accordance with all guidelines, the city will develop schedules and budgets to bring sidewalks, curb ramps and pedestrian accessibility signals into compliance and provide accessible routes for safe and unimpeded travel for persons with disabilities.

Section 2: Self-Evaluation

This section presents the evaluative studies of the City of Somerville’s public rights-of-way, facilities, programs, services, activities and benefits. It outlines the deficiencies backlog both in terms of monetary figures and work required. The main sources of the evaluative data presented here are the engineering firm of Fay, Spofford and Thorndike (presently known as Stantec) and the Institute for Human Centered Design.

2.1 Evaluation of the Public Rights-of-Way: Curb Ramps, Sidewalks, Accessible Pedestrian Signals, Brick Pavers & Street Level Crossings, and Bus Shelters/Stops

The city, like all public entities regardless of size, must give everyone access to civic life. Roadways, sidewalks, curb ramps or sloped areas, accessible pedestrian signals, and bus shelters must allow equal access to all.

Beginning in 2012, the city hired the Engineering firm Fay, Spofford and Thorndike (hereinafter FST) to completely evaluate its roadway network and provide it with a comprehensive picture of its overall road conditions. These evaluative studies form the basis upon which the Transition Plan for the city’s public rights-of-way (PROW) will be developed.

The city’s complete pedestrian accessibility infrastructure consists of a 129-mile roadway network, over 6,500,000 square feet of sidewalk area, and over 3,000 ramps. As with barriers to access that exist within municipal buildings, programs and services, barriers in the roadway infrastructure can also restrict, limit or prevent equal access to individuals with disabilities and must be removed. The city is committed to improving its roadway infrastructure to the greatest extent possible.

2013 Pavement Management Study: The city began its PROW self-evaluation process by having FST develop and help it implement a Pavement Management System (PMS) for the roadway miles for which it is responsible⁶. The city now has a new ongoing preservation maintenance plan. This extensive database describes actual pavement conditions and roadway characteristics, and helps to accurately predict accelerated road deterioration resulting in timely maintenance and repairs, thereby averting costlier structural reconstruction. The PMS saves money in the short- and long-term by instituting a road repair program that minimizes expenditures. (See Appendix E for 2013 Pavement Management Study).

The 2013 Pedestrian Accessibility Study: In its continuing efforts to make the city more accessible, the city also asked FST to inventory its sidewalks and ramps. This Pedestrian Accessibility Study (PAS) which combines technology (Geographic Information Systems or GIS and Global Positioning Systems or GPS), local knowledge, and professional engineering input, is

⁶ The 129-mile roadway network includes 35 non-city maintained miles.

designed to be a network-level planning tool or foundation for managing the city's pedestrian accessibility resources. FST created a database of both sidewalks and ramps with descriptions of ramp locations and conditions resulting in sound repair policies and a much needed prioritization process consistent with the city's fiscal constraints and budget realities.

Evaluation of Sidewalks

Using field tablet computers, GPS receivers, and existing GIS layers, FST conducted a citywide pedestrian sidewalk inventory and assessment. In all, 3,017 sidewalk segments were inventoried.

Beginning in August 2012, field staff collected five (5) primary types of sidewalk field data:

- 1. Sidewalk material type:** Examples of materials include:
 - CC – Cement Concrete (the predominant material used for city sidewalks – 95%)
 - BC – Bituminous Concrete (2%)
 - BR – Brick (1%)
 - CB – Cement Concrete w/Brick (1.7%)
 - OT – Other (.3%)

- 2. Sidewalk distresses:** FST staff identified and quantified damage areas including hairline cracking, lips at curb and back of sidewalk, missing bricks, empty tree pits, lifting concrete sidewalk panels, utility cuts, and tripping hazards. These distressed areas were measured to arrive at a total damage area for each segment using the following standards:
 - (1) Length of damage: The linear measure of damaged sidewalk in aggregate accurate to the nearest foot.
 - (2) Width of damage: The average sidewalk damage width within the segment (measured to the nearest half foot).

- 3. Sidewalk width:** Average width of the sidewalk segment (measured to the nearest half foot)

- 4. Curb reveal:** Average curb reveal along a given sidewalk segment

- 5. Sidewalk slope:** This measurement was based on a sidewalk cross-slope taken at a visually determined location where the slope appears to be the steepest.

Additional data gathered by the staff included any construction notes or special considerations at sidewalk location, the initials of the inspector, and a time/date stamp.

A sidewalk condition index or SCI value was established to quickly categorize sidewalk conditions into a repair strategy scheme. The SCI is calculated by taking the damaged area and dividing it by the total sidewalk area, then multiplying by 100. The result is then subtracted by 100 to produce an SCI value.

SCI treatment bands were then categorized to arrive at the following repair strategies:

- 0 - 49 = Full Replacement/ Reconstruction
- 50 - 79 = Localized Repairs/ Panel Replacement
- 80 - 100 = Do Nothing

Table 1 - Distribution of SCI Treatment Bands

SCI Treatment Band	Sidewalk Count	Sidewalk Area
Full Replacement and/or Reconstruction	1903	3,906,473
Localized Repair/ Panel Replacement	834	1,981,257
Do Nothing	280	874,345

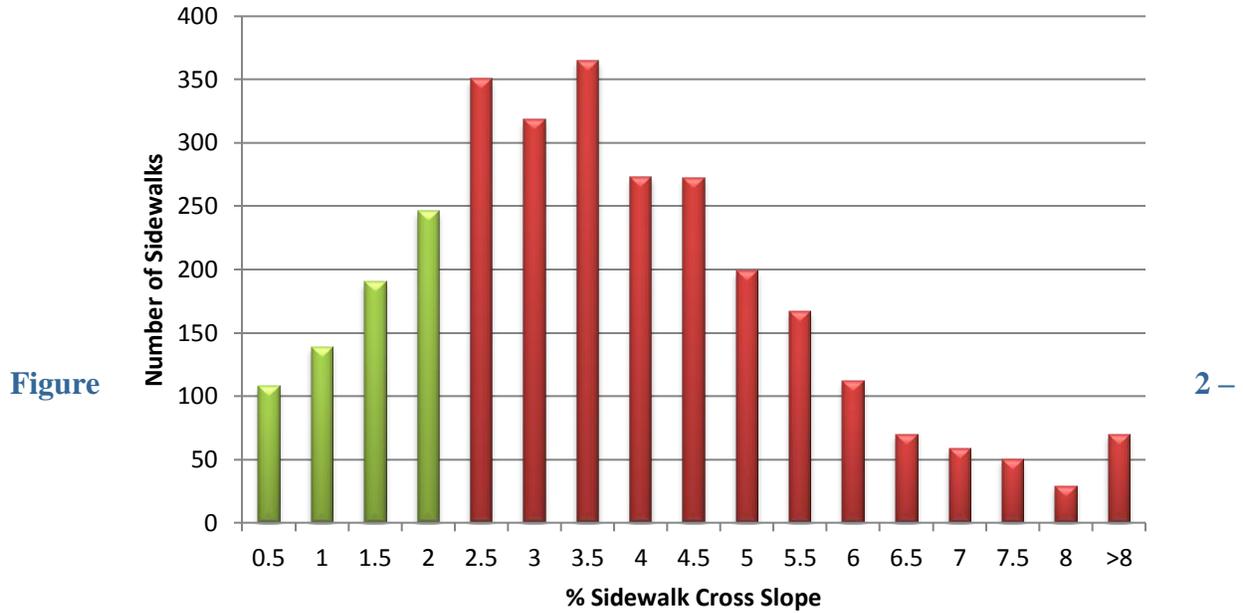
The average area based SCI was 46.5, which meets the full replacement threshold.

The evaluation revealed that sixty percent (60%) of the city’s sidewalk area needs to be replaced.

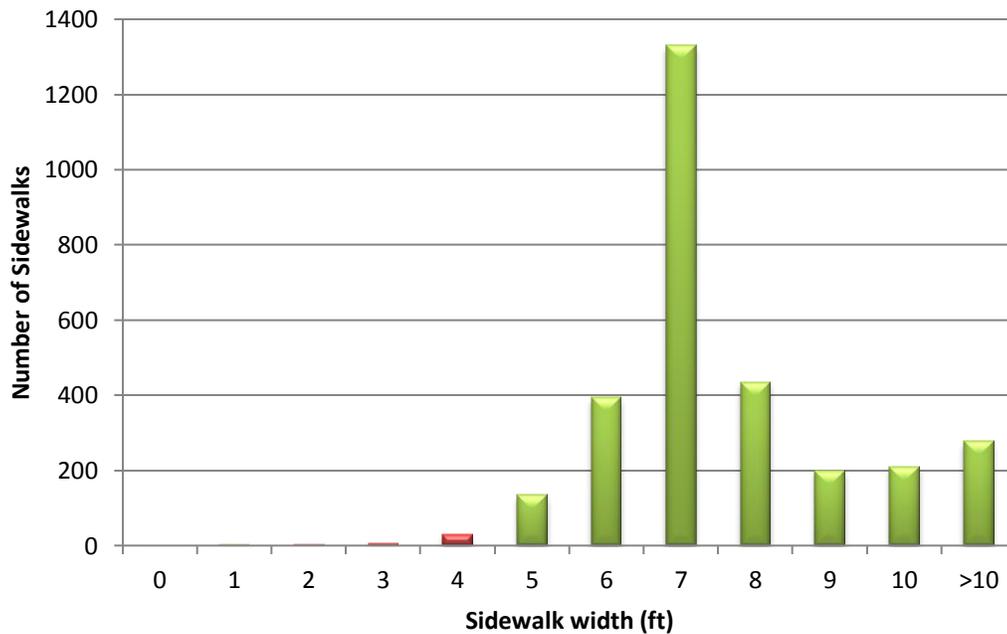
Further, to determine whether the sidewalk area met minimum MAAB compliance standards, the cross-slope and sidewalk width values were examined. To be compliant, a segment must have a cross-slope of less than 2% and a sidewalk width greater than 4 feet. All notes were also evaluated to determine if street furniture, buildings, or other hardscape obstructions prevented passage along the sidewalk.

The primary reason for likely non-compliance in the city was found to be the sidewalk cross-slope, since the majority of sidewalk widths far surpass the 4 foot threshold. The PAS reveals that approximately seventy-seven percent (77%) of the city’s sidewalks do not comply with MAAB requirements.

Figure 1 – Distribution of Sidewalk Cross-Slope



Distribution of Sidewalk Widths



In addition to the inventory, the PAS prioritizes repairs by establishing a Network Priority Ranking System (hereinafter NPR). The NPR was based on two (2) criteria which were scored separately:

1. Proximity to MBTA station
2. Proximity to high pedestrian parcels

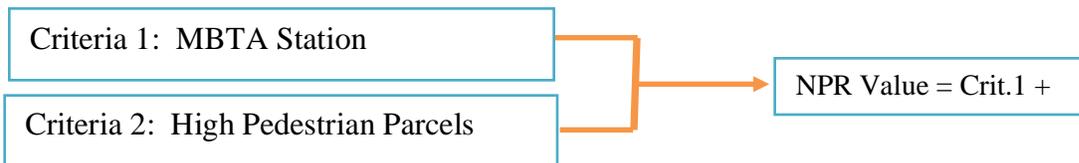
Proximity to MBTA: Sidewalk polygons were related spatially to the closest MBTA stations within a buffer of 300 feet. If the MBTA buffer intersected any part of the sidewalk polygon, it was given an NPR value; otherwise a value of 0 was given. The NPR value was calculated by subtracting the maximum distance any sidewalk polygon centroid inside the buffer zone had to an MBTA station, which was 742”, by all sidewalk polygon centroids.

$$NPR_{MBTA} = 742 - MBTA \text{ distance}$$

Proximity to High Pedestrian Parcels (HPP): Sidewalk polygons were related spatially to HPPs within a buffer of 150 feet. If the sidewalk fell outside of the buffer, a score of 0 was given. However, if the sidewalk fell within the buffer, an NPR value was calculated by subtracting the maximum distance any sidewalk polygon centroid inside the buffer zone had to a HPP, which was 604”, by all sidewalk polygon centroids.

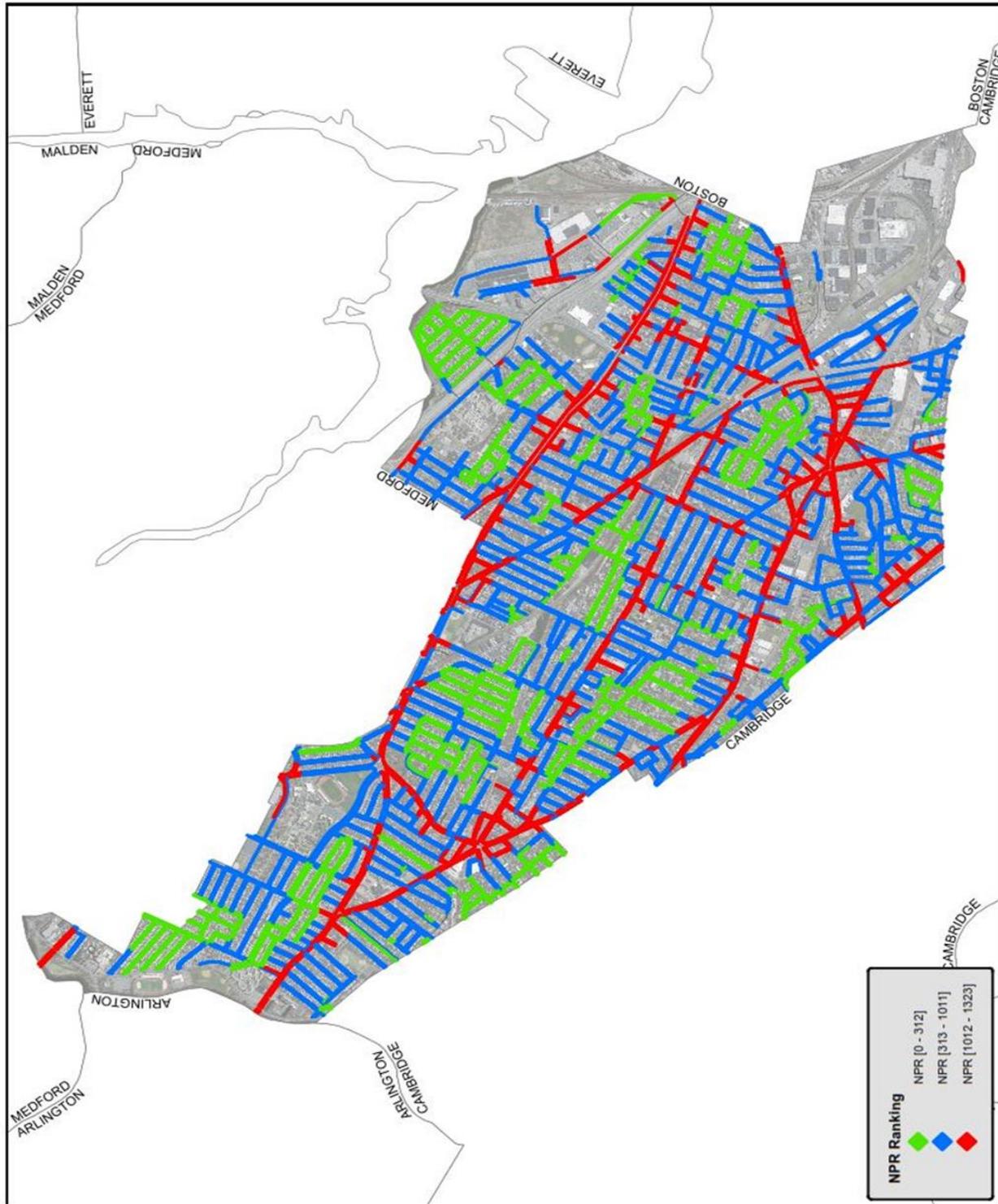
$$NPR_{HPP} = 604 - \text{distance to Parcel}$$

The NPR formula adds the rankings for each criterion together to get a composite number ranking for each sidewalk in the data set. Figure 3 below shows a flowchart of the method:



Once the final NPR values were added for sidewalks, they were distributed into three categories based on geometric split. Figure 4 on the next page shows the NPR values for sidewalks throughout the city.

Figure 4 - Network Sidewalk NPR



The Residual Curb Reveal (RCR) value is an additional means of identifying where MAAB compliant sidewalks can easily be installed without extensive roadway resurfacing or reconstruction based on existing cross-slope, width of sidewalk, and curb reveal. This value will help the city assign sidewalk repairs to specific repair programs and quickly define whether the segment can be repaired in the field by a maintenance contract or whether it requires an engineering solution. The RCR equation is shown below:

$$RCR = \left(\left(\frac{Cross\ Slope - 1.5}{100} \right) * (Sidewalk\ width * 12) \right) + Curb\ Reveal$$

There are three categories identified from this equation. If the RCR value is less than six (6), it is likely that the segments can be reconstructed in the field without affecting the roadway and could be repaired under an area wide maintenance contract. If the RCR value is between six (6) and ten (10), segments may still be reconstructed in the field without affecting the roadway, depending on the existing conditions of the structures. These segments require project-level analysis to determine whether they can be repaired under an area wide maintenance contract. If the RCR value is greater than ten (10), it is likely that roadway work will be required. The RCR results can be found in Table 2 below.

Table 2 - RCR Categories

<u>RCR Categories</u>	<u>Sidewalk Count</u>	<u>Sidewalk Area</u>
RCR <6"	902	1,918,534
RCR >6", <10"	1886	4,335,639
RCR >10"	229	507,902

The study found that only approximately thirty percent (30%) of the city’s sidewalk area has a RCR value of less than 6” and can thus be isolated and reconstructed in the field. Nearly sixty-five percent (65%) of sidewalk area has an RCR value between 6” and 10” indicating that there may be many cases where roadway work will not be needed.

Finally, the PAS’s detailed sidewalk inventory helps to calculate financial reconstruction costs which can be projected as follow:

Sidewalk Material	Cost (2013 Dollars)
CC - Cement Concrete	\$ 16/ft2
BR - Brick	\$ 28/ft2
CB - Cement Concrete w/ Brick	\$ 20/ft2
BC - Bituminous Concrete	\$ 12/ft2
OT - Other/Specialty	\$ 36/ft2

The above calculations were applied to the city’s sidewalk network based on damage area and in the following three categories:

1. Reconstruction: SCI = 0-49 –entire sidewalk area is budgeted to be reconstructed;
2. Localized Repair: SCI = 50-79 – only damage area is budgeted to be reconstructed;
3. Do Nothing: SCI = 80-100 – zero backlog.

For purposes of this self-evaluation, a backlog is defined as the cost of repairing all sidewalks, partial panel replacement, and full replacement sidewalk reconstruction within one year bringing sidewalks to a near perfect condition. It can be viewed as a snapshot or relative measure of outstanding repair work, representing not only how far behind the sidewalk network is in terms of its condition, but also offering a basis for comparison for future and/or past year’s backlog(s). Backlog dollar figures represent the cost to repair the sidewalks and curbing only. They do not include related repair costs for relocation and installation of utilities, lighting, signal apparatus, signs, or landscaping.

According to the sidewalk evaluation, the following are the top one hundred and twenty-five (125) sidewalk locations to repair in the city:

RANK #	STREET	LOCATION	SCI	CROSS SLOPE	NPR
1	PROSPECT ST	NEWTON ST @ PROSPECT ST	0	5.3	1323
2	PROSPECT ST	NEWTON ST @ PROSPECT ST	48.2	0.6	1319
3	HIGHLAND AVE	130 HIGHLAND AVE TO 136 HIGHLAND AVE	40.5	3.6	1315
4	HOLLAND ST	56 HOLLAND ST TO 56 HOLLAND ST	1	5.9	1300
5	CROSS ST	143 CROSS ST TO 143 CROSS ST	0	2.3	1300
6	CROSS ST	142 CROSS ST TO 142 CROSS ST	0	4.3	1300
7	BROADWAY	CURTIS ST @ BROADWAY	0	2	1297
8	BROADWAY (E)	GLEN ST @ BROADWAY (E)	0	8.1	1295
9	BROADWAY	1116 BROADWAY TO 1122 BROADWAY	0	3.1	1294
10	BOW ST	19 BOW ST TO 33 BOW ST	28.2	4.2	1293
11	BROADWAY (E)	MARSHALL ST @ BROADWAY (E)	30.9	4.2	1288
12	BROADWAY	1310 BROADWAY TO 1310 BROADWAY	1.6	1.7	1288
13	BROADWAY	736 BROADWAY TO 754 BROADWAY	15.5	2.5	1284
14	BEACON ST	65 BEACON ST TO 65 BEACON ST	23.5	1.7	1282

15	COLLEGE AVE	56 COLLEGE AVE TO 64 COLLEGE AVE	25.9	2.5	1280	
16	BEACON ST	102 BEACON ST TO 102 BEACON ST	0	2	1279	
17	COLLEGE AVE	226 COLLEGE AVE TO 226 COLLEGE AVE	64.3	7.6	1279	
18	HOLLAND ST	230 HOLLAND ST TO 238 HOLLAND ST	0	1.6	1278	
19	COLLEGE AVE	57 COLLEGE AVE TO 63 COLLEGE AVE	40.1	2.2	1277	
20	HOLLAND ST	43 HOLLAND ST TO 51 HOLLAND ST	7.4	2.7	1277	
21	COLLEGE AVE	BIKE PATH @ COLLEGE AVE	20.4	2.4	1274	
22	WEBSTER AVE	WEBSTER AVE @ NORFORK ST	19.6	1.9	1270	
23	BROADWAY (E)	FRANKLIN ST @ BROADWAY (E)	2.6	5.2	1269	
24	WASHINGTON ST (E)	KNOWLTON ST @ TUFTS ST	17.9	4.2	1269	
25	BROADWAY	1295 BROADWAY TO 1305 BROADWAY	12.8	6.3	1269	
26	BROADWAY	739 BROADWAY TO 741 BROADWAY	24.8	2.2	1269	
27	HOLLAND ST	248 HOLLAND ST TO 248 HOLLAND ST	0	4.5	1269	
28	SCHOOL ST	170 SCHOOL ST TO 170 SCHOOL ST	7.7	4.9	1268	
29	BROADWAY	1153 BROADWAY TO 1157 BROADWAY	7.6	3.3	1266	
30	CROSS ST	126 CROSS ST TO 130 CROSS ST	0	5.1	1265	
31	ELM ST	95 ELM ST TO 101 ELM ST	0	3	1264	
32	CENTRAL ST	7 CENTRAL ST TO 7 CENTRAL ST	36	5.3	1263	
33	BROADWAY	1198 BROADWAY TO 1198 BROADWAY	0	5	1262	
34	NEWTON ST	54 NEWTON ST TO 54 NEWTON ST	0	4.6	1261	
35	SOMERVILLE AVE	LINDEN ST @ SOMERVILLE AVE	49.2	1.9	1259	
36	HIGHLAND AVE	125 HIGHLAND AVE TO 135 HIGHLAND AVE	27.5	6.8	1258	
37	HIGHLAND AVE	93 HIGHLAND AVE TO 93 HIGHLAND AVE	43.6	3.8	1258	

38	MAIN ST	5 MAIN ST TO 12 MAIN ST	37.7	3.1	1257	
39	PEARL ST	227 PEARL ST TO 235 PEARL ST	14.9	4.2	1248	
40	BROADWAY (W)	MICHIGAN AVE @ BROADWAY (W)	28	7.8	1246	
41	ELM ST	88 ELM ST TO 98 ELM ST	21.5	0.1	1246	
42	BROADWAY (W)	PENNSYLVANIA AVE @ BROADWAY (W)	24.2	2.7	1244	
43	SOMERVILLE AVE	PROSPECT ST @ SOMERVILLE AVE	13.7	3.3	1244	
44	SOMERVILLE AVE	ALLEN ST @ SOMERVILLE AVE	0	2.3	1243	
45	BROADWAY (E)	MONTGOMERY AVE @ BROADWAY (E)	17.8	3.4	1243	
46	BROADWAY	WATERHOUSE ST @ BROADWAY	26.1	2.2	1243	
RANK #	STREET	LOCATION	SCI	CROSS SLOPE	NPR	
47	HOLLAND ST	40 HOLLAND ST TO 40 HOLLAND ST	0	1.8	1243	
48	NEWTON ST	NEWTON ST @ PROSPECT ST	11.2	8.3	1242	
49	LOWELL ST	366 LOWELL ST TO 366 LOWELL ST	37.3	2	1242	
50	WALLACE ST	10 WALLACE ST TO 10 WALLACE ST	37.7	5	1241	
51	BEACON ST	97 BEACON ST TO 101 BEACON ST	0	2.6	1240	
52	HOLLAND ST	233 HOLLAND ST TO 241 HOLLAND ST	25.5	4.8	1240	
53	ELM ST	101 ELM ST TO 101 ELM ST	25.6	1.7	1239	
54	CROSS ST EAST	CROSS ST EAST @ BROADWAY (W)	6.6	3.3	1238	
55	BROADWAY	1244 BROADWAY TO 1260 BROADWAY	12	0.3	1238	
56	CENTRAL ST	CENTRAL ST @ CYPRESS ST	19.3	6.8	1236	
57	BROADWAY (W)	INDIANA AVE @ BROADWAY (W)	39.7	9.2	1236	
58	CARLTON ST	10 CARLTON ST TO 10 CARLTON ST	41.1	0.2	1236	
59	CROSS ST	33 CROSS ST TO 33 CROSS ST	15.2	6.8	1235	
60	WASHINGTON ST (W)	UNION SQUARE PLAZA @ WASHINGTON ST (W)	35.2	1.9	1234	
61	BROADWAY (E)	HATHORN ST @ BROADWAY (E)	15	6.3	1233	

62	SOMERVILLE AVE	174 SOMERVILLE AVE TO 174 SOMERVILLE AVE	8.6	4.2	1233	
63	GROVE ST	BIKE PATH @ GROVE ST	27.7	2.1	1231	
64	BROADWAY	HINCKLEY ST @ BROADWAY	16	4	1230	
65	BROADWAY	692 BROADWAY TO 692 BROADWAY	0.4	5.1	1230	
66	BROADWAY (W)	ILLINOIS AVE @ BROADWAY (W)	0	4.6	1229	
67	BENTON RD	50 BENTON RD TO 58 BENTON RD	74.4	5.6	1228	
68	BROADWAY	1298 BROADWAY TO 1304 BROADWAY	0	1.6	1228	
69	MORELAND ST	106 MORELAND ST TO 114 MORELAND ST	26.4	2.2	1227	
70	WASHINGTON ST (E)	JOY ST @ WASHINGTON ST (E)	48.9	7.1	1226	
71	ELM ST	233 ELM ST TO 245 ELM ST	0	1	1226	
72	WASHINGTON ST (W)	UNION SQUARE PLAZA @ WASHINGTON ST (W)	37.1	1.9	1225	
73	HIGHLAND AVE	236 HIGHLAND AVE TO 236 HIGHLAND AVE	35.7	5.7	1225	
74	HIGHLAND AVE	93 HIGHLAND AVE TO 93 HIGHLAND AVE	25.9	3.5	1225	
75	WALLACE ST	3 WALLACE ST TO 3 WALLACE ST	3.6	5.8	1223	
76	BROADWAY	1323 BROADWAY TO 1323 BROADWAY	19.7	2.9	1223	
77	BROADWAY	1188 BROADWAY TO 1196 BROADWAY	42.3	3.2	1223	
78	BROADWAY (E)	MOUNT VERNON ST @ BROADWAY (E)	0	5.1	1216	
79	SCHOOL ST	RICHDALE AVE @ SCHOOL ST	14.6	5.2	1213	
80	SOMERVILLE AVE	175 SOMERVILLE AVE TO 175 SOMERVILLE AVE	8.7	6.1	1213	
81	BROADWAY (E)	GEORGE ST @ BROADWAY (E)	37.5	5.7	1212	
82	HIGHLAND AVE	93 HIGHLAND AVE TO 93 HIGHLAND AVE	31.5	5.5	1209	
83	BROADWAY (W)	INDIANA AVE @ BROADWAY (W)	46.1	5.7	1206	
84	HIGHLAND AVE	157 HIGHLAND AVE TO 159 HIGHLAND AVE	26.9	8.7	1205	
85	HIGHLAND AVE	156 HIGHLAND AVE TO 164 HIGHLAND AVE	28.6	7.9	1200	
86	BROADWAY	DICKSON ST @ BROADWAY	0	5.5	1199	

87	CARLTON ST	9 CARLTON ST TO 11 CARLTON ST	44.1	5.8	1198	
88	HIGHLAND AVE	88 HIGHLAND AVE TO 94 HIGHLAND AVE	45.1	6.8	1198	
89	KNOWLTON ST	9 KNOWLTON ST TO 19 KNOWLTON ST	30.5	7.6	1198	
90	BROADWAY (E)	CUTTER ST @ BROADWAY (E)	34.2	6.1	1195	
91	WASHINGTON ST (W)	BEACON ST @ WASHINGTON ST (W)	0	5.4	1188	
92	BOSTON AVE (S)	BOSTON AVE (S) @ BROADWAY	22.1	7.5	1188	
RANK #	STREET	LOCATION	SCI	CROSS SLOPE	NPR	
93	CROSS ST	CROSS ST @ PEARL ST	22.5	5.9	1188	
94	BEACON ST	147 BEACON ST TO 147 BEACON ST	5.9	5.7	1188	
95	BROADWAY	1295 BROADWAY TO 1295 BROADWAY	15.8	6.2	1188	
96	BROADWAY	1366 BROADWAY TO 1366 BROADWAY	0	5.3	1177	
97	HIGHLAND AVE	25 HIGHLAND AVE TO 25 HIGHLAND AVE	35.1	7.4	1176	
98	BROADWAY (E)	LINCOLN ST @ BROADWAY (E)	0	6.6	1175	
99	MEDFORD ST	381 MEDFORD ST TO 393 MEDFORD ST	40.3	7.1	1175	
100	BROADWAY (E)	THURSTON ST @ BROADWAY (E)	9.3	6.8	1174	
101	BEACON ST	4 BEACON ST TO 64 BEACON ST	20.6	6.2	1174	
102	BROADWAY	404 BROADWAY TO 412 BROADWAY	0	5.1	1174	
103	SCHOOL ST	0 SCHOOL ST TO 0 SCHOOL ST	8.3	6.1	1173	
104	MEDFORD ST	410 MEDFORD ST TO 420 MEDFORD ST	43.2	5.4	1171	
105	HIGHLAND AVE	66 HIGHLAND AVE TO 72 HIGHLAND AVE	19	5.3	1166	
106	BROADWAY (E)	GLEN ST @ BROADWAY (E)	9.6	7.6	1161	
107	BROADWAY (E)	SYCAMORE ST @ BROADWAY (E)	32.8	5.9	1161	
108	MEDFORD ST	382 MEDFORD ST TO 388 MEDFORD ST	39.3	10.3	1160	
109	PEARL ST	202 PEARL ST TO 206 PEARL ST	5.6	8.1	1160	

110	SCHOOL ST	56 SCHOOL ST TO 58 SCHOOL ST	27.1	6.2	1156	
111	WALNUT ST	106 WALNUT ST TO 110 WALNUT ST	41.4	6.4	1146	
112	ELLSWORTH ST	2 ELLSWORTH ST TO 14 ELLSWORTH ST	9.5	5.5	1145	
113	CEDAR ST	CEDAR ST @ BROADWAY	19	6.8	1142	
114	SOMERVILLE AVE	193 SOMERVILLE AVE TO 203 SOMERVILLE AVE	25.5	5.8	1140	
115	MYSTIC AVE	634 MYSTIC AVE TO 654 MYSTIC AVE	16.7	5.4	1139	
116	PORTER ST	ELM ST @ PORTER ST	41.2	6.5	1138	
117	BROADWAY (E)	BROADWAY (E) @ RUSH ST (N)	20.1	6.9	1125	
118	BROADWAY	HINCKLEY ST @ BROADWAY	1.2	6.5	1123	
119	BROADWAY	BURNHAM ST @ BROADWAY	28.5	5.4	1118	
120	WEBSTER AVE	69 WEBSTER AVE TO 69 WEBSTER AVE	47.8	5.7	1118	
121	BROADWAY (E)	GEORGE ST @ BROADWAY (E)	44.8	6.8	1116	
122	BOSTON AVE (S)	HIGHLAND RD @ BOSTON AVE (S)	0	5.2	1110	
123	SCHOOL ST	107 SCHOOL ST TO 117 SCHOOL ST	36.4	6.7	1109	
124	HIGHLAND AVE	137 HIGHLAND AVE TO 153 HIGHLAND AVE	38.4	5.5	1107	
125	MEDFORD ST	362 MEDFORD ST TO 378 MEDFORD ST	27.1	5.6	1102	

As of February 2013, the city’s backlog of sidewalk repair work totaled \$75,143,944.

Evaluation of Ramps

Three thousand and twenty one (3,021) pedestrian ramps were inventoried throughout the city, including ramps that were classified as “missing,” where existing crosswalk markings led to vertical curb face(s) with no curb cut to access the sidewalk.

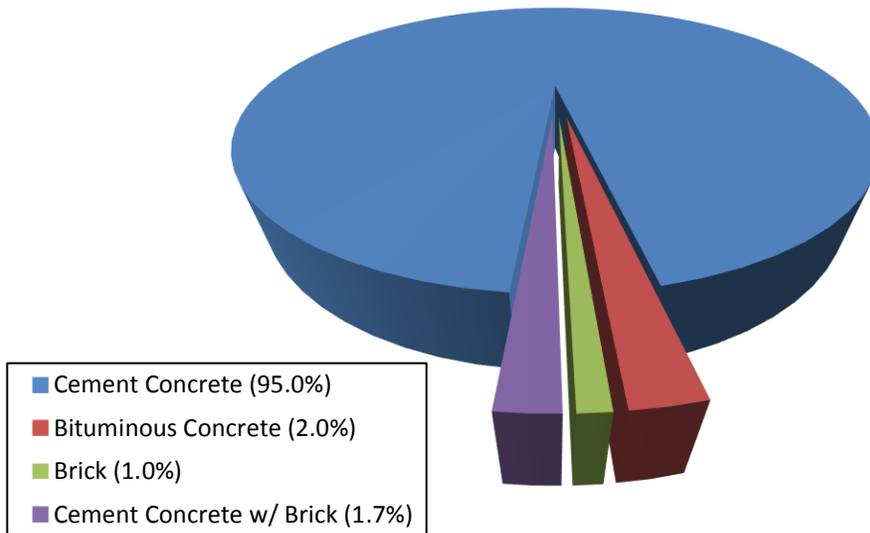
FST collected five (5) primary types of ramp field data:

1. Ramp material information

- CC – Cement Concrete (the predominant ramp material – 95.0%)
- BC – Bituminous Concrete (2%)
- BR – Brick (1%)

- CB – Cement Concrete w/Brick (1.7%)
- OT – Other ((.3%)

Figure 5 - Distribution of Ramps by Material Type

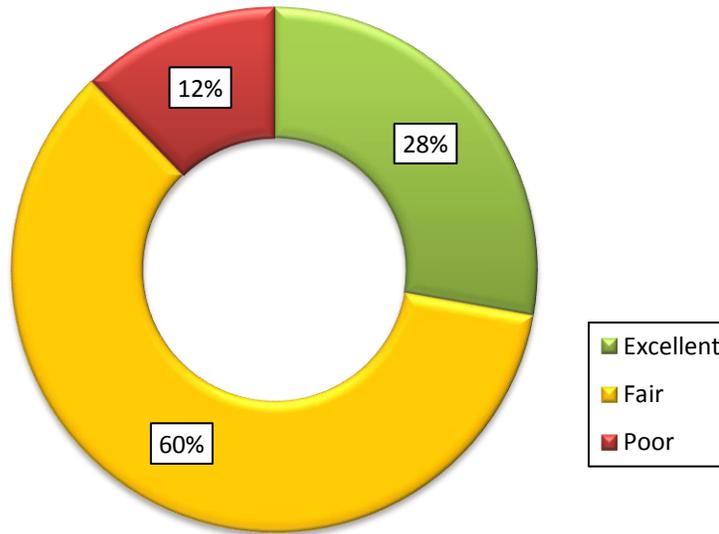


2. Ramp surface material conditions (based on a visual inspection on the day of the survey) - ramp conditions were classified as:

- Excellent – Like New
- Fair – Needs Maintenance
- Poor – Full Replacement

The PAS found that the majority of the city’s pedestrian ramps are in fair condition, with more in excellent condition than in poor condition.

Figure 6 - Surface Material Conditions



3. Numeric code identifying obvious ramp deficiency (this is a simple visual assessment as to whether an individual in a wheelchair could access and use the ramp) and these attributes consisted of:

- 0 – Ramp is missing with no crosswalk, a likely sidewalk obstruction;
- 1 – Ramp is missing while crosswalk is present;
- 2 – All appears fine (has ramp and landing);
- 3 – No level landing present;
- 4 – Obstruction within fair proximity to path of travel (in either ramp apron or landing).

Table 3 - Visual Ramp Assessment

<u>NUMERIC CODE</u>	<u>COUNT OF INSTANCES</u>
0- [Ramp is missing with no crosswalk, a likely sidewalk obstruction]	234
1- [Ramp is missing while a crosswalk is present]	124
2- [Existing Ramp w/landing and no obstruction]	2,342
3- [Existing Ramp w/ no landing]	301
4- [Existing Ramp w/obstruction within proximity to Path of travel]	20
TOTAL	3,021

4. Numeric code for crosswalks; identified using the following convention:

- 0 – Crosswalk does not exist

- 1 – Crosswalk exists, not out of alignment with ramp
- 2 – Crosswalk exists and encloses the ramp threshold

5. Ramp and landing slopes: A 2-foot electronic smart level was used to record the slope(s) and landing for each pedestrian ramp. MAAB maximum slope for a ramp is 8.3%, and the maximum slope for a landing is 2.0%.

Figures 7 and 8 show the distributions of both attributes with green bars indicating compliant standards, red showing non-compliant standards, and a black bar representing ramps which are missing and have 0 values.

Figure 7 - Distribution of Ramp Slope Percentage

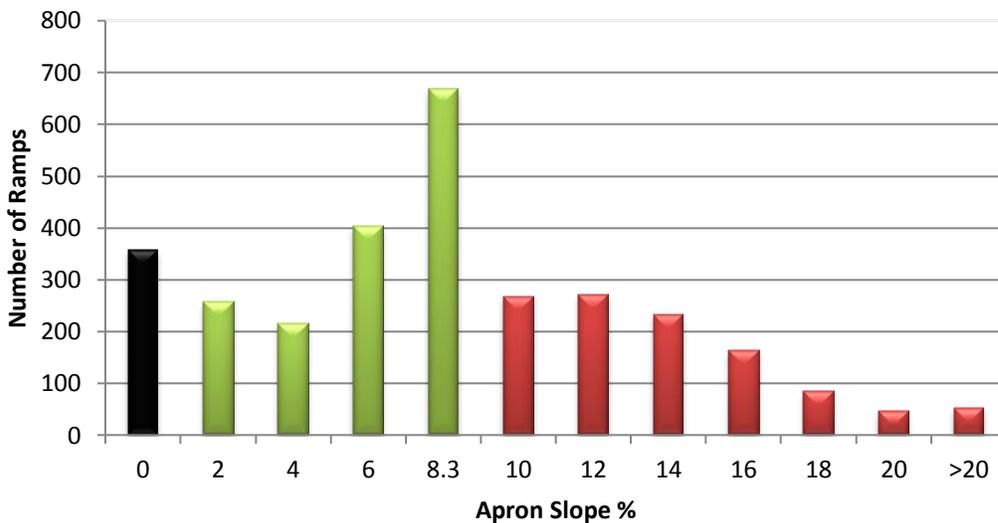
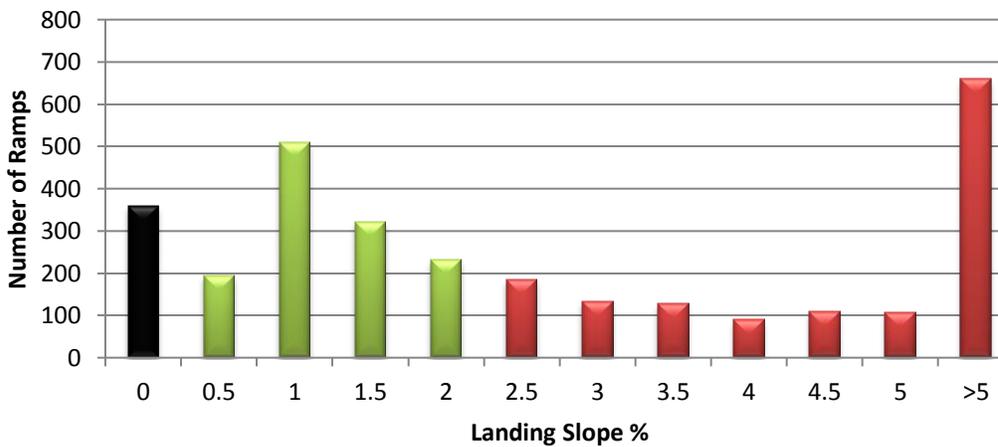


Figure 8 - Distribution of Landing Slope Percentage



More extensive field measurements were collected to further assess the ramps' MAAB compliance probability grounded in a review of these five (5) primary attributes:

1. Visual inspection,
2. Ramp slope,
3. Landing slope,
4. Crosswalk deficiencies, and
5. Presence of a lip.

Through the use of these above listed attributes, and additional data noted in the comments, FST determined that 2,428, or 80% of the city's ramps are likely not compliant with MAAB standards.

Given Somerville's extensive ramp deficiency backlog, a systematic NPR was developed to evaluate the comparative merit of repairing one ramp over another using variables developed in collaboration with city officials, rather than simple observed deficiencies. Ramps that would prove most beneficial to residents to repair would be given priority, as determined by these four (4) criteria which were each scored separately:

1. Ramp Condition
2. Proximity to MBTA station
3. Proximity to HHPs
4. Slope severity of ramp

Ramp Condition: Completely missing ramps significantly hinder pedestrian accessibility; thus, their mere existence or absence played a key role in determining the ranking.

- If a ramp was missing, as well as a crosswalk, an NPR score of 450 was given.
- If the ramp was missing, but a crosswalk was present, an NPR score of 250 was given.
- If a ramp was present regardless of material or extent of damage, a score of 0 was given.

Proximity to MBTA station: Locations were related spatially to the closest MBTA stations within a buffer of 300 feet. The NPR score for a ramp based on its distance from a MBTA station ranged from 0-300. The closer a pedestrian ramp is to a transit station, the higher the score for that ramp will be.

- If the ramp fell outside of the buffer, a score of 0 was given.
- If the ramp fell within the buffer, a score was given based on distance from the station.

$$NPR_{MBTA} = 300 - \text{distance to MBTA station}$$

Proximity to HPP: Locations were related spatially to HPPs within a buffer of 150 feet. The NPR score for a ramp based on its distance from a HPP ranged from 0-150.

- If the ramp fell outside of the buffer, a score of 0 was given.
- If the ramp fell within the buffer, a score was given based on distance from the HPP.

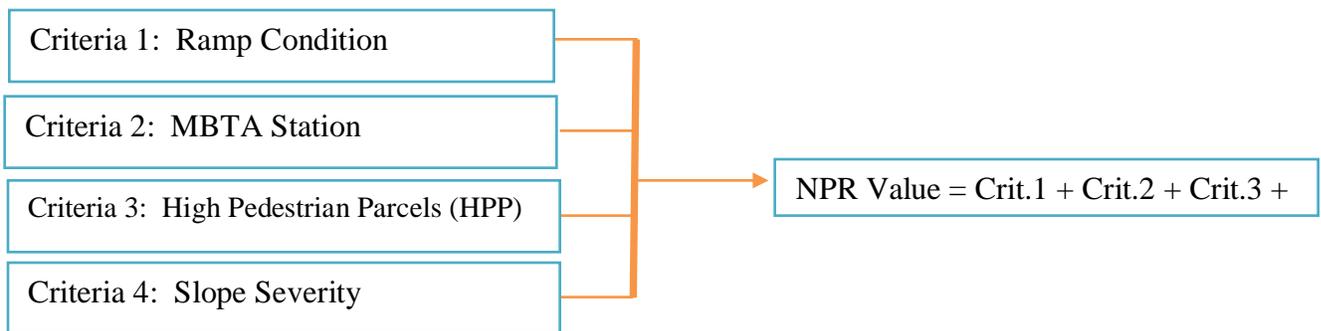
$$NPR_{HPP} = 150 - \text{distance to Parce}$$

Slope Severity of Ramp: The NPR number also includes information on the measured percent slope of the ramp and landing. Higher percent slopes would require a higher priority for repair. The following equation shows how the NPR was calculated, ranging from 0-95:

$$NPR_{Slope\ Severity} = (Ramp\ Slope\ \% * 2) + (Landing\ Slope\ \% * 2)$$

NPR Formula: The NPR formula adds the rankings for each criterion together to get a composite number ranking for each ramp in the data set. Figure 9 below shows a flowchart of the method:

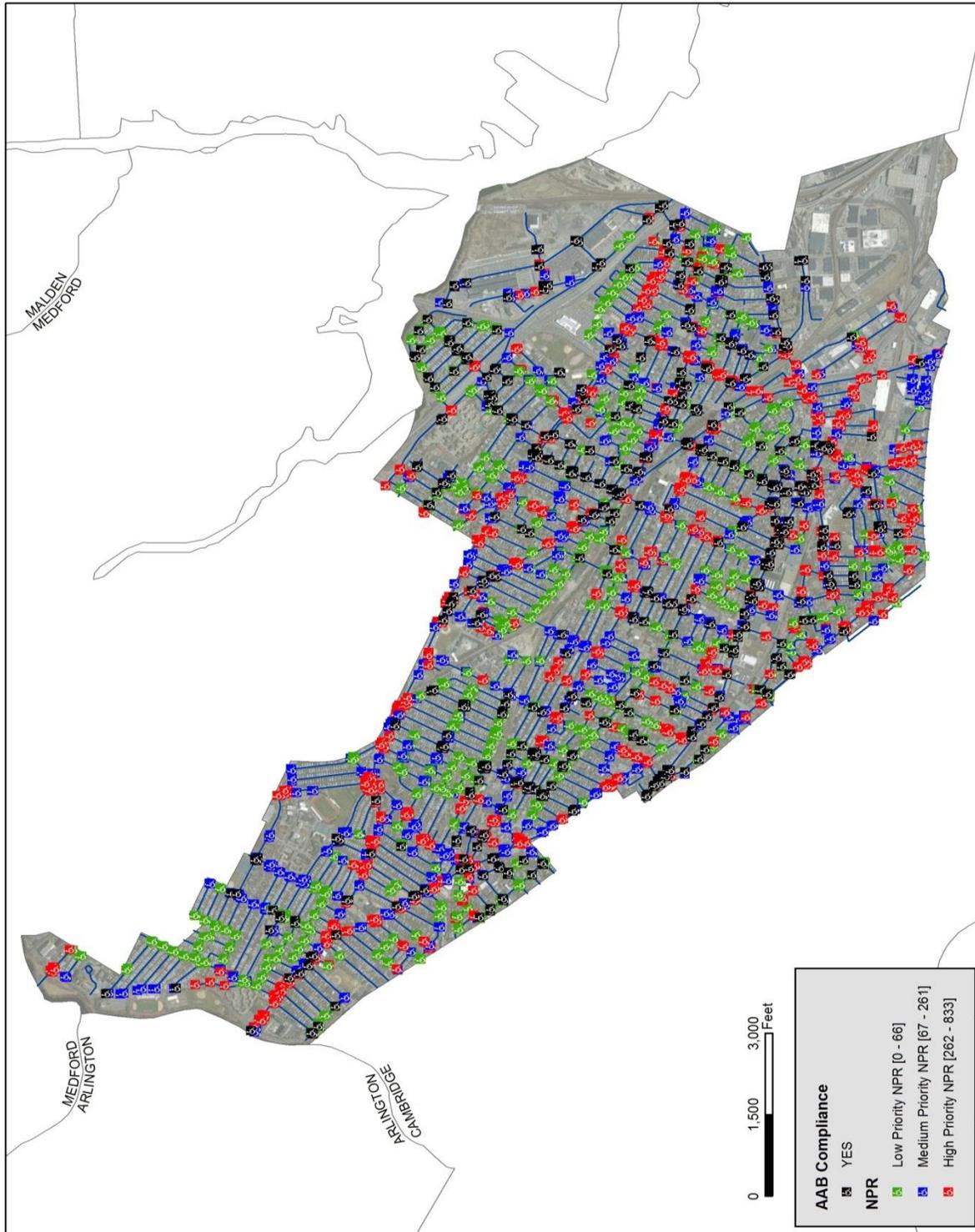
Figure 9 - Ramps NPR Calculation Flowchart



Note that if a ramp was likely compliant, it received an NPR value of 0. Once the final NPR values were combined, they were distributed into three categories based on a geometric split.

Figure 10 shows the priority levels for all likely non-compliant ramps, as well as locations of compliant ramps throughout the network.

Figure 10 – Ramp Locations and Priority Levels



Reconstruction budgets for ramps were based on historical costs and material classification. To calculate the backlog, ramps were categorized into two groups. If the ramp was likely MAAB-compliant, it was considered a do nothing. However, if the ramp was likely non-compliant, it was deemed a reconstruct based on material type.

Table 4 - Ramp Reconstruction Costs

Ramp Material	Costs
CC- Cement Concrete	\$ 3000/ ramp
BR- Brick	\$ 6000/ ramp
CB- Cement Concrete w/ Brick	\$ 4500/ ramp

All ramps will be reconstructed in cement concrete. Ramps that are currently made of bricks will likewise be reconstructed in cement concrete; however, within this sub-category, the adjacent sidewalk will be constructed in brick.

As of February 2013, the city’s backlog of ramp repair work totaled over \$7,420,500.

Summary of the PAS’s Overall Findings and Recommendations

FST found that the city’s overall pedestrian sidewalk network is currently in fair to poor condition. With an average SCI of around 50 and over 80% of sidewalks likely non-MAAB compliant, substantial work is needed to improve walkability and accessibility.

The overall ramp network is also currently in fair to poor condition. The PAS data shows a “high-probability” that only 20% of the city’s pedestrian ramps could be MAAB compliant.

The city’s recently adopted policy to include accessibility improvements while performing regular capital roadway improvement projects would help reduce these PROW deficiencies. However, FST recommended that the city increase future funding levels for pedestrian accessibility to address its backlog.

FST recommended further that the city consider two (2) sidewalk repair programs, one to address localized ramps and sidewalk panels based on the NPR, and another larger program dedicated toward ramp improvements and block-to-block sidewalk reconstruction in concert with the city’s annual asphalt resurfacing program.

In addition to maintaining and expanding upon the database, FST suggested the following standard management and upkeep practices for all ramps and sidewalks:

- ◆ Implement a sound quality control/assurance program, with particular focus on MAAB standards.
- ◆ Maintain MAAB violations in GIS to establish critical regions for immediate repairs.
- ◆ Identify a single individual who will act as a custodian of the maintenance and upkeep of the sidewalk GIS layer/database.
- ◆ Update sidewalk segment information where past reconstruction dates are known.
- ◆ During construction season, equip inspectors with mobile devices that can be used to update the asset databases with information such as newly constructed ramps, sidewalks, and roadways, thereby populating the database with new and current information. ArcServer and ArcPad can be utilized together for improved mobile mapping on table PC, GPS units, and other hand held devices.
- ◆ Post historical as-built construction dates in the database for each ramp to categorize post- & pre-ADA ramps. The ADA standards for accessible design changed on January 26, 1992 and categorizing the ramp database by this date allows DPW to maximize priority spending.
- ◆ Post all annual pedestrian ramp and sidewalk improvements into the GIS database. Both the pedestrian ramp condition ratings and the repair history information should be entered. Track MAAB ramp variance requests and grants in a geo-database environment
- ◆ Add any new pedestrian ramps and sidewalks to the database as soon as the city accepts them. Pavement and sidewalk data can be added or modified as it becomes available.
- ◆ Re-inspect pedestrian ramps and sidewalks annually.

The PAS inventory will be invaluable in a proactive approach to managing the city's roadway network. (See <http://www.somervillema.gov/departments/commission-for-persons-with-disabilities> for a complete copy of the 2013 Pedestrian Accessibility Study).

Evaluation of Accessible Pedestrian Signals

2014 Accessible Pedestrian Signal Supplemental Study: In March 2014, the city again retained FST to inventory its accessible pedestrian signals (APS) and, in the process, provide the city with a thorough understanding of the overall conditions of all of its pedestrian accessibility assets. As with the previous studies, GIS and GPS technologies were used to create a database which describes the APS's locations and conditions, and their level of compliance with federal and state regulations.

The evaluation includes:

- ◆ a complete APS inventory and assessment;
- ◆ a NPR of all pedestrian signals emphasizing areas where repair efforts should be focused;
- ◆ a multi-asset pedestrian accessibility NPR incorporating sidewalks, ramps, and signals to locate and isolate the intersections which require the highest repair attention;

- ◆ a current dollar backlog for these combined assets; and
- ◆ a recommended plan of action highlighting how much the city should be spending annually to reduce its backlog and increase access.

The installation of accessible pedestrian signals is required under federal law. The United States Access Board developed the Public Rights-of-Way Accessibility Guidelines (PROWAG) which require:

“accessible pedestrian signals and push-buttons when new pedestrian signals are installed...”

and [that]

“accessible pedestrian signals and pedestrian push buttons...be provided when the signal controller and software are altered or the signal [is] replaced...”

In a memo published on January 26, 2006, the Federal Highway Administration commented on the PROWAG stating:

"The Draft Guidelines (PROWAG) are not standards until adopted by the U.S. Department of Justice and the U.S. Department of Transportation. The present standards to be followed are the ADA Accessibility Guidelines (ADAAG) standards. However, the Draft Guidelines are the currently recommended best practices, and can be considered the state of the practice that could be followed for areas not fully addressed by the present ADAAG standards. Further, the Draft Guidelines are consistent with the ADA's requirement that all new facilities (and altered facilities to the maximum extent feasible) be designed and constructed to be accessible to and useable by people with disabilities." (Isler Memo, 2006)

APS are further required under ADA Title II: **State and Local Government Services, Subpart E — Communications, 35.160 - General** which states, in part, that:

"A public entity shall take appropriate steps to ensure that communications with...members of the public with disabilities are as effective as communications with others."

APS and pedestrian push buttons are integrated devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision. (Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, Advisory R209)

APS can provide information to pedestrians about:

- the existence of and location of the pushbutton;
- the beginning of the WALK interval;
- the direction of the crosswalk and location of the destination curb;
- the intersection street names in Braille, raised print, or through speech messages;

- the intersection signalization with a speech message; and
- the intersection geometry through tactile maps and diagrams, or through speech message.

FST evaluated all the signalized intersections within the city to determine the following:

- 1.) the presence of an audible signal;
- 2.) the presence of a vibrotactile push-button arrow; and
- 3.) the distance between pedestrian signals on same corner.

FST evaluated 91 signalized intersections and found 309 individual locations where APS were required; 85% of these locations or 263 pedestrian signals did not have compliant APS units; 7% of the locations or 22 pedestrian signals have partial compliance; and 8% of the locations or 24 pedestrian signals had fully compliant APS devices.

To aid with construction planning, FST, in collaboration with city officials, established a NPR based on the following four (4) criteria which were scored separately:

1. APS condition
2. Proximity to MBTA station
3. Proximity to HPP
4. Intersection configuration

APS Condition: Non-compliant and missing APS significantly impede pedestrian accessibility, thus the existence of an APS at an intersection played a key role in determining the NPR. Further, APS which have neither tactile arrows nor an audible tone significantly jeopardize the safety of pedestrians with disabilities.

- In the case in which an APS was missing, as well as a crosswalk, an NPR score of 450 was given.
- If only the APS was missing, an NPR score of 350 was given.
- If both the tactile arrow and audible tone were missing, a NPR score of 300 was given.
- If the ramp was missing, but a crosswalk was present, an NPR score of 250 was given.
- If the APS had some compliant elements, it was considered partially compliant, and an NPR score of 150 was given.
- If the APS was fully compliant, a score of 0 was given.
- Lastly, if a ramp was there regardless of material or extent of damage, a score of 0 was given.

Proximity to MBTA station: Locations were related spatially to the closest MBTA stations within a buffer of 300 feet. If the APS fell outside of the 300 foot buffer, an NPR score of 0 was given. However, if the APS fell within the buffer, an NPR score was given based on its distance to the station, giving more weight to those closer to the station. The closer an APS is to a transit station, the higher its score will be.

$$NPR_{MBTA} = 300 - \text{distance to MBTA station}$$

Proximity to HPPs: Locations were related spatially to HPPs within a buffer of 150 feet. If the APS fell outside of the buffer, a score of 0 was given. If, however, the APS falls within the buffer, a score was given based on distance from the HPP as shown below:

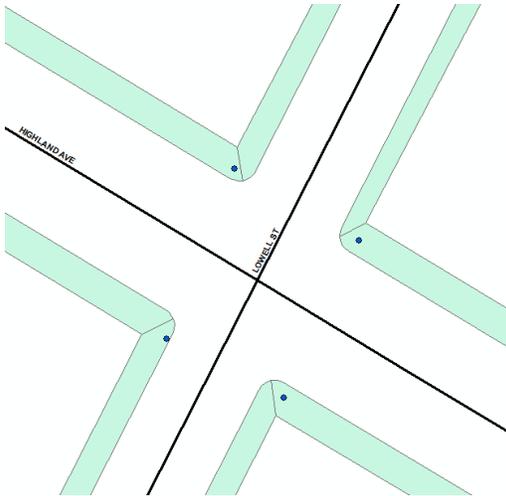
$$NPR_{HPP} = 150 - \text{distance to Parcel}$$

Intersection Configuration: the configuration of each intersection was also factored to include a safety component in the prioritization methodology. The more dangerous the intersection was for pedestrians, the higher the NPR score, which were distributed as follow:

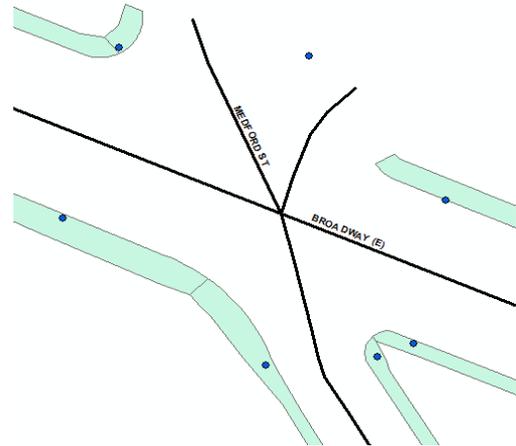
- 4-way intersection: 25 points
- 3-way intersection: 50 points
- 5+-way intersection: 100 points
- Mid-block: 200 points (vehicles are unsuspecting of pedestrians at mid-block crosswalks and typically travel at faster speeds which accounts for the highest score.)

The equation below shows how the NPR was calculated, ranging from 25-200:

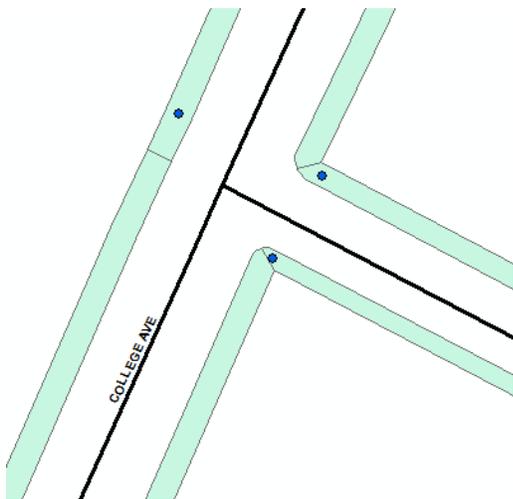
$$NPR_{HPP} = 150 - \text{distance to Parcel}$$



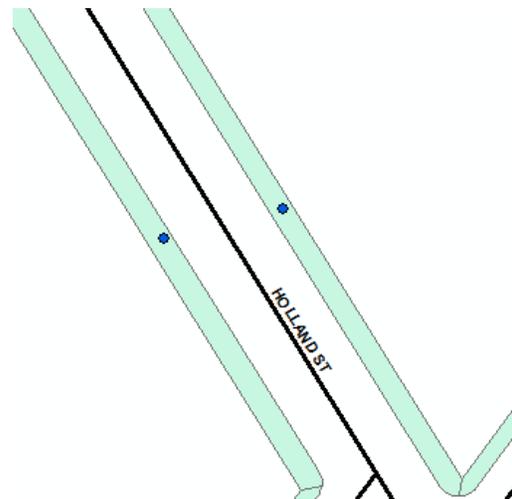
Safest Crossing – 25 Points



Wide Crossings – 100 Points



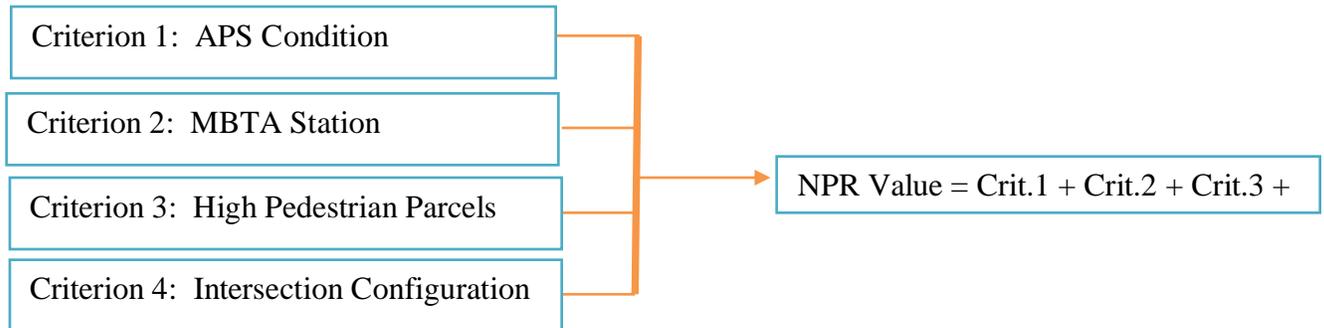
“T Intersection” – 50 Points



Mid Block Crossings – 200 Points

The rankings for each criterion were combined to obtain a composite number for each APS in the data set. Figure 11 below shows a flowchart of the method:

Figure 11 - Composite Number Calculation Flowchart



Further, FST collected two different sets of attributes that are major factors in determining compliance as outlined by the Manual on Uniform Traffic Control Devices (hereinafter MUTCD) and PROWAG:

1. general attributes which are the base requirements for compliance and are -
 - 1) the presence of tactile arrow (Yes/No);
 - 2) the presence of audible tone (Yes/No); and
 - 3) the accessibility of APS (Yes/No).

2. specific attributes which are more detailed elements for compliance and are -
 - 1) button vibrates on WALK only (Yes/No);
 - 2) color contrast of arrow is acceptable (Yes/No);
 - 3) direction of arrow pointing correctly (Yes/No);
 - 4) type of audible sound (beep, chirp, etc.) (IF next closest APS is less than 10' away);
 - 5) two push buttons on same support (Yes/No);
 - 6) locator tone presence (Yes/No); (If two pushbuttons are on the same support, a locator tone is necessary).
 - 7) speech information presence (i.e. "Wait to cross Broadway at School");
 - 8) speech message during WALK (i.e. "Walk sign is on to cross Broadway" (IF next closest APS is greater than 10' away); and
 - 9) percussive sound during WALK (Yes/No).

If all elements of an APS met MUTCD (2003) and PROWAG (2005) guidelines, it is compliant. If the APS had either a tactile arrow or audible tone, but failed to meet other guidelines, it is deemed partially compliant. If none of the guidelines was met (no tactile arrow or audible tone), it's non-compliant.

The evaluation found that the majority or eighty-five percent (85%) of the city’s APS are non-compliant; while seven percent (7%) are partially compliant; and eight percent (8%) are fully compliant.

Multi-Asset Pedestrian Accessibility NPR: The priority ranking of all three roadway assets – sidewalks, ramps and accessible pedestrian signals – was merged to create a composite, thus allowing the city to focus on high impact intersections. The assets were assigned to intersection nodes. Ramps and APS were assigned to a single intersection, whereas sidewalks were assigned to two intersections (both ends of the sidewalk polygon). After all assets were assigned to the appropriate intersection, the individual NPR ranges were normalized to 1000; i.e. the range for the NPR scores for ramps ranged from 0 to 833, and were multiplied by 1.2 so the new range would go from 0-1000. Next, an importance factor was given to each asset to give more weight to specific assets within each intersection. In this study, ramps received a sixty percent (60%) importance factor, while sidewalks and APS were weighted at twenty percent (20%) each.

The table below shows the individual NPR ranges for each asset, along with the importance factors:

Table 5 - Multi-Asset NPR Calculations

Asset	NPR Range	Normalized	Importance Factor
Ramps	0-833 *	1.2= 0-1000	60% = 0-600
Sidewalks	0-1323 *	.75= 0-1000	20% = 0-200
APS 0-906 *	0-906`	*1.1= 0-1000	20% = 0-200

After the new NPR scores were calculated for all individual assets, they were added for each intersection. Below are the highest priority intersections for cumulative pedestrian accessibility:

Intersection	NPR
Pearl Street @ Cross Street	4484
Walnut Street @ Pearl Street	4356
Sycamore Street @ Medford Street	3907
Russell Street @ Dana Street	3806
North Street @ Broadway	3526
Highland Avenue @ Cutter Street	3463
Washington Street @ Bedford Street	3401
Summer Street @ Cutter Street	3167
School Street @ Highland Avenue	3100
Highland Avenue @ Central Street	3067

Smith Avenue @ Beacon Street	3055
Webster Avenue @ Washington Street	3050

FST noted that the overall accessible pedestrian signal network in the city is currently in poor condition. With eighty-five percent (85%) of the APS not compliant, considerable work is required to improve walkability, accessibility and safety.

Projected APS Installation Costs

The typical APS costs approximately \$600 per unit. The cost associated with rewiring each location will vary depending on the existing system.

As of June 2014, the city’s backlog of APS repair work totaled \$493,750.

Projected Sidewalk Reconstruction Costs

<u>SIDEWALK MATERIAL</u>	<u>COST (2013 Dollars)</u>
CC- Cement Concrete	\$ 16/ft ²
BR- Brick	\$ 28/ft ²
CB- Cement Concrete w/ Brick	\$ 20/ft ²
BC- Bituminous Concrete	\$ 12/ft ²
OT- Other/Specialty	\$ 36/ft ²

As of February 2013, Somerville’s backlog of sidewalk repair was \$75,143,944.

Projected Ramp Repair Costs

<u>SIDEWALK MATERIAL</u>	<u>COST (2013 Dollars)</u>
CC- Cement Concrete	\$ 3000/ ramp
BR- Brick	\$ 6000/ ramp
CB- Cement Concrete w/ Brick	\$ 4500/ ramp

As of February 2013, Somerville’s backlog of ramp repair work totaled over \$7,420,500.

As the backlog for all three pedestrian accessibility assets stands at \$83,058,194, FST recommends that, at a minimum, the city increase its future funding levels to improve them, and thereby increase access to, at a minimum, **\$2,300,000 annually**, and to use the cumulative multi-asset NPR to focus its efforts on high priority intersections. (See <http://www.somervillema.gov/departments/commission-for-persons-with-disabilities> for a complete copy of the Accessible Pedestrian Signal Supplemental Study).

Evaluation of Street Level Crossings

As part of the city’s complete PROW evaluation, FST was also asked to identify, assess and inventory all street-level crossings including brick pavers. FST found seven hundred and fourteen (714) locations where crosswalk demarcation markings are not in compliance with ADA/MAAB laws and regulations. Of that number, six hundred and forty-seven (647) locations have missing crosswalks and sixty-seven (67) locations have crosswalks which are out of alignment with the accessible path of travel.

The table below summarizes the repair priority of some of the intersection/street crossing locations based on the NPR methodology previously established.

Crosswalk Intersection	Number of Crosswalks	Priority
Highland Ave @ Grove St	3	High
407 Highland Ave	1	High
Davis Square	6	High
Elm St @ Day St	1	High
Elm St @ Chester St	3	High
Elm St @ Grove St	1	High
Somerville Ave @ Warren Ave	1	Low
Somerville Ave @ Hawkins St	2	Low
Somerville Ave @ Kilby St	2	Low
Somerville Ave @ Bow St	4	Low
Somerville Ave @ Church St	3	Low
Somerville Ave @ Quincy St	1	Low
Somerville Ave @ School St	3	Low
Somerville Ave @ Granite St	4	Low
Somerville Ave @ Loring St	1	Low
487 Somerville Ave	1	Low
Somerville Ave @ Properzi Way	1	Low
Somerville Ave @ Laurel St	1	Low
Somerville Ave @ Park St	2	Low
Somerville Ave @ Central St	2	Low
Somerville Ave @ Beech St	3	Low
Somerville Ave @ Spring St	1	Low

Somerville Ave @ Kent St	1	Low
Somerville Ave @ Belmont St	1	Low
Somerville Ave @ Lowell St	3	Low
Somerville Ave @ Ibbetson St	1	Low
Somerville Ave @ Craigie St	1	Low
Somerville Ave @ Elm St	4	Low
Somerville Ave @ Beacon St	3	Low
Somerville Ave @ Mossland St	2	Low
Somerville Ave @ Acadia Park	1	Low

Evaluation of Bus Stops/Shelters

In accordance with **28 CFR 35.133 – Maintenance of Accessible Features:**

- (a) A public entity shall maintain in operable working condition those features of facilities and equipment that are required to be readily accessible to and usable by persons with disabilities by the Act or this part.
- (b) This section does not prohibit isolated or temporary interruptions in service or access due to maintenance or repairs.

Bus boarding and alighting areas must be in compliance with the ADA and MAAB guidelines and provide equal access to individuals with disabilities. This responsibility extends to clearing them of snow and debris to allow wheelchair users and others with disabilities full access.

The Self-Evaluation reveals that there are two hundred and seventy-one (271) bus stops in the city, including stops owned by the MBTA. Under a License Agreement with the city, Cemusa, LLC is responsible for the maintenance of thirty (30) of these bus stops, including snow removal and other winter maintenance.

Bus Stop Location	Sidewalk Condition Index	Distance to Nearest Ramp (Ft)	Ramp AAB Compliant?
Beacon St @ #75	0.0	8.4	No
Beacon St @ Cooney St	0.0	51.3	No
Beacon St @ Park St	0.0	7.8	No
Beacon St, opposite #159	0.0	24.2	No
Broadway @ Dickson St	0.0	1.9	Yes
Broadway @ opposite Adam St	0.0	7.5	No
Broadway @ opposite Curtis St	0.0	3.5	No
Broadway @ Weston Ave	0.0	5.0	No
Broadway,#760 @ Bay State Av	0.0	5.0	No
Cross St @ Allston St	0.0	10.1	No

Cross Street @ Chester	0.0	5.7	No
Elm St @ Hancock Ave	0.0	10.3	No
Highland Av @ #263	0.0	7.3	No
Holland St @ Moore St	0.0	4.5	Yes
Mystic Av @ Union St	0.0	4.0	Yes
Mystic Ave @ Plaza Entrance - Home Depot	0.0	10.7	No
Pearl St @ Walnut St	0.0	6.0	No
Somerville Ave @ Linden St	0.0	7.0	No
Washington St @ Beacon St	0.0	9.5	No
Washington St @ Boston St	0.0	3.3	No
Webster Ave @ Newton St	0.0	0.6	No
Broadway,#680 @ Josephine Av	0.4	12.2	No
Mystic Ave @ Mystic Projects	1.2	4.5	Yes
Beacon St @ Calvin St	1.5	7.3	No
Broadway @ College Ave	1.6	5.6	No
Cross St @ Pearl St	2.0	7.1	No
Newton St @ Clark St	2.3	7.6	No
Beacon St @ Washington St	2.7	8.6	Yes
Somerville Ave @ opposite Mansfield St	3.4	21.9	No
Broadway @ Bartlett St	3.8	12.5	No
Webster Ave @ Norfolk St	4.9	7.1	No
Cross St @ Fountain Ave	5.7	3.1	No
Washington St @ Beacon St	5.9	5.8	No
Beacon St @ Washington St	6.7	5.5	No
Broadway @ Holland St	7.6	2.6	No
Medford St @ Central St	7.9	4.5	No
Washington St @ opposite Parker St	8.1	3.5	Yes
Avon St @ School St	8.3	7.8	No
Broadway @ Simpson Ave	8.3	8.7	No
Somerville Ave @ McGrath Hwy	8.7	31.4	No
Washington St @ Merriam St	9.1	21.7	No
Holland St @ Cameron Ave	9.3	1.8	No
Broadway @ Garrison Ave	9.4	2.4	No
Pearl St @ McGrath Hwy	10.2	2.5	Yes
Holland St @ Jay St	12.0	11.4	No
Pearl St @ Walnut St	12.5	4.6	No
Broadway @ Billingham St	12.6	3.7	No
Mystic Ave @ Temple St	12.6	9.5	Yes

Holland St @ opposite Cameron Ave	13.0	6.8	No
Mystic Ave @ Moreland St	13.3	5.3	No
Pearl St @ McGrath Hwy	13.5	2.5	No
Beacon St @ Smith St	14.3	10.4	No
Cross St @ Ellsworth St	15.2	2.6	No
Webster Av @ Washington St	15.4	13.0	No
Holland St @ Paulina St	16.0	10.3	No
Newton St @ Webster Ave	16.5	17.8	No
Washington St @ Parker St	16.5	33.9	No
Broadway @ Powderhouse Blvd	17.4	9.9	No
Broadway @ Montgomery Ave	17.8	5.5	Yes
Holland St @ Dover St	17.9	36.4	No
Washington St @ Tufts St	17.9	1.7	No
Cross St @ Oliver St	18.5	5.4	No
Broadway @ Medford St	18.8	1.3	No
Cross Street @ Flint St	18.8	2.8	No
Highland Av @ Vinal Av	19.0	5.5	Yes
Broadway @ Packard Ave	19.2	21.9	No
Broadway @ Thurston St	19.2	5.1	No
Broadway @ North St	19.7	11.3	No
Beacon St @ opposite Concord Av	20.6	19.7	No
Washington St @ Leland St	20.9	5.7	No
Highland Av @ Cedar St	23.0	5.5	No
Highland Av @ Lowell St	23.1	32.1	No
Highland Av @ Benton Rd	23.3	10.5	No
College Av @ Summit St	24.0	8.5	No
McGrath Hwy @ Poplar St	24.0	17.1	No
Somerville Ave @ Merriam St	24.4	9.7	No
Broadway @ Main St	24.6	26.3	No
Broadway @ Norwood Ave	24.6	3.3	No
Highland Av @ Cutter Av	24.6	5.2	No
Main St @ Moreland St	24.6	17.2	No
Broadway @ Pearson Rd	24.8	10.4	No
Highland Av @ Lowell St	25.1	7.4	No
Highland Ave @ #75 opposite Putnam St	25.9	26.8	Yes
College Av @ Chapel St	25.9	9.9	No
Medford St @ Sycamore St	26.2	7.6	No
Highland Av @ Conwell St	26.3	16.8	No
Broadway @ Warner St	26.6	1.9	No

Summer St @ School St	26.8	18.7	No
Highland Av @ Central St	26.9	6.7	No
Medford St @ School St	27.1	8.8	Yes
Highland Av @ Cherry St	27.3	7.8	No
Main St @ Broadway	27.7	4.1	No
Elm St @ Cedar St	27.9	10.7	No
Elm St @ Cutter Ave	28.2	9.4	No
Highland Av @ Central St	28.6	6.3	No
Elm St @ St. James Ave	29.1	9.0	No
Washington St. @ Rossmore St.	29.7	20.1	No
Cross St @ Otis St	30.1	5.4	No
Broadway @ Walker St	31.5	14.6	No
Highland Av @ School St	31.5	5.2	Yes
Medford St @ Bartlett St	31.6	9.0	No
College Av @ Kidder Ave	31.9	8.5	No
Broadway @ opposite Main St	32.8	4.3	No
Springfield St @ opposite Houghton St	33.1	12.6	No
Washington St @ Joy St	33.7	3.9	Yes
Pearl St @ Cross St	33.9	2.0	No
Washington St @ Calvin St	34.2	6.7	No
Broadway @ Mason St	34.5	17.9	No
Highland Ave Opp. #26 @ Opp. Walnut St	35.1	1.8	No
Washington St @ Kingman Rd	35.2	28.9	No
Elm St @ opposite Porter St	35.7	15.4	Yes
Highland Av @ #235	35.7	4.1	Yes
Broadway,#560 @ Alfred St	36.3	33.1	No
Elm St @ Russell St	36.6	17.0	No
Washington St @ Perry St	37.5	18.3	No
Highland Av @ Walnut St	37.6	7.7	Yes
Park St @ Beacon St	37.8	10.7	No
College Av @ Before Powder House Square	38.1	32.1	No
Highland Av @ Willow Av	38.2	6.9	Yes
Broadway @ Leonard St	38.3	3.5	No
Broadway @ Fenwick St	38.4	5.1	No
Bow St @ #45	38.7	20.5	No
Bow St,#51	38.7	36.6	Yes
College Av @ Hall Ave	40.1	8.5	No

Highland Av @ Trull Ln	40.5	4.2	No
Medford St @ School St	41.0	3.8	Yes
Elm St @ Porter Sq	41.1	3.2	No
Washington St @ Dane St	41.6	4.5	No
Elm St @ Mossland St	42.0	14.5	No
Broadway,#690 @ Boston Av	42.7	2.4	No
Highland Av @ #125	43.1	8.3	No
Highland Av @ School St	43.6	7.9	No
Main St @ Moreland St	44.0	9.2	No
Cross Street @ Auburn St	44.1	1.4	No
Highland Ave @ Cherry St	44.1	17.0	Yes
Webster St @ Prospect St	44.3	4.1	No
Highland Ave @ Benton Rd	45.1	9.2	No
Broadway @ Belknap St	45.2	13.3	No
Somerville Ave @ Stone Ave	46.6	10.6	No
Highland Ave @ Cedar St	46.8	13.3	No
Highland Ave @ Willow St	47.6	4.5	Yes
Elm St @ Porter St	48.1	12.0	Yes
Prospect St @ #30	48.2	11.5	Yes
Medford St @ Highland Ave	49.1	3.5	No
Broadway @ Westminster Ave	49.2	5.0	No
Broadway,#580 @ Cedar St	49.2	3.4	No
Cross St @ Pearl St	49.2	1.9	No
Highland Ave @ Crocker St	49.5	2.4	No
Broadway @ Packard Ave	49.6	3.7	Yes
Pearl St. @ Wesley St.	49.7	15.4	No
Grove St @ Highland Ave	50.3	22.7	No
Broadway @ Marshall St	51.8	48.2	Yes
Medford St @ Broadway - Magoun Square	52.2	2.6	No
Broadway @ McGrath Hwy	52.4	3.2	No
Medford St @ Bartlett St	53.2	3.6	No
Medford St @ Sycamore St	53.3	8.1	No
Broadway @ Opp. Temple St	54.4	15.7	No
Medford St @ Skilton Ave	54.4	3.7	No
Summer St @ School St	54.8	9.0	No
Elm St @ Chester St	55.6	9.8	Yes
Broadway @ Temple St	56.2	15.7	No
Washington St @ Washington Terrace	56.7	8.7	No

Boston Ave @ Mystic Valley Pkwy	56.8	11.5	No
Holland St @ Wallace St	56.8	17.1	Yes
Medford St @ Central St	57.0	17.6	No
Davis Square Busway	57.5	16.3	No
Clarendon Hill Busway	61.2	11.2	No
Highland Ave @ Medford St	61.5	6.6	No
Broadway @ Powderhouse Rotary	63.1	30.8	Yes
Springfield St @ Houghton St	63.6	5.3	No
College Ave @ Professors Row	64.3	8.4	No
Newton St @ Concord Square	64.8	3.3	No
Summer St @ Opp. Carter Terrace	65.0	13.1	No
Mystic Ave @ Middlesex Ave	65.2	64.3	Yes
Summer St @ opposite Vinal St	65.2	7.9	No
Washington St @ Myrtle St	65.7	2.1	No
Broadway @ Opp. Clarendon Hill Busway	65.8	39.1	No
Summer St @ #117	67.5	4.6	No
College Ave @ Warner St	68.2	2.0	No
College Ave,#130 @ Broadway	68.8	17.1	No
Mystic Ave @ opposite Shore Drive	69.9	4.7	No
Broadway @ Langmaid Ave	70.0	12.5	Yes
College Ave @ Dearborn Rd	71.0	3.8	No
Pearl St @ Wesley St	76.0	3.9	No
Somerville Ave @ Beacon Terrace	81.1	10.9	Yes
Washington St @ New Washington St	81.2	3.4	No
Washington St @ Myrtle St	81.3	36.3	Yes
Washington St @ Webster Ave	81.5	10.1	No
Somerville Ave @ before Prospect St	81.9	29.2	No
College Ave @ Powder House Square	82.5	34.8	No
Springfield St @ Newton St	82.6	1.8	Yes
Washington St @ Inner Belt Rd	84.0	9.9	Yes
Bow St @ Warren Ave	84.1	1.3	Yes
Newton St @ Concord Ave	84.4	1.9	Yes
Springfield St @ Newton St	84.5	5.8	Yes
Broadway @ Opp. Norwood Ave	85.4	20.9	No
Broadway @ William St	86.1	5.1	No
Broadway @ Hinckley St	86.2	2.8	Yes
Washington St @ Franklin St	86.4	8.8	Yes
Washington St @ Mt Vernon	87.8	21.7	No
Somerville Ave @ Lowell St	90.4	5.8	No

Broadway @ Grant St	90.5	6.0	Yes
Somerville Ave @ Church St	90.5	6.8	Yes
Medford St @ Lowell St	90.8	20.2	No
Somerville Ave @ Opp. Loring St	91.3	20.6	Yes
Somerville Ave @ Opp. School St	91.4	4.5	Yes
Somerville Ave @ Carlton St	91.5	2.3	Yes
Somerville Ave @ Central St	91.7	4.8	Yes
Broadway @ Fellsway West	92.0	3.9	No
Avon St @ Central Av	92.5	7.5	Yes
Medford St @ Partridge Ave	95.5	14.3	Yes
Pearl St @ Bradley St	95.9	8.8	No
Somerville Ave @ Loring St	96.2	6.9	Yes
Somerville Ave @ Mossland St	97.2	9.6	Yes
Somerville Ave opposite Elm St	97.5	52.4	Yes
Somerville Ave @ before Union Square	98.1	17.9	Yes
Somerville Ave @ School St	99.6	5.0	Yes
Somerville Ave @ #594	99.7	24.6	No
Somerville Ave @ >Elm St	99.7	57.9	Yes
Somerville Ave @ Opp. Central St	99.7	17.1	Yes
Somerville Ave @ Sacramento St	99.7	18.0	No
Somerville Ave @ Spring St	99.8	8.5	Yes
College Av @ Highland Ave	99.9	2.0	No
Broadway @ Austin St	100.0	4.3	Yes
Broadway @ Cross St	100.0	3.5	Yes
Broadway @ Franklin St	100.0	10.3	Yes
Broadway @ Glen St	100.0	4.9	Yes
Broadway @ Indiana Ave	100.0	6.3	Yes
Broadway @ Kensington Ave	100.0	5.3	Yes
Broadway @ Lincoln St	100.0	5.5	Yes
Broadway @ McArthur St	100.0	5.0	Yes
Broadway @ Michigan Ave	100.0	11.3	Yes
Broadway @ Mt. Vernon St	100.0	3.2	Yes
Cross St @ Broadway	100.0	4.9	Yes
Cross St @ Broadway	100.0	4.9	Yes
Middlesex Ave @ Foley St	100.0	6.8	Yes
Sturtevant St @ Before Foley St	100.0	6.1	No

2.2 Facilities & Programs Evaluation

28 CFR 35.133 - *Maintenance of Accessible Features* states:

(a) A public entity shall maintain in operable working condition those features of facilities and equipment that are required to be readily accessible to and usable by persons with disabilities by the Act or this part.

(b) This section does not prohibit isolated or temporary interruptions in service or access due to maintenance or repairs.

The ADA obligates state and local governments to undertake a comprehensive and sustained effort to empower individuals with disabilities and to elevate their civic, social, and economic status. At minimum, this effort requires the identification, evaluation and removal of barriers preventing full access.

The primary obligation of public entities such as the City of Somerville under both Section 504 of the Rehabilitation Act and the Americans with Disabilities Act Title II is to ensure that, when ‘viewed in its entirety’ the programs, services, and activities that they offer are equally available to people with disabilities.

Facilities Evaluation

The City of Somerville, in its ongoing efforts to fully comply with all state and federal requirements and increase access, hired the Institute for Human Centered Design (“hereinafter IHCD”) to assess the current level of ADA compliance in all of its programs, services, activities and city-owned facilities.

Over the course of almost an entire year, an IHCD team of architects and disability experts evaluated seven municipal buildings, the Public Safety Building, five fire stations, three libraries, nine schools and the Somerville Public Schools Central Administration Office, and several unoccupied buildings. It also evaluated sites leased by the city for office space and recreation: the Tufts Administration Building, the Ralph and Jenny/Lyons Club building, and at least four facilities owned by the Massachusetts Department of Conservation and Recreation (DCR) and operated by the city for athletic and recreational programming. Additionally, a total of twenty-one parks, seventeen playgrounds, and thirteen parking lots were included in the survey.

IHCD’s evaluation revealed numerous challenges that the city faces in ensuring access to all. Consistent with many other cities in the Commonwealth, the city has a number of aging buildings and other facilities that pose barriers to residents and city employees with disabilities. Bringing these older facilities into compliance, IHCD concluded, will be a daunting, costly, and lengthy process. Furthermore, as construction codes get regularly updated by federal and state regulators, many of the accessibility-related improvements the city had made in the past decades are no longer compliant by current accessibility standards, further exacerbating the problem.

Significant deficiencies, including in some cases minimal to no access at all, were found at important facilities necessary for the civic and recreational life of city residents, such as City Hall Annex, the Cross Street Senior Center, the Recreation Department, the Department of Public Works, and the Traffic & Parking buildings, as well as the West Branch Library, some fire stations, and some of the older school facilities. A number of other buildings and facilities were deemed “functionally accessible,” in that they can generally be used by individuals with disabilities but are not fully compliant with current accessibility requirements, although they may have been compliant when they were built or last renovated – before 1991.

IHCD did, however, find that most city-owned facilities – predominantly schools and playgrounds – built or renovated after the year 2000 are significantly more, to completely, accessible, and meet most architectural requirements.

The city will continue to systematically replace, alter, and/or renovate its deficient facilities with the goal of substantially reducing barriers and realizing its commitment to full integration, complete inclusion and equal rights. In the meantime, it will follow IHCD’s recommendation to establish policies and procedures to accommodate the public and ameliorate the hardships posed by these existing barriers.

IHCD’s review of the city-owned facilities was grounded in the 2006 MAAB and 2010 ADA Standards for new construction for each element assumed to have undergone renovation or alteration. Any altered facilities or elements that were constructed or altered before March 15, 2012, and that do not comply with the 1991 Standards or with Uniform Federal Accessibility Standards (UFAS) shall on or after March 15, 2012, be made accessible in accordance with the 2010 Standards. Likewise, any work should also meet the requirements of Massachusetts Building Code including 521 CMR, the Architectural Access Board Regulations.

IHCD evaluated the level of structural and functional accessibility and categorized city facilities, purely for ease of reference, as follows:

- **Accessible** – A wheeled mobility device user or person with mobility challenges has full access;
- **Mostly Accessible** – A wheeled mobility device user or person with mobility challenges can enter the facility and access the primary function and the restroom within;
- **Moderately Accessible** – A wheeled mobility device user or person with mobility challenges can enter the facility and access the primary function within;
- **Minimally Accessible** – A wheeled mobility device user or person with mobility challenges can get in the facility;
- **Inaccessible** – A physical barrier exists that prevents a wheeled mobility device user from even entering this facility.

Using the above rubric or guideline, IHCD found the following with two noted updates:

Accessible:

- Argenziano School
- Capuano School
- Central Library⁷
- West Somerville Neighborhood School
- East Somerville Community School

Mostly Accessible:

- City Hall
- SCAT Building

Moderately Accessible:

- East Branch Library
- Public Safety Building
- Edgerly Education Center
- Healy School
- Kennedy School
- Somerville High School

Minimally Accessible:

- Somerville Fire Department (SFD) Central Headquarters
- Winter Hill School
- Traffic and Parking⁸

Inaccessible:

- City Hall Annex⁹
- DPW Building
- Recreation Building
- West Branch Library
- Fire station –Engine 1
- Fire station– Engine 3
- Fire station– Engine 6
- Fire station –Engine 7
- Brown School

⁷ IHCD's report found that the Central Library was moderately accessible. Since the report was published, upgrades were made to the Central Library and it is now accessible.

⁸ The report erroneously labelled the Traffic and Parking building as completely inaccessible. However, the chair lift is functioning and is independently operable; thus, it is, at least, minimally accessible.

⁹ Attempts were made in the past to increase accessibility at City Hall Annex through the installation of a limited use / limited access elevator. Currently, the elevator does not meet the minimum accessibility requirements for clear space, weight capacity, and independent access/operation. However, someone in a wheelchair can enter the annex with staff assistance.

Summary of the Recurring Findings by IHCD at Many Somerville Facilities

- ◆ Curb ramps with excessive slopes, broken surfaces, missing detectable warnings, and no level landings;
- ◆ Designated accessible parking with excessive slopes, broken surfaces and missing/too narrow access aisles;
- ◆ Exterior ramps with excessive slopes, broken surfaces and no level landings;
- ◆ Entrance doors without level landings or latch pull clearance;
- ◆ Inaccessible entrance intercoms or intercoms without accessible signage;
- ◆ Locked accessible entrances;
- ◆ Accessible entrances without the International Symbol of Accessibility signage;
- ◆ Non-accessible entrances without accessible signage directing visitors to the accessible entrance;
- ◆ Service counters that are above 36 inches and/or lack required clear space;
- ◆ Restrooms with improperly mounted grab bars, dispensers, mirrors, and coat hooks;
- ◆ Restrooms and stalls with inaccessible or broken locks and latches;
- ◆ Doors that require excessive opening force;
- ◆ Unsecured weather mats and carpets;
- ◆ Protruding objects including low hanging/mounted signs and light fixtures, TVs, network/telephone boxes, AED cases, display cases, and fire extinguishers;
- ◆ Inaccessible drinking fountains;
- ◆ Stair and vertical lifts that do not meet requirements including independent access, weight capacity, platform/door size, clear space for approach and entry, etc.;
- ◆ Expired safety certificates for elevators and lifts;
- ◆ Designated emergency shelter facilities lack accessible elements such as shower rooms and lockers.

Summary of IHCD's General Recommendations

- ◆ Repair or replace curb ramps;
- ◆ Resurface and re-stripe accessible parking;
- ◆ Repair or replace ramps or handrails;
- ◆ Use accessible power door openers as an option in lieu of re-grading or doing structural work at entrances or other key spaces;
- ◆ Provide accessible intercoms and signage;
- ◆ Develop policies and procedures to ensure accessible entrances are unlocked or opened whenever a building is in use;
- ◆ Identify each accessible entrance with International Symbol of Accessibility;
- ◆ Provide accessible signage directing visitors to the accessible entrance at inaccessible entrances;
- ◆ Ensure that a portion of each counter is at least 36 inches wide and no more than 36 inches above the floor. Alternatively, provide an auxiliary counter with a maximum height of 36 inches in close proximity to the main counter, or provide equivalent facilitation (i.e. a folding shelf attached to the main counter, an auxiliary table nearby, a clipboard made available to the public, or other means).
- ◆ Make minor (non-structural) modifications to restrooms including relocating grab bars, dispensers, mirrors, and coat hooks;
- ◆ Repair accessible features including restrooms and stalls with inaccessible or broken locks and latches;
- ◆ Create a comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep doors open during regular hours or add automatic openers;
- ◆ Secure loose weather mats or carpets to eliminate tripping hazards;
- ◆ Remove or eliminate all protruding objects, or place cane detectable barriers in front of them;
- ◆ Provide a water cooler with cups on an interim basis until drinking fountains can be upgraded;

- ◆ Remove lifts wherever possible and provide accommodations upon request at an accessible location until the lift can be replaced with a ramp or elevator;
- ◆ Institute policies and procedures to ensure yearly maintenance and State inspections for all elevators and lifts; budget for elevator overhauls and mid-life modernizations;
- ◆ Modify partially accessible elements such as shower rooms or plan for the installation of accessible showers where none are currently provided at designated emergency shelters.

In addition to the above buildings, IHCD also surveyed twenty-one parks, seventeen playgrounds, and thirteen parking lots:

Parks

Bailey	Central Hill	Conway
Edward Leathers Community	Glenn	Grimmons
Hodgkins-Curtin	Kenney	Lexington
Lincoln/Argenziano School	Nathan Tufts / Powderhouse	Nunziato Field
North Street /Veterans	Osgood	Paul Revere
Perry	Seven Hills	Statue
Stone Place	Trum Field	Walnut Street

Playgrounds

Albion	Cummings School	Dickerman
East Somerville School	Florence	Harris
Healy School Community	Hoyt-Sullivan	Marshal Street
Kennedy School Community	Morse-Kelley	Otis
Palmacci	Perkins	Trum
Winter Hill Community School	Woodstock	

IHCD evaluated the following elements:

- | | |
|----------------------|--------------------------------------|
| ◆ gates | ◆ walking surfaces and slopes |
| ◆ benches | ◆ drinking fountains |
| ◆ tables | ◆ play areas |
| ◆ recreational areas | ◆ maintenance of accessible features |

Further, elements in existing facilities that are subject to supplemental requirements under the 2010 ADA Standards (*i.e.*, elements for which there are neither technical nor scoping specifications in the 1991 Standards) such as (C) Recreational boating facilities; (D) Exercise machines and equipment; (E) Fishing piers and platforms; (H) Play areas; (J) Swimming pools, wading pools, and spas; and (L) Miscellaneous - (1) Team or player seating and (3) Accessible route in court sports facilities, if found deficient, must also need to be brought into compliance.

IHCD found that, as a whole, newer and recently renovated parks and playgrounds were much more accessible and met most, if not all, accessibility requirements. Older facilities generally had more substantial barriers.

Summary of the Recurring Findings by IHCD at Many Somerville Parks and Playgrounds

- ◆ Non-compliant curb ramps and sidewalks;
- ◆ Gates lacking smooth surfaces;
- ◆ Gate hardware that is inoperable with a closed fist;
- ◆ Broken or heaved walkways;
- ◆ Inaccessible drinking fountains due to insufficient clear space, knee clearance, uneven surfaces or controls requiring too much force or turning;
- ◆ Inaccessible playground play surfaces;
- ◆ Accessible play surfaces only connect to some play elements or are less than 60” wide;
- ◆ Lack of accessible routes connecting elements such as tables, benches, trash cans, BBQ, and each type of athletic facility or play element;
- ◆ Eroded or unmaintained surfaces at play structures, benches, or tables;
- ◆ Inaccessible picnic tables, chess/checker tables, or benches;
- ◆ Protruding objects.

IHCD’s survey also included the following parking lots:

**Buena Vista
Foss Park
Magoun Square
Union Square
Winter Hill B**

**Cutter Square
Grove Street A
Mount Vernon Street
Veterans Memorial Rink**

**Day Street
Grove Street B
Prospect Hill
Winter Hill A**

The following systemic parking issues were reported by IHCD:

- ◆ No accessible parking spaces in some lots;
- ◆ Where accessible parking was provided, the spaces sometimes lack access aisles;
- ◆ Spaces and access aisles routinely exceeded maximum slope requirements (2% slope);
- ◆ Van spaces were not identified;
- ◆ Signage identifying spaces was generally missing.

With respect to parking in the city in general, IHCD noted a significant lack of on-street accessible parking in various squares and neighborhoods. Consequently, IHCD indicated that the city should follow the upcoming Section R214 of the *Pedestrian Rights of Way* requirements which states:

Where on-street parking is provided on the block perimeter and the parking is marked or metered, accessible parking spaces complying with R309 shall be provided. Where parking pay stations are provided and the parking is not marked, each 6.1 m (20.0 ft.) of block perimeter where parking is permitted shall be counted as one parking space. 1 Accessible space for every 25 marked or metered spaces on the block perimeter up to 200 spaces. For 201 spaces and over, the minimum number of accessible spaces shall be 4% of the total on the block perimeter.

Programmatic Access

IHCD's evaluation found that some of the programs, services, and activities that the city offers to the public are located in inaccessible facilities or in facilities with inaccessible features. Although, programs, services, and activities can be relocated to an accessible area in some of these facilities, IHCD noted that it would be difficult to undertake the wholesale relocation of programs, services, and activities such as the ones provided at City Hall Annex, DPW, Recreation Building and the West Branch Library. Consequently, duplicating these same services at other accessible locations or the temporary relocation of services based upon individual requests is the best solution for the foreseeable future until these buildings can be completely renovated or rebuilt.

IHCD made several interim recommendations to increase access to the city's programs, services, and activities, and they are organized into four distinct categories:

1. Relocation of programs, services and activities within current facility;
2. Relocation of programs, services and activities to another facility;
3. Short-term renovations to ensure access to programs, services and activities; and
4. Improvements at fire stations.

Polling

Under both the ADA as well as the Voting Accessibility for the Elderly and Handicapped Act of 1984, polling places across the United States must generally be physically accessible to persons with disabilities for federal elections. Additionally, Massachusetts laws also prohibit voter discrimination based on any protected category, including disability.

In cases of inaccessible polling places, a political subdivision must provide an alternate means to cast a ballot on the day of the election. Voting laws also require states to make available registration and voting aids for disabled and elderly voters, including information by alternative accessible means.

IHCD surveyed several polling places during the special election primary for U.S. Senate on April 30, 2013. At the time, listed below were the polling locations, including at least five that are not city-owned:

Ward One

- Precinct 1. A room in the Capuano School
- Precinct 2. A room in the East Branch Library
- Precinct 3. A room in the SFD Central Headquarters

Ward Two

- Precinct 1. A room in the Public Safety Building
- Precinct 2. A room in the Argenziano School
- Precinct 3. Apparatus bay in the SFD Engine 1

Ward Three

- Precinct 1. Atrium in the High School
- Precinct 2. A room in the Cummings School
- Precinct 3. A room in the Dante Club*

Ward Four

- Precinct 1. A room in the Mystic Activity Center
- Precinct 2. Apparatus bay in the SFD Central Headquarters
- Precinct 3. A room in the Winter Hill Community School

Ward Five

- Precinct 1. A room in the Water Department Building which is adjacent to DPW
- Precinct 2. A room in the Brown School
- Precinct 3. Apparatus bay in the SFD Engine 7.

Ward Six

- Precinct 1. A room in the Kennedy School
- Precinct 2. A room in the Ciampa Manor *
- Precinct 3. A room in the Holy Bible Baptist Church *

Ward Seven

- Precinct 1. A room in the Tufts Administration Building *
- Precinct 2. Apparatus bay in the SFD Engine 6.
- Precinct 3. The VNA Assisted Living Facility. *

* Facilities that are not owned by the City.

IHCD found the following:

Inaccessible

- Ward Three - Precinct 2. A room in the Cummings School.
- Ward Three - Precinct 3. A room in the Dante Club
- Ward Six - Precinct 3. A room in the Holy Bible Baptist Church

The Dante Club had site-wide cross and running slopes (exceeding 10% in certain areas) that impeded pedestrian access from adjacent streets and impact accessible parking.

The Holy Baptist Church had an inaccessible sidewalk (less than 30 inches of width, vertical displacements of 3-4 inches, and cross slopes exceeding 4%).

Moderately Accessible

- Ward One - Precinct 3. A room in the SFD Central Headquarters
- Ward Two - Precinct 3. Apparatus bay in the SFD Engine 1
- Ward Four - Precinct 2. Apparatus bay in the SFD Central Headquarters
- Ward Four - Precinct 3. A room in the Winter Hill Community School
- Ward Five - Precinct 1. A room in the Water Department Building adjacent to DPW
- Ward Five - Precinct 2. A room in the Brown School
- Ward Five - Precinct 3. Apparatus bay in the SFD Engine 7
- Ward Six - Precinct 2. A room in the Ciampa Manor
- Ward Seven - Precinct 2. Apparatus bay in the SFD Engine 6

The DPW Water Building has non-compliant curb ramps. However, a wheelchair user can enter the room through an at-grade entrance.

The Brown School has a nominally accessible entrance that leads to a noncompliant ramp with excessive slope and blocked by furniture. A partially accessible bathroom is also on the basement level.

IHCD found that generally accessible entrances and routes at polling locations were not well marked. There were also furniture obstructions and inaccessible restrooms.

Mostly Accessible

- Ward One - Precinct 2. A room in the East Branch Library
- Ward Two - Precinct 1. A room in the Public Safety Building
- Ward Three - Precinct 1. Atrium in the High School

The Public Safety Building has accessible route issues leading to building entrances and non-compliant accessible parking. A partially accessible bathroom is offered on the first floor.

The Somerville High School has non-compliant accessible parking and curb ramps adjacent to the gym. A partially accessible bathroom is offered near the gym.

IHCD recommended improvements to the parking lots and bathrooms at the above sites.

Accessible

- Ward One - Precinct 1. A room in the Capuano School
- Ward Two - Precinct 2. A room in the Argenziano School
- Ward Four - Precinct 1. A room in the Mystic Activity Center
- Ward 6 - Precinct 1. A room in the Kennedy School
- Ward 7 - Precinct 1. A room in the Tufts Administration Building
- Ward 7 - Precinct 3. The VNA Assisted Living Facility

Generally, IHCD noted that most of the city's polling facilities have inaccessible routes from transit or public transportation, sidewalks issues and inaccessible parking.

Overall, IHCD recommended that the city:

- (1) post clear and frequent signage identifying accessible routes and accessible parking at all polling places;
- (2) provide accessibility and accommodation information on website, and in any election related communication; and
- (3) consider consolidating all voting at accessible schools.

Website

IHCD evaluated the city's *somervillema.gov* website under Section 508 of the Rehabilitation Act, the World Wide Web's Web Accessibility Initiative (W3C-WAI) Web Content Accessibility Guidelines (WCAG 2.0), and its own expertise in universal or inclusive design to identify any significant and recurring accessibility and usability barriers or problems. Section 508 and the W3C-WAI's WCAG 2.0 have the most comprehensive set of guidelines for a website that works well for users with the widest range of physical, sensory or cognitive abilities. The website was found to be primarily ADA-compliant with the following deficiencies described below.

IHCD reviewed central functions, key pages and navigation throughout the site to see how the experience could be improved for all users, but in particular those with functional limitations such as low or no vision, hearing impairments, cognitive limitations and dexterity or other physical limitations.

IHCD's primary research methodology was participatory utilizing "user/experts" – people with functional differences who are well versed with design failures and who can provide guidance on the best solutions, and members of the general public. Various assistive technology tools were also used, as well as methods like screen readers, screen magnifiers, different platforms, browsers and operating systems.

IHCD found that presently the website is primarily compliant but does not comply with all portions of the World Wide Web's, Web Accessibility Initiative (W3C-WAI) Web Content Accessibility Guidelines (WCAG 2.0) and Section 508 of the Rehabilitation Act standards.

Users with disabilities, including those with low or no vision, limited or no hearing, physical /motor impairments found that portions of the website are accessible but they encountered difficulties with the usability or ease of use of certain aspects of the site.

The website was generally found to be hard to navigate because the organization of the information was confusing and the layout was inconsistent resulting in many users being unable to access a large portion of information. Users asked that the information be streamlined as they were overwhelmed by the sheer amount of details while searching for basic information.

The evaluation generally revealed the following problems, among others:

- ◆ Low vision and no vision users found a persistent lack of heading structure;
- ◆ No Skip Navigation links to allow users to bypass lengthy navigation links and access core content;
- ◆ Missing form labels to identify input fields;
- ◆ Images that were labeled with alternative text but that actually lacked the descriptive information;
- ◆ Multi-media elements such as video and other dynamic content were not accessible; accessibility features such as closed captioning and audio description were unavailable and/or not working;
- ◆ Inaccessible and/or inappropriate font sizes;
- ◆ Insufficient color contrast for text throughout the entire website; and
- ◆ Complex navigation and inability to find information due to inconsistent layout.

Simplifying the layout, IHCD noted, would considerably ease the navigation for users with disabilities as well as older users and non-native English speakers, or people who are using this website for the first time.

IHCD recommended that the city:

- (1) Remain up-to-date on developments related to the harmonization of Section 508 with WCAG 2.0;
- (2) Eventually bring the entire site up to the finalized standard of the “Refresh of Section 508;” and
- (3) Involve older users with disabilities and members of the immigrant community across the spectrum of skill and technological ability for continual testing and evaluation of the website.

For a complete copy of the City of Somerville’s Self-Evaluation, please see the city’s home page and access the file under **TOP Links – Americans with Disabilities Act** or enter: <http://www.somervillema.gov/sites/default/files/Somerville2013-Self-Evaluation.pdf>

2.3 Staff Training

City of Somerville policy requires that every employee receive ADA training and/or including, but not limited to:

- (1) a full explanation of the city's ADA policies and practices, and
- (2) a manual detailing their rights and obligations under Title I and Title II of the ADA, reasonable accommodations, essential versus non-essential job functions, permissible and impermissible disability related inquiries, and grievance procedures, etc.

Since 2013, the ADA coordinator, who has overall responsibility for ensuring that all staff is trained, has been scheduling regular training sessions aimed at ensuring that ultimately all city employees are aware of their rights, as well as, their responsibilities under the ADA. The sessions are ongoing. Every current and prospective employee will be trained on all of the above noted policies and procedures and will be advised that the city's programs, services, and activities must operate in a manner that does not discriminate against persons with disabilities.

Further, the ADA coordinator has organized three-hour workshop sessions for all department heads in coordination with the New England ADA Center. These comprehensive workshops include information and discussion of Title I and Title II of the ADA, MAAB regulations, physical accessibility and programmatic access, case studies and exercises.

Certain city employees, particularly DPW staff, must also attend the Massachusetts Office on Disability's Community Access Monitoring trainings to learn how to survey buildings to assess the level of compliance with ADA and MAAB regulations, and to learn to advocate on behalf of individuals with disabilities for greater access to buildings, programs, services and activities.

Further, the Massachusetts Office on Disability will provide at least two on-site training sessions to DPW workers to assist them in maintaining accessible facilities by showing them common ADA barriers and providing them with reasonably available solutions.

Concurrent with the implementation of the Transition Plan, the ADA coordinator will hold trainings for relevant staff members including department heads engaged in the remediation efforts. The goal of these specialized trainings will be to familiarize these employees with the requirements, standards, guidelines and regulations concerning accessibility for persons with disabilities. Staff will be provided with the accessibility checklist used in the facilities evaluations and a complete copy of the city's Transition Plan.

Training on all aspects of effective communication will also be conducted on an annual basis for relevant staff.

2.4 Public Participation Plan

Public participation has been integral to the completion of the city's Self-Evaluation and the development of the Transition Plan. Extraordinary and multi-faceted efforts were undertaken to communicate to, seek information from, and encourage the participation of, Somerville residents, especially residents with disabilities.

Specifically, to refine the Self-Evaluation and gain insight into the priorities of the community of persons with disabilities, the city did extensive and sustained public outreach over a period of several months through public meetings, a survey, its website, and its Constituents Services – 311 Department, among others. Beginning on July 8, 2013, the city issued a series of press releases asking for public feedback that were published in local newspapers, featured prominently on the city's website, promoted extensively via the city newsletter, city social media feeds, and city cable TV, and provided to the Somerville Commission for Persons with Disabilities.

The ADA coordinator also did several television and newspaper interviews explaining the Self-Evaluation and Transition Plan processes and personally requesting resident feedback and encouraging residents' sustained engagement.

Public Meetings

On Wednesday, August 28, 2013, and on Thursday, October 3, 2013, the city held public meetings on the Self-Evaluation. On April 4, 2014, the city issued another widely distributed press release announcing that a third public meeting will be held on April 17 to gather community feedback, this time focusing solely on the city's PROW. All three meetings which were promoted extensively for several weeks were held in conjunction with the Somerville Commission for Persons with Disabilities (SCPD) and were videotaped for repeated replay on city cable TV.

Survey

During the summer of 2014, the city conducted a three-month accessibility survey that was, according to IHCD, the first ever entire municipality/city/town survey in the entire country. The ADA-compliant survey, which was widely publicized through the usual means, as well as through posters and postcards in city buildings and at locations throughout the city, was available through Survey Monkey on IHCD's website and in hard copy at several municipal and non-municipal sites. Staff administered and helped residents and others complete hard copies of the survey at busy intersections, such as Davis Square, at libraries, and at housing developments for the disabled and the elderly all over the city. Individuals who required accommodations to complete the survey, including surveys in Portuguese, Spanish or Haitian Creole, were advised to contact the ADA coordinator. The survey was posted to the city's website where information about it to this day remains freely, and easily accessible:
<http://www.somervillema.gov/departments/commission-for-persons-withdisabilities>.

Website

The website is the main source of information about opportunities to engage with the city. It was reviewed by IHCD as part of the Self-Evaluation and was found to be primarily ADA-compliant. All interim adjustments and recommendations made by IHCD in the Self-Evaluation for better compliance and easier navigation have been implemented. Meanwhile, a fully ADA-compliant redesign of the website involving extensive user-testing including by persons with disabilities is underway with completion expected by late 2016. IHCD and the Perkins School for the Blind were also engaged to review the site for accessibility during development. All city residents are encouraged to visit the website regularly.

With respect to the relevant ADA-related information, on the city's home page, in the section labelled **TOP LINKS**, the second link is the *Americans with Disabilities Act* with a drop down menu that contains the following additional links:

- ◆ City's ADA Self-Evaluation
- ◆ Take Somerville Accessibility Survey¹⁰
- ◆ Americans with Disabilities Act Public Notice
- ◆ Commission for Persons with Disabilities

Further, on the Commission for Persons with Disabilities' home page is a drop down menu which, among other available resources such as the name of the ADA coordinator and her complete contact information, contains the following items:

- ◆ Members [current SPCD members]
- ◆ 2013 Pedestrian Accessibility Survey
- ◆ Somerville 2013 ADA Self-Evaluation
- ◆ 2014 Accessible Pedestrian Signal Supplemental Study
- ◆ Americans with Disabilities Act (ADA) (passed 7/26/1990)
- ◆ Americans with Disabilities Act Public Notice
- ◆ ADA Grievances
 - Procedures
 - Complaint Form
- ◆ Neighborhood Street Reconstruction Program

Constituents Services - 311

Every resident is strongly encouraged to use the city's innovative and highly effective 311 system/Constituents Services Department to request services or information, register any complaint or report any violation, and in this instance, to provide feedback on the city's accessibility efforts and deficiencies. The information to weigh in via 311 was also communicated at all three public meetings. Generally, a 311 staff member gathers and compiles the relevant information, documents the request or complaint, issues a ticket number to the

¹⁰ As of 7/20/2015, the city is still providing a link to the survey which is still on IHCD's web site)

resident making the request/complaint, and relates the matter to the responsible department for resolution. Furthermore, the Constituents Services Department ensures that all matters are handled and/or resolved by holding these tickets open and making follow-up inquiries before they can close any ticket. In this case, the department was tasked with compiling the information or feedback provided by residents and relaying it to the ADA coordinator for inclusion in the Self-Evaluation and later the Transition Plan.

The city's 311 information and services line also offers TTY services and all outgoing messages using our CTY information center are also always sent with TTY capabilities.

Stakeholders

Events related to ADA/accessibility are also widely promoted by members of the Somerville Commission for Persons with Disabilities members to the greater community of disability stakeholders in the city. Members participated in the development of the Self-Evaluation and Transition Plan and have continually provided feedback. They helped draft, promote, and administer the survey. They served as co-hosts and answered audience questions at all three public meetings. They've engaged residents at sites throughout the city during city-sponsored festivals and other events.

Other members of the community of persons with disabilities have also provided feedback. A Community Access Project representative, in particular, attended and participated in all three public meetings, and discussed several issues of concerns to her with the ADA coordinator and the SCPD chairperson.

When the draft of the Transition Plan with the barrier removal schedule for facilities, programs, and public rights-of-way is released, the ADA coordinator will ask the CAP and other organizations serving persons with disabilities to review and provide feedback if desired or possible.

Section 3: Public Meeting Access Policies and Procedures

This section outlines the City of Somerville’s policies and procedures for conducting all public meetings, and outlines the legal and enforceable right of persons with disabilities to access to public meetings, and their right to receive auxiliary aids and services for effective communication free of charge upon request.

3.1 Public Meeting Policy

28 CFR 35.149—Discrimination Prohibited:

Except as otherwise provided in §35.150, no qualified individual with a disability shall, because a public entity's facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.

Under the ADA, the city is required to operate all of its activities, services and programs so that, “when viewed in their entirety, they are readily accessible to and usable by qualified individuals with disabilities.” These individuals cannot be excluded from city programs, services, and activities because buildings are inaccessible. However, the city need not remove physical barriers, such as stairs, in all of its existing buildings, as long as it makes its programs accessible to individuals who are unable to use an inaccessible existing facility.

Further, the city can provide the services, programs, and activities offered in an inaccessible building to individuals with disabilities through alternative methods if physical barriers are not or cannot be removed, such as by relocating a service to an accessible facility. For instance, the city can move a public information office from the third floor to the first floor of a building, or it can provide benefits or services at an individual’s home or at an alternative accessible site.

Notwithstanding the above, it is the city’s responsibility, under the ADA, to maintain, in good working order, all equipment and features of city facilities that are required to provide ready access to individuals with disabilities. Wherever an accessible route is provided by the city to one of its facilities, this route must remain accessible and should not be blocked by obstacles such as furniture, filing cabinets, and potted plants. An isolated instance of placement of an object on an accessible route would not be a violation of the ADA if the object is promptly removed. Similarly, accessible entrance doors must be kept unlocked and automatic door openers must be kept active whenever a city facility is open for business, including for public meetings and hearings, whether held during daytime hours or evenings and weekends.

All such equipment: door openers, lifts, elevators, drinking fountains, etc. should be tested on a regular basis by the Department of Public Works' facilities supervisor responsible for that facility or another designated employee to ensure it is in good working order. If the equipment is not working properly, department heads, upon being notified by the facilities supervisor or the designated employee, shall undertake immediate corrective measures to get the equipment repaired. All accessibility equipment should be on a routine schedule of preventive maintenance. Chronic disrepair of accessibility equipment, despite repeated efforts to fix and maintain the equipment, should trigger an assessment of whether the equipment should receive a more thorough overhaul or a complete replacement. Depending on costs and the department's operating budget, this may necessitate a request through the city's capital budget process.

Mechanical failures in equipment such as elevators or automatic door openers will occur from time to time and isolated interruptions in use due to servicing and repairs are not in violation of the ADA. The city's legal obligation to ensure that facilities are readily accessible to and usable by individuals with disabilities would be compromised, however, if repairs are not made promptly or if improper or inadequate maintenance causes repeated and persistent failures. Therefore, all department heads should enact procedures to ensure these obligations are met. Every department head should examine each facility over which he or she exercises responsibility, and be familiar with the equipment necessary to provide access, such as wheelchair lifts, elevators and automatic doors.

Further, when such failures of equipment occur, city staff, in addition to ensuring that repairs are made as soon as practicable, should also relocate any scheduled public meeting to an accessible location and notify the public through several media and means.

Any employee, resident or visitor in the city who notices an equipment failure that limits accessibility and usability for persons with disabilities should feel free to immediately contact 311/Constituents Services Department, to get the item repaired and ask that the ADA coordinator be notified as well. The requestor can also ask, if he or she so desires, that 311 notify him or her when that the matter has been resolved.

Notwithstanding any of the above, all city-sponsored public meetings and hearings must be held in locations that are accessible to people with disabilities, including people who use wheelchairs and other mobility devices. All meeting announcements should indicate that the meeting is being held in an accessible location and that attendees can request auxiliary aids and services for effective communication free of charge.

(See the next section for a current list of acceptable meeting locations).

3.2 List of Facilities Designated As Public Meeting Places

The following is an approved list of municipal and other buildings that can generally be used by persons with disabilities and have been currently designated as appropriate or acceptable public meeting places¹¹:

1. East Somerville Community School
2. Albert F. Argenziano School at Lincoln Park
3. Michael E. Capuano Early Childhood Center
4. Arthur D. Healey School
5. John F. Kennedy School
6. West Somerville Neighborhood School
7. Somerville City Hall
8. Visiting Nurses Association – Lowell Street*
9. Visiting Nurses Association - Capen Street*
10. Central Branch Library
11. East Branch Library
12. Tufts University Administration Building*
13. Public Safety Building
14. Somerville High School (provided there are temporary directional signs and an attendant at the accessible door)
15. Capen Court Senior Housing Community Room*
16. Weston Manor Senior Housing Community Room*
17. Ralph and Jenny Center/Lyons Club*
18. Armory*

***Non-municipal buildings**

¹¹ City employees wishing to use locations for public meetings that are not on this list should first consult with the ADA coordinator to seek a site evaluation, coordination, assistance and approval.

3.3 Policy for Providing Auxiliary Aids and Services

In order to ensure that communication with persons with disabilities is as effective as communication with others, the city, in accordance with 28 CFR Part 35.160, will provide auxiliary aids and services upon request and free of charge. The city will inform the public through various media, including within meetings and hearings notices, in print and alternate formats, on its website, as well as sites administered by other departments such as schools, libraries, police and fire about the process for requesting auxiliary aids and services.

Similarly, city communications ranging from newsletters, to public meeting announcements, to tax/water/sewer invoices are subject to the requirement for effective communication. The type of auxiliary aids or service to be provided may vary in accordance with the needs or primary choice of the requestor, and the length and complexity of the communication in question. City employees will consult with the requestor and give primary consideration to his or her choice. Services requiring outside contractors or employees may require substitutions. The ADA coordinator must be informed of all requests and city staff will be trained on all the equipment.

The below lists, which are not exclusive, of auxiliary aids and services can be provided:

- For individuals who are deaf and hard-of-hearing:
 - o Qualified sign language interpreters
 - o Note takers or exchange of written notes
 - o Computer aided real time transcriptions (CART)
 - o Telephone handset amplifiers
 - o Individual assistive listening devices
 - o Open and closed captioning telecommunication devices

- For individuals who are blind, have low or impaired vision, or have difficulty seeing:
 - o Documents in Braille
 - o Information in digital format
 - o Qualified readers
 - o Taped texts
 - o Audio recordings
 - o Large print materials
 - o Screen readers

- For individuals with speech impairments:
 - o TTY or TDD speech synthesizers

Anyone who needs auxiliary aids and services should contact the ADA coordinator at least seven (7) days in advance (thirty (30) days in advance for Braille; fifteen (15) days for ASL/CART) of the event or need:

Betsy M. Allen, ADA Coordinator
167 Holland Street, 2nd Floor, Room 207
Somerville, MA 02144
617.625.6600, Extension 2323 • TTY: 866.808.4851 • Ballen@somervillema.gov

Section 4: Technical Infeasibility Determination Process and Policy

The public has a right to unimpeded travel in the rights-of-way and this section is meant to outline one of the ways that right can be legally and minimally limited based on the principle of *technical infeasibility* and the process for arriving at that determination.

The City of Somerville has established and implemented a Technical Infeasibility Determination Process and Policy to ensure that facilities in the public rights-of-way are constructed to the maximum extent feasible in accordance with at least minimum 2010 ADA Standards for Accessible Design, and any other standards that may be implicated based on federal and state funding sources, and consistent with Massachusetts Architectural Access Board regulations.

Specifically, **28 CFR 35.151—New Construction and Alterations** states, in part, the following:

(a) *Design and construction.*

(1) Each facility or part of a facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992.

2) *Exception for structural impracticability.*

(i) Full compliance with the requirements of this section is not required where a public entity can demonstrate that it is structurally impracticable to meet the requirements. Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features.

ii) If full compliance with this section would be structurally impracticable, compliance with this section is required to the extent that it is not structurally impracticable. In that case, any portion of the facility that can be made accessible shall be made accessible to the extent that it is not structurally impracticable.

In accordance with state and federal law, all city construction projects will be designed and built to meet all regulations and guidelines governing pedestrian access. When full compliance cannot be achieved due to structural impracticability or technical infeasibility, the city will comply to the maximum extent feasible. Somerville's hills, trees, narrow sidewalks, among other impediments, are "...the unique characteristics of terrain..." that can lead to a conclusion that full compliance is structurally impracticable or technically infeasible. In that circumstance, the city will seek timely and appropriate variances from the MAAB's rules and regulations.

The technical infeasibility and inspections policies outlined in this plan will demonstrate step by step how decisions are made to construct to the maximum extent feasible including all work flow processes.

The director of engineering (director), in consultation with the ADA coordinator, is the city official authorized to vet or review any structural or physical limitations preventing compliance brought forth by either the design team or the construction team working on city projects. In large and multiphase projects overseen solely by the Office of Strategic Planning and Community Development (OSPCD), such as the Davis Square and Union Square renovation projects, OSPCD's executive director is the official responsible for ensuring that construction complies with at least minimal ADA/MAAB standards.

The city's current process for the determination of structural impracticability or technical infeasibility and the submission of variance applications consists of contracting with a house doctor or agent from an engineering, design and land surveying firm to manage all variance requests and ramp compliance at its direction and on its behalf. Designers and contractors shall make their needs for variances known to the director who will then assign the matter to the house doctor. With the director's approval, the house doctor shall prepare and submit all variance requests.

Once a condition requiring a variance is determined, the agent should seek authorization from the director and begin preparing the variance request form and all associated supporting documentation. While state and federal regulations concerning technical infeasibility often overlap, they are not always identical. As the City of Somerville is a US DOT's federal funds recipient, it should strictly and consistently adhere to US DOT's ADA Standards for Transportation Facilities (2006), except in instances where the MAAB standards are more stringent. These DOT's ADA Standards (2006) are consistent with the MAAB's updated disability guidelines, but they outline the following additional requirements:

- ◆ Location of Accessible Routes (206.3)
- ◆ Detectable Warnings on Curb Ramps (406.8)
- ◆ Bus Boarding and Alighting Areas (810.2.2)
- ◆ Rail Station Platforms (810.5.3)

To simplify the process, a single application is prepared. The Massachusetts Architectural Access Board Application for Variance Curb Cuts/Sidewalks, as modified and updated to encompass PROWAG standards, is the basic form for all variance requests. A copy of the comprehensive form can be found at <http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/variance-forms.html>.

Variance requests will be made as soon as a non-compliant condition is recognized. However, the best and by far most preferred scenario would be for the engineering director who should review and discuss all designs to spot the condition very early in the design phase. Specifically, when variances are requested in the design phase of a project, they must be approved by the engineering director prior to advertising.

Sometimes, the impediment may not become apparent until construction is underway. Under these circumstances, the variance request process must be addressed in such a manner as to minimize construction delays. Contractors should allow up to ten days for on-site review and approval of such requests before proceeding with construction, and should plan their activities accordingly.

In rare cases, the technical infeasibility determination may be made either during the ADA/AAB review for compliance or as a result of an attempt to modify a design to address comments from a review. Regardless of the stage at which the non-compliant condition is determined, the city and/or its consultants must prepare the documents required to seek and get approval for a variance as quickly as possible.

The variance request documentation should include plans (11x17 format), photographs, and a written estimate of the cost of compliance, as well as a total cost estimate of the preferred design if the variance were to be granted. These documents must address each regulation from which relief is requested, as well as, each deficient location in the project. The documentation should also include alternative designs and estimates of attempts to address the condition requiring variance approval. In addition, there should be a narrative addressing the deficiencies or other problems and prohibitions in implementing any of the alternatives, leaving the preferred design with the requested variances, as the most viable design. A copy of the complete variance request package shall be forwarded to the city's ADA coordinator.¹²

All PROW contracts will specify that designers and contractors shall notify the director of any issue that would prevent complete compliance with state and federal law. Failure to bring these matters to the director's attention will not only be a violation of these contracts, but if deficiencies are later found that were not previously documented, the design team and/or contractor will be responsible for ensuring that these projects are brought into compliance, to the maximum extent possible, at no additional cost to the city. The director must also formally approve infeasibility determinations made by the agent at all stages of the design, construction, and inspection process. All requests for variances will flow through the director to the agent thereby ensuring that the city remains abreast of all work and decisions being done or carried out on its behalf.

Following the completion of the work, the agent will conduct a final inspection to ensure compliance with ADA/MAAB standards. Presently, the contractor is obligated to fix any deficiencies the agent may find at this final inspection stage, and a ramp or project is not considered complete or approved until the agent sends a letter of strict adherence to all state and federal regulations to the ADA Coordinator and to the Engineering Department. (See Appendix F for a copy of a current compliance letter).

¹² During the design phase, variance requests for non-municipal or private construction projects that are being built in the city are reviewed and discussed at Somerville Commission for Persons with Disabilities' open meetings. Commission members can either support or object to the variance request. Members can also attend the formal AAB meeting where the matter will be discussed and decided upon. Copies of variance requests for private construction projects are also sent to the nearest Center for Independent Living.

The city fully expects that through the strict application of its Technical Infeasibility Determination Process and Policy combined with consistent and effective field oversight and inspections by its ADA Coordinator, the consultant and DPW, as well as strict enforcement of its construction contracts, all standards will be adhered to strictly and consistently thereby ensuring that resulting construction meet all ADA/MAAB regulations for pedestrian access.

Section 5: Definition and Policy for Resurfacing Projects

The City of Somerville is legally obligated to construct or upgrade curb ramps while doing road construction projects. This section outlines the conditions or projects that automatically give rise to that legal imperative.

Title II of the ADA requires that state and local governments ensure that persons with disabilities have access to pedestrian routes in the public right-of-way. They are obligated to install curb ramps where street level pedestrian walkways cross curbs whenever streets, roadways, or highways are altered or resurfaced, thus ensuring the accessibility and usability of the pedestrian walkway for persons with disabilities. They are not obligated, however, to install ramps or curb ramps where there is no pedestrian walkway with a prepared surface for pedestrian use, or to install curb ramps where there is no curb, elevation, or other barrier between the street and the walkway.

The following regulations outline the ADA's requirements for constructing curb ramps during resurfacing projects:

28 CFR 35.151(i)(1) - Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.

28 CFR 35.151(i)(2) - Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways.

The city has a clear standard and consistent policies as detailed below for curb ramp alterations triggered by resurfacing projects. It is city policy that curb ramps be installed or altered as part of all resurfacing projects. Curb ramps will be provided wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure that persons with mobility impairments can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street.

Alteration

A roadway alteration is any change that would or could affect the usability of all or part of the PROW. The following are examples of alterations: reconstruction, rehabilitation, resurfacing, widening, and all projects of similar scale and effect. Any project deemed to be an alteration must include curb ramps within the scope of that project. Some road surface treatments¹³ are within the ADA definition of alterations. Others as outlined below are viewed as maintenance that would not trigger the obligation to install or alter curb ramps.

¹³ The definitions for all treatment terms can be found in the Glossary section of the transition plan.

Because the resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets.

Resurfacing

Resurfacing is a form of alteration and thus a process that would trigger the addition of curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling.

The following are examples of resurfacing projects:

- ◆ the addition of a new layer of asphalt
- ◆ concrete pavement rehabilitation and reconstruction
- ◆ open-graded surface course
- ◆ micro-surfacing and thin lift overlays
- ◆ reconstruction
- ◆ cape seals
- ◆ in-place asphalt recycling

Resurfacing project limits are identified in the city's 5-Year Pavement Management Plan. These limits of work are chosen based on the Pavement Condition Index (PCI). The city will reconstruct all ramps for streets that are resurfaced over the next five years and defer sidewalk reconstruction, unless warranted because of ramp design, to future years in an effort to repair all non-compliant ramps by the year 2020. During this period, the city will confine its resurfacing efforts to streets that have sidewalks in good condition but have non-compliant ramps. Beginning in 2021, once all ramps are compliant citywide, the city will adopt a policy of reconstructing all sidewalks where streets get resurfaced. Streets in these years will get selected based on the condition of the roadway in addition to the degree of sidewalk non-compliance.

All city resurfacing projects shall include work to upgrade all adjacent curb ramps within the resurfacing limits. Further, ramp threshold openings abutting resurfaced work will require a curb ramp upgrade.

Construction of Crosswalks

Crosswalks are distinct PROW elements and are intended to facilitate pedestrian traffic and promote safety. Therefore, irrespective of the fact that the street or roadway is being resurfaced curb-to-curb, the resurfacing of a crosswalk alone will trigger the obligation to provide curb ramps at that crosswalk. Furthermore, all street crossings shall be maintained to ensure a safe accessible route to adjoining curb ramps.

Maintenance

The general routine maintenance of the city's roadway, unlike resurfacing or alteration projects, generally will not trigger an obligation to install curb ramps. Maintenance covers treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray. These treatments do not significantly affect the public's access to or the usability of the road.

The following are examples of the types of treatments that would normally be considered maintenance:

- ◆ painting or striping lanes
- ◆ surface sealing
- ◆ slurry seals
- ◆ scrub sealing
- ◆ joint repairs
- ◆ spot high-friction treatments
- ◆ pavement patching.
- ◆ crack filling and sealing
- ◆ chip seals
- ◆ fog seals
- ◆ joint crack seals
- ◆ dowel bar retrofit
- ◆ diamond grinding

Note that in some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps. However, maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

The director of engineering is the city official responsible for ensuring strict adherence to the resurfacing policy.

Section 6: Accessible Pedestrian Signals Policy

This section outlines both the city’s general policy for installing accessible pedestrian signals in the public right-of-way, and the process through which individuals with disabilities can request that they be installed.

The installation of accessible pedestrian signals (APS) is required under federal law. The United States Access Board developed the Public Rights of Way Accessibility Guidelines (PROWAG) which require “accessible pedestrian signals and push-buttons when new pedestrian signals are installed...” and further that “accessible pedestrian signals and pedestrian push buttons ...be provided when the signal controller and software are altered or the signal [is] replaced...”

In a memorandum published on January 26, 2006, the Federal Highway Administration commented on the PROWAG stating:

"The Draft Guidelines (PROWAG) are not standards until adopted by the U.S. Department of Justice and the U.S. Department of Transportation. The present standards to be followed are the ADA Accessibility Guidelines (ADAAG) standards. However, the Draft Guidelines are the currently recommended best practices, and can be considered the state of the practice that could be followed for areas not fully addressed by the present ADAAG standards. Further, the Draft Guidelines are consistent with the ADA's requirement that all new facilities (and altered facilities to the maximum extent feasible) be designed and constructed to be accessible to and useable by people with disabilities." (Isler Memo, 2006)

Additionally, APS are required under ADA Title II: **State and Local Government Services, Subpart E — Communications, 35.160 - General** which states, in part, that:

"[a] public entity shall take appropriate steps to ensure that communications with...members of the public with disabilities are as effective as communications with others."

Consistent with this obligation and in accordance with federal statutes and guidelines, in March 2014, the city through FST conducted an APS evaluation during which a third of the city’s signals were found to be compliant with MUTCD guidelines. The study is posted on the Commission for Persons with Disabilities’ website. The results of the APS study and inventory are detailed in Section 2.1 of this Plan.

City of Somerville's General Policy for APS Installation

In order to bring the remaining signals into compliance, the city implemented an APS policy grounded in the PROWAG standard that, according to FHWA which evaluated it prior to its implementation and the guidelines above, exceeds present legal requirements. The policy requires that all pedestrian crossings contain an APS. The PROWAG standard as noted above, although not currently a federal mandate, is the recommended best practices and the future direction of the law in this area. Thus, it makes sense fiscally for the city to follow PROWAG for all future APS installations.

The city's various PROW studies have fully identified all deficiencies and impediments to equal pedestrian access . The established NPR which synthesizes all of those studies will guide the barrier removal process generally by prioritizing areas that are most beneficial to city residents and others.

Consistent with established policies for other roadway assets, signals will be installed in a prioritized fashion based on three main criteria:

1. high priority areas;
2. requests from individuals with disabilities; and
3. Somerville Commission for Persons with Disabilities' priorities.¹⁴

The complete APS schedule for installing new and retrofitting old signals is outlined in Section 13 of the Transition Plan.

Process for Persons with Disabilities to Request an APS

The process for individuals with disabilities to request an APS is as follows:

1. If you know of a location that is of singular importance in providing access, is acutely needed, and/or would be beneficial to individuals with disabilities, please send the request and/or complaint to:

Betsy M. Allen
Director and ADA Coordinator
Executive Office on Disability & Compliance
167 Holland Street, Room 207
Somerville, MA 02144
ballen@somervillema.gov
(617) 625-6600, X2323 - Voice
(617) 808-4851 - TTY

¹⁴ It is anticipated that requests from the Somerville Commission for Persons with Disabilities would be largely grounded in the first and second criteria noted above.

2. Within thirty (30) days upon receipt of the request, a DPW employee will conduct an engineering review/study at the location specified in the request.
3. Following the site evaluation, the DPW personnel will meet with the ADA coordinator to review the requested APS's network priority ranking in the transition schedule; to make a program repair determination; and/or to determine whether the installation of the desired APS will be moved up in response to the request.
4. A schedule will be communicated to the ADA coordinator within forty-five (45) days. The type of repair and extent of work will dictate the schedule.
5. No later than sixty (60) days following receipt of the request, the requestor will be notified in writing of a decision in the matter which would include a possible date of the APS installation.

The work program will be determined within six (6) months and the city will complete the installation no later than eighteen (18) months from the initial date of the request.

All in all, the city's overarching policy concerning requests is to prioritize and target the requested locations for repair or installation at the earliest opportunity. The city will forward the APS barrier removal schedule to organizations serving persons with disabilities and to a contact person at the Massachusetts Commission for the Blind for feedback. Continued feedback from residents and stakeholder organizations will be a desired, required and necessary part of this policy and the Transition Plan in general. (See link for requesting an APS on the Commission for Persons with Disabilities' website).

Section 7: Policy and Procedures for Alternate Pedestrian Access during Construction Projects

As previously stated, the public has a right to unimpeded travel, including travel during road construction. This section outlines the city's obligation to ensure that an alternate pedestrian access route is continuously provided when sections of the road are blocked during all construction projects irrespective of duration and responsible parties.

The ADA bars public entities responsible for the operation, construction and maintenance of the public rights-of-way from discriminating against persons with disabilities. US DOJ regulations require accessible planning, design, and construction, and confer authority on the Federal Highway Administration to ensure that pedestrians with disabilities can use all facilities in a safe and accessible manner.

The Manual on Uniform Traffic Control Devices (MUTCD) published by the US Department of Transportation/Federal Highway Administration contains specific requirements for pedestrian access in construction zones. The city's policy, which is in accord with the MUTCD standards, is designed to provide reasonable access to all users and facilitate safe travel during street reconstruction.

City policy dictates that an alternate route be provided whenever the existing pedestrian access route in the public right-of-way is blocked by construction, alteration, maintenance, or other temporary conditions. This policy is also applicable to construction projects by Somerville Department of Public Works employees.

In addition, where possible, the alternate route shall parallel the blocked pedestrian access route on the same side of the street. Where there are potentially hazardous conditions, a barricade shall be erected between the pedestrian access route and any adjacent construction. Further, to the greatest extent possible, work will be done in a way that prevents pedestrians from having to detour off the regular path.

Contractors

All contractors are required to:

- ◆ provide alternate pedestrian access as a condition of receiving a permit to work in the city;
- ◆ have a traffic management plan consistent with MUTCD guidelines and such plan must include sidewalk access.

Failure to provide an alternate access route will be considered a violation of the ADA, MUTCD regulations, and the city contract and permitting process.

All city contracts involving sidewalk reconstruction will include a pay item for the contractor to provide and maintain alternate pedestrian access with, among other things, signage, cones, tape, during the entire construction period.

All utility contractors will be required to provide and maintain an alternate pedestrian access route as a condition of receiving a street opening permit to work in the city.

Monitoring/Inspections

The city will monitor and inspect all work sites to ensure adherence to the above policy.

The Department of Public Works' highway director is the designated city official responsible for ensuring work zone inspections and strict compliance with this policy.

Section 8: Policies and Procedures for the Maintenance of Accessible Features

This section presents the city's obligation under the ADA to maintain in good operating condition all parts of facilities that individuals with disabilities can access and use. The sources of most of the information on snow and ice clearance policies and procedures presented in Sub-section 8.1 are the City of Somerville's Communications and Community Engagement Department and the Solicitor's Office.

The city, under the ADA, must maintain in good working order all equipment and features of city facilities that are required to provide ready access to individuals with disabilities.

28 CFR 35.133—Maintenance of Accessible Features states, in part, the following:

- (a) A public entity shall maintain in operable working condition those features of facilities and equipment that are required to be readily accessible to and usable by persons with disabilities by the Act or this part.
- (b) This section does not prohibit isolated or temporary interruptions in service or access due to maintenance or repairs.
- (c) If the 2010 Standards reduce the technical requirements or the number of required accessible elements below the number required by the 1991 Standards, the technical requirements or the number of accessible elements in a facility subject to this part may be reduced in accordance with the requirements of the 2010 Standards.

8.1 Snow Removal Policy

The City of Somerville has comprehensive citywide snow and ice clearing policies and procedures, which were developed in consultation with FHWA, and meet all ADA requirements. These posted, distributed and fully implemented snow policies define clear procedures for the clearance of ramps, crosswalks, and public areas. They also explicitly emphasize the city's responsibility for maintaining access to bus shelters and stops.

The city, through various media and means, most prominently through its website and reverse 911 telephone line, makes every effort to give residents updated snow emergency information. More broadly, residents also receive a brochure that is intended to very generally inform them of snow emergency information, but is not meant to fully represent and/or codify all of the city's snow and ice clearing policies and procedures. The brochure, which was developed and is updated yearly by the Health and Human Services Department, is a visual aid or simple

document in plain language to help residents, particularly the elderly and the city's immigrant communities, learn basic facts, as well as, some of their rights and responsibilities.

City Responsibilities

City policy mandates that the Somerville Department of Public Works (DPW), which has full responsibility for snow and ice removal, and DPW contractors, clear all four hundred and sixty-two (462) city streets. These clearing responsibilities include:

- ◆ roadways,
- ◆ school lots and parking areas,
- ◆ all public parking lots,
- ◆ sidewalks abutting public property,
- ◆ walkways in municipal parks and open spaces,
- ◆ crosswalks, curb ramps and landings that provide access to push buttons at signalized intersections,
- ◆ all bus stops, shelters, and paths to and from them including crosswalks and accessible ramps.

Plowing Procedures

All streets will be treated with salt or sand prior to or during snowfall as appropriate. During snow emergencies, plows will push snow as close to the curb as possible to assure proper clearance and safety for vehicles, particularly emergency vehicles. While the city's plow drivers aim to avoid plowing extra snow onto sidewalks and driveways, in the process of plowing to the curb, that is, unfortunately, sometimes unavoidable, particularly in a very densely populated community. The city regrets all instances where this occurs. Any feedback residents provide is taken very seriously, and city officials communicate in real time with the plow drivers and other DPW staff to work to avoid or minimize these occurrences.

To ensure that crews can plow as close to the curb as possible, city parking restrictions during snow emergencies are strictly enforced. Failure to comply with stated parking regulations will result in a \$100 fine and the vehicle will be towed at the owner's expense, per [Section 11-2 of the City's Code of Ordinances](#). To ease parking demand, the city will make municipal and public school parking lots available to residents at no cost for the duration of a snow emergency.

Streets and public walkways will be plowed or cleared in the following order:

- ◆ Main roads, cross streets, bus routes
- ◆ "Hospital hills"
- ◆ Schools
- ◆ Public bus stops/ramps/bridges
- ◆ City Squares (including traffic islands)
- ◆ Side streets
- ◆ Public sidewalks abutting municipal property including schools

During snow emergencies, city crews work around the clock to ensure streets remain safe and accessible for all residents. Many factors contribute to some possible snow accumulation on some streets before a plow can return to re-plow them, particularly in storms with larger accumulations and/or with heavier snow. Requests received via social media and through 311 are tracked in real time and communicated to the DPW. These requests are prioritized, first and foremost, based on the severity and the nature of the emergencies. The city does its best to respond to each and every request, if at all possible. Residents can log a request or ask a question of city crews by calling 311, or by logging onto one of the city’s social media feeds.

Responsibilities of Residents and Businesses

The owner, occupant, tenant, or agent in charge of any land or building abutting a sidewalk in the City of Somerville shall remove all snow and/or ice from abutting sidewalks no later than 10:00 a.m. if the snow ceases to fall after sunset of the previous evening, or no later than 10:00 p.m. if the snow ceases to fall after sunrise. All sidewalks shall be cleared to the surface of the sidewalk, or where it is impracticable, the sidewalk shall be treated with sand or other suitable material. Sidewalks shall be cleared to provide a minimum passage of thirty-six (36) inches in width, if possible. The city reserves the right, at its discretion, to extend the deadlines set forth above.

Violations and Fines

Offense	Fine	Enforcing Personnel
Sidewalk Snow and Ice Removal (12-8) -- Residential single, two and three-family dwelling	1 st offense: \$50.00 2 nd offense: \$100.00 3 rd and subsequent offense: \$200.00	DPW; Inspectional Services; Traffic & Parking
Sidewalk Snow and Ice Removal (12-8) – Residential dwelling – four or more dwellings; commercial property	1 st offense: \$150.00 2 nd and subsequent offense: \$300.00	DPW; Inspectional Services; Traffic & Parking
Snow or Ice Generally Prohibited from Being Placed in Street (12-9) – Residential single, two and three-family dwelling	1 st offense: \$50.00 2 nd offense: \$100.00 3 rd and subsequent offense:	DPW; Inspectional Services; Traffic & Parking

	\$200.00	
Snow or Ice Generally Prohibited from Being Placed in Street (12-9) – Residential dwelling – four or more dwellings; commercial property	1st offense: \$150.00 2nd and subsequent offense: \$300.00	DPW; Inspectional Services; Traffic & Parking

In order to determine the number of offenses, each offense for the property in the same calendar year shall be counted, except that snow removal violations shall be counted from October 1 through May 1 of the following year.

If the city has to clear these sidewalks, it may place a lien against the property for any and all expenses incurred. (See website for all snow emergency regulations, parking restrictions, and the list and map of snow emergency parking lots).

Further, on December 22, 2014, the city introduced its “clean and lien” program as noted in the press release by the Communications and Community Engagement Department copied below. This new policy was widely published through various media and means and was featured in a statewide news bulletins.

UNSHOVELED SIDEWALK FINES INCREASED, UPDATED SHOVELING TIMELINE INCLUDED IN NEW SNOW POLICIES

New policies, in effect immediately, introduce “clean and lien” program for repeat offenders.

SOMERVILLE – Winter is coming—and with it updated snow removal policies in the City of Somerville.

To ensure streets and sidewalks remain safe and accessible throughout the snowy winter months, changes to the City’s existing ordinance, effective immediately, make shoveling timelines more predictable and understandable; increase fines for properties with un-cleared sidewalks; and add a “clean and lien” component, allowing the City to address repeat offenders by removing snow and ice and placing liens on those properties to recover associated costs.

Residents are reminded to review new and existing policies for snow removal, and snow emergency procedures, by visiting www.somervillema.gov/snow, and encouraged to sign up to receive City alerts regarding snow emergencies by visiting the website or by calling 311.

New Regulations for Shoveling Schedules

Property owners are responsible for shoveling sidewalks abutting their property of snow and ice. To ensure sidewalks remain accessible for all residents, particularly senior citizens, residents with disabilities, and young children walking to and from schools, the City has updated its allowable timeline in which property owners must shovel sidewalks before incurring fines. The new schedule is as follows:

- If snow ceases to fall after sunrise (during daylight hours), property owners must shovel sidewalks by 10 p.m.
- If snow ceases to fall after sunset (overnight), property owners must shovel sidewalks by 10 a.m.

In cases of extreme snowfall and/or during snow emergencies, the City reserves the option to alter the schedule as necessary.

Fines for Un-Cleared Sidewalks Increased

Fines for failure to shovel within the allotted timeline have doubled. Property owners are responsible for clearing sidewalks abutting their property of snow and ice to a minimum width of 42 inches (a requirement of the Americans with Disabilities Act). Failure to shovel sidewalks within the timeline set in City ordinance (see description above) will result in fines, which have doubled in amount for the 2014-2015 winter season:

- 1st offense: \$50.00
- 2nd offense: \$100.00
- 3rd and subsequent offenses: \$200.00

To increase awareness of these policies and to expedite notification for residents who may receive violations, City inspectors will leave brightly colored notifications on the doors of affected properties. Because violations are mailed to property owners, it may take up to three days for owners to receive the citation. The door hangers will be delivered immediately, and will help property owners to address the violation and avoid incurring additional fines while helping to increase compliance with shoveling regulations.

“Clean and Lien” Program Introduced

After the third offense, the City will have the right to use its own resources to clear sidewalks of snow and ice, and to lien the affected property to recover costs for time, labor, and resources.

Youth Sought to Assist Senior Citizens, Persons with Disabilities with Shoveling

The City is seeking Somerville youth to participate in its annual Snow Shoveling Assistance program. Interested youth will be paired with senior citizens or residents with disabilities who need assistance with snow shoveling. Youth will be paid by the residents at a fixed rate per storm. Interested Somerville youth should contact Sonja Darai in the Office of Commissions at 617-625-6600 ext. 2406, or SDarai@somervillema.gov. The program is run in partnership with the Somerville Council on Aging and the Somerville Health Department.

For more information on all of the City’s snow removal policies and procedures, visit www.somervillema.gov.

8.2 Maintenance of Brick Paver Surfaces Policy: Street Level Crossings, Curb Ramps, Sidewalks & Plazas

As part of the Transition Plan, the city now has a clear standard and consistent policy for the maintenance of brick paver surfaces. All brick surfaces shall be regularly and properly maintained in order to increase the safety, walkability and usability of the city's pedestrian assets.

Brick-paved street level crossings and curb ramps, in particular, will be inspected by a DPW employee at least once every month to ensure that there are no loose and/or missing materials, no shifting or heaving bricks that could present a tripping hazard to pedestrians while crossing the street, and that a safe accessible route to adjoining curb ramps is maintained to the greatest extent possible.

Brick pavers found deficient and/or unsafe during these inspections will be repaired, weather permitting, within seven (7) days with a cold patch or other temporary materials. Permanent repairs, if necessary, will be determined, programmed, and completed within a six- (6) month period. DPW shall maintain a log of all inspections and repairs performed on a continual basis.

All other surfaces constructed in bricks – sidewalks and plazas - shall be inspected regularly, but not less than once every three (3) months.

Residents are encouraged to call the Constituents Services Department/311 to report tripping hazards created by loose, shifting or missing bricks. 311 shall inform both DPW which is responsible for addressing the issue and the ADA coordinator who shall keep a log of all complaints. Once the matter has been addressed, 311 shall notify both the complaining resident and the ADA coordinator before closing the ticket.

The Department of Public Works' Highway Director or his designee and the Director of Constituent Services/311 are the city officials responsible for ensuring the performance of, and strict adherence to, this pedestrian safety policy.

8.3 Maintenance of Bus Shelters/Stops Policy

There are two hundred and fifty-six (256) MBTA bus stops in the City of Somerville split between curbside stops, bus shelters, and bus bays. The city is in the process of evaluating the condition of all of these stops and assessing the level of compliance with at least the minimum requirements for areas and platforms/landing pads including:

- the stability of the surface,
- the minimum clear length and width from curb to roadway edge,
- the maximum cross-slope of 2%,
- the accessible connection to the bus door, street, and
- the degree to which the sidewalk network is clear of sidewalk furniture/encumbrances including trees, waste/recycle receptacles, newspaper boxes, bicycle racks, etc.

The city must also determine its degree of responsibility, beyond general maintenance and overall access as mandated by the ADA, for these bus structures given that they are owned and operated by the MBTA.

The city ultimately will seek to ensure that current bus stop configurations are sufficient to accommodate passengers who are waiting, boarding, and disembarking based on the bus stop type and passenger volume. For all stops that are bus shelters, additional requirements will be noted including: minimum clear floor area of 30 inches by 48 inches within the perimeter of the shelter, accessible route to bus stop platform, clearance of 36 inches around the shelter and adjacent sidewalk, and general mobility clearance guidelines.

The city will also inventory the condition of all benches and ensure that clear floor/ground space is provided for wheelchairs, and that proper bench dimensions are adhered to. The city will inventory transit signage at each stop and ensure legibility and confirm that the letters and characters meet at least minimum requirements.

Once the inventory of the bus areas and platforms is complete, the city will designate each bus stop in the data base as either requiring no maintenance, minor maintenance, or major maintenance.

Minor maintenance will include elements that don't require reconstruction such as signage, benches, moving street furniture, etc. The city will allocate an annual budget of twenty-five thousand dollars (\$25,000) to address minor repairs.

Major maintenance will include elements which require significant change to the bus stop configurations. Since that may require reconstruction of the ramp or sidewalk area, each of these bus stops will be linked to the adjacent ramp and sidewalk. For these major repair projects, the city will need to determine what portion of the costs the MBTA will cover. The city's NPR for its sidewalks and ramps ranks proximity to MBTA stations as its uppermost criterion. Moreover, once bus stops which require major maintenance are linked to the sidewalks data, an additional priority score will be entered to further ensure these segments are at the top of the list for repair.

Section 9: Multiyear Plan Methodology to Achieve Overall Accessibility

The section presents information on the city's methods and efforts for maximizing accessibility and outlines ADA mandated evacuation policies in the event of a disaster or emergency.

9.1 Policy for Tracking, Scheduling, Construction, and Inspection/Completion

The City of Somerville will use Cartêgraph software and geographic information system (GIS) layers to track, schedule, and update completed work for all roadway assets to maintain an up-to-date asset management database. The incorporation of all assets into a uniform database will inform the decision making process at all levels and will result in more optimal yearly plans and timely repairs through the utilization of cross-asset decision matrices. The decision matrices will take into account the current condition of these assets, the network priority ranking, and proximity in order to determine the optimal treatments annually.

The Department of Public Works which is responsible for PROW maintenance will conduct regular inspections and perform routine maintenance. Unobserved or undiscovered problems are escalated by complaints received through 311/Constituent Services Department. These complaints are reviewed immediately and repairs are made as soon as possible. If the repair work is extensive and/or DPW is not capable of performing it, construction bids by outside contractors will be sought.

The city will re-inspect twenty (20%) of the pedestrian accessibility network annually in the field for quality control and to ensure that deterioration curves are representative of city conditions.

Repairs and improvements are currently being tracked in the city's GIS system to produce yearly before and after maps, as well as additional maps that illustrate anticipated repairs and improvements in five-year increments, along with the amount of money that was spent to achieve these results.

The engineering director is the city official responsible for the performance of, and adherence to, this policy.

9.2 Monitoring and Status Reporting Plan

Beginning with the design or planning phase, which is the most optimal and critical phase to achieve full access, all proposed construction projects must be comprehensively evaluated to ensure accessibility. In addition to this initial review process, the ADA coordinator participates in a pre-construction meeting for each project to review the accessibility requirements of the project with the contractor.

The Department of Public Works director of operations will provide oversight during the construction period and will generate an MAAB/ADA final inspection sign off sheet so that he/she and the ADA coordinator can inspect for accessibility compliance at the completion of the project.

The initial review, construction inspection and final sign off ensure that all work will be compliant with MAAB/ADA regulations.

DPW's director of operations and the engineering director are the city officials responsible for the performance of, and adherence to, this policy.

9.3 Emergency Preparedness, Evacuation Plans, and Emergency Shelters Policies

In an effort to prevent or minimize the loss of life or property in the event of an emergency or disaster strict adherence to this policy is required.

City policy mandates that all multistory buildings conspicuously post up-to-date floor plans. Further, each facility shall have an evacuation plan. Information about the evacuation of individuals unable to navigate stairs will be posted in an accessible and visible location, and relevant staff will be trained on the process for such an evacuation.

Schools and other facilities built or altered after 1991 shall designate *Areas of Rescue Assistance* (ADAAG 4.3.11) and have accessible means of two-way communication. In schools or other facilities built or altered after March 15, 2012, *Areas of Refuge* in accordance with IBC 2003 or newer shall be provided.

Community evacuation plans shall be communicated to all city residents, businesses and others, and these plans should include measures that would enable individuals with disabilities, including those who have mobility, vision, hearing, or cognitive disabilities, mental illness, or chronic health conditions, to safely self-evacuate or to be safely evacuated by others.

Until all designated emergency shelters have accessible parking, exterior routes, entrances, interior routes to shelter areas, and accessible bathrooms serving the shelter area, the city will identify and widely publicize to the public, including persons with disabilities and the organizations that serve them, the locations of the most accessible emergency shelters.

The city will acquire evacuation chairs and locate them in stairwells. Relevant city staff will receive evacuation training and guidance on the proper use of these chairs from the National Fire Protect Association (NFPA), in partnership with NEMA and FEMA.

As noted in the Transition Plan, the city will install and load-verify backup power sources for elevators and refrigeration to address F.N.S.S. emergency shelter needs, and will outline plans to provide accessible showers at the designated facilities to meet emergency shelter needs. (For further details on the installations of generators and the construction of accessible showers and timeframes, please see Section 12 of this Plan.)

In coordination with the Mayor's Office, the fire chief or his designee, the director of health and human services, the director of communications and community engagement, and the ADA coordinator are among the city officials primarily responsible for the strict performance of this public safety policy.

Section 10: Transition Plan Methodology and Processes

This section details the city’s processes for implementing its ADA Transition Plan and its means for setting the priorities for barrier removal projects given the large backlog and budgetary constraints.

10.1 Designation of Public Official Responsible for Plan Implementation

The city’s mayor is ultimately the official responsible for the overall implementation of this Plan and coordinated budget. He has designated the ADA coordinator who is knowledgeable with the requirements of the ADA to coordinate all city compliance efforts. The ADA coordinator will identify policies, programs, and physical barriers to accessibility; develop barrier removal solutions; provide overall oversight for the different projects aimed at increasing access; provide guidance to the departments involved in the transition process; and ensure that all laws and regulations are being complied with to the fullest extent possible.

The City of Somerville has evaluated and will continue to monitor all of its programs, procedures, services and activities to not only determine the current level of service and whether such service is satisfactory to residents through its highly effective 311 system, but also, the extent to which any of its current or prospective policies and procedures are creating or have the potential to create barriers to access for persons with disabilities.

10.2 Prioritization Scheme for Facility Alterations/Reconstruction & Barrier Removal in the Public Rights-of-Way

Somerville’s Prioritization Process

The ADA Title II Technical Assistance Manual states that “when choosing a method of providing program access, a public entity must give priority to the one that results in the most integrated setting appropriate to encourage interaction among all users, including individuals with disabilities.” Recognizing that the city has a limited budget and remediation must be conducted incrementally, the following criteria to prioritize facilities for removal of architectural barriers will be used:

Level of public use – Facilities and roadway infrastructure that the public uses the most can get a high priority assignment.
A program’s seasonal availability or lack thereof, and its hours and days of operation will also be considered.

Program uniqueness – Whether relocation is impractical or impossible because a

program is unique to a particular indoor or outdoor facility will be a factor.

Geographic distribution – The choice of geographically diverse facilities and pedestrian assets, in addition to these assets’ proximity to high pedestrian parcels and public transportation, will help to maximize accessibility and usability for a greater and more varied number of individuals.

Critical nature of the service provided – A higher priority will be assigned to facilities that provide safety, health, wellness, emergency and disaster preparedness services, as well as services related to accessibility and the administration of essential services like permitting and licensing.

Identified complaints – Certain facilities or neighborhoods that continually generate complaints from residents for accessibility deficiencies and/or lack of access such as Davis Square and other brick-paved surfaces can be assigned a higher priority.

City-owned facilities – City-owned buildings will be assigned a higher priority over leased facilities given that another entity may have the primary responsibility to make physical access improvements.¹⁵

Social need/equity - Facilities and roadway infrastructure that residents with disabilities and members of the Somerville Commission for Persons with Disabilities and other organizations serving them have identified as high priorities for accessibility improvement, and facilities that serve historically underserved populations including people with disabilities and immigrants can be assigned a higher priority.

Categorizing Barrier Removal within Facilities - The following prioritization protocol is referenced in the ADA under 28 CFR Part 35, §35.150 under Subpart D – *Program Accessibility*. The “priority” protocol is meant to ensure that:

- basic access is provided;
- access to activities and programs is provided;
- facilities are accessible;
- alternatives to architectural modifications are allowed when appropriate; and most importantly,
- a discriminatory method of program administration is avoided.¹⁶

¹⁵ The city has a number of aging buildings and is working on a consolidation plan with the goal of re-adapting them for other uses and/or selling some of them. Therefore, programs in buildings that are not on the list of facilities possibly up for sale, relocation or reconstruction will be given priority.

Translating this “priority” principle into action must be accomplished using a programmatic approach. The below criteria are being used to assist in the determination of specific program-based barrier removal actions within a building or facility for the ADA Transition Plan schedule.

First Category – the highest category is reserved for barrier removal items that provide accessibility at the main entrance of a facility or that generally improve a path of travel to the area where programmatic activities take place. Such elements include, among others:

- parking
- sidewalks
- walkways
- curb ramps

Second Category – Next are the barrier removal elements that improve or enhance access to program use areas. They are:

- elevators
- lifts
- stairs
- doors
- corridors
- transaction counters
- conference rooms
- public offices

Third Category – Priority at this level concerns barrier removal elements that improve access to amenities located in program areas. These include:

- restrooms
- vending machines
- drinking fountains
- furnishings

Fourth Category – In this last category are areas or features not required to be modified for accessibility because there are no public programs or the features therein can be duplicated elsewhere. Examples are:

- kitchenette
- duplicating a program that is run at the inaccessible West Branch at the accessible Central Branch Library

Each facility report in the City of Somerville’s Transition Plan identifies the barriers and the specific actions required for their removal. Two strategies will guide the removal process:

¹⁶ The use of these “priorities” cited in the regulations helps to prevent a method of administration or *ad hoc* fashion that is discriminatory on its face, or a method that can result in discrimination. FHWA guidance memo specifically makes the case that the absence of a well-thought-out ADA Transition Plan or no plan at all, or a method of maintaining facilities not rooted in these priorities would result in a program administration that is discriminatory.

- (1) policy and procedure modifications to remove programmatic barriers; and
- (2) construction and alteration projects to remove architectural or structural barriers.

10.3 Barrier Removal Methods, Schedule & Project Types

Barrier Removal Schedule – The ADA requires that programs, activities and services drive the development of the Transition Plan schedule. Barriers in city facilities will be removed systematically all across the city based on the aforementioned priorities. The city’s paramount goal is to remove barriers to accessibility in public buildings and other facilities based on the immediate necessity of programmatic access, degree of complexity, uniqueness of program and overall cost.

Barriers in the public rights-of-way will be removed in accordance with the NPR based on similar priorities.

The ADA Transition Plan schedule is legally required and it outlines a time period when identified barriers to access for persons with disabilities will be removed. The following is the City’s ADA Transition Plan timeline:

ADA TRANSITION PLAN TIMELINE
Year 1, Fiscal Year 2015/16
Year 2, Fiscal Year 2016/17
Year 3, Fiscal Year 2017/18
Year 4, Fiscal Year 2018/19
Year 5, Fiscal Year 2019/2020
Year 6, Fiscal Year 2020/21
Year 7, Fiscal Year 2021/22
Year 8, Fiscal Year 2022/23
Year 9, Fiscal Year 2023/24
Year 10, Fiscal Year 2024/25
Year 11, Fiscal Year 2025/26
Year 12, Fiscal Year 2026/27
Year 13, Fiscal Years 2027/28
Year 14, Fiscal Year 2028/29
Year 15, Fiscal Year 2029/30
Years 16-20, Fiscal years 2030/31 – 2035/36

Barrier Removal Actions and Project Types – The following is a list of the barrier removal categories noted in the city’s various self-evaluative studies and which are outlined in the Transition Plan.

Facilities/Programs

- Curb ramps
- Parking and drop-off areas
- Doors and gates
- Outdoor park features
- Kitchenettes
- Sales and service counters
- Floor surfaces
- Interior routes
- Stairways
- Signage
- Restrooms
 - Single-user
 - Multi-user
- Eating and vending
- Hazards
- Protruding objects
- Sidewalks
- Brick -paved elements
- Entrances
- Elevator
- Assembly areas
- Work surfaces
- Swimming pools
- Drinking fountains
- Sports fields and courts
- Viewing areas
- Room elements
- Play areas
- Showers
- Areas of refuge
- Athletic facilities
- Passenger loading zones

Public Rights-of-Way

- Curb ramps
- Street level crossings
- Bus Stops
- Plazas
- Signage
- Assembly areas
- Sidewalks
- Brick pavers
- Bus shelters
- Accessible pedestrian signals
- Passenger loading zones

The ADA coordinator analyzed the information from all of the evaluative studies, and in consultation with department heads, who are most knowledgeable about their own long-term capital improvement plans, established the most reasonable timelines and guidelines for barrier removal. These timelines are subject to change or modification due to budgetary fluctuations and unforeseen circumstances (i.e., the winter storm conditions that we experienced in 2015 which caused the snow budget to be grossly overrun).

10.4 City Departments Review and Participation

Department heads provided valuable feedback for the development of the Self-Evaluation. They were instrumental in providing IHCD with a list of the facilities to be evaluated, along with a comprehensive list of all programs and activities.

In addition to the ADA task force and the director of communications and community engagement which reviewed this document, going forward, each department will read this Transition Plan for accuracy and completeness. Each department will dedicate staff time and resources to ensure that the Transition Plan adequately captures all of the existing deficiencies in their departments. Each year, they will provide updates to the ADA coordinator on developments and projects throughout the year.

Department heads and directors have exhibited and will undoubtedly continue to exhibit an unwavering commitment and will spare no efforts, consistent with the mayor's stated goal, to ensure that individuals with disabilities in this city get improved access to all pedestrian assets, city buildings, programs and benefits.

Section 11: Transition Plan Public Outreach

This section presents additional public outreach activities, beyond those detailed in Section 2, to gather community feedback on the City of Somerville’s ADA Transition Plan, in particular, input from persons with disabilities and organizations serving them, as required by the ADA.

In addition to giving a further overview of the public involvement process, this section also presents the specific suggestions and recommendations derived from said process.

In accordance with 28 CFR 35.150(d)(1), public review of a jurisdiction’s Transition Plan is required. 28 CFR 35.150(d)(1) states, in part, the following:

In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan...setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

As there were no previously completed evaluations or plans, the city had to undertake the requirements of the ADA Self-Evaluation and Transition Plan processes in two phases. The first phase - evaluative studies of facilities, benefits, programs, services and public rights-of-way - was completed by two external agencies or consulting firms as previously noted – IHCD and FST. The Transition Plan was compiled and drafted by the city’s ADA coordinator, Betsy Allen, with the evaluative studies serving as the basis as required by the regulations, with data assistance from FST, technical assistance from FHWA, and feedback from city department heads, stakeholder groups and the Somerville Commission for Persons with Disabilities.

Throughout, the City of Somerville provided several opportunities to the public through different fora and outreach efforts to weigh in on the development of its transition plan thus far. (For further details on public outreach, see Section 2 of this Transition Plan.).

The draft of the Transition Plan was released to the public to provide additional opportunities for comment. The Plan was further amended to incorporate all comments after the public review period was completed. The Plan will now be posted on-line.

11.1 Public Meetings

Beginning in 2013, the city provided several opportunities for interested persons to provide feedback on the Self-Evaluation and to weigh in on the development of the transition Plan. (See Section 2.4).

As indicated, public meetings were held at City Hall to update residents and gather feedback. The city, the Commission for Persons with Disabilities, and consultant staff facilitated the meetings. Participants included persons with disabilities, parents of children with disabilities, senior citizens and others. The format and content of the Self-evaluation and Transition Plan were discussed. Questions and comments were received regarding specific facilities, programs, curb cuts, traffic calming measures, accessible transportation issues, city maintenance issues, staff training, communication between utility companies and city departments, and ADA compliance in general.

Somerville residents were also encouraged to telephone, send letters, or e-mail feedback or suggestions to the ADA coordinator or otherwise voice their concerns via Somerville's 311 system. Such comments were documented and forwarded to the ADA coordinator for immediate resolution, if possible, or for inclusion in the Transition Plan for future remediation work.

A complete hard copy of the Self-Evaluation and the ADA Transition Plan are available for review and/or copying at the Mayor's office, the finance director's office, the SomerStat's office, the Health and Human Services office, and the ADA coordinator's office. The Self-Evaluation has been available on-line since August 2013. The ADA Transition Plan is now also available. Individuals can also request the materials on a disc or in some other accessible format.

11.2 Website

The city's website is one of the primary ways that information regarding facilities, programs, activities, and services is disseminated to residents. In this technologically-driven age, the website takes on added importance and is a vital communication tool. New accessibility standards for electronic and information technology under Section 508 of the Rehabilitation Act Amendment of 1998 have set forth the technical and functional performance criteria necessary for such technology to be accessible. The city is in the process of developing a website that adheres to all guidelines, with an anticipated completion date of late 2016.

The city's home page links users to several documents on the ADA and its requirements, the City of Somerville's ADA policies, complaint procedures, a complete copy of the Self-Evaluation and public rights-of-way evaluations, and links to ADA Title II required notices. The web page can be accessed at <http://www.somervillema.gov/>

The city also has a web page for the Somerville Commission for Persons with Disabilities. The Commission helps to increase access and promote the inclusion of members of the community of individuals with disabilities into the fabric of the greater Somerville community. The SCPD's

web page can be found at <http://www.somervillema.gov/departments/commission-for-persons-with-disabilities>.

The somervillema.gov website contains a number of features that enable users with a wide spectrum of abilities the opportunity to access information about the City of Somerville.

11.3 Survey Results

The city conducted a first-in-the-nation community-wide accessibility survey which was available online through Survey Monkey, in hard copy at several municipal and other buildings throughout the city including nursing homes and schools, and in four languages: English, Spanish, Portuguese and Haitian Creole.

The city's aim was to learn residents' priorities for improving accessibility and the quality of life for all, but in particular those with disabilities. This goal aligns with the federal mandate of submitting tentative priorities for residents and stakeholders, especially individuals with disabilities, for review and feedback.

The survey was launched on June 9, 2014 through Survey Monkey and was available until August 29, 2014. It was distributed through the Somerville website, IHCD's website, through IHCD's newsletter, by email distribution list, and social media. Further, paper surveys were distributed throughout the city for individuals who lack access to a computer or for those with impairments that render filling it out online problematic or impossible. Paper surveys were then entered through the Survey Monkey data manually. (See Section 2 for further information of the survey's distribution and availability).

The survey included participants' ratings of priorities for corrective action from the Self-Evaluation. Participants were also asked to provide feedback on general accessibility within the city.

Three hundred and ninety-one (391) respondents completed the survey in full (several dozen others were rejected for being incomplete). A majority of respondents had no functional limitations or disabilities, but were nonetheless expressing their deep concerns for their fellow residents with disabilities. Thirty-one percent (31%) of survey takers had disabilities or had a family member with a disability.

The majority of respondents selected the Davis Square area as the most inaccessible in the city, followed by Union Square and the Winter Hill area.¹⁷

¹⁷ It's important to note that both the Davis Square and the Union Square neighborhoods or sections are slated for major renovation projects overseen by the Mayor's Office of Strategic Planning and Community Development. Pedestrian access in both areas will be greatly improved when these projects are completed. As PROW improvements will be a major component of these projects, they will not be duplicated in the remediation work schedule through the ADA Transition Plan.

Residents reported that Davis Square and East Somerville were most likely to not be shoveled or cleared after a snow storm. Other key themes included neglected bridges and overpasses, as well as, bus stops and public spaces.

By a wide margin, takers indicated that improvement to the city's overall streetscape would make the most appreciable difference in their daily lives and/or make life better for them. This was followed by sidewalk improvements, as a subset of the city's streetscape.

"Sidewalks, sidewalks, sidewalks," as one survey taker puts it, emerged as the single most important item to improve access throughout the city. This was followed by increased access to government or municipal buildings.

One resident wrote that he was "really happy and proud to see my city taking a pro-active approach to accessibility concerns."

11.4 Stakeholder Advisory Committee & ADA Task Force

The development of the Transition Plan was aided considerably by the active participation of the Somerville Commission for Persons with Disabilities (SCPD) and a Stakeholder Advisory Committee (SAC). The SAC which included residents with disabilities, Commission members, and one long-term and well-known advocate for disability rights in the city reviewed policies and offered suggestions for improvements. SCPD and SAC members provided meaningful comments that were critically important both to the development of the Plan overall and to the barrier removal schedule.

Additionally, an internal ADA Task Force comprised of the heads of the largest city departments and a representative for the mayor was also organized and met on several occasions to review the draft and offer guidance on the barrier removal timeline and budget allocation.

The ADA Task Force members, as well as the SCPD and SAC members were present at a final public meeting in City Hall's Aldermanic Chamber on January 26, 2016, where the ADA coordinator and an FST consultant formally presented the Transition Plan to city residents, gathered additional feedback, and answered questions. The public meeting was televised and broadcast in a loop on the local cable channel for an entire month.

Section 12: Facilities/Programs Barrier Removal, Transition Schedule and Approximate Costs

This section presents the City of Somerville’s multiyear plan for deficiencies or barrier removal in facilities, programs, services, and activities. The source of the data on these deficiencies is the Self-Evaluation conducted by IHCD. The projects are outlined by fiscal year complete with the approximate budget required. The timetable is based on the budget allocation for each fiscal year for ADA-related improvements. This budget was set with full consideration of the city’s other important priorities. This section of the ADA Transition Plan is intended to be malleable and changeable as the statutes allow, and as circumstances, citizens’ requests, and emergencies warrant. It will be updated and published annually to apprise residents of the city’s steady and continuous progress toward access and inclusion for all to the maximum extent feasible.

12.1. Facilities Deficiencies List

The city’s ADA-mandated timetable for barrier removal projects reflects the community’s priorities, and it is grounded in the city’s legal obligations and its inclusionary vision and spirit. The report for each facility details the barriers, includes a planning level cost estimate to remove them, indicates a barrier removal category and proximate removal date, and notes the city official responsible for ensuring that specific barriers are removed. Further, each city department will have an ADA liaison responsible for keeping the ADA Coordinator abreast of the progress at removing barriers in his or her department.

A Transition Plan details how jurisdictions transition toward ADA compliance and make all their facilities comport to the legal standards established for program accessibility. The Plan guides the city’s transition from where it is now to the greatest level of compliance with the ADA that is possible. This multiyear outline is the Plan’s core and will guide all ADA-related planning and construction. Inaccessible facilities, programs and services currently used by the public will be transformed as much as is possible or practicable into accessible environments able to be utilized by persons with disabilities, including those with mobility impairments. The ADA does not require that all barriers be removed, but only those that prevent or limit access to programs.

The alteration and construction processes are guided by the sections of the Code of Federal Regulations listed below:

28 CFR 35.149—Discrimination Prohibited -

Except as otherwise provided in §35.150, no qualified individual with a disability shall, because a public entity's facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.

28 CFR 35.150—Existing Facilities -

a) *General.* A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This paragraph does not—

(1) Necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities;

(2) Require a public entity to take any action that would threaten or destroy the historic significance of an historic property; or

(3) Require a public entity to take any action that it can demonstrate would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial and administrative burdens. In those circumstances where personnel of the public entity believe that the proposed action would fundamentally alter the service, program, or activity or would result in undue financial and administrative burdens, a public entity has the burden of proving that compliance with §35.150(a) of this part would result in such alteration or burdens. The decision that compliance would result in such alteration or burdens must be made by the head of a public entity or his or her designee after considering all resources available for use in the funding and operation of the service, program, or activity, and must be accompanied by a written statement of the reasons for reaching that conclusion. If an action would result in such an alteration or such burdens, a public entity shall take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the public entity.

(b) *Methods* —(1) *General.* A public entity may comply with the requirements of this section through such means as redesign or acquisition of equipment, reassignment of services to accessible buildings, assignment of aides to beneficiaries, home visits, delivery of services at alternate accessible sites, alteration of existing facilities and construction of new facilities, use of accessible rolling stock or other conveyances, or any other methods that result in making its services, programs, or activities readily accessible to and usable by individuals with disabilities. A public entity is not required to make structural changes in existing facilities where other methods are effective in achieving compliance with this section. A public entity, in making alterations to existing buildings, shall meet the accessibility requirements of §35.151. In choosing among available methods for meeting the requirements of this section, a public entity shall give priority to those methods that offer services, programs, and activities to qualified individuals with disabilities in the most integrated setting appropriate.

(2)(i) *Safe harbor.* Elements that have not been altered in existing facilities on or after March 15, 2012 and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS), Appendix A to 41 CFR part 101–19.6 (July 1, 2002 ed.), 49 FR 31528,

app. A (Aug. 7, 1984) are not required to be modified in order to comply with the requirements set forth in the 2010 Standards. (Recipients under the Federal-aid Highway Program are required to comply with the 2004 Americans with Disabilities Act/Architectural Barriers Act Accessibility Guidelines with modification 406.8.)

(ii) The safe harbor provided in §35.150(b)(2)(i) does not apply to those elements in existing facilities that are subject to supplemental requirements (i.e., elements for which there are neither technical nor scoping specifications in the 1991 Standards). Elements in the 2010 Standards not eligible for the element-by-element safe harbor are identified as follows—

- (A) Residential facilities dwelling units, sections 233 and 809.
- (B) Amusement rides, sections 234 and 1002; 206.2.9; 216.12.
- (C) Recreational boating facilities, sections 235 and 1003; 206.2.10.
- (D) Exercise machines and equipment, sections 236 and 1004; 206.2.13.
- (E) Fishing piers and platforms, sections 237 and 1005; 206.2.14.
- (F) Golf facilities, sections 238 and 1006; 206.2.15.
- (G) Miniature golf facilities, sections 239 and 1007; 206.2.16.
- (H) Play areas, sections 240 and 1008; 206.2.17.
- (I) Saunas and steam rooms, sections 241 and 612.
- (J) Swimming pools, wading pools, and spas, sections 242 and 1009.
- (K) Shooting facilities with firing positions, sections 243 and 1010.
- (L) Miscellaneous.
 - (1) Team or player seating, section 221.2.1.4.
 - (2) Accessible route to bowling lanes, section 206.2.11.
 - (3) Accessible route in court sports facilities, section 206.2.12.

(3) *Historic preservation programs.* In meeting the requirements of §35.150(a) in historic preservation programs, a public entity shall give priority to methods that provide physical access to individuals with disabilities. In cases where a physical alteration to an historic property is not required because of paragraph (a)(2) or (a)(3) of this section, alternative methods of achieving program accessibility include—

- (i) Using audio-visual materials and devices to depict those portions of an historic property that cannot otherwise be made accessible;

(ii) Assigning persons to guide individuals with handicaps into or through portions of historic properties that cannot otherwise be made accessible; or

(iii) Adopting other innovative methods.

(4) *Swimming pools, wading pools, and spas.* The requirements set forth in sections 242 and 1009 of the 2010 Standards shall not apply until January 31, 2013, if a public entity chooses to make structural changes to existing swimming pools, wading pools, or spas built before March 15, 2012, for the sole purpose of complying with the program accessibility requirements set forth in this section.

Municipal Buildings

CITY HALL

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: City Hall¹⁸
Address of Facility: 93 Highland Ave (Intersection of Highland Avenue and School Street)

The following is a summary of the barrier removal projects for City Hall which houses the following departments and divisions, and all of the programs, services and benefits, if any, that they offer to the public:

- ◆ City Clerk's Office
- ◆ Communications and Community Engagement
 - Constituent Services
- ◆ Elections
- ◆ Executive Office
 - Administration
 - SomerStat
- ◆ Finance
 - Board of Assessors
 - Auditing
 - Purchasing
 - Treasury
- ◆ Human Resources
- ◆ Information Technology
- ◆ Office of Strategic Planning and Community Development
 - Administration
 - Economic Development
 - Parks & Open Space
 - Planning & Zoning
 - Transportation & Infrastructure

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$5,000)

1. Re-stripe parking spaces with missing or fading markings
2. When entire parking lot is repaved, re-grade accessible parking spaces so that slopes don't exceed 2% in any direction

¹⁸ The Mayor's Office has commissioned a design study for an overhaul of City Hall slated for 2016, during and following which time all of the deficiencies not related to safety and/or general access will be addressed.

Sidewalks and Curb Ramps (Cost Estimate – up to \$25,000)

3. Repair or replace broken or heaved sidewalk panels.
4. Replace curb ramps adjacent to accessible parking at intersection of School Street and Highland Avenue, at the School Street accessible entrance to City Hall.
5. Re-grade driveway aprons and replace curb ramps along Highland Avenue.

Entrances (Cost Estimate – up to \$25,000)

6. Reconstruct ramp at the School Street accessible entrance. If a level landing and compliant door threshold is unfeasible, install an automatic door opener.

Priority 2: Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

7. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
8. When doors lack the minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
9. Provide automatic openers wherever doors lack the required maneuvering clearance on their latch side. Prioritize entry doors and doors to restrooms.
10. Replace all door knobs with lever hardware.
11. Add door opener to third floor conference room door due to inadequate maneuvering clearance.

Floor Surfaces (Cost Estimate – up to \$1,000)

12. Secure all weather mats with industrial strength double-stick tape, or alternatively, replace them with recessed walk-off mats or grates.

Protruding Objects - (Cost Estimate – up to \$1,000)

13. Install cane-detectable barriers (i.e. trash cans, fixed panels, furniture, or other permanent barriers) to protect stairway's underside and wall-mounted shelf at School Street entrance.
Remove furniture obstructing third floor conference room door.

Accessible Route (TBD – Depending on Scope)

14. Develop access to raised portion of the Aldermanic Chamber.

Sales and Service Counters (Cost Estimate – up to \$10,000)

15. Short term: At City Clerk's and other offices, provide auxiliary counter with a maximum height of 36 inches in close proximity to the main counter, or provide equivalent facilitation (i.e. folding shelf attached to the main counter, auxiliary table nearby, clipboard made available to the public, or other means).

Long term and as part of any major renovation: install accessible counters at high traffic areas.

Stairways (Cost Estimate – up to \$5,000)

16. Install compliant handrails on both sides of egress stairway between second floor and egress terrace adjacent to Highland Avenue.
17. Develop policies and procedures to evacuate individuals unable to navigate stairs.

Elevator (Cost Estimate – up to \$1,000)

18. Remove door panel covering emergency intercom.
19. Develop yearly maintenance and inspection schedules.

Signage (Cost Estimate – up to \$11,000)

20. Implementation of comprehensive signage plan to install ADA-compliant signs with Braille characters alongside all doors to identify permanent rooms and spaces; and to indicate accessible entrances and restrooms.

Priority 3 – Restrooms

Restrooms (Cost Estimate – up to \$10,000)

21. In both multi-user bathrooms, protect plumbing underneath sinks to prevent burns.
22. In the men’s bathroom, install an accessible urinal and relocate or recess the wall-mounted paper towel dispenser behind the door to a different location. (Due to the location of the radiator inside the toilet stall, dispenser is not accessible).
23. In women’s bathroom, relocate toilet’s flush control & raise side grab bar inside accessible toilet stall.
24. In both single-user bathrooms on basement level, replace faucets with compliant ones, protect plumbing underneath sinks, raise all grab bars, and rearrange toilets so that curbs don’t obstruct the clearance of these fixtures.
25. Install accessible signage at the women’s toilet room on the second floor and both single-user toilet room on the basement level. Signage at the men’s toilet room on the second floor should direct residents to the closest accessible toilet room in the facility.

Priority 4 – Additional Access

Kitchenette (Cost Estimate – TBD Depending on Scope)

26. Short Term: Ensure policies are developed to address employee accommodation requests.
Long Term: As kitchenettes are replaced, ensure all ADA/MAAB requirements are met.

CITY HALL

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Sales and Service Counters (Table Provided – Short Term Solution or Equivalent Facilitation)	Doors	Driveway	Install Accessible Sales and Service Counters
Programmatic Access Policies and Procedures	Restrooms – Plumbing; Paper Towel Dispenser; Grab Bars	Curb Ramps	Aldermanic Chamber Raised Section Access
Sidewalk Panels – Main Entrance	Policies and Procedures for the Evacuation of Individuals Unable to Navigate Stairs	Stairways - Handrails	Kitchenette
Policies and Procedures for Kitchen Accommodation If Requested	Design Study	Comprehensive Identification & Directional Signage With Braille Characters	
Policies and Procedures for General Employee Reasonable Accommodation Requests	Master Plan Update	Restrooms – accessible urinal; Faucets	

Employee(s) Responsible For Barrier Removal:	S. Koty, Commissioner, DPW R. King, Director, Capital Projects & Planning
Estimated Budget:	\$125,000.00+ (ADA Only) – Renovation Budget Depends On Scope
Project Start Date:	July 2015
Projected Date to Complete:	June 2018

CITY HALL ANNEX

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: City Hall Annex¹⁹
Address of Facility: 50 Evergreen Avenue (Intersection of Evergreen Avenue and Thurston Street)

The following is a summary of the barrier removal projects for City Hall Annex which houses the following departments and divisions, and most of the programs, services and benefits, if any, that they offer:

- ◆ Executive/Mayor
 - Arts Council
 - Office of Sustainability & Environment
- ◆ Finance
 - Grants Development
- ◆ Health and Human Services
 - Office of Prevention
 - Office of Somerville Commissions
 - Public Health Nursing
 - School Health Nursing
 - Shape Up Somerville
 - SomerStreets Program
 - Veterans Services
- ◆ Office of Strategic Planning and Community Development
 - Housing

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$1,000)

1. Replace sign identifying accessible parking space. Mount new sign at 96 inches above ground.

Entrances (Cost Estimate – up to \$5,000)

2. Replace handrails on stairways with compliant ones.

Elevator (Cost Estimate – up to \$50,000)

3. Replace limited use/limited access (LULA) elevator with fully automatic independently accessible model.
4. Schedule yearly maintenance and inspections.

¹⁹ The Mayor's Office has included this facility in a proposed building consolidation plan. Should a decision be made to sell or repurpose this facility, the repairs noted would not occur.

Priority 2: Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

5. When doors lack the minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
6. Replace all door knobs with lever hardware.
7. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
8. Remove furniture and other elements blocking clear floor space on the latch pull side of doors. Provide an automatic opener wherever doors lack the required maneuvering clearance on their latch side. Prioritize entry doors and doors to bathrooms.

Floor Surfaces (Cost Estimate – up to \$1,000)

7. Secure all weather mats with industrial strength double-stick tape, or alternatively, replace them with recessed walk-off mats or grates.

Interior Routes (Cost Estimate – up to \$1,000)

8. Remove stored items and articles from all circulation paths to ensure a 36-inch minimum clear width.

Sales and Service Counters (Cost Estimate – up to \$1,000)

9. Short Term: Provide an auxiliary counter with a maximum height of 36 inches in close proximity to the main counter, or provide equivalent facilitation (i.e. folding shelf attached to the main counter, an auxiliary table nearby, a clipboard, etc.)
Long Term: Provide an accessible counter at the 2nd floor Veterans office.

Stairways (Cost Estimate – up to \$10,000)

10. Develop policies and procedures to evacuate individuals unable to navigate stairs.
11. Install compliant handrails on both sides of all egress stairways.

Signage (Cost Estimate – up to \$11,000)

12. Implement comprehensive signage plan to install ADA-compliant signs with Braille characters alongside all doors to identify permanent rooms and spaces; and to indicate accessible entrances and restrooms.

Priority 3: Restrooms

Restrooms (Cost Estimate – up to \$10,000)

13. In both single-user bathrooms on first and second floors, protect plumbing underneath sinks to prevent burns; relocate toilet paper dispensers; and lower mirrors and wall-

mounted accessories.

14. In 2nd floor bathroom, relocate toilet flush and clear out the furniture.
15. Install accessible signage at all bathrooms. In the case of an inaccessible bathroom, signage should direct residents to the closest accessible one.

Priority 4 – Additional Access

Kitchenette (Cost Estimate – TBD Depending on Scope)

16. Short Term: Institute policies to address employee accommodation requests.
Long Term: As kitchenettes are replaced, ensure all ADA/MAAB requirements are met.

CITY HALL ANNEX

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures			Replace Accessible Parking Sign
Policies and Procedures for Kitchen Accommodation			Replace All Handrails.
Policies and Procedures for Employee Reasonable Accommodation Requests	Clear All Interior Routes of Obstructions		Comprehensive Identification & Directional Signage With Braille Characters
	Secure all Weather Mats		Restrooms
	Elevator Maintenance and Inspection		Replace Elevator
			Doors

Employee(s) Responsible For Barrier Removal: S. Koty, DPW Commissioner
 Estimated Budget: \$135,000.00
 Projected Date to Start: July 2015
 Projected Date to Complete: June 2018

CROSS STREET SENIOR CENTER/RECREATION

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Cross Street Senior Center/Recreation
Address of Facility: 165 Broadway

The following is a summary of the barrier removal projects for the Cross Street Senior Center/Recreation building which houses the following divisions of the Health and Human Services Department, and all of the programs, services and benefits, if any, that they offer:

- ◆ Health and Human Services
 - Council on Aging
 - Human Services

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$5,000)

1. Provide a 96-inch wide access aisle next to accessible van space and replace sign.
2. When sidewalks are renovated, re-grade accessible parking space.

Sidewalks (Cost Estimate – up to \$10,000)

3. Repair sidewalk.

Entrances (Cost Estimate – up to \$5,000)

4. Replace front entry door knobs with lever hardware.

Priority 2 – Access to Goods & Services

Programs, Services, and Activities (Cost Estimate – TBD Depending on Scope)

5. Ensure all programs, services and activities offered on 2nd floor can be provided, upon request, at an accessible facility.

Doors (Cost Estimate – up to \$5,000)

6. First floor senior center door can either remain open during activities or be replaced with a double-leaf door.
7. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
8. Remove furniture and other things blocking clear floor space on latch pull side of doors.
9. Replace all door knobs with lever hardware.

Floor Surfaces (Cost Estimate – up to \$1,000)

10. Secure all weather mats with industrial-strength double-stick tape or replace with recessed walk-off mats or grates.

Work Surfaces (Cost Estimate – up to \$1,000)

11. At least one of each work surface must be accessible.

Stairways (Cost Estimate – up to \$10,000)

12. Install compliant handrails on both sides of egress stairway.
13. Develop policies and procedures to evacuate individuals with disabilities.

Signage (Cost Estimate – up to \$11,000)

14. Comprehensive signage needed. Indicate accessible entrances and restrooms.

Priority 3 – Bathrooms (Cost Estimate – up to \$25,000)

15. Accessible bathroom needed.

CROSS STREET BUILDING

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Years: 2016/17	Fiscal Years: 2017/18
Programmatic Access Policies and Procedures (Completed 6/2013)	Parking		
Evacuation Policies and Procedures	Sidewalk		
Policies and Procedures for Kitchen Accommodation	Doors		
Policies and Procedures for Employee Reasonable Accommodation Requests	Stairway Handrails		
	Floors		
	Restrooms		
	Comprehensive Identification & Directional Signage With Braille		

	Characters		
	Work Surfaces		

Employees Responsible For Barrier Removal: S. Koty, Commissioner of DPW
R. King, Director of Capital Projects and Planning

Estimated Budget: \$80,000.00

Project Start Date: July 2015

Projected Date to Complete: June 2017

DEPARTMENT OF PUBLIC WORKS

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Department of Public Works
Address of Facility: 1 Franey Road

The following is a summary of the barrier removal projects for the Public Works building which houses the following departments and divisions, and all of the programs, services and benefits, if any, that they offer:

- ◆ Capital Projects & Planning
- ◆ Inspectional Services
- ◆ Department of Public Works
 - Administration
 - Buildings & Grounds
 - School Custodians
 - Engineering
 - Highway
 - Electrical Lights & Lines
 - Snow Removal
 - Water & Sewer
 - Sanitation
 - Weights & Measures

Priority 1 – Approach & Entrance

Sidewalks and Curb Ramps (Cost Estimate – up to \$10,000)

1. Repair or replace broken or heaved sidewalk panels.

Entrances (Cost Estimate – TBD Depending on Scope)

2. Institute policies and procedures to accommodate residents unable to take stairs and therefore cannot access DPW's programs, services, and activities upon request.
3. Provide access information online.

Priority 2 – Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

4. Either keep doors open during regular hours or replace them with wider ones to provide minimum clear width for accessible doors.
5. Comprehensive maintenance needed to check and/or adjust opening force of all doors.
6. Replace all door knobs with lever hardware.

Floor Surfaces (Cost Estimate – up to \$1,000)

7. Secure all weather mats with industrial strength double-stick tape or replace them with recessed walk-off mats or grates.

Protruding Objects (Cost Estimate – up to \$1,000)

8. Install cane-detectable barriers (trash cans, fixed panels, furniture, or other permanent barriers) to protect all protruding objects, including the underside of egress stairways in the basement and air conditioner mounted on the window of the Fire Prevention Bureau.

Sales and Service Counters (Cost Estimate – up to \$5,000)

9. Short term: Provide an auxiliary counter with a maximum height of 36 inches in close proximity to the main counter, or provide equivalent facilitation (i.e. folding shelf attached to main counter, auxiliary table nearby, or a clipboard, etc.)
Long Term: Install accessible counters at high traffic areas.

Stairways (Cost Estimate – up to \$10,000)

10. Install compliant handrails on both sides of all stairways.
11. Develop policies and procedures to evacuate individuals unable to take stairs.

Signage Cost Estimate – up to \$11,000)

12. Comprehensive signage plan required to install ADA-compliant signs all permanent room doors and spaces; and to indicate accessible entrances and restrooms.

Priority 3 –Restrooms

Restrooms (cost Estimate – up to \$25,000)

13. Accessible single-user restroom or accessible male and female restrooms needed.

Priority 4 – Additional Access

Kitchenette (Cost Estimate – TBD Depending on Scope)

14. Short Term: Ensure policies are developed to address employee accommodation requests.
Long Term: Provide ADA-compliant kitchenette.

DEPARTMENT OF PUBLIC WORKS

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Years: 2016/17	Fiscal Years: 2017/18
Programmatic Access Policies and Procedures (Completed 6/2013)	Programmatic Access Policies and Procedures – Kitchenette		Work Surfaces
Sales and Service Counters – Short Tem (Completed 6/2013)			Restrooms
Evacuation Policies and Procedures			Sales and Service Accessible Counters – Long Term
			Kitchenette
			Comprehensive Identification & Directional Signage With Braille Characters
			Stairway Handrails
			Stairways
			Sidewalk
			Floors

			Doors
			Protruding Objects

Employees Responsible For Barrier Removal:
Estimated Budget:
Project Start Date:
Projected Date to Complete:

S. Koty, Commissioner of DPW
\$75,000.00
July 2015
June 2018

RECREATION BUILDING

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Recreation Building
Address of Facility: 19 Walnut Street

The following is a summary of the barrier removal projects for the Recreation building²⁰ which houses the Recreation and Youth Department and most of the programs, services and activities that it offers.

Priority 1: Approach & Entrance

Sidewalks and Curb Ramps (Cost Estimate – up to \$5,000)

1. Repair or replace broken or heaved sidewalk panels.

Entrances (Cost Estimate – TBD Depending on Scope)

2. This building is inaccessible to individuals using wheelchairs or other mobility devices. Remove sign with the International Symbol of Accessibility mounted on the side entry door.
3. Study the feasibility of using the rear at-grade door as the accessible entrance to the basement level, including removal of internal steps.
4. Institute policies and procedures to accommodate residents unable to take stairs and therefore cannot access this site's programs, services, and activities upon request.
5. Provide access information online.

Priority 2 – Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

6. When doors lack minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
7. Replace all door knobs with lever hardware.
8. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
9. Provide automatic openers when doors lack the required maneuvering clearance

²⁰ This building is under consideration as surplus and/or possible sale. Most of the recommendations would only be implemented if the city decides to keep it as part of its portfolio of buildings, otherwise only safety and programmatic issues will be addressed.

Floor Surfaces (Cost Estimate – up to \$1,000)

10. Secure all weather mats with industrial-strength double-stick tape or replace them with recessed walk-off mats or grates.

Changes in Level (Cost Estimate – up to \$5,000)

11. Remove all items stored near exit door on the basement level.
12. Study feasibility of eliminating the steps leading to the exit door.

Sales and Service Counters (Cost Estimate – up to \$1,000)

13. Short term: Provide an auxiliary counter with a maximum height of 36 inches in close proximity to main counter, or provide equivalent facilitation (i.e. folding shelf attached to the main counter, an auxiliary table nearby, a clipboard, etc.)
Long Term: As part of any possible overall renovation and refurbishing of the facility, install accessible counters at high traffic areas.

Stairways - (Cost Estimate – up to \$5,000)

14. Install compliant handrails on both sides of all egress stairways.
15. Develop policies and procedures to evacuate individuals unable to take stairs.

Signage (Cost Estimate – up to \$6,000)

16. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces, and to indicate accessible entrances and restrooms.

Priority 3 –Restrooms (Cost Estimate – up to \$1,000)

17. Protect plumbing underneath sink.
18. Lower wall-mounted accessories and remove trash cans below them.

RECREATION BUILDING

COMPLETED PROJECTS	Fiscal Year: 2014/15	Fiscal Year: 2015/16	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures	Policies and Procedures – Evacuation Protocol		Sales and Service Counters
	Secure all Weather Mats		Changes in Level/Feasibility Study
	Clear All Interior Routes of Obstructions		Sidewalks and Curb Ramps
			Replace All Handrails.
			Restrooms
			Doors
			Comprehensive Identification & Directional Signage With Braille Characters

Employee(s) Responsible For Barrier Removal:	S. Koty, Commissioner of DPW R. King, Director of Capital Projects & Planning J. Lathan, Director of Recreation
Estimated Budget:	Depends on Scope – Part of Overall Renovation
Projected Date to Start:	July 2015
Projected Date to Complete:	December 2018

SCAT

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: SCAT Building²¹
Address of Facility: Intersection of Somerville Ave and Prospect Street

The following is a summary of the barrier removal projects for the SCAT building:

Priority 1: Approach & Entrance

Sidewalks and Curb Ramps (Cost Estimate – up to \$10,000)

1. Repair or replace broken or heaved sidewalk panels.

Entrances (Cost Estimate – up to \$10,000)

2. Lower doorbell to no more than 48 inches above ground.
3. Re-grade concrete landing adjacent to entry door so that exterior grade is flush with granite threshold.
4. Install an automatic door opener on the exterior of entry door.

Priority 2 – Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

5. Install an automatic door opener on the interior of entry door and inside both single-user bathrooms.
6. Remove coat rack blocking clear floor space on latch pull side of vestibule door.

Floor Surfaces (Cost Estimate – up to \$1,000)

7. Secure all weather mats at entry vestibule with industrial-strength double-stick tape or replace them with recessed walk-off mats or grates.

Protruding Objects (Cost Estimate – TBD)

8. Install cane-detectable barriers (trash cans, fixed panels, furniture, etc.) to protect wall-mounted fire extinguisher in corridor near reception.

Stairways (Cost Estimate – up to \$5,000)

9. Install compliant handrails on both sides of stairways found at building entrance.

²¹ Although this is a city building, all programs, services, and activities located there are run by outside, non-city entities/departments. The city will work with the responsible parties to remove barriers to programmatic access.

Accessible Route (Cost Estimate – TBD Depending on Scope)

10. Residents who are unable to navigate stairs cannot access the programs or activities in the classroom at the rear of the first floor.
11. Develop policies and procedures to accommodate persons with mobility impairments upon request.
12. Provide access information online.

Signage (Cost Estimate – up to \$2,000)

13. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces, and to indicate accessible entrances and restrooms.

Priority 3 – Restrooms (Cost Estimate – up to \$1,000)

14. In both single-user bathrooms, protect plumbing underneath sinks.
15. Lower the mirror so that the reflective surface is no higher than 40 inches above the floor.
16. Lower all coat hooks and wall-mounted accessories so none exceeds 48 inches above the floor.
17. Remove all furniture inside bathrooms.

SCAT

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures	Policies and Procedures – Evacuation Protocol	Restrooms - Clear Furniture From All Bathrooms; Protect Plumbing Underneath Lavatories	Entrances
		Secure all Weather Mats	Sidewalks and Curb Ramps
		Remove Coat Rack Blocking Latch Pull Side of Vestibule Door	Replace Handrails at Building Entrance
		Lower Mirror, Coat Hooks, and All Wall Fixtures to Accessible Height	Clear/Protect Protruding Objects
			Comprehensive Identification & Directional Signage With Braille Characters
			Doors

Employee(s) Responsible For Barrier Removal:
 Estimated Budget:
 Projected Date to Start:
 Projected Date to Complete:

S. Koty, Commissioner of DPW
 TBD – Depending on Scope
 July 2016
 December 2018

TRAFFIC AND PARKING BUILDING

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Traffic and Parking Building²²
Address of Facility: 133 Holland Street

The following is a summary of the barrier removal projects for the Traffic and Parking building.

Priority 1: Approach & Entrance

Sidewalks and Curb Ramps (Cost Estimate – up to \$5,000)

1. Repair or replace broken or heaved sidewalk panels.

Entrances (Cost Estimate – TBD)

2. Install compliant handrail on the wall opposite the stair lift.
3. Periodically service and repair chair lift to ensure independent operation.

Priority 2 – Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

4. When doors lack minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
5. Replace all door knobs with lever hardware.
6. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
7. Provide an automatic opener when doors lack the required maneuvering clearance

Floor Surfaces (Cost Estimate – up to \$1,000)

8. Secure all weather mats with industrial-strength double-stick tape or replace them with recessed walk-off mats or grates.

Protruding Objects (Cost Estimate – up to \$1,000)

9. Replace stanchions and ropes with ADA –compliant ones.

²² Some of the recommendations made by IHCD in the Self-Evaluation were predicated on the mistaken belief that the chair lift was inoperable and non-compliant and these recommendations would therefore not be adopted.

Sales and Service Counters (Cost Estimate – up to \$1,000)

10. Modify lower lobby counter so that clearance underneath is at least 27 inches above the floor.

Stairways - (See Entrance Above – Cost Estimate - \$1,000)

11. Handrails

Signage (Cost Estimate – up to \$6,000)

12. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces, and to indicate accessible entrances and restrooms.

Priority 3 –Restrooms (Cost Estimate – up to 5,000)

13. Modify both multi-user toilet rooms to make them accessible.

TRAFFIC AND PARKING BUILDING

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures	Policies and Procedures – Evacuation Protocol	Doors	
	Replace Entrance Handrail	Comprehensive Identification & Directional Signage	
	Clear All Interior Routes of Obstructions	Sidewalks and Curb Ramps	
	Secure all Weather Mats	Sales and Service Counters	
	Replace Stanchions and Ropes with ADA-Compliant Ones	Modify Restrooms	

Employee(s) Responsible For Barrier Removal: S. Koty, Commissioner OF DPW
 Estimated Budget: \$75,000.00
 Projected Date to Start: July 2015
 Projected Date to Complete: December 2018

RALPH AND JENNY CENTER/LYONS CLUB

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Ralph and Jenny Center/Lyons Club
Address of Facility: 9 New Washington Street

The following is a summary of the barrier removal projects for the Ralph and Jenny Center/Lyons Club. This is a non-municipal building where the city's Council on Aging Division of the Health and Human Services Department conducts programming for seniors/older adults.

Priority 1: Approach & Entrance

Sidewalks and Curb Ramps (Cost Estimate – TBD)

1. Extend sidewalk on the north edge of New Washington Street between Inner Belt Road and building entrance.

Entrances (Cost Estimate – TBD)

2. Demolish non-compliant ramp that extends from the street to the entrance and construct a walkway with a running slope no greater than 5% and a cross slope no greater than 2%;

or

Repair the transition between asphalt and concrete at the bottom of ramp so that changes in level are no greater than 1/4"; modify the railing along the fence so that an edge protection of 2" is provided along the ramp; grind the control joint at the top of the ramp so that it is no greater than 1/4".

Priority 2 – Access to Goods & Services

Floor Surfaces (Cost Estimate – up to \$1,000)

3. Secure long weather mat in lobby with industrial-strength double-stick tape or replace it with a recessed walk-off mat or grate.

Accessible Route

4. Remove furniture obstructing the approach to the elevator door in the lobby.

Sale & Service Counters (Cost Estimate – up to \$1,000)

5. On second floor, two counters exceed the maximum allowable height of 36" above the floor: a bar counter (43" high) and a kitchen counter for food delivery (37" high). Provide

equivalent facilitation (auxiliary table with a maximum height of 36” in close proximity to the main counter).

Protruding Object

6. Wall-mounted screen in a corner of the second floor function room is a protruding object. Install cane-detectable barriers for protection (i.e. trash cans, fixed panels, furniture, or other permanent barriers).

Priority 3 –Restrooms (*Cost Estimate – TBD*)

7. Multi-user restrooms are not in full compliance with current accessibility requirements.
 - a. Install fire alarm;
 - b. Protect plumbing underneath all sinks;
 - c. Lower mirrors so that the reflective surface is no higher than 40” above the floor;
 - d. In the men’s restroom, replace the toilet tank inside the accessible toilet stalls so that the flush valve is located on the “open side” of the stall;
 - e. In the women’s restrooms, the door of accessible toilet stalls incorrectly swings into the stalls and must be reversed;
 - f. Lower coat hooks inside all accessible toilet stalls to the maximum allowable height of 48” above the floor.
 - g. All accessible toilet stalls have doors with malfunctioning self-closing hinges that must be adjusted or replaced.

RALPH AND JENNY CENTER/LYONS CLUB

COMPLETED PROJECTS	Fiscal Year: 2014/15	Fiscal Year: 2015/16	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures (Completed 5/2013)	Clear All Interior Routes of Obstructions, Especially Elevator Entrance		Sidewalks and Curb Ramps
Policies and Procedures – Evacuation Protocol	Protruding Object - Protect Wall-Mounted TV/Screen		Entrance
Comprehensive Identification & Directional Signage With Braille Characters	Secure All Weather Mats		Modify Restrooms
			Sale & Service Counters

Employee(s) Responsible For Barrier Removal: S. Koty, Commissioner of DPW
 Estimated Budget: TBD
 Projected Date to Start: July 2015
 Projected Date to Complete: December 2018

All city-related items will be completed by December 2015. City officials will discuss the timeframe for removal of barriers impacting program participants with the building’s owner. The Transition Plan will be updated yearly as the owners complete repairs.

TUFTS ADMINISTRATION BUILDING

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Tufts Administration Building
Address of Facility: 167 Holland Street

The following is a summary of the barrier removal projects for the Tufts Administration Building, a non-city owned facility, which houses the following divisions of the Health and Human Services Department, and all of the programs, services and benefits, if any, that they offer:

- ◆ Health and Human Services Department
 - Council on Aging
 - Executive Office on Disability & Compliance/Office of the ADA Coordinator

As a Tufts University-owned facility, the university is responsible for all non-programmatic improvements or infrastructure related repairs and barrier removal items necessary. The city's ADA coordinator has forwarded the building's evaluation to her counterpart at Tufts University, and Tufts has begun to make the necessary improvements.

Priority 1: Approach & Entrance

Parking & Drop-off Area (Cost Estimate – up to \$5,000)

1. Remove parking space closest to entrance and enlarge access aisle to 96-inch wide.
2. Install wheel stops at each accessible parking space along the walkway leading to the accessible entrance.

Sidewalks and Curb Ramps (Cost Estimate – \$10,000)

3. Repair or replace all degraded walking surfaces, including concrete and brick walkways near entrances.
4. Replace curb ramps adjacent to parking.

Priority 2 – Access to Goods & Services

Doors (cost estimate – up to \$10,000)

1. When doors lack minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
2. Replace all door knobs with lever hardware.
3. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
4. Provide an automatic opener when doors lack the required maneuvering clearance

Protruding Objects (Cost Estimate – up to \$5,000)

5. Install a cane-detectable barrier (i.e. trash cans, fixed panels, furniture, or other permanent barriers) to protect the underside of the first floor interior stairway.
6. Raise overhead signs so that an 80-inch headroom is maintained along the corridors serving SCALE on the first floor.

Signage (Cost Estimate – up to \$26,000)

7. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces; and to indicate accessible entrances and restrooms.

Priority 3 –Restrooms (Cost Estimate – up to 25,000)

8. Modify all multi-user restrooms by protecting plumbing underneath sinks, and raising grab bars inside toilet stalls so that they are mounted between 33 inches and 36 inches above the floor.

Priority 4 – Additional Access

Drinking Fountain (Cost Estimate – up to \$1,000)

9. Either provide an accessible drinking fountain or provide an adjacent water cooler with cups for equivalent access.

Kitchenette (Cost Estimate – TBD depending on scope)

10. Short Term: Ensure policies are developed to address employee accommodation requests.
Long Term: As kitchenettes are replaced, ensure that replacements meet all ADA/MAAB requirements.

Pay Phone (Cost Estimate – up to \$1,000)

11. If no TTY is provided, acquire and install one.
12. At pay phone, install accessible signage directing individuals to TTY, which must be accessible and available whenever the payphone is operable.

Outdoor Amenities (Cost Estimate – up to \$5,000)

13. Provide at least one accessible exterior table.
- 14.

TUFTS ADMINISTRATION BUILDING

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Year: 2018/19
Programmatic Access Policies and Procedures			
Policies and Procedures for Kitchen Accommodation If Requested			
Policies and Procedures – Evacuation Protocol For City Staff and Program Participants			
Clear All Interior Routes of Obstructions On City Side			

Employee(s) Responsible For Barrier Removal: S. Koty, DPW Commissioner
 B. Allen, ADA Coordinator
 C. Hickey, Council on Aging Director

Estimated Budget: TBD

Projected Date to Start: July 2015

Projected Date to Complete: December 2015

All city related items will be completed by December 2015. City officials will discuss the timeframe for removal of barriers impacting city residents and employees with Tufts representatives. The Transition Plan will be updated yearly as Tufts completes repairs.

Fire Stations

The city must ensure that the public can access the programs, services and activities, such as polling, currently being provided at its fire stations.

SOMERVILLE FIRE DEPARTMENT (SFD) CENTRAL HEADQUARTERS

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Somerville Fire Department Central Headquarters
Address of Facility: 266 Broadway - Winter Hill
Intersection of Broadway and Walnut Street

The following is a summary of the barrier removal projects for the Somerville Fire Department Central Headquarters which is a two-story brick structure with staff offices and living quarters above the five-door apparatus bay. The building also houses the following:

- ◆ Somerville Fire Department Administration
 - Emergency Management
 - Fire Alarm

Priority 1: Approach & Entrance

Sidewalks and Curb Ramps (Cost Estimate – TBD Depending on Scope)

1. Repair or replace non-compliant temporary ramp used to cover step down into apparatus bay mainly during elections.

Emergency Call Box (Cost Estimate – up to \$1,500l)

2. Inaccessible emergency call box limits residents in wheelchairs' ability to summon for help in an emergency. Box must be relocated to an area on an accessible route and mounted no higher than 48" above the ground.

Priority 2 – Access to Goods & Services

Programs, Services, and Activities (Cost Estimate – TBD depending on scope)

3. Develop policies to ensure all programs (safety programs), services (various permits) and activities offered on the second floor which is not serviced by an elevator can be provided, upon request, at an accessible facility.
4. Develop policies and procedures in connection with the use of this fire station as a polling place by residents with disabilities.

5. Develop policies and procedures for employee accommodation requests as none of the employee areas, including the dispatch office, crew sleeping quarters, kitchen, lockers, showers, and toilet rooms, are accessible.

SOMERVILLE FIRE DEPARTMENT (SFD) CENTRAL HEADQUARTERS

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Year: 2018/19
Programmatic Access Policies and Procedures	Relocate Emergency Call Box		
Policies and Procedures – Employee Reasonable Accommodation Requests	Relocate Emergency Call Box		
	Ramp		

Employee(s) Responsible For Barrier Removal: P. Sullivan, Acting Fire Chief
 S. Koty, Commissioner of DPW
 Estimated Budget: \$2,500
 Projected Date to Start: July 2015
 Projected Date to Complete: June 2017

SOMERVILLE FIRE DEPARTMENT ENGINE 1

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Engine 1 (Formerly Engine 4)
Address of Facility: Wilson Square - Intersection of Somerville
Avenue and Lowell Street

The following is a summary of the barrier removal projects for SFD Engine 1, a one-story brick structure with staff spaces on both sides of the two-door apparatus bay.

Priority 1 – Approach and Entrance

Stairway (Cost Estimate – up to \$1,000)

1. Install handrails on the short stairway leading to the entrance.

Emergency Call Box (Cost Estimate – up to \$1,500)

2. Inaccessible emergency call box limits residents in wheelchairs' ability to summon for help in an emergency. Box must be relocated to an area on an accessible route and mounted no higher than 48" above the ground.

Priority 2 – Access to Goods and Services

Programs, Services, and Activities

1. Develop policies and procedures in connection with the use of this fire station as a polling place by residents with disabilities.
2. Develop policies and procedures for employee accommodation requests as none of the employee areas, including the dispatch office, crew sleeping quarters, kitchen, lockers, showers, and toilet rooms, are accessible.

Protruding Objects

3. Remove table obstructing path to dispatch office.

SOMERVILLE FIRE DEPARTMENT ENGINE 1

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Year: 2018/19
Programmatic Access Policies and Procedures	Install Stairway Handrails Stairway At Entrance		
Policies and Procedures – Employee Reasonable Accommodation Requests	Relocate Emergency Call Box		
	Remove Table - Protruding Objects		

Employee(s) Responsible For Barrier Removal: P. Sullivan, Acting Fire Chief
 S. Koty, DPW Commissioner
 Estimated Budget: \$2,500
 Projected Date to Start: July 2015
 Projected Date to Complete: June 2017

SOMERVILLE FIRE DEPARTMENT ENGINE 3

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: SFD - Engine 3
Address of Facility: Union Square – Annexed to Public Safety Building
Somerville Ave

The following is a summary of the barrier removal projects for SFD - Engine 3. During the period of the Self-Evaluation, a trailer which was attached to the apparatus bay on the basement of the Public Safety Building had served as the sleeping quarters for the crew. There was no public interface at this facility - no programs, services, or activities such as polling.

The evaluation had identified the following deficiencies:

Priority 1: Approach & Entrance

Parking & Drop-off Area (Cost Estimate –\$1,000)

1. Improve accessible parking which is currently non-compliant as it lacks an access aisle and signage.

Sidewalks and Curb Ramps

Ramp (cost estimate – up to \$5,000)

2. Maintain or remove wooden ramp near the entrance on Somerville Avenue as lack of maintenance has now rendered it a dangerous hazard.

Emergency Call Box (cost estimate – up to \$1,500)

3. Inaccessible emergency call box limits residents in wheelchairs' ability to summon for help in an emergency. Box must be relocated to an area on an accessible route and mounted no higher than 48" above the ground.

Priority 2 – Access to Goods & Services

Programs, Services, and Activities (Cost Estimate – TBD Depending On Scope)

4. Develop policies and procedures for employee accommodation requests as none of the employee areas, including the dispatch office, crew sleeping quarters, kitchen, lockers, showers, and toilet rooms, are accessible.

SOMERVILLE FIRE DEPARTMENT ENGINE 3

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Year: 2018/19
All fire personnel have been relocated to other branches.	Engine 3 is being replaced and rebuilt.		

Employee(s) Responsible For Barrier Removal: P. Sullivan, Acting Fire Chief
S. Koty, DPW Commissioner
S. Rinfret, Director of Traffic and Parking

Projected Date to Start: July 2015
Projected Date to Complete: June 2016

SOMERVILLE FIRE DEPARTMENT ENGINE 6

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: SFD - Engine 6
Address of Facility: Teele Square – Intersection of Broadway and Holland Street

The following is a summary of the barrier removal projects for SFD - Engine 6, which is a two-story brick structure with staff offices and living quarters above the two-door apparatus bay.

Priority 1: Approach & Entrance

Parking & Drop-off Area (Cost Estimate TBD Depending on Scope)

1. Door to at-grade entrance at the far right near the intersection opens onto the egress stairway and a step obstructs the accessible route to the apparatus bay.

Emergency Call Box (Cost Estimate – up to \$1,500)

2. Inaccessible emergency call box limits residents in wheelchairs' and others' ability to summon for help in an emergency. Box must be relocated to an area on an accessible route and mounted no higher than 48" above the ground.

Priority 2 – Access to Goods & Services

Programs, Services, and Activities (Cost Estimate – TBD Depending On Scope)

3. Develop policies and procedures in connection with the use of this fire station as a polling place by residents with disabilities. On election day, the driveway serves as ramp into the apparatus bay where voting takes place.
4. Develop policies and procedures for employee accommodation requests as none of the employee areas, including the dispatch office, crew sleeping quarters, kitchen, lockers, showers, and toilet rooms, are accessible, and there is no elevator to the staff-only second floor.

SOMERVILLE FIRE DEPARTMENT ENGINE 6

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Year: 2018/19
Programmatic Access Policies and Procedures	Relocate Emergency Call Box	Entrance	
Policies and Procedures – Employee Reasonable Accommodation Requests			

Employee(s) Responsible For Barrier Removal: P. Sullivan, Acting Fire Chief
 S. Koty, DPW Commissioner

Estimated Budget: TBD Depending on Scope

Projected Date to Start: July 2015

Projected Date to Complete: June 2016

SOMERVILLE FIRE DEPARTMENT ENGINE 7

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: SFD - Engine 7
Address of Facility: Spring Hill – Highland Ave

The following is a summary of the barrier removal projects for SFD - Engine 7, which is a two-story brick structure with staff offices and living quarters above the two-door apparatus bay.

Priority 1: Approach & Entrance

Parking & Drop-off Area (Cost Estimate – TBD Depending on Scope)

1. An at-grade entrance is provided at the right of the apparatus bay, adjacent dispatch area and bathroom, but door opens into a small vestibule limiting access into the apparatus bay.

Emergency Call Box (Cost Estimate – up to \$1,500)

2. Inaccessible emergency call box limits residents in wheelchairs' ability to summon for help in an emergency. Box must be relocated to an area on an accessible route and mounted no higher than 48" above the ground.

Priority 2 – Access to Goods & Services

Programs, Services, and Activities

3. Develop policies and procedures in connection with the use of this fire station as a polling place by residents with disabilities. On election day, the driveway serves as ramp into the apparatus bay where voting takes place.
4. Develop policies and procedures for employee accommodation requests as none of the employee areas, including the dispatch office, crew sleeping quarters, kitchen, lockers, showers, and toilet rooms, are accessible, and there is no elevator to the staff-only second floor.

SOMERVILLE FIRE DEPARTMENT ENGINE 7

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Year: 2018/19
Programmatic Access Policies and Procedures	Relocate Emergency Call Box	Entrance	
Policies and Procedures – Employee Reasonable Accommodation Requests			

Employee(s) Responsible For Barrier Removal: P. Sullivan, Acting Fire Chief
 S. Koty, DPW Commissioner
 Estimated Budget: TBD Depending on Scope
 Projected Date to Start: July 2015
 Projected Date to Complete: June 2016

Libraries

CENTRAL BRANCH LIBRARY

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Central Branch Library
Address of Facility: 79 Highland Avenue

The following is a summary of the barrier removal projects for the Central Branch Library. Projects unrelated to safety are on hold pending a relocation/new construction determination

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$1,000)

1. Provide a 96-inch wide access aisle adjacent to accessible van space and reset sign post.

Sidewalks and Curb Ramps (Cost Estimate – up to \$50,000)

2. Repair or replace all degraded walking surfaces, including concrete walkways and brick walkway near the entrance.
3. Replace curb ramps adjacent to parking.
4. Provide handrails and a level landing at the new walkway to corner of Highland and Walnut.
5. Plan for the replacement of handrails along stairways down to Walnut Street and the rear surface driveway.

Priority 2: Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

6. Install automatic door openers for single-user restrooms on 1st floor, unless major structural work is undertaken to remove angled wall adjacent to doors.
7. When doors lack minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
8. Replace all door knobs with lever hardware.
9. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
10. Provide automatic openers when doors lack the required maneuvering clearance.

Floor Surfaces (Cost Estimate – up to \$1,000)

11. Secure all weather mats with industrial-strength double-stick tape or replace them with recessed walk-off mats or grates.

Protruding Objects (Cost estimate – up to \$1,000)

12. Relocate, recess, or install a cane detectable barrier (i.e. trash cans, fixed panels, furniture, or other permanent barriers) to protect the fire extinguisher in the circulation path on the mezzanine.

Interior Routes (Cost Estimate – \$5,000)

13. Relocate and or remove book stacks, stored items and articles from all circulation paths to ensure a 36-inch minimum clear width. Where paths intersect, both routes must be 36 inches minimum wide.

Sales and Service Counters (Cost Estimate – up to \$1,000)

14. Short term: Provide an auxiliary counter with a maximum height of 36 inches in close proximity to the main counter, or provide equivalent facilitation (folding shelf attached to the main counter, an auxiliary table nearby, a clipboard).
Long Term: Provide an accessible circulation counter on the second floor.

Work Surfaces (Cost Estimate – up to \$5,000)

15. Ensure that at least one of each work surface housing technology, microfilm, etc. is accessible.

Elevator (Cost Estimate – TBD Depending on Scope)

16. Upgrade intercom, control and hall call stations in accordance with both elevator and accessibility code requirements.
17. Undertake engineering study to evaluate enlarging the existing elevator and hoist way or install a new compliant elevator.

Signage (Cost Estimate – up to \$11,000)

18. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces; and to indicate accessible entrances and restrooms.

Priority 3 –Restrooms (Cost Estimate – up to \$25,000)

19. Modify both single-user bathrooms on the first floor by relocating sink that's currently near the door; install dispensers; relocate mirrors; and replace grab bars.

Priority 4 – Additional Access

Drinking Fountain (Cost Estimate – up to \$1,000)

20. Either provide an accessible drinking fountain or provide an adjacent water cooler with cups for equivalent access at the inaccessible drinking fountain.

Kitchenette (Cost Estimate – TBD Depending on Scope)

21. Short Term: Develop policies to address employees' reasonable accommodation requests.
Long Term: As kitchenettes are replaced, they must meet all ADA/MAAB requirements.

Outdoor Amenities (Cost Estimate – up to \$5,000)

22. Provide a level clear space at the book drop at the main entrance; and book drop must be operable with a closed fist.
23. Provide at least one accessible exterior bench and one checker/chess table.

CENTRAL BRANCH LIBRARY

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Years: 2018/19 & 2019/20
Programmatic Access Policies and Procedures (completed 5/2013)	Policies and Procedures – Evacuation Protocol		Sales and Service Counters
Policies for Employees’ Reasonable Accommodation Requests (Completed 5/2013)	Secure all Weather Mats		Comprehensive Identification & Directional Signage With Braille Characters
Clear All Interior Routes of Obstructions	Clear All Interior Routes of Obstructions		Sidewalks and Curb Ramps
Policies and Procedures – Evacuation Protocol	Drinking Fountain		Doors
Curb Ramps			Kitchenette
Sidewalk			Outdoor Amenities
Restrooms Improvements	Restrooms Improvements		
Elevator			

Interior Routes - (Relocation of Bookshelves to Create Accessible Routes)			
Work Surfaces (Including the Installation of an Accessible Station)			
Parking Spaces and Logos Were Repainted			

Employee(s) Responsible For Barrier Removal: S. Koty, Commissioner of DPW
 R. King, Director of Capital Projects & Planning
 G. Ferdman, Library Director

Estimated Budget: \$200,000.00

Projected Date to Start: July 2015

Projected Date to Complete: December 2018

EAST BRANCH LIBRARY

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: East Branch Library
Address of Facility: 115 Broadway

The following is a summary of the barrier removal projects for the East Branch Library.

Priority 1: Approach & Entrance

Sidewalks and Curb Ramps (Cost Estimate – up to \$10,000)

1. Replace curb ramps at nearby intersections.

Entrances (Cost Estimate – up to \$10,000)

2. Raise or relocate wall-mounted light fixture located at the top of the ramp.
3. Provide compliant handrails on both sides of stairway along the fence.
4. Make the following modifications to ramp: Short Term - Provide edge protection along ramp; Long Term: eventually reconstruct ramp.

Priority 2: Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

5. Create a comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
6. In vestibule, either keep interior double-leaf doors open during regular hours or replace them with a wider single-leaf door.
7. Replace door knobs with lever hardware.

Sales and Service Counters (Cost Estimate– up to \$5,000)

8. Short term: Provide auxiliary counter with a maximum height of 36 inches in close proximity to the main counter, or provide equivalent facilitation (i.e. folding shelf attached to the main counter, an auxiliary table nearby, a clipboard, etc.)
Long Term: Provide an accessible circulation counter.

Work Surfaces (Cost Estimate – up to \$5,000)

9. Ensure that at least one of each work surface is accessible.

Signage (Cost Estimate – up to \$6,000)

21. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces; and to indicate accessible entrances and restrooms.

Priority 3 –Restrooms (Cost Estimate – up to \$5,000)

10. Short Term: Relocate or recess the wall-mounted paper towel dispenser and install an 18-inch long grab bar behind the toilet.
11. Long Term: Modify bathroom to comply with current accessibility regulations.

Additional Recommendation

12. Provide at least 42” clear width between library stacks, shelves, and other furniture.

EAST BRANCH LIBRARY

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Years: 2018/19 & 2019/20
Programmatic Access Policies and Procedures (completed 5/2013)	Clear All Interior Routes of Obstructions		Sales and Service Counters
Policies for Employees' Reasonable Accommodation Requests (Completed 5/2013)	Secure all Weather Mats		Comprehensive Identification & Directional Signage With Braille Characters
Clear All Interior Routes of Obstructions			Entrances
			Doors
Curb Ramps			Work Surfaces
Sidewalk			Restrooms Modifications
			Sidewalks and Curb Ramps

Employee(s) Responsible For Barrier Removal:

S. Koty, DPW Commissioner
R. King, Capital Projects and
Planning Director

G. Ferdman, Library Director

Estimated Budget:

\$50,000.00

Projected Date to Start:

July 2015

Projected Date to Complete:

December 2018

WEST BRANCH LIBRARY

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: West Branch Library
Address of Facility: 40 College Avenue

The following is a summary of the barrier removal projects identified by IHCD for the West Branch Library.

Priority 1: Approach & Entrance

Sidewalks and Curb Ramps (Cost Estimate – up to \$10,000)

1. Replace curb ramps leading to front entrance.

Entrances (Cost Estimate – TBD Depending on Scope)

2. Develop policies and procedures to accommodate residents who use wheelchairs and other mobility devices upon request.
3. Provide information online and at the main entrance advising how to obtain access to programs, services, and activities.

Priority 2: Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

4. When doors lack minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
5. Replace all door knobs with lever hardware.
6. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
7. Provide automatic openers wherever doors lack required maneuvering clearance on their latch side. Prioritize entry doors and doors to restrooms.

Floor Surfaces (Cost Estimate – up to \$1,000)

8. Secure all weather mats with industrial strength double-stick tape or alternatively, replace them with recessed walk-off mats or grates.

Stairways (Cost Estimate – up to \$10,000)

9. Install compliant handrails on both sides of all stairways.
10. Develop policies and procedures to evacuate individuals who can't take stairs.

Signage (Cost Estimate – up to \$6,000)

11. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces; and to indicate accessible entrances and restrooms.

Priority 3 –Restrooms (Cost Estimate – up to \$5,000)

12. Protect the plumbing underneath all sinks.
13. Relocate baby changing table in basement bathroom to clear floor space.
14. Relocate the grab bars and toilet paper dispenser in basement bathroom.

WEST BRANCH LIBRARY

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Years: 2018/19 & 2019/20
<p>Programmatic Access Policies and Procedures (completed 5/2013)</p> <p>All unique programs offered at the West Branch must be duplicated without exception at either the accessible East or Central Library.</p>	<p>Secure all Weather Mats</p>		
<p>Policies for Employees' Reasonable Accommodation Requests (Completed 5/2013)</p>			
<p>Clear All Interior Routes of Obstructions</p>			
<p>Library Design Study</p>			

All accessibility improvements including the following listed projects will be part of the West Branch Library renovation and reconstruction slated to begin in 2017:

- ◆ Sidewalks and Curb Ramps
- ◆ Entrances
- ◆ Accessible Doors and Door Levers
- ◆ Compliant Stairways
- ◆ Lift/Elevator
- ◆ Recessed Walk-off Mats or Grates
- ◆ Comprehensive Signage
- ◆ Accessible Restrooms

Employee(s) Responsible For Barrier Removal:

R. King, Capital Projects and
Planning Director

G. Ferdman, Library Director

S. Koty, DPW Commissioner

Estimated Budget:

TBD – Depending on Scope/Design

Projected Date to Start:

July 2015

Projected Date to Complete:

December 2018

PUBLIC SAFETY BUILDING

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Public Safety Building
Address of Facility: 220 Washington Street

The following is a summary of the barrier removal projects for the Public Safety Building, the main and central home of the Somerville Police Department and the two divisions listed below:

- ◆ Somerville Police Department Administration
 - Animal Control
 - E-911

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$1,000)

1. Provide a 96-inch wide access aisle between the two accessible parking spaces and install one sign at each space.

Sidewalks and Curb Ramps (Cost Estimate – up to \$25,000)

2. Repair or replace all degraded curb ramps and walking surfaces leading to the building.

Entrances (cost estimate – up to \$25,000)

3. On ramps leading to both entrances, replace or modify handrails and repair deteriorated surface.
4. Install compliant handrails on both sides of stairways leading to both building entrances.

Priority 2: Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

5. When doors lack minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
6. Replace door knobs with lever hardware.
7. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
8. Provide an automatic opener wherever doors lack required maneuvering clearance on their latch side. Prioritize entry doors and doors to restrooms.

Protruding Objects - (Cost Estimate – up to \$1,000)

9. Install cane-detectable barrier (i.e. be trash cans, fixed panels, furniture, other permanent

barriers, etc.) to protect underside of structural metal support near the stairway.

Sales and Service Counters (Cost Estimate – up to \$5,000)

10. Short term: Provide auxiliary counter with a maximum height of 36 inches in close proximity to the main counter, or provide equivalent facilitation (i.e. folding shelf attached to the main counter, an auxiliary table nearby, a clipboard, etc.)
Long Term: Prioritize the installation of accessible counters at high traffic areas.

Holding Cells (Cost Estimate – TBD depending on scope)

11. Holding cells will need to be made accessible when renovated.

Signage (Cost Estimate – up to \$11,000)

22. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces; and to indicate accessible entrances and restrooms.

Priority 3 – Restrooms (Cost Estimate – up to \$5,000)

12. Protect plumbing underneath sinks and raise grab bars inside all toilet stalls to between 33 inches and 36 inches above the floor in both multi-user restrooms.

Priority 4 – Additional Access

Drinking Fountain (Cost Estimate – up to \$1,000)

13. Either provide an accessible drinking fountain or provide adjacent water cooler with cups for equivalent.

Kitchenette (Cost estimate – TBD Depending on Scope)

14. Short Term: Ensure policies are developed to address employee accommodation requests.
Long Term: As kitchenettes are replaced, ensure they meet all ADA/MAAB requirements.

Locker Rooms (Cost Estimate – up to \$25,000)

15. Modify both multi-user locker rooms on the basement level to meet all ADA/MAAB requirements.

PUBLIC SAFETY BUILDING

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Years: 2017/18 & 2019/20
Programmatic Access Policies and Procedures	Policies and Procedures – Evacuation Protocol		Parking Spaces and Access Aisles
Policies for Employees’ Reasonable Accommodation Requests	Clear All Interior Routes of Obstructions		Locker Rooms
Water Cooler	Secure all Weather Mats		Kitchenette
	Protruding Objects		Sales and Service Counters
			Holding Cells
			Comprehensive Identification & Directional Signage With Braille Characters
			Restrooms Improvements
			Doors

			Entrance Handrails

Employee(s) Responsible For Barrier Removal: S. Koty, DPW Commissioner
D. Fallon, Somerville Police Chief
Estimated Budget: \$130,000.00
Projected Date to Start: July 2015
Projected Date to Complete: December 2018

Schools

DR. ALBERT F. ARGENZIANO SCHOOL AT LINCOLN PARK

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Dr. Albert F. Argenziano School at Lincoln Park
Address of Facility: 290 Washington Street

The following is a summary of the barrier removal projects for the Argenziano School:

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – TBD Depending on Scope)

1. Re-grade, resurface, and re-stripe existing accessible spaces to provide at least two accessible parking spaces, one of which must be a van designated space.
2. Each accessible parking space must be identified with sign mounted at 96 inches above the ground.

Entrances (Cost Estimate – up to \$1,000)

3. Provide accessible signage at intercom.

Priority 2: Access to Goods & Services

Specific Academic and Extra-Curricular Spaces

Short Term: (Cost Estimate – up to \$1,000) -

4. Develop policies and procedures to ensure students can access and participate in all programs, services and activities held in or utilizing specific academic and extracurricular spaces.

Long Term: (Cost Estimate – up to \$5,000)

Provide a fixed accessible version of each type of workstation and cafeteria table.

Doors & Gates (Cost Estimate – up to \$1,000)

5. Install accessible door hardware on multiuser restrooms.
6. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, keep them open during regular hours.

Floor Surfaces (Cost Estimate – up to \$1,000)

7. Secure all weather mats with industrial strength double-stick tape or alternatively, replace

- them with recessed walk-off mats or grates.
- Secure all carpets.

Protruding Objects - (Cost Estimate – up to \$1,000)

- Install cane-detectable barriers (i.e. trash cans, fixed panels, furniture, other permanent barriers, etc.) below wall-mounted light fixtures, hand sanitizers, and old-fashioned drinking fountains.

Interior Routes and Circulation Paths (Cost Estimate – up to \$1,000)

- Remove stored items and articles from all classroom to classroom paths for a 32-inch minimum clear width.

Signage (Cost Estimate – up to \$6,000)

- Provide Braille and raised characters on all permanent designation signage; indicate accessible entrances and restrooms.
- Designation signage cannot be blocked by artwork.

Priority 3 –Restrooms

Restrooms (Cost Estimate – up to \$1,000)

- Install accessible door hardware on multiuser restrooms.
- There is a required number of restrooms for each age group served (See specific ADA and MAAB toilet and sink requirements for grades Pre-K, K-3, and 4-6).

Priority 4 – Additional Access

Classroom Lavatories (Cost Estimate – up to \$1,000)

- Provide hand soap and paper towels on the sink counter to address reach range obstacles.

Drinking Fountain (Cost Estimate – up to \$5,000)

- Either remove bottom row of CMU blocks or build out inset wall and re-install drinking fountain to provide the required depth of knee and toe clearance.

Safety & Usability Recommendations

Elevators (Cost Estimate – up to \$5,000)

- Schedule yearly maintenance and inspections.

18. Provide and verify backup power source for elevator to address F.N.S.S. emergency shelter needs.

Shower (Cost Estimate – up to \$25,000)

19. Provide accessible shower / locker rooms to address F.N.S.S. emergency shelter needs.

Stairways (Cost Estimate – up to \$10,000)

20. Close off stairs at ramp to stage by installing a railing on the top step.
21. Develop policies and procedures to ensure the evacuation of individuals unable to navigate stairs.
22. Acquire Evacuation Chairs.

Backup Power Generator (Cost Estimate – TBD)

23. Provide additional power source due to FEMA shelter designation.

DR. ALBERT F. ARGENZIANO SCHOOL AT LINCOLN PARK

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Years: 2017/18 - 2019/20
Programmatic Access Policies and Procedures (EODC)	Comprehensive Identification & Directional Signage With Braille Characters Including At Intercom/Entrance (CP&P)	Accessible Work & Cafeteria Dining Surfaces – One of Each Type (EODC & DPW)	
Policies for Employees’ Reasonable Accommodation Requests (EODC)	Clear All Interior Routes of Obstructions (DPW)	Accessible Shower/Locker Room (CP&P)	
Two Accessible Parking Spaces with Access Aisle (T&P)	Secure all Weather Mats (DPW)	Backup Power Generator (CP&P)	
Policies and Procedures – Evacuation Protocol (EODC/SFD)	Doors – Hardware (DPW) Doors – ADA Maintenance (CP&P)		
	Floor Surfaces (DPW)		
	Protruding Objects (DPW)		
	Clear Interior Circulation Paths of Obstacles (DPW)		
	Ensure Designation		

	Signage Remains Visible (Schools)		
	Restrooms Modification (DPW)		
	Classroom Lavatories Protocol For Soap & Towels (DPW)		
	Modify Drinking Fountain (DPW)		

Employee(s) Responsible For Barrier Removal: S. Koty, DPW Commissioner
 M. Skipper, School Superintendent
 Estimated Budget: \$65,000.00
 Projected Date to Start: July 2015
 Projected Date to Complete: December 2018

BENJAMIN G. BROWN SCHOOL²³

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Benjamin G. Brown School
Address of Facility: 201 Willow Avenue

The following is a summary of the barrier removal projects for Benjamin G. Brown School:

Priority 1: Approach & Entrance

Sidewalks and Curb Ramps (Cost Estimate – up to \$10,000)

1. Repair or replace the sidewalk along the vehicular curb on Kidder Avenue.

Entrances (Cost Estimate – up to \$25,000)

2. Install compliant handrails on both sides of the stairways that lead to the entrances on Kidder and Josephine Avenues.
3. Design study to examine the possibility of building an accessible ramp to enter the building at either Willow or Josephine.

Priority 2: Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

4. When doors lack minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
5. Replace all door knobs with lever hardware.
6. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
7. Provide automatic openers wherever doors lack required maneuvering clearance on their latch side. Prioritize entry doors and doors to restrooms.

Floor Surfaces (Cost Estimate – up to \$1,000)

8. Secure all weather mats with industrial strength double-stick tape or alternatively, replace them with recessed walk-off mats or grates.

²³ Some of the recommendations ICHD made are grounded on the mistaken assumption that the Brown School has an accessible entrance suitable for individuals using wheelchairs and other mobility devices, which it does not. There is a freight entrance leading to the basement level that does not meet the requirements of an accessible entrance for anyone unable to take stairs. As such some of the recommendations will be set aside until a complete renovation of the school is either envisioned or underway.

9. Replace grates with opening no wider than 1/2-inch.

Protruding Objects - (Cost Estimate – up to \$1,000)

10. Install cane-detectable barrier (i.e. trash cans, fixed panels, furniture, other permanent barriers, etc.) to protect the external automatic defibrillator in the corridor on the second floor.

Interior Route/Ramp (Cost Estimate – TBD – Depending on Scope)

11. Re-grade interior ramp connecting freight entrance on Kidder Avenue to the basement level.
12. Remove all obstruction along ramp.
13. Clear all interior routes of obstructions.

Stairways (Cost Estimate – up to \$10,000)

14. Install compliant handrails on both sides of egress stairways on all floor levels.
15. Develop policies and procedures to evacuate individuals who can't navigate stairs.

Signage (Cost Estimate – up to \$11,000)

16. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces, and to indicate accessible entrances and restrooms.

Priority 3 –Restrooms

Restrooms (Cost Estimate – up to \$10,000)

17. Lower toilet seat in basement level single-user restroom to no higher than 19 inches above the floor.
18. Raise side grab bar and install a rear grab bar – both should be mounted between 33 inches and 36 inches above the floor.
19. Relocate the flush valve to opposite side of toilet.

Priority 4 – Additional Access

Drinking Fountain (Cost Estimate – up to \$1,000)

20. Either provide an accessible drinking fountain near the accessible restroom on the basement level or provide an adjacent water cooler with cups for equivalent access.

BENJAMIN G. BROWN SCHOOL

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Years: 2017 – 2020
Programmatic Access Policies and Procedures (EODC)	Stairways – Handrails (CP&P)		Interior Route/Ramp (CP&P)
Policies and Procedures for Employee Reasonable Accommodation Requests (EODC)	Comprehensive Identification & Directional Signage With Braille Characters (CP&P)		Basement Level Restroom Modifications (CP&P)
Josephine Street - Accessible Parking was Re-stripped; Pole and Sign Installed (T&P)	Drinking Fountain (CP&P)		Sidewalks and Curb Ramps (CP&P)
	Protruding Objects (DPW)		Restrooms (CP&P)
	Floor Surfaces (DPW)		Entrances - Handrails (CP&P)

All improvements beyond FY 2015/16 must be part of a larger Brown renovation project.

Employee(s) Responsible For Barrier Removal: R. King, Director, Capital Projects & Planning
 S. Koty, DPW Commissioner
 M. Skipper, School Superintendent

Projected Date to Start: July 2015
 Projected Date to Complete: December 2018

MICHAEL E. CAPUANO EARLY CHILDHOOD CENTER

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Michael E. Capuano Early Childhood Center
Address of Facility: 150 Glen Street

The following is a summary of the barrier removal projects for the Michael E. Capuano Early Childhood Center :

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$5,000)

1. Re-stripe existing accessible spaces and access aisles.
2. Identify *Accessible* and *Van Accessible* space with a sign mounted between 60 and 96 inches above the ground.

Sidewalks and Curb Ramps (Cost Estimate – up to \$10,000)

3. Rebuild curb ramps lacking level landings.
4. Replace drains and catch basins that have openings greater than 1/2 inch or are tripping hazards.
5. Where possible reduce cross slopes.

Entrances (Cost Estimate – up to \$1,000)

6. Identify main accessible entrance with ISA symbol.
7. Provide accessible signage at intercom.

Priority 2: Access to Goods & Services

Specific Academic and Extra-Curricular Spaces

8. Short Term: (Cost Estimate – up to \$1,000)

Develop policies and procedures to ensure students' access and participation in all programs, services and activities held in or utilizing specific academic and extracurricular spaces.

Long Term: (Cost Estimate – up to \$5,000)

Provide accessible versions of each type of workstation.

Doors & Gates (Cost Estimate – up to \$1,000)

9. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, keep them open during regular hours.

Floor Surfaces (Cost Estimate – up to \$1,000)

10. Secure all weather mats with industrial strength double-stick tape or alternatively, replace them with recessed walk-off mats or grates.
11. Secure all carpets.

Protruding Objects (Cost Estimate – up to \$1,000)

12. Install cane-detectable barriers (i.e. trash cans, fixed panels, furniture, or other permanent barriers) below wall mounted light fixtures, hand sanitizers, and old-fashioned drinking fountains.

Stairways (Cost Estimate – up to \$1,000)

13. Develop policies and procedures to evacuate individuals unable to navigate stairs.

Interior Routes and Circulation Paths (Cost Estimate – up to \$1,000)

14. Remove stored items and articles from all classroom to classroom paths to ensure 32-inch minimum clear width.

Signage (Cost Estimate – up to \$1,000)

15. Ensure designation signage is not blocked by artwork.

Priority 3 – Restrooms

Short Term (Cost Estimate – up to \$1,000)

16. Make minor modifications to adult restrooms.
17. Ensure adequate number of restrooms for each age group served (See Specific ADA and MAAB Toilet and Sink requirements for Grades Pre-K, K-3 and 4-6).

Priority 4 – Additional Access

Classroom Lavatories (Cost Estimate – up to \$1,000)

18. Provide hand soap and paper towels on the sink counter.

Safety & Usability Recommendations

Elevators (Cost Estimate – up to \$5,000)

19. Schedule yearly maintenance and inspections.

20. Provide and verify backup power source for elevator to address F.N.S.S. emergency shelter needs.

Shower (Cost Estimate – up to \$25,000)

21. Provide accessible shower / locker rooms to address F.N.S.S. emergency shelter needs.

Stairways (cost estimate – up to \$10,000)

22. Acquire Evacuation Chairs.

Backup Power Generator (Cost Estimate – TBD)

24. Provide additional power source due to FEMA shelter designation.

MICHAEL E. CAPUANO EARLY CHILDHOOD CENTER

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures (EODC)	Policies and Procedures – Evacuation of Wheelchairs and Other Mobility Aid Users (EODC)	Sidewalks and Curb Ramps (DPW)	
Policies and Procedures for Employee Reasonable Accommodation Requests (EODC)	Entrances – ISA Signage (CP&P)	Accessible Shower / Locker Rooms (CP&P)	
Two Accessible Parking Spaces on Glen Street and Two Accessible Parking Spaces on Turner Court with Access Aisles and Designation Signage (T&P)	Doors – Hardware (DPW) Doors – ADA Maintenance (CP&P)	Restrooms Modifications (DPW)	
	Floor Surfaces (DPW)	Backup Power Generator (CP&P)	
	Soap and Paper Towels on Classroom Sink Counters (DPW)	Evacuation Chair (EODC)	
	Protruding Objects (DPW)		

	Clear Interior Routes and Circulation Paths (DPW)		
	Comprehensive Identification & Directional Signage With Braille Characters (CP&P)		
	Elevators – Maintenance & Repairs (DPW)		
	Accessible Workstations (EODC & DPW)		

Employee(s) Responsible For Barrier Removal: S. Koty, DPW Commissioner
 M. Skipper, School Superintendent
 Estimated Budget: \$100,000.00
 Projected Date to Start: July 2015
 Projected Date to Complete: December 2018

EAST SOMERVILLE COMMUNITY SCHOOL

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: East Somerville Community School
Address of Facility: 50 Cross Street

East Somerville is a newly-built facility. Following its completion, it was formally evaluated by an IHCD architect. All deficiencies noted, which were minor, have been addressed.

Further, an additional accessible parking space was added in the spring of 2015.

**NEXT WAVE ALTERNATIVE JUNIOR SCHOOL
FULL CIRCLE ALTERNATIVE HIGH SCHOOL
AT THE EDGERLY EDUCATION CENTER**

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Edgerly Education Center
Address of Facility: 8 Bonair Street

The following is a summary of the barrier removal projects for the Edgerly Education Center, a three-story brick structure, which is the home of Next Wave Junior School and Full Circle High School.

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$10,000)

1. Re-grade or relocate accessible parking space to a level area.

Sidewalks and Curb Ramps (Cost Estimate – up to \$50,000)

2. Repair or replace sidewalk panels along Cross, Bonair, and Otis streets.

Entrances (Cost Estimate – up to \$25,000)

3. Install compliant handrails on both sides of all stairways that lead to entrances on Bonair and Otis Streets.
4. Improve signage at all inaccessible entrances.

Priority 2: Access to Goods & Services

Doors & Gates (Cost Estimate – up to \$25,000)

5. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
6. When doors lack minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
7. Provide automatic openers wherever doors lack the required maneuvering clearance on their latch side. Prioritize entry doors and doors to toilet rooms.
8. Replace all door knobs with lever hardware.
9. Inadequate maneuvering clearance – add door opener to third floor conference room door.

Floor Surfaces (Cost Estimate – up to \$1,000)

10. Secure all weather mats with industrial strength double-stick tape or alternatively, replace them with recessed walk-off mats or grates.
11. Secure all carpets.

Sales and Service Counters (Cost Estimate - up to \$1,000)

12. Short term: Provide auxiliary counter with a maximum height of 36 inches in close proximity to the main counter, or provide equivalent facilitation (i.e. folding shelf attached to the main counter, an auxiliary table nearby, a clipboard, etc.)
13. Long Term: Provide an accessible counter inside 2nd floor administration office.

Accessible Route (Cost Estimate – TBD Depending on Scope)

14. Develop access to the stage inside 2nd floor gym.

Specific Academic and Extra-Curricular Spaces

Short Term: (Cost Estimate – up to \$1,000)

15. Develop policies and procedures to ensure students’ access and participation in all programs, services and activities held in or utilizing specific academic and extracurricular spaces.
16. Remove barriers to safety equipment including kill switches, fire blankets, emergency showers and eye wash stations.

Long Term: (Cost Estimate –\$25,000+)

17. Provide accessible versions of each type of science and shop workstation.
18. At least one of each computer work surface must be accessible.
19. Provide access to and around accessible teaching stations and lab preparation areas.

Stairways (Cost Estimate – up to \$25,000)

20. Install compliant handrails on both sides of egress stairways on all floor levels.
21. Develop policies and procedures to evacuate individuals unable to navigate stairs.

Signage (Cost Estimate – up to \$26,000)

22. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces, and to indicate accessible entrances and restrooms.

Priority 3 – Restrooms (*Cost Estimate – up to \$10,000*)

23. In 2nd floor single-user restroom, raise side grab bar so that it is horizontal and mounted between 33 inches to 36 inches above the floor and lower mirror so reflective surface is no higher than 40 inches above the floor.

Priority 4 – Additional Access

Drinking Fountain (Cost Estimate – up to \$10,000)

24. Provide an accessible drinking fountain on each floor or water cooler and cups for equivalent access on each level.

Lockers (Cost Estimate – up to \$5,000)

25. At least 5% of lockers, but no less than one of each type of lockers, must be accessible on all floor levels.

EDGERLY EDUCATION CENTER

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures	Parking – Re-grade or Relocate to Level Area	Sidewalks and Curb Ramps	Lockers
Policies and Procedures for Employee Reasonable Accommodation Requests	Entrances – Compliant Handrails & Signage	Sidewalks and Curb Ramps	Evacuation Chair
	Doors		Drinking Fountains
	Floors		Comprehensive Identification & Directional Signage With Braille Characters
	Accessible Workstations		Accessible Service Counter
	Policies and Procedures – Evacuation of Wheelchairs and Other Mobility Aid Users		Access to Stage Inside Gym
	Clear Interior Routes and Circulation Paths		

	Stairways – Compliant Handrails For All		
	Remove Barriers to Safety Equipment		
	2 nd Floor Restroom Modifications		

Employee(s) Responsible For Barrier Removal: S. Koty, Commissioner of DPW
 M. Skipper, Schools Superintendent
 R. King, Capital Projects & Planning Director

Estimated Budget: \$250,000.00+ Depending on Scope/Design
 Projected Date to Start: July 2015
 Projected Date to Complete: December 2018

ARTHUR D. HEALEY SCHOOL

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Healy School
Address of Facility: 5 Meacham Street

The following is a summary of the barrier removal projects for the Arthur D. Healey School:

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$5,000)

1. Provide two accessible parking spaces, one of which must be a van.
2. Identify each space with sign mounted between 60 and 90 inches above ground.

Entrances (Cost Estimate – up to \$1,000)

3. Remove or relocate planter/obstruction blocking clear space at intercom.
4. Install accessible signage at intercom.

Priority 2: Access to Goods & Services

Specific Academic and Extra-Curricular Spaces (Cost Estimate – up to \$10,000)

5. Short Term: Develop policies and procedures to ensure students' access and participation in all programs, services and activities held in or utilizing specific academic and extracurricular spaces.
Long Term: Remove barriers to safety equipment including kill switches, fire blankets, emergency showers and eye wash stations.
6. Long Term: Provide a fixed accessible version of each type of workstation; should be fully integrated with other stations and near demonstration/teaching areas.

Doors & Gates (Cost Estimate – up to \$5,000)

7. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
8. Install accessible gate surfaces and hardware on gates to athletic facilities and playgrounds.

Floor Surfaces (Cost Estimate – up to \$1,000)

9. Secure all weather mats with industrial strength double-stick tape or alternatively, replace them with recessed walk-off mats or grates.
10. Secure all carpets.

Protruding Objects (Cost Estimate – up to \$1,000)

11. Relocate objects or where not possible, install a cane-detectable barrier (i.e. trash cans, fixed panels, furniture, or other permanent barriers) below wall-mounted light fixtures, hand sanitizers, TVs, etc.

Stairways (Cost Estimate – up to \$1,000)

12. Install compliant handrails on both sides of egress stairways on all floor levels.
13. Develop policies and procedures to evacuate individuals unable to navigate stairs.

Interior Route and Circulation Paths (Cost Estimate – \$1,000.00)

14. Remove stored items and articles from all classroom to classroom paths for a 32-inch minimum clear width.

Signage (Cost Estimate – up to \$1,000)

15. Provide Braille and raised characters on all permanent designation signage; indicate accessible entrances and restrooms.
16. Designation signage cannot be blocked by artwork.

Priority 3 – Restrooms - (Cost Estimate – up to \$1,000)

17. Ensure that there is a required number of restrooms for each age group served (See specific ADA and MAAB toilet and sink requirements for grades Pre-K, K-3, and 4-6).
18. Maintain accessible features including dispensers, accessible stall locks and toilets.
19. Provide directional signage to accessible restroom.
20. Develop policies forbidding restrooms from being used for storage.
21. Modify adult restroom to make it accessible.

Priority 4 – Additional Access

Classroom Lavatories (Cost Estimate – up to \$1,000)

22. Provide hand soap and paper towels on sink counters.

Drinking Fountain (Cost Estimate – up to \$5,000)

23. Repair accessible drinking fountain.
24. Install signage at inaccessible drinking fountain directing users to the accessible one.

Safety & Usability Recommendations

Exterior

- 25. Provide crosswalks at entrance of parking lot on Meacham.
- 26. Install exterior lighting at outdoor recreational areas.

Elevators (Cost Estimate – up to \$5,000)

- 27. Schedule yearly maintenance and inspections.
- 28. Provide and verify backup power source for elevator to address F.N.S.S. emergency shelter needs.

Shower (Cost Estimate – up to \$25,000)

- 29. Provide accessible shower / locker rooms to address F.N.S.S. emergency shelter needs.

Stairways (Cost Estimate – up to \$10,000)

- 30. Acquire Evacuation Chairs.

Backup Power Generator (Cost Estimate – TBD)

- 25. Provide additional power source due to FEMA shelter designation.

ARTHUR D. HEALEY SCHOOL

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures	Parking – Van, Access Aisle, Car spaces	Sidewalks and Curb Ramps	Evacuation Chairs
Policies and Procedures for Employee Reasonable Accommodation Requests	Entrance – Signage and Obstruction	Accessible Shower/Locker Room	Exterior Lighting for Outdoor Recreational Areas
3 Accessible Parking Spaces Were Reconfigured To Create 2 Van Accessible Parking Spaces	Doors & Gates	Backup Power Generator	Exterior Lighting for Outdoor Recreational Areas
	Floors		Pedestrian Crosswalks
	Accessible Workstations		
	Policies and Procedures – Evacuation of Wheelchairs and Other Mobility Aid Users		
	Clear Interior Routes and Circulation Paths		

	Protruding Objects		
	Comprehensive Identification & Directional Signage With Braille Characters		
	Hand Soap and Paper Towels for Classroom Sinks		
	Elevator - Maintenance		Elevator – Backup Power Source
	Repair Accessible Drinking Fountain		
	Restrooms – Modifications and Maintenance		

Employee(s) Responsible For Barrier Removal: S. Koty, Commissioner of DPW
 M. Skipper, Schools Superintendent
 Estimated Budget: \$125,000.00
 Projected Date to Start: July 2015
 Projected Date to Complete: December 2018

SOMERVILLE HIGH SCHOOL

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Somerville High School
Address of Facility: 81 Highland Avenue

The city is looking into the feasibility and costs associated with either a complete overhaul of the current structure or the costs associated with building a new school. Most of the barrier removal projects outlined here presupposes an overhaul, as opposed to a complete reconstruction which would encompass all ADA/MAAB requirements.

The following is a summary of the barrier removal projects for Somerville High School in the event of an overhaul:

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$25,000)

1. Provide 6-7 accessible parking spaces, apart from City Hall accessible spaces; two must be Van Accessible with adjacent 96-inch wide access aisle.

Sidewalks and Curb Ramps (Cost Estimate – up to \$25,000)

2. Repair or replace broken or heaved sidewalk panels.
3. Remove and re-grade ramp in front of Building D.
4. Re-grade walkway to daycare center and rear entrance of health center.
5. Replace curb ramps at accessible entrance, gym entrance, and at all accessible parking.
6. Install curb ramps at main entrance drop off and at sidewalk leading to flag pole.
7. Re-grade driveway aprons and replace curb ramps along Highland Avenue.

Entrances (Cost Estimate – up to \$25,000)

Short Term:

8. Train staff to answer accessible entrance intercom and install video surveillance.
9. Develop procedure ensuring accessible entry during non-school hours.

Long Term:

10. Reconstruct accessible entrance and entry. Remove wall to increase visibility, safety and security. Provide video camera, accessible intercom and automatic door opener.

Priority 2: Access to Goods & Services

Specific Academic and Extra-Curricular Spaces (Cost Estimate – up to \$10,000)

11. Short Term: Develop policies and procedures to ensure students' access and participation in all programs, services and activities held in or utilizing specific academic and extracurricular spaces.

Long Term: Remove barriers to safety equipment including kill switches, fire blankets, emergency showers and eye wash stations.

12. Long Term: Provide a fixed accessible version of each type of science and shop workstation; should be fully integrated with other stations and near demonstration/teaching areas.
13. When language lab is replaced, provide accessible route to raised control station.
14. Provide accessible route to outdoor classroom and TV.

Lifts (Short Term Cost Estimate – up to \$5,000; Long-Term: \$25,000)

Short Term:

15. Ensure independent operation.
16. Schedule yearly maintenance.

Long Term:

17. Provide internal accessible route between auditorium, stage, backstage and below stage.

Doors & Gates (Cost Estimate – up to \$25,000)

18. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
19. Install power door opener on interior door at health center.
20. Remove high thresholds.
21. Replace all door knobs with lever hardware.
22. Remove all door partitions at the entry of most restrooms and locker rooms.
23. Provide an automatic opener wherever doors lack required maneuvering clearance on their latch side. Prioritize entry doors and doors to restrooms.

Accessible Seating (Cost Estimate – up to \$25,000)

24. Dispersed accessible seating and seating with flip-up arm rests must be provided as part of any auditorium renovation.

Floor Surfaces (cost estimate – up to \$10,000)

25. Replace removable floor panels and removed tripping hazards; pay special attention at basement level and accessible toilet stalls.
26. Secure all weather mats with industrial strength double-stick tape or alternatively, replace them with recessed walk-off mats or grates.

Protruding Objects (Cost Estimate – up to \$1,000)

27. Install cane-detectable barriers (i.e. trash cans, fixed panels, furniture, or other permanent barriers) below wall-mounted light fixtures, hand sanitizers, and drinking fountains.

Sales and Service Counters (Cost Estimate – up to \$5,000)

- 28. Short Term: Provide table or other writing surface at inaccessible counters.
- 29. Long Term: Install accessible counters at main office and other high traffic areas.

Stairways (Cost Estimate – up to \$1,000)

- 30. Remove items stored by all stair threads and landings.
- 31. Develop policies and procedures to evacuate individuals unable to navigate stairs.

Interior Route and Circulation Paths (Cost Estimate – \$1,000)

- 32. Remove stored items and articles from all classroom to classroom paths, shop, lab and prep rooms to ensure a 32-inch minimum clear width in all areas.

Signage (Cost Estimate – up to \$25,000)

- 33. Implementation of comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces; and to indicate accessible entrances and restrooms.
- 34. Provide Braille and raised characters on all permanent designation signage; indicate accessible entrances and restrooms.

Priority 3 – Restrooms - (Cost Estimate –\$50,000+)

- 35. Modify or renovate multi-user restrooms or build single-user accessible bathroom on each floor with visual alarm, proper identification and directional signage.
- 36. Renovate locker rooms and add visual alarms.

Priority 4 – Additional Access

Drinking Fountain (Cost Estimate – up to \$50,000+)

Short Term:

- 37. Install one accessible drinking fountain on each floor.
- 38. Install signage at inaccessible drinking fountain directing users to the accessible ones one each floor.

Long Term:

- 39. Replace old drinking fountains with high efficiency accessible hi-lo models.

Kitchenette (Cost Estimate – \$25,000)

- 40. Short Term: Ensure policies are developed to address employee accommodation requests.
Long Term: As kitchenettes are replaced, ensure all ADA/MAAB requirements are met.

Pay Phone (Cost Estimate – up to \$1,000)

41. If no TTY is provided, acquire and install one.
42. At pay phone, install accessible signage directing individuals to TTY which must be accessible and available whenever the payphone is operable.

Safety & Usability Recommendations

Elevators (Cost Estimate – up to \$5,000)

43. Schedule yearly maintenance and inspections.
44. Provide and verify backup power source for elevator to address F.N.S.S. emergency shelter needs.

Shower (Cost Estimate – up to \$25,000)

45. Provide accessible shower / locker rooms to address F.N.S.S. emergency shelter needs.

Stairways (Cost Estimate – up to \$10,000)

46. Acquire Evacuation Chairs.

Backup Power Generator (Cost Estimate – TBD)

26. Provide additional power source due to FEMA shelter designation.

SOMERVILLE HIGH SCHOOL

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures (Completed 6/2013)	Specific Academic and Extra-Curricular Spaces	Accessible Shower/Locker Room	Parking – 5-7 Accessible Spaces including 2 Can Designated
Policies and Procedures for Employee Reasonable Accommodation Requests	<i>Comprehensive Identification & Directional Signage With Braille Characters</i>	Backup Power Generator	Sidewalks and Curb Ramps
Entrances - Policies and Procedures for Accessible Entry	Doors & Gates		Entrances – Reconstruction of Accessible Entry & Ramp
	Floors/Floor Surfaces		Accessible Shower/F.N.S.S. Shelter
	Lifts – Independent Operation		Accessible Service Counter
	Policies and Procedures – Evacuation of Wheelchairs and Other Mobility Aid Users		Accessible Seating - Auditorium
	Clear Interior Routes and Circulation Paths		Specific Academic and Extra-Curricular Spaces – Accessible

			Workstations; Accessible Teaching Stations; Access to Lab Areas; Access to Outdoor Classroom and TV
	Accessible Drinking Fountain On Each Floor		Lifts – Internal Access Between, Auditorium, Stage, Backstage and Below Stage
	Remove Barriers Around All Safety Equipment		Modify/Renovate Multi-user Restrooms or New Accessible Single-user Restroom on Every Floor
	Protruding Objects		Locker Room Renovation; Install Visual Alarms in Restrooms & Locker Rooms
	Pay Phones		Kitchenettes
	Elevators – Yearly Inspections/Maintenance		Elevators – Backup Power Source
			Evacuation Chairs

Employee(s) Responsible For Barrier Removal:

S. Koty, DPW Commissioner
 M. Skipper, Schools Superintendent
 R. King, Director, Capital Projects &
 Planning

Estimated Budget:

\$450,000.00+ Depending on Scope/Design

Projected Date to Start:

July 2015

Projected Date to Complete:

December 2018

JOHN F. KENNEDY SCHOOL

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Somerville High School
Address of Facility: 5 Cherry Street

The following is a summary of the barrier removal projects for Kennedy School:

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$1,000)

1. Re-grade, re-stripe accessible spaces; provide van accessible space with access aisle.
2. Identify each space with Accessible and Van Accessible designation signage.

Sidewalks and Curb Ramps (Cost Estimate – up to \$10,000)

3. Remove lips on curb ramps.
4. Rebuild curb ramps with excessive slopes and lacking level landings.
5. Install missing curb ramps along Sartwell Avenue.

Entrances (Cost Estimate – up to \$1,000)

6. Install accessible signage at intercom.

Priority 2: Access to Goods & Services

Specific Academic and Extra-Curricular Spaces (Cost Estimate – up to \$10,000)

7. Short Term: Develop policies and procedures to ensure students' access and participation in all programs, services and activities held in or utilizing specific academic and extracurricular spaces.
8. Long Term: Provide a fixed accessible version of each type of workstation; should be fully integrated with other stations and near demonstration/teaching areas.

Accessible Seating (Cost Estimate – up to \$25,000)

9. Provide accessible seating at pool bleachers.

Doors & Gates (Cost Estimate – up to \$5,000)

10. Install accessible gate surfaces and hardware on gates to athletic facilities and playgrounds.
11. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.

Floor Surfaces (cost estimate – up to \$1,000)

12. Secure all weather mats with industrial strength double-stick tape or alternatively, replace them with recessed walk-off mats or grates.
13. Secure all carpets in classrooms and other spaces.

Protruding Objects (Cost Estimate – up to \$1,000)

14. Install cane-detectable barriers (i.e. trash cans, fixed panels, furniture, or other permanent barriers) below wall-mounted light fixtures, hand sanitizers, and drinking fountains.

Stairways (Cost Estimate – up to \$5,000)

15. Install railings on both sides of stairs to stage.
16. Develop policies and procedures to evacuate individuals unable to navigate stairs.

Interior Route and Circulation Paths

17. Establish an accessible route to cafeteria stage.
18. Relocate wall-mounted radiator at ramp landing
19. Remove stored items and articles from all classroom to classroom paths, shop, lab and prep rooms to ensure a 32-inch minimum clear width in all areas.

Signage (Cost Estimate – up to \$1,000)

20. Provide Braille and raised characters on all permanent designation signage; indicate accessible entrances and restrooms.
21. Remove all artwork covering designation signage.

Priority 3 – Restrooms - (Cost Estimate –\$1,000)

22. Ensure that there is a required number of restrooms for each age group served (See specific ADA and MAAB toilet and sink requirements for grades Pre-K, K-3, and 4-6).
23. Maintain accessible features including dispensers, accessible stall locks and toilets.
24. Provide directional signage to accessible restroom.
25. Develop policies baring restrooms from being used for storage.
26. Modify adult restroom to make it accessible.

Priority 4 – Additional Access

Classroom Sinks (Cost Estimate – up to \$1,000)

27. Provide hand soap and paper towels on sink counter.

Drinking Fountain (Cost Estimate – up to \$5,000)

- 28. Repair accessible drinking fountains.
- 29. Install signage at inaccessible drinking fountain directing users to the accessible ones one each floor.

Safety & Usability Recommendations

Elevators (Cost Estimate – up to \$5,000)

- 30. Schedule yearly maintenance and inspections.
- 31. Provide and verify backup power source for elevator to address F.N.S.S. emergency shelter needs.

Shower (Cost Estimate – up to \$25,000)

- 32. Provide accessible shower / locker rooms to address F.N.S.S. emergency shelter needs.

Stairways (Cost Estimate – up to \$10,000)

- 33. Acquire Evacuation Chairs.

Backup Power Generator (Cost Estimate – TBD)

- 27. Provide additional power source due to FEMA shelter designation.

JOHN F. KENNEDY SCHOOL

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures	Sidewalks and Curb Ramps	Modify/Renovate Multi-user Restrooms or New Accessible Single-user Restroom on Every Floor	Evacuation Chair
Policies and Procedures for Employee Reasonable Accommodation Requests	Comprehensive Identification & Directional Signage With Braille Characters	Accessible Shower/Locker Room	Accessible Route to Cafeteria Stage
Accessible Parking Reconfiguration Resulting in 2 Parking Spaces and Access Aisle; New HP Signs Installed; and New Accessible Parking Space at Rear	Doors & Gates Including Accessible Hardware for Athletic Facilities/Playgrounds	Backup Power Generator	
Policies and Procedures – Evacuation of Wheelchairs and Other Mobility Aid Users	Floors/Floor Surfaces		
	Specific Academic and Extra-Curricular Spaces – Policies and procedures Accessible Workstations		

	Policies and Procedures – Evacuation of Wheelchairs and Other Mobility Aid Users		
	Clear Interior Routes and Circulation Paths; Relocate Wall-Mounted Radiator at Ramp Landing In Cafeteria		Specific Academic and Extra-Curricular Spaces – Accessible Workstations
	Elevators – Yearly Maintenance/Inspections		ADA/MAAB Restrooms Requirements – Adequate Number For Age Group
	Hand Soap & Paper Towels For Classroom Sinks		
	Protruding Objects		
	Restroom Maintenance & Maintenance of Accessible Features; Clear Out Stored Items/Furniture		
	Remove Artwork Covering All Existing Signs		
	Policies & Procedures Barring the Use of Restrooms For Storage		
	Repair Accessible		

	Drinking Fountain		
	Handrails For Both Sides Of Stairs To Stage		

Employee(s) Responsible For Barrier Removal: S. Koty, DPW Commissioner
 M. Skipper, Schools Superintendent
 Estimated Budget: \$125,000.00
 Projected Date to Start: July 2015
 Projected Date to Complete: December 2018

WINTER HILL COMMUNITY INNOVATION SCHOOL

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: Winter Hill Community Innovation
School Address of Facility: 115 Sycamore Street

The following is a summary of the barrier removal projects for the Winter Hill Community Innovation School:

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$10,000)

1. Build compliant curb ramp at drop off area.

Sidewalks and Curb Ramps (Cost Estimate – \$25,000+)

2. Reconstruct sidewalk and curb ramps surrounding school.

Entrances (Cost Estimate – up to \$1,000)

3. Install accessible signage at intercom.

Ramps (Cost Estimate – up to \$10,000)

4. Repair exterior ramps and railings.

Priority 2: Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

5. When doors do not have the minimum clear width for accessible doors, either keep them open during regular hours or replace them with wider doors.
6. Replace door knobs with lever hardware.
7. Create comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.
8. Provide an automatic opener when doors lack the required maneuvering clearance

Floor Surfaces (Cost Estimate – up to \$1,000)

9. Secure all weather mats with industrial strength double-stick tape or alternatively, replace them with recessed walk-off mats or grates.

10. Replace grates with opening no wider than ½ inch.

Protruding Objects (Cost Estimate – up to \$1,000)

11. Install cane-detectable barriers (i.e. trash cans, fixed panels, furniture, or other permanent barriers) to protect automatic external defibrillator and all protruding objects.

Stairways (Cost Estimate – \$25,000)

12. Install railings on both sides of egress stairways on all floors.
13. Develop policies and procedures to evacuate individuals unable to navigate stairs.

Specific Academic and Extra-Curricular Spaces (Cost Estimate – up to \$10,000)

14. Short Term: Develop policies and procedures to ensure students' access and participation in all programs, services and activities held in or utilizing specific academic and extracurricular spaces.
15. Long Term: Provide a fixed accessible version of each type of workstation; should be fully integrated with other stations and near demonstration/teaching areas.

Dining and Work Surfaces (Cost Estimate – up to \$10,000)

16. Provide accessible dining and work surfaces.

Sales and Service Counters (Cost Estimate – up to \$5,000)

17. Short term: Provide a table or other writing surface at inaccessible counters.
Long Term: Install accessible counters at main office and other high traffic areas.

Signage (Cost Estimate – \$30,000+)

18. Implement comprehensive signage plan to install ADA-compliant signs alongside all doors to identify permanent rooms and spaces; and to indicate accessible entrances and restrooms.

Priority 3 – Restrooms - (Cost Estimate – \$25,000+)

19. Modify or renovate multi-user restrooms or build single-user accessible bathroom on each floor with visual alarm, proper identification and directional signage.
20. Maintain accessible features including dispensers, accessible stall locks and toilets.
21. Provide directional signage to accessible restroom.
22. Develop policies barring restrooms from being used for storage.

Priority 4 – Additional Access

Drinking Fountain (Cost Estimate – up to \$1,000)

23. Provide accessible drinking fountain near accessible bathroom in basement or provide adjacent water cooler with cups for equivalent access.

Safety & Usability Recommendations

Elevators (Cost Estimate – up to \$5,000)

24. Schedule yearly maintenance and inspections.
25. Provide and verify backup power source for elevator to address F.N.S.S. emergency shelter needs.

Shower (Cost Estimate – up to \$25,000)

26. Provide accessible shower / locker rooms to address F.N.S.S. emergency shelter needs.

Stairways (Cost Estimate – up to \$10,000)

27. Acquire Evacuation Chairs.

Backup Power Generator (Cost Estimate – TBD)

28. Provide additional power source due to FEMA shelter designation.

WINTER HILL COMMUNITY INNOVATION SCHOOL

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures	Comprehensive Identification & Directional Signage With Braille Characters Including At Intercom	Sidewalks and Curb Ramps	Accessible Service Counters At Main Office & Other High Traffic Areas
Policies and Procedures for Employee Reasonable Accommodation Requests	Exterior Ramps & Railings	Accessible Shower/Locker Rooms	Evacuation Chair
Compliant Curb Ramp – Drop off Area	Doors	Backup Power Generator	
Sidewalks & Curb Ramps	Floors		
Sycamore Street – Accessible Parking Space Re-striped	Protruding Objects		
	Policies and Procedures – Evacuation of Wheelchairs and Other Mobility Aid Users		
	Clear Interior Routes and Circulation Paths		
	Stairways – Compliant		

	Handrails On Both Sides of All Stairways		
	Policies & Procedures Barring The Use Of Restrooms For Storage		
	Accessible Dining & Work Surfaces		
	Elevator – Inspection/Maintenance		

Employee(s) Responsible For Barrier Removal: S. Koty, DPW Commissioner
 M. Skipper, Schools Superintendent
 Estimated Budget: \$225,000.00
 Projected Date to Start: July 2015
 Projected Date to Complete: December 2018

WEST SOMERVILLE NEIGHBORHOOD SCHOOL

Name of ADA Coordinator: Betsy M. Allen
Name of Facility: West Somerville Neighborhood School
Address of Facility: 177 Powderhouse Boulevard

The following is a summary of the barrier removal projects for the West Somerville Neighborhood School:

Priority 1: Approach & Entrance

Parking & Drop-off (Cost Estimate – up to \$10,000)

1. Convert one accessible parking space into a van designated one along with a 96-inch wide access aisle.
2. Identify each space with Accessible and Van Accessible designation signage mounted at 96 inches above ground.

Sidewalks and Curb Ramps (Cost Estimate – up to \$10,000)

3. Repair or reconstruct sidewalk near the entrance on Powderhouse Boulevard and near exit facing playground.

Priority 2: Access to Goods & Services

Doors (Cost Estimate – up to \$5,000)

4. Create a comprehensive maintenance program and schedule to check and adjust the opening force of all exterior and interior doors. Where not possible, either keep heavy doors open during regular hours or add automatic openers.

Floor Surfaces (Cost Estimate – up to \$1,000)

5. Secure all weather mats with industrial strength double-stick tape or alternatively, replace them with recessed walk-off mats or grates.

Elevators (Cost Estimate – up to \$5,000)

6. Install floor designation sign on the right jamb of elevator hoist way entrance.

Specific Academic and Extra-Curricular Spaces (Cost Estimate – up to \$25,000)

7. Short Term: Develop policies and procedures to ensure students' access and participation in all programs, services and activities held in or utilizing specific academic and extracurricular spaces.
Remove barriers to safety equipment such as blankets, showers, and eye wash stations inside 2nd floor lab.

8. Long Term: Provide at least one accessible sink in lab and art classroom on 2nd floor.

Priority 3 – Restrooms - (*Cost Estimate – up to \$1,000*)

9. Protect plumbing underneath sinks in all student restrooms.
10. Remove all furniture inside single-user faculty restrooms.
11. Develop policies barring restrooms from being used for storage.

Priority 4 – Additional Access

Drinking Fountain (Cost Estimate – up to \$1,000)

12. Provide accessible drinking fountain inside gym or provide adjacent water cooler with cups for equivalent access.

Lockers (Cost Estimate – up to \$5,000)

13. At least 5% of lockers, but no less than one of each type of lockers, must be accessible on all floor levels.

Shower (Cost Estimate – up to \$25,000)

14. Accessible shower and locker rooms due to emergency shelter designation.

Backup Power Generator (Cost Estimate – TBD)

29. Provide additional power source due to FEMA shelter designation.

WEST SOMERVILLE NEIGHBORHOOD SCHOOL

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2016/17	Fiscal Year: 2017/18
Programmatic Access Policies and Procedures (Completed 6/2013)	Provide Van Space & Designation Signage	Sidewalks and Curb Ramps	
Policies and Procedures for Employee Reasonable Accommodation Requests	Repair/Reconstruct Sidewalk Near Main Entrance & Near Exit Facing Playground	Lockers – 5% of Total # or One of Each Type of ADA-Compliant or Accessible Lockers Needed On All Floors	
2 Accessible Parking Spaces Re-striped; Reconfiguration of Access Aisle	Doors	One Accessible Sink - At Least in Science Lab and Art Classroom	
	Floors/Floor Surfaces	Accessible Shower/Locker Room	
	Elevator – Yearly Inspection/Maintenance; Install Floor Designation Sign on Right Jamb of Hoist Way	Backup Power Generator	
	Policies and Procedures – Evacuation of Wheelchairs and Other Mobility Aid Users		
	Clear Interior Routes		

	and Circulation Paths		
	Drinking Fountain Or Water Cooler & Cups		
	Remove Barriers To Safety Equipment		
	Restrooms Modification: Protect Plumbing Underneath All Sinks		
	Policies & Procedures Barring the Use of Restrooms for Storage		

Employee(s) Responsible For Barrier Removal: S. Koty, DPW Commissioner
 M. Skipper, Schools Superintendent
 Estimated Budget: \$75,000.00
 Projected Date to Start: July 2015
 Projected Date to Complete: December 2018

PARKS, PLAYGROUNDS AND OPEN SPACES

The following is a summary of the barrier removal schedule for all parks and playgrounds.

Name of ADA Coordinator:	Betsy M. Allen
Name of Facilities:	Edward Leathers Community, Glenn, Grimmons, Hodgkins-Curtin, Kenney Lexington, Lincoln/Argenziano School Nathan Tufts/Powderhouse, North Street/Veterans; Nunziato Field, Osgood, Paul Revere, Perry, Seven Hills Statue, Stone Place, Trum Field, Walnut Street
Address of Facilities:	Various Locations throughout City

The Following Parks and Playgrounds Were Renovated or Built Between 2004 Through 2013:

Corbett-Mckenna	Trum Field Baseball Fields
Nathan Tufts	Nunziato Off Leash Recreation Area
Perkins	Durell Pocket Park and Community Garden
Palmacci	Allen Street Community Garden
Florence	Stone Place
Perry	Trum Field House Renovation
Skilton Avenue Streetscape	Lexington Park Basketball Court
Somerville Junction	Albion Street
Grimmons	Hodgkins-Curtin Playground/Yellow Park
Hodgkins-Curtin Ball Field	Zero New Washington Park and OLRA
Morse Kelly Playground	Dickerman Playground
Quincy Street Open Space	Chuckie Harris
Glen Park – Capuano Playground	

PARKS, PLAYGROUNDS AND OPEN SPACES

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Year: 2018/19
Glen Park – Capuano Playground – Renovation Summer 2013	Capuano Field Lighting – New Construction Winter 2015	Symphony Park – New Construction Summer 2016	Hoyt Sullivan PARC
Chuckie Harris – New Construction Fall 2013	Kennedy School Playground Design/Construction Spring 2016		Dilboy Auxiliary Field
North Street Veterans Playground – Renovation Summer 2014 Open Easement – New Construction Summer 2014	Lincoln Park Design/Renovation Spring 2016		Nunziato Park and OLRA
Kenney Park – Renovation Fall 2014			Perry Park Improvements
Marshall Street Playground – Renovation Spring 2015			Brown School Playground
Mystic River Boathouse Dock Improvements*			Healy School Playground
Baxter Park at			Winter Hill School

Assembly Square*			Playground
Founders Memorial Skating Rink at Conway Park*			Draw 7 Park - Renovation
Boardwalk Under 28/ Fellsway*			Foss Park – Renovation
Dilboy Stadium Field*			Mystic River Boathouse – Renovation

*** Completed State (DCR) /City Park Partnerships**

State (DCR) Renovation Projects in Queue

Draw 7 Park – Construction Start Date - TBD

Foss Park - Construction Start Date - TBD

Mystic River Boathouse - Construction Start Date – TBD

Official(s) Responsible for Barrier Removal:

M. Glavin, Director of the Office of Strategic Planning and Community Development

Brad Rawson, Director of Transportation and Infrastructure

S. Koty, Commissioner of DPW

TBD – Depending on Scope

Ongoing

December 2018

Estimated Budget:

Projected Date to Start:

Projected Date to Complete:

PARKING LOTS

Name of ADA Coordinator: Betsy M. Allen
Name of Facilities: Buena Vista, Cutter Square, Day Street
 Foss Park, Grove Street A, Grove Street B, Magouns Square, Mount Vernon Street, Prospect Hill, Union Square, Veterans Memorial Rink, Winter Hill A, Winter Hill B
Address of Facility: Various Locations throughout City

The following is a summary of the barrier removal schedule for all parking lots:

COMPLETED PROJECTS	Fiscal Year: 2015/16	Fiscal Year: 2017/18	Fiscal Year: 2018/19
Foss Park – 2 Accessible Parking Spaces Added		Buena Vista	Winter Hill A
		Cutter Square	Winter Hill B
		Union Square	Veterans Memorial Rink ²⁴
		Day Street	Prospect Hill
			Mount Vernon Street
			Magoun’s Square

²⁴ Veterans Memorial Rink is DCR-owned and as such DCR/State of Massachusetts is responsible for the payment of all ADA-improvements and other major renovations.

			Grove Street A
			Grove Street B

Official(s) Responsible for Barrier Removal:

S. Koty, Commissioner of DPW
 S. Rinfret, Director of Traffic and
 Parking

Estimated Budget:

TBD – Depending on Scope

Projected Approximate Start Date:

July 2016

Projected Date to Complete:

December 2018

12.2 Barrier Removal Update

PARKING UPDATE

In addition to the accessible parking spaces added at Somerville schools as indicated by the facilities report, in Fiscal Year 2014/15, in collaboration with T&P, accessible parking was created/added at Assembly Square which had no on-street accessible parking. Further, at Foss Park, which is DCR-owned, the city created two parking spaces.

The city also implemented a temporary handicap residential parking permit to accommodate residents who suffer from short-term disabilities (two to three months in duration).

POLLING UPDATE

In advance of the November Massachusetts State elections of 2014, in an effort to increase access for voters with disabilities, the city's Elections Department announced that polling locations had changed for six (6) of the city's twenty-one (21) voting precincts. The information was disseminated through various media, including the city's website and local newspapers. Affected voters were also sent appropriate and relevant information and instructions by mail.

Below are the polling location changes:

- ◆ **Ward 1, Precinct 2:** Moved from the East Branch Library to the East Somerville Community School (Glen Street entrance)
- ◆ **Ward 1, Precinct 3:** Moved from the Reilly-Brickley Fire Station to the East Somerville Community School (Glen Street entrance)
- ◆ **Ward 3, Precinct 2:** Moved from the former Cummings School to the Somerville High School Atrium (gym entrance)
- ◆ **Ward 4, Precinct 2:** Moved from the Reilly-Brickley Fire Station to the Winter Hill Community School, 115 Sycamore Street
- ◆ **Ward 6, Precinct 2:** Moved from Ciampa Manor to Somerville Community Baptist Church, 31 College Ave
- ◆ **Ward 7, Precinct 2:** Moved from the Teele Square Fire Station to the West Somerville Neighborhood School (Raymond Avenue entrance)

Section 13: Public Rights-of-Way Barrier Removal, Transition Schedule and Budget

This section presents the City of Somerville’s multiyear plan for barrier removal in the public rights-of-way (PROW). The source of the PROW data presented in this section is FST. For each noncompliant facility, a schedule and system have been developed to ensure that necessary structural modifications are completed over a multiyear plan. The projects are outlined by fiscal year in accordance with the NPR along with the budget allocation. This section of the Plan is also intended to be malleable and changeable as circumstances, city’s budget, citizens’ requests, and emergencies warrant, and will be updated and released yearly to apprise residents of the city’s steady and continuous progress toward access and a barrier-free roadway for all to the maximum extent possible.

13.1 Curb Ramp Transition Schedule

The City of Somerville has identified 2,428 ramps that are not compliant with ADA/MAAB regulations and considers making these improvements its highest priority to improve accessibility. To this end, the city has established a yearly pedestrian ramps reconstruction program with an allocated budget of \$750,000 per year to address approximately 250 individual ramps in priority locations. Under current funding, it is anticipated that all ramps will be brought into compliance within the next (10) years. The City will continue to advocate for additional state and federal funds to increase the scope of ramp reconstruction and reduce the time it takes to achieve full ADA/MAAB compliance.

Further, the city will continue to address ramp reconstruction during roadway reconstruction and/or resurfacing projects.

Policies for Upgrading Curb Ramps and Crossing

The Curb Ramp Schedule is a distinct component of the transition plan under 28 CFR 35.150 (d). The location of every noncompliant curb ramp will be examined to see if it falls within or near a scheduled project. The ADA coordinator will synergistically work with the city’s chief engineer to identify the curb ramps that can be incorporated into engineering projects. As the law and city policy require that curb ramps be improved concurrently with any alteration in the PROW, deficient curb ramps within a project site or scope cannot be deferred or scheduled for future alteration. This must be accomplished without consideration of cost. Deficient curb ramps that are not within the project limits, but within feasible proximity, could be incorporated into the plans during the preliminary design phase. This eliminates a number of locations that would be otherwise deferred to separate curb ramp project. The next step is to assign a project number to

each curb ramp location to indicate that each has been assigned for alteration under a specific project.

All remaining curb ramps must be entered into the planning process and, therefore, have a schedule and budget, as with those assigned to specific projects.

- **Priority 1:** Walkways serving government offices and facilities, public transportation, public accommodations, and employers.
- **Priority 2:** All other walkway areas. Since pedestrian facilities constitute a “program” in and of themselves, noncompliant curb ramps and sidewalks must be scheduled and budgeted as part of the Transition Plan.

CITY OF SOMERVILLE CURB RAMP REPAIR & TRANSITION SCHEDULE

ID	LOCATION	ACTIVITY	NPR	COST (\$)
2114	BARTON ST@BROADWAY	2014 -Not AAB Compliant	342	-
1130	BROOK ST@CROSS ST	2014 -Not AAB Compliant	291	-
2294	BUENA VISTA RD@HOLLAND ST	2014 -Not AAB Compliant	377	-
1184	GLEN ST@PEARL ST	2014 -Not AAB Compliant	353	-
1220	GLEN ST@PEARL ST	2014 -Not AAB Compliant	162	-
60	GRANT ST@BROADWAY (W)	2014 -Not AAB Compliant	386	-
1930	HOLLAND ST@WALLACE ST	2014 -Not AAB Compliant	440	-
102	MEACHAM ST@MORELAND ST	2014 -Not AAB Compliant	21	-
99	MEACHAM ST@MORELAND ST	2014 -Not AAB Compliant	23	-
2121	WATSON ST@BROADWAY	2014 -Not AAB Compliant	181	-
2120	WATSON ST@BROADWAY	2014 -Not AAB Compliant	181	-
*Ramps to be brought into compliance in 2015				
2783	32 LINDEN AVE	2012-2014 Deferred	15	-
1344	280 CEDAR ST	2012-2014 Deferred	157	-
1345	286 CEDAR ST	2012-2014 Deferred	147	-
1102	16 FRANKLIN ST	2012-2014 Deferred	364	-
1103	15 FRANKLIN ST	2012-2014 Deferred	396	-
2865	174 SOMERVILLE AVE	2012-2014 Deferred	596	-
2866	174 SOMERVILLE AVE	2012-2014 Deferred	595	-
1849	22 HARRISON ST	2012-2014 Deferred	34	-
2774	23 HARRISON ST	2012-2014 Deferred	450	-
1104	ARLINGTON ST@FRANKLIN ST	2012-2014 Deferred	160	-
1888	BEACON ST@CALVIN ST	2012-2014 Deferred	291	-
1889	BEACON ST@CALVIN ST	2012-2014 Deferred	274	-
1890	CALVIN ST@WASHINGTON ST (W)	2012-2014 Deferred	279	-
1891	CALVIN ST@WASHINGTON ST (W)	2012-2014 Deferred	301	-
1367	CEDAR ST@BROADWAY	2012-2014 Deferred	387	-
1368	CEDAR ST@BROADWAY	2012-2014 Deferred	420	-
1563	CEDAR ST@HIGHLAND AVE	2012-2014 Deferred	400	-
1564	CEDAR ST@HIGHLAND AVE	2012-2014 Deferred	375	-
1598	CEDAR ST@HIGHLAND AVE	2012-2014 Deferred	427	-
2318	DOVER ST@HOLLAND ST	2012-2014 Deferred	310	-
2465	DOVER ST@ORCHARD ST	2012-2014 Deferred	14	-
2467	DOVER ST@ORCHARD ST	2012-2014 Deferred	6	-
2513	ELM ST@LINDEN AVE	2012-2014 Deferred	24	-
2514	ELM ST@LINDEN AVE	2012-2014 Deferred	19	-
162	EVERGREEN AVE@SYCAMORE ST	2012-2014 Deferred	56	-
163	EVERGREEN AVE@SYCAMORE ST	2012-2014 Deferred	259	-
1090	FRANKLIN ST@PEARL ST	2012-2014 Deferred	250	-
1089	FRANKLIN ST@PEARL ST	2012-2014 Deferred	250	-

1094	FRANKLIN ST@PEARL ST	2012-2014 Deferred	250	-
1093	FRANKLIN ST@PEARL ST	2012-2014 Deferred	250	-
1098	FRANKLIN ST@PERKINS ST	2012-2014 Deferred	317	-
1099	FRANKLIN ST@PERKINS ST	2012-2014 Deferred	309	-
2680	LINDEN AVE@SUMMER ST	2012-2014 Deferred	32	-
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2677	LINDEN AVE@SUMMER ST	2012-2014 Deferred	26	-
1957	MEDFORD ST@SOMERVILLE AVE	2012-2014 Deferred	654	-
1954	MEDFORD ST@SOUTH ST	2012-2014 Deferred	167	-
165	MEDFORD ST@SYCAMORE ST	2012-2014 Deferred	432	-
168	MEDFORD ST@SYCAMORE ST	2012-2014 Deferred	392	-
2861	MEDFORD ST@WARD ST	2012-2014 Deferred	74	-
2863	MEDFORD ST@WARD ST	2012-2014 Deferred	501	-
2864	MEDFORD ST@WARD ST	2012-2014 Deferred	501	-
710	MEDFORD ST@WASHINGTON ST (E)	2012-2014 Deferred	402	-
748	MERRIAM ST@WASHINGTON ST (E)	2012-2014 Deferred	820	-
951	PERKINS ST@PERKINS ST	2012-2014 Deferred	250	-
952	PERKINS ST@PERKINS ST	2012-2014 Deferred	250	-
953	PERKINS ST@PERKINS ST	2012-2014 Deferred	250	-
956	PERKINS ST@PERKINS ST	2012-2014 Deferred	250	-
750	ROSSMORE ST@WASHINGTON ST (E)	2012-2014 Deferred	352	-
749	MERRIAM ST@WASHINGTON ST (E)	2012-2014 Deferred	825	-
*Ramps to be done under deferred Capital Construction projects between				
445	1 KIMBALL ST	2015 Capital Construction	67	-
446	1 KIMBALL ST	2015 Capital Construction	27	-
451	64 LOWELL ST	2015 Capital Construction	450	-
452	70 LOWELL ST	2015 Capital Construction	450	-
453	78 LOWELL ST	2015 Capital Construction	450	-
454	80 LOWELL ST	2015 Capital Construction	450	-
455	88 LOWELL ST	2015 Capital Construction	450	-
456	92 LOWELL ST	2015 Capital Construction	450	-
1619	28 WOODBINE ST	2015 Capital Construction	143	-
2941	351 LOWELL ST	2015 Capital Construction	96	-
2942	352 LOWELL ST	2015 Capital Construction	139	-
1622	ALPINE ST@LOWELL ST	2015 Capital Construction	132	-
1621	ALPINE ST@LOWELL ST	2015 Capital Construction	99	-
1533	BAY STATE AVE@KIDDER AVE	2015 Capital Construction	33	-
1535	BAY STATE AVE@KIDDER AVE	2015 Capital Construction	38	-
1538	BAY STATE AVE@KIDDER AVE	2015 Capital Construction	28	-
1539	BAY STATE AVE@KIDDER AVE	2015 Capital Construction	20	-
414	BRASTOW AVE@LOWELL ST	2015 Capital Construction	73	-
415	BRASTOW AVE@LOWELL ST	2015 Capital Construction	32	-
412	CROWN ST@LOWELL ST	2015 Capital Construction	57	-

413	CROWN ST@LOWELL ST	2015 Capital Construction	62	-
76	EDGAR AVE@MAIN ST	2015 Capital Construction	249	-
77	EDGAR AVE@MAIN ST	2015 Capital Construction	250	-
2943	FISK AVE@LOWELL ST	2015 Capital Construction	304	-
2944	FISK AVE@LOWELL ST	2015 Capital Construction	352	-
80	FREMONT ST@MAIN ST	2015 Capital Construction	58	-
81	FREMONT ST@MAIN ST	2015 Capital Construction	12	-
1614	HUDSON ST@LOWELL ST	2015 Capital Construction	108	-
1615	HUDSON ST@LOWELL ST	2015 Capital Construction	85	-
1628	HUDSON ST@LOWELL ST	2015 Capital Construction	68	-
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1629	HUDSON ST@LOWELL ST	2015 Capital Construction	95	-
443	IBBETSON ST@LOWELL ST	2015 Capital Construction	19	-
444	IBBETSON ST@LOWELL ST	2015 Capital Construction	71	-
1513	JOSEPHINE AVE@KIDDER AVE	2015 Capital Construction	124	-
1514	JOSEPHINE AVE@KIDDER AVE	2015 Capital Construction	162	-
1517	JOSEPHINE AVE@KIDDER AVE	2015 Capital Construction	120	-
1427	JOSEPHINE AVE@MORRISON AVE	2015 Capital Construction	31	-
1428	JOSEPHINE AVE@MORRISON AVE	2015 Capital Construction	41	-
1552	KIDDER AVE@COLLEGE AVE	2015 Capital Construction	351	-
1541	KIDDER AVE@LIBERTY AVE	2015 Capital Construction	48	-
1543	KIDDER AVE@LIBERTY AVE	2015 Capital Construction	24	-
1546	KIDDER AVE@LIBERTY AVE	2015 Capital Construction	14	-
1547	KIDDER AVE@LIBERTY AVE	2015 Capital Construction	16	-
1525	KIDDER AVE@LOWDEN AVE	2015 Capital Construction	45	-
1528	KIDDER AVE@LOWDEN AVE	2015 Capital Construction	41	-
1529	KIDDER AVE@LOWDEN AVE	2015 Capital Construction	42	-
1532	KIDDER AVE@LOWDEN AVE	2015 Capital Construction	250	-
2150	LEONARD ST@POWDER HOUSE BLVD	2015 Capital Construction	151	-
2151	LEONARD ST@POWDER HOUSE BLVD	2015 Capital Construction	96	-
1380	LOWELL ST@MEDFORD ST	2015 Capital Construction	422	-
1381	LOWELL ST@MEDFORD ST	2015 Capital Construction	408	-
1623	LOWELL ST@PRINCETON ST	2015 Capital Construction	125	-
1624	LOWELL ST@PRINCETON ST	2015 Capital Construction	140	-
2939	LOWELL ST@RICHARDSON ST	2015 Capital Construction	43	-
2940	LOWELL ST@RICHARDSON ST	2015 Capital Construction	58	-
447	LOWELL ST@SOMERVILLE AVE	2015 Capital Construction	351	-
448	LOWELL ST@SOMERVILLE AVE	2015 Capital Construction	367	-
416	LOWELL ST@SUMMER ST	2015 Capital Construction	34	-
417	LOWELL ST@SUMMER ST	2015 Capital Construction	15	-
418	LOWELL ST@SUMMER ST	2015 Capital Construction	14	-
419	LOWELL ST@SUMMER ST	2015 Capital Construction	41	-
420	LOWELL ST@SUMMER ST	2015 Capital Construction	40	-
421	LOWELL ST@SUMMER ST	2015 Capital Construction	17	-

422	LOWELL ST@SUMMER ST	2015 Capital Construction	17	-
423	LOWELL ST@SUMMER ST	2015 Capital Construction	14	-
1387	LOWELL ST@VERNON ST	2015 Capital Construction	25	-
1388	LOWELL ST@VERNON ST	2015 Capital Construction	52	-
1389	LOWELL ST@WILTON ST	2015 Capital Construction	61	-
1390	LOWELL ST@WILTON ST	2015 Capital Construction	64	-
74	MAIN ST@BROADWAY (W)	2015 Capital Construction	402	-
75	MAIN ST@BROADWAY (W)	2015 Capital Construction	432	-
78	MAIN ST@MORELAND ST	2015 Capital Construction	282	-
79	MAIN ST@MORELAND ST	2015 Capital Construction	285	-
1551	SUMMIT ST@COLLEGE AVE	2015 Capital Construction	283	-
*Ramps to be done under 2015 Capital Construction streets; ramp expense				
2306	212 ELM ST	2015 High Priority Ramp	353	3,000
3022	HOLLAND @CAMERON AV	2015 High Priority Ramp	422	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2879	69 WEBSTER AVE	2015 High Priority Ramp	758	3,000
2880	69 WEBSTER AVE	2015 High Priority Ramp	334	3,000
471	BENTON RD@HIGHLAND AVE	2015 High Priority Ramp	406	3,000
2547	BENTON RD@HIGHLAND AVE	2015 High Priority Ramp	367	3,000
2548	BENTON RD@HIGHLAND AVE	2015 High Priority Ramp	380	3,000
556	BERKELEY ST@SCHOOL ST	2015 High Priority Ramp	209	3,000
557	BERKELEY ST@SCHOOL ST	2015 High Priority Ramp	194	3,000
558	BERKELEY ST@SCHOOL ST	2015 High Priority Ramp	395	3,000
559	BERKELEY ST@SCHOOL ST	2015 High Priority Ramp	427	3,000
2453	CAMERON AVE@HOLLAND ST	2015 High Priority Ramp	361	3,000
2454	CAMERON AVE@HOLLAND ST	2015 High Priority Ramp	343	3,000
2455	CAMERON AVE@HOLLAND ST	2015 High Priority Ramp	342	3,000
2456	CAMERON AVE@HOLLAND ST	2015 High Priority Ramp	417	3,000
2457	CAMERON AVE@HOLLAND ST	2015 High Priority Ramp	454	3,000
1565	CHERRY ST@HIGHLAND AVE	2015 High Priority Ramp	396	3,000
1566	CHERRY ST@HIGHLAND AVE	2015 High Priority Ramp	431	3,000
2239	COLUMBIA CT@WEBSTER AVE	2015 High Priority Ramp	360	3,000
1127	CROSS ST@ELLSWORTH ST	2015 High Priority Ramp	436	3,000
1128	CROSS ST@ELLSWORTH ST	2015 High Priority Ramp	433	3,000
1165	CROSS ST@FLINT ST	2015 High Priority Ramp	291	3,000
1166	CROSS ST@FLINT ST	2015 High Priority Ramp	719	3,000
1167	CROSS ST@FLINT ST	2015 High Priority Ramp	291	3,000
1168	CROSS ST@FLINT ST	2015 High Priority Ramp	278	3,000
1169	CROSS ST@FLINT ST	2015 High Priority Ramp	288	3,000
1173	CROSS ST@PEARL ST	2015 High Priority Ramp	352	3,000
1174	CROSS ST@PEARL ST	2015 High Priority Ramp	361	3,000
1178	CROSS ST@PEARL ST	2015 High Priority Ramp	439	3,000
1179	CROSS ST@PEARL ST	2015 High Priority Ramp	408	3,000

1246	CROSS ST@TUFTS ST	2015 High Priority Ramp	337	3,000
1248	CROSS ST@TUFTS ST	2015 High Priority Ramp	258	3,000
2299	CUTTER AVE@HIGHLAND AVE	2015 High Priority Ramp	368	3,000
2300	CUTTER AVE@HIGHLAND AVE	2015 High Priority Ramp	342	3,000
2301	CUTTER AVE@HIGHLAND AVE	2015 High Priority Ramp	382	3,000
1726	CUTTER AVE@RUSSELL ST	2015 High Priority Ramp	443	3,000
1727	CUTTER AVE@RUSSELL ST	2015 High Priority Ramp	427	3,000
1728	CUTTER AVE@RUSSELL ST	2015 High Priority Ramp	423	3,000
1729	CUTTER AVE@RUSSELL ST	2015 High Priority Ramp	388	6,000
1730	CUTTER AVE@RUSSELL ST	2015 High Priority Ramp	385	6,000
1731	CUTTER AVE@RUSSELL ST	2015 High Priority Ramp	401	3,000
93	EAST ALBION ST@MORELAND ST	2015 High Priority Ramp	602	3,000
94	EAST ALBION ST@MORELAND ST	2015 High Priority Ramp	150	3,000
95	EAST ALBION ST@MORELAND ST	2015 High Priority Ramp	122	3,000
96	EAST ALBION ST@MORELAND ST	2015 High Priority Ramp	526	3,000
607	HIGHLAND AVE@PUTNAM ST	2015 High Priority Ramp	428	3,000
608	HIGHLAND AVE@PUTNAM ST	2015 High Priority Ramp	416	3,000
639	HIGHLAND AVE@PUTNAM ST	2015 High Priority Ramp	385	3,000
640	HIGHLAND AVE@PUTNAM ST	2015 High Priority Ramp	378	3,000
286	JAMES ST@PEARL ST	2015 High Priority Ramp	145	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
815	JAMES ST@PEARL ST	2015 High Priority Ramp	196	3,000
816	JAMES ST@PEARL ST	2015 High Priority Ramp	217	3,000
287	JAMES ST@PEARL ST	2015 High Priority Ramp	556	3,000
288	JAMES ST@PEARL ST	2015 High Priority Ramp	617	3,000
289	JAMES ST@PEARL ST	2015 High Priority Ramp	221	3,000
2111	NORTH ST@BROADWAY	2015 High Priority Ramp	393	3,000
2112	NORTH ST@BROADWAY	2015 High Priority Ramp	456	3,000
284	PEARL ST@WALNUT ST	2015 High Priority Ramp	406	3,000
285	PEARL ST@WALNUT ST	2015 High Priority Ramp	405	3,000
807	PEARL ST@WALNUT ST	2015 High Priority Ramp	435	3,000
809	PEARL ST@WALNUT ST	2015 High Priority Ramp	403	3,000
812	PEARL ST@WALNUT ST	2015 High Priority Ramp	393	3,000
1186	KNOWLTON ST@TUFTS ST	2016 High Priority Ramp	649	3,000
1259	TUFTS ST@WASHINGTON ST (E)	2016 High Priority Ramp	614	3,000
814	SKILTON AVE@PEARL ST	2015 High Priority Ramp	196	3,000
2238	WEBSTER AVE@NORFORK ST	2015 High Priority Ramp	365	3,000
1067	MYRTLE ST@WASHINGTON ST (E)	2015 High Priority Ramp	261	3,000
1070	FRANKLIN AVE@WASHINGTON ST (E)	2015 High Priority Ramp	96	3,000
1068	1 WASHINGTON AVE	2015 High Priority Ramp	129	3,000
1069	1 WASHINGTON AVE	2015 High Priority Ramp	107	3,000
1141	42 OTIS ST (E)	2015 High Priority Ramp	121	3,000
1142	42 OTIS ST (E)	2015 High Priority Ramp	104	3,000
813	220 PEARL ST	2015 High Priority Ramp-D	227	3,000

470	BENTON RD@HIGHLAND AVE	2015 High Priority Ramp-D	433	3,000
1594	CHERRY ST@HIGHLAND AVE	2015 High Priority Ramp-D	389	3,000
1595	CHERRY ST@HIGHLAND AVE	2015 High Priority Ramp-D	353	3,000
1129	CROSS ST@ELLSWORTH ST	2015 High Priority Ramp-D	396	3,000
1170	CROSS ST@FLINT ST	2015 High Priority Ramp-D	711	3,000
1123	CROSS ST@OTIS ST (E)	2015 High Priority Ramp-D	623	3,000
1124	CROSS ST@OTIS ST (E)	2015 High Priority Ramp-D	417	3,000
1125	CROSS ST@OTIS ST (E)	2015 High Priority Ramp-D	384	3,000
1126	CROSS ST@OTIS ST (E)	2015 High Priority Ramp-D	410	3,000
1175	CROSS ST@PEARL ST	2015 High Priority Ramp-D	402	3,000
1176	CROSS ST@PEARL ST	2015 High Priority Ramp-D	402	3,000
1177	CROSS ST@PEARL ST	2015 High Priority Ramp-D	429	3,000
1180	CROSS ST@PEARL ST	2015 High Priority Ramp-D	385	3,000
1245	CROSS ST@TUFTS ST	2015 High Priority Ramp-D	254	3,000
1249	CROSS ST@TUFTS ST	2015 High Priority Ramp-D	250	3,000
1670	CUTTER AVE@HIGHLAND AVE	2015 High Priority Ramp-D	415	3,000
1671	CUTTER AVE@HIGHLAND AVE	2015 High Priority Ramp-D	439	3,000
1672	CUTTER AVE@HIGHLAND AVE	2015 High Priority Ramp-D	628	3,000
2102	NORTH ST@BROADWAY	2015 High Priority Ramp-D	598	3,000
2113	NORTH ST@BROADWAY	2015 High Priority Ramp-D	654	3,000
2103	NORTH ST@BROADWAY	2015 High Priority Ramp-D	415	3,000
808	PEARL ST@WALNUT ST	2015 High Priority Ramp-D	460	3,000
810	PEARL ST@WALNUT ST	2015 High Priority Ramp-D	381	3,000
811	PEARL ST@WALNUT ST	2015 High Priority Ramp-D	385	3,000
2015 High Priority Ramps Cost: \$297,000				
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2699	32 DEARBORN RD	2016 High Priority Ramp	348	3,000
2038	130 COLLEGE AVE	2016 High Priority Ramp	413	3,000
2039	130 COLLEGE AVE	2016 High Priority Ramp	429	3,000
2040	130 COLLEGE AVE	2016 High Priority Ramp	376	3,000
2041	130 COLLEGE AVE	2016 High Priority Ramp	350	3,000
1977	35 PROSPECT ST	2016 High Priority Ramp	328	3,000
2883	486 COLUMBIA ST	2016 High Priority Ramp	597	3,000
2884	474 COLUMBIA ST	2016 High Priority Ramp	586	3,000
2885	8 CONLON CT	2016 High Priority Ramp	577	3,000
2886	8 CONLON CT	2016 High Priority Ramp	576	3,000
316	310 BROADWAY (E)	2016 High Priority Ramp	446	3,000
2897	50 ALLEN ST	2016 High Priority Ramp	450	3,000
1959	200 SOMERVILLE AVE	2016 High Priority Ramp	353	3,000
1960	200 SOMERVILLE AVE	2016 High Priority Ramp	376	3,000
2859	151 LINWOOD ST	2016 High Priority Ramp	93	3,000
2860	161 LINWOOD ST	2016 High Priority Ramp	559	3,000
2667	160 WASHINGTON ST	2016 High Priority Ramp	220	3,000
2855	15 LINWOOD ST	2016 High Priority Ramp	484	3,000

2854	15 LINWOOD ST	2016 High Priority Ramp	450	3,000
2668	28 CHESTNUT ST	2016 High Priority Ramp	161	3,000
2856	28 CHESTNUT ST	2016 High Priority Ramp	553	3,000
196	102 WHEATLAND ST	2016 High Priority Ramp	431	3,000
197	87 WHEATLAND ST	2016 High Priority Ramp	404	3,000
198	362 MYSTIC AVE	2016 High Priority Ramp	660	3,000
1287	74 MIDDLESEX AVE	2016 High Priority Ramp	163	3,000
1288	74 MIDDLESEX AVE	2016 High Priority Ramp	594	3,000
991	102 PERKINS ST	2016 High Priority Ramp	38	3,000
992	102 PERKINS ST	2016 High Priority Ramp	30	3,000
993	1 PERKINS PL	2016 High Priority Ramp	16	3,000
994	1 PERKINS PL	2016 High Priority Ramp	27	3,000
1011	4 LINCOLN PL	2016 High Priority Ramp	476	3,000
1012	3 LINCOLN PL	2016 High Priority Ramp	476	3,000
2687	271 MYSTIC VALLEY PKWY	2016 High Priority Ramp	450	3,000
2688	285 MYSTIC VALLEY PKWY	2016 High Priority Ramp	469	3,000
2689	299 MYSTIC VALLEY PKWY	2016 High Priority Ramp	524	3,000
2909	8 LESTER TER	2016 High Priority Ramp	450	3,000
2910	3 LESTER TER	2016 High Priority Ramp	450	3,000
2911	1 GLOVER CIR	2016 High Priority Ramp	450	3,000
2912	2 GLOVER CIR	2016 High Priority Ramp	450	3,000
2931	5 MORRISON PL	2016 High Priority Ramp	450	3,000
2929	121 LIBERTY RD	2016 High Priority Ramp	450	3,000
2930	125 LIBERTY RD	2016 High Priority Ramp	450	3,000
2042	787 BROADWAY (W)	2016 High Priority Ramp	235	3,000
1743	855 BROADWAY (W)	2016 High Priority Ramp	394	3,000
1744	14 POWDER HOUSE BLVD	2016 High Priority Ramp	394	3,000
2846	14 POWDER HOUSE BLVD	2016 High Priority Ramp	388	3,000
2842	151 COLLEGE AVE	2016 High Priority Ramp	365	3,000
2843	16 POWDER HOUSE BLVD	2016 High Priority Ramp	416	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2844	14 POWDER HOUSE BLVD	2016 High Priority Ramp	408	3,000
2845	14 POWDER HOUSE BLVD	2016 High Priority Ramp	393	3,000
2841	149 COLLEGE AVE	2016 High Priority Ramp	374	3,000
2043	787 BROADWAY (W)	2016 High Priority Ramp	258	3,000
2044	787 BROADWAY (W)	2016 High Priority Ramp	268	3,000
2045	787 BROADWAY (W)	2016 High Priority Ramp	254	3,000
2847	9 WARNER ST	2016 High Priority Ramp	235	3,000
2837	6 WARNER ST	2016 High Priority Ramp	265	3,000
2838	143 COLLEGE AVE	2016 High Priority Ramp	325	3,000
2839	143 COLLEGE AVE	2016 High Priority Ramp	342	3,000
2840	145 COLLEGE AVE	2016 High Priority Ramp	357	3,000
2795	7 CEDAR ST PL	2016 High Priority Ramp	489	3,000
2796	8 CEDAR ST PL	2016 High Priority Ramp	490	3,000

2777	10 LINDEN PL	2016 High Priority Ramp	450	3,000
2778	9 LINDEN PL	2016 High Priority Ramp	450	3,000
2772	3 BECKWITH CIR	2016 High Priority Ramp	566	3,000
2773	4 BECKWITH CIR	2016 High Priority Ramp	534	3,000
428	61 CRAIGIE ST	2016 High Priority Ramp	450	3,000
429	59 CRAIGIE ST	2016 High Priority Ramp	450	3,000
2766	100 PROPERZI WAY (S)	2016 High Priority Ramp	688	3,000
2767	100 PROPERZI WAY (S)	2016 High Priority Ramp	714	3,000
562	56 OXFORD ST	2016 High Priority Ramp	79	3,000
563	59 OXFORD ST	2016 High Priority Ramp	563	3,000
564	55 OXFORD ST	2016 High Priority Ramp	565	3,000
565	51 OXFORD ST	2016 High Priority Ramp	186	3,000
566	52 OXFORD ST	2016 High Priority Ramp	64	3,000
2964	7 TAUNTON ST	2016 High Priority Ramp	538	3,000
2963	2 TAUNTON ST	2016 High Priority Ramp	566	3,000
554	86 SCHOOL ST	2016 High Priority Ramp	529	3,000
555	93 SCHOOL ST	2016 High Priority Ramp	554	3,000
2833	63 ADAMS ST	2016 High Priority Ramp	566	3,000
2834	65 ADAMS ST	2016 High Priority Ramp	572	3,000
2973	7 HOLTS AVE	2016 High Priority Ramp	450	3,000
2974	8 HOLTS AVE	2016 High Priority Ramp	450	3,000
2975	32 HOUGHTON ST	2016 High Priority Ramp	450	3,000
2976	34 HOUGHTON ST	2016 High Priority Ramp	450	3,000
155	140 SYCAMORE ST	2016 High Priority Ramp	450	3,000
358	145 SYCAMORE ST	2016 High Priority Ramp	450	3,000
359	147 SYCAMORE ST	2016 High Priority Ramp	450	3,000
2647	10 KINGMAN RD	2016 High Priority Ramp	335	3,000
2648	9 KINGMAN RD	2016 High Priority Ramp	316	3,000
154	148 SYCAMORE ST	2016 High Priority Ramp	450	3,000
2858	10 POPLAR ST	2016 High Priority Ramp	697	3,000
1285	50 MIDDLESEX AVE	2016 High Priority Ramp	697	3,000
1286	74 MIDDLESEX AVE	2016 High Priority Ramp	690	3,000
2851	10 CARLTON ST	2016 High Priority Ramp	700	3,000
512	10 SPRING ST	2016 High Priority Ramp	611	3,000
386	11 PORTER ST	2016 High Priority Ramp	479	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2768	13 DANE ST	2016 High Priority Ramp	493	3,000
2769	13 DANE ST	2016 High Priority Ramp	490	3,000
514	13 SPRING ST	2016 High Priority Ramp	154	3,000
2818	136 HUDSON ST	2016 High Priority Ramp	589	3,000
2850	14 CARLTON ST	2016 High Priority Ramp	629	3,000
513	14 SPRING ST	2016 High Priority Ramp	556	3,000
2817	140 HUDSON ST	2016 High Priority Ramp	624	3,000
387	15 PORTER ST	2016 High Priority Ramp	463	3,000

388	15 PORTER ST	2016 High Priority Ramp	450	3,000
683	15 VINAL AVE	2016 High Priority Ramp	35	3,000
684	15 VINAL AVE	2016 High Priority Ramp	18	3,000
389	17 PORTER ST	2016 High Priority Ramp	450	3,000
685	17 VINAL AVE	2016 High Priority Ramp	450	3,000
686	17 VINAL AVE	2016 High Priority Ramp	450	3,000
2932	177 MORRISON AVE	2016 High Priority Ramp	450	3,000
576	20 CENTRAL RD	2016 High Priority Ramp	450	3,000
2740	20 GROVE ST	2016 High Priority Ramp	703	6,000
2741	20 GROVE ST	2016 High Priority Ramp	709	6,000
2977	21 BOLTON ST	2016 High Priority Ramp	450	3,000
2849	21 LAKE ST	2016 High Priority Ramp	504	3,000
426	216 SUMMER ST	2016 High Priority Ramp	450	3,000
2848	23 LAKE ST	2016 High Priority Ramp	484	3,000
2979	23 OAK ST	2016 High Priority Ramp	450	3,000
3016	23 PORTER ST	2016 High Priority Ramp	450	3,000
2754	23 TYLER ST	2016 High Priority Ramp	484	3,000
2891	25 NEWTON ST	2016 High Priority Ramp	325	3,000
2980	25 OAK ST	2016 High Priority Ramp	450	3,000
2753	25 TYLER ST	2016 High Priority Ramp	452	3,000
3017	27 PORTER ST	2016 High Priority Ramp	54	3,000
2978	31 BOLTON ST	2016 High Priority Ramp	450	3,000
3018	31 PORTER ST	2016 High Priority Ramp	19	3,000
578	32 CENTRAL RD	2016 High Priority Ramp	450	3,000
3019	33 PORTER ST	2016 High Priority Ramp	54	3,000
577	35 CENTRAL RD	2016 High Priority Ramp	450	3,000
2958	49 HINCKLEY ST	2016 High Priority Ramp	507	3,000
86	54 FREMONT ST	2016 High Priority Ramp	450	3,000
87	54 FREMONT ST	2016 High Priority Ramp	450	3,000
2957	55 HINCKLEY ST	2016 High Priority Ramp	531	3,000
2961	6 WILSON AVE	2016 High Priority Ramp	625	3,000
2962	6 WILSON AVE	2016 High Priority Ramp	623	3,000
519	60 ATHERTON ST	2016 High Priority Ramp	479	3,000
2987	60 LINE ST	2016 High Priority Ramp	616	3,000
518	61 ATHERTON ST	2016 High Priority Ramp	510	3,000
2986	62 LINE ST	2016 High Priority Ramp	599	3,000
2735	62ELMWOOD ST	2016 High Priority Ramp	450	3,000
2734	66 ELMWOOD ST	2016 High Priority Ramp	471	3,000
2956	67 HINCKLEY ST	2016 High Priority Ramp	568	3,000
1452	675 BROADWAY	2016 High Priority Ramp	365	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1453	675 BROADWAY	2016 High Priority Ramp	345	3,000
2955	69 HINCKLEY ST	2016 High Priority Ramp	539	3,000
90	708 MYSTIC AVE	2016 High Priority Ramp	583	3,000

427	80 CRAIGIE ST	2016 High Priority Ramp	450	3,000
511	9 SPRING ST	2016 High Priority Ramp	189	3,000
1982	9 UNION SQ	2016 High Priority Ramp	329	3,000
2913	93 DOVER ST	2016 High Priority Ramp	565	3,000
2914	97 DOVER ST	2016 High Priority Ramp	563	3,000
1896	ADRIAN ST@MARION ST	2016 High Priority Ramp	41	3,000
1897	ADRIAN ST@MARION ST	2016 High Priority Ramp	59	3,000
687	ALDERSEY ST@VINAL AVE	2016 High Priority Ramp	76	3,000
688	ALDERSEY ST@VINAL AVE	2016 High Priority Ramp	450	3,000
689	ALDERSEY ST@VINAL AVE	2016 High Priority Ramp	450	3,000
690	ALDERSEY ST@VINAL AVE	2016 High Priority Ramp	53	3,000
1252	ALSTON ST@CROSS ST	2016 High Priority Ramp	419	3,000
1253	ALSTON ST@CROSS ST	2016 High Priority Ramp	462	3,000
543	ATHERTON ST@HARVARD ST	2016 High Priority Ramp	38	3,000
544	ATHERTON ST@HARVARD ST	2016 High Priority Ramp	17	3,000
545	ATHERTON ST@HARVARD ST	2016 High Priority Ramp	450	3,000
546	ATHERTON ST@HARVARD ST	2016 High Priority Ramp	450	3,000
515	ATHERTON ST@SPRING ST	2016 High Priority Ramp	86	3,000
516	ATHERTON ST@SPRING ST	2016 High Priority Ramp	458	3,000
517	ATHERTON ST@SPRING ST	2016 High Priority Ramp	464	3,000
2881	BEACH AVE@COLUMBIA ST	2016 High Priority Ramp	502	3,000
2882	BEACH AVE@COLUMBIA ST	2016 High Priority Ramp	506	3,000
2606	BEACON ST@BUCKINGHAM ST	2016 High Priority Ramp	327	3,000
2607	BEACON ST@BUCKINGHAM ST	2016 High Priority Ramp	386	3,000
2656	BEACON ST@CALVIN ST	2016 High Priority Ramp	542	3,000
2988	BEACON ST@CALVIN ST	2016 High Priority Ramp	531	3,000
2650	BEACON ST@COONEY ST	2016 High Priority Ramp	362	3,000
2654	BEACON ST@SMITH AVE	2016 High Priority Ramp	381	3,000
2655	BEACON ST@SMITH AVE	2016 High Priority Ramp	381	3,000
2982	BEACON ST@SMITH AVE	2016 High Priority Ramp	782	3,000
2983	BEACON ST@SMITH AVE	2016 High Priority Ramp	761	3,000
2013	BIKE PATH@COLLEGE AVE	2016 High Priority Ramp	384	3,000
2014	BIKE PATH@COLLEGE AVE	2016 High Priority Ramp	397	6,000
2297	BIKE PATH@COLLEGE AVE	2016 High Priority Ramp	345	6,000
2256	BOLTON ST@HOUGHTON ST	2016 High Priority Ramp	36	3,000
2257	BOLTON ST@HOUGHTON ST	2016 High Priority Ramp	17	3,000
2254	BOLTON ST@OAK ST	2016 High Priority Ramp	36	3,000
2255	BOLTON ST@OAK ST	2016 High Priority Ramp	32	3,000
1451	BOSTON AVE (S)@BROADWAY	2016 High Priority Ramp	346	3,000
1474	BOSTON AVE (S)@BROADWAY	2016 High Priority Ramp	360	3,000
662	BOW ST@WARREN AVE	2016 High Priority Ramp	425	3,000
2917	CAMPBELL PARK@MEACHAM RD	2016 High Priority Ramp	450	3,000
2918	CAMPBELL PARK@MEACHAM RD	2016 High Priority Ramp	450	3,000
2797	CEDAR AVE@MOUNTAIN AVE	2016 High Priority Ramp	16	3,000

ID	LOCATION	ACTIVITY	NPR	COST (\$)
2798	CEDAR AVE@MOUNTAIN AVE	2016 High Priority Ramp	450	3,000
2506	CEDAR ST@ELM ST	2016 High Priority Ramp	296	3,000
2508	CEDAR ST@ELM ST	2016 High Priority Ramp	279	3,000
2509	CEDAR ST@ELM ST	2016 High Priority Ramp	288	3,000
2510	CEDAR ST@ELM ST	2016 High Priority Ramp	298	3,000
2959	CEDAR ST@NEWTON PL	2016 High Priority Ramp	450	3,000
2960	CEDAR ST@NEWTON PL	2016 High Priority Ramp	450	3,000
573	CENTRAL ST@HIGHLAND AVE	2016 High Priority Ramp	393	3,000
2551	CENTRAL ST@HIGHLAND AVE	2016 High Priority Ramp	428	3,000
472	CENTRAL ST@HIGHLAND AVE	2016 High Priority Ramp	433	3,000
473	CENTRAL ST@HIGHLAND AVE	2016 High Priority Ramp	436	3,000
2002	CHAPEL ST@COLLEGE AVE	2016 High Priority Ramp	400	3,000
2048	CHAPEL ST@COLLEGE AVE	2016 High Priority Ramp	415	3,000
1250	CHESTER AVE@CROSS ST	2016 High Priority Ramp	833	3,000
1251	CHESTER AVE@CROSS ST	2016 High Priority Ramp	441	3,000
2887	COLUMBIA CT@COLUMBIA ST	2016 High Priority Ramp	616	3,000
2888	COLUMBIA CT@COLUMBIA ST	2016 High Priority Ramp	614	3,000
2889	COLUMBIA CT@WEBSTER AVE	2016 High Priority Ramp	821	3,000
2890	COLUMBIA CT@WEBSTER AVE	2016 High Priority Ramp	827	3,000
2287	COLUMBIA ST@WEBSTER AVE	2016 High Priority Ramp	88	3,000
2288	COLUMBIA ST@WEBSTER AVE	2016 High Priority Ramp	146	3,000
2878	COLUMBIA ST@WEBSTER AVE	2016 High Priority Ramp	582	3,000
2984	COONEY CT@COONEY ST	2016 High Priority Ramp	597	3,000
2985	COONEY CT@COONEY ST	2016 High Priority Ramp	587	3,000
2651	COONEY ST@LINE ST	2016 High Priority Ramp	53	3,000
425	CRAIGIE ST@SUMMER ST	2016 High Priority Ramp	20	3,000
398	CROCKER ST@HIGHLAND AVE	2016 High Priority Ramp	397	3,000
399	CROCKER ST@HIGHLAND AVE	2016 High Priority Ramp	431	3,000
2133	CURTIS ST@BROADWAY	2016 High Priority Ramp	428	3,000
2127	CURTIS ST@BROADWAY	2016 High Priority Ramp	403	3,000
2128	CURTIS ST@BROADWAY	2016 High Priority Ramp	370	3,000
2129	CURTIS ST@BROADWAY	2016 High Priority Ramp	355	3,000
2697	DEARBORN RD@COLLEGE AVE	2016 High Priority Ramp	438	3,000
2695	DEARBORN RD@COLLEGE AVE	2016 High Priority Ramp	417	3,000
2698	DEARBORN RD@COLLEGE AVE	2016 High Priority Ramp	408	3,000
2137	DICKSON ST@BROADWAY	2016 High Priority Ramp	431	3,000
2123	DICKSON ST@BROADWAY	2016 High Priority Ramp	368	3,000
2136	DICKSON ST@BROADWAY	2016 High Priority Ramp	422	3,000
2953	DOWNER ST@NASHUA ST	2016 High Priority Ramp	538	3,000
2954	DOWNER ST@NASHUA ST	2016 High Priority Ramp	551	3,000
2507	ELM ST@MOSSLAND ST	2016 High Priority Ramp	517	3,000
2511	ELM ST@MOSSLAND ST	2016 High Priority Ramp	260	3,000
2512	ELM ST@MOSSLAND ST	2016 High Priority Ramp	502	3,000

2730	ELMWOOD ST@SEVEN PINES AVE	2016 High Priority Ramp	158	3,000
2731	ELMWOOD ST@SEVEN PINES AVE	2016 High Priority Ramp	598	3,000
2732	ELMWOOD ST@SEVEN PINES AVE	2016 High Priority Ramp	561	3,000
2733	ELMWOOD ST@SEVEN PINES AVE	2016 High Priority Ramp	132	3,000
70	FENWICK ST@BROADWAY (W)	2016 High Priority Ramp	363	3,000
71	FENWICK ST@BROADWAY (W)	2016 High Priority Ramp	401	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1005	FLORENCE ST@PERKINS ST	2016 High Priority Ramp	13	3,000
1003	FLORENCE ST@PERKINS ST	2016 High Priority Ramp	22	3,000
1004	FLORENCE ST@PERKINS ST	2016 High Priority Ramp	450	3,000
156	FORSTER ST@SYCAMORE ST	2016 High Priority Ramp	450	3,000
157	FORSTER ST@SYCAMORE ST	2016 High Priority Ramp	39	3,000
158	FORSTER ST@SYCAMORE ST	2016 High Priority Ramp	450	3,000
159	FORSTER ST@SYCAMORE ST	2016 High Priority Ramp	450	3,000
2852	FREMONT AVE@PARKER ST	2016 High Priority Ramp	575	3,000
2853	FREMONT AVE@PARKER ST	2016 High Priority Ramp	602	3,000
2791	GOVE CT@CEDAR ST	2016 High Priority Ramp	591	3,000
2792	GOVE CT@CEDAR ST	2016 High Priority Ramp	560	3,000
218	GRANT ST@SEWALL ST	2016 High Priority Ramp	66	3,000
219	GRANT ST@SEWALL ST	2016 High Priority Ramp	39	3,000
220	GRANT ST@SEWALL ST	2016 High Priority Ramp	60	3,000
221	GRANT ST@SEWALL ST	2016 High Priority Ramp	452	3,000
222	GRANT ST@SEWALL ST	2016 High Priority Ramp	450	3,000
223	GRANT ST@SEWALL ST	2016 High Priority Ramp	51	3,000
201	GRANT ST@SYDNEY ST	2016 High Priority Ramp	35	3,000
202	GRANT ST@SYDNEY ST	2016 High Priority Ramp	450	3,000
203	GRANT ST@SYDNEY ST	2016 High Priority Ramp	450	3,000
205	GRANT ST@SYDNEY ST	2016 High Priority Ramp	54	3,000
206	GRANT ST@SYDNEY ST	2016 High Priority Ramp	29	3,000
2018	GROVE ST@HIGHLAND AVE	2016 High Priority Ramp	414	6,000
2019	GROVE ST@HIGHLAND AVE	2016 High Priority Ramp	404	6,000
2021	GROVE ST@HIGHLAND AVE	2016 High Priority Ramp	351	6,000
2302	GROVE ST@HIGHLAND AVE	2016 High Priority Ramp	396	6,000
2303	GROVE ST@HIGHLAND AVE	2016 High Priority Ramp	445	6,000
2003	HALL AVE@COLLEGE AVE	2016 High Priority Ramp	445	3,000
2049	HALL AVE@COLLEGE AVE	2016 High Priority Ramp	417	3,000
2760	HANSON ST@PROPERZI WAY (S)	2016 High Priority Ramp	37	3,000
2761	HANSON ST@PROPERZI WAY (S)	2016 High Priority Ramp	450	3,000
2762	HANSON ST@PROPERZI WAY (S)	2016 High Priority Ramp	450	3,000
2763	HANSON ST@PROPERZI WAY (S)	2016 High Priority Ramp	6	3,000
103	HEATH ST@MORELAND ST	2016 High Priority Ramp	550	3,000
104	HEATH ST@MORELAND ST	2016 High Priority Ramp	582	3,000
2015	HIGHLAND AVE@COLLEGE AVE	2016 High Priority Ramp	371	6,000
397	HIGHLAND AVE@PORTER ST	2016 High Priority Ramp	74	3,000

1611	HIGHLAND AVE@PORTER ST	2016 High Priority Ramp	126	3,000
569	HIGHLAND AVE@SCHOOL ST	2016 High Priority Ramp	426	3,000
643	HIGHLAND AVE@SCHOOL ST	2016 High Priority Ramp	385	3,000
603	HIGHLAND AVE@SCHOOL ST	2016 High Priority Ramp	394	3,000
604	HIGHLAND AVE@SCHOOL ST	2016 High Priority Ramp	428	3,000
2424	HOLLAND ST@NEWBURY ST	2016 High Priority Ramp	370	3,000
2130	HOLLAND ST@NEWBURY ST	2016 High Priority Ramp	384	3,000
2258	HOUGHTON ST@OAK ST	2016 High Priority Ramp	295	3,000
2259	HOUGHTON ST@OAK ST	2016 High Priority Ramp	318	3,000
1454	JOSEPHINE AVE@BROADWAY	2016 High Priority Ramp	337	3,000
1455	JOSEPHINE AVE@BROADWAY	2016 High Priority Ramp	534	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1456	JOSEPHINE AVE@BROADWAY	2016 High Priority Ramp	267	3,000
1472	JOSEPHINE AVE@BROADWAY	2016 High Priority Ramp	226	3,000
1473	JOSEPHINE AVE@BROADWAY	2016 High Priority Ramp	299	3,000
1471	JOSEPHINE AVE@BROADWAY	2016 High Priority Ramp	229	3,000
1553	KIDDER AVE@COLLEGE AVE	2016 High Priority Ramp	573	3,000
1554	KIDDER AVE@COLLEGE AVE	2016 High Priority Ramp	553	3,000
1555	KIDDER AVE@COLLEGE AVE	2016 High Priority Ramp	321	3,000
1314	KIMBALL ST@CRAIGIE ST	2016 High Priority Ramp	328	3,000
2636	LINCOLN PKWY@WYATT ST	2016 High Priority Ramp	154	3,000
2637	LINCOLN PKWY@WYATT ST	2016 High Priority Ramp	553	3,000
999	LINCOLN ST@PERKINS ST	2016 High Priority Ramp	21	3,000
1000	LINCOLN ST@PERKINS ST	2016 High Priority Ramp	16	3,000
1001	LINCOLN ST@PERKINS ST	2016 High Priority Ramp	21	3,000
1002	LINCOLN ST@PERKINS ST	2016 High Priority Ramp	450	3,000
2895	LINDEN ST@MERRIAM ST	2016 High Priority Ramp	538	3,000
2896	LINDEN ST@MERRIAM ST	2016 High Priority Ramp	532	3,000
1963	LINDEN ST@SOMERVILLE AVE	2016 High Priority Ramp	355	3,000
1964	LINDEN ST@SOMERVILLE AVE	2016 High Priority Ramp	360	3,000
2224	LINDEN ST@SOMERVILLE AVE	2016 High Priority Ramp	655	3,000
2657	LINWOOD ST@POPLAR ST	2016 High Priority Ramp	404	3,000
2658	LINWOOD ST@POPLAR ST	2016 High Priority Ramp	428	3,000
2659	LINWOOD ST@POPLAR ST	2016 High Priority Ramp	378	3,000
2660	LINWOOD ST@POPLAR ST	2016 High Priority Ramp	68	3,000
2661	LINWOOD ST@POPLAR ST	2016 High Priority Ramp	326	3,000
2662	LINWOOD ST@POPLAR ST	2016 High Priority Ramp	352	3,000
597	MADISON ST@SYCAMORE ST	2016 High Priority Ramp	72	3,000
2218	MANSFIELD ST@SOMERVILLE AVE	2016 High Priority Ramp	440	3,000
2219	MANSFIELD ST@SOMERVILLE AVE	2016 High Priority Ramp	366	3,000
1901	MARION ST@NEWTON ST	2016 High Priority Ramp	182	3,000
2728	MASON ST@WHITMAN ST	2016 High Priority Ramp	574	3,000
2729	MASON ST@WHITMAN ST	2016 High Priority Ramp	540	3,000
2857	MCGRATH HWY@POPLAR ST	2016 High Priority Ramp	676	3,000

2461	MEACHAM RD@ORCHARD ST	2016 High Priority Ramp	250	3,000
2463	MEACHAM RD@ORCHARD ST	2016 High Priority Ramp	12	3,000
1958	MEDFORD ST@SOMERVILLE AVE	2016 High Priority Ramp	430	3,000
2217	MEDFORD ST@SOMERVILLE AVE	2016 High Priority Ramp	328	3,000
164	MEDFORD ST@SYCAMORE ST	2016 High Priority Ramp	429	3,000
169	MEDFORD ST@SYCAMORE ST	2016 High Priority Ramp	397	3,000
166	MEDFORD ST@SYCAMORE ST	2016 High Priority Ramp	434	3,000
167	MEDFORD ST@SYCAMORE ST	2016 High Priority Ramp	391	3,000
173	MEDFORD ST@TENNYSON ST	2016 High Priority Ramp	67	3,000
174	MEDFORD ST@TENNYSON ST	2016 High Priority Ramp	99	3,000
1647	MEDFORD ST@TENNYSON ST	2016 High Priority Ramp	73	3,000
1648	MEDFORD ST@TENNYSON ST	2016 High Priority Ramp	124	3,000
1961	MERRIAM ST@SOMERVILLE AVE	2016 High Priority Ramp	272	3,000
1962	MERRIAM ST@SOMERVILLE AVE	2016 High Priority Ramp	328	3,000
2222	MERRIAM ST@SOMERVILLE AVE	2016 High Priority Ramp	396	3,000
2223	MERRIAM ST@SOMERVILLE AVE	2016 High Priority Ramp	402	6,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
91	MORELAND ST@MYSTIC AVE	2016 High Priority Ramp	409	3,000
92	MORELAND ST@MYSTIC AVE	2016 High Priority Ramp	434	3,000
2935	NASHUA ST@RICHARDSON ST	2016 High Priority Ramp	504	3,000
2936	NASHUA ST@RICHARDSON ST	2016 High Priority Ramp	491	3,000
2937	NASHUA ST@RICHARDSON ST	2016 High Priority Ramp	105	3,000
2938	NASHUA ST@RICHARDSON ST	2016 High Priority Ramp	108	3,000
1976	NEWTON ST@PROSPECT ST	2016 High Priority Ramp	412	3,000
1978	NEWTON ST@WEBSTER AVE	2016 High Priority Ramp	330	3,000
2229	NEWTON ST@WEBSTER AVE	2016 High Priority Ramp	595	3,000
2230	NEWTON ST@WEBSTER AVE	2016 High Priority Ramp	631	3,000
2231	NEWTON ST@WEBSTER AVE	2016 High Priority Ramp	397	3,000
1331	NORWOOD AVE@BROADWAY	2016 High Priority Ramp	425	3,000
1332	NORWOOD AVE@BROADWAY	2016 High Priority Ramp	442	3,000
3014	PARKER PL@PORTER ST	2016 High Priority Ramp	450	3,000
3015	PARKER PL@PORTER ST	2016 High Priority Ramp	479	3,000
998	PERKINS ST@PINCKNEY ST	2016 High Priority Ramp	36	3,000
989	PERKINS ST@PINCKNEY ST	2016 High Priority Ramp	53	3,000
990	PERKINS ST@PINCKNEY ST	2016 High Priority Ramp	34	3,000
995	PERKINS ST@PINCKNEY ST	2016 High Priority Ramp	450	3,000
996	PERKINS ST@PINCKNEY ST	2016 High Priority Ramp	450	3,000
997	PERKINS ST@PINCKNEY ST	2016 High Priority Ramp	34	3,000
1746	POWDERHOUSE SQ@POWDERHOUSE	2016 High Priority Ramp	319	3,000
1745	POWDERHOUSE SQ@POWDERHOUSE	2016 High Priority Ramp	398	3,000
2696	PROFESSORS ROW@COLLEGE AVE	2016 High Priority Ramp	418	3,000
1969	PROSPECT ST@SOMERVILLE AVE	2016 High Priority Ramp	412	3,000
1974	PROSPECT ST@SOMERVILLE AVE	2016 High Priority Ramp	427	3,000
1315	ROGERS AVE@BOSTON AVE (S)	2016 High Priority Ramp	384	3,000

1475	ROGERS AVE@BOSTON AVE (S)	2016 High Priority Ramp	388	3,000
1476	ROGERS AVE@BOSTON AVE (S)	2016 High Priority Ramp	424	3,000
1477	ROGERS AVE@BOSTON AVE (S)	2016 High Priority Ramp	361	3,000
2587	SACRAMENTO ST @ DEAD END	2016 High Priority Ramp	251	3,000
2588	SACRAMENTO ST @ DEAD END	2016 High Priority Ramp	709	3,000
508	SOMERVILLE AVE@SPRING ST	2016 High Priority Ramp	421	3,000
735	SOMERVILLE AVE@STONE AVE	2016 High Priority Ramp	393	3,000
1981	SOMERVILLE AVE@STONE AVE	2016 High Priority Ramp	384	3,000
681	SUMMER ST@VINAL AVE	2016 High Priority Ramp	378	3,000
682	SUMMER ST@VINAL AVE	2016 High Priority Ramp	335	3,000
579	SYCAMORE ST@CENTRAL RD	2016 High Priority Ramp	450	3,000
580	SYCAMORE ST@CENTRAL RD	2016 High Priority Ramp	450	3,000
598	SYCAMORE ST@CENTRAL RD	2016 High Priority Ramp	250	3,000
599	SYCAMORE ST@CENTRAL RD	2016 High Priority Ramp	27	3,000
61	TEMPLE ST@BROADWAY (W)	2016 High Priority Ramp	421	3,000
63	TEMPLE ST@BROADWAY (W)	2016 High Priority Ramp	424	3,000
149	THURSTON ST@BROADWAY (E)	2016 High Priority Ramp	409	3,000
150	THURSTON ST@BROADWAY (E)	2016 High Priority Ramp	482	3,000
2755	TOWER CT@TYLER ST	2016 High Priority Ramp	662	3,000
2877	TREMONT ST@WEBSTER AVE	2016 High Priority Ramp	505	3,000
1980	UNION SQUARE	2016 High Priority Ramp	390	6,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1979	UNION SQUARE	2016 High Priority Ramp	402	6,000
2645	UNION SQUARE	2016 High Priority Ramp	439	6,000
2646	UNION SQUARE	2016 High Priority Ramp	418	6,000
2934	UNIVERSITY CHURCH RD@COLLEGE	2016 High Priority Ramp	735	3,000
2933	UNIVERSITY CHURCH RD@COLLEGE	2016 High Priority Ramp	694	3,000
2759	VINE CT@PROPERZI WAY (S)	2016 High Priority Ramp	450	3,000
2758	VINE CT@PROPERZI WAY (S)	2016 High Priority Ramp	450	3,000
2793	WADE CT@CEDAR ST	2016 High Priority Ramp	519	3,000
2794	WADE CT@CEDAR ST	2016 High Priority Ramp	522	3,000
2421	WESTMINSTER ST@BROADWAY	2016 High Priority Ramp	342	3,000
2422	WESTMINSTER ST@BROADWAY	2016 High Priority Ramp	363	3,000
2423	WESTMINSTER ST@BROADWAY	2016 High Priority Ramp	425	3,000
2425	WESTMINSTER ST@BROADWAY	2016 High Priority Ramp	369	3,000
1369	WILSON AVE@BROADWAY	2016 High Priority Ramp	253	3,000
1370	WILSON AVE@BROADWAY	2016 High Priority Ramp	207	3,000
2925	WINSLOW AVE@CLIFTON ST	2016 High Priority Ramp	556	3,000
2926	WINSLOW AVE@CLIFTON ST	2016 High Priority Ramp	553	3,000
2016 High Priority Ramps Cost: \$1,248,000				
2591	3 GREENWOOD TER	2017 High Priority Ramp	10	4,500
2563	95 PRENTISS ST	2017 High Priority Ramp	14	3,000
1373	521 BROADWAY (W)	2017 High Priority Ramp	365	3,000

2681	477 BROADWAY (W)	2017 High Priority Ramp	211	3,000
1817	6 KILBY ST	2017 High Priority Ramp	213	3,000
659	361 SOMERVILLE AVE	2017 High Priority Ramp	217	3,000
2243	45 WEBSTER AVE	2017 High Priority Ramp	303	3,000
742	255 WASHINGTON ST	2017 High Priority Ramp	216	3,000
1967	4 MILK PL	2017 High Priority Ramp	296	3,000
1968	4 MILK PL	2017 High Priority Ramp	304	3,000
315	278 BROADWAY (E)	2017 High Priority Ramp	284	3,000
2221	5 ROSSMORE ST	2017 High Priority Ramp	249	3,000
1159	29 DELAWARE ST	2017 High Priority Ramp	324	3,000
792	10 FELLSWAY WEST	2017 High Priority Ramp	222	3,000
1143	41 EVERETT AVE	2017 High Priority Ramp	396	3,000
1144	42 EVERETT AVE	2017 High Priority Ramp	137	3,000
1257	60 ALSTON ST	2017 High Priority Ramp	368	3,000
1256	57 ALSTON ST	2017 High Priority Ramp	371	3,000
200	100 GRANT ST	2017 High Priority Ramp	206	3,000
199	105 GRANT ST	2017 High Priority Ramp	235	3,000
2442	166 BOSTON AVE (N)	2017 High Priority Ramp	358	3,000
2445	157 BOSTON AVE (N)	2017 High Priority Ramp	361	3,000
2907	21 WESTON AVE	2017 High Priority Ramp	18	3,000
2908	26 WESTON AVE	2017 High Priority Ramp	36	3,000
2458	116 HOLLAND ST	2017 High Priority Ramp	216	3,000
2564	94 PRENTISS ST	2017 High Priority Ramp	10	3,000
2775	6 STANFORD TER	2017 High Priority Ramp	450	3,000
2776	7 STANFORD TER	2017 High Priority Ramp	450	3,000
2779	8 OLIVE AVE	2017 High Priority Ramp	450	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2780	7 OLIVE AVE	2017 High Priority Ramp	21	3,000
504	9 BELMONT ST	2017 High Priority Ramp	516	3,000
439	39 IBBETSON ST	2017 High Priority Ramp	250	3,000
440	40 IBBETSON ST	2017 High Priority Ramp	250	3,000
441	45 IBBETSON ST	2017 High Priority Ramp	250	3,000
442	45 IBBETSON ST	2017 High Priority Ramp	250	3,000
503	11 BELMONT ST	2017 High Priority Ramp	516	3,000
2756	7 ALLEN CT	2017 High Priority Ramp	450	3,000
2757	10 ALLEN CT	2017 High Priority Ramp	450	3,000
2749	32 LORING ST	2017 High Priority Ramp	450	3,000
2750	31 LORING ST	2017 High Priority Ramp	23	3,000
2640	16 PERRY ST	2017 High Priority Ramp	320	4,500
2641	15 PERRY ST	2017 High Priority Ramp	321	3,000
1826	301 WASHINGTON ST	2017 High Priority Ramp	300	3,000
647	41 PRESCOTT ST	2017 High Priority Ramp	356	3,000
648	46 PRESCOTT ST	2017 High Priority Ramp	395	3,000
2285	45 CONCORD AVE	2017 High Priority Ramp	293	3,000

181	390 BROADWAY (E)	2017 High Priority Ramp	302	3,000
366	52 THURSTON ST	2017 High Priority Ramp	396	3,000
367	43 THURSTON ST	2017 High Priority Ramp	366	3,000
636	59 VINAL AVE	2017 High Priority Ramp	270	3,000
2642	15 WEBSTER AVE	2017 High Priority Ramp	183	3,000
2643	8 EVERETT ST	2017 High Priority Ramp	118	3,000
2644	8 EVERETT ST	2017 High Priority Ramp	360	3,000
611	44 HIGHLAND AVE	2017 High Priority Ramp	180	3,000
612	40 HIGHLAND AVE	2017 High Priority Ramp	220	3,000
741	255 WASHINGTON ST	2017 High Priority Ramp	247	3,000
56	255 BROADWAY (W)	2017 High Priority Ramp	236	3,000
1153	173 PEARL ST	2017 High Priority Ramp	437	3,000
1154	174 PEARL ST	2017 High Priority Ramp	391	3,000
1258	149 WASHINGTON ST	2017 High Priority Ramp	304	3,000
1781	11 GREENE ST	2017 High Priority Ramp	23	3,000
2063	116 HOLLAND ST	2017 High Priority Ramp	200	3,000
1778	14 GREENE ST	2017 High Priority Ramp	450	3,000
1779	15 GREENE ST	2017 High Priority Ramp	34	3,000
1780	15 GREENE ST	2017 High Priority Ramp	42	3,000
2906	15 WESTON AVE	2017 High Priority Ramp	65	3,000
2892	25 NEWTON ST	2017 High Priority Ramp	264	3,000
2905	26 WESTON AVE	2017 High Priority Ramp	508	3,000
2991	3 KENT COURT	2017 High Priority Ramp	450	3,000
589	45 MONTROSE ST	2017 High Priority Ramp	450	3,000
588	49 MONTROSE ST	2017 High Priority Ramp	450	3,000
1319	ADAMS ST@BROADWAY	2017 High Priority Ramp	284	3,000
1320	ADAMS ST@BROADWAY	2017 High Priority Ramp	338	3,000
1276	ASSEMBLY SQ DR@FOLEY ST	2017 High Priority Ramp	434	3,000
1236	AUBURN AVE@FOUNTAIN AVE	2017 High Priority Ramp	334	3,000
1237	AUBURN AVE@FOUNTAIN AVE	2017 High Priority Ramp	333	3,000
1238	AUBURN AVE@FOUNTAIN AVE	2017 High Priority Ramp	372	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1239	AUBURN AVE@FOUNTAIN AVE	2017 High Priority Ramp	376	3,000
1240	AUBURN AVE@FOUNTAIN AVE	2017 High Priority Ramp	323	3,000
1243	AUBURN AVE@FOUNTAIN AVE	2017 High Priority Ramp	379	3,000
552	AVON ST@SCHOOL ST	2017 High Priority Ramp	301	3,000
553	AVON ST@SCHOOL ST	2017 High Priority Ramp	329	3,000
7	BAILEY RD@TEMPLE ST	2017 High Priority Ramp	294	3,000
8	BAILEY RD@TEMPLE ST	2017 High Priority Ramp	295	3,000
1321	BARTLETT ST@BROADWAY	2017 High Priority Ramp	375	3,000
1322	BARTLETT ST@BROADWAY	2017 High Priority Ramp	344	3,000
1323	BARTLETT ST@BROADWAY	2017 High Priority Ramp	355	3,000
1324	BARTLETT ST@BROADWAY	2017 High Priority Ramp	309	3,000
1656	BARTLETT ST@MEDFORD ST	2017 High Priority Ramp	290	3,000

1657	BARTLETT ST@MEDFORD ST	2017 High Priority Ramp	269	3,000
1664	BARTLETT ST@MEDFORD ST	2017 High Priority Ramp	277	3,000
1665	BARTLETT ST@MEDFORD ST	2017 High Priority Ramp	293	3,000
1462	BAY STATE AVE@BROADWAY	2017 High Priority Ramp	303	3,000
1463	BAY STATE AVE@BROADWAY	2017 High Priority Ramp	319	3,000
1461	BAY STATE AVE@BROADWAY	2017 High Priority Ramp	305	3,000
1534	BAY STATE AVE@KIDDER AVE	2017 High Priority Ramp	250	3,000
1536	BAY STATE AVE@KIDDER AVE	2017 High Priority Ramp	250	3,000
1537	BAY STATE AVE@KIDDER AVE	2017 High Priority Ramp	250	3,000
1540	BAY STATE AVE@KIDDER AVE	2017 High Priority Ramp	29	3,000
2706	BAY STATE AVE@MALLET ST	2017 High Priority Ramp	250	3,000
2707	BAY STATE AVE@MALLET ST	2017 High Priority Ramp	42	3,000
2708	BAY STATE AVE@MALLET ST	2017 High Priority Ramp	37	3,000
2709	BAY STATE AVE@MALLET ST	2017 High Priority Ramp	250	3,000
2710	BAY STATE AVE@MALLET ST	2017 High Priority Ramp	250	3,000
2711	BAY STATE AVE@MALLET ST	2017 High Priority Ramp	50	3,000
2712	BAY STATE AVE@MALLET ST	2017 High Priority Ramp	37	3,000
2713	BAY STATE AVE@MALLET ST	2017 High Priority Ramp	250	3,000
2273	BEACON ST@CONCORD AVE	2017 High Priority Ramp	277	3,000
2274	BEACON ST@CONCORD AVE	2017 High Priority Ramp	328	3,000
2595	BEACON ST@DURHAM ST	2017 High Priority Ramp	245	3,000
2596	BEACON ST@DURHAM ST	2017 High Priority Ramp	252	3,000
2589	BEACON ST@MILLER ST	2017 High Priority Ramp	26	3,000
2590	BEACON ST@MILLER ST	2017 High Priority Ramp	44	3,000
2570	BEACON ST@MUSEUM ST	2017 High Priority Ramp	16	3,000
2571	BEACON ST@MUSEUM ST	2017 High Priority Ramp	250	3,000
2572	BEACON ST@MUSEUM ST	2017 High Priority Ramp	29	3,000
2581	BEACON ST@MUSEUM ST	2017 High Priority Ramp	19	3,000
2573	BEACON ST@PARK ST	2017 High Priority Ramp	292	3,000
2574	BEACON ST@PARK ST	2017 High Priority Ramp	265	3,000
2575	BEACON ST@PARK ST	2017 High Priority Ramp	282	3,000
2576	BEACON ST@PARK ST	2017 High Priority Ramp	285	3,000
2593	BEACON ST@PROPERZI WAY (S)	2017 High Priority Ramp	238	3,000
2594	BEACON ST@PROPERZI WAY (S)	2017 High Priority Ramp	250	3,000
2608	BEACON ST@WALDO AVE	2017 High Priority Ramp	309	3,000
2609	BEACON ST@WALDO AVE	2017 High Priority Ramp	298	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2598	BEACON ST@WASHINGTON ST (W)	2017 High Priority Ramp	407	3,000
2613	BEACON ST@WASHINGTON ST (W)	2017 High Priority Ramp	390	3,000
2614	BEACON ST@WASHINGTON ST (W)	2017 High Priority Ramp	380	3,000
2597	BEACON ST@WASHINGTON ST (W)	2017 High Priority Ramp	401	3,000
2116	BELKNAP ST@BROADWAY	2017 High Priority Ramp	307	3,000
2011	BIKE PATH@COLLEGE AVE	2017 High Priority Ramp	315	6,000
2034	BILLINGHAM ST@BROADWAY	2017 High Priority Ramp	318	3,000

2035	BILLINGHAM ST@BROADWAY	2017 High Priority Ramp	276	3,000
2032	BILLINGHAM ST@KENWOOD ST	2017 High Priority Ramp	178	3,000
2033	BILLINGHAM ST@KENWOOD ST	2017 High Priority Ramp	217	3,000
1804	BOW ST@SOMERVILLE AVE	2017 High Priority Ramp	423	3,000
2639	BOWDOIN ST@FREMONT AVE	2017 High Priority Ramp	73	3,000
291	BRADLEY ST@PEARL ST	2017 High Priority Ramp	342	3,000
819	BRADLEY ST@PEARL ST	2017 High Priority Ramp	374	3,000
2446	BROADWAY@ALEWIFE BROOK PKWY	2017 High Priority Ramp	206	3,000
2449	BROADWAY@ALEWIFE BROOK PKWY	2017 High Priority Ramp	289	3,000
2447	BROADWAY@ALEWIFE BROOK PKWY	2017 High Priority Ramp	178	3,000
2181	BURNHAM ST@BROADWAY	2017 High Priority Ramp	250	3,000
2182	BURNHAM ST@BROADWAY	2017 High Priority Ramp	227	3,000
138	BUTLER DR@MYSTIC AVE	2017 High Priority Ramp	17	3,000
139	BUTLER DR@MYSTIC AVE	2017 High Priority Ramp	25	3,000
2612	CALVIN ST@WASHINGTON ST (W)	2017 High Priority Ramp	283	3,000
654	CARLTON ST@SOMERVILLE AVE	2017 High Priority Ramp	327	3,000
1366	CEDAR ST@BROADWAY	2017 High Priority Ramp	354	3,000
1651	CENTRAL ST@MEDFORD ST	2017 High Priority Ramp	288	3,000
1652	CENTRAL ST@MEDFORD ST	2017 High Priority Ramp	301	3,000
1653	CENTRAL ST@MEDFORD ST	2017 High Priority Ramp	274	3,000
2531	CHERRY ST@ELM ST	2017 High Priority Ramp	309	3,000
2227	CLARK ST@NEWTON ST	2017 High Priority Ramp	353	3,000
2228	CLARK ST@NEWTON ST	2017 High Priority Ramp	408	3,000
2281	CONCORD AVE@CONCORD SQ	2017 High Priority Ramp	218	3,000
2282	CONCORD AVE@CONCORD SQ	2017 High Priority Ramp	274	3,000
2283	CONCORD AVE@CONCORD SQ	2017 High Priority Ramp	278	3,000
2286	CONCORD AVE@CONCORD SQ	2017 High Priority Ramp	274	3,000
2248	CONCORD AVE@PROSPECT ST	2017 High Priority Ramp	226	3,000
2249	CONCORD AVE@PROSPECT ST	2017 High Priority Ramp	228	3,000
2250	CONCORD AVE@PROSPECT ST	2017 High Priority Ramp	236	3,000
2251	CONCORD AVE@PROSPECT ST	2017 High Priority Ramp	233	3,000
2183	CORINTHIAN RD@BROADWAY	2017 High Priority Ramp	363	3,000
2184	CORINTHIAN RD@BROADWAY	2017 High Priority Ramp	368	3,000
1074	COTTAGE PL@FRANKLIN ST	2017 High Priority Ramp	263	3,000
1075	COTTAGE PL@FRANKLIN ST	2017 High Priority Ramp	248	3,000
1146	CROSS ST@EVERETT AVE	2017 High Priority Ramp	213	3,000
1147	CROSS ST@EVERETT AVE	2017 High Priority Ramp	230	3,000
1145	CROSS ST@EVERETT AVE	2017 High Priority Ramp	224	3,000
1230	CROSS ST@GILMAN ST	2017 High Priority Ramp	287	3,000
1231	CROSS ST@GILMAN ST	2017 High Priority Ramp	278	3,000
1232	CROSS ST@GILMAN ST	2017 High Priority Ramp	273	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1233	CROSS ST@OLIVER ST	2017 High Priority Ramp	288	3,000
1234	CROSS ST@OLIVER ST	2017 High Priority Ramp	296	3,000

1235	CROSS ST@OLIVER ST	2017 High Priority Ramp	288	3,000
1673	CUTTER AVE@SUMMER ST	2017 High Priority Ramp	256	3,000
1674	CUTTER AVE@SUMMER ST	2017 High Priority Ramp	279	3,000
1699	CUTTER AVE@SUMMER ST	2017 High Priority Ramp	353	3,000
1700	CUTTER AVE@SUMMER ST	2017 High Priority Ramp	330	3,000
854	DANA ST@PEARL ST	2017 High Priority Ramp	254	3,000
2602	DANE AVE@LELAND ST	2017 High Priority Ramp	51	3,000
2771	DANE AVE@LELAND ST	2017 High Priority Ramp	450	3,000
2603	DANE AVE@LELAND ST	2017 High Priority Ramp	278	3,000
2770	DANE AVE@LELAND ST	2017 High Priority Ramp	459	3,000
1831	DANE ST@WASHINGTON ST (W)	2017 High Priority Ramp	294	4,500
1832	DANE ST@WASHINGTON ST (W)	2017 High Priority Ramp	280	3,000
2601	DANE ST@WASHINGTON ST (W)	2017 High Priority Ramp	301	3,000
2315	DAY ST@COLLEGE AVE	2017 High Priority Ramp	261	6,000
2314	DAY ST@COLLEGE AVE	2017 High Priority Ramp	262	6,000
2316	DAY ST@COLLEGE AVE	2017 High Priority Ramp	305	6,000
2298	DOVER ST@HOLLAND ST	2017 High Priority Ramp	314	6,000
2319	DOVER ST@MEACHAM RD	2017 High Priority Ramp	230	3,000
2320	DOVER ST@MEACHAM RD	2017 High Priority Ramp	286	3,000
1882	DURHAM ST@SKEHAN ST	2017 High Priority Ramp	360	3,000
1883	DURHAM ST@SKEHAN ST	2017 High Priority Ramp	131	3,000
872	EDMANDS ST@BROADWAY (E)	2017 High Priority Ramp	388	3,000
873	EDMANDS ST@BROADWAY (E)	2017 High Priority Ramp	376	3,000
880	EDMANDS ST@BROADWAY (E)	2017 High Priority Ramp	234	3,000
2308	ELM ST@GROVE ST	2017 High Priority Ramp	241	6,000
2309	ELM ST@GROVE ST	2017 High Priority Ramp	238	6,000
2305	ELM ST@GROVE ST	2017 High Priority Ramp	257	6,000
2304	ELM ST@GROVE ST	2017 High Priority Ramp	212	3,000
2307	ELM ST@GROVE ST	2017 High Priority Ramp	200	6,000
2536	ELM ST@HANCOCK ST	2017 High Priority Ramp	359	3,000
2537	ELM ST@HANCOCK ST	2017 High Priority Ramp	354	3,000
2538	ELM ST@HANCOCK ST	2017 High Priority Ramp	350	3,000
2539	ELM ST@HANCOCK ST	2017 High Priority Ramp	290	3,000
2532	ELM ST@WHITE STREET	2017 High Priority Ramp	417	3,000
2533	ELM ST@WHITE STREET	2017 High Priority Ramp	393	3,000
2534	ELM ST@WHITE STREET	2017 High Priority Ramp	395	3,000
2535	ELM ST@WHITE STREET	2017 High Priority Ramp	371	3,000
2096	ENDICOTT AVE@BROADWAY	2017 High Priority Ramp	317	3,000
2099	FARRAGUT AVE@BROADWAY	2017 High Priority Ramp	297	3,000
2118	FARRAGUT AVE@BROADWAY	2017 High Priority Ramp	241	3,000
794	FELLSWAY W@BROADWAY(W)	2017 High Priority Ramp	284	3,000
1041	FLORENCE ST@WASHINGTON ST (E)	2017 High Priority Ramp	188	3,000
1042	FLORENCE ST@WASHINGTON ST (E)	2017 High Priority Ramp	259	3,000
1073	FRANKLIN ST@WASHINGTON ST (E)	2017 High Priority Ramp	364	3,000

2100	GARRISON AVE@BROADWAY	2017 High Priority Ramp	279	3,000
2101	GARRISON AVE@BROADWAY	2017 High Priority Ramp	276	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2451	GARRISON AVE@BROADWAY	2017 High Priority Ramp	298	3,000
2452	GARRISON AVE@BROADWAY	2017 High Priority Ramp	315	3,000
1666	GLENWOOD RD@MEDFORD ST	2017 High Priority Ramp	123	3,000
1658	GLENWOOD RD@MEDFORD ST	2017 High Priority Ramp	142	3,000
1659	GLENWOOD RD@MEDFORD ST	2017 High Priority Ramp	217	3,000
1667	GLENWOOD RD@MEDFORD ST	2017 High Priority Ramp	102	3,000
2064	GORHAM ST@PAULINA ST	2017 High Priority Ramp	375	3,000
2065	GORHAM ST@PAULINA ST	2017 High Priority Ramp	386	3,000
2210	GORHAM ST@PAULINA ST	2017 High Priority Ramp	392	3,000
632	GRANDVIEW AVE@VINAL AVE	2017 High Priority Ramp	76	3,000
633	GRANDVIEW AVE@VINAL AVE	2017 High Priority Ramp	96	3,000
634	GRANDVIEW AVE@VINAL AVE	2017 High Priority Ramp	141	3,000
635	GRANDVIEW AVE@VINAL AVE	2017 High Priority Ramp	190	3,000
631	GRANDVIEW AVE@WALNUT ST	2017 High Priority Ramp	65	3,000
551	GREENE ST@SUMMER ST	2017 High Priority Ramp	246	3,000
1775	GREENE ST@SUMMER ST	2017 High Priority Ramp	197	3,000
1776	GREENE ST@SUMMER ST	2017 High Priority Ramp	191	3,000
1777	GREENE ST@SUMMER ST	2017 High Priority Ramp	233	3,000
616	HAMLET ST@HIGHLAND AVE	2017 High Priority Ramp	307	3,000
615	HAMLET ST@HIGHLAND AVE	2017 High Priority Ramp	296	3,000
700	HAMLET ST@HIGHLAND AVE	2017 High Priority Ramp	342	3,000
701	HAMLET ST@HIGHLAND AVE	2017 High Priority Ramp	355	3,000
702	HAMLET ST@HIGHLAND AVE	2017 High Priority Ramp	407	3,000
2992	HARRISON ST@KENT ST (S)	2017 High Priority Ramp	22	3,000
410	HIGHLAND AVE@LOWELL ST	2017 High Priority Ramp	283	3,000
411	HIGHLAND AVE@LOWELL ST	2017 High Priority Ramp	289	3,000
1612	HIGHLAND AVE@LOWELL ST	2017 High Priority Ramp	299	3,000
1613	HIGHLAND AVE@LOWELL ST	2017 High Priority Ramp	292	3,000
572	HIGHLAND AVE@SYCAMORE ST	2017 High Priority Ramp	220	3,000
600	HIGHLAND AVE@SYCAMORE ST	2017 High Priority Ramp	244	3,000
601	HIGHLAND AVE@SYCAMORE ST	2017 High Priority Ramp	294	3,000
409	HIGHLAND AVE@TOWER ST	2017 High Priority Ramp	215	3,000
408	HIGHLAND AVE@TOWER ST	2017 High Priority Ramp	254	3,000
637	HIGHLAND AVE@VINAL AVE	2017 High Priority Ramp	388	3,000
638	HIGHLAND AVE@VINAL AVE	2017 High Priority Ramp	378	3,000
2062	HOLLAND ST@JAY ST	2017 High Priority Ramp	301	3,000
2061	HOLLAND ST@SIMPSON AVE	2017 High Priority Ramp	318	3,000
2056	HOLLAND ST@WINTER ST	2017 High Priority Ramp	230	3,000
2055	HOLLAND ST@WINTER ST	2017 High Priority Ramp	381	3,000
2293	HOLLAND ST@WINTER ST	2017 High Priority Ramp	207	6,000
1926	IRVING ST@BROADWAY	2017 High Priority Ramp	272	6,000

2439	IRVINGTON RD@BOSTON AVE (N)	2017 High Priority Ramp	16	3,000
2440	IRVINGTON RD@BOSTON AVE (N)	2017 High Priority Ramp	18	3,000
2441	IRVINGTON RD@BOSTON AVE (N)	2017 High Priority Ramp	298	3,000
1542	KIDDER AVE@LIBERTY AVE	2017 High Priority Ramp	250	3,000
1544	KIDDER AVE@LIBERTY AVE	2017 High Priority Ramp	250	3,000
1545	KIDDER AVE@LIBERTY AVE	2017 High Priority Ramp	250	3,000
1548	KIDDER AVE@LIBERTY AVE	2017 High Priority Ramp	250	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1526	KIDDER AVE@LOWDEN AVE	2017 High Priority Ramp	250	3,000
1527	KIDDER AVE@LOWDEN AVE	2017 High Priority Ramp	250	3,000
1530	KIDDER AVE@LOWDEN AVE	2017 High Priority Ramp	250	3,000
1531	KIDDER AVE@LOWDEN AVE	2017 High Priority Ramp	250	3,000
1769	LAUREL ST@SUMMER ST	2017 High Priority Ramp	363	3,000
1770	LAUREL ST@SUMMER ST	2017 High Priority Ramp	364	3,000
356	LEE ST@MEDFORD ST	2017 High Priority Ramp	234	3,000
357	LEE ST@MEDFORD ST	2017 High Priority Ramp	227	3,000
370	LEE ST@MEDFORD ST	2017 High Priority Ramp	303	3,000
1738	LEONARD ST@BROADWAY	2017 High Priority Ramp	304	3,000
1740	LEONARD ST@BROADWAY	2017 High Priority Ramp	534	3,000
2714	LIBERTY AVE@MALLET ST	2017 High Priority Ramp	41	3,000
2715	LIBERTY AVE@MALLET ST	2017 High Priority Ramp	35	3,000
1466	LOWDEN AVE@BROADWAY	2017 High Priority Ramp	353	3,000
1467	LOWDEN AVE@BROADWAY	2017 High Priority Ramp	332	3,000
2716	LOWDEN AVE@MALLET ST	2017 High Priority Ramp	49	3,000
2717	LOWDEN AVE@MALLET ST	2017 High Priority Ramp	31	3,000
2718	LOWDEN AVE@MALLET ST	2017 High Priority Ramp	250	3,000
2719	LOWDEN AVE@MALLET ST	2017 High Priority Ramp	250	3,000
2720	LOWDEN AVE@MALLET ST	2017 High Priority Ramp	43	3,000
2721	LOWDEN AVE@MALLET ST	2017 High Priority Ramp	37	3,000
2722	LOWDEN AVE@MALLET ST	2017 High Priority Ramp	250	3,000
2723	LOWDEN AVE@MALLET ST	2017 High Priority Ramp	250	3,000
182	MAIN ST@BROADWAY (W)	2017 High Priority Ramp	322	3,000
2724	MALLET ST@WILLOW AVE	2017 High Priority Ramp	7	3,000
2725	MALLET ST@WILLOW AVE	2017 High Priority Ramp	11	3,000
2138	MASON ST@BROADWAY	2017 High Priority Ramp	280	3,000
2139	MASON ST@BROADWAY	2017 High Priority Ramp	305	3,000
1333	MEDFORD ST@BROADWAY	2017 High Priority Ramp	359	3,000
1335	MEDFORD ST@BROADWAY	2017 High Priority Ramp	330	3,000
1379	MEDFORD ST@BROADWAY	2017 High Priority Ramp	307	3,000
1374	MEDFORD ST@BROADWAY	2017 High Priority Ramp	381	3,000
1375	MEDFORD ST@BROADWAY	2017 High Priority Ramp	401	3,000
1376	MEDFORD ST@BROADWAY	2017 High Priority Ramp	371	3,000
1377	MEDFORD ST@BROADWAY	2017 High Priority Ramp	389	3,000
1378	MEDFORD ST@BROADWAY	2017 High Priority Ramp	349	3,000

1384	MEDFORD ST@NORWOOD AVE	2017 High Priority Ramp	154	3,000
1663	MEDFORD ST@PARTRIDGE AVE	2017 High Priority Ramp	362	3,000
351	MEDFORD ST@THURSTON ST	2017 High Priority Ramp	398	3,000
368	MEDFORD ST@THURSTON ST	2017 High Priority Ramp	404	3,000
371	MEDFORD ST@THURSTON ST	2017 High Priority Ramp	437	3,000
1660	MEDFORD ST@TRULL ST	2017 High Priority Ramp	115	3,000
622	MEDFORD ST@WALNUT ST	2017 High Priority Ramp	129	3,000
626	MEDFORD ST@WALNUT ST	2017 High Priority Ramp	206	3,000
627	MEDFORD ST@WALNUT ST	2017 High Priority Ramp	270	3,000
709	MEDFORD ST@WASHINGTON ST (E)	2017 High Priority Ramp	402	3,000
879	MELVIN ST@BROADWAY (E)	2017 High Priority Ramp	16	3,000
878	MELVIN ST@BROADWAY (E)	2017 High Priority Ramp	45	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
971	MOUNT VERNON ST@WASHINGTON	2017 High Priority Ramp	392	3,000
1057	MYRTLE ST@PEARL ST	2017 High Priority Ramp	302	3,000
1058	MYRTLE ST@PEARL ST	2017 High Priority Ramp	77	3,000
1059	MYRTLE ST@PEARL ST	2017 High Priority Ramp	85	3,000
1060	MYRTLE ST@PEARL ST	2017 High Priority Ramp	85	3,000
1061	MYRTLE ST@PEARL ST	2017 High Priority Ramp	116	3,000
1062	MYRTLE ST@PEARL ST	2017 High Priority Ramp	350	3,000
1063	MYRTLE ST@PEARL ST	2017 High Priority Ramp	145	3,000
1064	MYRTLE ST@PEARL ST	2017 High Priority Ramp	128	3,000
1051	MYRTLE ST@PERKINS ST	2017 High Priority Ramp	250	3,000
1052	MYRTLE ST@PERKINS ST	2017 High Priority Ramp	45	3,000
1053	MYRTLE ST@PERKINS ST	2017 High Priority Ramp	40	3,000
1054	MYRTLE ST@PERKINS ST	2017 High Priority Ramp	56	3,000
1055	MYRTLE ST@PERKINS ST	2017 High Priority Ramp	42	3,000
1056	MYRTLE ST@PERKINS ST	2017 High Priority Ramp	450	3,000
1066	MYRTLE ST@WASHINGTON ST (E)	2017 High Priority Ramp	265	3,000
136	MYSTIC AVE@SHORE DRIVE	2017 High Priority Ramp	278	3,000
137	MYSTIC AVE@SHORE DRIVE	2017 High Priority Ramp	284	3,000
2443	MYSTIC VALLEY PKWY@BOSTON AVE	2017 High Priority Ramp	423	3,000
2444	MYSTIC VALLEY PKWY@BOSTON AVE	2017 High Priority Ramp	438	3,000
1279	NEW ACCESS RD@MACARTHUR ST	2017 High Priority Ramp	302	3,000
1280	NEW ACCESS RD@MACARTHUR ST	2017 High Priority Ramp	249	3,000
2347	NORTH ST@CONWELL AVE	2017 High Priority Ramp	152	3,000
2348	NORTH ST@CONWELL AVE	2017 High Priority Ramp	176	3,000
2682	NORTH ST@CONWELL AVE	2017 High Priority Ramp	362	3,000
2394	NORTH ST@POWDER HOUSE BLVD	2017 High Priority Ramp	39	3,000
2395	NORTH ST@POWDER HOUSE BLVD	2017 High Priority Ramp	250	3,000
2396	NORTH ST@POWDER HOUSE BLVD	2017 High Priority Ramp	26	3,000
2430	NORTH ST@POWDER HOUSE BLVD	2017 High Priority Ramp	31	3,000
2431	NORTH ST@POWDER HOUSE BLVD	2017 High Priority Ramp	5	3,000
2432	NORTH ST@POWDER HOUSE BLVD	2017 High Priority Ramp	37	3,000

2433	NORTH ST@POWDER HOUSE BLVD	2017 High Priority Ramp	33	3,000
2683	NORTH ST@RAYMOND AVE	2017 High Priority Ramp	297	3,000
2684	NORTH ST@RAYMOND AVE	2017 High Priority Ramp	36	3,000
2685	NORTH ST@RAYMOND AVE	2017 High Priority Ramp	254	3,000
2686	NORTH ST@RAYMOND AVE	2017 High Priority Ramp	250	3,000
1931	PARK AVE@WALLACE ST	2017 High Priority Ramp	230	3,000
2054	PARK AVE@WALLACE ST	2017 High Priority Ramp	256	3,000
1762	PARK ST@SOMERVILLE AVE	2017 High Priority Ramp	207	3,000
1840	PARKER ST@WASHINGTON ST (W)	2017 High Priority Ramp	357	3,000
1151	PEARL ST@PEARL ST PL	2017 High Priority Ramp	181	3,000
1152	PEARL ST@PEARL ST PL	2017 High Priority Ramp	204	3,000
851	PEARL ST@WESLEY ST	2017 High Priority Ramp	277	3,000
852	PEARL ST@WESLEY ST	2017 High Priority Ramp	289	3,000
1460	PEARSON RD@BROADWAY	2017 High Priority Ramp	356	3,000
1836	PERRY ST@WASHINGTON ST (W)	2017 High Priority Ramp	512	3,000
1837	PERRY ST@WASHINGTON ST (W)	2017 High Priority Ramp	519	3,000
2240	PROSPECT ST@WEBSTER AVE	2017 High Priority Ramp	306	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2244	PROSPECT ST@WEBSTER AVE	2017 High Priority Ramp	284	3,000
2245	PROSPECT ST@WEBSTER AVE	2017 High Priority Ramp	294	3,000
2246	PROSPECT ST@WEBSTER AVE	2017 High Priority Ramp	516	3,000
1827	ROSE ST@WASHINGTON ST (W)	2017 High Priority Ramp	268	3,000
1828	ROSE ST@WASHINGTON ST (W)	2017 High Priority Ramp	508	3,000
2220	ROSSMORE ST@SOMERVILLE AVE	2017 High Priority Ramp	241	3,000
2119	RUSSELL RD@BROADWAY	2017 High Priority Ramp	196	3,000
312	SARGENT AVE@BROADWAY (E)	2017 High Priority Ramp	400	3,000
313	SARGENT AVE@BROADWAY (E)	2017 High Priority Ramp	382	3,000
318	SCHOOL ST@BROADWAY (E)	2017 High Priority Ramp	343	3,000
319	SCHOOL ST@BROADWAY (E)	2017 High Priority Ramp	308	3,000
550	SCHOOL ST@SUMMER ST	2017 High Priority Ramp	394	3,000
644	SCHOOL ST@SUMMER ST	2017 High Priority Ramp	438	3,000
1917	SIMPSON AVE@BROADWAY	2017 High Priority Ramp	294	3,000
1918	SIMPSON AVE@BROADWAY	2017 High Priority Ramp	292	3,000
151	SYCAMORE ST@BROADWAY (E)	2017 High Priority Ramp	257	3,000
183	SYCAMORE ST@BROADWAY (E)	2017 High Priority Ramp	293	3,000
140	TEMPLE ST@MYSTIC AVE	2017 High Priority Ramp	209	3,000
2080	VICTORIA ST@BROADWAY	2017 High Priority Ramp	293	3,000
2081	VICTORIA ST@BROADWAY	2017 High Priority Ramp	267	3,000
1734	WALKER ST@BROADWAY	2017 High Priority Ramp	332	3,000
1739	WALLACE ST@BROADWAY	2017 High Priority Ramp	296	3,000
258	WALNUT ST@BROADWAY (E)	2017 High Priority Ramp	282	3,000
795	WALNUT ST@BROADWAY (E)	2017 High Priority Ramp	285	3,000
796	WALNUT ST@BROADWAY (E)	2017 High Priority Ramp	311	3,000
628	WALNUT ST@MEDFORD ST	2017 High Priority Ramp	305	3,000

2241	WEBSTER AVE@PURITAN RD	2017 High Priority Ramp	239	3,000
2242	WEBSTER AVE@PURITAN RD	2017 High Priority Ramp	266	3,000
57	WHEATLAND ST@BROADWAY (W)	2017 High Priority Ramp	162	3,000
58	WHEATLAND ST@BROADWAY (W)	2017 High Priority Ramp	223	3,000
2995	WILLIAM ST@BROADWAY	2017 High Priority Ramp	370	3,000
2996	WILLIAM ST@BROADWAY	2017 High Priority Ramp	248	3,000
2057	WINTER ST@COLLEGE AVE	2017 High Priority Ramp	238	3,000
2058	WINTER ST@COLLEGE AVE	2017 High Priority Ramp	239	3,000
2009	WINTER ST@COLLEGE AVE	2017 High Priority Ramp	295	6,000
2010	WINTER ST@COLLEGE AVE	2017 High Priority Ramp	292	6,000
2017 High Priority Ramps Cost: \$1,246,500				
2176	42 TALBOT AVE	2018 High Priority Ramp	154	3,000
2693	17 LATIN WAY	2018 High Priority Ramp	179	3,000
1683	24 WHIPPLE ST	2018 High Priority Ramp	174	3,000
1684	24 WHIPPLE ST	2018 High Priority Ramp	162	3,000
2745	9 WEST ST	2018 High Priority Ramp	154	3,000
2922	6 WHIPPLE ST	2018 High Priority Ramp	174	3,000
2627	141 OXFORD ST	2018 High Priority Ramp	250	3,000
1459	91 BRISTOL RD	2018 High Priority Ramp	193	3,000
675	39 BOW ST	2018 High Priority Ramp	287	3,000
69	10 WINTER HILL CIR	2018 High Priority Ramp	160	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
144	8 BUTLER DR	2018 High Priority Ramp	250	3,000
831	19 ALDRICH ST	2018 High Priority Ramp	34	3,000
143	8 BUTLER DR	2018 High Priority Ramp	250	3,000
1946	14 HORACE ST	2018 High Priority Ramp	91	3,000
1947	11 HORACE ST	2018 High Priority Ramp	105	3,000
1300	75 MYSTIC AVE	2018 High Priority Ramp	28	3,000
2339	69 STERLING ST	2018 High Priority Ramp	103	3,000
2340	69 STERLING ST	2018 High Priority Ramp	96	3,000
2335	79 FAIRFAX ST	2018 High Priority Ramp	99	3,000
2336	77 FAIRFAX ST	2018 High Priority Ramp	92	3,000
2331	103 WOODS AVE	2018 High Priority Ramp	102	3,000
2332	103 WOODS AVE	2018 High Priority Ramp	98	4,500
2173	14 SAWYER AVE	2018 High Priority Ramp	171	3,000
2174	13 SAWYER AVE	2018 High Priority Ramp	165	3,000
2175	101 TALBOT AVE	2018 High Priority Ramp	146	3,000
2694	17 LATIN WAY	2018 High Priority Ramp	175	3,000
2701	11 TALBOT AVE	2018 High Priority Ramp	232	3,000
2527	51 HOLYOKE RD	2018 High Priority Ramp	137	3,000
2528	50 HOLYOKE RD	2018 High Priority Ramp	172	3,000
2921	6 WHIPPLE ST	2018 High Priority Ramp	122	3,000
2526	7 HOLYOKE RD	2018 High Priority Ramp	194	3,000

2525	6 HOLYOKE RD	2018 High Priority Ramp	210	3,000
2568	82 SACRAMENTO ST	2018 High Priority Ramp	155	3,000
400	19 CROCKER ST	2018 High Priority Ramp	180	3,000
405	40 TOWER ST	2018 High Priority Ramp	165	3,000
406	30 TOWER ST	2018 High Priority Ramp	194	3,000
407	28 TOWER ST	2018 High Priority Ramp	166	3,000
1371	616 BROADWAY (W)	2018 High Priority Ramp	171	3,000
1372	620 BROADWAY (W)	2018 High Priority Ramp	146	3,000
595	156 SCHOOL ST	2018 High Priority Ramp	197	3,000
606	88 HIGHLAND AVE	2018 High Priority Ramp	270	3,000
1113	66 GLEN ST	2018 High Priority Ramp	364	3,000
935	22 BENEDICT ST	2018 High Priority Ramp	66	3,000
936	23 BENEDICT ST	2018 High Priority Ramp	464	3,000
780	16 WARREN AVE	2018 High Priority Ramp	124	3,000
2703	195 COLLEGE AVE	2018 High Priority Ramp	164	3,000
2702	197 COLLEGE AVE	2018 High Priority Ramp	183	3,000
786	26 WARREN AVE	2018 High Priority Ramp	191	3,000
2582	275 BEACON ST	2018 High Priority Ramp	152	3,000
2746	373 HIGHLAND AVE	2018 High Priority Ramp	160	3,000
833	ALDRICH ST@VIRGINIA ST	2018 High Priority Ramp	195	3,000
1356	ALPINE ST@CEDAR ST	2018 High Priority Ramp	163	3,000
1357	ALPINE ST@CEDAR ST	2018 High Priority Ramp	149	3,000
2829	AMES ST@BARTLETT ST	2018 High Priority Ramp	42	3,000
2830	AMES ST@BARTLETT ST	2018 High Priority Ramp	250	3,000
2827	AMES ST@MINER ST	2018 High Priority Ramp	50	3,000
2828	AMES ST@MINER ST	2018 High Priority Ramp	44	3,000
2823	AMES ST@ROBINSON ST	2018 High Priority Ramp	112	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2825	AMES ST@ROBINSON ST	2018 High Priority Ramp	81	3,000
2826	AMES ST@ROBINSON ST	2018 High Priority Ramp	93	3,000
2501	ASHLAND ST@SARTWELL AVE	2018 High Priority Ramp	124	3,000
2502	ASHLAND ST@SARTWELL AVE	2018 High Priority Ramp	130	3,000
1273	ASSEMBLY SQ@FELLSWAY W	2018 High Priority Ramp	192	3,000
2831	BARTLETT ST@ROBINSON ST	2018 High Priority Ramp	41	3,000
2832	BARTLETT ST@ROBINSON ST	2018 High Priority Ramp	115	3,000
2565	BEACON ST@EUSTIS ST	2018 High Priority Ramp	148	3,000
2566	BEACON ST@EUSTIS ST	2018 High Priority Ramp	171	3,000
2561	BEACON ST@FOREST ST	2018 High Priority Ramp	59	3,000
2616	BEACON ST@ROSELAND ST	2018 High Priority Ramp	274	3,000
2583	BEACON ST@SACRAMENTO ST	2018 High Priority Ramp	182	3,000
2584	BEACON ST@SACRAMENTO ST	2018 High Priority Ramp	162	3,000
2567	BEACON ST@SACRAMENTO ST	2018 High Priority Ramp	133	3,000
1950	BEDFORD ST@SOUTH ST	2018 High Priority Ramp	153	3,000
1951	BEDFORD ST@SOUTH ST	2018 High Priority Ramp	176	3,000

506	BELMONT ST@SOMERVILLE AVE	2018 High Priority Ramp	119	3,000
457	BELMONT ST@SUMMER ST	2018 High Priority Ramp	155	3,000
458	BELMONT ST@SUMMER ST	2018 High Priority Ramp	167	3,000
459	BELMONT ST@SUMMER ST	2018 High Priority Ramp	155	3,000
461	BELMONT ST@SUMMER ST	2018 High Priority Ramp	124	3,000
462	BELMONT ST@SUMMER ST	2018 High Priority Ramp	118	3,000
486	BERKELEY ST@CENTRAL ST	2018 High Priority Ramp	95	3,000
487	BERKELEY ST@CENTRAL ST	2018 High Priority Ramp	176	3,000
2024	BILLINGHAM ST@WILLIAM ST	2018 High Priority Ramp	156	3,000
2025	BILLINGHAM ST@WILLIAM ST	2018 High Priority Ramp	136	3,000
715	BOSTON ST@PROSPECT HILL AVE	2018 High Priority Ramp	38	3,000
716	BOSTON ST@PROSPECT HILL AVE	2018 High Priority Ramp	27	3,000
717	BOSTON ST@PROSPECT HILL AVE	2018 High Priority Ramp	59	3,000
718	BOSTON ST@PROSPECT HILL AVE	2018 High Priority Ramp	65	3,000
719	BOSTON ST@PROSPECT HILL AVE	2018 High Priority Ramp	38	3,000
720	BOSTON ST@PROSPECT HILL AVE	2018 High Priority Ramp	24	3,000
721	BOSTON ST@PROSPECT HILL AVE	2018 High Priority Ramp	59	3,000
722	BOSTON ST@PROSPECT HILL AVE	2018 High Priority Ramp	33	3,000
1457	BRISTOL RD@BROADWAY	2018 High Priority Ramp	119	3,000
1470	BRISTOL RD@BROADWAY	2018 High Priority Ramp	174	3,000
1458	BRISTOL RD@BROADWAY	2018 High Priority Ramp	111	3,000
1115	BROOK ST@GLEN ST	2018 High Priority Ramp	22	3,000
1116	BROOK ST@GLEN ST	2018 High Priority Ramp	19	3,000
1117	BROOK ST@RUSH ST (N)	2018 High Priority Ramp	27	3,000
1119	BROOK ST@RUSH ST (N)	2018 High Priority Ramp	18	3,000
1120	BROOK ST@RUSH ST (N)	2018 High Priority Ramp	23	3,000
1118	BROOK ST@RUSH ST (N)	2018 High Priority Ramp	26	3,000
485	CAMBRIA ST@CENTRAL ST	2018 High Priority Ramp	26	3,000
1599	CEDAR ST@HIGHLAND AVE	2018 High Priority Ramp	393	3,000
1365	CEDAR ST@HUDSON ST	2018 High Priority Ramp	129	3,000
1361	CEDAR ST@LEXINGTON AVE	2018 High Priority Ramp	5	3,000
1355	CEDAR ST@MORRISON AVE	2018 High Priority Ramp	73	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2503	CEDAR ST@SARTWELL AVE	2018 High Priority Ramp	108	3,000
2504	CEDAR ST@SARTWELL AVE	2018 High Priority Ramp	102	3,000
2505	CEDAR ST@SARTWELL AVE	2018 High Priority Ramp	75	3,000
1363	CEDAR ST@SPENCER AVE	2018 High Priority Ramp	80	3,000
1364	CEDAR ST@SPENCER AVE	2018 High Priority Ramp	92	3,000
1352	CEDAR ST@WARWICK ST	2018 High Priority Ramp	164	3,000
1353	CEDAR ST@WARWICK ST	2018 High Priority Ramp	126	3,000
1316	CENTRAL ST@BROADWAY	2018 High Priority Ramp	170	3,000
1317	CENTRAL ST@BROADWAY	2018 High Priority Ramp	196	3,000
1318	CENTRAL ST@BROADWAY	2018 High Priority Ramp	172	3,000
538	CENTRAL ST@CLEVELAND ST	2018 High Priority Ramp	156	3,000

539	CENTRAL ST@CLEVELAND ST	2018 High Priority Ramp	158	3,000
540	CENTRAL ST@CLEVELAND ST	2018 High Priority Ramp	159	3,000
474	CENTRAL ST@GIBBENS ST	2018 High Priority Ramp	260	3,000
536	CENTRAL ST@MONMOUTH ST	2018 High Priority Ramp	158	3,000
537	CENTRAL ST@MONMOUTH ST	2018 High Priority Ramp	166	3,000
2824	CENTRAL ST@ROBINSON ST	2018 High Priority Ramp	66	3,000
1932	CHANDLER ST@BROADWAY	2018 High Priority Ramp	138	3,000
1933	CHANDLER ST@BROADWAY	2018 High Priority Ramp	95	3,000
2046	CHANDLER ST@CHAPEL ST	2018 High Priority Ramp	106	3,000
2047	CHANDLER ST@CHAPEL ST	2018 High Priority Ramp	121	3,000
2026	CHANDLER ST@WILLIAM ST	2018 High Priority Ramp	32	3,000
2027	CHANDLER ST@WILLIAM ST	2018 High Priority Ramp	32	3,000
2028	CHANDLER ST@WILLIAM ST	2018 High Priority Ramp	36	3,000
2545	CHERRY ST@FAIRLEE ST	2018 High Priority Ramp	148	3,000
2546	CHERRY ST@FAIRLEE ST	2018 High Priority Ramp	170	3,000
3012	CHERRY ST@SARTWELL AVE	2018 High Priority Ramp	162	3,000
3013	CHERRY ST@SARTWELL AVE	2018 High Priority Ramp	153	3,000
2191	CLAREMON ST@HOLLAND ST	2018 High Priority Ramp	222	3,000
2192	CLAREMON ST@HOLLAND ST	2018 High Priority Ramp	203	3,000
1608	CONWELL ST@HIGHLAND AVE	2018 High Priority Ramp	244	3,000
2486	COTTAGE AVE@RUSSELL ST	2018 High Priority Ramp	103	3,000
2487	COTTAGE AVE@RUSSELL ST	2018 High Priority Ramp	146	3,000
435	CRAIGIE ST@ELM ST	2018 High Priority Ramp	247	3,000
436	CRAIGIE ST@ELM ST	2018 High Priority Ramp	244	3,000
401	CROCKER ST@CROWN ST	2018 High Priority Ramp	138	3,000
402	CROCKER ST@CROWN ST	2018 High Priority Ramp	181	3,000
404	CROWN ST@TOWER ST	2018 High Priority Ramp	144	3,000
403	CROWN ST@TOWER ST	2018 High Priority Ramp	178	3,000
1289	CUMMINGS ST@MIDDLESEX AVE	2018 High Priority Ramp	154	3,000
1290	CUMMINGS ST@MIDDLESEX AVE	2018 High Priority Ramp	167	3,000
1292	CUMMINGS ST@MIDDLESEX AVE	2018 High Priority Ramp	161	3,000
2377	CURTIS ST@CHETWYND ROAD	2018 High Priority Ramp	120	3,000
2383	CURTIS ST@CONWELL AVE	2018 High Priority Ramp	80	3,000
2382	CURTIS ST@CONWELL AVE	2018 High Priority Ramp	85	3,000
2380	CURTIS ST@CURTIS AVE	2018 High Priority Ramp	156	3,000
2381	CURTIS ST@CURTIS AVE	2018 High Priority Ramp	162	3,000
2691	CURTIS ST@PROFESSORS ROW	2018 High Priority Ramp	121	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2692	CURTIS ST@PROFESSORS ROW	2018 High Priority Ramp	131	3,000
2379	CURTIS ST@PROFESSORS ROW	2018 High Priority Ramp	163	3,000
2384	CURTIS ST@RAYMOND AVE	2018 High Priority Ramp	151	3,000
2385	CURTIS ST@RAYMOND AVE	2018 High Priority Ramp	156	3,000
2386	CURTIS ST@RAYMOND AVE	2018 High Priority Ramp	125	3,000
2391	CURTIS ST@RAYMOND AVE	2018 High Priority Ramp	119	3,000

2414	CURTIS ST@TEELE AVE	2018 High Priority Ramp	48	3,000
1675	CUTTER AVE@HAWTHORNE ST	2018 High Priority Ramp	142	3,000
1676	CUTTER AVE@HAWTHORNE ST	2018 High Priority Ramp	159	3,000
68	DARTMOUTH ST@BROADWAY (E)	2018 High Priority Ramp	146	3,000
382	DARTMOUTH ST@BROADWAY (E)	2018 High Priority Ramp	236	3,000
383	DARTMOUTH ST@BROADWAY (E)	2018 High Priority Ramp	200	3,000
2704	DEARBORN RD@BROMFIELD RD	2018 High Priority Ramp	181	3,000
2705	DEARBORN RD@BROMFIELD RD	2018 High Priority Ramp	171	3,000
2997	DEARBORN RD@PEARSON RD	2018 High Priority Ramp	169	3,000
2998	DEARBORN RD@PEARSON RD	2018 High Priority Ramp	149	3,000
232	DERBY ST@GRANT ST	2018 High Priority Ramp	27	3,000
233	DERBY ST@GRANT ST	2018 High Priority Ramp	24	3,000
234	DERBY ST@GRANT ST	2018 High Priority Ramp	19	3,000
235	DERBY ST@GRANT ST	2018 High Priority Ramp	38	3,000
236	DERBY ST@GRANT ST	2018 High Priority Ramp	35	3,000
237	DERBY ST@GRANT ST	2018 High Priority Ramp	250	3,000
238	DERBY ST@GRANT ST	2018 High Priority Ramp	46	3,000
239	DERBY ST@GRANT ST	2018 High Priority Ramp	47	3,000
2262	DICKINSON ST@LEON ST	2018 High Priority Ramp	65	3,000
2263	DICKINSON ST@LEON ST	2018 High Priority Ramp	66	3,000
2981	DICKINSON ST@SPRINGFIELD ST	2018 High Priority Ramp	174	3,000
2869	EARLE ST@SOUTH ST	2018 High Priority Ramp	128	3,000
2870	EARLE ST@SOUTH ST	2018 High Priority Ramp	156	3,000
1607	EASTMAN RD@HIGHLAND AVE	2018 High Priority Ramp	90	3,000
109	EDGAR AVE@HEATH ST	2018 High Priority Ramp	55	3,000
107	EDGAR AVE@HEATH ST	2018 High Priority Ramp	26	3,000
108	EDGAR AVE@HEATH ST	2018 High Priority Ramp	17	3,000
110	EDGAR AVE@HEATH ST	2018 High Priority Ramp	46	3,000
111	EDGAR AVE@HEATH ST	2018 High Priority Ramp	270	3,000
124	EDGAR AVE@MEACHAM ST	2018 High Priority Ramp	128	3,000
126	EDGAR AVE@MEACHAM ST	2018 High Priority Ramp	172	6,000
127	EDGAR AVE@MEACHAM ST	2018 High Priority Ramp	170	6,000
1121	ELLSWORTH ST@RUSH ST (N)	2018 High Priority Ramp	121	3,000
1122	ELLSWORTH ST@RUSH ST (N)	2018 High Priority Ramp	161	3,000
1722	ELM ST@ELSTON ST	2018 High Priority Ramp	238	3,000
1723	ELM ST@ELSTON ST	2018 High Priority Ramp	223	3,000
1720	ELM ST@SAINT JAMES AVE	2018 High Priority Ramp	298	3,000
1721	ELM ST@SAINT JAMES AVE	2018 High Priority Ramp	289	3,000
1713	ELM ST@WILLOW AVE	2018 High Priority Ramp	155	3,000
1725	ELM ST@WINDOM ST	2018 High Priority Ramp	85	3,000
1724	ELM ST@WINDOM ST	2018 High Priority Ramp	98	3,000
2207	ELMWOOD ST@HOLLAND ST	2018 High Priority Ramp	180	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2208	ELMWOOD ST@HOLLAND ST	2018 High Priority Ramp	185	3,000

2211	ELMWOOD ST@HOLLAND ST	2018 High Priority Ramp	238	4,500
2094	ENDICOTT AVE@HOOKER AVE	2018 High Priority Ramp	86	3,000
2095	ENDICOTT AVE@HOOKER AVE	2018 High Priority Ramp	104	3,000
345	ESSEX ST@RICHDAL E AVE	2018 High Priority Ramp	6	3,000
160	EVERGREEN AVE@SYCAMORE ST	2018 High Priority Ramp	35	3,000
161	EVERGREEN AVE@SYCAMORE ST	2018 High Priority Ramp	253	3,000
360	EVERGREEN AVE@THURSTON ST	2018 High Priority Ramp	133	3,000
361	EVERGREEN AVE@THURSTON ST	2018 High Priority Ramp	159	3,000
362	EVERGREEN AVE@THURSTON ST	2018 High Priority Ramp	176	3,000
363	EVERGREEN AVE@THURSTON ST	2018 High Priority Ramp	162	3,000
364	EVERGREEN AVE@THURSTON ST	2018 High Priority Ramp	141	3,000
365	EVERGREEN AVE@THURSTON ST	2018 High Priority Ramp	164	3,000
1404	FISK AVE@HINCKLEY ST	2018 High Priority Ramp	118	3,000
1405	FISK AVE@HINCKLEY ST	2018 High Priority Ramp	94	3,000
1201	FOUNTAIN AVE@GLEN ST	2018 High Priority Ramp	112	3,000
1203	FOUNTAIN AVE@GLEN ST	2018 High Priority Ramp	180	3,000
2001	FRANCESCA AVE@COLLEGE AVE	2018 High Priority Ramp	184	3,000
2023	FRANCESCA AVE@COLLEGE AVE	2018 High Priority Ramp	232	3,000
843	GILMAN TERR@PEARL ST	2018 High Priority Ramp	97	3,000
844	GILMAN TERR@PEARL ST	2018 High Priority Ramp	94	3,000
845	GILMAN TERR@PEARL ST	2018 High Priority Ramp	150	3,000
846	GILMAN TERR@PEARL ST	2018 High Priority Ramp	176	3,000
1204	GLEN ST@OLIVER ST	2018 High Priority Ramp	165	3,000
1211	GLEN ST@OLIVER ST	2018 High Priority Ramp	126	3,000
1207	GLEN ST@OLIVER ST	2018 High Priority Ramp	107	3,000
1209	GLEN ST@OLIVER ST	2018 High Priority Ramp	112	3,000
1111	GLEN ST@WEBSTER ST	2018 High Priority Ramp	120	3,000
1112	GLEN ST@WEBSTER ST	2018 High Priority Ramp	120	3,000
1325	GLENWOOD RD@BROADWAY	2018 High Priority Ramp	243	3,000
1326	GLENWOOD RD@BROADWAY	2018 High Priority Ramp	157	3,000
1327	GLENWOOD RD@BROADWAY	2018 High Priority Ramp	126	3,000
1328	GLENWOOD RD@BROADWAY	2018 High Priority Ramp	96	3,000
2066	GORHAM ST@SEVEN PINES AVE	2018 High Priority Ramp	142	3,000
2067	GORHAM ST@SEVEN PINES AVE	2018 High Priority Ramp	146	3,000
1568	HANCOCK ST@HIGHLAND AVE	2018 High Priority Ramp	127	3,000
1593	HANCOCK ST@HIGHLAND AVE	2018 High Priority Ramp	129	3,000
2411	HARDAN RD@POWDER HOUSE BLVD	2018 High Priority Ramp	89	3,000
2412	HARDAN RD@POWDER HOUSE BLVD	2018 High Priority Ramp	102	3,000
1936	HARDING ST@SOUTH ST	2018 High Priority Ramp	167	3,000
1937	HARDING ST@SOUTH ST	2018 High Priority Ramp	127	3,000
1944	HARDING ST@SOUTH ST	2018 High Priority Ramp	101	3,000
1945	HARDING ST@SOUTH ST	2018 High Priority Ramp	122	3,000
1938	HARDING ST@WARD ST	2018 High Priority Ramp	150	3,000
1939	HARDING ST@WARD ST	2018 High Priority Ramp	196	3,000

1812	HAWKINS ST@LAKE ST	2018 High Priority Ramp	146	3,000
1813	HAWKINS ST@LAKE ST	2018 High Priority Ramp	154	3,000
1815	HAWKINS ST@SOMERVILLE AVE	2018 High Priority Ramp	131	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
660	HAWKINS ST@SOMERVILLE AVE	2018 High Priority Ramp	175	3,000
1819	HAWKINS ST@WASHINGTON ST (W)	2018 High Priority Ramp	205	3,000
1820	HAWKINS ST@WASHINGTON ST (W)	2018 High Priority Ramp	220	3,000
1821	HAWKINS ST@WASHINGTON ST (W)	2018 High Priority Ramp	214	3,000
2649	HAWKINS ST@WASHINGTON ST (W)	2018 High Priority Ramp	175	3,000
2747	HAWTHORNE ST@WEST ST	2018 High Priority Ramp	38	3,000
2748	HAWTHORNE ST@WEST ST	2018 High Priority Ramp	42	3,000
2945	HENDERSON ST@RICHARDSON ST	2018 High Priority Ramp	74	3,000
2946	HENDERSON ST@RICHARDSON ST	2018 High Priority Ramp	60	3,000
1584	HIGHLAND AVE@HENRY AVE	2018 High Priority Ramp	136	3,000
1585	HIGHLAND AVE@HENRY AVE	2018 High Priority Ramp	122	3,000
641	HIGHLAND AVE@PRESCOTT ST	2018 High Priority Ramp	156	3,000
642	HIGHLAND AVE@PRESCOTT ST	2018 High Priority Ramp	155	3,000
1681	HIGHLAND AVE@WEST ST	2018 High Priority Ramp	160	3,000
1682	HIGHLAND AVE@WEST ST	2018 High Priority Ramp	132	3,000
1669	HIGHLAND AVE@WEST ST	2018 High Priority Ramp	135	3,000
1589	HIGHLAND AVE@WILLOW AVE	2018 High Priority Ramp	423	3,000
1496	HIGHLAND RD@KIDDER AVE	2018 High Priority Ramp	35	3,000
1497	HIGHLAND RD@KIDDER AVE	2018 High Priority Ramp	250	3,000
1498	HIGHLAND RD@KIDDER AVE	2018 High Priority Ramp	250	3,000
1499	HIGHLAND RD@KIDDER AVE	2018 High Priority Ramp	21	3,000
1500	HIGHLAND RD@KIDDER AVE	2018 High Priority Ramp	28	3,000
1501	HIGHLAND RD@KIDDER AVE	2018 High Priority Ramp	47	3,000
1402	HINCKLEY ST@RICHARDSON ST	2018 High Priority Ramp	250	3,000
2993	HINCKLEY ST@RICHARDSON ST	2018 High Priority Ramp	66	3,000
2994	HINCKLEY ST@RICHARDSON ST	2018 High Priority Ramp	90	3,000
1399	HINCKLEY ST@WILTON ST	2018 High Priority Ramp	66	3,000
1400	HINCKLEY ST@WILTON ST	2018 High Priority Ramp	17	3,000
1401	HINCKLEY ST@WILTON ST	2018 High Priority Ramp	250	3,000
1940	HORACE ST@WARD ST	2018 High Priority Ramp	128	3,000
1941	HORACE ST@WARD ST	2018 High Priority Ramp	145	3,000
1942	HORACE ST@WARD ST	2018 High Priority Ramp	183	3,000
1943	HORACE ST@WARD ST	2018 High Priority Ramp	133	3,000
2260	HOUGHTON ST@SPRINGFIELD ST	2018 High Priority Ramp	274	3,000
1934	HUNTING ST@SOUTH ST	2018 High Priority Ramp	139	3,000
1935	HUNTING ST@SOUTH ST	2018 High Priority Ramp	134	3,000
2871	HUNTING ST@SOUTH ST	2018 High Priority Ramp	169	3,000
438	IBBETSON ST@SOMERVILLE AVE	2018 High Priority Ramp	121	3,000
824	JASPER ST@GILMAN ST	2018 High Priority Ramp	18	3,000
825	JASPER ST@GILMAN ST	2018 High Priority Ramp	17	3,000

838	JASPER ST@PEARL ST	2018 High Priority Ramp	74	3,000
841	JASPER ST@PEARL ST	2018 High Priority Ramp	129	3,000
842	JASPER ST@PEARL ST	2018 High Priority Ramp	126	3,000
837	JASPER ST@VIRGINIA ST	2018 High Priority Ramp	55	3,000
1510	JOSEPHINE AVE@KIDDER AVE	2018 High Priority Ramp	109	3,000
1512	JOSEPHINE AVE@KIDDER AVE	2018 High Priority Ramp	117	3,000
1515	JOSEPHINE AVE@KIDDER AVE	2018 High Priority Ramp	156	3,000
1516	JOSEPHINE AVE@KIDDER AVE	2018 High Priority Ramp	128	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2036	KENWOOD ST@COLLEGE AVE	2018 High Priority Ramp	138	3,000
2037	KENWOOD ST@COLLEGE AVE	2018 High Priority Ramp	180	3,000
3009	KINGSTON ST@THORNDIKE ST (S)	2018 High Priority Ramp	450	3,000
1212	KNOWLTON ST@OLIVER ST	2018 High Priority Ramp	48	3,000
1213	KNOWLTON ST@OLIVER ST	2018 High Priority Ramp	80	3,000
1214	KNOWLTON ST@OLIVER ST	2018 High Priority Ramp	119	3,000
1215	KNOWLTON ST@OLIVER ST	2018 High Priority Ramp	137	3,000
64	LANGMAID AVE@BROADWAY (W)	2018 High Priority Ramp	332	3,000
354	LEE ST@RICHDAL E AVE	2018 High Priority Ramp	250	3,000
355	LEE ST@RICHDAL E AVE	2018 High Priority Ramp	19	3,000
1736	LEONARD ST@POWDER HOUSE BLVD	2018 High Priority Ramp	119	3,000
1737	LEONARD ST@POWDER HOUSE BLVD	2018 High Priority Ramp	103	3,000
1579	LEXINGTON AVE@HENRY AVE	2018 High Priority Ramp	71	3,000
1581	LEXINGTON AVE@WILLOW AVE	2018 High Priority Ramp	164	3,000
1464	LIBERTY AVE@BROADWAY	2018 High Priority Ramp	185	3,000
1465	LIBERTY AVE@BROADWAY	2018 High Priority Ramp	167	3,000
2290	LORING ST@SOMERVILLE AVE	2018 High Priority Ramp	328	3,000
2417	LOVELL ST@BROADWAY	2018 High Priority Ramp	128	3,000
2418	LOVELL ST@BROADWAY	2018 High Priority Ramp	104	3,000
592	MADISON ST@SCHOOL ST	2018 High Priority Ramp	110	3,000
593	MADISON ST@SCHOOL ST	2018 High Priority Ramp	128	3,000
596	MADISON ST@SCHOOL ST	2018 High Priority Ramp	204	3,000
1900	MARION ST@NEWTON ST	2018 High Priority Ramp	211	3,000
2143	MASON ST@OSSIP E E RD	2018 High Priority Ramp	23	3,000
2144	MASON ST@POWDER HOUSE BLVD	2018 High Priority Ramp	106	3,000
2145	MASON ST@POWDER HOUSE BLVD	2018 High Priority Ramp	105	3,000
707	MEDFORD ST@PROSPECT HILL AVE	2018 High Priority Ramp	234	3,000
708	MEDFORD ST@PROSPECT HILL AVE	2018 High Priority Ramp	282	3,000
1955	MEDFORD ST@SOUTH ST	2018 High Priority Ramp	150	3,000
1956	MEDFORD ST@SOUTH ST	2018 High Priority Ramp	158	3,000
1948	MEDFORD ST@WARD ST	2018 High Priority Ramp	170	3,000
1949	MEDFORD ST@WARD ST	2018 High Priority Ramp	131	3,000
1952	MEDFORD ST@WARREN ST	2018 High Priority Ramp	572	3,000
1953	MEDFORD ST@WARREN ST	2018 High Priority Ramp	173	3,000
2585	MILLER ST@SACRAMENTO ST	2018 High Priority Ramp	171	3,000

2586	MILLER ST@SACRAMENTO ST	2018 High Priority Ramp	172	3,000
591	MONTROSE ST@SCHOOL ST	2018 High Priority Ramp	156	3,000
2004	MORRISON AVE@COLLEGE AVE	2018 High Priority Ramp	221	3,000
2005	MORRISON AVE@COLLEGE AVE	2018 High Priority Ramp	186	3,000
2006	MORRISON AVE@COLLEGE AVE	2018 High Priority Ramp	162	3,000
957	MOUNT PLEASANT ST@PERKINS ST	2018 High Priority Ramp	43	3,000
958	MOUNT PLEASANT ST@PERKINS ST	2018 High Priority Ramp	250	3,000
959	MOUNT PLEASANT ST@PERKINS ST	2018 High Priority Ramp	12	3,000
960	MOUNT PLEASANT ST@PERKINS ST	2018 High Priority Ramp	16	3,000
961	MOUNT PLEASANT ST@PERKINS ST	2018 High Priority Ramp	24	3,000
962	MOUNT PLEASANT ST@PERKINS ST	2018 High Priority Ramp	42	3,000
1302	MYSTIC AVE@NORTH UNION ST	2018 High Priority Ramp	425	3,000
2154	PACKARD AVE@BROADWAY	2018 High Priority Ramp	359	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2180	PACKARD AVE@PROFESSORS ROW	2018 High Priority Ramp	148	3,000
2169	PACKARD AVE@TEELE AVE	2018 High Priority Ramp	116	3,000
2170	PACKARD AVE@TEELE AVE	2018 High Priority Ramp	165	3,000
2171	PACKARD AVE@WHITFIELD RD	2018 High Priority Ramp	122	3,000
2172	PACKARD AVE@WHITFIELD RD	2018 High Priority Ramp	165	3,000
2051	PARK AVE@COLLEGE AVE	2018 High Priority Ramp	126	3,000
2007	PARK AVE@COLLEGE AVE	2018 High Priority Ramp	170	3,000
2050	PARK AVE@COLLEGE AVE	2018 High Priority Ramp	110	3,000
1329	PARTRIDGE AVE@BROADWAY	2018 High Priority Ramp	146	3,000
1330	PARTRIDGE AVE@BROADWAY	2018 High Priority Ramp	156	3,000
1181	PEARL ST@RUSH ST (S)	2018 High Priority Ramp	205	3,000
1182	PEARL ST@RUSH ST (S)	2018 High Priority Ramp	171	3,000
850	PEARL ST@WESLEY ST	2018 High Priority Ramp	306	3,000
847	PEARL ST@WIGGLESWORTH ST	2018 High Priority Ramp	128	3,000
848	PEARL ST@WIGGLESWORTH ST	2018 High Priority Ramp	165	3,000
849	PEARL ST@WIGGLESWORTH ST	2018 High Priority Ramp	194	3,000
2999	PEARSON RD@WARNER ST	2018 High Priority Ramp	23	3,000
3000	PEARSON RD@WARNER ST	2018 High Priority Ramp	37	3,000
3001	PEARSON RD@WARNER ST	2018 High Priority Ramp	250	3,000
3002	PEARSON RD@WARNER ST	2018 High Priority Ramp	21	3,000
3003	PEARSON RD@WARNER ST	2018 High Priority Ramp	21	3,000
3004	PEARSON RD@WARNER ST	2018 High Priority Ramp	29	3,000
3005	PEARSON RD@WARNER ST	2018 High Priority Ramp	26	3,000
3006	PEARSON RD@WARNER ST	2018 High Priority Ramp	29	3,000
949	PERKINS ST@PERKINS ST	2018 High Priority Ramp	250	3,000
950	PERKINS ST@PERKINS ST	2018 High Priority Ramp	24	3,000
954	PERKINS ST@PERKINS ST	2018 High Priority Ramp	26	3,000
955	PERKINS ST@PERKINS ST	2018 High Priority Ramp	29	3,000
2146	POWDER HOUSE BLVD@BURNHAM ST	2018 High Priority Ramp	100	3,000
1171	RANDOLPH PL@CROSS ST	2018 High Priority Ramp	199	3,000

1172	RANDOLPH PL@CROSS ST	2018 High Priority Ramp	229	3,000
344	RICHDALE AVE@SCHOOL ST	2018 High Priority Ramp	321	3,000
594	RICHDALE AVE@SCHOOL ST	2018 High Priority Ramp	317	3,000
353	RICHDALE AVE@THURSTON ST	2018 High Priority Ramp	23	3,000
2569	SACRAMENTO ST@BEACON ST	2018 High Priority Ramp	397	3,000
784	SANBORN AVE@WALNUT ST	2018 High Priority Ramp	184	3,000
781	SANBORN AVE@WARREN AVE	2018 High Priority Ramp	107	3,000
1874	SOMERVILLE AVE@PROPERZI WAY (N)	2018 High Priority Ramp	156	3,000
1875	SOMERVILLE AVE@PROPERZI WAY (N)	2018 High Priority Ramp	226	3,000
2867	SOUTH ST@WILLOW PL	2018 High Priority Ramp	47	3,000
2868	SOUTH ST@WILLOW PL	2018 High Priority Ramp	50	3,000
520	SPRING ST@SUMMER ST	2018 High Priority Ramp	72	3,000
522	SPRING ST@SUMMER ST	2018 High Priority Ramp	68	3,000
523	SPRING ST@SUMMER ST	2018 High Priority Ramp	29	3,000
671	SUMMER ST@WESLEY PARK	2018 High Priority Ramp	238	3,000
673	SUMMER ST@WESLEY PARK	2018 High Priority Ramp	193	3,000
676	SUMMER ST@WESLEY PARK	2018 High Priority Ramp	223	3,000
1697	SUMMER ST@WINDOM ST	2018 High Priority Ramp	139	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1698	SUMMER ST@WINDOM ST	2018 High Priority Ramp	138	3,000
1556	SUMMIT ST@COLLEGE AVE	2018 High Priority Ramp	286	3,000
822	WALNUT ST@GILMAN ST	2018 High Priority Ramp	33	3,000
823	WALNUT ST@GILMAN ST	2018 High Priority Ramp	83	3,000
2836	WARNER ST@BROMFIELD RD	2018 High Priority Ramp	148	3,000
2835	WARNER ST@BROMFIELD RD	2018 High Priority Ramp	200	3,000
2214	BOSTON ST@WASHINGTON ST (E)	2018 High Priority Ramp	321	3,000
2215	BOSTON ST@WASHINGTON ST (E)	2018 High Priority Ramp	364	3,000
2213	ROSSMORE ST@WASHINGTON ST (E)	2018 High Priority Ramp	230	3,000
2212	ROSSMORE ST@WASHINGTON ST (E)	2018 High Priority Ramp	206	3,000
2225	MERRIAM ST@WASHINGTON ST (E)	2018 High Priority Ramp	436	3,000
2226	MERRIAM ST@WASHINGTON ST (E)	2018 High Priority Ramp	394	3,000
746	COLUMBUS AVE@WASHINGTON ST (E)	2018 High Priority Ramp	136	3,000
747	COLUMBUS AVE@WASHINGTON ST (E)	2018 High Priority Ramp	175	3,000
711	BOSTON ST@WASHINGTON ST (E)	2018 High Priority Ramp	419	3,000
712	BOSTON ST@WASHINGTON ST (E)	2018 High Priority Ramp	394	3,000
2000	WILLIAM ST@COLLEGE AVE	2018 High Priority Ramp	250	3,000
2022	WILLIAM ST@COLLEGE AVE	2018 High Priority Ramp	216	3,000
2008	WINSLOW AVE@COLLEGE AVE	2018 High Priority Ramp	134	3,000
2018 High Priority Ramps Cost: \$1,251,000				
1346	9 MURDOCK ST	2019 High Priority Ramp	78	3,000
1347	9 MURDOCK ST	2019 High Priority Ramp	33	3,000
1750	6 LAUREL AVE	2019 High Priority Ramp	9	3,000
2553	7 HUDSON ST	2019 High Priority Ramp	21	3,000

2875	520 COLUMBIA ST	2019 High Priority Ramp	132	3,000
2876	520 COLUMBIA ST	2019 High Priority Ramp	109	3,000
704	252 MEDFORD ST	2019 High Priority Ramp	23	3,000
1255	9 CHESTER AVE	2019 High Priority Ramp	37	3,000
2435	9 IRVINGTON RD	2019 High Priority Ramp	138	3,000
2436	10 IRVINGTON RD	2019 High Priority Ramp	166	3,000
1993	31 APPLETON ST	2019 High Priority Ramp	72	3,000
463	65 BELMONT ST	2019 High Priority Ramp	41	3,000
1406	65 MURDOCK ST	2019 High Priority Ramp	28	3,000
1407	62 MURDOCK ST	2019 High Priority Ramp	31	3,000
2816	108 ALBION ST	2019 High Priority Ramp	93	3,000
2752	1 PARK PL	2019 High Priority Ramp	47	3,000
2751	2 PARK PL	2019 High Priority Ramp	50	3,000
1749	5 LAUREL AVE	2019 High Priority Ramp	59	3,000
832	2 HIGHLAND AVE	2019 High Priority Ramp	74	3,000
703	252 MEDFORD ST	2019 High Priority Ramp	25	3,000
261	17 WALNUT RD	2019 High Priority Ramp	43	3,000
262	21 WALNUT RD	2019 High Priority Ramp	450	3,000
888	13 GARFIELD AVE	2019 High Priority Ramp	134	3,000
889	16 GARFIELD AVE	2019 High Priority Ramp	164	3,000
1076	2 HADLEY CT	2019 High Priority Ramp	132	3,000
1078	5 PALMER AVE	2019 High Priority Ramp	67	3,000
1079	5 PALMER AVE	2019 High Priority Ramp	48	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1293	5 MIDDLESEX AVE	2019 High Priority Ramp	182	3,000
1294	5 MIDDLESEX AVE	2019 High Priority Ramp	130	3,000
2765	12 HANSON ST	2019 High Priority Ramp	17	3,000
2949	18 NASHUA ST	2019 High Priority Ramp	19	3,000
2950	20 NASHUA ST	2019 High Priority Ramp	8	3,000
2893	3 NEWTON ST	2019 High Priority Ramp	68	3,000
1782	42 PRESTON RD	2019 High Priority Ramp	49	3,000
2737	44 ELMWOOD ST	2019 High Priority Ramp	22	3,000
1783	51 PRESTON RD	2019 High Priority Ramp	49	3,000
2736	52 ELMWOOD ST	2019 High Priority Ramp	19	3,000
1410	54 WARWICK ST	2019 High Priority Ramp	15	3,000
298	75 MARSHALL ST	2019 High Priority Ramp	21	3,000
297	79 MARSHALL ST	2019 High Priority Ramp	18	3,000
1898	ADRIAN ST@JOSEPH ST	2019 High Priority Ramp	44	3,000
1899	ADRIAN ST@JOSEPH ST	2019 High Priority Ramp	68	3,000
2673	ALPINE ST@PRINCETON ST	2019 High Priority Ramp	70	3,000
2674	ALPINE ST@PRINCETON ST	2019 High Priority Ramp	39	3,000
120	ASH AVE@EDGAR CT	2019 High Priority Ramp	30	3,000
121	ASH AVE@EDGAR CT	2019 High Priority Ramp	46	3,000
129	ASH AVE@MEACHAM ST	2019 High Priority Ramp	60	3,000

1270	ASSEMBLY SQ@FELLSWAY W	2019 High Priority Ramp	128	3,000
542	ATHERTON ST@CENTRAL ST	2019 High Priority Ramp	170	3,000
1756	ATHERTON ST@CENTRAL ST	2019 High Priority Ramp	133	3,000
6	BAILEY RD@TEN HILLS RD	2019 High Priority Ramp	179	3,000
1711	BANKS ST@ELM ST	2019 High Priority Ramp	79	3,000
1712	BANKS ST@ELM ST	2019 High Priority Ramp	65	3,000
1636	BARTLETT ST@VERNON ST	2019 High Priority Ramp	39	3,000
1637	BARTLETT ST@VERNON ST	2019 High Priority Ramp	46	3,000
1983	BAY STATE AVE@FOSKET ST	2019 High Priority Ramp	47	3,000
1984	BAY STATE AVE@FOSKET ST	2019 High Priority Ramp	45	3,000
466	BELMONT ST@HIGHLAND AVE	2019 High Priority Ramp	115	3,000
467	BELMONT ST@HIGHLAND AVE	2019 High Priority Ramp	120	3,000
464	BELMONT ST@SPRINGHILL TERR	2019 High Priority Ramp	152	3,000
465	BELMONT ST@SPRINGHILL TERR	2019 High Priority Ramp	122	3,000
483	BENTON RD@CAMBRIA ST	2019 High Priority Ramp	19	3,000
478	BENTON RD@GIBBENS ST	2019 High Priority Ramp	106	3,000
480	BENTON RD@GIBBENS ST	2019 High Priority Ramp	164	3,000
2558	BENTON RD@HUDSON ST	2019 High Priority Ramp	25	3,000
2559	BENTON RD@HUDSON ST	2019 High Priority Ramp	16	3,000
2742	BIKE PATH@GROVE ST	2019 High Priority Ramp	259	3,000
2030	BILLINGHAM ST@SUMMIT ST	2019 High Priority Ramp	54	3,000
2031	BILLINGHAM ST@SUMMIT ST	2019 High Priority Ramp	50	3,000
72	BOND ST@BROADWAY (W)	2019 High Priority Ramp	142	3,000
73	BOND ST@BROADWAY (W)	2019 High Priority Ramp	173	3,000
776	BONNER AVE@HOMER SQ	2019 High Priority Ramp	56	3,000
777	BONNER AVE@HOMER SQ	2019 High Priority Ramp	26	3,000
713	BOSTON ST@MONROE ST	2019 High Priority Ramp	29	3,000
714	BOSTON ST@MONROE ST	2019 High Priority Ramp	57	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
270	BRADLEY ST@JACKSON RD	2019 High Priority Ramp	134	3,000
271	BRADLEY ST@JACKSON RD	2019 High Priority Ramp	172	3,000
272	BRADLEY ST@RADCLIFFE RD	2019 High Priority Ramp	74	3,000
273	BRADLEY ST@RADCLIFFE RD	2019 High Priority Ramp	70	3,000
274	BRADLEY ST@RADCLIFFE RD	2019 High Priority Ramp	33	3,000
275	BRADLEY ST@RADCLIFFE RD	2019 High Priority Ramp	35	3,000
276	BRADLEY ST@RADCLIFFE RD	2019 High Priority Ramp	27	3,000
277	BRADLEY ST@RADCLIFFE RD	2019 High Priority Ramp	20	3,000
278	BRADLEY ST@RADCLIFFE RD	2019 High Priority Ramp	49	3,000
279	BRADLEY ST@RADCLIFFE RD	2019 High Priority Ramp	59	3,000
394	BRASTOW AVE@PORTER ST	2019 High Priority Ramp	51	3,000
2799	BRASTOW AVE@PORTER ST	2019 High Priority Ramp	16	3,000
152	BROWNING RD@SYCAMORE ST	2019 High Priority Ramp	70	3,000
153	BROWNING RD@SYCAMORE ST	2019 High Priority Ramp	28	3,000
1906	BUCKINGHAM ST@DIMICK ST	2019 High Priority Ramp	96	3,000

1907	BUCKINGHAM ST@DIMICK ST	2019 High Priority Ramp	145	3,000
2915	BUENA VISTA RD@MEACHAM RD	2019 High Priority Ramp	52	3,000
2916	BUENA VISTA RD@MEACHAM RD	2019 High Priority Ramp	58	3,000
2540	BURNSIDE AVE@ELM ST	2019 High Priority Ramp	122	3,000
2541	BURNSIDE AVE@ELM ST	2019 High Priority Ramp	106	3,000
2542	BURNSIDE AVE@ELM ST	2019 High Priority Ramp	70	3,000
1719	BURNSIDE AVE@SUMMER ST	2019 High Priority Ramp	39	3,000
1923	CADY AVE@CORINTHIAN RD	2019 High Priority Ramp	39	3,000
1924	CADY AVE@CORINTHIAN RD	2019 High Priority Ramp	40	3,000
1921	CADY AVE@SIMPSON AVE	2019 High Priority Ramp	33	3,000
1922	CADY AVE@SIMPSON AVE	2019 High Priority Ramp	32	3,000
1886	CALVIN ST@DIMICK ST	2019 High Priority Ramp	75	3,000
1887	CALVIN ST@DIMICK ST	2019 High Priority Ramp	32	3,000
2201	CAMERON AVE@GLENDALE AVE	2019 High Priority Ramp	59	3,000
2202	CAMERON AVE@GLENDALE AVE	2019 High Priority Ramp	91	3,000
2205	CAMERON AVE@SEVEN PINES AVE	2019 High Priority Ramp	28	3,000
2206	CAMERON AVE@SEVEN PINES AVE	2019 High Priority Ramp	28	3,000
1767	CARTER TERR@SUMMER ST	2019 High Priority Ramp	292	3,000
1600	CEDAR ST@ABERDEEN RD	2019 High Priority Ramp	103	3,000
1601	CEDAR ST@ABERDEEN RD	2019 High Priority Ramp	55	3,000
1348	CEDAR ST@CLYDE ST	2019 High Priority Ramp	52	3,000
1349	CEDAR ST@CLYDE ST	2019 High Priority Ramp	41	3,000
1350	CEDAR ST@CLYDE ST	2019 High Priority Ramp	38	3,000
1351	CEDAR ST@CLYDE ST	2019 High Priority Ramp	68	3,000
574	CENTRAL ST@CENTRAL RD	2019 High Priority Ramp	142	3,000
575	CENTRAL ST@CENTRAL RD	2019 High Priority Ramp	61	3,000
2552	CENTRAL ST@CENTRAL RD	2019 High Priority Ramp	47	3,000
535	CENTRAL ST@SUMMER ST	2019 High Priority Ramp	73	3,000
1765	CENTRAL ST@SUMMER ST	2019 High Priority Ramp	92	3,000
1766	CENTRAL ST@SUMMER ST	2019 High Priority Ramp	102	3,000
533	CENTRAL ST@SUMMER ST	2019 High Priority Ramp	112	3,000
2052	CHANDLER ST@PARK AVE	2019 High Priority Ramp	76	3,000
2053	CHANDLER ST@PARK AVE	2019 High Priority Ramp	54	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1688	CHARNWOOD RD@WILLOW AVE	2019 High Priority Ramp	14	3,000
1806	CHURCH ST@LAKE ST	2019 High Priority Ramp	146	3,000
2189	CLAREMON ST@MEAD ST	2019 High Priority Ramp	48	3,000
2190	CLAREMON ST@MEAD ST	2019 High Priority Ramp	53	3,000
2234	CLARK ST@LINCOLN PKWY	2019 High Priority Ramp	114	3,000
528	CLEVELAND ST@HARVARD ST	2019 High Priority Ramp	54	3,000
529	CLEVELAND ST@HARVARD ST	2019 High Priority Ramp	16	3,000
530	CLEVELAND ST@HARVARD ST	2019 High Priority Ramp	13	3,000
531	CLEVELAND ST@HARVARD ST	2019 High Priority Ramp	50	3,000
1408	CLYDE ST@WARWICK ST	2019 High Priority Ramp	27	3,000

1409	CLYDE ST@WARWICK ST	2019 High Priority Ramp	250	3,000
2345	COLLEGE HILL RD@CONWELL AVE	2019 High Priority Ramp	47	3,000
2346	COLLEGE HILL RD@CONWELL AVE	2019 High Priority Ramp	40	3,000
395	CROWN ST@PORTER ST	2019 High Priority Ramp	32	3,000
2800	CROWN ST@PORTER ST	2019 High Priority Ramp	59	3,000
396	CROWN ST@PORTER ST	2019 High Priority Ramp	29	3,000
2373	CURTIS ST@UPLAND RD	2019 High Priority Ramp	222	3,000
2374	CURTIS ST@UPLAND RD	2019 High Priority Ramp	126	3,000
1829	DANE AVE@DANE ST	2019 High Priority Ramp	96	3,000
1878	DANE AVE@DANE ST	2019 High Priority Ramp	25	3,000
1879	DANE AVE@DANE ST	2019 High Priority Ramp	94	3,000
1880	DANE ST@SKEHAN ST	2019 High Priority Ramp	80	3,000
1881	DANE ST@SKEHAN ST	2019 High Priority Ramp	72	3,000
2630	DANE ST@SOMERVILLE AVE	2019 High Priority Ramp	83	3,000
1870	DANE ST@TYLER ST	2019 High Priority Ramp	105	3,000
1871	DANE ST@TYLER ST	2019 High Priority Ramp	108	3,000
374	DARTMOUTH ST@EVERGREEN AVE	2019 High Priority Ramp	35	3,000
375	DARTMOUTH ST@EVERGREEN AVE	2019 High Priority Ramp	38	3,000
376	DARTMOUTH ST@EVERGREEN AVE	2019 High Priority Ramp	33	3,000
377	DARTMOUTH ST@EVERGREEN AVE	2019 High Priority Ramp	34	3,000
378	DARTMOUTH ST@EVERGREEN AVE	2019 High Priority Ramp	71	3,000
379	DARTMOUTH ST@EVERGREEN AVE	2019 High Priority Ramp	71	3,000
380	DARTMOUTH ST@EVERGREEN AVE	2019 High Priority Ramp	83	3,000
381	DARTMOUTH ST@EVERGREEN AVE	2019 High Priority Ramp	93	3,000
373	DARTMOUTH ST@MEDFORD ST	2019 High Priority Ramp	36	3,000
2472	DAY ST@HERBERT ST	2019 High Priority Ramp	170	3,000
1199	DELL ST@GLEN ST	2019 High Priority Ramp	116	3,000
194	DERBY ST@WHEATLAND ST	2019 High Priority Ramp	79	3,000
195	DERBY ST@WHEATLAND ST	2019 High Priority Ramp	99	3,000
2901	DICKSON ST@FAIRMOUNT AVE	2019 High Priority Ramp	36	3,000
2902	DICKSON ST@FAIRMOUNT AVE	2019 High Priority Ramp	42	3,000
1905	DIMICK ST@HAROLD ST	2019 High Priority Ramp	62	3,000
1904	DIMICK ST@HAROLD ST	2019 High Priority Ramp	88	3,000
1884	DIMICK ST@WALDO AVE	2019 High Priority Ramp	20	3,000
1885	DIMICK ST@WALDO AVE	2019 High Priority Ramp	51	3,000
112	DOUGLAS AVE@EDGAR AVE	2019 High Priority Ramp	190	3,000
113	DOUGLAS AVE@EDGAR AVE	2019 High Priority Ramp	128	3,000
2951	DOWNER ST@NASHUA ST	2019 High Priority Ramp	55	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2952	DOWNER ST@NASHUA ST	2019 High Priority Ramp	54	3,000
1864	DURHAM ST@HANSON ST	2019 High Priority Ramp	55	3,000
1865	DURHAM ST@HANSON ST	2019 High Priority Ramp	56	3,000
88	EAST ALBION ST@FREMONT ST	2019 High Priority Ramp	52	3,000
89	EAST ALBION ST@FREMONT ST	2019 High Priority Ramp	51	3,000

122	EDGAR AVE@EDGAR CT	2019 High Priority Ramp	21	3,000
123	EDGAR AVE@EDGAR CT	2019 High Priority Ramp	40	3,000
2140	ELECTRIC AVE@MASON ST	2019 High Priority Ramp	32	3,000
2141	ELECTRIC AVE@MASON ST	2019 High Priority Ramp	68	3,000
1856	ELLIOT ST@PARK ST	2019 High Priority Ramp	250	3,000
1857	ELLIOT ST@PARK ST	2019 High Priority Ramp	18	3,000
1858	ELLIOT ST@PROPERZI WAY (S)	2019 High Priority Ramp	250	3,000
1859	ELLIOT ST@PROPERZI WAY (S)	2019 High Priority Ramp	33	3,000
1695	ELSTON ST@SUMMER ST	2019 High Priority Ramp	45	3,000
1696	ELSTON ST@SUMMER ST	2019 High Priority Ramp	61	3,000
372	ESSEX ST@MEDFORD ST	2019 High Priority Ramp	103	3,000
305	EVERGREEN AVE@MARSHALL ST	2019 High Priority Ramp	43	3,000
306	EVERGREEN AVE@MARSHALL ST	2019 High Priority Ramp	31	3,000
307	EVERGREEN AVE@MARSHALL ST	2019 High Priority Ramp	34	3,000
2333	FAIRFAX ST@NORTH ST	2019 High Priority Ramp	12	3,000
2334	FAIRFAX ST@NORTH ST	2019 High Priority Ramp	15	3,000
2903	FAIRMOUNT AVE@HILL ST	2019 High Priority Ramp	46	3,000
2904	FAIRMOUNT AVE@HILL ST	2019 High Priority Ramp	52	3,000
2899	FAIRMOUNT AVE@WATSON ST	2019 High Priority Ramp	26	3,000
2900	FAIRMOUNT AVE@WATSON ST	2019 High Priority Ramp	54	3,000
1161	FLINT AVE@FLINT ST	2019 High Priority Ramp	56	3,000
1162	FLINT AVE@FLINT ST	2019 High Priority Ramp	90	3,000
176	FORSTER ST@TENNYSON ST	2019 High Priority Ramp	15	3,000
1649	FORSTER ST@TENNYSON ST	2019 High Priority Ramp	51	3,000
1996	FOSKET ST@LIBERTY AVE	2019 High Priority Ramp	40	3,000
1997	FOSKET ST@LIBERTY AVE	2019 High Priority Ramp	41	3,000
1998	FRANCESCA AVE@LIBERTY AVE	2019 High Priority Ramp	44	3,000
1999	FRANCESCA AVE@LIBERTY AVE	2019 High Priority Ramp	24	3,000
1077	FRANKLIN ST@CRAIGIE ST	2019 High Priority Ramp	120	3,000
1080	FRANKLIN ST@FRANKLIN AVE	2019 High Priority Ramp	15	3,000
1081	FRANKLIN ST@FRANKLIN AVE	2019 High Priority Ramp	21	3,000
1100	FRANKLIN ST@PERKINS ST	2019 High Priority Ramp	104	3,000
1101	FRANKLIN ST@PERKINS ST	2019 High Priority Ramp	124	3,000
1096	FRANKLIN ST@WEBSTER ST	2019 High Priority Ramp	116	3,000
1097	FRANKLIN ST@WEBSTER ST	2019 High Priority Ramp	79	3,000
82	FREMONT ST@MEACHAM ST	2019 High Priority Ramp	58	3,000
85	FREMONT ST@MEACHAM ST	2019 High Priority Ramp	23	3,000
1193	GLEN ST@MORTON ST	2019 High Priority Ramp	71	3,000
1194	GLEN ST@MORTON ST	2019 High Priority Ramp	50	3,000
2323	GORDON ST@NORTH ST	2019 High Priority Ramp	16	3,000
2324	GORDON ST@NORTH ST	2019 High Priority Ramp	31	3,000
1791	GRANITE ST@KNAPP ST	2019 High Priority Ramp	51	3,000
1792	GRANITE ST@KNAPP ST	2019 High Priority Ramp	39	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)

224	GRANT ST@JAQUES ST	2019 High Priority Ramp	49	3,000
225	GRANT ST@JAQUES ST	2019 High Priority Ramp	47	3,000
226	GRANT ST@JAQUES ST	2019 High Priority Ramp	44	3,000
227	GRANT ST@JAQUES ST	2019 High Priority Ramp	51	3,000
228	GRANT ST@JAQUES ST	2019 High Priority Ramp	30	3,000
229	GRANT ST@JAQUES ST	2019 High Priority Ramp	27	3,000
230	GRANT ST@JAQUES ST	2019 High Priority Ramp	27	3,000
231	GRANT ST@JAQUES ST	2019 High Priority Ramp	37	3,000
204	GRANT ST@SYDNEY ST	2019 High Priority Ramp	46	3,000
1771	GREENE ST@LAUREL ST	2019 High Priority Ramp	13	3,000
1772	GREENE ST@LAUREL ST	2019 High Priority Ramp	51	3,000
706	GREENVILLE ST@MEDFORD ST	2019 High Priority Ramp	50	3,000
1445	GROVE ST@MORRISON AVE	2019 High Priority Ramp	25	3,000
1446	GROVE ST@MORRISON AVE	2019 High Priority Ramp	41	3,000
1447	GROVE ST@WINSLOW AVE	2019 High Priority Ramp	64	3,000
1448	GROVE ST@WINSLOW AVE	2019 High Priority Ramp	72	3,000
1449	GROVE ST@WINSLOW AVE	2019 High Priority Ramp	53	3,000
1450	GROVE ST@WINSLOW AVE	2019 High Priority Ramp	78	3,000
1994	HALL AVE@LIBERTY AVE	2019 High Priority Ramp	33	3,000
1995	HALL AVE@LIBERTY AVE	2019 High Priority Ramp	50	3,000
1705	HANCOCK ST@SUMMER ST	2019 High Priority Ramp	70	3,000
1707	HANCOCK ST@SUMMER ST	2019 High Priority Ramp	14	3,000
1708	HANCOCK ST@SUMMER ST	2019 High Priority Ramp	7	3,000
1709	HANCOCK ST@SUMMER ST	2019 High Priority Ramp	20	3,000
1862	HANSON ST@SKEHAN ST	2019 High Priority Ramp	36	3,000
1861	HANSON ST@SKEHAN ST	2019 High Priority Ramp	42	3,000
1863	HANSON ST@SKEHAN ST	2019 High Priority Ramp	25	3,000
2599	HANSON ST@WASHINGTON ST (W)	2019 High Priority Ramp	59	3,000
2610	HANSON ST@WASHINGTON ST (W)	2019 High Priority Ramp	15	3,000
2600	HANSON ST@WASHINGTON ST (W)	2019 High Priority Ramp	48	3,000
2611	HANSON ST@WASHINGTON ST (W)	2019 High Priority Ramp	20	3,000
524	HARVARD ST@MONMOUTH ST	2019 High Priority Ramp	70	3,000
525	HARVARD ST@MONMOUTH ST	2019 High Priority Ramp	16	3,000
526	HARVARD ST@MONMOUTH ST	2019 High Priority Ramp	24	3,000
527	HARVARD ST@MONMOUTH ST	2019 High Priority Ramp	73	3,000
256	HEATH ST@LANGMAID AVE	2019 High Priority Ramp	57	3,000
257	HEATH ST@LANGMAID AVE	2019 High Priority Ramp	70	3,000
105	HEATH ST@MORELAND ST	2019 High Priority Ramp	147	3,000
106	HEATH ST@MORELAND ST	2019 High Priority Ramp	117	3,000
243	HEATH ST@TEMPLE ST	2019 High Priority Ramp	93	3,000
1396	HENDERSON ST@WILTON ST	2019 High Priority Ramp	20	3,000
1397	HENDERSON ST@WILTON ST	2019 High Priority Ramp	20	3,000
1398	HENDERSON ST@WILTON ST	2019 High Priority Ramp	58	3,000
1395	HENDERSON ST@WILTON ST	2019 High Priority Ramp	32	3,000

2341	HIGH ST@NORTH ST	2019 High Priority Ramp	43	3,000
2342	HIGH ST@NORTH ST	2019 High Priority Ramp	16	3,000
1596	HIGHLAND AVE@ABERDEEN RD	2019 High Priority Ramp	56	3,000
1597	HIGHLAND AVE@ABERDEEN RD	2019 High Priority Ramp	145	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1312	HIGHLAND RD@BOSTON AVE (S)	2019 High Priority Ramp	133	3,000
1313	HIGHLAND RD@BOSTON AVE (S)	2019 High Priority Ramp	60	3,000
2369	HILLSDALE RD@SUNSET RD	2019 High Priority Ramp	23	3,000
2370	HILLSDALE RD@SUNSET RD	2019 High Priority Ramp	58	3,000
2371	HILLSDALE RD@UPLAND RD	2019 High Priority Ramp	47	3,000
2372	HILLSDALE RD@UPLAND RD	2019 High Priority Ramp	46	3,000
1928	HOLLAND ST@THORNDIKE ST (N)	2019 High Priority Ramp	174	3,000
301	HOWE ST@MARSHALL ST	2019 High Priority Ramp	41	3,000
302	HOWE ST@MARSHALL ST	2019 High Priority Ramp	74	3,000
281	JAMES ST@RADCLIFFE RD	2019 High Priority Ramp	45	3,000
280	JAMES ST@RADCLIFFE RD	2019 High Priority Ramp	28	3,000
184	JAQUES ST@WHEATLAND ST	2019 High Priority Ramp	49	3,000
185	JAQUES ST@WHEATLAND ST	2019 High Priority Ramp	17	3,000
186	JAQUES ST@WHEATLAND ST	2019 High Priority Ramp	57	3,000
187	JAQUES ST@WHEATLAND ST	2019 High Priority Ramp	74	3,000
188	JAQUES ST@WHEATLAND ST	2019 High Priority Ramp	88	3,000
189	JAQUES ST@WHEATLAND ST	2019 High Priority Ramp	88	3,000
190	JAQUES ST@WHEATLAND ST	2019 High Priority Ramp	78	3,000
191	JAQUES ST@WHEATLAND ST	2019 High Priority Ramp	54	3,000
2233	JOSEPH ST@NEWTON ST	2019 High Priority Ramp	68	3,000
2232	JOSEPH ST@NEWTON ST	2019 High Priority Ramp	112	3,000
1549	KIDDER AVE@POWDERHOUSE TERR	2019 High Priority Ramp	39	3,000
1550	KIDDER AVE@POWDERHOUSE TERR	2019 High Priority Ramp	27	3,000
1502	KIDDER AVE@ROGERS AVE	2019 High Priority Ramp	27	3,000
1503	KIDDER AVE@ROGERS AVE	2019 High Priority Ramp	36	3,000
1504	KIDDER AVE@ROGERS AVE	2019 High Priority Ramp	26	3,000
1505	KIDDER AVE@ROGERS AVE	2019 High Priority Ramp	34	3,000
1506	KIDDER AVE@ROGERS AVE	2019 High Priority Ramp	37	3,000
1507	KIDDER AVE@ROGERS AVE	2019 High Priority Ramp	38	3,000
1508	KIDDER AVE@ROGERS AVE	2019 High Priority Ramp	42	3,000
1509	KIDDER AVE@ROGERS AVE	2019 High Priority Ramp	37	3,000
2459	KINGSTON ST@MEACHAM RD	2019 High Priority Ramp	26	3,000
2460	KINGSTON ST@MEACHAM RD	2019 High Priority Ramp	45	3,000
3007	KINGSTON ST@THORNDIKE ST (S)	2019 High Priority Ramp	50	3,000
3008	KINGSTON ST@THORNDIKE ST (S)	2019 High Priority Ramp	46	3,000
1789	KNAPP ST@SCHOOL ST	2019 High Priority Ramp	82	3,000
1790	KNAPP ST@SCHOOL ST	2019 High Priority Ramp	131	3,000
1191	KNOWLTON ST@MORTON ST	2019 High Priority Ramp	104	3,000
1192	KNOWLTON ST@MORTON ST	2019 High Priority Ramp	62	3,000

1788	LANDERS ST@SCHOOL ST	2019 High Priority Ramp	43	3,000
1787	LANDERS ST@SCHOOL ST	2019 High Priority Ramp	55	3,000
1747	LAUREL ST@LAUREL TERR	2019 High Priority Ramp	27	3,000
1748	LAUREL ST@LAUREL TERR	2019 High Priority Ramp	57	3,000
1732	LEONARD ST@WALKER ST	2019 High Priority Ramp	88	3,000
1733	LEONARD ST@WALKER ST	2019 High Priority Ramp	43	3,000
2652	LINE ST@SMITH AVE	2019 High Priority Ramp	120	3,000
2653	LINE ST@SMITH AVE	2019 High Priority Ramp	126	3,000
1137	MACARTHUR ST@BONAIR ST (E)	2019 High Priority Ramp	51	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1138	MACARTHUR ST@BONAIR ST (E)	2019 High Priority Ramp	61	3,000
1833	MAGNUS AVE@WASHINGTON ST (W)	2019 High Priority Ramp	163	3,000
820	MARSHALL ST@PEARL ST	2019 High Priority Ramp	198	3,000
299	MARSHALL ST@RADCLIFFE RD	2019 High Priority Ramp	20	3,000
2142	MASON ST@OSSIPEE RD	2019 High Priority Ramp	49	3,000
1139	MCGRATH HWY@BONAIR ST	2019 High Priority Ramp	55	3,000
1140	MCGRATH HWY@BONAIR ST	2019 High Priority Ramp	85	3,000
2193	MEAD ST@MOORE ST	2019 High Priority Ramp	28	3,000
2194	MEAD ST@MOORE ST	2019 High Priority Ramp	49	3,000
343	MEDFORD ST@PEARL ST	2019 High Priority Ramp	127	3,000
751	MONROE ST@PROSPECT HILL PKWY	2019 High Priority Ramp	30	3,000
752	MONROE ST@PROSPECT HILL PKWY	2019 High Priority Ramp	43	3,000
753	MONROE ST@PROSPECT HILL PKWY	2019 High Priority Ramp	24	3,000
754	MONROE ST@PROSPECT HILL PKWY	2019 High Priority Ramp	11	6,000
800	MONTGOMERY AVE@WELLINGTON	2019 High Priority Ramp	66	3,000
801	MONTGOMERY AVE@WELLINGTON	2019 High Priority Ramp	51	3,000
1429	MORRISON AVE@WILLOW AVE	2019 High Priority Ramp	108	3,000
1433	MORRISON AVE@WILLOW AVE	2019 High Priority Ramp	154	3,000
1391	NASHUA ST@WILTON ST	2019 High Priority Ramp	28	3,000
1392	NASHUA ST@WILTON ST	2019 High Priority Ramp	29	3,000
1393	NASHUA ST@WILTON ST	2019 High Priority Ramp	43	3,000
1394	NASHUA ST@WILTON ST	2019 High Priority Ramp	36	3,000
1268	NEW WASHINGTON STREET@COBBLE	2019 High Priority Ramp	97	3,000
2894	NEWTON ST@PROSPECT PL	2019 High Priority Ramp	131	3,000
2349	NORTH ST@COLLEGE HILL RD	2019 High Priority Ramp	51	3,000
2350	NORTH ST@COLLEGE HILL RD	2019 High Priority Ramp	41	3,000
2329	NORTH ST@WOODS AVE	2019 High Priority Ramp	41	3,000
2330	NORTH ST@WOODS AVE	2019 High Priority Ramp	44	3,000
2489	ORCHARD ST@RUSSELL ST	2019 High Priority Ramp	39	3,000
2488	ORCHARD ST@RUSSELL ST	2019 High Priority Ramp	45	3,000
2490	ORCHARD ST@RUSSELL ST	2019 High Priority Ramp	45	3,000
2165	PACKARD AVE@POWDER HOUSE BLVD	2019 High Priority Ramp	90	3,000
2166	PACKARD AVE@POWDER HOUSE BLVD	2019 High Priority Ramp	67	3,000
2167	PACKARD AVE@POWDER HOUSE BLVD	2019 High Priority Ramp	109	3,000

2168	PACKARD AVE@POWDER HOUSE BLVD	2019 High Priority Ramp	150	3,000
2155	PACKARD AVE@WHITMAN ST	2019 High Priority Ramp	103	3,000
2156	PACKARD AVE@WHITMAN ST	2019 High Priority Ramp	76	3,000
2185	PAULINA ST@BROADWAY	2019 High Priority Ramp	74	3,000
2186	PAULINA ST@BROADWAY	2019 High Priority Ramp	84	3,000
821	PEARL ST@MEDFORD ST	2019 High Priority Ramp	131	3,000
1150	PEARL ST@PEARL TER	2019 High Priority Ramp	48	3,000
977	PEARL ST@PINCKNEY ST	2019 High Priority Ramp	42	3,000
979	PEARL ST@PINCKNEY ST	2019 High Priority Ramp	37	3,000
980	PEARL ST@PINCKNEY ST	2019 High Priority Ramp	21	3,000
981	PEARL ST@PINCKNEY ST	2019 High Priority Ramp	42	3,000
693	PLEASANT AVE@VINAL AVE	2019 High Priority Ramp	30	3,000
694	PLEASANT AVE@VINAL AVE	2019 High Priority Ramp	41	3,000
2407	POWDER HOUSE BLVD@DOW ST	2019 High Priority Ramp	30	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2408	POWDER HOUSE BLVD@DOW ST	2019 High Priority Ramp	59	3,000
646	PRESCOTT ST@SUMMER ST	2019 High Priority Ramp	18	3,000
1801	PRESCOTT ST@SUMMER ST	2019 High Priority Ramp	19	3,000
1785	PRESTON RD@SCHOOL ST	2019 High Priority Ramp	108	3,000
1786	PRESTON RD@SCHOOL ST	2019 High Priority Ramp	66	3,000
1773	PRESTON RD@SUMMER ST	2019 High Priority Ramp	102	3,000
1774	PRESTON RD@SUMMER ST	2019 High Priority Ramp	42	3,000
1559	PRICHARD AVE@BOSTON AVE (S)	2019 High Priority Ramp	27	3,000
1560	PRICHARD AVE@BOSTON AVE (S)	2019 High Priority Ramp	25	3,000
1561	PRICHARD AVE@BOSTON AVE (S)	2019 High Priority Ramp	39	3,000
1562	PRICHARD AVE@BOSTON AVE (S)	2019 High Priority Ramp	38	3,000
2669	PROSPECT PL@PROSPECT ST	2019 High Priority Ramp	126	3,000
2670	PROSPECT PL@PROSPECT ST	2019 High Priority Ramp	68	3,000
2671	PROSPECT PL@PROSPECT ST	2019 High Priority Ramp	73	3,000
2672	PROSPECT PL@PROSPECT ST	2019 High Priority Ramp	29	3,000
649	PUTNAM ST@SUMMER ST	2019 High Priority Ramp	127	3,000
650	PUTNAM ST@SUMMER ST	2019 High Priority Ramp	118	3,000
651	PUTNAM ST@SUMMER ST	2019 High Priority Ramp	162	3,000
645	QUINCY ST@SUMMER ST	2019 High Priority Ramp	75	3,000
1802	QUINCY ST@SUMMER ST	2019 High Priority Ramp	135	3,000
1693	SAINT JAMES AVE@SUMMER ST	2019 High Priority Ramp	29	3,000
1694	SAINT JAMES AVE@SUMMER ST	2019 High Priority Ramp	43	3,000
1677	SAINT JAMES AVE@SUMMER ST	2019 High Priority Ramp	47	3,000
1678	SAINT JAMES AVE@SUMMER ST	2019 High Priority Ramp	49	3,000
263	SARGENT AVE@WALNUT ST	2019 High Priority Ramp	45	3,000
264	SARGENT AVE@WALNUT ST	2019 High Priority Ramp	17	3,000
265	SARGENT AVE@WALNUT ST	2019 High Priority Ramp	19	3,000
802	SARGENT AVE@WALNUT ST	2019 High Priority Ramp	30	3,000
568	SCHOOL ST@OXFORD ST	2019 High Priority Ramp	94	3,000

567	SCHOOL ST@OXFORD ST	2019 High Priority Ramp	21	3,000
691	SUMMIT AVE@VINAL AVE	2019 High Priority Ramp	40	3,000
692	SUMMIT AVE@VINAL AVE	2019 High Priority Ramp	51	3,000
1872	TYLER ST@PROPERZI WAY (N)	2019 High Priority Ramp	131	3,000
1873	TYLER ST@PROPERZI WAY (N)	2019 High Priority Ramp	136	3,000
259	WALNUT RD@WALNUT ST	2019 High Priority Ramp	95	3,000
260	WALNUT RD@WALNUT ST	2019 High Priority Ramp	111	3,000
803	WALNUT ST@BONAIR ST (W)	2019 High Priority Ramp	14	3,000
798	WALNUT ST@WELLINGTON AVE	2019 High Priority Ramp	31	3,000
799	WALNUT ST@WELLINGTON AVE	2019 High Priority Ramp	60	3,000
2216	WASHINGTON ST (E)@MEDFORD ST	2019 High Priority Ramp	139	3,000
866	WIGGLESWORTH ST@BONAIR ST (W)	2019 High Priority Ramp	8	3,000
1679	WILLOW AVE@WINDSOR RD	2019 High Priority Ramp	68	3,000
2019 High Priority Ramps Cost: \$1,218,000				
12	85 GOVERNOR WINTHROP RD	2020 High Priority Ramp	18	3,000
975	7 PINCKNEY PL	2020 High Priority Ramp	35	3,000
976	8 PINCKNEY PL	2020 High Priority Ramp	30	3,000
1299	75 MYSTIC AVE	2020 High Priority Ramp	22	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
969	34 CRESCENT ST	2020 High Priority Ramp	38	3,000
2343	53 HIGH ST	2020 High Priority Ramp	72	3,000
2438	43 IRVINGTON RD	2020 High Priority Ramp	47	3,000
2328	85 GORDON ST	2020 High Priority Ramp	75	3,000
2919	8 BOWERS AVE	2020 High Priority Ramp	22	3,000
2920	7 BOWERS AVE	2020 High Priority Ramp	35	3,000
2484	4 COTTAGE CIR	2020 High Priority Ramp	18	3,000
2787	8 LINDEN CIR	2020 High Priority Ramp	33	3,000
2788	9 LINDEN CIR	2020 High Priority Ramp	12	3,000
2781	14 GUSSIE TER	2020 High Priority Ramp	8	3,000
2782	14 GUSSIE TER	2020 High Priority Ramp	21	3,000
431	38 CRAIGIE ST	2020 High Priority Ramp	6	3,000
433	1 KIMBALL ST	2020 High Priority Ramp	25	3,000
1853	12 MONDAMIN CT	2020 High Priority Ramp	3	3,000
1866	25 GRANITE ST	2020 High Priority Ramp	36	3,000
1867	30 GRANITE ST	2020 High Priority Ramp	27	3,000
2272	53 DICKINSON ST	2020 High Priority Ramp	28	3,000
884	33 KENSINGTON AVE	2020 High Priority Ramp	17	3,000
885	26 KENSINGTON AVE	2020 High Priority Ramp	18	3,000
1226	94 PEARL ST	2020 High Priority Ramp	27	3,000
1227	90 PEARL ST	2020 High Priority Ramp	21	3,000
886	15 GARFIELD AVE	2020 High Priority Ramp	10	3,000
887	15 GARFIELD AVE	2020 High Priority Ramp	29	3,000
897	128 PENNSYLVANIA AVE	2020 High Priority Ramp	48	3,000

898	129 PENNSYLVANIA AVE	2020 High Priority Ramp	32	3,000
1297	75 MYSTIC AVE	2020 High Priority Ramp	34	3,000
1298	75 MYSTIC AVE	2020 High Priority Ramp	38	3,000
2326	31 GORDON ST	2020 High Priority Ramp	28	3,000
2325	32 GORDON ST	2020 High Priority Ramp	31	3,000
560	39 BERKELEY ST	2020 High Priority Ramp	12	3,000
2437	42 IRVINGTON RD	2020 High Priority Ramp	20	3,000
561	43 BERKELEY ST	2020 High Priority Ramp	24	3,000
3020	46 PORTER ST	2020 High Priority Ramp	16	3,000
2321	99 DOVER ST	2020 High Priority Ramp	23	3,000
2322	99 DOVER ST	2020 High Priority Ramp	4	3,000
1654	ADAMS ST@MEDFORD ST	2020 High Priority Ramp	30	3,000
1655	ADAMS ST@MEDFORD ST	2020 High Priority Ramp	22	3,000
585	ALBION ST@CENTRAL ST	2020 High Priority Ramp	32	3,000
2555	ALBION ST@CENTRAL ST	2020 High Priority Ramp	23	3,000
762	ALDERSEY ST@WALNUT ST	2020 High Priority Ramp	18	3,000
826	ALDRICH ST@GILMAN ST	2020 High Priority Ramp	17	3,000
2927	APPLETON ST@CLIFTON ST	2020 High Priority Ramp	29	3,000
2928	APPLETON ST@CLIFTON ST	2020 High Priority Ramp	10	3,000
1991	APPLETON ST@NEWBERNE ST	2020 High Priority Ramp	35	3,000
1992	APPLETON ST@NEWBERNE ST	2020 High Priority Ramp	30	3,000
1989	APPLETON ST@WILLOW AVE	2020 High Priority Ramp	17	3,000
1990	APPLETON ST@WILLOW AVE	2020 High Priority Ramp	13	3,000
118	ASH AVE@EDGAR TERR	2020 High Priority Ramp	29	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
119	ASH AVE@EDGAR TERR	2020 High Priority Ramp	25	3,000
2499	ASHLAND ST@SUMMER ST	2020 High Priority Ramp	15	3,000
2500	ASHLAND ST@SUMMER ST	2020 High Priority Ramp	19	3,000
1304	ASSEMBLY SQ DR@MYSTIC AVE	2020 High Priority Ramp	17	3,000
547	ATHERTON ST@BEECH ST	2020 High Priority Ramp	33	3,000
1757	ATHERTON ST@BEECH ST	2020 High Priority Ramp	28	3,000
9	BAILEY RD@SHORE DRIVE	2020 High Priority Ramp	57	3,000
1717	BANKS ST@SUMMER ST	2020 High Priority Ramp	22	3,000
2397	BARTON ST@HAMILTON RD	2020 High Priority Ramp	29	3,000
2398	BARTON ST@HAMILTON RD	2020 High Priority Ramp	44	3,000
1758	BEECH ST@CYPRESS ST	2020 High Priority Ramp	55	3,000
1759	BEECH ST@CYPRESS ST	2020 High Priority Ramp	30	3,000
549	BEECH ST@CYPRESS ST	2020 High Priority Ramp	8	3,000
2399	BELKNAP ST@HAMILTON RD	2020 High Priority Ramp	17	3,000
2400	BELKNAP ST@HAMILTON RD	2020 High Priority Ramp	21	3,000
499	BELMONT PL@BELMONT ST	2020 High Priority Ramp	28	3,000
501	BELMONT ST@BELMONT SQ	2020 High Priority Ramp	29	3,000
502	BELMONT ST@BELMONT SQ	2020 High Priority Ramp	9	3,000
495	BENTON RD@SUMMER ST	2020 High Priority Ramp	32	3,000

498	BENTON RD@SUMMER ST	2020 High Priority Ramp	33	3,000
492	BENTON RD@WESTWOOD RD	2020 High Priority Ramp	11	3,000
493	BENTON RD@WESTWOOD RD	2020 High Priority Ramp	14	3,000
727	BIGELOW ST@BOSTON ST	2020 High Priority Ramp	12	6,000
728	BIGELOW ST@BOSTON ST	2020 High Priority Ramp	28	6,000
757	BIGELOW ST@MONROE ST	2020 High Priority Ramp	17	3,000
759	BIGELOW ST@MONROE ST	2020 High Priority Ramp	29	3,000
248	BOND ST@HEATH ST	2020 High Priority Ramp	12	3,000
249	BOND ST@HEATH ST	2020 High Priority Ramp	26	3,000
250	BOND ST@HEATH ST	2020 High Priority Ramp	30	3,000
251	BOND ST@HEATH ST	2020 High Priority Ramp	19	3,000
246	BOND ST@JAQUES ST	2020 High Priority Ramp	34	3,000
247	BOND ST@JAQUES ST	2020 High Priority Ramp	39	3,000
723	BOSTON ST@GREENVILLE ST	2020 High Priority Ramp	32	3,000
724	BOSTON ST@GREENVILLE ST	2020 High Priority Ramp	17	3,000
725	BOSTON ST@GREENVILLE ST	2020 High Priority Ramp	36	3,000
726	BOSTON ST@GREENVILLE ST	2020 High Priority Ramp	19	3,000
729	BOSTON ST@HAMLET ST	2020 High Priority Ramp	5	3,000
730	BOSTON ST@HAMLET ST	2020 High Priority Ramp	6	3,000
732	BOSTON ST@WALNUT ST	2020 High Priority Ramp	6	3,000
393	BRASTOW AVE@PORTER ST	2020 High Priority Ramp	450	3,000
179	BROWNING RD@CENTRAL ST	2020 High Priority Ramp	7	3,000
1718	BURNSIDE AVE@SUMMER ST	2020 High Priority Ramp	30	3,000
146	BUTLER DR@TEMPLE ST	2020 High Priority Ramp	17	3,000
3010	CAMPBELL PARK@KINGSTON ST	2020 High Priority Ramp	19	6,000
3011	CAMPBELL PARK@KINGSTON ST	2020 High Priority Ramp	43	3,000
1807	CARLTON ST@LAKE ST	2020 High Priority Ramp	7	3,000
1808	CARLTON ST@LAKE ST	2020 High Priority Ramp	28	3,000
1604	CEDAR AVE@CEDAR ST	2020 High Priority Ramp	37	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1605	CEDAR AVE@CEDAR ST	2020 High Priority Ramp	22	3,000
1602	CEDAR ST@HALL ST	2020 High Priority Ramp	26	3,000
1603	CEDAR ST@HALL ST	2020 High Priority Ramp	46	3,000
1308	CEDAR ST@SUMMER ST	2020 High Priority Ramp	20	3,000
1309	CEDAR ST@SUMMER ST	2020 High Priority Ramp	14	3,000
1310	CEDAR ST@SUMMER ST	2020 High Priority Ramp	15	3,000
1311	CEDAR ST@SUMMER ST	2020 High Priority Ramp	10	3,000
1650	CENTRAL ST@FORSTER ST	2020 High Priority Ramp	1	3,000
1640	CENTRAL ST@PEMBROKE ST	2020 High Priority Ramp	15	3,000
1645	CENTRAL ST@PEMBROKE ST	2020 High Priority Ramp	8	3,000
1644	CENTRAL ST@VERNON ST	2020 High Priority Ramp	7	3,000
1641	CENTRAL ST@VERNON ST	2020 High Priority Ramp	13	3,000
1642	CENTRAL ST@VERNON ST	2020 High Priority Ramp	15	3,000
583	CENTRAL ST@WILLOUGHBY ST	2020 High Priority Ramp	20	3,000

584	CENTRAL ST@WILLOUGHBY ST	2020 High Priority Ramp	26	3,000
1703	CHARNWOOD RD@HANCOCK ST	2020 High Priority Ramp	19	3,000
1704	CHARNWOOD RD@HANCOCK ST	2020 High Priority Ramp	18	3,000
2543	CHERRY ST@HALL ST	2020 High Priority Ramp	50	3,000
2544	CHERRY ST@HALL ST	2020 High Priority Ramp	12	3,000
2497	CHERRY ST@SUMMER ST	2020 High Priority Ramp	15	3,000
2498	CHERRY ST@SUMMER ST	2020 High Priority Ramp	17	3,000
2479	CHESTER ST@COTTAGE AVE	2020 High Priority Ramp	8	3,000
2477	CHESTER ST@COTTAGE AVE	2020 High Priority Ramp	10	3,000
2480	CHESTER ST@ORCHARD ST	2020 High Priority Ramp	15	3,000
2481	CHESTER ST@ORCHARD ST	2020 High Priority Ramp	13	3,000
2482	CHESTER ST@ORCHARD ST	2020 High Priority Ramp	17	3,000
2483	CHESTER ST@ORCHARD ST	2020 High Priority Ramp	23	3,000
2664	CHESTNUT ST@POPLAR ST	2020 High Priority Ramp	15	3,000
771	COLUMBUS AVE@STONE AVE	2020 High Priority Ramp	14	3,000
770	COLUMBUS AVE@STONE AVE	2020 High Priority Ramp	3	3,000
772	COLUMBUS AVE@STONE AVE	2020 High Priority Ramp	2	3,000
764	COLUMBUS AVE@WALNUT ST	2020 High Priority Ramp	24	3,000
768	COLUMBUS AVE@WARREN AVE	2020 High Priority Ramp	7	3,000
769	COLUMBUS AVE@WARREN AVE	2020 High Priority Ramp	8	3,000
2268	CONCORD AVE@DIMICK ST	2020 High Priority Ramp	24	3,000
2269	CONCORD AVE@DIMICK ST	2020 High Priority Ramp	37	3,000
2264	CONCORD AVE@LEON ST	2020 High Priority Ramp	32	3,000
2265	CONCORD AVE@LEON ST	2020 High Priority Ramp	39	3,000
899	CONNECTICUT AVE@PENNSYLVANIA	2020 High Priority Ramp	40	3,000
902	CONNECTICUT AVE@PENNSYLVANIA	2020 High Priority Ramp	32	3,000
28	CREST HILL RD@SHORE DRIVE	2020 High Priority Ramp	22	3,000
29	CREST HILL RD@SHORE DRIVE	2020 High Priority Ramp	21	3,000
33	CREST HILL RD@TEN HILLS RD	2020 High Priority Ramp	17	3,000
2074	CURTIS ST@ELECTRIC AVE	2020 High Priority Ramp	8	3,000
2075	CURTIS ST@ELECTRIC AVE	2020 High Priority Ramp	6	3,000
2072	CURTIS ST@FAIRMOUNT AVE	2020 High Priority Ramp	9	3,000
2073	CURTIS ST@FAIRMOUNT AVE	2020 High Priority Ramp	7	3,000
2389	CURTIS ST@POWDER HOUSE BLVD	2020 High Priority Ramp	20	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
2390	CURTIS ST@POWDER HOUSE BLVD	2020 High Priority Ramp	21	3,000
2426	CURTIS ST@POWDER HOUSE BLVD	2020 High Priority Ramp	14	3,000
2427	CURTIS ST@POWDER HOUSE BLVD	2020 High Priority Ramp	16	3,000
2428	CURTIS ST@POWDER HOUSE BLVD	2020 High Priority Ramp	19	3,000
2429	CURTIS ST@POWDER HOUSE BLVD	2020 High Priority Ramp	19	3,000
2375	CURTIS ST@SUNSET RD	2020 High Priority Ramp	34	3,000
2376	CURTIS ST@SUNSET RD	2020 High Priority Ramp	27	3,000
2076	CURTIS ST@WARE ST	2020 High Priority Ramp	9	3,000
2079	CURTIS ST@WARE ST	2020 High Priority Ramp	14	3,000

856	DANA ST@OTIS ST (W)	2020 High Priority Ramp	22	3,000
857	DANA ST@OTIS ST (W)	2020 High Priority Ramp	20	3,000
2468	DAY ST@ORCHARD ST	2020 High Priority Ramp	17	3,000
2471	DAY ST@ORCHARD ST	2020 High Priority Ramp	8	3,000
114	EDGAR AVE@EDGAR TERR	2020 High Priority Ramp	31	3,000
116	EDGAR AVE@EDGAR TERR	2020 High Priority Ramp	23	3,000
117	EDGAR AVE@EDGAR TERR	2020 High Priority Ramp	22	3,000
115	EDGAR AVE@JAQUES ST	2020 High Priority Ramp	21	3,000
2415	ELECTRIC AVE@LOVELL ST	2020 High Priority Ramp	21	3,000
2416	ELECTRIC AVE@LOVELL ST	2020 High Priority Ramp	36	3,000
2158	ELECTRIC AVE@PACKARD AVE	2020 High Priority Ramp	27	3,000
2159	ELECTRIC AVE@PACKARD AVE	2020 High Priority Ramp	29	6,000
2157	ELECTRIC AVE@PACKARD AVE	2020 High Priority Ramp	27	3,000
2160	ELECTRIC AVE@PACKARD AVE	2020 High Priority Ramp	22	3,000
2419	ELECTRIC AVE@WESTMINSTER ST	2020 High Priority Ramp	14	3,000
2420	ELECTRIC AVE@WESTMINSTER ST	2020 High Priority Ramp	13	3,000
2092	FARRAGUT AVE@HOOKER AVE	2020 High Priority Ramp	13	3,000
252	FENWICK ST@HEATH ST	2020 High Priority Ramp	11	3,000
253	FENWICK ST@HEATH ST	2020 High Priority Ramp	16	3,000
254	FENWICK ST@HEATH ST	2020 High Priority Ramp	19	3,000
255	FENWICK ST@HEATH ST	2020 High Priority Ramp	34	3,000
244	FENWICK ST@JAQUES ST	2020 High Priority Ramp	21	3,000
245	FENWICK ST@JAQUES ST	2020 High Priority Ramp	25	3,000
1087	FLINT ST@FRANKLIN ST	2020 High Priority Ramp	17	3,000
1217	FLINT ST@GLEN ST	2020 High Priority Ramp	24	3,000
1218	FLINT ST@GLEN ST	2020 High Priority Ramp	16	3,000
1219	FLINT ST@GLEN ST	2020 High Priority Ramp	17	3,000
1228	FLINT ST@RUSH ST (S)	2020 High Priority Ramp	33	3,000
1229	FLINT ST@RUSH ST (S)	2020 High Priority Ramp	38	3,000
1049	FLORENCE ST@PEARL ST	2020 High Priority Ramp	13	3,000
1986	FOSKET ST@LOWDEN AVE	2020 High Priority Ramp	29	3,000
1985	FOSKET ST@LOWDEN AVE	2020 High Priority Ramp	28	3,000
1987	FOSKET ST@WILLOW AVE	2020 High Priority Ramp	24	3,000
1988	FOSKET ST@WILLOW AVE	2020 High Priority Ramp	5	3,000
2803	FRANCIS ST@PORTER ST	2020 High Priority Ramp	8	3,000
2804	FRANCIS ST@PORTER ST	2020 High Priority Ramp	7	3,000
1082	FRANKLIN AVE@FRANKLIN ST	2020 High Priority Ramp	23	3,000
1084	FRANKLIN AVE@FRANKLIN ST	2020 High Priority Ramp	34	3,000
1085	FRANKLIN AVE@FRANKLIN ST	2020 High Priority Ramp	42	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1083	FRANKLIN ST@OLIVER ST	2020 High Priority Ramp	27	3,000
1091	FRANKLIN ST@PEARL ST	2020 High Priority Ramp	44	3,000
1088	FRANKLIN ST@PEARL ST	2020 High Priority Ramp	35	3,000
1095	FRANKLIN ST@PEARL ST	2020 High Priority Ramp	23	3,000

1092	FRANKLIN ST@PEARL ST	2020 High Priority Ramp	35	3,000
2090	GARRISON AVE@HOOKER AVE	2020 High Priority Ramp	5	3,000
2091	GARRISON AVE@HOOKER AVE	2020 High Priority Ramp	14	3,000
1196	GLEN ST@TUFTS ST	2020 High Priority Ramp	20	3,000
1634	GLENWOOD RD@VERNON ST	2020 High Priority Ramp	25	3,000
1635	GLENWOOD RD@VERNON ST	2020 High Priority Ramp	31	3,000
10	GOVERNOR WINTHROP RD@SHORE	2020 High Priority Ramp	12	3,000
19	GOVERNOR WINTHROP RD@TEMPLE	2020 High Priority Ramp	21	3,000
20	GOVERNOR WINTHROP RD@TEN HILLS	2020 High Priority Ramp	14	3,000
22	GOVERNOR WINTHROP RD@TEN HILLS	2020 High Priority Ramp	23	3,000
755	GREENVILLE ST@MONROE ST	2020 High Priority Ramp	31	3,000
756	GREENVILLE ST@MONROE ST	2020 High Priority Ramp	18	3,000
2392	HAMILTON RD@NORTH ST	2020 High Priority Ramp	12	3,000
2393	HAMILTON RD@NORTH ST	2020 High Priority Ramp	27	3,000
2401	HAMILTON RD@RUSSELL RD	2020 High Priority Ramp	16	3,000
2402	HAMILTON RD@RUSSELL RD	2020 High Priority Ramp	12	3,000
1570	HANCOCK ST@HIGHLAND AVE	2020 High Priority Ramp	30	3,000
1573	HANCOCK ST@LEXINGTON AVE	2020 High Priority Ramp	17	3,000
1574	HANCOCK ST@LEXINGTON AVE	2020 High Priority Ramp	17	3,000
1575	HANCOCK ST@LEXINGTON AVE	2020 High Priority Ramp	14	3,000
1571	HANCOCK ST@SPENCER AVE	2020 High Priority Ramp	29	3,000
1702	HANCOCK ST@WINDSOR RD	2020 High Priority Ramp	17	3,000
2409	HARDAN RD@WARE ST	2020 High Priority Ramp	33	3,000
2410	HARDAN RD@WARE ST	2020 High Priority Ramp	30	3,000
1902	HAROLD ST@MARION ST	2020 High Priority Ramp	15	3,000
1903	HAROLD ST@MARION ST	2020 High Priority Ramp	38	3,000
494	HARVARD ST@SUMMER ST	2020 High Priority Ramp	21	3,000
496	HARVARD ST@SUMMER ST	2020 High Priority Ramp	9	3,000
1586	HIGHLAND AVE@LESLEY AVE	2020 High Priority Ramp	24	3,000
1587	HIGHLAND AVE@LESLEY AVE	2020 High Priority Ramp	34	3,000
1419	HIGHLAND RD@MORRISON AVE	2020 High Priority Ramp	17	3,000
1420	HIGHLAND RD@MORRISON AVE	2020 High Priority Ramp	29	3,000
1421	HIGHLAND RD@MORRISON AVE	2020 High Priority Ramp	22	3,000
1422	HIGHLAND RD@MORRISON AVE	2020 High Priority Ramp	17	3,000
1423	HIGHLAND RD@MORRISON AVE	2020 High Priority Ramp	27	3,000
1424	HIGHLAND RD@MORRISON AVE	2020 High Priority Ramp	21	3,000
2365	HILLSDALE RD@CHETWYND ROAD	2020 High Priority Ramp	11	3,000
2366	HILLSDALE RD@CHETWYND ROAD	2020 High Priority Ramp	18	3,000
2367	HILLSDALE RD@CHETWYND ROAD	2020 High Priority Ramp	13	3,000
2368	HILLSDALE RD@CHETWYND ROAD	2020 High Priority Ramp	13	3,000
2361	HILLSDALE RD@CONWELL AVE	2020 High Priority Ramp	14	3,000
2362	HILLSDALE RD@CONWELL AVE	2020 High Priority Ramp	9	3,000
2363	HILLSDALE RD@CURTIS AVE	2020 High Priority Ramp	16	6,000
2364	HILLSDALE RD@CURTIS AVE	2020 High Priority Ramp	19	3,000

ID	LOCATION	ACTIVITY	NPR	COST (\$)
2082	HOOKER AVE@VICTORIA ST	2020 High Priority Ramp	8	3,000
2083	HOOKER AVE@VICTORIA ST	2020 High Priority Ramp	9	3,000
2068	HOWARD ST@JAY ST	2020 High Priority Ramp	24	3,000
2069	HOWARD ST@JAY ST	2020 High Priority Ramp	26	3,000
2070	HOWARD ST@THORNDIKE ST (N)	2020 High Priority Ramp	10	3,000
2071	HOWARD ST@THORNDIKE ST (N)	2020 High Priority Ramp	19	3,000
2556	HUDSON ST@WALDO ST	2020 High Priority Ramp	37	3,000
2557	HUDSON ST@WALDO ST	2020 High Priority Ramp	21	3,000
919	ILLINOIS AVE@PENNSYLVANIA AVE	2020 High Priority Ramp	22	3,000
920	ILLINOIS AVE@PENNSYLVANIA AVE	2020 High Priority Ramp	18	3,000
925	INDIANA AVE@PENNSYLVANIA AVE	2020 High Priority Ramp	27	3,000
926	INDIANA AVE@PENNSYLVANIA AVE	2020 High Priority Ramp	30	3,000
1846	IVALOO ST@PARK ST	2020 High Priority Ramp	14	3,000
266	JACKSON RD@WALNUT ST	2020 High Priority Ramp	34	3,000
267	JACKSON RD@WALNUT ST	2020 High Priority Ramp	26	3,000
268	JACKSON RD@WALTER TER	2020 High Priority Ramp	30	3,000
269	JACKSON RD@WALTER TER	2020 High Priority Ramp	29	3,000
147	JAQUES ST@TEMPLE ST	2020 High Priority Ramp	39	3,000
1478	KIDDER AVE@BOSTON AVE (S)	2020 High Priority Ramp	38	3,000
1479	KIDDER AVE@BOSTON AVE (S)	2020 High Priority Ramp	37	3,000
1491	KIDDER AVE@PEARSON AVE	2020 High Priority Ramp	15	3,000
1493	KIDDER AVE@PEARSON AVE	2020 High Priority Ramp	16	3,000
1495	KIDDER AVE@PEARSON AVE	2020 High Priority Ramp	14	3,000
1480	KIDDER AVE@PRICHARD AVE	2020 High Priority Ramp	35	3,000
1481	KIDDER AVE@PRICHARD AVE	2020 High Priority Ramp	31	3,000
1482	KIDDER AVE@PRICHARD AVE	2020 High Priority Ramp	35	3,000
1483	KIDDER AVE@PRICHARD AVE	2020 High Priority Ramp	28	3,000
1484	KIDDER AVE@PRICHARD AVE	2020 High Priority Ramp	33	3,000
1485	KIDDER AVE@PRICHARD AVE	2020 High Priority Ramp	47	3,000
1486	KIDDER AVE@PRICHARD AVE	2020 High Priority Ramp	45	3,000
1487	KIDDER AVE@PRICHARD AVE	2020 High Priority Ramp	28	3,000
1577	LESLEY AVE@LEXINGTON AVE	2020 High Priority Ramp	4	3,000
2604	LEWIS ST@PARKDALE ST	2020 High Priority Ramp	29	3,000
2605	LEWIS ST@PARKDALE ST	2020 High Priority Ramp	25	3,000
2726	LIBERTY AVE@POWDERHOUSE TERR	2020 High Priority Ramp	34	3,000
2727	LIBERTY AVE@POWDERHOUSE TERR	2020 High Priority Ramp	36	3,000
1009	LINCOLN AVE@LINCOLN ST	2020 High Priority Ramp	31	3,000
1010	LINCOLN AVE@LINCOLN ST	2020 High Priority Ramp	43	3,000
947	LINCOLN AVE@MOUNT VERNON ST	2020 High Priority Ramp	31	3,000
948	LINCOLN AVE@MOUNT VERNON ST	2020 High Priority Ramp	29	3,000
924	MAINE AVE@PENNSYLVANIA AVE	2020 High Priority Ramp	19	3,000
98	MEACHAM ST@MORELAND ST	2020 High Priority Ramp	0	3,000
100	MEACHAM ST@MORELAND ST	2020 High Priority Ramp	7	3,000

101	MEACHAM ST@MORELAND ST	2020 High Priority Ramp	0	3,000
5	MELVILLE RD@SHORE DRIVE	2020 High Priority Ramp	7	3,000
34	MELVILLE RD@TEN HILLS RD	2020 High Priority Ramp	21	3,000
35	MELVILLE RD@TEN HILLS RD	2020 High Priority Ramp	18	3,000
869	MELVIN ST@BONAIR ST (W)	2020 High Priority Ramp	10	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
868	MELVIN ST@BONAIR ST (W)	2020 High Priority Ramp	21	3,000
913	MICHIGAN AVE@PENNSYLVANIA AVE	2020 High Priority Ramp	30	3,000
914	MICHIGAN AVE@PENNSYLVANIA AVE	2020 High Priority Ramp	36	3,000
2494	MILTON ST@ORCHARD ST	2020 High Priority Ramp	3	3,000
1638	MINER ST@VERNON ST	2020 High Priority Ramp	35	3,000
1639	MINER ST@VERNON ST	2020 High Priority Ramp	29	3,000
900	MINNESOTA AVE@PENNSYLVANIA AVE	2020 High Priority Ramp	31	3,000
901	MINNESOTA AVE@PENNSYLVANIA AVE	2020 High Priority Ramp	26	3,000
760	MONROE ST@WALNUT ST	2020 High Priority Ramp	0	3,000
761	MONROE ST@WALNUT ST	2020 High Priority Ramp	17	3,000
586	MONTROSE ST@SYCAMORE ST	2020 High Priority Ramp	30	3,000
587	MONTROSE ST@SYCAMORE ST	2020 High Priority Ramp	60	3,000
1411	MORRISON AVE@BOSTON AVE (S)	2020 High Priority Ramp	12	3,000
1443	MORRISON AVE@CLIFTON ST	2020 High Priority Ramp	10	3,000
2923	MORRISON AVE@CLIFTON ST	2020 High Priority Ramp	30	3,000
1437	MORRISON AVE@NEWBERNE ST	2020 High Priority Ramp	12	3,000
1438	MORRISON AVE@NEWBERNE ST	2020 High Priority Ramp	7	3,000
1439	MORRISON AVE@NEWBERNE ST	2020 High Priority Ramp	35	3,000
1440	MORRISON AVE@NEWBERNE ST	2020 High Priority Ramp	27	3,000
1441	MORRISON AVE@NEWBERNE ST	2020 High Priority Ramp	7	3,000
1417	MORRISON AVE@PEARSON AVE	2020 High Priority Ramp	19	3,000
1418	MORRISON AVE@PEARSON AVE	2020 High Priority Ramp	15	3,000
1416	MORRISON AVE@PRICHARD AVE	2020 High Priority Ramp	22	3,000
1425	MORRISON AVE@ROGERS AVE	2020 High Priority Ramp	35	3,000
1426	MORRISON AVE@ROGERS AVE	2020 High Priority Ramp	20	3,000
965	MOUNT VERNON ST@PEARL ST	2020 High Priority Ramp	25	3,000
966	MOUNT VERNON ST@PEARL ST	2020 High Priority Ramp	17	3,000
967	MOUNT VERNON ST@PEARL ST	2020 High Priority Ramp	20	3,000
968	MOUNT VERNON ST@PEARL ST	2020 High Priority Ramp	22	3,000
2801	MOUNTAIN AVE@PORTER ST	2020 High Priority Ramp	33	3,000
2802	MOUNTAIN AVE@PORTER ST	2020 High Priority Ramp	26	3,000
921	NEW HAMPSHIRE	2020 High Priority Ramp	49	3,000
922	NEW HAMPSHIRE	2020 High Priority Ramp	30	3,000
2359	NORTH ST@BAILEY ST	2020 High Priority Ramp	38	3,000
2360	NORTH ST@BAILEY ST	2020 High Priority Ramp	35	3,000
2337	NORTH ST@STERLING ST	2020 High Priority Ramp	51	3,000
2338	NORTH ST@STERLING ST	2020 High Priority Ramp	20	3,000
2252	OAK ST@PROSPECT ST	2020 High Priority Ramp	26	3,000

2253	OAK ST@PROSPECT ST	2020 High Priority Ramp	28	3,000
324	OAKLAND AVE@SCHOOL ST	2020 High Priority Ramp	14	3,000
2161	OSSIPEE RD@PACKARD AVE	2020 High Priority Ramp	15	3,000
2162	OSSIPEE RD@PACKARD AVE	2020 High Priority Ramp	34	3,000
2163	OSSIPEE RD@PACKARD AVE	2020 High Priority Ramp	38	3,000
2164	OSSIPEE RD@PACKARD AVE	2020 High Priority Ramp	30	3,000
1632	PARTRIDGE AVE@VERNON ST	2020 High Priority Ramp	27	3,000
1633	PARTRIDGE AVE@VERNON ST	2020 High Priority Ramp	33	3,000
170	PEMBROKE ST@SYCAMORE ST	2020 High Priority Ramp	14	3,000
175	PEMBROKE ST@TENNYSON ST	2020 High Priority Ramp	29	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
1646	PEMBROKE ST@TENNYSON ST	2020 High Priority Ramp	45	3,000
908	PENNSYLVANIA AVE@RHODE ISLAND	2020 High Priority Ramp	33	3,000
909	PENNSYLVANIA AVE@RHODE ISLAND	2020 High Priority Ramp	32	3,000
910	PENNSYLVANIA AVE@RHODE ISLAND	2020 High Priority Ramp	33	3,000
911	PENNSYLVANIA AVE@VERMONT AVE	2020 High Priority Ramp	32	3,000
912	PENNSYLVANIA AVE@VERMONT AVE	2020 High Priority Ramp	41	3,000
907	PENNSYLVANIA AVE@WISCONSIN AVE	2020 High Priority Ramp	24	3,000
390	PORTER ST@SUMMER ST	2020 High Priority Ramp	8	3,000
392	PORTER ST@SUMMER ST	2020 High Priority Ramp	24	3,000
2675	PORTER ST@SUMMER ST	2020 High Priority Ramp	27	3,000
2676	PORTER ST@SUMMER ST	2020 High Priority Ramp	10	3,000
23	PURITAN RD@TEN HILLS RD	2020 High Priority Ramp	27	3,000
24	PURITAN RD@TEN HILLS RD	2020 High Priority Ramp	18	3,000
25	PURITAN RD@TEN HILLS RD	2020 High Priority Ramp	21	3,000
46	PUTNAM RD@SHORE DRIVE	2020 High Priority Ramp	9	3,000
47	PUTNAM RD@SHORE DRIVE	2020 High Priority Ramp	6	3,000
44	PUTNAM RD@TEMPLE RD	2020 High Priority Ramp	19	3,000
39	PUTNAM RD@TEN HILLS RD	2020 High Priority Ramp	13	3,000
282	RADCLIFFE RD@WALNUT ST	2020 High Priority Ramp	27	3,000
283	RADCLIFFE RD@WALNUT ST	2020 High Priority Ramp	27	3,000
171	RICHDALE AVE@SYCAMORE ST	2020 High Priority Ramp	21	3,000
172	RICHDALE AVE@SYCAMORE ST	2020 High Priority Ramp	19	3,000
2404	RUSSELL RD@WARE ST	2020 High Priority Ramp	57	3,000
2403	RUSSELL RD@WARE ST	2020 High Priority Ramp	35	3,000
2872	SOUTH ST@WINDSOR ST	2020 High Priority Ramp	20	3,000
2873	SOUTH ST@WINDSOR ST	2020 High Priority Ramp	41	3,000
2874	SOUTH ST@WINDSOR ST	2020 High Priority Ramp	37	3,000
779	STONE AVE@STONE PL	2020 High Priority Ramp	19	3,000
778	STONE AVE@STONE PL	2020 High Priority Ramp	34	3,000
733	SUMMIT AVE@WALNUT ST	2020 High Priority Ramp	11	3,000
805	SUNNYSIDE AVE@WALNUT ST	2020 High Priority Ramp	14	3,000
806	SUNNYSIDE AVE@WALNUT ST	2020 High Priority Ramp	2	3,000
142	SYDNEY ST@TEMPLE ST	2020 High Priority Ramp	13	3,000

212	SYDNEY ST@TEMPLE ST	2020 High Priority Ramp	20	3,000
215	SYDNEY ST@TEMPLE ST	2020 High Priority Ramp	6	3,000
4	TEMPLE RD@SHORE DRIVE	2020 High Priority Ramp	7	3,000
2	TEMPLE RD@TEN HILLS RD	2020 High Priority Ramp	26	3,000
3	TEMPLE RD@TEN HILLS RD	2020 High Priority Ramp	17	3,000
36	TEMPLE RD@TEN HILLS RD	2020 High Priority Ramp	58	3,000
37	TEMPLE RD@TEN HILLS RD	2020 High Priority Ramp	18	3,000
1386	TRULL ST@VERNON ST	2020 High Priority Ramp	27	3,000
1385	TRULL ST@VERNON ST	2020 High Priority Ramp	37	3,000
2085	VICTORIA ST@WOODSTOCK ST	2020 High Priority Ramp	16	3,000
2405	WARE ST@DOW ST	2020 High Priority Ramp	22	3,000
2406	WARE ST@DOW ST	2020 High Priority Ramp	27	3,000
2086	WATERHOUSE ST@WOODSTOCK ST	2020 High Priority Ramp	32	3,000
2089	WATERHOUSE ST@WOODSTOCK ST	2020 High Priority Ramp	19	3,000
858	WESLEY ST@OTIS ST (W)	2020 High Priority Ramp	24	3,000
ID	LOCATION	ACTIVITY	NPR	COST (\$)
859	WESLEY ST@OTIS ST (W)	2020 High Priority Ramp	33	3,000
2355	WEST ADAMS ST@BAILEY ST	2020 High Priority Ramp	5	3,000
2356	WEST ADAMS ST@BAILEY ST	2020 High Priority Ramp	5	3,000
2353	WEST ADAMS ST@CHETWYND ROAD	2020 High Priority Ramp	22	3,000
2354	WEST ADAMS ST@CHETWYND ROAD	2020 High Priority Ramp	7	3,000
2351	WEST ADAMS ST@CONWELL AVE	2020 High Priority Ramp	17	3,000
2352	WEST ADAMS ST@CONWELL AVE	2020 High Priority Ramp	10	3,000
2357	WEST QUINCY@BAILEY ST	2020 High Priority Ramp	15	3,000
2358	WEST QUINCY@BAILEY ST	2020 High Priority Ramp	16	3,000
867	WIGGLESWORTH ST@BONAIR ST (W)	2020 High Priority Ramp	23	3,000
860	WIGGLESWORTH ST@OTIS ST (W)	2020 High Priority Ramp	22	3,000
861	WIGGLESWORTH ST@OTIS ST (W)	2020 High Priority Ramp	29	3,000
2020 High Priority Ramps Cost: \$1,224,000				

The yearly cost allotted for ramps from 2016-2020 is \$1.4 million dollars. Each year is 10-15% less than this stated figure due to the potential need for design services.

This schedule is subject to change and modifications.

Official(s) Responsible for Barrier Removal:

C. Quigley, Director of Engineering

S. Koty, Commissioner of DPW

Estimated Yearly Ramp Budget:

\$750,000

Projected Approximate Start Date:

Ongoing

Projected Date to Complete:

December 2025

1. Ramp Reconstruction Update

Street and Ramp Reconstruction/Pavement Management Summary (2012 – 2015)
 (Mill & overlay with Crack Seal).

YEAR	ID	ROUTE	FROM	TO	PLAN ACTIVITY
2012	86.0	CALVIN ST	WASHINGTON ST	BEACON ST	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2012	264.0	HARRISON ST	IVALOO ST	KENT ST	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2012	349.0	LINDEN AV	ELM ST	MOUNTAIN AV	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2012		LINDEN AV (PVT)?	MOUNTAIN AV	CEDAR ST	(SI) 3" OVERLAY LOCAL NO/RAMPS
2012		MONDAMIN CT (PVT)	HARRISON ST	IVALOO ST	(SI) 3" OVERLAY LOCAL NO/RAMPS
2013	96.1& 96.2	CEDAR ST	HIGHLAND AV	BROADWAY (E)	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2013		DIMICK CT (PVT)	DIMICK ST	DEAD END	(SI) 3" OVERLAY LOCAL NO/RAMPS
2013		HOLTS AV (PVT)	OAK ST	DEAD END	(BR) RECON/RECLAIM LOCAL NO/RAMPS
2013	381.0	MEDFORD ST	SOUTH ST	CAMBRIDGE CITY LINE	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2013	547.2	SYCAMORE ST	PEMBROKE ST	EVERGREEN ST	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2014	166.0	DOVER ST	CAMBRIDGE CITY LINE	DAVIS SQ	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2014	220.0	FRANKLIN ST	BROADWAY (E)	PEARL ST	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2014		GLOVER CIR (PVT)	MEACHAM RD	DEAD END	(SI) 3" MILL & OVERLAY NO/RAMPS
2014	408.0	MT VERNON ST	BROADWAY (E)	PEARL ST	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2014	594.0	WARREN ST	MEDFORD ST	CAMBRIDGE CITY LINE	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2014	597.1	WASHINGTON ST	MEDFORD ST	PROSPECT ST	(SI) 3" MILL & OVERLAY ART/COL W/RAMPS
2015	644.0	BOSTON AVE (S)	MORRISON AVE	150' S OF PRICHARD AVE	(RM) CRACK SEAL
2015	105.0	CHARNWOOD RD	WILLOW AVE	HANCOCK ST	(RM) CRACK SEAL
2015	114.0	CLARENDON AVE	BROADWAY E	CAMBRIDGE CITY LINE	(RM) CRACK SEAL

City of Somerville
ADA Title II Transition Plan

2015	118.0	CLYDE ST	CEDAR ST	WARWICK ST	(RM) CRACK SEAL
2015	990.0	CORINTHIAN RD	BROADWAY	CADY AVE	(RM) CRACK SEAL
2015	992.0	DOW ST	POWDER HOUSE BLVD	WARE ST	(RM) CRACK SEAL
2015	197.0	FAIRFAX ST	NORTH ST	ALEWIFE BROOK PKWY	(RM) CRACK SEAL
2015	216.0	FRANCESCA AVE	COLLEGE AVE	LIBERTY AVE	(RM) CRACK SEAL
2015	251.0	HALL AVE	COLLEGE AVE	LIBERTY AVE	(RM) CRACK SEAL
2015	276.0	HIGH ST	NORTH ST	ALEWIFE BROOK PKWY	(RM) CRACK SEAL
2015	991.0	JAY ST	HOLLAND ST	HOWARD ST	(RM) CRACK SEAL
2015	380.1	MEAD ST	CAMERON AVE	MOORE ST	(RM) CRACK SEAL
2015	400.1	MORRISON AVE	WILLOW AVE	COLLEGE AVE	(RM) CRACK SEAL
2015	455.0	PEARSON RD	BROADWAY E	WARNER ST	(RM) CRACK SEAL
2015	503.0	ROGERS AVE	MORRISON AVE	BOSTON AVE (S)	(RM) CRACK SEAL
2015	518.0	SEVEN PINES AVE	CAMERON AVE	CAMBRIDGE CITY LINE	(RM) CRACK SEAL
2015	525.0	SIMPSON AVE	HOLLAND ST	BROADWAY E	(RM) CRACK SEAL
2015	538.0	STERLING ST	NORTH ST	ALEWIFE BROOK PKWY	(RM) CRACK SEAL
2015	576.0	VICTORIA ST	BROADWAY E	CAMBRIDGE CITY LINE	(RM) CRACK SEAL
2015	586.0	WALLACE ST	HOLLAND ST	BROADWAY E	(RM) CRACK SEAL
2015	591.0	WARE ST	CURTIS ST	RUSSELL RD	(RM) CRACK SEAL
2015	595.0	WARWICK ST	CEDAR ST	CLYDE ST	(RM) CRACK SEAL
2015	607.0	WEST ADAMS ST	MEDFORD TOWN LINE	CONWELL AVE	(RM) CRACK SEAL
2015	608.0	WEST QUINCY ST	MEDFORD TOWN LINE	BAILEY ST	(RM) CRACK SEAL
2015	315.0	JOSEPHINE AVE	MORRISON AVE	KIDDER AVE	(SI) 2" MILL & OVERLAP LOCAL W/RAMPS
2015	321.0	KIDDER AVE	COLLEGE AVE	WILLOW AVE	(SI) 3" MILL & OVERLAP ART/COL W/RAMPS
2015	362.1	LOWELL ST	SOMERVILLE AVE	MEDFORD ST	(SI) 3" MILL & OVERLAP ART/COL W/RAMPS
2015	366.0	MAIN ST	BROADWAY (W)	MEDFORD TOWNLINE	(SI) 3" MILL & OVERLAP ART/COL W/RAMPS
2015	652.0	POWDER HOUSE BLVD	POWDER HOUSE ROTARY	MASON ST	(SI) 3" MILL & OVERLAP ART/COL W/RAMPS
2015		ACCESSIBILITY PEDESTRIAN SIGNALS (APS)		IMPROVEMENTS	APS UPGRADE

2015		CITYWIDE	HIGH PRIORITY	RAMPS	RAMP RE-CONSTRUCTION

Streets in red are completed. Streets in blue are in progress for current fiscal year.

RAMPS CONSTRUCTED IN 2013-2014

Location	# of Ramps	Inspected? ²⁵
Linden Ave	6	yes
Sycamore	15	no
Calvin Street	4	yes
Park Place	2	yes
Yorktown Street	8	yes
Belmont Street	4	yes
Albion Street	13	yes
Wyatt Street	14	yes
Morgan Street	4	yes
Kidder Ave	8	yes
Wheeler Street	4	yes
Hammond Street	4	yes
Total 86±		
Broadway @ Cemetery	4	
Broadway @ Waterhouse	4	
Broadway @ Barton	2	
Broadway @ Watson	2	
Broadway @ Hill	2	
Broadway @ Clarendon	2	
Broadway @ Wallace	3	
Talbot @ College	1	
Moore @ Holland	2	
Mead @ Cameron	2	
Malvern @ Cameron	2	
Thorndike @ Holland	2	
Buen Vista @ Holland	2	
Wallace @ Holland	2	
Cherry @ Elm	4	
Porter @ Elm	4	
Cypress @ Central	2	
Properzi Way @ Somerville	2	

²⁵ All ramps were evaluated for ADA compliance with corresponding letters on file.

Parkdale @ Washington	2
Norfolk @ Webster	2
Newton @ Prospect	2
Bonner @ Washington @ Plaza	2
Allen @ Somerville	2
Joy @ Washington	2
Tufts @ Knowlton	4
Washington @ New Washington	1
Thorpe @ Highland	2
Prescott @ Highland	2
Richdale @ School	2
Library @ Highland	2
Trull Lane @ Highland	4
Waldo @ Highland	2
Spring Hill Terrace @ Highland	2
Charles Ryan @ Broadway	2
Hinckley @ Broadway	2

2015 Ramp Schedule (\$1,000,000.00 Appropriation)*

Location	Total NPR	Number of Ramps
Pearl St @ Cross St	4484	8
Russell St @ Elm	3806	7
Pearl St @ Walnut St	3745	8
North St @ Broadway	3526	5
Highland Ave @ Cutter AVE	3463	6
Washington St (E) @ Merriam St	2852	4
Cross St East @ Broadway (W)	2744	6
Flint St @ Cross St	2642	6
School St @ Berkeley St	2469	4
Tufts St @ Cross St	2445	6
Highland Ave @ Benton Road	2437	4
Holland St @ Cameron Ave	2347	5
Porter St @ Elm St	2313	4
Pearl St @ James St	2244	8
Washington St (E) @ Mansfield St	2199	4
Kidder Ave @ College Ave	2158	6
Highland Ave @ Cherry St	2147	4
Otis St @ Cross St	2103	7
Putnam St @ Highland Ave	1837	4
Main St @ Broadway	1750	4
Kidder Ave @ Lowden Ave	1655	8
Main St W @ Moreland St	1412	3

Highland Ave @ Lowell St	1397	4
Kidder Ave @ Liberty Ave	1322	8
Lowell St @ Hudson	1212	4
Kidder Ave @ Josephine Ave	1143	8
Main St @ Edgar Ave	1134	3
Kidder Ave @ Bay State Ave	1080	8
Lowell St @ Princeton St	1045	3
Medford St @ Lowell St	1045	4
Powderhouse Blvd @ Burnham St	1044	3
Lowell St @ Vernon St	1042	2
Lowell St @ Alpine St	1010	4
Lowell St @ Wilton St	984	2
Lowell St @ Richardson St	798	2
Lowell St @ Fiske Ave	724	2
Powderhouse Blvd @ Leonard St	563	4
Powderhouse Blvd @ Mason Ave	255	2
Josephine Ave @ Morrison Ave	189	2
Main St W @ Fremont St	144	2

*The \$1,000,000.00 appropriation also includes the following sidewalk reconstruction projects:

- Both sides of Josephine Ave (Kidder Ave – Morrison Ave)
- Both sides of Main St W (Broadway W – Medford town line)

13.2 Sidewalk Transition Schedule

The city has 6,761,975 square feet of sidewalk area, with eighty-seven percent (87%) of the existing sidewalk requiring some form of remedial work - either full replacement or localized repair, due to deteriorating condition. Furthermore, seventy-seven percent (77%) of the city's sidewalks, irrespective of the condition, are likely not in compliance with ADA/MAAB requirements.

In addition, a further examination into the extent of non-compliance with ADA/MAAB requirements indicates that those areas that are compliant are neither concentrated nor consistent enough to stand alone. Thus, the required repair of adjacent non-compliant sidewalk areas would result in existing compliant panels being higher or lower than any of the newly constructed sidewalk. Therefore, attempts to eliminate the resulting lip or depression created by work in surrounding areas would require full sidewalk reconstruction. To put it simply, it is highly likely that all existing sidewalk areas will require some type of reconstruction.

In a demonstrated commitment to improving accessibility, the city budgeted two million dollars (\$2,000,000) in Fiscal Year 2014 to bring sidewalks throughout the city into ADA/MAAB compliance.

The city will continue to advocate for additional state and federal funds to increase the scope of sidewalk reconstruction and reduce the time it takes to achieve full ADA/MAAB compliance. Further the city is committed to addressing sidewalk reconstruction on all roadways being reconstructed or resurfaced.

CITY OF SOMERVILLE SIDEWALK REPAIR SCHEDULE

ID	LOCATION	REPAIR YEAR	SCI	NPR	COST (\$)
1679	56 COLLEGE AVE - 64 COLLEGE AVE	2016	26	1280	26,336
1525	57 COLLEGE AVE - 63 COLLEGE AVE	2016	40	1277	16,832
720	93 HIGHLAND AVE - 93 HIGHLAND AVE	2016	44	1258	18,160
2075	93 HIGHLAND AVE - 93 HIGHLAND AVE	2016	26	1225	31,744
1660	89 COLLEGE AVE - 97 COLLEGE AVE	2016	2	1215	32,400
718	93 HIGHLAND AVE - 93 HIGHLAND AVE	2016	32	1209	46,704
721	88 HIGHLAND AVE - 94 HIGHLAND AVE	2016	45	1198	24,208
1356	464 BROADWAY - 474 BROADWAY	2016	5	1194	23,264
1678	72 COLLEGE AVE - 80 COLLEGE AVE	2016	30	1180	36,080
711	MADISON ST@SCHOOL ST	2016	54	1174	15,776
2076	66 HIGHLAND AVE - 72 HIGHLAND AVE	2016	19	1166	32,544
1658	71 COLLEGE AVE - 85 COLLEGE AVE	2016	35	1156	40,528
1668	88 COLLEGE AVE - 96 COLLEGE AVE	2016	43	1156	27,488
725	76 HIGHLAND AVE - 82 HIGHLAND AVE	2016	40	1153	37,808
1357	452 BROADWAY - 458 BROADWAY	2016	25	1152	15,152
670	136 SCHOOL ST - 144 SCHOOL ST	2016	50	1143	32,768
1495	463 BROADWAY - 477 BROADWAY	2016	71	1142	32,880
664	112 SCHOOL ST - 120 SCHOOL ST	2016	22	1141	28,784
1524	45 COLLEGE AVE - 51 COLLEGE AVE	2016	1	1138	23,632
1483	489 BROADWAY - 497 BROADWAY	2016	52	1137	20,976
1661	103 COLLEGE AVE - 113 COLLEGE AVE	2016	24	1126	40,016
2266	116 COLLEGE AVE - 130 COLLEGE AVE	2016	38	1126	80,112
1662	113 COLLEGE AVE - 119 COLLEGE AVE	2016	69	1122	33,936
719	93 HIGHLAND AVE - 93 HIGHLAND AVE	2016	73	1116	4,160
1688	474 BROADWAY - 482 BROADWAY	2016	19	1116	28,368
1665	102 COLLEGE AVE - 110 COLLEGE AVE	2016	32	1112	38,256
710	107 SCHOOL ST - 117 SCHOOL ST	2016	36	1109	29,776
1680	40 COLLEGE AVE - 56 COLLEGE AVE	2016	10	1108	29,072
722	86 HIGHLAND AVE - 88 HIGHLAND AVE	2016	52	1080	6,560
2016 Sidewalk Repair Cost:					854,320
271	NEWTON ST@PROSPECT ST	2017	0	1323	6,704
268	NEWTON ST@PROSPECT ST	2017	48	1319	8,032
255	LINDEN ST@SOMERVILLE AVE	2017	49	1259	39,260

267	PROSPECT ST@SOMERVILLE AVE	2017	14	1244	28,020
254	ALLEN ST@SOMERVILLE AVE	2017	0	1243	33,800
251	PROSPECT ST@WASHINGTON ST (E)	2017	77	1236	5,776
302	174 SOMERVILLE AVE - 174 SOMERVILLE AVE	2017	9	1233	43,280
303	200 SOMERVILLE AVE - 212 SOMERVILLE AVE	2017	3	1221	49,264
244	175 SOMERVILLE AVE - 175 SOMERVILLE AVE	2017	9	1213	29,772
693	73 CENTRAL ST - 75 CENTRAL ST	2017	75	1212	6,560
883	157 HIGHLAND AVE - 159 HIGHLAND AVE	2017	27	1205	35,696
263	244 SOMERVILLE AVE - 248 SOMERVILLE AVE	2017	0	1202	22,272
562	156 HIGHLAND AVE - 164 HIGHLAND AVE	2017	29	1200	36,688
886	90 CENTRAL ST - 94 CENTRAL ST	2017	11	1195	28,832
260	224 SOMERVILLE AVE - 238 SOMERVILLE AVE	2017	40	1188	42,260
252	269 SOMERVILLE AVE - 269 SOMERVILLE AVE	2017	63	1186	7,680
2073	89 CENTRAL ST - 91 CENTRAL ST	2017	31	1168	26,944
242	193 SOMERVILLE AVE - 203 SOMERVILLE AVE	2017	26	1140	32,592
272	286 SOMERVILLE AVE - 298 SOMERVILLE AVE	2017	47	1135	108,920
256	217 SOMERVILLE AVE - 227 SOMERVILLE AVE	2017	24	1113	35,280
667	137 HIGHLAND AVE - 153 HIGHLAND AVE	2017	38	1107	67,008
253	261 SOMERVILLE AVE - 269 SOMERVILLE AVE	2017	56	1106	13,920
266	250 SOMERVILLE AVE - 250 SOMERVILLE AVE	2017	0	1086	29,700
257	212 SOMERVILLE AVE - 220 SOMERVILLE AVE	2017	24	1074	26,384
666	136 HIGHLAND AVE - 150 HIGHLAND AVE	2017	39	1057	69,808
2017 Sidewalk Repair Cost:					834,452
1026	MARSHALL ST@BROADWAY (E)	2018	31	1288	12,912
2689	TEMPLE ST@BROADWAY (W)	2018	56	1270	5,760
1078	95 ELM ST - 101 ELM ST	2018	0	1264	21,248
846	88 ELM ST - 98 ELM ST	2018	22	1246	24,224
2687	LANGMAID AVE@BROADWAY (W)	2018	70	1242	5,984
1086	101 ELM ST - 101 ELM ST	2018	26	1239	6,128
2907	33 CROSS ST - 33 CROSS ST	2018	15	1235	22,176
2688	LANGMAID AVE@BROADWAY (W)	2018	56	1223	16,368
2852	32 CROSS ST - 32 CROSS ST	2018	30	1216	11,120
2853	38 CROSS ST - 42 CROSS ST	2018	45	1216	20,416
993	ELM ST@HANCOCK ST	2018	41	1215	11,296
1004	MARSHALL ST@BROADWAY (E)	2018	52	1214	16,384
2855	115 PEARL ST - 115 PEARL ST	2018	5	1210	28,544
1003	SARGENT AVE@BROADWAY (E)	2018	0	1200	32,416
2217	96 WILLOW AVE - 102 WILLOW AVE	2018	53	1197	16,320
2901	51 CROSS ST - 65 CROSS ST	2018	34	1190	30,912

2861	CROSS ST@PEARL ST	2018	23	1188	9,664
2860	116 PEARL ST - 126 PEARL ST	2018	17	1187	19,296
2854	CROSS ST@EVERETT AVE	2018	49	1181	23,360
2890	71 CROSS ST - 75 CROSS ST	2018	77	1180	2,112
1371	76 WILLOW AVE - 82 WILLOW AVE	2018	27	1179	26,880
2904	41 CROSS ST - 49 CROSS ST	2018	45	1178	31,968
1025	SCHOOL ST@BROADWAY (E)	2018	54	1172	20,800
1164	101 WILLOW AVE - 105 WILLOW AVE	2018	24	1166	25,120
1092	75 WILLOW AVE - 83 WILLOW AVE	2018	59	1161	10,608
2690	GRANT ST@BROADWAY (W)	2018	55	1156	58,240
2848	2 ELLSWORTH ST - 14 ELLSWORTH ST	2018	10	1145	20,832
1372	352 HIGHLAND AVE - 362 HIGHLAND AVE	2018	37	1138	43,936
2216	351 HIGHLAND AVE - 361 HIGHLAND AVE	2018	38	1129	46,608
2184	CHERRY ST@SARTWELL AVE	2018	27	1122	40,352
1097	339 HIGHLAND AVE - 345 HIGHLAND AVE	2018	56	1117	11,104
2849	1 ELLSWORTH ST - 15 ELLSWORTH ST	2018	44	1110	29,760
1087	6 CHERRY ST - 14 CHERRY ST	2018	54	1107	14,896
2191	338 HIGHLAND AVE - 340 HIGHLAND AVE	2018	48	1105	27,488
2900	131 PEARL ST - 149 PEARL ST	2018	2	1104	33,952
994	ELM ST@HANCOCK ST	2018	0	1005	39,808
1085	111 ELM ST - 117 ELM ST	2018	0	998	23,856
2018 Sidewalk Repair Cost:					842,848
2473	BIKE PATH@COLLEGE AVE	2019	20	1274	15,512
1487	233 ELM ST - 245 ELM ST	2019	0	1226	50,344
1400	BIKE PATH@COLLEGE AVE	2019	7	1220	10,864
1489	20 GROVE ST - 20 GROVE ST	2019	38	1212	23,324
1408	230 ELM ST - 244 ELM ST	2019	56	1201	31,360
1865	GROVE ST@HIGHLAND AVE	2019	66	1194	40,040
1486	245 ELM ST - 261 ELM ST	2019	19	1165	124,572
1407	212 ELM ST - 212 ELM ST	2019	33	1158	118,888
1866	GROVE ST@HIGHLAND AVE	2019	17	1158	37,352
1409	246 ELM ST - 278 ELM ST	2019	47	1115	107,548
1488	ELM ST@GROVE ST	2019	0	1087	37,296
1401	399 HIGHLAND AVE - 413 HIGHLAND AVE	2019	58	1077	72,800
2474	396 HIGHLAND AVE - 418 HIGHLAND AVE	2019	18	1063	186,676
2019 Sidewalk Repair Cost:					856,576
1397	CUTTER AVE@SUMMER ST	2020	55	1274	4,064
1402	BIKE PATH@GROVE ST	2020	28	1231	15,824

2368	CUTTER AVE@RUSSELL ST	2020	77	1225	9,248
2286	420 BROADWAY - 428 BROADWAY	2020	4	1215	45,664
1403	BIKE PATH@GROVE ST	2020	50	1176	33,600
2287	404 BROADWAY - 412 BROADWAY	2020	0	1174	52,784
1056	THURSTON ST@BROADWAY (E)	2020	9	1174	40,944
1075	SYCAMORE ST@BROADWAY (E)	2020	33	1161	113,552
1456	51 RUSSELL ST - 53 RUSSELL ST	2020	41	1159	26,760
1493	CUTTER AVE@RUSSELL ST	2020	28	1156	38,128
2295	360 SUMMER ST - 360 SUMMER ST	2020	26	1152	30,368
2367	CUTTER AVE@SUMMER ST	2020	79	1152	20,300
2285	434 BROADWAY - 440 BROADWAY	2020	11	1150	52,624
1315	CENTRAL ST@BROADWAY	2020	58	1141	27,840
1309	60 ADAMS ST - 66 ADAMS ST	2020	17	1132	16,208
1396	187 ELM ST - 203 ELM ST	2020	37	1128	55,984
2684	BOND ST@BROADWAY (W)	2020	24	1127	40,096
1312	GLENWOOD RD@BROADWAY	2020	42	1122	70,540
1406	377 SUMMER ST - 391 SUMMER ST	2020	59	1110	18,880
1310	63 ADAMS ST - 73 ADAMS ST	2020	28	1098	15,808
2599	BOND ST@BROADWAY (W)	2020	28	1090	41,536
2366	ELM ST@GROVE ST	2020	3	1089	33,980
1316	CENTRAL ST@BROADWAY	2020	61	991	9,360
494	ELM ST@WINDOM ST	2020	10	913	21,008
2020 Sidewalk Repair Cost:					835,100
1864	56 HOLLAND ST - 56 HOLLAND ST	2021	1	1300	33,264
1822	CURTIS ST@BROADWAY	2021	0	1297	20,480
1739	1116 BROADWAY - 1122 BROADWAY	2021	0	1294	13,984
2432	1310 BROADWAY - 1310 BROADWAY	2021	2	1288	12,192
1827	230 HOLLAND ST - 238 HOLLAND ST	2021	0	1278	16,880
1749	43 HOLLAND ST - 51 HOLLAND ST	2021	7	1277	12,800
1748	57 HOLLAND ST - 65 HOLLAND ST	2021	57	1270	7,200
1821	248 HOLLAND ST - 248 HOLLAND ST	2021	0	1269	9,664
1943	1295 BROADWAY - 1305 BROADWAY	2021	13	1269	22,016
1952	1153 BROADWAY - 1157 BROADWAY	2021	8	1266	8,656
1958	1198 BROADWAY - 1198 BROADWAY	2021	0	1262	24,360
1863	40 HOLLAND ST - 40 HOLLAND ST	2021	0	1243	19,740
1940	WATERHOUSE ST@BROADWAY	2021	26	1243	43,296
1729	10 WALLACE ST - 10 WALLACE ST	2021	38	1241	13,552
1740	233 HOLLAND ST - 241 HOLLAND ST	2021	26	1240	30,048
1960	1244 BROADWAY - 1260 BROADWAY	2021	12	1238	26,608

1938	1298 BROADWAY - 1304 BROADWAY	2021	0	1228	20,128
1730	3 WALLACE ST - 3 WALLACE ST	2021	4	1223	11,872
1942	1323 BROADWAY - 1323 BROADWAY	2021	20	1223	18,620
1957	1188 BROADWAY - 1196 BROADWAY	2021	42	1223	28,672
1696	852 BROADWAY - 872 BROADWAY	2021	17	1222	40,496
1743	ELMWOOD ST@HOLLAND ST	2021	9	1221	45,856
2328	1002 BROADWAY - 1006 BROADWAY	2021	26	1220	15,392
1737	1060 BROADWAY - 1098 BROADWAY	2021	19	1218	42,480
2326	952 BROADWAY - 962 BROADWAY	2021	24	1208	28,608
1744	133 HOLLAND ST - 133 HOLLAND ST	2021	9	1203	36,576
1950	DICKSON ST@BROADWAY	2021	0	1199	13,824
1771	1001 BROADWAY - 1007 BROADWAY	2021	35	1198	15,440
2361	206 HOLLAND ST - 212 HOLLAND ST	2021	30	1196	34,176
1947	1241 BROADWAY - 1255 BROADWAY	2021	32	1191	36,336
1742	201 HOLLAND ST - 205 HOLLAND ST	2021	21	1189	47,952
1709	855 BROADWAY - 865 BROADWAY	2021	63	1188	15,456
1944	1295 BROADWAY - 1295 BROADWAY	2021	16	1188	10,448
1746	77 HOLLAND ST - 89 HOLLAND ST	2021	47	1185	30,672
2433	1256 BROADWAY - 1260 BROADWAY	2021	45	1185	8,992
1949	ENDICOTT AVE@BROADWAY	2021	57	1185	14,880
1860	134 HOLLAND ST - 144 HOLLAND ST	2021	48	1179	32,304
311	1366 BROADWAY - 1366 BROADWAY	2021	0	1177	33,184
1741	205 HOLLAND ST - 233 HOLLAND ST	2021	32	1169	41,200
1945	1269 BROADWAY - 1277 BROADWAY	2021	7	1168	27,720
1989	951 BROADWAY - 967 BROADWAY	2021	38	1164	25,680
2362	186 HOLLAND ST - 194 HOLLAND ST	2021	44	1158	39,840
1736	1040 BROADWAY - 1060 BROADWAY	2021	5	1156	77,040
1955	1077 BROADWAY - 1091 BROADWAY	2021	0	1156	22,624
1961	1270 BROADWAY - 1284 BROADWAY	2021	77	1155	4,032
1946	1269 BROADWAY - 1269 BROADWAY	2021	9	1153	7,792
1747	65 HOLLAND ST - 69 HOLLAND ST	2021	29	1148	23,696
2332	80 HOLLAND ST - 96 HOLLAND ST	2021	4	1146	36,480
2365	158 HOLLAND ST - 164 HOLLAND ST	2021	13	1146	34,192
1485	12 COLLEGE AVE - 12 COLLEGE AVE	2021	58	1144	7,200
1979	DICKSON ST@BROADWAY	2021	27	1142	28,448
1953	1133 BROADWAY - 1147 BROADWAY	2021	19	1140	21,488
1951	1157 BROADWAY - 1167 BROADWAY	2021	21	1139	16,160
1732	998 BROADWAY - 1002 BROADWAY	2021	7	1135	17,488
1956	1170 BROADWAY - 1188 BROADWAY	2021	0	1132	25,488
1939	1328 BROADWAY - 1328 BROADWAY	2021	66	1130	15,200

2329	1020 BROADWAY - 1028 BROADWAY	2021	7	1127	31,856
2325	982 BROADWAY - 986 BROADWAY	2021	8	1119	28,860
2434	1284 BROADWAY - 1284 BROADWAY	2021	37	1119	9,328
1725	BURNHAM ST@BROADWAY	2021	29	1118	9,872
1782	977 BROADWAY - 987 BROADWAY	2021	28	1101	18,384
1753	68 HOLLAND ST - 74 HOLLAND ST	2021	0	1098	17,712
1795	12 CURTIS ST - 20 CURTIS ST	2021	44	1098	27,312
1941	1323 BROADWAY - 1323 BROADWAY	2021	61	1090	26,576
1738	1098 BROADWAY - 1116 BROADWAY	2021	14	1089	41,072
2341	1007 BROADWAY - 1035 BROADWAY	2021	47	1085	38,160
1695	872 BROADWAY - 898 BROADWAY	2021	21	1084	46,512
1988	967 BROADWAY - 969 BROADWAY	2021	0	1079	9,200
1772	1035 BROADWAY - 1067 BROADWAY	2021	50	1074	73,920
1954	1097 BROADWAY - 1109 BROADWAY	2021	49	1065	34,416
1959	1214 BROADWAY - 1238 BROADWAY	2021	44	1063	46,440
1398	3 HOLLAND ST - 29 HOLLAND ST	2021	34	1060	80,208
1708	881 BROADWAY - 901 BROADWAY	2021	32	1033	33,184
1752	40 HOLLAND ST - 40 HOLLAND ST	2021	18	1019	67,744
1745	HOLLAND ST@JAY ST	2021	16	1019	44,560
1751	20 COLLEGE AVE - 32 COLLEGE AVE	2021	6	1014	27,856
2333	104 HOLLAND ST - 122 HOLLAND ST	2021	12	1011	41,840
2327	942 BROADWAY - 946 BROADWAY	2021	55	992	14,784
1289	17 COLLEGE AVE - 27 COLLEGE AVE	2021	31	990	28,520
1781	987 BROADWAY - 993 BROADWAY	2021	0	689	14,064
2021 Sidewalk Repair Cost:					2,181,252
1499	22 BOW ST - 40 BOW ST	2022	52	1312	22,000
9	SOMERVILLE AVE@UNION SQUARE PLAZA	2022	62	1302	5,600
24	19 BOW ST - 33 BOW ST	2022	28	1293	28,688
519	227 PEARL ST - 235 PEARL ST	2022	15	1248	22,144
1051	LEE ST@MEDFORD ST	2022	53	1236	6,816
145	UNION SQUARE PLAZA@WASHINGTON ST (W)	2022	35	1234	36,416
418	UNION SQUARE PLAZA@WASHINGTON ST (W)	2022	37	1225	42,280
2084	20 HIGHLAND AVE - 26 HIGHLAND AVE	2022	37	1224	27,808
766	228 PEARL ST - 240 PEARL ST	2022	43	1209	31,568
1302	479 MEDFORD ST - 483 MEDFORD ST	2022	54	1209	12,672
717	MEDFORD ST@WALNUT ST	2022	76	1207	6,368
1506	SANBORN AVE@WALNUT ST	2022	59	1206	8,736
25	1 BOW ST - 17 BOW ST	2022	8	1205	24,432
10	14 BOW ST - 22 BOW ST	2022	36	1204	43,700

794	205 PEARL ST - 211 PEARL ST	2022	0	1200	20,432
2224	494 MEDFORD ST - 506 MEDFORD ST	2022	80	1190	6,800
2018	398 MEDFORD ST - 402 MEDFORD ST	2022	26	1188	15,872
23	10 WALNUT ST - 10 WALNUT ST	2022	46	1184	23,376
750	HIGHLAND AVE@WALNUT ST	2022	67	1181	8,176
520	247 PEARL ST - 247 PEARL ST	2022	54	1178	14,048
751	25 HIGHLAND AVE - 25 HIGHLAND AVE	2022	35	1176	30,096
1044	381 MEDFORD ST - 393 MEDFORD ST	2022	40	1175	28,736
14	1 SUMMER ST - 3 SUMMER ST	2022	65	1172	7,504
2022	410 MEDFORD ST - 420 MEDFORD ST	2022	43	1171	22,768
1066	415 MEDFORD ST - 421 MEDFORD ST	2022	54	1168	10,032
144	HAWKINS ST@WASHINGTON ST (W)	2022	60	1163	14,800
2020	382 MEDFORD ST - 388 MEDFORD ST	2022	39	1160	21,632
2116	202 PEARL ST - 206 PEARL ST	2022	6	1160	22,096
3	6 SUMMER ST - 8 SUMMER ST	2022	39	1156	47,264
1052	399 MEDFORD ST - 401 MEDFORD ST	2022	31	1156	15,520
715	350 MEDFORD ST - 360 MEDFORD ST	2022	61	1152	15,264
29	PROSPECT ST@WASHINGTON ST (E)	2022	54	1152	47,460
417	13 WEBSTER AVE - 15 WEBSTER AVE	2022	15	1151	43,400
768	106 WALNUT ST - 110 WALNUT ST	2022	41	1146	16,240
770	109 WALNUT ST - 111 WALNUT ST	2022	40	1145	15,984
2019	390 MEDFORD ST - 396 MEDFORD ST	2022	49	1145	21,040
76	12 STONE AVE - 22 STONE AVE	2022	40	1144	33,520
79	15 WARREN AVE - 15 WARREN AVE	2022	44	1141	35,536
764	220 PEARL ST - 222 PEARL ST	2022	13	1140	19,136
737	59 VINAL AVE - 59 VINAL AVE	2022	0	1134	17,968
517	215 PEARL ST - 221 PEARL ST	2022	16	1133	18,368
75	15 STONE AVE - 21 STONE AVE	2022	53	1129	15,680
11	58 BOW ST - 58 BOW ST	2022	56	1128	7,744
148	14 HAWKINS ST - 16 HAWKINS ST	2022	9	1125	19,184
748	6 HIGHLAND AVE - 18 HIGHLAND AVE	2022	7	1125	37,040
2277	478 MEDFORD ST - 478 MEDFORD ST	2022	23	1125	23,744
522	343 MEDFORD ST - 359 MEDFORD ST	2022	41	1122	40,816
28	SOMERVILLE AVE@STONE AVE	2022	0	1121	224,560
273	10 WEBSTER AVE - 18 WEBSTER AVE	2022	57	1117	18,480
80	16 WARREN AVE - 16 WARREN AVE	2022	31	1115	33,328
753	73 WALNUT ST - 81 WALNUT ST	2022	48	1111	24,528
30	PROSPECT ST@WASHINGTON ST (E)	2022	73	1109	20,768
2021	362 MEDFORD ST - 378 MEDFORD ST	2022	27	1102	39,152
4	59 BOW ST - 71 BOW ST	2022	0	1099	12,928

1032	367 MEDFORD ST - 377 MEDFORD ST	2022	51	1094	16,032
763	115 WALNUT ST - 127 WALNUT ST	2022	22	1092	35,616
738	74 WALNUT ST - 74 WALNUT ST	2022	68	1089	7,280
2000	116 WALNUT ST - 126 WALNUT ST	2022	58	1088	14,464
728	58 VINAL AVE - 60 VINAL AVE	2022	39	1085	24,176
22	6 GILES PARK - 12 GILES PARK	2022	52	1073	6,080
749	11 HIGHLAND AVE - 25 HIGHLAND AVE	2022	49	1072	37,088
143	11 HAWKINS ST - 11 HAWKINS ST	2022	0	1069	14,256
2074	93 HIGHLAND AVE - 93 HIGHLAND AVE	2022	21	1058	83,728
2078	40 BOW ST - 58 BOW ST	2022	42	1056	50,960
765	226 PEARL ST - 228 PEARL ST	2022	7	1054	6,864
147	14 HAWKINS ST - 14 HAWKINS ST	2022	0	1040	16,720
2113	299 MEDFORD ST - 311 MEDFORD ST	2022	17	1038	140,624
716	350 MEDFORD ST - 350 MEDFORD ST	2022	56	1037	61,568
69	10 BONNER AVE - 10 BONNER AVE	2022	34	1031	14,512
518	JAMES ST@PEARL ST	2022	0	1028	5,568
21	11 GILES PARK - 11 GILES PARK	2022	40	1020	23,344
64	15 WALNUT ST - 27 WALNUT ST	2022	47	1013	26,864
2083	28 HIGHLAND AVE - 62 HIGHLAND AVE	2022	38	1006	87,520
68	BONNER AVE@HOMER SQ	2022	26	1004	21,984
20	22 WALNUT ST - 24 WALNUT ST	2022	44	983	18,336
1304	471 MEDFORD ST - 477 MEDFORD ST	2022	53	981	10,880
136	3 HAWKINS ST - 3 HAWKINS ST	2022	23	977	18,352
521	MEDFORD ST@PEARL ST	2022	15	601	18,992
2022 Sidewalk Repair Cost:					2,192,056
372	65 BEACON ST - 65 BEACON ST	2023	24	1282	7,696
461	102 BEACON ST - 102 BEACON ST	2023	0	1279	9,392
2103	KNOWLTON ST@TUFTS ST	2023	18	1269	21,040
2171	TUFTS ST@WASHINGTON ST (E)	2023	62	1264	13,728
376	97 BEACON ST - 101 BEACON ST	2023	0	1240	8,192
2157	86 FRANKLIN ST - 86 FRANKLIN ST	2023	60	1233	4,896
2105	JOY ST@WASHINGTON ST (E)	2023	49	1226	59,200
708	75 SCHOOL ST - 93 SCHOOL ST	2023	29	1207	28,752
2101	97 FRANKLIN ST - 99 FRANKLIN ST	2023	53	1204	6,848
373	0 BEACON ST - 69 BEACON ST	2023	44	1203	31,104
1992	54 SUMMER ST - 62 SUMMER ST	2023	27	1203	21,408
706	57 SUMMER ST - 57 SUMMER ST	2023	55	1202	14,400
2135	9 KNOWLTON ST - 19 KNOWLTON ST	2023	31	1198	28,848
2451	94 BEACON ST - 94 BEACON ST	2023	14	1195	13,888

375	93 BEACON ST - 97 BEACON ST	2023	2	1189	10,576
344	147 BEACON ST - 147 BEACON ST	2023	6	1188	54,368
380	BEACON ST@WASHINGTON ST (W)	2023	0	1188	29,632
379	LINE ST@WASHINGTON ST (W)	2023	19	1186	39,248
657	82 SCHOOL ST - 90 SCHOOL ST	2023	30	1184	24,752
707	65 SCHOOL ST - 77 SCHOOL ST	2023	55	1183	11,440
489	4 BEACON ST - 64 BEACON ST	2023	21	1174	146,304
656	0 SCHOOL ST - 0 SCHOOL ST	2023	8	1173	22,256
2104	KNOWLTON ST@TUFTS ST	2023	60	1170	31,328
463	66 BEACON ST - 78 BEACON ST	2023	0	1169	29,856
459	5 SMITH AVE - 13 SMITH AVE	2023	32	1163	19,744
936	56 SCHOOL ST - 58 SCHOOL ST	2023	27	1156	25,824
2314	BEACON ST@PROPERZI WAY (S)	2023	76	1151	1,760
2130	14 KNOWLTON ST - 14 KNOWLTON ST	2023	37	1148	24,256
2459	JOY ST@WASHINGTON ST (E)	2023	34	1146	28,656
1963	151 BEACON ST - 165 BEACON ST	2023	0	1145	44,240
1982	10 SMITH AVE - 10 SMITH AVE	2023	0	1137	20,912
942	49 SCHOOL ST - 55 SCHOOL ST	2023	68	1134	7,504
182	BEACON ST@PROPERZI WAY (S)	2023	0	1131	11,056
455	5 COONEY ST - 7 COONEY ST	2023	24	1125	12,368
377	HANSON ST@WASHINGTON ST (W)	2023	3	1119	39,632
2170	TUFTS ST@WASHINGTON ST (E)	2023	32	1118	77,360
462	78 BEACON ST - 94 BEACON ST	2023	0	1116	38,016
36	MEDFORD ST@PROSPECT HILL AVE	2023	11	1107	107,296
371	25 BEACON ST - 55 BEACON ST	2023	0	1097	78,480
382	BEACON ST@DURHAM ST	2023	0	1097	42,504
2443	HANSON ST@WASHINGTON ST (W)	2023	42	1093	49,856
381	BEACON ST@DURHAM ST	2023	7	1092	32,736
370	1 BEACON ST - 15 BEACON ST	2023	0	1090	53,632
234	12 BUCKINGHAM ST - 18 BUCKINGHAM ST	2023	39	1085	38,944
367	99 CONCORD AVE - 103 CONCORD AVE	2023	35	1074	37,120
213	20 DURHAM ST - 22 DURHAM ST	2023	62	1066	8,624
2158	82 FRANKLIN ST - 86 FRANKLIN ST	2023	51	1066	4,672
374	79 BEACON ST - 89 BEACON ST	2023	0	1063	30,560
233	7 BUCKINGHAM ST - 19 BUCKINGHAM ST	2023	40	1059	33,664
368	98 CONCORD AVE - 118 CONCORD AVE	2023	41	1054	27,520
2100	91 FRANKLIN ST - 95 FRANKLIN ST	2023	71	1052	2,912
212	19 DURHAM ST - 27 DURHAM ST	2023	63	1047	10,976
235	4 WALDO AVE - 20 WALDO AVE	2023	29	1047	33,072
2159	80 FRANKLIN ST - 82 FRANKLIN ST	2023	19	1029	9,280

236	BEACON ST@WALDO AVE	2023	50	1016	16,848
1964	103 BEACON ST - 121 BEACON ST	2023	11	1011	52,960
2450	106 BEACON ST - 120 BEACON ST	2023	35	1010	75,888
723	2 PRESCOTT ST - 62 PRESCOTT ST	2023	16	1005	132,048
2099	COTTAGE PL@FRANKLIN ST	2023	57	996	4,224
181	ELLIOT ST@PROPERZI WAY (S)	2023	54	984	8,096
343	175 BEACON ST - 185 BEACON ST	2023	14	964	35,472
183	ELLIOT ST@PROPERZI WAY (S)	2023	50	963	10,944
724	1 PRESCOTT ST - 63 PRESCOTT ST	2023	9	939	134,624
709	93 SCHOOL ST - 107 SCHOOL ST	2023	24	931	32,240
2134	19 KNOWLTON ST - 37 KNOWLTON ST	2023	16	931	25,072
2133	32 KNOWLTON ST - 32 KNOWLTON ST	2023	43	920	23,728
660	92 SCHOOL ST - 108 SCHOOL ST	2023	26	919	27,456
2023 Sidewalk Repair Cost:					2,201,928
665	130 HIGHLAND AVE - 136 HIGHLAND AVE	2024	41	1315	38,752
1634	PROFESSORS ROW@COLLEGE AVE	2024	79	1296	2,176
2248	736 BROADWAY - 754 BROADWAY	2024	16	1284	27,904
1621	226 COLLEGE AVE - 226 COLLEGE AVE	2024	64	1279	14,976
1602	739 BROADWAY - 741 BROADWAY	2024	25	1269	29,240
668	125 HIGHLAND AVE - 135 HIGHLAND AVE	2024	28	1258	37,744
1635	DEARBORN RD@BROMFIELD RD	2024	78	1243	11,440
1557	692 BROADWAY - 692 BROADWAY	2024	0	1230	34,112
579	50 BENTON RD - 58 BENTON RD	2024	74	1228	5,728
2029	236 HIGHLAND AVE - 236 HIGHLAND AVE	2024	36	1225	27,168
1135	315 HIGHLAND AVE - 321 HIGHLAND AVE	2024	44	1211	38,384
2227	290 HIGHLAND AVE - 296 HIGHLAND AVE	2024	0	1211	29,328
570	BENTON RD@GIBBENS ST	2024	58	1195	9,296
2256	217 COLLEGE AVE - 217 COLLEGE AVE	2024	71	1194	4,480
1595	BOSTON AVE (S)@BROADWAY	2024	22	1188	12,816
1596	JOSEPHINE AVE@BROADWAY	2024	79	1186	2,160
1597	701 BROADWAY - 701 BROADWAY	2024	0	1184	15,376
1117	229 HIGHLAND AVE - 239 HIGHLAND AVE	2024	50	1178	30,112
1218	90 CEDAR ST - 96 CEDAR ST	2024	0	1172	25,792
2231	318 HIGHLAND AVE - 322 HIGHLAND AVE	2024	27	1166	34,560
2255	24 DEARBORN RD - 32 DEARBORN RD	2024	27	1166	23,984
1137	289 HIGHLAND AVE - 289 HIGHLAND AVE	2024	47	1158	36,688
1231	72 CHERRY ST - 72 CHERRY ST	2024	52	1155	6,592
1129	89 CEDAR ST - 99 CEDAR ST	2024	20	1134	28,928
1554	HIGHLAND RD@BOSTON AVE (S)	2024	30	1132	23,920

1601	731 BROADWAY - 739 BROADWAY	2024	16	1129	28,672
1232	63 CHERRY ST - 73 CHERRY ST	2024	0	1128	14,736
1555	HIGHLAND RD@BOSTON AVE (S)	2024	0	1110	27,232
2033	182 HIGHLAND AVE - 200 HIGHLAND AVE	2024	23	1093	66,352
2030	220 HIGHLAND AVE - 226 HIGHLAND AVE	2024	19	1087	28,592
1600	91 BRISTOL RD - 91 BRISTOL RD	2024	73	1085	4,480
1128	278 HIGHLAND AVE - 288 HIGHLAND AVE	2024	23	1081	28,928
1116	219 HIGHLAND AVE - 229 HIGHLAND AVE	2024	44	1077	29,200
2028	242 HIGHLAND AVE - 250 HIGHLAND AVE	2024	0	1076	31,312
1610	773 BROADWAY - 787 BROADWAY	2024	41	1071	57,456
1609	761 BROADWAY - 773 BROADWAY	2024	34	1068	42,672
2247	720 BROADWAY - 730 BROADWAY	2024	16	1068	30,736
1118	239 HIGHLAND AVE - 255 HIGHLAND AVE	2024	21	1062	33,856
1111	275 HIGHLAND AVE - 281 HIGHLAND AVE	2024	54	1061	12,800
2246	698 BROADWAY - 714 BROADWAY	2024	49	1057	22,688
2249	762 BROADWAY - 768 BROADWAY	2024	0	1057	26,416
1663	0 BROADWAY - 0 BROADWAY	2024	2	1054	53,632
1598	701 BROADWAY - 725 BROADWAY	2024	43	1053	52,720
590	CROCKER ST@CROWN ST	2024	59	1047	26,624
893	179 HIGHLAND AVE - 201 HIGHLAND AVE	2024	36	1037	67,280
889	163 HIGHLAND AVE - 169 HIGHLAND AVE	2024	45	1035	35,424
1238	298 HIGHLAND AVE - 300 HIGHLAND AVE	2024	34	1034	31,696
1136	289 HIGHLAND AVE - 307 HIGHLAND AVE	2024	51	1032	20,000
2034	164 HIGHLAND AVE - 174 HIGHLAND AVE	2024	70	1031	11,264
589	9 CROCKER ST - 39 CROCKER ST	2024	54	1020	29,232
2201	207 HIGHLAND AVE - 215 HIGHLAND AVE	2024	25	1020	28,640
894	201 HIGHLAND AVE - 209 HIGHLAND AVE	2024	25	1019	21,904
2031	212 HIGHLAND AVE - 218 HIGHLAND AVE	2024	23	1011	25,808
684	9 SYCAMORE ST - 19 SYCAMORE ST	2024	52	1010	17,472
685	8 SYCAMORE ST - 22 SYCAMORE ST	2024	35	1009	40,704
1608	DEARBORN RD@PEARSON RD	2024	75	1006	7,568
2032	202 HIGHLAND AVE - 210 HIGHLAND AVE	2024	53	990	8,400
1599	BRISTOL RD@BROADWAY	2024	67	984	6,272
2470	20 PEARSON RD - 36 PEARSON RD	2024	52	982	34,320
1594	645 BROADWAY - 675 BROADWAY	2024	57	976	40,992
2254	10 DEARBORN RD - 16 DEARBORN RD	2024	63	976	6,912
892	76 BENTON RD - 82 BENTON RD	2024	54	973	16,016
890	67 BENTON RD - 85 BENTON RD	2024	47	970	35,104
2257	DEARBORN RD@BROMFIELD RD	2024	61	968	13,440
592	CROWN ST@TOWER ST	2024	54	960	31,248

1622	8 PROFESSORS ROW - 44 PROFESSORS ROW	2024	79	958	31,488
1603	1 PEARSON RD - 39 PEARSON RD	2024	60	954	27,712
593	6 TOWER ST - 44 TOWER ST	2024	50	944	68,288
884	9 WALDO ST - 21 WALDO ST	2024	24	929	35,376
1617	195 COLLEGE AVE - 217 COLLEGE AVE	2024	73	928	11,520
891	10 WALDO ST - 20 WALDO ST	2024	50	878	17,680
2067	96 HIGHLAND AVE - 124 HIGHLAND AVE	2024	32	774	106,704
669	95 HIGHLAND AVE - 125 HIGHLAND AVE	2024	43	767	107,792
1113	255 HIGHLAND AVE - 265 HIGHLAND AVE	2024	26	637	27,344
2202	254 HIGHLAND AVE - 264 HIGHLAND AVE	2024	0	634	26,112
1481	270 HIGHLAND AVE - 276 HIGHLAND AVE	2024	0	621	29,136
1112	265 HIGHLAND AVE - 275 HIGHLAND AVE	2024	0	620	29,536
2024 Sidewalk Repair Cost:					2,219,144
2109	143 CROSS ST - 143 CROSS ST	2025-2035	0	1300	11,520
2146	142 CROSS ST - 142 CROSS ST	2025-2035	0	1300	7,072
2702	CROSS ST EAST@BROADWAY (W)	2025-2035	78	1275	2,576
426	WEBSTER AVE@NORFORK ST	2025-2035	20	1270	9,232
525	170 SCHOOL ST - 170 SCHOOL ST	2025-2035	8	1268	13,344
2144	126 CROSS ST - 130 CROSS ST	2025-2035	0	1265	7,248
914	7 CENTRAL ST - 7 CENTRAL ST	2025-2035	36	1263	10,304
2479	54 NEWTON ST - 54 NEWTON ST	2025-2035	0	1261	14,912
701	117 SUMMER ST - 127 SUMMER ST	2025-2035	63	1243	9,088
832	MONTGOMERY AVE@BROADWAY (E)	2025-2035	18	1243	44,576
270	NEWTON ST@PROSPECT ST	2025-2035	11	1242	7,024
2703	CROSS ST EAST@BROADWAY (W)	2025-2035	7	1238	6,784
133	10 CARLTON ST - 10 CARLTON ST	2025-2035	41	1236	15,408
119	CENTRAL ST@CYPRESS ST	2025-2035	19	1236	9,200
697	51 CENTRAL ST - 51 CENTRAL ST	2025-2035	78	1233	1,440
2876	127 CROSS ST - 133 CROSS ST	2025-2035	54	1230	5,888
1589	HINCKLEY ST@BROADWAY	2025-2035	16	1230	6,480
2570	106 MORELAND ST - 114 MORELAND ST	2025-2035	26	1227	23,584
2061	9 SPRING ST - 9 SPRING ST	2025-2035	75	1223	4,896
415	CLARK ST@NEWTON ST	2025-2035	48	1218	10,480
2147	MOUNT VERNON ST@WASHINGTON ST (E)	2025-2035	66	1217	8,096
996	SARGENT AVE@BROADWAY (E)	2025-2035	34	1215	40,864
427	WEBSTER AVE@NORFORK ST	2025-2035	35	1215	12,672
714	RICHDALE AVE@SCHOOL ST	2025-2035	15	1213	14,160
2897	167 PEARL ST - 173 PEARL ST	2025-2035	10	1210	14,592
1497	6 SPRING ST - 10 SPRING ST	2025-2035	49	1207	19,472

2290	372 HIGHLAND AVE - 378 HIGHLAND AVE	2025-2035	25	1207	33,744
385	SOMERVILLE AVE@PROPERZI WAY (N)	2025-2035	70	1205	10,416
2303	120 SUMMER ST - 124 SUMMER ST	2025-2035	6	1204	19,648
423	69 WEBSTER AVE - 69 WEBSTER AVE	2025-2035	5	1200	11,160
2107	152 CROSS ST - 152 CROSS ST	2025-2035	0	1199	8,080
132	9 CARLTON ST - 11 CARLTON ST	2025-2035	44	1198	16,432
2571	105 MORELAND ST - 113 MORELAND ST	2025-2035	34	1193	23,520
2896	168 PEARL ST - 174 PEARL ST	2025-2035	53	1190	9,984
3001	50 MIDDLESEX AVE - 50 MIDDLESEX AVE	2025-2035	42	1190	26,160
2691	MYSTIC AVE@MIDDLESEX AVE	2025-2035	65	1184	28,800
2270	16 CHAPEL ST - 20 CHAPEL ST	2025-2035	63	1183	13,312
831	5 MONTGOMERY AVE - 13 MONTGOMERY AVE	2025-2035	45	1180	28,432
824	MELVIN ST@BROADWAY (E)	2025-2035	52	1172	21,728
1405	373 HIGHLAND AVE - 383 HIGHLAND AVE	2025-2035	24	1171	34,128
420	45 WEBSTER AVE - 47 WEBSTER AVE	2025-2035	34	1163	38,432
1367	21 CUTTER AVE - 27 CUTTER AVE	2025-2035	19	1163	24,112
696	51 CENTRAL ST - 57 CENTRAL ST	2025-2035	68	1158	5,520
1027	15 MARSHALL ST - 23 MARSHALL ST	2025-2035	63	1158	13,920
967	57 ROSELAND ST - 61 ROSELAND ST	2025-2035	0	1157	17,392
2123	57 TUFTS ST - 61 TUFTS ST	2025-2035	53	1154	7,280
873	2 PORTER ST - 2 PORTER ST	2025-2035	10	1153	11,808
1364	22 CUTTER AVE - 32 CUTTER AVE	2025-2035	37	1153	17,888
826	6 MONTGOMERY AVE - 16 MONTGOMERY AVE	2025-2035	0	1152	24,000
428	64 WEBSTER AVE - 64 WEBSTER AVE	2025-2035	0	1150	12,396
407	8 PARKER ST - 16 PARKER ST	2025-2035	10	1148	21,360
1441	58 DAY ST - 58 DAY ST	2025-2035	53	1148	7,072
2145	142 CROSS ST - 142 CROSS ST	2025-2035	1	1147	26,064
2269	9 CHAPEL ST - 19 CHAPEL ST	2025-2035	43	1146	34,624
2658	14 LANGMAID AVE - 18 LANGMAID AVE	2025-2035	29	1142	29,120
249	MERRIAM ST@WASHINGTON ST (E)	2025-2035	0	1140	35,200
2563	634 MYSTIC AVE - 654 MYSTIC AVE	2025-2035	17	1139	46,576
549	ELM ST@PORTER ST	2025-2035	41	1138	12,576
3005	LINWOOD ST@POPLAR ST	2025-2035	6	1137	13,824
129	CHURCH ST@LAKE ST	2025-2035	51	1136	18,640
2778	17 GLEN ST - 27 GLEN ST	2025-2035	62	1134	15,808
2651	10 GRANT ST - 18 GRANT ST	2025-2035	45	1130	29,696
882	20 ELM ST - 34 ELM ST	2025-2035	55	1127	29,600
2564	706 MYSTIC AVE - 706 MYSTIC AVE	2025-2035	13	1127	30,224
424	COLUMBIA CT@WEBSTER AVE	2025-2035	53	1126	12,800
128	3 CHURCH ST - 19 CHURCH ST	2025-2035	46	1125	32,416

113	HINCKLEY ST@BROADWAY	2025-2035	1	1123	8,096
408	7 PARKER ST - 15 PARKER ST	2025-2035	0	1121	19,024
1677	14 WILLIAM ST - 14 WILLIAM ST	2025-2035	62	1121	6,720
2720	2 AUSTIN ST - 10 AUSTIN ST	2025-2035	50	1119	20,016
422	69 WEBSTER AVE - 69 WEBSTER AVE	2025-2035	48	1118	12,108
790	ALDRICH ST@VIRGINIA ST	2025-2035	64	1117	6,496
2454	10 POPLAR ST - 10 POPLAR ST	2025-2035	80	1115	5,328
2799	6 LINCOLN ST - 16 LINCOLN ST	2025-2035	29	1114	30,608
306	NEWTON ST@PROSPECT PL	2025-2035	67	1114	3,600
2657	11 LANGMAID AVE - 19 LANGMAID AVE	2025-2035	30	1113	30,144
920	7 CARTER TERR - 15 CARTER TERR	2025-2035	27	1112	21,264
100	50 MIDDLESEX AVE - 50 MIDDLESEX AVE	2025-2035	40	1111	64,864
921	8 CARTER TERR - 15 CARTER TERR	2025-2035	34	1111	21,408
988	7 CENTRAL ST - 15 CENTRAL ST	2025-2035	35	1106	15,008
1390	163 ELM ST - 167 ELM ST	2025-2035	62	1104	9,360
2908	CROSS ST@BONAIR ST (E)	2025-2035	0	1103	19,008
2543	9 GRANT ST - 21 GRANT ST	2025-2035	53	1099	17,680
2759	MACARTHUR ST@BROADWAY (E)	2025-2035	74	1099	4,800
849	55 ELM ST - 63 ELM ST	2025-2035	0	1098	19,552
2723	5 AUSTIN ST - 7 AUSTIN ST	2025-2035	51	1098	10,464
2597	7 EDGAR AVE - 7 EDGAR AVE	2025-2035	10	1095	15,408
88	133 MIDDLESEX AVE - 133 MIDDLESEX AVE	2025-2035	13	1094	68,768
2787	6 CUTTER ST - 12 CUTTER ST	2025-2035	66	1093	8,112
1442	DAY ST@HERBERT ST	2025-2035	53	1093	17,952
37	8 PROSPECT HILL AVE - 10 PROSPECT HILL AVE	2025-2035	3	1091	20,416
330	54 NEWTON ST - 74 NEWTON ST	2025-2035	25	1091	26,032
2551	422 MYSTIC AVE - 422 MYSTIC AVE	2025-2035	13	1091	25,360
1041	DARTMOUTH ST@BROADWAY (E)	2025-2035	37	1091	34,944
470	585 BROADWAY - 611 BROADWAY	2025-2035	72	1090	35,616
843	54 ELM ST - 62 ELM ST	2025-2035	80	1090	4,400
2779	12 GLEN ST - 30 GLEN ST	2025-2035	62	1089	15,072
493	ELM ST@ELSTON ST	2025-2035	37	1089	60,976
92	1 LINCOLN ST - 13 LINCOLN ST	2025-2035	30	1088	32,944
248	59 MERRIAM ST - 83 MERRIAM ST	2025-2035	36	1088	44,160
2964	29 MYSTIC AVE - 33 MYSTIC AVE	2025-2035	47	1087	52,416
2308	PARKER ST@WASHINGTON ST (W)	2025-2035	17	1087	20,112
2686	SCHOOL ST@BROADWAY (E)	2025-2035	32	1086	49,696
526	7 RICHDAL AVE - 13 RICHDAL AVE	2025-2035	48	1085	35,632
845	86 ELM ST - 88 ELM ST	2025-2035	48	1085	10,256
342	MILLER ST@SACRAMENTO ST	2025-2035	12	1084	4,092

1457	COTTAGE AVE@RUSSELL ST	2025-2035	0	1083	15,984
1796	7 CURTIS ST - 23 CURTIS ST	2025-2035	60	1082	14,000
2291	371 SUMMER ST - 371 SUMMER ST	2025-2035	39	1082	30,880
2875	133 CROSS ST - 137 CROSS ST	2025-2035	7	1082	25,984
759	171 WALNUT ST - 171 WALNUT ST	2025-2035	20	1081	29,232
879	ELM ST@PORTER ST	2025-2035	36	1081	19,104
2973	IRVINGTON RD@BOSTON AVE (N)	2025-2035	54	1080	34,560
1057	165 SYCAMORE ST - 165 SYCAMORE ST	2025-2035	24	1079	31,440
124	8 SCHOOL ST - 12 SCHOOL ST	2025-2035	77	1078	4,480
913	8 CENTRAL ST - 14 CENTRAL ST	2025-2035	10	1078	15,200
1074	162 SYCAMORE ST - 166 SYCAMORE ST	2025-2035	63	1078	10,528
201	SOMERVILLE AVE@PROPERZI WAY (N)	2025-2035	59	1078	8,064
1619	6 WARNER ST - 6 WARNER ST	2025-2035	36	1077	12,800
406	FREMONT AVE@PARKER ST	2025-2035	6	1077	6,144
2122	60 TUFTS ST - 60 TUFTS ST	2025-2035	3	1074	10,272
1387	151 ELM ST - 157 ELM ST	2025-2035	29	1072	26,112
484	WEBSTER AVE@NORFORK ST	2025-2035	57	1072	14,144
700	127 SUMMER ST - 139 SUMMER ST	2025-2035	54	1071	12,608
1002	3 SARGENT AVE - 11 SARGENT AVE	2025-2035	41	1071	24,224
922	126 SUMMER ST - 132 SUMMER ST	2025-2035	37	1069	16,624
2786	7 CUTTER ST - 13 CUTTER ST	2025-2035	31	1069	26,480
1048	DARTMOUTH ST@BROADWAY (E)	2025-2035	19	1069	30,640
997	2 SARGENT AVE - 10 SARGENT AVE	2025-2035	40	1066	34,912
1773	1 PACKARD AVE - 17 PACKARD AVE	2025-2035	33	1066	28,528
1023	BRADFORD AVE@SCHOOL ST	2025-2035	52	1066	10,080
1770	MASON ST@WHITMAN ST	2025-2035	6	1066	16,416
2764	5 AUTUMN ST - 9 AUTUMN ST	2025-2035	2	1065	7,008
150	BOWDOIN ST@WASHINGTON ST (W)	2025-2035	8	1065	29,072
548	3 ELM ST - 11 ELM ST	2025-2035	45	1064	22,224
874	15 ELM ST - 31 ELM ST	2025-2035	48	1063	56,064
2769	5 CROSS ST - 9 CROSS ST	2025-2035	23	1063	22,368
2685	FENWICK ST@BROADWAY (W)	2025-2035	38	1062	40,000
149	PARKER ST@WASHINGTON ST (W)	2025-2035	37	1062	93,072
2891	130 PEARL ST - 152 PEARL ST	2025-2035	21	1060	44,272
2695	KENSINGTON AVE@BROADWAY (W)	2025-2035	76	1060	20,320
468	NEWTON ST@PROSPECT ST	2025-2035	63	1059	3,528
939	5 SCHOOL ST - 13 SCHOOL ST	2025-2035	44	1058	20,448
2847	ELLSWORTH ST@RUSH ST (N)	2025-2035	0	1057	6,592
458	48 LINE ST - 56 LINE ST	2025-2035	30	1055	14,352
1297	12 NORWOOD AVE - 22 NORWOOD AVE	2025-2035	58	1055	16,640

1669	11 WILLIAM ST - 11 WILLIAM ST	2025-2035	21	1055	17,552
979	BEACON ST@ROSELAND ST	2025-2035	23	1055	9,904
2851	18 BROOK ST - 28 BROOK ST	2025-2035	18	1054	22,176
269	30 PROSPECT ST - 30 PROSPECT ST	2025-2035	69	1053	9,184
2765	4 AUTUMN ST - 8 AUTUMN ST	2025-2035	51	1053	3,248
1826	7 CLARENDON AVE - 21 CLARENDON AVE	2025-2035	61	1052	16,800
3000	74 MIDDLESEX AVE - 74 MIDDLESEX AVE	2025-2035	0	1052	19,404
1780	10 PACKARD AVE - 16 PACKARD AVE	2025-2035	49	1051	28,944
702	109 SUMMER ST - 117 SUMMER ST	2025-2035	68	1050	7,040
2775	BROADWAY (E)@RUSH ST (N)	2025-2035	27	1050	7,328
405	11 FREMONT AVE - 17 FREMONT AVE	2025-2035	0	1048	9,280
1823	2 CLARENDON AVE - 26 CLARENDON AVE	2025-2035	19	1046	30,016
429	COLUMBIA ST@WEBSTER AVE	2025-2035	62	1045	8,448
1366	19 CUTTER AVE - 19 CUTTER AVE	2025-2035	38	1043	31,088
637	2 BELMONT ST - 12 BELMONT ST	2025-2035	54	1042	12,288
679	8 RICHDAL E AVE - 20 RICHDAL E AVE	2025-2035	55	1042	17,024
812	181 PEARL ST - 187 PEARL ST	2025-2035	76	1041	3,920
1450	6 HERBERT ST - 16 HERBERT ST	2025-2035	49	1041	37,248
2767	CROSS ST@BONAIR ST (E)	2025-2035	58	1041	13,568
513	7 BRADLEY ST - 21 BRADLEY ST	2025-2035	38	1040	44,784
38	5 PROSPECT HILL AVE - 9 PROSPECT HILL AVE	2025-2035	40	1039	24,816
321	57 NEWTON ST - 69 NEWTON ST	2025-2035	2	1039	20,656
2110	3 CHESTER AVE - 9 CHESTER AVE	2025-2035	18	1039	38,816
2873	114 CROSS ST - 122 CROSS ST	2025-2035	6	1038	17,424
791	182 PEARL ST - 190 PEARL ST	2025-2035	50	1037	19,440
2331	12 WINTER ST - 16 WINTER ST	2025-2035	47	1037	34,336
497	166 WALNUT ST - 174 WALNUT ST	2025-2035	48	1035	39,168
1697	384 HIGHLAND AVE - 390 HIGHLAND AVE	2025-2035	53	1034	17,920
2342	14 ROSSMORE ST - 36 ROSSMORE ST	2025-2035	34	1033	58,080
164	HAWKINS ST@WASHINGTON ST (W)	2025-2035	67	1032	29,632
416	25 WEBSTER AVE - 25 WEBSTER AVE	2025-2035	17	1031	68,184
2271	14 PARK AVE - 24 PARK AVE	2025-2035	50	1031	9,184
2974	IRVINGTON RD@BOSTON AVE (N)	2025-2035	57	1031	33,280
1892	7 NORTH ST - 13 NORTH ST	2025-2035	27	1028	48,688
2772	21 BROOK ST - 27 BROOK ST	2025-2035	37	1026	28,096
45	14 BOSTON ST - 14 BOSTON ST	2025-2035	29	1025	43,952
307	24 WEBSTER AVE - 32 WEBSTER AVE	2025-2035	70	1025	8,704
345	HANSON ST@WASHINGTON ST (W)	2025-2035	42	1025	50,960
577	42 GIBBENS ST - 42 GIBBENS ST	2025-2035	49	1024	15,808
2894	19 DELAWARE ST - 29 DELAWARE ST	2025-2035	76	1024	8,832

1549	5 HINCKLEY ST - 17 HINCKLEY ST	2025-2035	48	1023	14,848
1783	5 ROSSMORE ST - 35 ROSSMORE ST	2025-2035	61	1023	28,288
1404	385 HIGHLAND AVE - 393 HIGHLAND AVE	2025-2035	61	1022	22,944
1298	5 NORWOOD AVE - 23 NORWOOD AVE	2025-2035	35	1021	37,424
2879	111 CROSS ST - 117 CROSS ST	2025-2035	44	1020	27,120
203	3 DANE ST - 21 DANE ST	2025-2035	24	1017	36,224
2728	8 INDIANA AVE - 34 INDIANA AVE	2025-2035	37	1017	53,920
2846	ELLSWORTH ST@RUSH ST (N)	2025-2035	13	1017	9,744
927	108 SUMMER ST - 114 SUMMER ST	2025-2035	18	1015	17,504
1163	105 WILLOW AVE - 111 WILLOW AVE	2025-2035	51	1015	5,760
1219	9 ABERDEEN RD - 31 ABERDEEN RD	2025-2035	19	1014	47,104
2770	4 CROSS ST - 14 CROSS ST	2025-2035	11	1014	19,872
825	MONTGOMERY AVE@BROADWAY (E)	2025-2035	29	1014	61,440
678	164 SCHOOL ST - 164 SCHOOL ST	2025-2035	62	1013	11,760
44	3 BOSTON ST - 21 BOSTON ST	2025-2035	15	1012	43,056
1750	17 WINTER ST - 31 WINTER ST	2025-2035	11	1012	45,792
2596	5 DOUGLAS AVE - 14 DOUGLAS AVE	2025-2035	0	1011	11,952
83	5 MIDDLESEX AVE - 5 MIDDLESEX AVE	2025-2035	28	1009	69,840
2	8 SUMMER ST - 34 SUMMER ST	2025-2035	58	1008	17,584
848	61 ELM ST - 75 ELM ST	2025-2035	21	1008	43,120
2771	14 CROSS ST - 28 CROSS ST	2025-2035	23	1008	22,896
1365	6 CUTTER AVE - 20 CUTTER AVE	2025-2035	48	1007	27,024
404	1 FREMONT AVE - 11 FREMONT AVE	2025-2035	31	1006	15,184
2567	105 FREMONT ST - 105 FREMONT ST	2025-2035	52	1006	7,648
1053	52 THURSTON ST - 52 THURSTON ST	2025-2035	62	1005	28,224
115	10 LORING ST - 32 LORING ST	2025-2035	39	1004	43,936
918	29 CENTRAL ST - 37 CENTRAL ST	2025-2035	46	1004	23,184
733	PUTNAM ST@SUMMER ST	2025-2035	73	1004	9,984
1891	34 NORTH ST - 34 NORTH ST	2025-2035	44	1003	42,592
2572	48 ASH AVE - 53 ASH AVE	2025-2035	76	1003	19,500
2727	9 INDIANA AVE - 27 INDIANA AVE	2025-2035	22	1003	40,336
2774	BROADWAY (E)@RUSH ST (N)	2025-2035	37	1003	6,992
409	FREMONT AVE@PARKER ST	2025-2035	0	1003	10,704
1165	110 WILLOW AVE - 110 WILLOW AVE	2025-2035	10	1001	12,064
514	2 BRADLEY ST - 24 BRADLEY ST	2025-2035	35	999	43,120
265	7 ALLEN ST - 51 ALLEN ST	2025-2035	0	998	42,672
1667	12 SUMMIT ST - 18 SUMMIT ST	2025-2035	58	998	12,320
481	474 COLUMBIA ST - 508 COLUMBIA ST	2025-2035	0	995	50,304
1569	5 LOWDEN AVE - 29 LOWDEN AVE	2025-2035	38	995	30,672
516	88 MARSHALL ST - 92 MARSHALL ST	2025-2035	77	994	5,888

2062	12 AVON ST - 86 AVON ST	2025-2035	54	994	76,336
713	RICHDALE AVE@SCHOOL ST	2025-2035	53	994	16,192
486	12 LINDEN ST - 34 LINDEN ST	2025-2035	42	993	38,560
1294	45 GROVE ST - 55 GROVE ST	2025-2035	36	993	19,488
1552	600 BROADWAY - 620 BROADWAY	2025-2035	78	992	11,856
467	35 PROSPECT ST - 35 PROSPECT ST	2025-2035	27	990	23,040
1470	7 COTTAGE AVE - 13 COTTAGE AVE	2025-2035	13	990	20,560
1792	3 DICKSON ST - 17 DICKSON ST	2025-2035	37	988	27,520
2795	7 HATHORN ST - 23 HATHORN ST	2025-2035	59	988	18,256
258	29 MERRIAM ST - 35 MERRIAM ST	2025-2035	44	987	42,832
2569	41 EAST ALBION ST - 41 EAST ALBION ST	2025-2035	32	987	29,808
431	495 COLUMBIA ST - 497 COLUMBIA ST	2025-2035	21	986	19,600
923	40 LAUREL ST - 52 LAUREL ST	2025-2035	34	986	31,840
1363	2 WEST ST - 8 WEST ST	2025-2035	56	986	8,000
304	NEWTON ST@PROSPECT PL	2025-2035	45	986	11,488
2059	9 BELMONT ST - 9 BELMONT ST	2025-2035	45	985	26,560
2214	102 LEXINGTON AVE - 102 LEXINGTON AVE	2025-2035	28	985	22,224
2700	7 GARFIELD AVE - 15 GARFIELD AVE	2025-2035	48	985	58,624
465	51 PROSPECT ST - 51 PROSPECT ST	2025-2035	0	984	29,712
1564	8 LOWDEN AVE - 30 LOWDEN AVE	2025-2035	49	984	37,536
1666	9 SUMMIT ST - 17 SUMMIT ST	2025-2035	56	984	13,440
2194	101 HANCOCK ST - 107 HANCOCK ST	2025-2035	58	984	11,376
926	45 LAUREL ST - 47 LAUREL ST	2025-2035	29	983	35,456
1293	48 GROVE ST - 52 GROVE ST	2025-2035	44	983	17,184
1683	13 PARK AVE - 19 PARK AVE	2025-2035	0	983	18,032
1794	7 HILL ST - 15 HILL ST	2025-2035	37	983	29,536
2895	166 PEARL ST - 168 PEARL ST	2025-2035	14	983	13,824
43	19 BOSTON ST - 27 BOSTON ST	2025-2035	26	982	29,120
204	24 DANE ST - 24 DANE ST	2025-2035	16	981	34,688
1704	8 LEONARD ST - 22 LEONARD ST	2025-2035	35	981	26,048
2302	10 CYPRESS ST - 20 CYPRESS ST	2025-2035	16	981	26,112
2547	83 GRANT ST - 105 GRANT ST	2025-2035	35	980	32,704
1791	2 DICKSON ST - 14 DICKSON ST	2025-2035	48	979	34,832
2548	84 GRANT ST - 100 GRANT ST	2025-2035	51	978	18,240
1715	DIMICK ST@HAROLD ST	2025-2035	51	978	6,480
259	34 MERRIAM ST - 34 MERRIAM ST	2025-2035	46	977	35,088
1664	2 KENWOOD ST - 18 KENWOOD ST	2025-2035	31	977	34,864
482	520 COLUMBIA ST - 520 COLUMBIA ST	2025-2035	36	976	24,064
1050	21 THURSTON ST - 49 THURSTON ST	2025-2035	25	976	74,272
1082	139 ELM ST - 149 ELM ST	2025-2035	0	976	20,624

1358	442 BROADWAY - 448 BROADWAY	2025-2035	0	976	19,408
114	7 LORING ST - 31 LORING ST	2025-2035	23	975	50,032
264	12 ALLEN ST - 50 ALLEN ST	2025-2035	22	975	44,608
2565	708 MYSTIC AVE - 712 MYSTIC AVE	2025-2035	75	975	9,472
2699	10 GARFIELD AVE - 16 GARFIELD AVE	2025-2035	41	975	57,312
104	8 PARK ST - 10 PARK ST	2025-2035	0	974	55,968
531	2 THURSTON ST - 12 THURSTON ST	2025-2035	61	974	15,360
600	34 CENTRAL ST - 40 CENTRAL ST	2025-2035	66	974	9,568
1395	12 WINDOM ST - 26 WINDOM ST	2025-2035	49	973	34,432
2856	115 PEARL ST - 115 PEARL ST	2025-2035	38	973	34,560
403	22 BOWDOIN ST - 22 BOWDOIN ST	2025-2035	0	971	8,592
1793	4 HILL ST - 16 HILL ST	2025-2035	49	971	32,208
1359	51 HAWTHORNE ST - 59 HAWTHORNE ST	2025-2035	41	970	21,680
402	17 BOWDOIN ST - 25 BOWDOIN ST	2025-2035	48	969	14,720
2697	5 KENSINGTON AVE - 33 KENSINGTON AVE	2025-2035	32	969	50,112
2289	44 HAWTHORNE ST - 58 HAWTHORNE ST	2025-2035	58	968	8,640
158	58 DANE ST - 74 DANE ST	2025-2035	47	966	47,600
400	8 PERRY ST - 24 PERRY ST	2025-2035	6	966	60,792
530	1 THURSTON ST - 9 THURSTON ST	2025-2035	61	964	14,208
2595	4 DOUGLAS AVE - 14 DOUGLAS AVE	2025-2035	29	964	13,424
2931	9 FRANKLIN AVE - 9 FRANKLIN AVE	2025-2035	0	964	9,040
2796	8 HATHORN ST - 24 HATHORN ST	2025-2035	18	963	32,048
1373	363 HIGHLAND AVE - 371 HIGHLAND AVE	2025-2035	15	962	39,712
245	MEDFORD ST@SOMERVILLE AVE	2025-2035	0	962	138,640
214	6 DURHAM ST - 20 DURHAM ST	2025-2035	66	960	9,248
512	6 JAMES ST - 20 JAMES ST	2025-2035	63	958	14,688
2768	15 CROSS ST - 25 CROSS ST	2025-2035	19	958	19,104
102	ASSEMBLY SQ DR@FOLEY ST	2025-2035	57	957	74,400
341	MILLER ST@SACRAMENTO ST	2025-2035	57	957	9,360
2183	68 ELM ST - 82 ELM ST	2025-2035	33	956	37,824
39	MEDFORD ST@PROSPECT HILL AVE	2025-2035	37	956	64,384
430	513 COLUMBIA ST - 513 COLUMBIA ST	2025-2035	0	955	9,760
1710	7 CYPRESS ST - 21 CYPRESS ST	2025-2035	53	955	12,768
109	502 SOMERVILLE AVE - 508 SOMERVILLE AVE	2025-2035	53	954	5,040
1076	177 CENTRAL ST - 201 CENTRAL ST	2025-2035	64	954	24,576
131	11 CARLTON ST - 21 CARLTON ST	2025-2035	36	952	16,656
347	53 DANE ST - 73 DANE ST	2025-2035	16	952	29,440
358	7 PERRY ST - 49 PERRY ST	2025-2035	8	952	71,424
745	252 MEDFORD ST - 252 MEDFORD ST	2025-2035	62	952	33,856
2156	9 PINCKNEY ST - 29 PINCKNEY ST	2025-2035	3	951	48,192

2802	4 GEORGE ST - 20 GEORGE ST	2025-2035	50	949	24,096
2862	80 CROSS ST - 92 CROSS ST	2025-2035	28	949	24,928
2552	SYDNEY ST@TAYLOR ST	2025-2035	71	949	10,304
2306	14 CARLTON ST - 22 CARLTON ST	2025-2035	32	947	15,968
2898	159 PEARL ST - 165 PEARL ST	2025-2035	0	947	11,360
1570	8 BAY STATE AVE - 26 BAY STATE AVE	2025-2035	49	945	40,688
2611	118 HEATH ST - 132 HEATH ST	2025-2035	50	945	27,392
1754	HOWARD ST@THORNDIKE ST (N)	2025-2035	46	945	39,888
2734	12 MICHIGAN AVE - 42 MICHIGAN AVE	2025-2035	25	943	65,872
1893	6 BARTON ST - 34 BARTON ST	2025-2035	50	942	42,832
2063	1 AVON ST - 87 AVON ST	2025-2035	48	941	163,456
492	ELM ST@WILLOW AVE	2025-2035	55	939	15,680
853	8 CEDAR ST - 18 CEDAR ST	2025-2035	14	938	15,440
1718	7 SIMPSON AVE - 29 SIMPSON AVE	2025-2035	57	937	18,512
872	2 PORTER ST - 14 PORTER ST	2025-2035	5	936	16,720
1362	3 WEST ST - 9 WEST ST	2025-2035	42	936	20,688
2343	14 MANSFIELD ST - 50 MANSFIELD ST	2025-2035	56	936	39,424
2614	14 EDGAR AVE - 16 EDGAR AVE	2025-2035	44	936	21,472
401	7 BOWDOIN ST - 17 BOWDOIN ST	2025-2035	54	935	13,664
2893	6 DELAWARE ST - 30 DELAWARE ST	2025-2035	67	935	17,024
2230	85 HANCOCK ST - 87 HANCOCK ST	2025-2035	52	934	8,736
2696	6 KENSINGTON AVE - 26 KENSINGTON AVE	2025-2035	53	934	25,472
1455	6 COTTAGE AVE - 12 COTTAGE AVE	2025-2035	18	932	22,720
1719	24 SIMPSON AVE - 26 SIMPSON AVE	2025-2035	55	932	18,624
2733	9 MICHIGAN AVE - 43 MICHIGAN AVE	2025-2035	17	932	51,136
2857	102 PEARL ST - 110 PEARL ST	2025-2035	48	932	27,504
2267	1 KENWOOD ST - 11 KENWOOD ST	2025-2035	54	931	15,968
262	1 LINDEN ST - 35 LINDEN ST	2025-2035	15	930	39,040
1980	8 BOWDOIN ST - 16 BOWDOIN ST	2025-2035	32	930	19,536
2975	LINWOOD ST@POPLAR ST	2025-2035	12	929	30,768
2550	7 TAYLOR ST - 19 TAYLOR ST	2025-2035	69	928	10,912
2576	ASH AVE@EAST ALBION ST	2025-2035	28	928	13,884
1612	9 WARNER ST - 27 WARNER ST	2025-2035	1	927	51,424
2581	42 EAST ALBION ST - 50 EAST ALBION ST	2025-2035	71	927	9,856
2594	DOUGLAS AVE@EDGAR AVE	2025-2035	13	927	21,504
2035	2 WESTWOOD RD - 18 WESTWOOD RD	2025-2035	28	925	58,512
511	7 JAMES ST - 15 JAMES ST	2025-2035	43	924	38,800
885	94 CENTRAL ST - 94 CENTRAL ST	2025-2035	32	923	7,184
491	372 BEACON ST - 378 BEACON ST	2025-2035	35	919	44,896
1894	7 BARTON ST - 33 BARTON ST	2025-2035	31	919	39,840

200	TYLER ST@PROPERZI WAY (N)	2025-2035	19	919	43,376
2036	1 WESTWOOD RD - 17 WESTWOOD RD	2025-2035	38	918	59,600
196	10 GRANITE ST - 14 GRANITE ST	2025-2035	72	917	5,824
2850	ELLSWORTH ST@RUSH ST (N)	2025-2035	46	917	13,552
1220	28 ABERDEEN RD - 32 ABERDEEN RD	2025-2035	16	916	20,160
834	11 CEDAR ST - 23 CEDAR ST	2025-2035	41	915	27,536
2762	6 MACARTHUR ST - 22 MACARTHUR ST	2025-2035	58	915	22,624
2800	27 LINCOLN AVE - 31 LINCOLN AVE	2025-2035	23	914	16,080
928	14 GREENE ST - 22 GREENE ST	2025-2035	45	913	36,320
823	11 EDMANDS ST - 21 EDMANDS ST	2025-2035	53	912	28,560
2167	8 PINCKNEY ST - 34 PINCKNEY ST	2025-2035	47	912	59,792
457	62 LINE ST - 84 LINE ST	2025-2035	19	911	24,112
2776	BROOK ST@RUSH ST (N)	2025-2035	19	910	34,928
2085	24 BOSTON ST - 30 BOSTON ST	2025-2035	20	909	26,096
2726	12 PENNSYLVANIA AVE - 40 PENNSYLVANIA AVE	2025-2035	46	909	78,960
2529	65 WHEATLAND ST - 87 WHEATLAND ST	2025-2035	45	908	69,360
1098	6 HENRY AVE - 20 HENRY AVE	2025-2035	43	907	33,088
2108	7 ALSTON ST - 57 ALSTON ST	2025-2035	27	907	74,176
243	25 MANSFIELD ST - 51 MANSFIELD ST	2025-2035	29	905	71,424
1692	5 CHANDLER ST - 31 CHANDLER ST	2025-2035	37	905	48,672
813	4 DANA ST - 28 DANA ST	2025-2035	20	904	55,680
795	6 GILMAN TERR - 26 GILMAN TERR	2025-2035	51	903	21,952
1104	98 HANCOCK ST - 110 HANCOCK ST	2025-2035	51	903	14,960
2268	14 WILLIAM ST - 24 WILLIAM ST	2025-2035	54	903	9,360
2535	68 WHEATLAND ST - 102 WHEATLAND ST	2025-2035	40	902	64,912
2730	7 ILLINOIS AVE - 39 ILLINOIS AVE	2025-2035	27	902	50,768
1790	1 WATSON ST - 11 WATSON ST	2025-2035	22	901	23,104
2121	GLEN ST@TUFTS ST	2025-2035	0	901	34,296
2292	362 HIGHLAND AVE - 370 HIGHLAND AVE	2025-2035	35	900	38,928
1391	7 ELSTON ST - 29 ELSTON ST	2025-2035	42	899	45,600
2731	8 ILLINOIS AVE - 38 ILLINOIS AVE	2025-2035	44	897	67,248
2845	ELLSWORTH ST@RUSH ST (N)	2025-2035	18	897	16,816
2153	69 MOUNT VERNON ST - 95 MOUNT VERNON ST	2025-2035	36	896	76,752
2005	2 STICKNEY AVE - 24 STICKNEY AVE	2025-2035	56	893	24,544
434	178 TREMONT ST - 190 TREMONT ST	2025-2035	46	891	67,280
1094	HANCOCK ST@WINDSOR RD	2025-2035	59	891	5,920
1303	86 GLENWOOD RD - 116 GLENWOOD RD	2025-2035	55	890	30,464
2106	2 ALSTON ST - 60 ALSTON ST	2025-2035	42	890	83,600
1917	6 WESTMINSTER ST - 20 WESTMINSTER ST	2025-2035	53	889	27,552
752	7 THORPE ST - 31 THORPE ST	2025-2035	68	888	18,496

568	66 CENTRAL ST - 70 CENTRAL ST	2025-2035	77	887	4,992
1670	5 BILLINGHAM ST - 5 BILLINGHAM ST	2025-2035	53	887	9,184
1789	2 WATSON ST - 16 WATSON ST	2025-2035	38	887	30,832
2274	79 GLENWOOD RD - 115 GLENWOOD RD	2025-2035	41	887	65,968
1761	HOWARD ST@THORNDIKE ST (N)	2025-2035	0	887	35,456
2760	11 MACARTHUR ST - 25 MACARTHUR ST	2025-2035	67	886	16,432
933	15 GREENE ST - 25 GREENE ST	2025-2035	77	885	8,224
1317	172 CENTRAL ST - 200 CENTRAL ST	2025-2035	69	885	23,392
2071	9 CENTRAL RD - 43 CENTRAL RD	2025-2035	30	885	53,344
830	2 WELLINGTON AVE - 10 WELLINGTON AVE	2025-2035	35	884	19,072
2573	ASH AVE@EAST ALBION ST	2025-2035	0	884	14,160
197	5 GRANITE ST - 9 GRANITE ST	2025-2035	32	883	22,160
980	371 BEACON ST - 371 BEACON ST	2025-2035	35	883	25,664
1138	94 HUDSON ST - 136 HUDSON ST	2025-2035	27	883	82,352
533	1 LEE ST - 15 LEE ST	2025-2035	45	882	44,592
1445	44 CHESTER ST - 48 CHESTER ST	2025-2035	48	881	18,592
692	93 CENTRAL ST - 95 CENTRAL ST	2025-2035	73	880	1,904
2660	11 FENWICK ST - 25 FENWICK ST	2025-2035	27	879	47,200
2661	10 FENWICK ST - 26 FENWICK ST	2025-2035	33	879	40,496
2773	BROOK ST@RUSH ST (N)	2025-2035	22	879	30,768
2197	8 SPENCER AVE - 50 SPENCER AVE	2025-2035	46	878	83,744
366	99 CONCORD AVE - 99 CONCORD AVE	2025-2035	25	877	6,048
534	2 LEE ST - 20 LEE ST	2025-2035	48	874	48,224
2803	7 GEORGE ST - 19 GEORGE ST	2025-2035	23	874	14,832
1140	135 HUDSON ST - 185 HUDSON ST	2025-2035	52	873	41,600
1916	7 WESTMINSTER ST - 23 WESTMINSTER ST	2025-2035	59	873	16,224
2943	2 MYRTLE ST - 34 MYRTLE ST	2025-2035	21	873	42,416
1504	12 THORPE ST - 30 THORPE ST	2025-2035	56	872	17,920
1449	43 CHESTER ST - 51 CHESTER ST	2025-2035	26	871	14,608
1392	12 ELSTON ST - 24 ELSTON ST	2025-2035	25	870	32,880
1895	14 BELKNAP ST - 42 BELKNAP ST	2025-2035	29	869	51,888
2205	146 HUDSON ST - 178 HUDSON ST	2025-2035	21	869	80,144
1099	5 HENRY AVE - 17 HENRY AVE	2025-2035	31	868	33,936
2040	7 GIBBENS ST - 29 GIBBENS ST	2025-2035	52	868	28,672
12	10 WESLEY PARK - 25 WESLEY PARK	2025-2035	64	867	12,208
142	4 LAKE ST - 22 LAKE ST	2025-2035	7	865	38,160
460	10 LINE ST - 36 LINE ST	2025-2035	4	864	39,472
2129	9 TUFTS ST - 27 TUFTS ST	2025-2035	54	864	21,120
2736	7 WISCONSIN AVE - 45 WISCONSIN AVE	2025-2035	44	864	90,976
2944	23 MYRTLE ST - 23 MYRTLE ST	2025-2035	32	862	54,448

2859	PEARL ST@RUSH ST (S)	2025-2035	34	862	41,168
1062	5 TENNYSON ST - 15 TENNYSON ST	2025-2035	35	861	42,000
1676	23 WILLIAM ST - 27 WILLIAM ST	2025-2035	39	860	24,736
112	543 BROADWAY - 561 BROADWAY	2025-2035	36	858	88,112
1701	1 WALKER ST - 55 WALKER ST	2025-2035	65	858	29,120
317	CLARK ST@LINCOLN PKWY	2025-2035	16	858	16,816
435	169 TREMONT ST - 237 TREMONT ST	2025-2035	54	857	31,360
1043	3 DARTMOUTH ST - 33 DARTMOUTH ST	2025-2035	42	857	83,920
1553	616 BROADWAY - 620 BROADWAY	2025-2035	0	856	93,536
2151	62 MOUNT VERNON ST - 94 MOUNT VERNON ST	2025-2035	43	856	80,912
1523	195 MORRISON AVE - 231 MORRISON AVE	2025-2035	47	853	71,104
1691	4 CHANDLER ST - 44 CHANDLER ST	2025-2035	55	852	24,640
1503	GRANDVIEW AVE@WALNUT ST	2025-2035	60	852	25,792
1684	4 PARK AVE - 14 PARK AVE	2025-2035	19	851	27,632
1693	53 CHANDLER ST - 57 CHANDLER ST	2025-2035	50	851	27,360
2006	7 STICKNEY AVE - 23 STICKNEY AVE	2025-2035	52	851	26,528
773	273 MEDFORD ST - 297 MEDFORD ST	2025-2035	56	850	26,240
785	1 VIRGINIA ST - 27 VIRGINIA ST	2025-2035	55	850	21,424
2664	5 BOND ST - 17 BOND ST	2025-2035	19	849	28,032
827	22 WELLINGTON AVE - 24 WELLINGTON AVE	2025-2035	53	848	8,416
1073	9 BROWNING RD - 41 BROWNING RD	2025-2035	46	848	73,344
2132	7 MORTON ST - 21 MORTON ST	2025-2035	48	847	30,128
571	37 BENTON RD - 39 BENTON RD	2025-2035	78	846	4,144
1836	1 CAMERON AVE - 21 CAMERON AVE	2025-2035	59	846	29,328
2188	34 ELM ST - 52 ELM ST	2025-2035	28	844	57,712
2300	18 WALKER ST - 54 WALKER ST	2025-2035	67	844	25,168
1301	69 PARTRIDGE AVE - 95 PARTRIDGE AVE	2025-2035	49	843	58,992
485	50 WEBSTER AVE - 56 WEBSTER AVE	2025-2035	44	842	51,488
1675	2 BILLINGHAM ST - 14 BILLINGHAM ST	2025-2035	46	842	21,136
1896	7 BELKNAP ST - 41 BELKNAP ST	2025-2035	42	842	51,072
1045	6 DARTMOUTH ST - 32 DARTMOUTH ST	2025-2035	49	841	92,048
2039	6 GIBBENS ST - 30 GIBBENS ST	2025-2035	51	841	29,280
421	57 WEBSTER AVE - 63 WEBSTER AVE	2025-2035	38	839	39,856
2181	1 MOSSLAND ST - 17 MOSSLAND ST	2025-2035	44	838	45,120
1300	74 PARTRIDGE AVE - 96 PARTRIDGE AVE	2025-2035	60	837	20,288
1832	8 CLAREMON ST - 42 CLAREMON ST	2025-2035	59	836	26,528
2149	6 CRESCENT ST - 44 CRESCENT ST	2025-2035	55	836	28,160
2718	9 PENNSYLVANIA AVE - 49 PENNSYLVANIA AVE	2025-2035	74	836	25,568
1547	CEDAR ST@BROADWAY	2025-2035	49	835	142,128
528	2 ESSEX ST - 12 ESSEX ST	2025-2035	58	834	12,320

1854	4 CAMERON AVE - 28 CAMERON AVE	2025-2035	67	833	21,568
350	8 LELAND ST - 22 LELAND ST	2025-2035	13	830	44,560
2665	14 BOND ST - 14 BOND ST	2025-2035	49	830	31,024
1833	5 CLAREMON ST - 41 CLAREMON ST	2025-2035	70	829	21,952
2131	4 MORTON ST - 18 MORTON ST	2025-2035	32	829	26,000
13	7 WESLEY PARK - 25 WESLEY PARK	2025-2035	65	828	13,552
2858	PEARL ST@RUSH ST (S)	2025-2035	36	828	41,184
2478	50 TUFTS ST - 60 TUFTS ST	2025-2035	26	826	26,700
1861	DOVER ST@MEACHAM RD	2025-2035	34	825	53,200
2198	7 SPENCER AVE - 51 SPENCER AVE	2025-2035	44	824	83,680
2452	MEDFORD ST@SOMERVILLE AVE	2025-2035	24	824	114,896
2906	CROSS ST@ELLSWORTH ST	2025-2035	35	821	81,184
1139	93 HUDSON ST - 135 HUDSON ST	2025-2035	25	820	82,000
1735	14 PAULINA ST - 54 PAULINA ST	2025-2035	39	819	79,968
1910	8 RUSSELL RD - 40 RUSSELL RD	2025-2035	39	819	53,888
2143	5 FOUNTAIN AVE - 33 FOUNTAIN AVE	2025-2035	38	819	49,040
93	CRESCENT ST@PEARL ST	2025-2035	57	814	14,856
2905	CROSS ST@OTIS ST (E)	2025-2035	26	814	71,968
1733	14 CORINTHIAN RD - 40 CORINTHIAN RD	2025-2035	67	812	19,392
2737	8 WISCONSIN AVE - 44 WISCONSIN AVE	2025-2035	28	812	96,832
648	13 SPRING ST - 15 SPRING ST	2025-2035	53	809	9,696
2082	GRANDVIEW AVE@WALNUT ST	2025-2035	61	808	25,888
786	4 VIRGINIA ST - 26 VIRGINIA ST	2025-2035	45	807	48,784
1618	139 COLLEGE AVE - 195 COLLEGE AVE	2025-2035	68	807	42,960
2877	2 AUBURN AVE - 24 AUBURN AVE	2025-2035	32	807	50,704
1909	1 RUSSELL RD - 31 RUSSELL RD	2025-2035	0	806	45,600
2899	151 PEARL ST - 159 PEARL ST	2025-2035	0	805	18,896
647	14 SPRING ST - 18 SPRING ST	2025-2035	40	803	24,064
844	6 HOLYOKE RD - 50 HOLYOKE RD	2025-2035	18	802	75,152
1734	7 CORINTHIAN RD - 41 CORINTHIAN RD	2025-2035	57	802	25,584
662	55 OXFORD ST - 97 OXFORD ST	2025-2035	52	799	39,040
1576	6 LIBERTY AVE - 24 LIBERTY AVE	2025-2035	0	799	27,440
2182	7 HOLYOKE RD - 51 HOLYOKE RD	2025-2035	33	798	62,832
2330	15 PAULINA ST - 53 PAULINA ST	2025-2035	55	798	41,328
961	2 MILLER ST - 24 MILLER ST	2025-2035	68	797	16,896
1069	29 TENNYSON ST - 55 TENNYSON ST	2025-2035	47	796	56,688
2872	6 FOUNTAIN AVE - 36 FOUNTAIN AVE	2025-2035	49	796	46,656
66	5 COLUMBUS AVE - 29 COLUMBUS AVE	2025-2035	55	795	29,792
228	26 MARION ST - 42 MARION ST	2025-2035	63	794	11,520
1410	64 MEACHAM RD - 64 MEACHAM RD	2025-2035	57	794	18,256

2580	74 MORELAND ST - 98 MORELAND ST	2025-2035	49	791	36,992
1659	14 FRANCESCA AVE - 58 FRANCESCA AVE	2025-2035	40	789	90,432
1702	25 LEONARD ST - 31 LEONARD ST	2025-2035	25	787	23,520
1835	12 MOORE ST - 54 MOORE ST	2025-2035	59	787	29,856
314	12 CLARK ST - 38 CLARK ST	2025-2035	25	784	56,016
1361	7 HAWTHORNE ST - 39 HAWTHORNE ST	2025-2035	69	783	12,672
2091	6 COLUMBUS AVE - 20 COLUMBUS AVE	2025-2035	59	783	22,960
2892	152 PEARL ST - 160 PEARL ST	2025-2035	7	783	20,416
746	6 HAMLET ST - 36 HAMLET ST	2025-2035	55	781	26,800
821	8 MELVIN ST - 30 MELVIN ST	2025-2035	37	781	62,256
767	WALNUT ST@GILMAN ST	2025-2035	67	780	12,352
1703	22 LEONARD ST - 34 LEONARD ST	2025-2035	32	778	25,856
15	5 VINAL AVE - 23 VINAL AVE	2025-2035	39	777	55,824
320	3 CLARK ST - 39 CLARK ST	2025-2035	49	776	72,896
580	83 BELMONT ST - 115 BELMONT ST	2025-2035	60	775	26,112
789	15 ALDRICH ST - 29 ALDRICH ST	2025-2035	34	774	29,744
2024	10 BROWNING RD - 56 BROWNING RD	2025-2035	57	774	31,776
2878	7 AUBURN AVE - 33 AUBURN AVE	2025-2035	55	772	23,136
2126	45 TUFTS ST - 53 TUFTS ST	2025-2035	39	771	34,768
2705	12 MINNESOTA AVE - 42 MINNESOTA AVE	2025-2035	34	771	75,200
1644	LIBERTY AVE@MALLET ST	2025-2035	13	769	37,840
2265	7 FRANCESCA AVE - 53 FRANCESCA AVE	2025-2035	49	767	90,368
1386	4 WILLOW AVE - 40 WILLOW AVE	2025-2035	45	766	65,152
2721	10 AUSTIN ST - 24 AUSTIN ST	2025-2035	32	766	29,696
2475	46 SUMMER ST - 48 SUMMER ST	2025-2035	71	765	10,640
2577	71 MORELAND ST - 99 MORELAND ST	2025-2035	36	765	37,616
686	16 CENTRAL RD - 40 CENTRAL RD	2025-2035	52	763	34,640
820	7 MELVIN ST - 25 MELVIN ST	2025-2035	35	762	52,000
2739	7 MINNESOTA AVE - 41 MINNESOTA AVE	2025-2035	43	761	59,056
2809	15 MOUNT PLEASANT ST - 41 MOUNT PLEASANT ST	2025-2035	40	761	60,624
2037	10 CAMBRIA ST - 38 CAMBRIA ST	2025-2035	65	759	20,896
583	82 BELMONT ST - 116 BELMONT ST	2025-2035	54	757	30,800
1103	325 HIGHLAND AVE - 329 HIGHLAND AVE	2025-2035	68	757	8,512
1383	5 WILLOW AVE - 45 WILLOW AVE	2025-2035	57	757	31,968
732	26 VINAL AVE - 28 VINAL AVE	2025-2035	44	756	70,624
1498	35 CHURCH ST - 67 CHURCH ST	2025-2035	70	755	15,296
2607	14 MORELAND ST - 50 MORELAND ST	2025-2035	52	754	29,856
772	MEDFORD ST@WALNUT ST	2025-2035	56	754	16,192
1828	3 MOORE ST - 57 MOORE ST	2025-2035	56	753	36,928

2471	10 JAY ST - 38 JAY ST	2025-2035	20	753	63,728
661	56 OXFORD ST - 98 OXFORD ST	2025-2035	59	751	32,352
2810	8 MOUNT PLEASANT ST - 40 MOUNT PLEASANT ST	2025-2035	44	750	53,104
2533	9 WHEATLAND ST - 33 WHEATLAND ST	2025-2035	44	747	57,568
2605	7 FREMONT ST - 47 FREMONT ST	2025-2035	63	747	27,840
747	9 HAMLET ST - 35 HAMLET ST	2025-2035	61	746	19,920
2541	6 WHEATLAND ST - 34 WHEATLAND ST	2025-2035	32	746	55,680
2240	PEARSON AVE@BOSTON AVE (S)	2025-2035	45	746	38,896
1914	9 LOVELL ST - 21 LOVELL ST	2025-2035	43	745	43,424
2970	10 IRVINGTON RD - 42 IRVINGTON RD	2025-2035	46	743	63,552
1095	324 HIGHLAND AVE - 330 HIGHLAND AVE	2025-2035	70	742	9,504
1360	8 HAWTHORNE ST - 44 HAWTHORNE ST	2025-2035	40	742	40,304
2124	3 DELL ST - 23 DELL ST	2025-2035	42	741	46,816
2458	4 JOY ST - 48 JOY ST	2025-2035	0	741	53,724
775	30 ALDRICH ST - 30 ALDRICH ST	2025-2035	35	735	23,888
2304	68 SUMMER ST - 106 SUMMER ST	2025-2035	15	730	66,944
1439	21 DAY ST - 49 DAY ST	2025-2035	36	726	58,880
2603	16 FREMONT ST - 52 FREMONT ST	2025-2035	58	725	30,992
2609	25 MORELAND ST - 53 MORELAND ST	2025-2035	55	723	27,968
2874	36 OLIVER ST - 62 OLIVER ST	2025-2035	6	719	39,792
125	36 CHURCH ST - 76 CHURCH ST	2025-2035	50	716	35,648
2867	33 OLIVER ST - 55 OLIVER ST	2025-2035	34	715	61,360
703	73 SUMMER ST - 109 SUMMER ST	2025-2035	45	709	69,360
2997	9 AUSTIN ST - 15 AUSTIN ST	2025-2035	53	709	15,808
663	7 OXFORD ST - 51 OXFORD ST	2025-2035	73	704	21,728
2125	6 DELL ST - 22 DELL ST	2025-2035	51	697	20,800
2902	6 EVERETT AVE - 42 EVERETT AVE	2025-2035	32	697	70,384
2562	500 MYSTIC AVE - 500 MYSTIC AVE	2025-2035	24	693	49,344
308	9 IRVINGTON RD - 43 IRVINGTON RD	2025-2035	52	692	27,248
1305	76 BARTLETT ST - 120 BARTLETT ST	2025-2035	33	691	77,728
2903	3 EVERETT AVE - 41 EVERETT AVE	2025-2035	46	691	82,960
328	CONCORD SQ@NEWTON ST	2025-2035	73	687	3,360
490	185 BEACON ST - 185 BEACON ST	2025-2035	0	686	8,896
1049	67 THURSTON ST - 115 THURSTON ST	2025-2035	33	683	100,656
384	BEACON ST@PARK ST	2025-2035	0	683	6,816
325	68 CONCORD AVE - 68 CONCORD AVE	2025-2035	56	679	3,696
1306	75 BARTLETT ST - 119 BARTLETT ST	2025-2035	26	677	85,712
2066	6 OXFORD ST - 52 OXFORD ST	2025-2035	52	677	38,592
1859	10 ELMWOOD ST - 44 ELMWOOD ST	2025-2035	62	675	26,992

1055	64 THURSTON ST - 110 THURSTON ST	2025-2035	26	672	82,272
346	DANE ST@WASHINGTON ST (W)	2025-2035	0	667	14,496
1672	BILLINGHAM ST@KENWOOD ST	2025-2035	22	666	12,048
495	88 LINE ST - 114 LINE ST	2025-2035	48	665	71,104
337	BEACON ST@MORGAN ST	2025-2035	0	659	16,208
161	ROSE ST@WASHINGTON ST (W)	2025-2035	65	657	7,680
336	BEACON ST@MORGAN ST	2025-2035	52	656	13,632
792	186 PEARL ST - 198 PEARL ST	2025-2035	32	654	20,592
809	189 PEARL ST - 195 PEARL ST	2025-2035	1	654	16,800
453	43 SPRINGFIELD ST - 49 SPRINGFIELD ST	2025-2035	64	652	5,088
1817	9 BURNHAM ST - 39 BURNHAM ST	2025-2035	50	652	64,800
1818	10 BURNHAM ST - 38 BURNHAM ST	2025-2035	39	652	61,184
1673	BILLINGHAM ST@KENWOOD ST	2025-2035	61	652	4,992
2612	7 MORELAND ST - 7 MORELAND ST	2025-2035	46	649	15,296
151	BOWDOIN ST@WASHINGTON ST (W)	2025-2035	25	649	29,040
1047	38 DARTMOUTH ST - 62 DARTMOUTH ST	2025-2035	57	647	34,848
2064	42 BERKELEY ST - 76 BERKELEY ST	2025-2035	51	645	40,096
833	1 CEDAR ST - 9 CEDAR ST	2025-2035	54	644	8,528
1855	5 ELMWOOD ST - 51 ELMWOOD ST	2025-2035	63	644	29,952
152	PERRY ST@WASHINGTON ST (W)	2025-2035	1	644	32,320
160	MAGNUS AVE@WASHINGTON ST (W)	2025-2035	30	639	31,296
2606	10 MORELAND ST - 14 MORELAND ST	2025-2035	28	638	16,512
159	MAGNUS AVE@WASHINGTON ST (W)	2025-2035	18	637	25,168
162	PARKDALE ST@WASHINGTON ST (W)	2025-2035	38	635	24,192
1351	138 CENTRAL ST - 140 CENTRAL ST	2025-2035	53	634	8,736
699	139 SUMMER ST - 147 SUMMER ST	2025-2035	65	632	11,168
1716	MAGNUS AVE@WASHINGTON ST (W)	2025-2035	0	632	17,472
1762	14 GORHAM ST - 60 GORHAM ST	2025-2035	37	630	81,568
2961	MYRTLE ST@WASHINGTON ST (E)	2025-2035	66	629	10,752
854	8 CEDAR ST - 8 CEDAR ST	2025-2035	52	628	4,592
153	PARKDALE ST@WASHINGTON ST (W)	2025-2035	21	626	25,904
1764	9 MASON ST - 15 MASON ST	2025-2035	10	625	16,816
2882	97 CROSS ST - 107 CROSS ST	2025-2035	19	625	24,592
971	ACADIA PARK@SOMERVILLE AVE	2025-2035	72	625	6,300
1311	7 ADAMS ST - 63 ADAMS ST	2025-2035	36	624	91,616
1707	897 BROADWAY - 925 BROADWAY	2025-2035	50	624	35,264
2276	466 MEDFORD ST - 474 MEDFORD ST	2025-2035	20	624	27,936
919	138 SUMMER ST - 148 SUMMER ST	2025-2035	0	623	21,472
1308	6 ADAMS ST - 66 ADAMS ST	2025-2035	25	621	89,920
1322	425 MEDFORD ST - 433 MEDFORD ST	2025-2035	37	620	20,960

1042	37 DARTMOUTH ST - 61 DARTMOUTH ST	2025-2035	38	619	77,136
2888	63 FLINT ST - 69 FLINT ST	2025-2035	39	619	23,104
2560	MYSTIC AVE@SHORE DRIVE	2025-2035	70	618	7,920
454	45 HOUGHTON ST - 47 HOUGHTON ST	2025-2035	31	616	21,904
1611	WARNER ST@BROMFIELD RD	2025-2035	27	616	17,168
226	9 MARION ST - 9 MARION ST	2025-2035	80	615	2,800
1706	921 BROADWAY - 941 BROADWAY	2025-2035	40	614	33,536
2868	96 CROSS ST - 108 CROSS ST	2025-2035	19	614	26,672
2951	4 FLORENCE ST - 501 FLORENCE ST	2025-2035	28	611	92,256
2883	62 FLINT ST - 72 FLINT ST	2025-2035	46	610	27,968
327	38 CONCORD AVE - 60 CONCORD AVE	2025-2035	16	609	44,784
1353	48 BARTLETT ST - 60 BARTLETT ST	2025-2035	27	609	24,384
1093	3 WINDSOR RD - 41 WINDSOR RD	2025-2035	46	608	60,320
1763	5 GORHAM ST - 59 GORHAM ST	2025-2035	20	607	85,104
2889	79 CROSS ST - 89 CROSS ST	2025-2035	39	607	24,336
1352	51 BARTLETT ST - 57 BARTLETT ST	2025-2035	44	606	20,976
2288	906 BROADWAY - 922 BROADWAY	2025-2035	13	606	37,072
319	CLARK ST@LINCOLN PKWY	2025-2035	54	605	19,200
1607	DEARBORN RD@PEARSON RD	2025-2035	9	605	10,320
281	HARDING ST@WARD ST	2025-2035	79	605	15,840
955	80 EUSTIS ST - 84 EUSTIS ST	2025-2035	0	603	11,280
990	29 CENTRAL ST - 29 CENTRAL ST	2025-2035	37	603	16,096
1705	11 LEONARD ST - 19 LEONARD ST	2025-2035	60	603	10,080
875	ASHLAND ST@SARTWELL AVE	2025-2035	45	603	13,744
96	120 MIDDLESEX AVE - 132 MIDDLESEX AVE	2025-2035	40	602	134,720
98	20 CUMMINGS ST - 20 CUMMINGS ST	2025-2035	20	602	16,400
135	15 LAKE ST - 21 LAKE ST	2025-2035	50	602	36,368
295	18 SOUTH ST - 22 SOUTH ST	2025-2035	4	602	14,192
1155	99 ALBION ST - 99 ALBION ST	2025-2035	0	602	15,008
1266	55 HINCKLEY ST - 57 HINCKLEY ST	2025-2035	50	602	14,816
1876	132 CURTIS ST - 132 CURTIS ST	2025-2035	50	602	10,768
1877	126 CURTIS ST - 132 CURTIS ST	2025-2035	72	602	2,080
1881	90 CURTIS ST - 90 CURTIS ST	2025-2035	62	602	3,120
2185	ASHLAND ST@SARTWELL AVE	2025-2035	0	602	20,656
99	CUMMINGS ST@MIDDLESEX AVE	2025-2035	19	602	18,972
202	DANE ST@TYLER ST	2025-2035	42	602	26,928
1627	PACKARD AVE@TEELE AVE	2025-2035	66	602	9,248
289	7 WARD ST - 9 WARD ST	2025-2035	59	601	13,552
1009	56 MARSHALL ST - 72 MARSHALL ST	2025-2035	70	601	11,760
1012	32 BRADLEY ST - 36 BRADLEY ST	2025-2035	42	601	32,616

1190	93 LEXINGTON AVE - 99 LEXINGTON AVE	2025-2035	7	601	24,800
1241	133 CENTRAL ST - 145 CENTRAL ST	2025-2035	38	601	26,288
1637	108 PACKARD AVE - 120 PACKARD AVE	2025-2035	41	601	20,384
1639	92 PACKARD AVE - 100 PACKARD AVE	2025-2035	66	601	8,400
1803	71 NORTH ST - 77 NORTH ST	2025-2035	45	601	27,072
2045	9 BRASTOW AVE - 45 BRASTOW AVE	2025-2035	74	601	21,504
2137	150 GLEN ST - 150 GLEN ST	2025-2035	44	601	20,352
2138	150 GLEN ST - 150 GLEN ST	2025-2035	50	601	14,560
2530	51 WHEATLAND ST - 65 WHEATLAND ST	2025-2035	30	601	30,624
591	CROCKER ST@CROWN ST	2025-2035	37	601	23,264
97	CUMMINGS ST@MIDDLESEX AVE	2025-2035	41	601	27,856
1984	DEARBORN RD@PEARSON RD	2025-2035	77	601	1,280
712	MONTROSE ST@SCHOOL ST	2025-2035	39	601	23,056
1628	PACKARD AVE@WHITFIELD RD	2025-2035	48	601	24,304
1629	PACKARD AVE@WHITFIELD RD	2025-2035	62	601	6,480
89	133 MIDDLESEX AVE - 133 MIDDLESEX AVE	2025-2035	77	600	8,528
90	133 MIDDLESEX AVE - 133 MIDDLESEX AVE	2025-2035	69	600	33,696
292	7 SOUTH ST - 7 SOUTH ST	2025-2035	54	600	6,560
659	43 BERKELEY ST - 75 BERKELEY ST	2025-2035	66	600	27,136
956	284 BEACON ST - 296 BEACON ST	2025-2035	0	600	36,064
982	354 BEACON ST - 362 BEACON ST	2025-2035	0	600	43,552
1513	181 WILLOW AVE - 201 WILLOW AVE	2025-2035	39	600	51,248
1550	17 HINCKLEY ST - 39 HINCKLEY ST	2025-2035	27	600	26,384
1631	56 PROFESSORS ROW - 80 PROFESSORS ROW	2025-2035	77	600	16,224
1846	45 CAMERON AVE - 57 CAMERON AVE	2025-2035	57	600	10,304
2016	40 EVERGREEN AVE - 50 EVERGREEN AVE	2025-2035	22	600	24,752
2588	5 MEACHAM ST - 7 MEACHAM ST	2025-2035	73	600	6,240
2952	9 FLORENCE ST - 45 FLORENCE ST	2025-2035	38	600	92,272
2321	DIMICK ST@HAROLD ST	2025-2035	77	600	4,224
1685	PARK AVE@COLLEGE AVE	2025-2035	22	600	22,080
340	259 BEACON ST - 275 BEACON ST	2025-2035	34	599	91,808
2220	JOSEPHINE AVE@KIDDER AVE	2025-2035	62	599	11,968
488	22 SPRINGFIELD ST - 48 SPRINGFIELD ST	2025-2035	33	598	135,920
612	184 SUMMER ST - 190 SUMMER ST	2025-2035	36	598	35,120
2232	422 MEDFORD ST - 426 MEDFORD ST	2025-2035	21	598	26,336
2656	8 HEATH ST - 10 HEATH ST	2025-2035	37	598	22,016
1838	9 MALVERN AVE - 25 MALVERN AVE	2025-2035	55	596	22,400
2319	6 MARION ST - 8 MARION ST	2025-2035	52	594	6,752
2077	34 SUMMER ST - 40 SUMMER ST	2025-2035	62	593	4,704
1000	6 WALNUT RD - 18 WALNUT RD	2025-2035	62	592	13,280

2401	176 CURTIS ST - 176 CURTIS ST	2025-2035	14	592	8,928
287	27 HORACE ST - 41 HORACE ST	2025-2035	62	590	13,056
2863	51 FLINT ST - 53 FLINT ST	2025-2035	32	586	24,864
205	24 DANE ST - 42 DANE ST	2025-2035	26	585	49,136
487	69 OAK ST - 77 OAK ST	2025-2035	10	585	67,520
619	3 CRAIGIE ST - 13 CRAIGIE ST	2025-2035	79	584	7,072
1657	14 HALL AVE - 68 HALL AVE	2025-2035	30	584	85,552
2652	10 SEWALL ST - 22 SEWALL ST	2025-2035	21	584	33,376
2794	23 ARLINGTON ST - 23 ARLINGTON ST	2025-2035	0	584	16,640
1013	BRADLEY ST@JACKSON RD	2025-2035	29	584	11,536
1686	10 WINSLOW AVE - 22 WINSLOW AVE	2025-2035	37	583	30,192
1969	34 HOOKER AVE - 40 HOOKER AVE	2025-2035	49	583	4,416
2869	44 FLINT ST - 58 FLINT ST	2025-2035	78	583	9,152
1124	6 CONWELL ST - 20 CONWELL ST	2025-2035	44	582	30,000
1230	1 FAIRLEE ST - 9 FAIRLEE ST	2025-2035	48	582	11,920
1307	457 MEDFORD ST - 465 MEDFORD ST	2025-2035	58	582	19,040
1368	ELSTON ST@SUMMER ST	2025-2035	29	582	23,648
323	89 NEWTON ST - 93 NEWTON ST	2025-2035	65	581	22,400
618	8 CRAIGIE ST - 8 CRAIGIE ST	2025-2035	70	580	7,488
322	81 NEWTON ST - 89 NEWTON ST	2025-2035	33	578	19,968
1329	3 NASHUA ST - 19 NASHUA ST	2025-2035	59	578	14,144
1681	36 COLLEGE AVE - 40 COLLEGE AVE	2025-2035	35	578	21,136
1933	9 WATERHOUSE ST - 59 WATERHOUSE ST	2025-2035	54	578	42,000
378	CALVIN ST@WASHINGTON ST (W)	2025-2035	34	578	36,496
279	HARDING ST@WARD ST	2025-2035	46	578	16,624
277	44 HUNTING ST - 48 HUNTING ST	2025-2035	22	577	12,512
2462	28 CHESTNUT ST - 28 CHESTNUT ST	2025-2035	42	577	40,200
954	BEACON ST@EUSTIS ST	2025-2035	0	577	10,752
280	28 WARD ST - 32 WARD ST	2025-2035	57	576	6,336
1119	15 CONWELL ST - 21 CONWELL ST	2025-2035	33	576	27,856
2068	8 MADISON ST - 52 MADISON ST	2025-2035	49	576	107,904
293	BEDFORD ST@SOUTH ST	2025-2035	38	576	7,584
211	1 DURHAM ST - 13 DURHAM ST	2025-2035	64	575	10,192
274	26 SOUTH ST - 36 SOUTH ST	2025-2035	2	575	8,624
318	18 LINCOLN PKWY - 48 LINCOLN PKWY	2025-2035	36	575	39,504
1323	432 MEDFORD ST - 448 MEDFORD ST	2025-2035	8	575	34,480
177	63 PARK ST - 81 PARK ST	2025-2035	38	574	32,928
1080	15 SARTWELL AVE - 19 SARTWELL AVE	2025-2035	15	574	19,456
1089	1 HANCOCK ST - 53 HANCOCK ST	2025-2035	15	574	79,568
288	10 WARD ST - 14 WARD ST	2025-2035	65	573	9,920

876	7 SARTWELL AVE - 11 SARTWELL AVE	2025-2035	56	573	5,456
1035	198 SCHOOL ST - 216 SCHOOL ST	2025-2035	72	573	9,344
2789	ARLINGTON ST@FRANKLIN ST	2025-2035	24	573	15,744
850	35 ELM ST - 51 ELM ST	2025-2035	42	572	45,840
1274	52 HINCKLEY ST - 66 HINCKLEY ST	2025-2035	39	572	18,736
1277	26 HINCKLEY ST - 32 HINCKLEY ST	2025-2035	70	572	8,000
286	22 HORACE ST - 40 HORACE ST	2025-2035	61	571	10,944
1031	53 MARSHALL ST - 63 MARSHALL ST	2025-2035	78	570	7,840
2566	100 FREMONT ST - 112 FREMONT ST	2025-2035	0	570	16,736
2829	17 OLIVER ST - 17 OLIVER ST	2025-2035	36	570	14,384
1888	CURTIS ST@CURTIS AVE	2025-2035	65	570	2,400
1147	94 ALBION ST - 100 ALBION ST	2025-2035	10	569	17,392
1526	5 HALL AVE - 73 HALL AVE	2025-2035	38	569	115,472
1714	37 DIMICK ST - 51 DIMICK ST	2025-2035	56	569	9,248
1886	87 CURTIS ST - 89 CURTIS ST	2025-2035	56	569	3,952
2323	48 DIMICK ST - 52 DIMICK ST	2025-2035	36	569	23,104
2838	66 GLEN ST - 70 GLEN ST	2025-2035	62	569	12,208
198	10 TYLER ST - 10 TYLER ST	2025-2035	0	568	33,072
506	33 BRADLEY ST - 43 BRADLEY ST	2025-2035	29	568	43,664
2359	68 NORTH ST - 84 NORTH ST	2025-2035	7	568	23,536
2538	46 WHEATLAND ST - 54 WHEATLAND ST	2025-2035	34	568	27,360
2781	40 GLEN ST - 54 GLEN ST	2025-2035	59	568	9,776
178	62 PARK ST - 74 PARK ST	2025-2035	45	567	46,080
206	41 DANE ST - 41 DANE ST	2025-2035	45	567	44,320
291	7 SOUTH ST - 21 SOUTH ST	2025-2035	58	567	9,600
987	91 SACRAMENTO ST - 93 SACRAMENTO ST	2025-2035	16	567	17,744
1046	43 EVERGREEN AVE - 43 EVERGREEN AVE	2025-2035	53	567	12,576
359	LINCOLN PKWY@WYATT ST	2025-2035	13	567	9,328
2025-2035 Sidewalk Repair Cost:					23,295,560

Note schedule is subject to change.

Employee(s) Responsible For Barrier Removal:

C. Quigley, Director of Engineering
S. Koty, DPW Commissioner

Estimated Budget For These Sidewalks:

\$23,295,560

Projected Date to Start:

Ongoing

Projected Date to Complete:

June 2024

1. Sidewalk Reconstruction Update

Location	Total NPR	Both sides
Josephine Ave (Kidder Ave – Morrison Ave)	785	Yes
Main St W (Broadway W – Medford town line)	1123	Yes

13.3 Accessible Pedestrian Signals Transition Schedule

The City of Somerville has ninety-one (91) signalized intersections. Eighty-six (86) of these intersections, totaling two hundred and eighty-five (285) locations will require the installation of MUTCD compliant accessible pedestrian signals.

To improve communication and accessibility at all signalized street crossings, the city has budgeted \$50,000 in FY2014 to install APSs where required. At this funding level, APSs will be installed at all required locations within 8 years.

CITY OF SOMERVILLE ACCESSIBLE PEDESTRIAN SIGNALS (APS) UPGRADE/REPAIR SCHEDULE			
INTERSECTION LOCATION	ACTIVITY	NPR	ESTIMATED COST
RUSSELL ST@DANA ST	2015 HIGH PRIORITY APS	4888	10,000
HIGHLAND AVE@CUTTER AVE	2015 HIGH PRIORITY APS	4940	10,000
WALNUT ST@PEARL ST	2015 HIGH PRIORITY APS	5131	10,000
PEARL ST@CROSS ST	2015 HIGH PRIORITY APS	4946	10,000
CROSS ST EAST @BROADWAY (W)	2015 HIGH PRIORITY APS	4637	10,000
2015 TOTAL			\$50,000
WASHINGTON ST (W)@BEDFORD ST	2016 HIGH PRIORITY APS	4603	10,000
MAIN ST@BROADWAY (W)	2016 HIGH PRIORITY APS	5555	10,000
WEBSTER AVE @WASHINGTON ST (W)	2016 HIGH PRIORITY APS	4882	10,000
SOMERVILLE AVE @ BOW ST	2016 HIGH PRIORITY APS	4912	10,000
POWDERHOUSE BLVD @WARNER ST	2016 HIGH PRIORITY APS	5107	10,000
2016 TOTAL			\$50,000

WILLOW AVE@HIGHLAND AVE	2017 HIGH PRIORITY APS	3890	10,000
HIGHLAND AVE@CENTRAL ST	2017 HIGH PRIORITY APS	4007	10,000
SYCAMORE ST@MEDFORD ST	2017 HIGH PRIORITY APS	3929	10,000
WALNUT ST @ HIGHLAND AVE	2017 HIGH PRIORITY APS	3893	10,000
SUMMER ST@CUTTER ST	2017 HIGH PRIORITY APS	3341	10,000
2017 TOTAL			\$50,000
HIGHLAND AVE@COLLEGE AVE	2018 HIGH PRIORITY APS	3746	10,000
HOLLAND ST@DOVER ST	2018 HIGH PRIORITY APS	3433	7,500
ELM ST@COLLEGE AVE	2018 HIGH PRIORITY APS	3436	7,500
HIGHLAND AVE@CONWELL ST	2018 HIGH PRIORITY APS	3342	5,000
SCHOOL ST@MEDFORD ST	2018 HIGH PRIORITY APS	3720	10,000
HIGHLAND AVE@HANCOCK ST	2018 HIGH PRIORITY APS	3277	10,000
COLLEGE AVE@ACADIA PARK	2018 HIGH PRIORITY APS	1699	5,000
2018 TOTAL			\$55,000
NORTH ST@BROADWAY	2019 HIGH PRIORITY APS	3246	10,000
MEDFORD ST@CENTRAL ST	2019 HIGH PRIORITY APS	3260	10,000
SUMMER ST@SCHOOL ST	2019 HIGH PRIORITY APS	3200	10,000
SCHOOL ST@HIGHLAND AVE	2019 HIGH PRIORITY APS	3146	10,000
SOMERVILLE AVE@PROSPECT ST	2019 HIGH PRIORITY APS	3127	10,000
MIDDLESEX AVE@BROADWAY	2019 HIGH PRIORITY APS	3168	7,500

2019 TOTAL			\$57,500
POWDER HOUSE BLVD@CURTIS ST	2020 HIGH PRIORITY APS	2588	10,000
HIGHLAND AVE@CEDAR ST	2020 HIGH PRIORITY APS	3100	10,000
PARK ST@BEACON ST INTERSECTION LOCATION	2020 HIGH PRIORITY APS ACTIVITY	2641 NPR	10,000 ESTIMATED COST
LOWELL ST@HIGHLAND AVE	2020 HIGH PRIORITY APS	2620	10,000
NEW ACCESS RD@ATHERTON ST	2020 HIGH PRIORITY APS	2632	10,000
WASHINGTON ST(W) @PARKER ST	2020 HIGH PRIORITY APS	2643	7,500
2020 TOTAL			\$57,500
PACKARD AVE@BROADWAY	2021 HIGH PRIORITY APS	2339	10,000
WILLOW AVE@BROADWAY	2021 HIGH PRIORITY APS	2474	10,000
SOMERVILLE AVE@LOWELL ST	2021 HIGH PRIORITY APS	2369	10,000
CEDAR ST@BROADWAY	2021 HIGH PRIORITY APS	2332	10,000
WESLEY PARK@SUMMER ST	2021 HIGH PRIORITY APS	2143	10,000
WALNUT ST@MEDFORD ST	2021 HIGH PRIORITY APS	2119	10,000
WALNUT ST@BROADWAY (E)	2021 HIGH PRIORITY APS	2170	10,000
FRANKLIN ST@BROADWAY (E)	2021 HIGH PRIORITY APS	2307	10,000
BROADWAY (W)@LORING ST	2021 HIGH PRIORITY APS	2219	10,000
SOMERVILLE AVE@PORTER ST	2021 HIGH PRIORITY APS	2171	10,000
SOMERVILLE AVE@SANBORN AVE	2021 HIGH PRIORITY APS	776	10,000
2021 TOTAL			\$110,000

CURTIS ST@BROADWAY	2022 HIGH PRIORITY APS	1735	10,000
SOMERVILLE AVE@MOUNTAIN AVE	2022 HIGH PRIORITY APS	1800	10,000
SOMERVILLE AVE@PARKDALE ST	2022 HIGH PRIORITY APS	1748	10,000
SUMMER ST@CENTRAL ST	2022 HIGH PRIORITY APS	1790	10,000
UNION SQUARE PLAZA @SOMERVILLE AVE	2022 HIGH PRIORITY APS	1869	10,000
WARREN AVE @ BOWDOIN ST	2022 HIGH PRIORITY APS	1966	10,000
SOMERVILLE AVE@LINE ST	2022 HIGH PRIORITY APS	1914	10,000
MOUNT VERNON ST@BROADWAY (E)	2022 HIGH PRIORITY APS	1719	10,000
SUMMER ST@VINAL AVE	2022 HIGH PRIORITY APS	2003	10,000
POWDERHOUSE BLVD@COLLEGE AVE	2022 HIGH PRIORITY APS	1719	10,000
POWDERHOUSE ROTARY @ BROADWAY (E)	2022 HIGH PRIORITY APS	1669	10,000
HOLLAND ST @ BROADWAY	2022 HIGH PRIORITY APS	822	10,000
2022 TOTAL			\$120,000
WEBSTER AVE@PURITAN RD	2023 HIGH PRIORITY APS	2220	5,000
POWDER HOUSE BLVD@NORTH ST	2023 HIGH PRIORITY APS	1490	10,000
NEWBURY ST@HOLLAND ST	2023 HIGH PRIORITY APS	1592	10,000
MORRISON AVE@COLLEGE AVE	2023 HIGH PRIORITY APS	1647	10,000
WILLOW AVE@SUMMER ST	2023 HIGH PRIORITY APS	1490	10,000
ELM ST@CEDAR ST	2023 HIGH PRIORITY APS	1326	10,000
MOSSLAND ST@ELM ST	2023 HIGH PRIORITY APS	1363	10,000

SUMMER ST@CEDAR ST	2023 HIGH PRIORITY APS	1435	10,000
ROGERS AVE@BOSTON AVE (S)	2023 HIGH PRIORITY APS	1482	10,000
SOMERVILLE AVE@BEECH ST	2023 HIGH PRIORITY APS	1347	10,000
WASHINGTON ST (W)@DARTMOUTH ST	2023 HIGH PRIORITY APS	1342	5,000
PROSPECT ST@CONCORD AVE	2023 HIGH PRIORITY APS	1342	5,000
CROSS ST@ BROADWAY (E)	2023 HIGH PRIORITY APS	1510	5,000
INTERSECTION LOCATION	ACTIVITY	NPR	ESTIMATED COST
NEW ACCESS RD@MACARTHUR ST	2023 HIGH PRIORITY APS	1485	5,000
MYSTIC AVE@ASSEMBLY SQ DR	2023 HIGH PRIORITY APS	1656	5,000
116 HOLLAND ST	2023 HIGH PRIORITY APS	1507	5,000
2023 TOTAL			\$125,000
ROSELAND ST @ BEACON ST	2024 HIGH PRIORITY APS	203	10,000
SOMERVILLE AVE@BEACON ST	2024 HIGH PRIORITY APS	1131	10,000
MUSEUM ST@BEACON ST	2024 HIGH PRIORITY APS	773	10,000
WASHINGTON ST (W) @CAMBRIA ST	2024 HIGH PRIORITY APS	685	10,000
COONEY ST@BEACON ST	2024 HIGH PRIORITY APS	933	10,000
BUCKINGHAM ST @ BEACON ST	2024 HIGH PRIORITY APS	975	10,000
TEMPLE ST@JAQUES ST	2024 HIGH PRIORITY APS	524	10,000
BROADWAY (E)@AVON ST	2024 HIGH PRIORITY APS	322	10,000
GARFIELD AVE @ BROADWAY (W)	2024 HIGH PRIORITY APS	982	10,000
MYSTIC AVE@ALFRED			

A LOMBARDI WY	2024 HIGH PRIORITY APS	589	10,000
BROADWAY (W) @ FELLSWAY WEST	2024 HIGH PRIORITY APS	685	10,000
MYSTIC AVE@NEW ACCESS RD	2024 HIGH PRIORITY APS	745	10,000
2024 TOTAL			\$120,000

Note schedule is subject to change.

Employee(s) Responsible For Barrier Removal:

C. Quigley, Director of Engineering
 R. King, Director of Capital Projects
 & Planning

Estimated Budget:

\$655,000.00

Projected Date to Start:

Ongoing

Projected Date to Complete:

June 2024

13.4 Bus Shelters/Stops Transition Schedule

As indicated in the NPR, bus stop locations are the highest priority. The timeframe noted below coincides with the sidewalk repair schedule where these bus stops are wedged. There is no budgetary allocation set forth for each bus stop separately as the unit cost indicated for the sidewalk repair will encompass any expenses related to the bus stops themselves.

ID	BUS STOP LOCATION	NPR	REPAIR YEAR
2773	Washington St @ Merriam St	1222	2015
2610	Washington St @ Washington Ter	1219	2015
9997	Washington St. @ Rossmore St.	1174	2015
2729	Broadway @ Main St	1049	2015
5305	Main St @ Moreland St	1049	2015
5302	Main St @ Moreland St	608	2015
5019	College Av @ Hall Ave	1277	2016
2664	Highland Av @ School St	1258	2016
5020	College Av @ Kidder Ave	1215	2016
5013	College Av @ Summit St	1215	2016
5014	College Av @ Chapel St	1180	2016
2686	Highland Av @ Vinal Av	1166	2016
2701	Broadway @ Norwood Ave	1152	2016
2404	Medford St @ Broadway – Magoun Sq.	1137	2016
5021	College Av @ Before Powder House Sq.	1126	2016
5012	College Av,#130 @ Broadway	1122	2016
2699	Broadway @ Medford St	1116	2016
2531	Prospect St @ #30	1319	2017
2599	Somerville Ave @ Opp. Mansfield St	1221	2017
2609	Somerville Ave @ McGrath Hwy	1213	2017
2682	Highland Av @ Central St	1205	2017
2598	Somerville Ave @ Linden St	1202	2017
2666	Highland Av @ Central St	1200	2017
2612	Somerville Ave @ Stone Ave	1135	2017
12610	Somerville Ave @ Merriam St	1113	2017
2725	Broadway @ Temple St	1270	2018
2726	Broadway @ Langmaid Ave	1242	2018
2746	Cross St @ Ellsworth St	1235	2018
2749	Cross St @ Otis St	1216	2018
2586	Elm St @ Porter Sq	1215	2018
2706	Broadway @ Marshall St	1214	2018

2394	Pearl St @ Cross St	1190	2018
2745	Cross St @ Pearl St	1181	2018
2705	Broadway @ Opp. Temple St	1172	2018
2675	Highland Av @ Willow Av	1129	2018
2673	Highland Av @ Willow St	1105	2018
2750	Cross St @ Pearl St	1104	2018
2625	Elm St @ Hancock Ave	998	2018
2582	Elm St @ Chester St	1201	2019
2702	Broadway @ Bartlett St	1215	2020
2628	Grove St @ Highland Ave	1176	2020
2730	Broadway @ Opp. Adam St	1174	2020
2703	Broadway @ Opp. Main St	1161	2020
2627	Elm St @ Cutter Ave	1156	2020
2583	Elm St @ Russell St	1128	2020
5303	Main St @ Broadway	1090	2020
2634	Broadway @ Opp. Curtis St	1297	2021
2578	Holland St @ Moore St	1278	2021
2630	Holland St @ Wallace St	1270	2021
2577	Broadway @ Holland St	1266	2021
2576	Broadway @ Weston Ave	1262	2021
2636	Broadway @ North St	1223	2021
2739	Broadway @ Powderhouse Blvd	1222	2021
2579	Holland St @ Cameron Ave	1221	2021
2743	Broadway @ Packard Ave	1218	2021
2635	Broadway @ Dickson St	1199	2021
2742	Broadway @ Mason St	1198	2021
2695	Broadway @ Powderhouse Rotary	1188	2021
2715	Broadway @ Belknap St	1185	2021
2741	Broadway @ Leonard St	1164	2021
2575	Broadway @ Garrison Ave	1153	2021
2632	Holland St @ Opp. Cameron Ave	1146	2021
5104	Davis Square Busway	1144	2021
12636	Broadway @ Opp. Clarendon Hill Busway	1130	2021
2692	Broadway @ Simpson Ave	1119	2021
2637	Clarendon Hill Busway	1090	2021
2691	Broadway @ Packard Ave	1074	2021
2744	Broadway @ Westminster Ave	1065	2021
2740	Broadway @ Walker St	1033	2021
2581	Holland St @ Dover St	1019	2021
2631	Holland St @ Paulina St	1019	2021

2580	Holland St @ Jay St	1011	2021
5015	College Av @ Highland Ave	1055	2021
2400	Medford St @ Sycamore St	1236	2022
2396	Pearl St @ Walnut St	1200	2022
2386	Medford St @ Sycamore St	1188	2022
2389	Medford St @ Skilton Ave	1178	2022
2661	Highland Ave, Op #26 @ Opp. Walnut St	1176	2022
2508	Summer St @ Opposite Vinal St	1172	2022
2614	Bow St @ #45	1156	2022
2574	Bow St,#51	1156	2022
2511	Webster Av @ Washington St	1151	2022
2390	Pearl St @ Walnut St	1140	2022
2388	Medford St @ School St	1122	2022
2398	Medford St @ School St	1102	2022
2688	Medford St @ Highland Ave	1072	2022
2687	Highland Av @ Walnut St	1006	2022
2384	Medford St @ Bartlett St	981	2022
2597	Somerville Ave @ before Prospect St	889	2022
2613	Washington St @ Webster Ave	845	2022
2510	Somerville Ave @ before Union Sq	811	2022
26131	Bow St @ Warren Ave	795	2022
2761	Washington St @ Tufts St	1269	2023
2533	Summer St @ School St	1203	2023
2507	Summer St @ School St	1202	2023
2436	Beacon St @ Smith St	1195	2023
2454	Beacon St @ Calvin St	1189	2023
2546	Washington St @ Beacon St	1188	2023
2570	Washington St @ Beacon St	1188	2023
2438	Beacon St @ Opp. Concord Av	1174	2023
2520	Avon St @ School St	1173	2023
2453	Beacon St @ #75	1169	2023
2775	Washington St @ Joy St	1146	2023
2455	Beacon St @ Washington St	1119	2023
2437	Beacon St @ Cooney St	1097	2023
2434	Beacon St,opp#159	1097	2023
2435	Beacon St @ Washington St	1092	2023
2683	Highland Av @ Trull Ln	1315	2024
2380	College Av @ Professors Row	1279	2024
2737	Broadway @ Pearson Rd	1269	2024
2697	Broadway,#680 @ Josephine Av	1230	2024

2669	Highland Av @ #235	1225	2024
2676	Highland Av @ Cherry St	1211	2024
2406	College Av @ Dearborn Rd	1194	2024
2679	Highland Av @ Crocker St	1178	2024
2672	Highland Av @ Cherry St	1166	2024
2671	Highland Av @ Cedar St	1158	2024
2667	Highland Av @ Benton Rd	1093	2024
2677	Highland Av @ Cedar St	1081	2024
2696	Broadway,#760 @ Bay State Av	1057	2024
2694	Broadway @ College Ave	1054	2024
2736	Broadway,#690 @ Boston Av	1053	2024
2681	Highland Av @ Benton Rd	1035	2024
2668	Highland Av @ Lowell St	1020	2024
2680	Highland Av @ Lowell St	1011	2024
2684	Highland Av @ School St	774	2024
2665	Highland Av @ #125	767	2024
2678	Highland Av @ Conwell St	637	2024
2670	Highland Av @ #263	634	2024
2392	Cross St @ Allston St	1300	2025
2754	Cross Street @ Chester	1300	2025
2512	Webster Ave @ Newton St	1261	2025
2707	Broadway @ Montgomery Ave	1243	2025
2395	Pearl St @ McGrath Hwy	1210	2025
2674	Highland Av @ Cutter Av	1207	2025
2513	Webster Ave @ Norfolk St	1200	2025
2877	Mystic Av @ Middlesex Ave	1184	2025
2708	Broadway @ McGrath Hwy	1172	2025
2897	Mystic Ave @ Moreland St	1127	2025
2900	Mystic Ave @ Temple St	1091	2025
2588	Elm St @ Opp. Porter St	1081	2025
2626	Elm St @ St. James Ave	1072	2025
2704	Broadway @ Thurston St	1069	2025
2615	Washington St @ Opp. Parker St	1065	2025
2622	Elm St @ Porter St	1063	2025
2727	Broadway @ Fenwick St	1062	2025
2532	Summer St @ #117	1050	2025
23951	Pearl St @ Wesley St	1041	2025
2765	Newton St @ Clark St	1039	2025
23921	Cross St @ Fountain Ave	1038	2025
9998	Pearl St. @ Wesley St.	1037	2025

2530	Newton St @ Webster Ave	1031	2025
2414	Boston Av @ Mystic Valley Pkwy	1031	2025
2545	Washington St @ Dane St	1025	2025
2753	Cross Street @ Auburn St	1020	2025
2391	Pearl St @ McGrath Hwy	983	2025
2763	Washington St @ Boston St	962	2025
2660	Highland Av @ Medford St	952	2025
2735	Broadway,#560 @ Alfred St	858	2025
2623	Elm St @ Cedar St	844	2025
2528	Webster St @ Prospect St	842	2025
2698	Broadway,#580 @ Cedar St	835	2025
2607	McGrath Hwy @ Poplar St	824	2025
2405	College Av @ >Warner St	807	2025
2457	Beacon St @ Park St	686	2025
2768	Springfield St @ Houghton St	652	2025
2534	Summer St @ Opp. Carter Terrace	632	2025
2778	Washington St @ Myrtle St	629	2025
2616	Washington St @ Leland St	626	2025
2752	Cross Street @ Flint St	625	2025
2899	Mystic Ave @ Opp. Shore Drive	618	2025
2738	Broadway @ Warner St	616	2025
2393	Cross St @ Oliver St	614	2025
2693	Broadway @ Billingham St	606	2025
12767	Springfield St @ Opp. Houghton St	598	2025
2770	Newton St @ Concord Sq	581	2025
2571	Washington St @ Calvin St	578	2025
2385	Medford St @ Central St	575	2025
2433	Park St @ Beacon St	574	2025
2587	Elm St @ Mossland St	572	2025
2401	Medford St @ Central St	561	2025
2402	Medford St @ Bartlett St	548	2025
2898	Mystic Ave @ Mystic Projects	346	2025
2875	Mystic Av @ Union St	191	2025
42876	Mystic Ave @ Plaza Entrance	191	2025
2767	Springfield St @ Newton St	0	Likely Compliant
2769	Springfield St @ Newton St	0	Likely Compliant
2766	Newton St @ Concord Ave	0	Likely Compliant
2776	Washington St @ New Washington St	0	Likely Compliant
2595	Somerville Ave @ Carlton St	0	Likely Compliant
2760	Washington St @ Franklin St	0	Likely Compliant

12615	Somerville Ave @ Church St	0	Likely Compliant
12759	Washington St @ Myrtle St	0	Likely Compliant
2594	Somerville Ave @ Opp. School St	0	Likely Compliant
12616	Somerville Ave @ School St	0	Likely Compliant
2759	Washington St @ Mt Vernon	0	Likely Compliant
2777	Washington St @ Inner Belt Rd	0	Likely Compliant
2593	Somerville Ave @ Opp. Loring St	0	Likely Compliant
2617	Somerville Ave @ Loring St	0	Likely Compliant
2618	Somerville Ave @ Central St	0	Likely Compliant
2591	Somerville Ave @ Opp. Central St	0	Likely Compliant
2590	Somerville Ave @ #594	0	Likely Compliant
2620	Somerville Ave @ Spring St	0	Likely Compliant
2621	Somerville Ave @ Lowell St	0	Likely Compliant
2589	Somerville Ave @ Sacramento St	0	Likely Compliant
2432	Somerville Ave opp Elm St	0	Likely Compliant
24581	Somerville Ave @ >Elm St	0	Likely Compliant
2519	Avon St @ Central Av	0	Likely Compliant
2431	Somerville Ave @ Mossland St	0	Likely Compliant
2459	Somerville Ave @ Beacon Terrace	0	Likely Compliant
2397	Pearl St @ Bradley St	0	Likely Compliant
2723	Broadway @ Fellsway West	0	Likely Compliant
2724	Broadway @ Grant St	0	Likely Compliant
12879	Middlesex Av @ Foley St	0	Likely Compliant
28742	Sturtevant St @ Before Foley St	0	Likely Compliant
2383	Medford St @ Partridge Ave	0	Likely Compliant
2382	Medford St @ Lowell St	0	Likely Compliant
2732	Broadway @ Opp. Norwood Ave	0	Likely Compliant
2733	Broadway @ Medford St	0	Likely Compliant
2700	Broadway @ Medford St	0	Likely Compliant
2734	Broadway @ William St	0	Likely Compliant
2381	College Av @ Powder House Sq	0	Likely Compliant
9999	Broadway @ Hinkley St	0	Likely Compliant
2714	Broadway @ Mt. Vernon St	0	Likely Compliant
2713	Broadway @ Lincoln St	0	Likely Compliant
2718	Broadway @ Austin St	0	Likely Compliant
2712	Broadway @ Franklin St	0	Likely Compliant
2719	Broadway @ Indiana Ave	0	Likely Compliant
2711	Broadway @ Glen St	0	Likely Compliant
2720	Broadway @ Michigan Ave	0	Likely Compliant
2747	Cross St @ Broadway	0	Likely Compliant

2710	Broadway @ Cross St	0	Likely Compliant
2748	Cross St @ Broadway	0	Likely Compliant
2722	Broadway @ Kensington Ave	0	Likely Compliant
2709	Broadway @ McArthur St	0	Likely Compliant

Note the schedule is subject to change.

Employee(s) Responsible For Barrier Removal:

C. Quigley, Director of Engineering
S. Koty, DPW Commissioner

Estimated Budget:

Within Sidewalk Budget allocation

Projected Date to Start:

Ongoing

Projected Date to Complete:

June 2024

13.5 Street Level Crossing, Brick Sidewalk/Crosswalk Deficiency Removal Schedule

Somerville Brick Sidewalk/Crosswalk & HMA Crosswalk Markings Maintenance Schedule

Year	Brick Sidewalk Maintenance	Brick Crosswalk Maintenance	Crosswalk Pavement Markings	Total
2015	\$16,000	\$6,000		\$22,000
2016	\$10,000		\$10,000	\$20,000
2017			\$20,000	\$20,000
2018			\$20,000	\$20,000
2019			\$20,000	\$20,000
2020			\$20,000	\$20,000
2021	\$7,500		\$7,500	\$15,000
2022		\$25,000		\$25,000
2023				\$20,000
2024				\$20,000

Maintenance for years 2023 & 2024 will be determined at a later date, and as needed at that time, pending the evaluation of any deterioration of the brick sidewalk/crosswalks.

Below Are The Schedules For The Three Different Maintenance Programs:

Somerville Brick Sidewalk Maintenance Schedule

STREET	FROM	TO	SCI	NPR	YEAR	COST (\$)
Elm St	Chester St	Grove St	0	1153	2015	1,000
Grove St	Elm St	Bike Path	0	1085	2015	1,000
Holland St	Winter St	Wallace St	0	1115	2015	1,000
Holland St	Wallace St	Buena Vista Rd	1	1251	2015	1,000
College Ave	Bike Path	Holland St	7	1055	2015	1,000
Grove St	Kenney Park	Elm St	17	1155	2015	1,000
Highland Ave	College Ave	Grove St	18	1221	2015	1,000
Elm St	College Ave	Chester St	19	1010	2015	1,000
College Ave	Bike Path	Highland Ave	20	1021	2015	1,000
Elm St	Russel St	Grove St	33	1003	2015	1,000
Grove St	Bike Path	Highland Ave	38	1141	2015	1,000
Elm St	Chester St	Day St	47	1053	2015	1,000

Grove St	Bike Path	Highland Ave	50	1104	2015	1,000
Elm St	Grove St	Chester St	56	1251	2015	1,000
Highland Ave	College Ave	Grove St	58	1025	2015	1,000
Grove St	Highland Ave	Kenney Park	66	988	2015	1,000
2015 Brick Sidewalk Maintenance Total						16,000
Campbell Park	Kingston St	Meacham Rd	1	755	2016	2,500
Chester St	Orchard St	Dead End	2	612	2016	2,500
Forest St	Beacon St	Dead End	13	460	2016	2,500
Chester St	Orchard St	Dead End	19	602	2016	2,500
2016 Sidewalk Maintenance Total						10,000
Central St	Berkeley St	Cambria St	100	244	2023	2,500
Central St	Westwood Rd	Berkeley St	100	198	2023	2,500
Bike Path	College Ave	Grove St	100	554	2023	2,500
2021 Brick Sidewalk Maintenance Total						7,500

Somerville Brick Crosswalk Maintenance Schedule

CROSSWALK INTERSECTION	# OF CWKS	PRIORITY	YEAR	COST (\$)
Highland Ave @ Grove St	3	High	2015	1,000
407 Highland Ave	1	High	2015	1,000
Davis Square	6	High	2015	1,000
Elm St @ Day St	1	High	2015	1,000
Elm St @ Chester St	3	High	2015	1,000
Elm St @ Grove St	1	High	2015	1,000
2015 Brick Crosswalk Total				\$6,000
Somerville Ave @ Warren Ave	1	Low	2022	1,000
Somerville Ave @ Hawkins St	2	Low	2022	1,000
Somerville Ave @ Kilby St	2	Low	2022	1,000
Somerville Ave @ Bow St	4	Low	2022	1,000
Somerville Ave @ Church St	3	Low	2022	1,000
Somerville Ave @ Quincy St	1	Low	2022	1,000
Somerville Ave @ School St	3	Low	2022	1,000
Somerville Ave @ Granite St	4	Low	2022	1,000
Somerville Ave @ Loring St	1	Low	2022	1,000
487 Somerville Ave	1	Low	2022	1,000

Somerville Ave @ Properzi Way	1	Low	2022	1,000
Somerville Ave @ Laurel St	1	Low	2022	1,000
Somerville Ave @ Park St	2	Low	2022	1,000
Somerville Ave @ Central St	2	Low	2022	1,000
Somerville Ave @ Beech St	3	Low	2022	1,000
Somerville Ave @ Spring St	1	Low	2022	1,000
Somerville Ave @ Kent St	1	Low	2022	1,000
Somerville Ave @ Belmont St	1	Low	2022	1,000
Somerville Ave @ Lowell St	3	Low	2022	1,000
Somerville Ave @ Ibbetson St	1	Low	2022	1,000
Somerville Ave @ Craigie St	1	Low	2022	1,000
Somerville Ave @ Elm St	4	Low	2022	1,000
Somerville Ave @ Beacon St	3	Low	2022	1,000
Somerville Ave @ Mossland St	2	Low	2022	1,000
Somerville Ave @ Acadia Park	1	Low	2022	1,000
2022 Brick Crosswalk Total				\$ 25,000

Somerville Brick Crosswalk Maintenance Schedule

LOCATION	CONDITION	NPR	YEAR	COST (\$)
200 Somerville Ave	Missing	310	2016	224
212 Elm St	Missing	300	2016	224
25 Everett St	Missing	302	2016	224
59 Vinal Ave	Missing	231	2016	224
6 Beach Ave	Missing	308	2016	224
87 Wheatland St	Missing	378	2016	224
9 Kingman Rd	Misaligned	303	2016	224
9 Union Sq	Missing	309	2016	224
Assembly Sq Dr @Foley St	Missing	414	2016	224
Beacon St @ Buckingham St	Misaligned	303	2016	224
Beacon St @ Smith Ave	Missing	311	2016	224
Beacon St @ Washington St (W)	Misaligned	349	2016	224
Boston Ave (s) @ Broadway	Missing	332	2016	224
Chester Ave @ Cross St	Missing	424	2016	224
Clarendon Ave @ Broadway	Misaligned	306	2016	224
Columbia Ct @ Webster Ave	Missing	371	2016	224
Cross St East @ Broadway (W)	Missing	372	2016	224

Cross St @ Flint St	Missing	271	2016	224
Cross St @ Flint St	Missing	269	2016	224
Cross St @ Flint St	Missing	258	2016	224
Cross St @ Flint St	Missing	261	2016	224
Cross St @ Gilman St	Missing	276	2016	224
Cross St @ Gilman St	Missing	252	2016	224
Cross St @ Oliver St	Missing	278	2016	224
Cross St @ Oliver St	Missing	264	2016	224
Cross St @ Tufts St	Missing	234	2016	224
Elm St @ Porter St	Misaligned	337	2016	224
Fisk Ave @ Lowell St	Missing	302	2016	224
Gorham St @ Paulina St	Misaligned	377	2016	224
Grove St @ Highland Ave	Missing	353	2016	224
Grove St @ Highland Ave	Missing	323	2016	224
Highland Ave @ Walnut St	Missing	375	2016	224
Highland Ave @ Walnut St	Missing	363	2016	224
Medford St @ Walnut St	Missing	245	2016	224
Merriam St @ Somerville Ave	Missing	361	2016	224
Merriam St @ Washington St (E)	Missing	370	2016	224
Montgomery Ave @ Broadway (E)	Misaligned	357	2016	224
Moreland St @ Mystic Ave	Missing	384	2016	224
Pearl St @ Walnut St	Misaligned	360	2016	224
Pearl St @ Wesley St	Missing	267	2016	224
Randolph Pl @ Cross St	Missing	213	2016	224
Somerville Ave @ Stone Ave	Missing	354	2016	224
Walnut St @ Medford St	Missing	276	2016	224
Webster Ave @ Norfolk St	Missing	330	2016	224
Westminster St @ Broadway	Misaligned	355	2016	224
2016 Crosswalk Pavement Markings Total:				\$10,080
10 Broadway Pl	Missing	215	2017	224
10 Carlton St	Missing	250	2017	224
10 Poplar St	Missing	247	2017	224
10 Spring St	Missing	161	2017	224
100 Properzi Way (S)	Missing	238	2017	224
100 Properzi Way (S)	Missing	264	2017	224
111 Sacramento St	Missing	259	2017	224
13 Spring St	Missing	104	2017	224
136 Hudson St	Missing	139	2017	224
14 Spring St	Missing	106	2017	224

156 School St	Missing	147	2017	224
174 Somerville Ave	Missing	145	2017	224
19 Crocker St	Missing	160	2017	224
20 Grove St	Missing	253	2017	224
25 Everett St	Missing	232	2017	224
27 Warren Ave	Missing	147	2017	224
28 Tower St	Missing	146	2017	224
30 Tower St	Missing	146	2017	224
4 Milk Pl	Missing	277	2017	224
40 Tower St	Missing	146	2017	224
41 Everett Ave	Misaligned	147	2017	224
486 Columbia St	Missing	147	2017	224
5 Wilson Ave	Missing	175	2017	224
56 Line St	Missing	167	2017	224
57 Broadway (W)	Missing	248	2017	224
620 Broadway (W)	Missing	138	2017	224
7 Holyoke Rd	Misaligned	172	2017	224
74 Middlesex Ave	Missing	144	2017	224
74 Middlesex Ave	Missing	240	2017	224
8 Conlon Ct	Missing	127	2017	224
9 Spring St	Missing	163	2017	224
Bailey Rd @ Ten Hills Rd	Misaligned	164	2017	224
Beacon St @ Calvin St	Misaligned	248	2017	224
Beacon St @ Morgan St	Missing	135	2017	224
Bike Path @ Grove St	Missing	256	2017	224
Billingham St @ Kenwood St	Missing	139	2017	224
Bradley St @ Jackson Rd	Missing	147	2017	224
Broadway @ Alewife Brook Pkwy	Misaligned	190	2017	224
Columbia Ct @ Columbia St	Missing	164	2017	224
Columbia St @ Webster Ave	Missing	56	2017	224
Columbia St @ Webster Ave	Missing	144	2017	224
Columbia St @ Webster Ave	Missing	132	2017	224
Concord Ave @ Prospect St	Missing	212	2017	224
Cooney Ct @ Cooney St	Missing	147	2017	224
Crocker St @ Crown St	Missing	145	2017	224
Cross St @ Everett Ave	Missing	172	2017	224
Cummings St @ Middlesex Ave	Missing	147	2017	224
Cummings St @ Middlesex Ave	Missing	145	2017	224
Ellsworth St @ Rush St (N)	Missing	136	2017	224
Elmwood St @ Seven Pines Ave	Missing	129	2017	224

Elmwood St @ Seven Pines Ave	Missing	148	2017	224
Elmwood St @ Seven Pines Ave	Missing	111	2017	224
Elmwood St @ Seven Pines Ave	Missing	106	2017	224
Fremont Ave @ Parker St	Missing	152	2017	224
Garrison Ave @ Broadway	Missing	274	2017	224
Giles Park @ Walnut St	Missing	173	2017	224
Giles Park @ Walnut St	Missing	172	2017	224
Gilman Terr @ Pearl St	Missing	66	2017	224
Gilman Terr @ Pearl St	Missing	152	2017	224
Gove Ct @ Cedar St	Missing	141	2017	224
Harding St @ Ward St	Missing	148	2017	224
Horace St @ Ward St	Missing	107	2017	224
Horace St @ Ward St	Missing	118	2017	224
Horace St @ Ward St	Missing	147	2017	224
Horace St @ Ward St	Missing	118	2017	224
James St @ Pearl St	Misaligned	177	2017	224
James St @ Pearl St	Missing	106	2017	224
James St @ Pearl St	Missing	167	2017	224
Jasper St @ Pearl St	Missing	94	2017	224
Lee St @ Medford St	Missing	241	2017	224
Madison St @ School St	Missing	146	2017	224
Medford St @ Warren St	Missing	145	2017	224
Mount Pleasant St @ Broadway (E)	Missing	204	2017	224
New Access Rd @ Macarthur St	Missing	282	2017	224
New Access Rd @ Macarthur St	Missing	236	2017	224
Packard Ave @ Professors Row	Misaligned	142	2017	224
Park Ave @ Wallace St	Missing	235	2017	224
Pearl St @ Pearl St Pl	Missing	150	2017	224
Pearl St @ Wigglesworth St	Missing	150	2017	224
Prospect St @ Webster Ave	Misaligned	266	2017	224
Sanborn Ave @ Warren Ave	Missing	145	2017	224
Tower Ct @ Tyler St	Missing	212	2017	224
Tremont St @ Webster Ave	Missing	55	2017	224
University Church Rd @ College Ave	Missing	244	2017	224
Walnut St @ Broadway (E)	Misaligned	262	2017	224
Webster Ave @ Puritan Rd	Missing	232	2017	224
Winter St @ College Ave	Missing	260	2017	224
2017 Crosswalk Pavement Markings Total:				\$19,488
1 Hodgdon Pl	Missing	43	2018	224

11 Belmont St	Missing	66	2018	224
11 Porter St	Missing	29	2018	224
15 Warren Ave	Missing	120	2018	224
161 Linwood St	Missing	109	2018	224
2 Taunton St	Missing	116	2018	224
21 Lake St	Missing	54	2018	224
26 Weston Ave	Missing	58	2018	224
28 Chestnut St	Missing	103	2018	224
285 Mystic Valley Pkwy	Missing	19	2018	224
299 Mystic Valley Pkwy	Missing	75	2018	224
3 Beckwith Cir	Missing	116	2018	224
3 Emerson St	Missing	54	2018	224
30 Medford St	Missing	47	2018	224
4 Glover Cir	Missing	113	2018	224
42 Otis St (E)	Missing	99	2018	224
5 Lowell Ter	Missing	121	2018	224
5 Tower Ct	Missing	34	2018	224
51 Oxford St	Missing	112	2018	224
52 Oxford St	Missing	53	2018	224
56 Oxford St	Missing	54	2018	224
59 Oxford St	Missing	113	2018	224
60 Atherton St	Missing	29	2018	224
61 Atherton St	Missing	60	2018	224
63 Adams St	Missing	116	2018	224
7 Bowers Ave	Missing	28	2018	224
7 Roberts St	Missing	57	2018	224
712 Mystic Valley Pkwy	Missing	133	2018	224
8 Cedar St Pl	Missing	40	2018	224
8 Cutler St	Missing	118	2018	224
85 Gordon St	Missing	67	2018	224
Albion St@Albion Terr	Missing	110	2018	224
Aldrich St@Virginia St	Missing	84	2018	224
Ames St@Robinson St	Missing	64	2018	224
Ashland St@Sartwell Ave	Misaligned	112	2018	224
Atherton St@Spring St	Missing	63	2018	224
Atherton St@Spring St	Missing	14	2018	224
Beach Ave@Columbia St	Missing	56	2018	224
Belmont St@Springhill Terr	Missing	105	2018	224
Buckingham St@Dimick St	Missing	108	2018	224
Cameron Ave@Malvern Ave	Missing	107	2018	224

Chandler St@Park Ave	Missing	35	2018	224
Church St@Lake St	Missing	111	2018	224
Cottage Ave@Russell St	Missing	100	2018	224
Cutter Ave@Hawthorne St	Misaligned	110	2018	224
Dane St@Somerville Ave	Misaligned	68	2018	224
Dartmouth St@Broadway (E)	Missing	113	2018	224
Dimick St@Harold St	Missing	35	2018	224
Downer St@Nashua St	Missing	101	2018	224
East Albion St@Moreland St	Missing	152	2018	224
Eastman Rd@Highland Ave	Misaligned	77	2018	224
Flint Ave@Flint St	Missing	69	2018	224
Franklin St@Webster St	Misaligned	84	2018	224
Gorham St@Seven Pines Ave	Missing	110	2018	224
Grandview Ave@Vinal Ave	Missing	124	2018	224
Grandview Ave@Walnut St	Missing	51	2018	224
Hancock St@Highland Ave	Misaligned	119	2018	224
Hawkins St@Lake St	Missing	112	2018	224
Heath St@Moreland St	Missing	100	2018	224
Heath St@Moreland St	Missing	128	2018	224
Heath St@Temple St	Misaligned	87	2018	224
Henderson St@Richardson St	Missing	37	2018	224
Highland Rd@Boston Ave (S)	Missing	103	2018	224
Hillside Pk@Walnut St	Missing	66	2018	224
Hinckley St@Richardson St	Missing	82	2018	224
Knowlton St@Oliver St	Missing	27	2018	224
Knowlton St@Oliver St	Missing	103	2018	224
Lincoln Pkwy@Wyatt St	Missing	119	2018	224
Linden St@Merriam St	Missing	88	2018	224
Line St@Smith Ave	Missing	83	2018	224
Lovell St@Broadway	Misaligned	72	2018	224
Mason St@Whitman St	Missing	124	2018	224
Medford St@Ward St	Missing	116	2018	224
Medford St@Ward St	Missing	51	2018	224
Nashua St@Richardson St	Missing	54	2018	224
New Washington Street@Cobble Hill Rd	Missing	79	2018	224
Parker Pl@Porter St	Missing	29	2018	224
Pearl St@Pearl Ter	Missing	51	2018	224
Preston Rd@Summer St	Misaligned	55	2018	224
Prospect Pl@Prospect St	Missing	60	2018	224
Sanborn Ave@Warren Ave	Missing	79	2018	224

Tyler St@Properzi Way (N)	Missing	107	2018	224
Villa Ave@Winslow Ave	Missing	58	2018	224
Wade Ct@Cedar St	Missing	72	2018	224
Winslow Ave@Clifton St	Missing	103	2018	224
2018 Crosswalk Pavement Markings Total:				\$19,040
1 Kimball St	Misaligned	0	2019	224
1 Park Pl	Missing	25	2019	224
1 Perkins Pl	Missing	0	2019	224
140 Sycamore St	Missing	0	2019	224
145 Sycamore St	Missing	0	2019	224
15 Linwood St	Missing	34	2019	224
17 Walnut Rd	Missing	18	2019	224
22 Benedict St	Missing	45	2019	224
3 Lincoln Pl	Missing	26	2019	224
31 Bolton St	Missing	0	2019	224
32 Houghton St	Missing	0	2019	224
34 Crescent St	Missing	2	2019	224
45 Marshall St	Missing	0	2019	224
5 Wyatt Cir	Missing	0	2019	224
59 Craigie St	Missing	0	2019	224
64 Lowell St	Missing	0	2019	224
65 Belmont St	Missing	20	2019	224
7 Pinckney Pl	Missing	0	2019	224
7 Taunton St	Missing	0	2019	224
7 Wyatt Cir	Missing	0	2019	224
78 Lowell St	Missing	0	2019	224
79 Marshall St	Missing	0	2019	224
8 Holts Ave	Missing	0	2019	224
80 Craigie St	Missing	0	2019	224
88 Lowell St	Missing	0	2019	224
9 Harrison Rd	Missing	21	2019	224
9 Oak St Pl	Missing	0	2019	224
94 Pearl St	Missing	0	2019	224
Ash Ave@Edgar Ct	Missing	12	2019	224
Bailey Rd@Shore Drive	Misaligned	42	2019	224
Bailey Rd@Temple St	Misaligned	45	2019	224
Belmont Pl@Belmont St	Missing	0	2019	224
Belmont St@Belmont Sq	Missing	0	2019	224
Bolton St@Oak St	Missing	0	2019	224

Bradley St@Radcliffe Rd	Missing	29	2019	224
Bradley St@Radcliffe Rd	Missing	0	2019	224
Bradley St@Radcliffe Rd	Missing	0	2019	224
Bradley St@Radcliffe Rd	Missing	17	2019	224
Brastow Ave@Lowell St	Misaligned	15	2019	224
Butler Dr@Mystic Ave	Missing	0	2019	224
Campbell Park@Kingston St	Missing	0	2019	224
Campbell Park@Meacham Rd	Missing	0	2019	224
Cedar St@Clyde St	Missing	0	2019	224
Cedar St@Lexington Ave	Misaligned	12	2019	224
Cedar St@Newton Pl	Missing	0	2019	224
Claremon St@Mead St	Missing	18	2019	224
Cooney St@Line St	Missing	21	2019	224
Dana St@Otis St (W)	Missing	0	2019	224
Dane Ave@Leland St	Missing	9	2019	224
Dickinson St@Hammond St	Missing	14	2019	224
Downer St@Nashua St	Missing	26	2019	224
East Albion St@Fremont St	Missing	33	2019	224
Electric Ave@Mason St	Missing	0	2019	224
Evergreen Ave@Marshall St	Missing	0	2019	224
Florence St@Perkins St	Missing	0	2019	224
Forster St@Sycamore St	Missing	0	2019	224
Forster St@Sycamore St	Missing	0	2019	224
Forster St@Tennyson St	Missing	0	2019	224
Glendale Ave@Yorktown St	Missing	36	2019	224
Grant St@Sewall St	Missing	28	2019	224
Grant St@Sewall St	Missing	2	2019	224
Grant St@Sewall St	Missing	0	2019	224
Grant St@Sewall St	Missing	0	2019	224
Grant St@Sydney St	Missing	0	2019	224
Grant St@Sydney St	Missing	0	2019	224
Hillsdale Rd@Curtis Ave	Missing	0	2019	224
Hillsdale Rd@Sunset Rd	Missing	0	2019	224
Ibbetson St@Lowell St	Missing	0	2019	224
Jackson Rd@Walter Ter	Missing	0	2019	224
James St@Radcliffe Rd	Missing	0	2019	224
Kingston St@Thorndike St (S)	Missing	0	2019	224
Kingston St@Thorndike St (S)	Missing	0	2019	224
Lewis St@Parkdale St	Missing	0	2019	224
Lincoln Ave@Lincoln St	Missing	13	2019	224

Lincoln St@Perkins St	Missing	0	2019	224
Mason St@Ossipee Rd	Missing	0	2019	224
Mcgrath Hwy@Bonair St	Misaligned	34	2019	224
Meacham Rd@Orchard St	Misaligned	0	2019	224
Montgomery Ave@Wellington Ave	Missing	20	2019	224
Morrison Ave@Boston Ave (S)	Misaligned	0	2019	224
Mount Vernon St@Wheeler St	Missing	0	2019	224
Myrtle St@Perkins St	Missing	0	2019	224
Perkins St@Pinckney St	Missing	0	2019	224
Perkins St@Pinckney St	Missing	0	2019	224
Pinckney St@Wheeler St	Missing	0	2019	224
Prospect Pl@Prospect St	Missing	11	2019	224
Sunnyside Ave@Walnut St	Misaligned	0	2019	224
Walnut St@Wellington Ave	Misaligned	29	2019	224
Wesley St@Otis St (W)	Missing	0	2019	224
West Adams St@Chetwynd Road	Missing	0	2019	224
West Quincy@Bailey St	Missing	0	2019	224
Wigglesworth St@Otis St (W)	Missing	0	2019	224
Wigglesworth St@Otis St (W)	Missing	0	2019	224
2019 Crosswalk Pavement Markings Total:				\$20,832
0 Meacham St	Missing	0	2020	224
1 Glover Cir	Missing	0	2020	224
10 Allen Ct	Missing	0	2020	224
11 Greene St	Missing	0	2020	224
12 Mondamin Ct	Misaligned	0	2020	224
121 Liberty Rd	Missing	0	2020	224
14 Greene St	Missing	0	2020	224
15 Centre St	Missing	0	2020	224
15 Vinal Ave	Missing	0	2020	224
18 Nevada Ave	Missing	0	2020	224
19 Vinal Ave	Missing	0	2020	224
20 Central Rd	Missing	0	2020	224
20 Nashua St	Missing	0	2020	224
22 Harrison St	Missing	0	2020	224
271 Mystic Valley Pkwy	Missing	0	2020	224
3 Greenwood Ter	Misaligned	0	2020	224
3 Lester Ter	Missing	0	2020	224
30 Granite St	Missing	0	2020	224
31 Appleton St	Missing	0	2020	224

31 Harold St	Missing	0	2020	224
32 Central Rd	Missing	0	2020	224
32 Loring St	Missing	0	2020	224
4 Cottage Cir	Missing	6	2020	224
42 Irvington Rd	Missing	0	2020	224
43 Berkeley St	Missing	0	2020	224
45 Montrose St	Missing	0	2020	224
5 Morrison Pl	Missing	0	2020	224
50 Allen St	Missing	0	2020	224
51 Preston Rd	Missing	0	2020	224
54 Warwick St	Missing	0	2020	224
6 Stanford Ter	Missing	0	2020	224
75 Mystic Ave	Missing	0	2020	224
75 Mystic Ave	Missing	0	2020	224
8 Albion Ct	Missing	0	2020	224
8 Bellevue Ter	Missing	0	2020	224
9 Albion Pl	Missing	0	2020	224
99 Dover St	Misaligned	4	2020	224
Aldersey St@Vinal Ave	Missing	0	2020	224
Aldersey St@Vinal Ave	Missing	0	2020	224
Aldersey St@Walnut St	Missing	0	2020	224
Alpine St@Princeton St	Missing	0	2020	224
Ames St@Bartlett St	Misaligned	0	2020	224
Ames St@Miner St	Missing	0	2020	224
Appleton St@Clifton St	Missing	0	2020	224
Appleton St@Newberne St	Missing	0	2020	224
Ash Ave@Edgar Terr	Missing	0	2020	224
Bay State Ave@Fosket St	Missing	0	2020	224
Beacon St@Museum St	Misaligned	0	2020	224
Belknap St@Hamilton Rd	Missing	0	2020	224
Bigelow St@Monroe St	Missing	0	2020	224
Boston St@Monroe St	Misaligned	0	2020	224
Boston St@Walnut St	Missing	0	2020	224
Boston St@Walnut St	Missing	0	2020	224
Brastow Ave@Porter St	Missing	0	2020	224
Cedar Ave@Mountain Ave	Missing	0	2020	224
Cedar St@Summer St	Misaligned	0	2020	224
Cedar St@Summer St	Misaligned	0	2020	224
Central St@Willoughby St	Misaligned	0	2020	224
Crown St@Porter St	Missing	0	2020	224

Crown St@Porter St	Missing	0	2020	224
Curtis St@Ossipee Rd	Missing	0	2020	224
Day St@Orchard St	Misaligned	0	2020	224
Dickson St@Fairmount Ave	Missing	0	2020	224
Dover St@Orchard St	Misaligned	0	2020	224
Electric Ave@Lovell St	Missing	0	2020	224
Fairmount Ave@Hill St	Missing	0	2020	224
Fairmount Ave@Watson St	Missing	0	2020	224
Fosket St@Liberty Ave	Missing	0	2020	224
Fosket St@Lowden Ave	Missing	0	2020	224
Granite St@Knapp St	Missing	0	2020	224
Hamilton Rd@North St	Misaligned	0	2020	224
Hanson St@Properzi Way (S)	Missing	0	2020	224
Hanson St@Properzi Way (S)	Missing	0	2020	224
Harrison St@Kent St (S)	Missing	0	2020	224
Howard St@Jay St	Missing	0	2020	224
Howard St@Thorndike St (N)	Missing	0	2020	224
Kidder Ave@Lowden Ave	Missing	0	2020	224
Kidder Ave@Lowden Ave	Missing	0	2020	224
Lee St@Richdale Ave	Misaligned	0	2020	224
Monroe St@Walnut St	Missing	0	2020	224
Morrison Ave@Newberne St	Missing	0	2020	224
Mountain Ave@Porter St	Missing	0	2020	224
Nashua St@Wilton St	Missing	0	2020	224
Orchard St@Russell St	Missing	0	2020	224
Ossipee Rd@Packard Ave	Misaligned	0	2020	224
Pleasant Ave@Walnut St	Missing	0	2020	224
Summit Ave@Walnut St	Missing	0	2020	224
Summit Ave@Walnut St	Missing	0	2020	224
Sycamore St@Central Rd	Missing	0	2020	224
Sycamore St@Central Rd	Missing	0	2020	224
Vine Ct@Properzi Way (S)	Missing	0	2020	224
2020 Crosswalk Pavement Markings Total:				\$20,384
1 Carver St	Missing	0	2021	224
1 Hayden Ter	Missing	0	2021	224
10 Linden Pl	Missing	0	2021	224
129 Pennsylvania Ave	Misaligned	0	2021	224
13 Peterson Ter	Missing	0	2021	224
14 Gussie Ter	Missing	0	2021	224

15 Porter St	Missing	0	2021	224
2 Williams Ct	Missing	0	2021	224
26 Weston Ave	Missing	0	2021	224
32 Linden Ave	Missing	0	2021	224
4 Elmwood Ter	Missing	0	2021	224
7 Olive Ave	Missing	0	2021	224
8 Linden Cir	Missing	0	2021	224
Atherton St@Beech St	Missing	0	2021	224
Atherton St@Harvard St	Missing	0	2021	224
Atherton St@Harvard St	Missing	0	2021	224
Beech St@Cypress St	Missing	0	2021	224
Beech St@Cypress St	Missing	0	2021	224
Cady Ave@Corinthian Rd	Missing	0	2021	224
Cady Ave@Simpson Ave	Missing	0	2021	224
Chandler St@William St	Missing	0	2021	224
Chandler St@William St	Missing	0	2021	224
Connecticut Ave@Pennsylvania Ave	Misaligned	0	2021	224
Illinois Ave@Pennsylvania Ave	Missing	0	2021	224
Indiana Ave@Pennsylvania Ave	Missing	0	2021	224
Mead St@Moore St	Missing	0	2021	224
Michigan Ave@Pennsylvania Ave	Misaligned	0	2021	224
New Hampshire Ave@Pennsylvania Ave	Missing	0	2021	224
New Washington St@Innerbelt Rd	Missing	0	2021	224
Pennsylvania Ave@Vermont Ave	Misaligned	0	2021	224
Puritan Rd@Ten Hills Rd	Missing	0	2021	224
Temple Rd@Ten Hills Rd	Missing	0	2021	224
Yorktown St@Malvern Ave	Missing	0	2021	224
2021 Crosswalk Pavement Markings Total:				\$7,392

These schedules are subject to change or modifications.

Employee(s) Responsible For Barrier Removal:

C. Quigley, Director of Engineering

S. Koty, DPW Commissioner

Estimated Budget:

\$TBD/Based on Scope

Projected Date to Start:

Ongoing

Projected Date to Complete:

June 2024

Section 14: Budget Allocation and Determination

This section presents the City of Somerville’s methodology for determining and allocating its ADA Transition Plan mandated budget for barrier removal in its programs, services, facilities and roadway. The data and all information presented in this section were prepared by the city’s Finance and Somerstat departments. In developing its multiyear approach and budget in support of this plan, the city conducted extensive analysis to determine the maximum amount of resources that could be committed each year to ADA projects without creating an undue financial burden on its programs and a crippling effect on its other priorities such as schools and public safety.

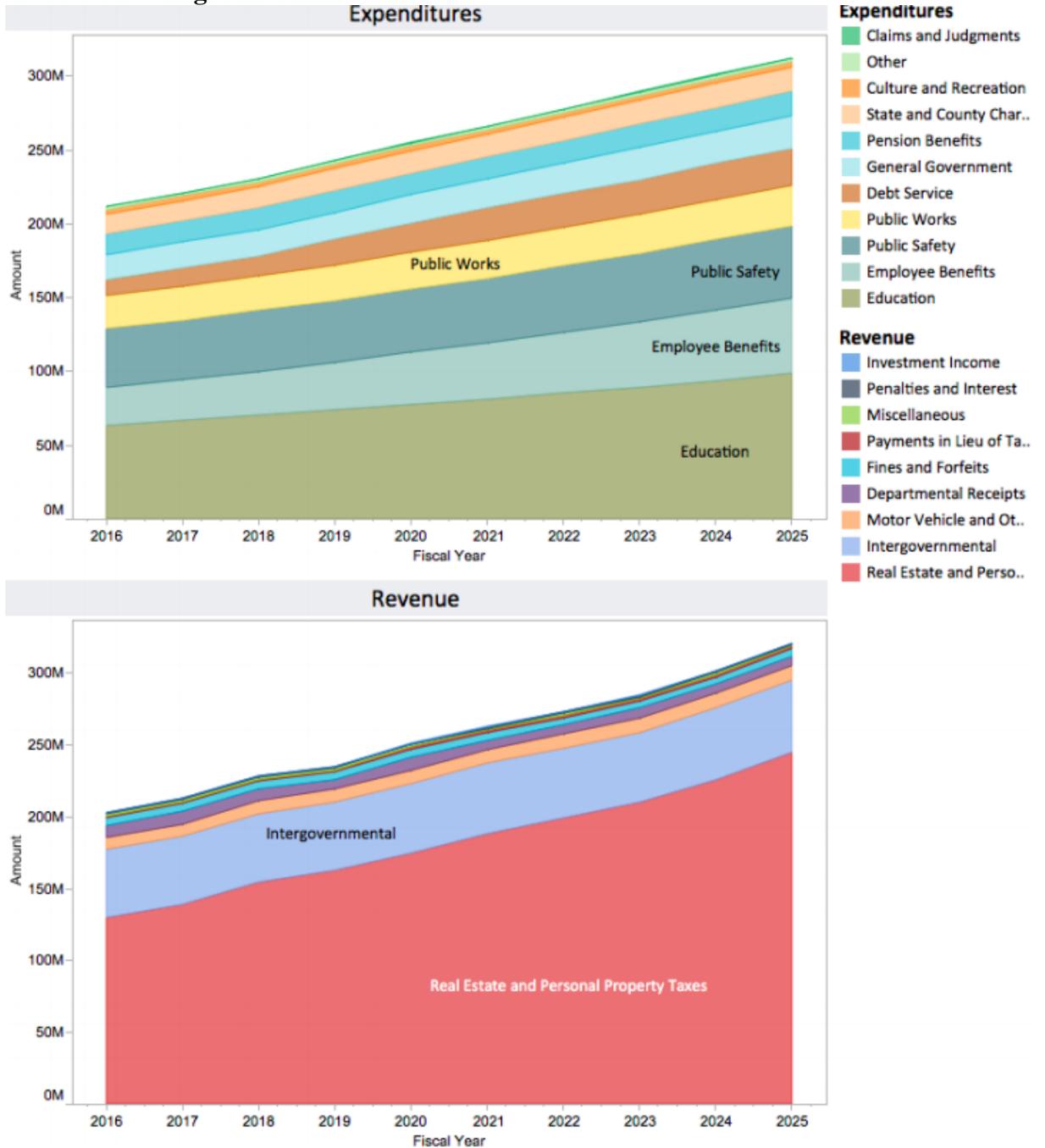
Budget Allocation and Determination Methodology

The city’s Capital Investment Plan (CIP) details anticipated spending on capital needs –projects which incur significant costs and have long useful lives (typically over \$50,000 and five or more years). Certain items are marked in the CIP as recurring investments, signifying an intended commitment to either infrastructure repairs or regular replacements of city property, such as vehicles. Most ADA compliance projects fall under the recurring category, as the city seeks to continually improve its facilities and pedestrian assets to increase accessibility.

Large capital expenditures such as the remediation work prescribed in the ADA Transition Plan can often not, and are not required to, be funded in a single budget year. Even in high growth municipalities, sufficient budget growth to support large jumps in expenditures is rare. To this end, the City will invest, subject to funding availability, at annual intervals to update its aging infrastructure as financing allows.

Budget Projection

a. 10-Year Budget Forecast:



b. Capital Plan Funding Projection Snapshot as of June 30th, 2015:

	FY2015	FY2016	FY2017	FY2018	FY2019
Total Actual, Projected & Proposed Tax-Supported Debt Service	10,480,953	10,373,165	12,009,105	13,292,729	17,018,587
Incremental \$ Debt Service Increase Over Previous FY	968,229	(107,788)	1,635,940	1,283,624	3,725,858
Budgeted General Fund Expenditures (as in 5 year projection)	203,458,136	211,479,897	220,761,540	230,188,295	242,694,285
Net Actual, Projected & Proposed Tax-Supported Debt Service as a % of General Fund Expenditures	5.15%	4.91%	5.44%	5.77%	7.01%
Total Actual Outstanding Principal	72,594,873	65,484,250	58,232,127	52,601,504	48,125,881
Total Projected Outstanding Principal	81,481,873	90,983,250	110,336,127	164,733,504	192,751,881
General Debt per Capita	1033.98	1154.55	1400.13	2090.42	2445.97

Budget Evaluation Method throughout Life of Transition Plan

Generally, the city prepares a CIP on a biennial basis to project future borrowing needs and determine capacity. By detailing the major spending requirements, policymakers can develop financing plans, coordinate city needs, and plan for future risks and needs. The CIP reflects the best judgment of city officials at the time of its creation. Changing capital priorities, fiscal constraints, and additional needs are likely to manifest before the program is completed. Projects planned for future years may be delayed or dropped if fiscal conditions change or projected funding streams do not materialize. Thus, the CIP is not a legally binding document and is flexible, changing as required.

The Finance Department also prepares a long-term financial forecast to analyze the city’s capacity to afford major new expenditures and to examine recent and anticipated trends in revenue, expenditures, debt, and unfunded liabilities. This comprehensive analysis permits the scheduling of funding sources to balance debt service and operating expenditures, determine available debt capacity and acceptable debt service levels, and maximize intergovernmental aid for capital expenditures. Through this process, budgeting for improvements to streets, sidewalks and buildings will be assessed and as a part of the project ecosystem and adjusted as funding allows.

While most departmental requests have merit, the city’s projected financing resources fall short of accommodating all requests. Very difficult decisions must be made as to what projects receive funding in any given fiscal year. In this environment, the city proposes scheduling this ADA Transition Plan to be carried out over a period of twenty (20) years, and assessing progress over the life of the investments.

Impact of Increase Beyond Threshold Amount: Undue Financial and Administrative Burden

The city must find a balance between preserving and rehabilitating current assets and enhancing opportunities and amenities for its residents. The city must also practice conservative fiscal management, and not overleverage debt service and its taxpayers. Except for projects or improvements authorized by a Proposition 2 ½ Debt Exclusion vote of the electorate, long-term debt for general financing for general municipal purposes shall be constrained to five to seven percent (5-7%) of total General Fund expenditures. This benchmark measures the city's ability to finance debt within its current budget, similar to the measurement of household income dedicated to mortgage payments. This is the most immediate measure of ability to pay; however, it only examines the ability to pay for debt within a community's existing budget.

Achieving the goals laid out in SomerVision, the city's comprehensive plan, will already require a substantial investment in public infrastructure. Somerville has made a generation's worth of improvements in only the last few years to the city's transportation and utility infrastructure, including completed projects on Somerville Avenue, Washington Street and in Magoun Square, and projects underway in Assembly Square, on Broadway in East Somerville, and on Beacon Street. Moving forward, the Green Line extension project must be completed on time, the Community Path extended, and sewer, sidewalk and roadway improvements must be funded and built. A modern infrastructure network is critical for making our neighborhoods safer, more accessible, and more attractive, for our local economy to function well, and is a prerequisite for future growth. This ADA Transition Plan seeks to incorporate accessibility into new projects and remediate existing issues while respecting currently ongoing infrastructure investments and growth plans.

Budget Modes: Impact of Funding at Higher Levels

While it is true that increasing funding above what has been proposed in this Plan could enable the City to accelerate compliance, the recommended ADA Transition Plan timeline seeks to balance the remediation of existing issues with the city's fiscal and administrative capacity.

It is important to note that many of the city's ongoing capital projects already encompass ADA remediation. These projects include streetscape reconstructions (Davis Square, Central Broadway), building renovations (West Branch Library, City Hall), and park redesigns, among others. Together, these city projects represent a higher level of investment separate and apart from what has been proposed for ADA compliance-specific projects.

Funding Transition Plan items such as sidewalks, curb ramps, and building improvements at a higher level or over a shorter time span would risk either overburdening the city's finances or create tension between remediation and growth projects.

The city feels that, at this time, the proposed investment schedule will make progress on the existing ADA compliance backlog while not overleveraging the city. Additionally, during the annual budget and CIP process, adjustments can be made based on the most up-to-date conditions and projections.