



## MEETING POSTING

### TOWN OF NANTUCKET

Pursuant to MGL Chapter 30A, § 18-25

All meeting **notices and agenda** must be filed and time stamped with the Town Clerk's Office and posted at least 48 hours prior to the meeting (excluding Saturdays, Sundays and Holidays)

**RECEIVED**

2020 JAN 15 AM 10:07  
NANTUCKET TOWN CLERK  
Posting Number:T 1314

**Committee/Board/s** | Nantucket Historical Commission

**Day, Date, and Time** | Friday, January 17, 2020 10:30 AM

**Location / Address** | **Nantucket Atheneum Learning Lab, 1 India St.**

If there is no quorum of members present, or if meeting posting is not in compliance with the OML statute, no meeting may be held.

## NANTUCKET HISTORICAL COMMISSION

**Signature of Chair/Authorized Person** Hillary Hedges Rayport

**Please note:**

[www.nantucket-ma.gov](http://www.nantucket-ma.gov)

**Commissioners:** Clement Durkes, Angus Macleod (Vice Chair), Tom Montgomery, Georgia Raysman, Mickey Rowland, Hillary Hedges Rayport (Chair), David Silver (Secretary)

**Associate Commissioners:** Ben Normand, Don DeMichele **Staff:** Holly Backus

**NB NEXT MEETING DATES: February 24th 10:30 - 1:00; March 20th 1:00 - 3:00  
April 17 1:00 - 3:00; May 22 1:00 - 3:00**

## AGENDA

*Listed below are the topics the chair reasonably anticipates will be discussed at the meeting.*

- Establishment of a Quorum
- Public Comment
- Approval of the minutes of the 12/09/19 meeting
- Consent Agenda
  - Roundabouts with Nantucket in Mind – Report to the Select Board
- Historic Pavement and Sidewalks
  - ATM 2020: PB sponsored and possible SB sponsored actions
  - Upcoming Transportation initiatives: review
    - In town bike path (Orange Street)
    - Complete Streets projects
  - Sidewalks – Standards for repair
  - Response to concerns: Judith Chase Lane
- Staff Update
  - Working Group/ CPC Grant RFP update (BWNiM)
  - Training – National Alliance of Preservation Commissions CAMP
  - MVP Grant RFP update
- Communications
  - Town Website - Mission statement
  - Postings
  - Social Media

## Minutes of Nantucket Historical Commission Meeting - December 9th, 2019

**Commissioners Present:** Tom Montgomery, Georgia Raysman (by phone), Mickey Rowland, Hillary Rayport (Chair), Angus MacLeod (Vice Chair), David Silver (Secretary) and Ben Normand (alternate commissioner)

**Others Present:** Holly Backus (staff)

**Public Comment:** N/A

Tom: Motion to approve minutes

All in favor: Hillary, David, Clement, Tom, Angus, Mickey, Georgia and Ben

### **Staff Update:**

- Holly is participating in a webinar- effects of climate change on preservation. Webinar – anyone can sign up. This Thursday at 10:30
- **Wind Farm update** – letter sent from Lauren Sinatra. Letter sent to National Parks Service. NY has come up with a good set of standards. At least 20 miles away. We need to have that done for MA as well. 110F – Preservation Act. Protects national historic district. Expert counsel has been hired to ensure our efforts are considered. We are asking for the height to be considered. What are the cumulative effects? What has been learned since Cape Wind? Asking for mitigating effects prior to receiving the adverse effects. Goals is to get the whole story. Because this technology is advanced and improving every day, we want to make sure that the public is being informed and kept up to date on any new information we receive. We can make an update for the select board or for public consumption so that we can share appropriate facts and information. We want to tell the story, not have it told for us. Holly suggests a representative on the Wind Farm work group from the NHC. Holly will let the commission know process and timing of this.
- **Flood Mitigation for Historic Buildings.** There is a new guidance released by the US Park Service on the flood mitigation for historic buildings. Follows the Secretary of Interior standards. This will be a great tool for us to create our guidelines.
  - a. Municipal Vulnerability Preparedness - provides support for cities and towns in Massachusetts to begin the process of planning for climate change resiliency and implementing priority projects.
  - b. This is good for historic districts. Minor setback with RFP process, but have spoken with 4 consultants. And received 4 bids – but not yet found the right bid at the right proce. Hopefully we will get quality consultant that will fit into budget. This will also supplement BWNiM (Building with Nantucket in Mind).
  - c. Historic building surveys now has funding – draft RFP and get consultant to assist.

### **Update on Milestone Road Report**

-NHC gave our report to the select board, select board sent letter to the DOT. Discussed at NPEDC meeting in November.

-DOT has officially responded in writing to SB concerns – “no granite curbs because they wanted more money for safety measures (i.e more signs)”. They said they would continue to evaluate the sign plan and decide what if any signs currently in the plan could be omitted. Anyone driving the road can see that many signs have gone up. The Do Not Pass signs have not been mounted, even though the posts are all in position.

The Commission discussed what, if anything, should be said in response to the DOT letter. The Commission decided to collect data on what signs had been put up, and which were still missing, and report back to the Select Board.

### **Update on Bartlett Road Roundabout**

-NHC submitted Section 106 commentary to the DOT and MHC per official process. The report was also shared with the NP&EDC at their request, and discussed at their Nov 18<sup>th</sup> meeting. Mickey Rowland was present. Some NP&EDC commissioners were commented positively about the potential for mini roundabouts, but staff (Mike Burns and Andrew Vorce) opposed a mini roundabout at this location. School committee members were present, opposing any roundabout for reasons of safety. At last week’s Select Board meeting, the Board appeared inclined to defer the necessary \$200,000 of additional funding request for roundabout design, due to other higher transportation priorities.

**Discussion:** We did a lot of work on the mini roundabouts and we should adapt our Bartlett Road report into a general commentary to the Select board. We will have another rotary and mini roundabouts ought to be considered.

### **II. Upcoming Transportation Initiatives:**

-Projects that have state funding that involve sidewalks, crossing, intersections in Old Historic District (OHD).

-NHC wants to see plans and review them to see the nature of the work in the OHD.

-Information should be available for us to review – a matter of getting it from Rob.

-If work has state funding, it must be reviewed... NHC thinks that it is appropriate we view the plans. Hillary formally requested these in writing from Planning and Transportation in writing – no response yet.

### **III. Annual Town Meeting Articles NHC may support**

1. **139-20.1:** We want to formalize process for a curb cut in OHD. If you apply for a curb cut, you need HDC approval before going to DPW. Streamlines and clarifies the process of getting a curb cut in OHD. Language may need to be fleshed out, but core historic districts are primary focus. Holly is working with Planning Board on this.
2. **Article 7: Bylaw 127-19** – This is law that says “**you can’t add traffic light, pave unimproved road, add additional lanes for traffic unless you go to ATM**”... We propose amending the

law to include “**you can’t remove historic pavement from its’ site**”. NHC is investigating with Planning Department and Select Board how to get this drafted and which groups, if any, would support it at Town Meeting.

#### **IV. Curb Cuts and Streetscape**

- Pavement work at Judith Chase Lane. NHC sent letter to Town Manager with concern and photos.
- In response, SB questioned DPW and requested DPW work with NHC and also convene the sidewalk workgroup.
- DPW agreed to convene group and work with NHC, address concern.
- There is a lot of work to be done on sidewalks— We owe it to our historical assets to work with materials properly and get expert advice. NHC has an interest in creating a “Friends Group” to raise money privately and make gifts to the town. Hillary is spearheading this effort.
- Key is developing this in a collaborative way with the DPW and the town.

#### **V. Update on the Working Group with HDC – updating Building With Nantucket in Mind**

- Joint Work Group needs to be created with the two commissions – HDC on board with this
- HDC already has their own organizational work group and subcommittee. We have our subcommittee as well – Georgia, Mickey and Hillary.
- Let’s get a date for the joint work group – shooting for late Jan or Feb with the two subcommittees

#### **Moving Forward**

##### **I. Training in May**

- HDC included and other groups have been invited as well.
- Will discuss details at January meeting

##### **II. Ambassador Program**

- Clement is spearheading this project

#### **Next Meeting:**

January 17<sup>th</sup> next meeting for NHC at 10:30 in Atheneum

#### **Winter/Spring Planning:**

Future meetings will be:

February 24th 10:30 - 1:00

March 20th 1:00 - 3:00

April 17 1:00 - 3:00

May 22 1:00 - 3:00

Location TBD

#### **Meeting Adjourned**

## **Roundabouts with Nantucket In Mind** *Draft pending NHC approval*

Nantucket's transportation department favors roundabouts as a method of intersection control. The Transportation Improvement Plan (TIP) lists potential roadway projects and in 2019 includes eight proposed roundabouts.

The Nantucket Historical Commission has researched roundabouts in order to recommend an aesthetic and design approach that will meet Nantucket's traffic control needs and be harmonious with the historic context of Nantucket. This document comprises our recommendations, which can be summarized with four key points.

- Whenever possible, Nantucket should employ "mini roundabouts" rather than larger "modern roundabouts."
- Signage should be kept to a minimum
- Materials and landscaping should harmonize with our historic and natural context.



Nantucket has one modern roundabout, at Sparks Ave and Hooper Farm Road. The Milestone Rotary is not a roundabout, because it does not deflect and slow traffic on Orange Street, and includes stop controls rather than four yield controls.

### **An alternative approach: The mini roundabout**

All but one of the proposed roundabouts in the TIP are modern roundabouts with raised center islands, similar to the one at Sparks Ave and Hooper Farm Road. An alternative approach is the mini roundabout, a smaller version of the modern roundabout, which was developed in the United Kingdom for use in towns and urban centers. Mini roundabouts are used successfully in historic towns across Germany, the UK, and France. They are beginning to be used in the US, and have been studied and recommended by the Federal Highway Association.

On Nantucket, scale is of utmost importance. In the case of buildings, a larger volume can be achieved more successfully through additive massing, rather than building larger single structures. Similarly, scale is important in street design. – our streets contribute to our status as a National Historic Landmark. As architect Catherine Garland points out: *Nantucket roads were built for simple purposes and wagon transportation. Some of the most delightful paths on the island are those narrow, curving rural lanes leading out of the main town....Each memorable path forms the stage for the interplay of people, architecture, and nature.*

Times change and Nantucket is no longer a simple, quiet place. But in responding to growth, Nantucket’s planners should seek out ways to include the scale the island was first designed for, and employ forms that are harmonious with the existing context.

The NHC believes mini-roundabouts, which are smaller versions of modern roundabouts, can be styled to fit naturally on Nantucket. Nantucket has numerous small “squares,” unconventional traffic circles, and areas where streets come together irregularly. For example, the Civil War monument, Caton Circle, and the five corners intersection. A mini-roundabout is reminiscent of these more spacious nodes, but provides a structure necessary for efficient traffic flow. While they are less common in the US, mini-roundabouts are used successfully in historic settings all over the UK and Ireland. They are reminiscent of street patterns that evolved over time in early towns.



Nantucket has numerous small “squares,” unconventional traffic circles, and areas where streets come together irregularly. This “node” is not compliant with modern road design. But it is a physical and emotional gateway to the historic town, and is quintessentially Nantucket.

### **What is a mini roundabout?**

A mini roundabout is similar to a modern roundabout in design but with an inscribed circle of 50 – 90 feet and a fully traversable flush or domed (up to 5” elevation) center island. Splitter islands are typically used, but can be either raised, mountable, or flush (painted). Due to its small size, a mini-roundabout can often fit in an existing intersection with minimal need for taking of land.



Mini roundabouts are 50-90 feet across, with a fully traversable center, which can be domed or cobbled.

A properly designed mini-roundabout has the safety, traffic flow, and environmental benefits of a larger roundabout, but is smaller in size. The smaller diameter works because large vehicles can still pass through them, due to the traversable center island. In all cases, a mini-roundabout is yield controlled and designed to deflect incoming traffic, forcing vehicles to slow down in order to navigate the circle. Raised splitter islands can assist in the forced slowing of traffic.

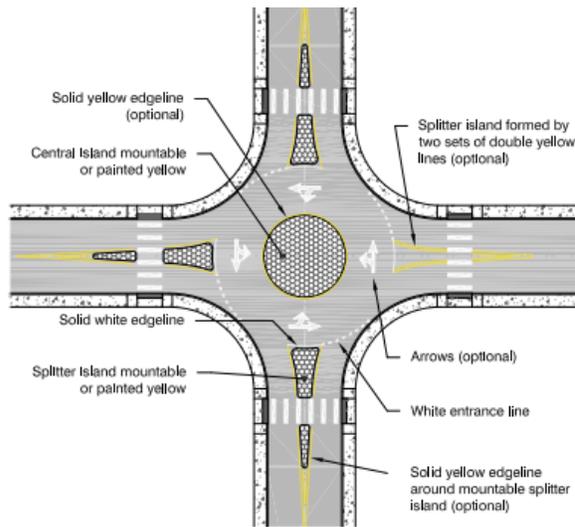


Figure 6: Sample Pavement Marking Plan for a Mini-Roundabout

Because of a mini roundabout's small size, crosswalks are placed similarly to traditional intersections. This avoids the long and confusing pedestrian crossings associated with larger roundabouts.

### Pedestrians

The small size of a mini-roundabout allows pedestrians to avoid the long and confusing crossings associated with larger roundabouts. Approaching vehicles must slow down, look for pedestrians and other vehicles, and stop if there are pedestrians in the crosswalk or vehicles in the traffic circle.

### Central Islands and Ornamentation

A mini-roundabout on Nantucket could have a domed but traversable surface of cobblestone or Belgian Block. This is consistent with the urban and rural plan of the island and would blend in easily.

The aesthetic challenge of modern roundabouts with raised, planted center islands is they are engineered structures that take up much more land than an intersection but exist only for traffic control. The center island is lost space without utility beyond channeling cars. Nantucket should stay looking distinctively Nantucket, which means taking design cues from the historic town and natural setting. We recommend caution regarding ornamenting the natural landscape with pocket parks and decorated center islands, which can appear contrived. A natural setting with native vegetation might be more appropriate, attractive, and easy to maintain.

### Cost

Mini-roundabouts are much less expensive to construct than modern roundabouts. Nantucket's 2020 Transportation plan proposes a mini-roundabout at Old South Road and Amelia Drive, at an estimated construction cost of \$233,972; compared to \$2 million for a modern roundabout just down the street at Fairgrounds and OSR.

### Exceptions

Mini-roundabouts are not recommended everywhere. According to the Federal Highway Administration, travel speeds should be 30-35mph or less. If expected volume exceeds 15,000 cars per day, a detailed capacity analysis is necessary to project operations. Note that this is not an interdiction – rather a guideline for traffic planners. Many factors are considered when selecting intersection design. Decreasing wait times are one priority; aesthetics, land use, and cost are also priorities.

### **Conclusion**

When altering the network of Nantucket streets, planners take into account the history and distinctive visual quality of the island. Scale is critically important and informs the feeling of the built environment and Nantucket's "special visual quality".

There are examples on Nantucket of both small "traffic circles" (Caton Circle, The Civil War Monument on Main Street, the Sconset rotary) and large irregular intersections (five corners, four corners). While these do not function as roundabouts, they are visual models that help make mini-roundabouts make sense.

The FHWA recommends mini-roundabouts for space-constrained areas with lower speeds and volumes. The NHC believes mini-roundabouts are well suited to many areas on Nantucket.

When a roundabout is the preferred intersection control, the Nantucket Historical Commission recommends the use of mini-roundabouts.

There may be instances where capacity analysis show traffic will flow faster, at peak times, around a larger modern roundabout than around a mini roundabout, because the larger circle allows more vehicles to circulate at once.

We recommend the Select Board consider that while decreasing wait times is one priority; aesthetics, land use, and cost are also priorities. It may be that minimizing wait times at peak is not always the dominant priority, when all factors are considered.

Regardless of the type of roundabout, the NHC recommends limiting signage as is the case at the Sparks Ave roundabout. The landscape plan should be responsive to Nantucket's natural landscape, and should be reviewed by the NHC and or HDC as plans are developed.

Please contact [NHC@nantucket-ma.gov](mailto:NHC@nantucket-ma.gov) with questions and comments.



Charles D. Baker, Governor  
 Karyn E. Polito, Lieutenant Governor  
 Stephanie Pollack, Secretary & CEO  
 Jonathan L. Gulliver, Highway Administrator



**MAILED**

October 23, 2019

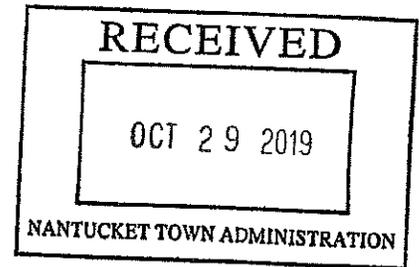
OCT 24 2019

**DISTRICT 5**

District File # 1390

**SUBJECT:** CONSTRUCTION – NANTUCKET -- Roadway Reconstruction and Related Work  
 along a Section of Milestone Road  
 Contract # 104671 FA# HS(HRR)-003S(183)X  
 RE: Nantucket Board of Selectman Requests

Town of Nantucket  
 Ms. Libby Gibson, Town Manager  
 16 Broad Street  
 Nantucket, MA 02554



Dear Ms. Gibson:

This letter is in response to your correspondence dated October 4<sup>th</sup>, 2019 in which you provided comments from the Nantucket Historical Commission along with recommendations from the Board for MassDOT to consider. MassDOT along with GPI, the project consultant designer, are reviewing the comments. As you are aware the current project is the result of a Road Safety Audit conducted by MassDOT in conjunction with the Town of Nantucket. The projects design intent was to improve safety and reduce crashes, as such the focus was on safety features including signage, pavement markings, roadway realignment, and bus stop upgrades.

1. GPI and MassDOT are reviewing options to remove signage and will forward to the Town for concurrence once the review is complete
2. Alternate curbing materials were considered during the design process based on function, durability, aesthetics, and cost. Ultimately the HMA curb was selected as the most effective alternative that would allow for the project to incorporate as many safety improvements as possible with available funds.
3. The thermoplastic line markings will be MassDOT's standard width of 6 inches. This is the same size and material previously in place on Milestone Road. MassDOT does not utilize thinner lines on any MassDOT roadways, from interstates to rural roadways 6-inch lines are the standard. MassDOT uses thermoplastic line markings with great success, Thermoplastic offers greater longevity and long-lasting reflectivity. MassDOT does not recommend water based or oil-based paints for permanent applications due to the regular maintenance required to maintain visibility and nighttime reflectivity.

District 5, 1000 County Street, Taunton, MA 02780  
 Tel: (508)824-6633, Fax: (508)880-6102  
 www.mass.gov/massdot

**Milestone Rd. Signs****East Bound****West Bound**

	Plan	Installed		Plan	Installed
Ped Crossing Here	12	1		13	0
Ped Crossing ahead	9	10		10	11
Yield to Ped crossing here	1	1		1	0
Deer	7	5		6	5
Do not pass / no passing	12	0		12	0
equestrian	2	2		1	1
Speed limit 45	7	7		6	6
Warning / Side Road	2	2		4	3
Misc. other signs	13	3		21	14

Total	52	28		53	26
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54%

49%

Grand total

105

54

51%

Based on December 2019 road audit

**ARTICLE \_\_**  
**(Zoning Bylaw Amendment: Driveway Access)**

To see if the Town will vote to amend Chapter 139 (Zoning) of the Code of the Town of Nantucket, Section 20.1B, as follows (*NOTE: new language is shown as highlighted text, language to be deleted is shown by strikeout; these methods to denote changes are not meant to become part of the final text and, further, that non-sustentative changes to the numbering of this bylaw be permitted in order that it be in compliance with the numbering format of the Code of the Town of Nantucket*):

Regulation of driveway access. No building permit in connection with a building or use which creates a new driveway access onto a public right-of-way, or private right-of-way intended for public use, shall be issued, nor use established, until such driveway access has been approved by the Nantucket Department of Public Works (DPW), as complying with the requirements of § 139-20.1B(2). This requirement may be waived for individual driveway accesses on lots shown on a definitive subdivision which has been endorsed by the Planning Board pursuant to the Subdivision Control Law, MGL c. 41, § 81K et seq., and for which a certification by the DPW has been received by the Planning Board that the driveway accesses within the subdivision comply with the requirements of § 139-20.1B(2). A Certificate of Appropriateness issued by the Nantucket Historic District Commission (HDC) is required prior to driveway access approval by the DPW for lots located within the “Core Historic Districts” as shown on the map entitled “Core Historic Districts”, dated April 9, 2019, as may be amended from time to time by the HDC .

Or to take any other action related thereto.

*(Select Board for Planning Board)*

## Nantucket Historical Commission ATM 2020 bylaw amendment

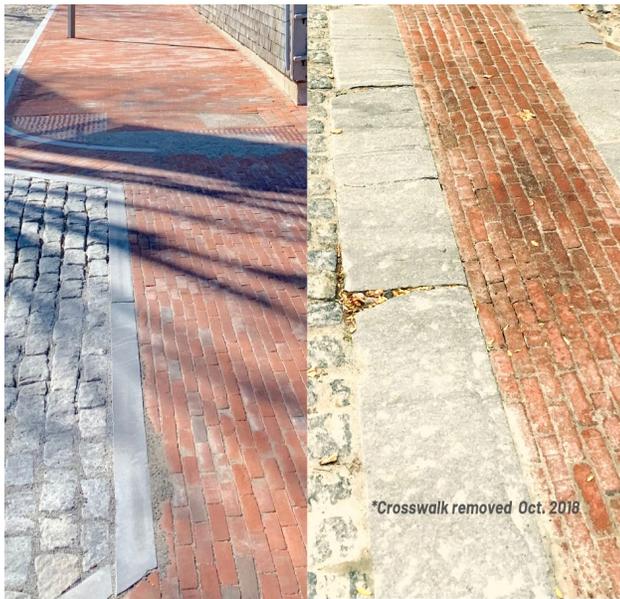
Amending Town Bylaw: Articles VII Road Construction 127-19 Limitations on road improvements and construction

*This article limits the Town's ability to install traffic lights, widen roads, construct new streets, and pave unimproved roads. The reason given for these limitations is "to preserve the historic character of its road system".*

**Concern:** Because Nantucket is exceptional for the quantity of historic paving material which exists as the original context for a historic town; and because historic pavement is a publically owned National Historic Landmark artifact of interest to students of history, especially where in-tact and in its original location; and because this pavement has over the years and including quite recently been removed, relocated, lost, and damaged through construction; consideration of how to prevent this from occurring in the future is desirable.

**Proposal:** To add a sixth limitation on road construction, also for the purpose of preserving historic character, that limits: removing, relocating, or causing to be destroyed historic pavement and street artifacts (such as curbs, cobblestones, setts, and flagstones, stone bollards and markers). This limitation would apply as well to the Town Overlay district (because this is where most of this historic material exists).

**Need, purpose, and compliance:** Nantucket's historic pavement is a durable material that has served the town for nearly 200 years and, with routine maintenance, should serve the town for 200 more. This proposed amendment would obligate the Town to practice a level of stewardship it already meets and aspires to: preservation of historic assets. Replacing historic pavement with new pavement can be attractive because it is expedient. For example, the 1837 schist curbing at the Pacific Club was removed because the construction plan provided to the DPW's contractor required a 12" curb, but the existing curbs were 10". Flat but somewhat narrower than typical crosswalks were removed and replaced based on typical ADA guidance (see photos). This amendment would require architects and engineers engaged by the Town meet usage and accessibility needs through thoughtful design, rather than tearing out the old and replacing it with what can be easily specified. This amendment would also clarify the contribution historic pavement makes to our town. Take for example, the stone slabs crossing Upper Main Street. Are they non-compliant crosswalks that need to be removed, or street artifacts, that should stay? This amendment would be instructive. Finally, home and business owners would be on notice that where private projects intersect with public property, additional care is warranted; something that helps the HDC and DPW with the COA and curb cut process. In this case, enforcement would be through existing channels.



**Cost to the Town:** Aside from the cost of Town Council to review and draft the proposed amendment, complying with the law would probably increase some costs and lower others. The Town would save money by leaving undisturbed the durable pavement that is functioning well in its location. But some projects could become more complex. In the case of the new sidewalks by the Pacific Club, retaining the existing curbs and crosswalks would have reduced construction cost, but may have added design and administrative costs, if MAAB waivers are required and historically appropriate solutions to widen sidewalks took more time to develop. Historic pavement, if left in-tact and in a condition that would allow it to endure, may require maintenance in 10 – 15 years, vs. a hardened modern surface that would demand less maintenance but would require complete replacement after a 30 year life. Aside from cost, Historic materials have other benefits such as being flexible, being permeable, and, of course, being beautiful and unique to Nantucket. There may be concern that extending this bylaw to protect historic pavement will slow down necessary roadwork. This does not have to be the case; but more importantly the whole purpose of this law in its current form is to limit road construction in order to prevent mistakes caused when the Town or developers undervalue or misunderstand historic assets. The sixth clause would be no different.

\*Source: January 10, 2019 DPW information session, Downtown Sidewalk Improvement Plan

## Articles VII Road Construction

### **127-19 Limitations on road improvements and construction.**

[Amended 4-12-2004 ATM by Art. 61, approved 9-3-2004]

**A.** The Town will preserve the historic character of its road system by prohibiting the following improvements or construction for any publicly owned way or street on Nantucket unless an exception of any of the following standards is expressly authorized by a vote of Town Meeting:

- (1) The installation of automated traffic signals;
- (2) Road widenings for the purpose of increasing motor vehicle travel capacity;
- (3) The construction of travel lanes dedicated as turning lanes for motor vehicles;
- (4) The construction of new public streets; and
- (5) Paving of any unimproved publicly owned streets, ways, or roads.

(6) Insert new language protecting historic pavement (such as curbs, cobblestones, setts, and flagstones, stone bollards and markers)

**B.** This section shall not apply to state roads, ways pursuant to the Subdivision Control Law, and common driveways.

#### **Exceptions.**

Exceptions to the above prohibitions are:

**A.** Areas located within the Town Overlay District (not including traffic signals or road widenings for vehicle capacity or removing or relocating historic pavement) as depicted on the map entitled "Town and County Overlay District," dated January 2, 2002, Nantucket Planning and Economic Development Commission (Article 37, 2002 ATM) as duly amended and on file at the Town Clerk's office.

[Amended 4-12-2004 ATM by Art. 61, approved 9-3-2004]

**B.** Reconstruction of road beds and resurfacing of paved roads in existence prior to the effective date of this article.

**C.** Road improvements (not including traffic signal systems) as required by the Planning Board in conjunction with the approval of subdivision plans.

**D.** Reconstruction of existing road drainage systems or construction of new drainage systems, provided that such systems are equipped with petroleum separation and capture per Massachusetts Department of Environmental Protection standards.

**E.** Bike paths and bike lanes.

[Amended 4-12-2004 ATM by Art. 61, approved 9-3-2004]

**F.** (Reserved)<sup>[1]</sup>

[1]

*Editor's Note: Former Subsection F, excepting works pursuant to Town or county road construction under state grant, as amended, was repealed 4-12-2004 ATM by Art. 61, approved 9-3-2004.*

**G.** Road improvements on First Way required by the Planning Board or the Board or Selectmen to support affordable housing, such housing defined herein as that housing intended primarily for year-round residents earning up to 150% of median family income, as determined by the U.S. Department of Housing and Urban Development, and sponsored by a municipal entity, the Housing Authority or its designated nonprofit; housing required in connection with § 139-11J (MCD); or housing on lots subject to a Nantucket Housing Needs Covenant.

[Added 4-15-2003 ATM by Art. 71]

## **Sidewalk Improvement Plan – Phase 1 Implementation Strategy – DRAFT**

### **1. Project Sponsor, Project Manager (PM), and Responsibility:**

Sponsor – Town of Nantucket

Project Manager – Chuck Larson (DPW)

Engineering Consultant – Dan Mulloy (Site Design Engineering, LLC)

Responsibility – oversee procurement, survey, design approval, contract management, construction oversight, scope management, and project closure.

### **2. Justification:**

Plan reference – 2016 Regional Transportation Plan (Section 6.7).

Goal – Offer an array and interconnection of transportation modes to the traveling public.

Objective – Expand and maintain an island wide system of shared-use paths, recreational trails, and sidewalks by seeking funding to repair, modify, and install accessible and obstruction-free sidewalks and paths between the following areas: ferry terminals, downtown public and cultural areas, bike paths adjacent to the downtown area, the Hospital, Schools, and mid-island commercial areas.

### **3. Budget Summary:**

Budget approved – FY 2017 CIP

Budget Amount – \$1,500,000

Org/Object – 02420/97277

### **4. Priority, Location, and Description of Work:**

This project will improve sidewalks along the following ten street subareas (See Exhibit A):

Priority	Sub-phase/Street	Location
1	A - Main St	South side from Fair to Orange
	B - Main St	South side from Orange to Union
	C - Main St	South side Union to Washington
	D - S Water at Main	Pacific Club/both sides Main St from S Water St to Candle/Easy St
	E - Lower Main	North side from Easy St to New Whale St
2	F - Easy St	East side from Oak St to Main St
3	G - Broad St	"Strip" Easy to S. Beach both sides
4	H - Washington St	Southwest side from Coffin St to Town pier parking lot

Work will include reconstructing or widening of these facilities to address all State (521 CMR – Architectural Access Board) and Federal (ADA) requirements for ramp and crosswalk design, sidewalk cross slope, width, and access to businesses.

## 5. Approval Requirements:

Conservation Commission – Request for Determination

Stakeholder Group – review and prioritization of design developed by Site Design, Inc.

County Commissioners – right of way acquisitions at Broad St/Easy St and Washington St

## 6. General Requirements:

### Accessibility:

- a) Sidewalk: Sidewalks shall be sloped away from buildings to no more than ¼” to foot maximum toward the street with a maximum cross slope of 2%, a maximum running slope of 5%, and a minimum unobstructed width of 36”.
- b) Curb ramps: The width of curb ramps must be rebuilt to a minimum width of 36” with a maximum 8.33% running slope.
- c) Crosswalks: Brick crosswalks must be rebuilt to a minimum width of 6’ with a maximum 2% cross slope and maximum 5% running slope.
- d) Tree Roots: It shall be the responsibility of the Contractor to contact the Town Arborist prior to commencing any work involving tree roots.
- e) All structures, including but not limited to: tree grates, window wells, granite curbing, benches, utility boxes, and manholes, etc should match the elevation of the new brick sidewalk.
- f) Foot traffic in and out of businesses affected by construction shall be maintained at all times.
- g) At the end of each working day, the site is to be cleaned and all equipment, if any, shall be removed off site. No open sand areas shall be left overnight. There shall be no gaps in the brickwork.

### Safety:

- a) It shall be the responsibility of the Contractor to erect all necessary signs, lights and barricades to protect the general public. The Contractor shall obtain the necessary “Street/Sidewalk Blocking Permits” from the Board of Selectmen’s Office.
- b) The Contractor shall be responsible for contacting Dig-Safe at 1-(888)-344-7233 and obtaining a “Dig-Safe” number prior to any excavation work.

### Quality:

- a) All work shall be done in a workman-like manner to the satisfaction of the Director of Public Works or his/her designee.
- b) The contractor shall guarantee his work against defective workmanship for a period of one (1) year.

### Materials:

- a) Bricks: The bricks shall be Stiles and Hart brick (need specification). Dimensions: 3 5/8” x 2 ¼” x 7 5/8, Sidewalk quality or equal. No substitution without prior approval by the Historic District Commission and the Director of Public Works. If requested, a sample of substitution shall be submitted by the Contractor for inspection. Bricks, stone dust, etc. shall be supplied by the Contractor. All materials must be approved by the Director of Public Works, or his designee, prior to installation by the Contractor. It shall

be the responsibility of the Contractor to keep a stockpile of approved materials for use under this contract, or be able to obtain same in a timely manner.

- b) All brick removed from project MUST be returned to the DPW yard on Madaket Road at contractor's expense.
- c) Bricks should be delivered to construction site as needed. New Bricks may be stockpiled at the DPW yard on Madaket Road.
- d) No overnight storage of bricks on site

**Utilities:**

- a) It shall be the responsibility of the Contractor to contact all utility companies having underground services in any area affected by this work.
- b) Drainage pipes, roof leaders, utility lines etc underneath the existing sidewalk should be kept in place and may be lowered in elevation if needed.
- c) All utilities shall be located and marked by Dig Safe. (888-DIG-SAFE)

**Traffic Control:**

- a) If the nature of the specified work will disrupt normal traffic flow, it is the responsibility of the Contractor to therefore provide at least one third party detail, signs and traffic control devices as required by the Chief of Police, or his designee, to maintain traffic flow through the work area. Every attempt shall be made by the Contractor to keep at least one lane of the street open for vehicular traffic. In all cases, the Contractor must obtain a Street Blocking Permit at least twenty-four (24) hours in advance of such closure and to provide signs designating detour routes approved by the Director of Public Works or his designee.

**7. Schedule summary (for discussion):**

December 2016:

- December 19<sup>th</sup> – Stakeholder review of description of work and schedule
- By end of December – Initiate survey and design of all subareas.

January 2017:

- January 31<sup>th</sup> – Stakeholder initial review of conceptual designs for all phases

February 2017:

- February 15 – taxi work group review of Lower Main – Phase 1E design
- End February/Early March – Final stakeholder review of design of Priority 1 sub-phases

March 2017:

- Early March – Bid construction of Priority 1 sub-phases
- mid-March – award contract for “a portion of Priority 1 sub-phases”
- End of March – continue design outreach for Priority 2 and 3 sub-phases

April 2017:

- By end of April – Complete reconstruction of “a portion of Priority 1 sub-phases”

Summer 2017:

- Finalize design of Priority 2 and 3 sub-phases
- Bid construction of Priority 2 and 3 sub-phases
- Initiate design of Priority 4 sub-phase (Washington St)

Fall/Winter 2017/2018:

- Complete remaining Priority 1 sub-phases
- Initiate construction of Priority 2 and 3 sub-phases
- Finalize design, permitting, easement acquisition of Priority 4 sub-phase (Washington St)

**8. Stakeholder list:**

Board of Selectmen

Town Administration (and Dave Fredericks)

DPW

Planning

Police

Commission on Disabilities

Town Association

Culture and Tourism

Roads and Right of Way

Steamship Authority – Phase 1A – Broad Street (north side rebuild, south side widening)

Chamber of Commerce

Alan Bell

Utilities

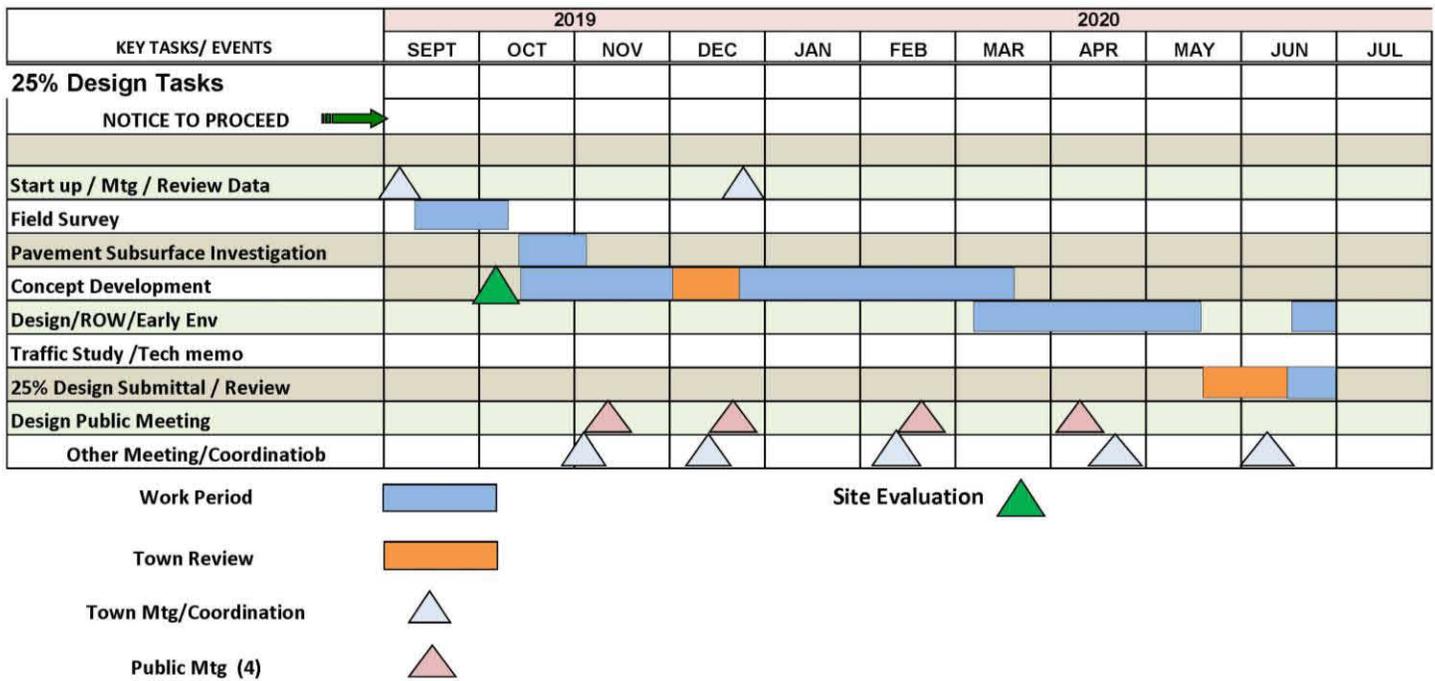
Response to Request for Response  
**Complete Streets Services**



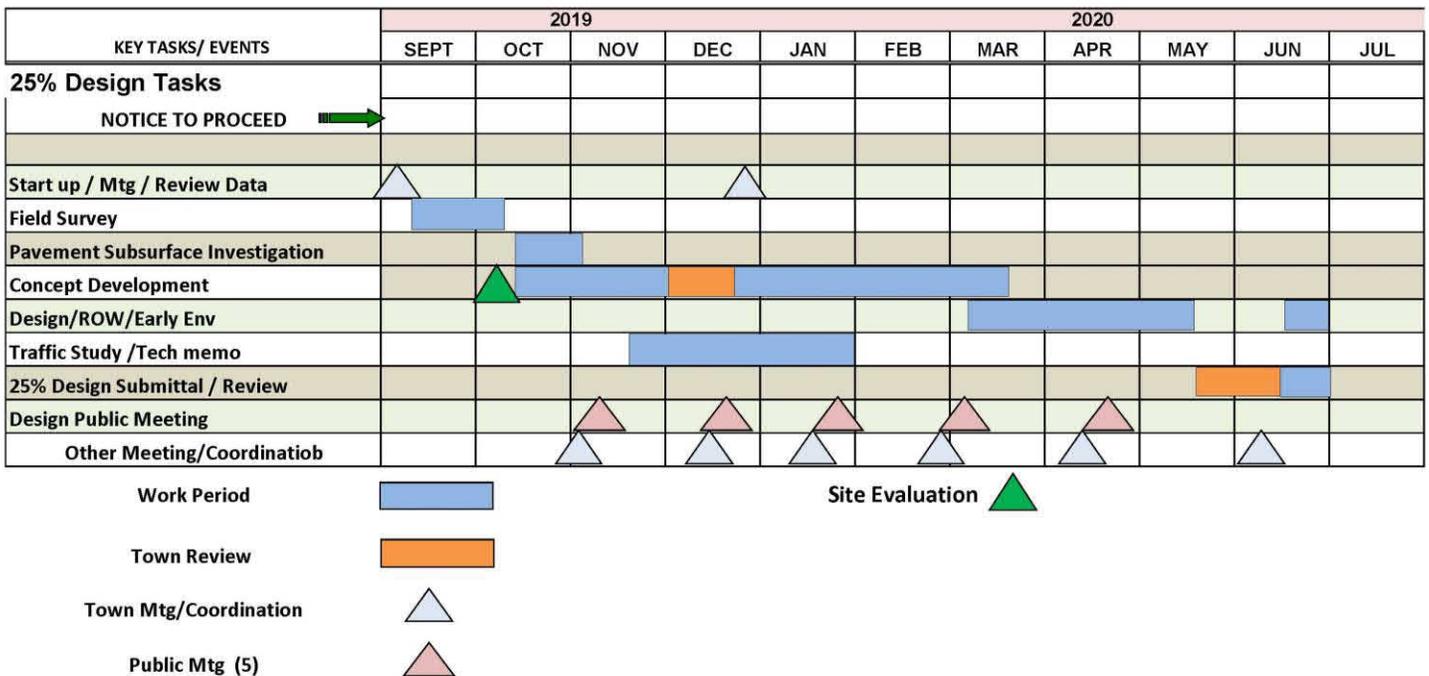
# 5 Schedule

The respective schedule for each of the three locations is presented below. The schedules assume that all three locations will be advanced simultaneously. We would anticipate a **10-month** overall schedule that includes Town review for the Sparks Avenue and Pleasant Street locations. The Williams Lane location will take **8-months** since this is a smaller project. All three locations will be completed by June 30<sup>st</sup>, 2020.

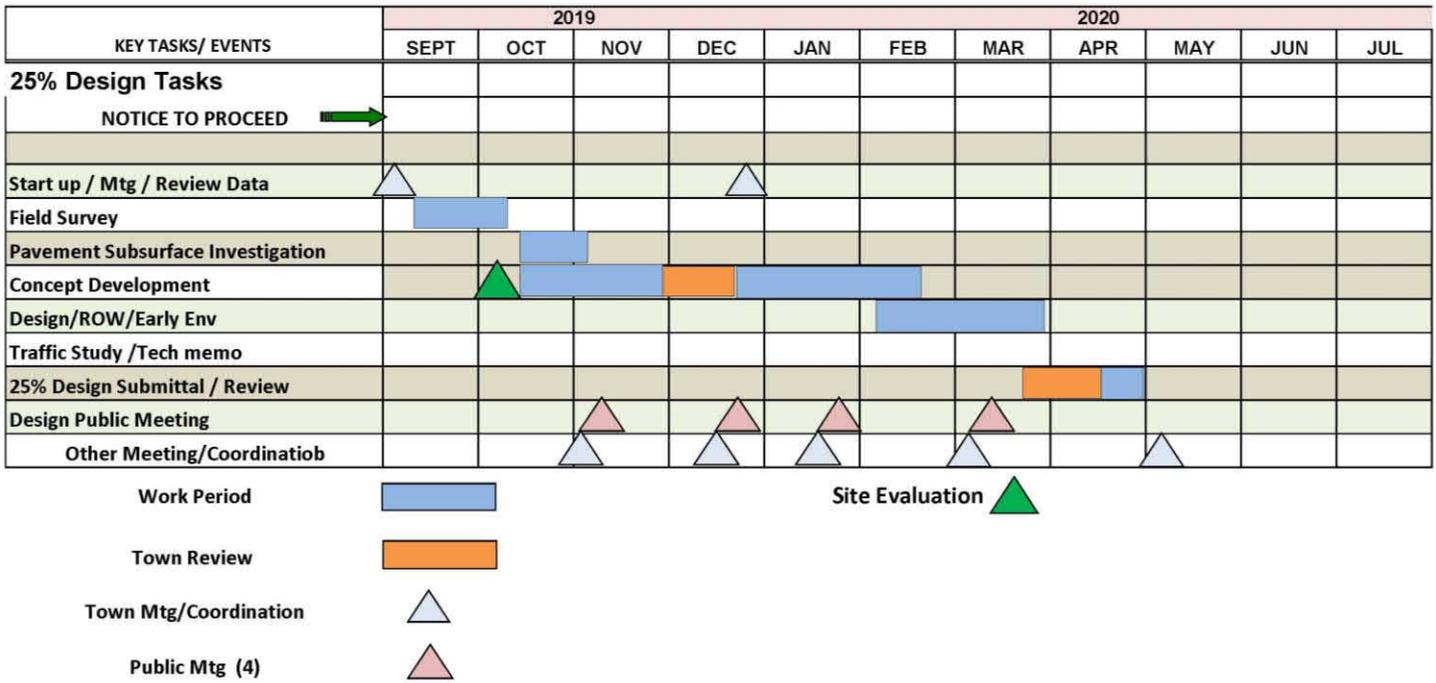
## Sparks Avenue



## Pleasant Street



### Williams Lane



NOTE: Review Time subject to MassDOT and TIP Schedule

## 6 Cost of Services

### Fee Table

Location	Task	Design Fee
<b>LOCATION 1</b> <b>Sparks Avenue</b>	Conceptual Plan	\$12,000
	25% Design	\$29,500
	Public Meeting (4)	\$5,000
	Survey	\$13,000
	<b>Total:</b>	<b>\$59,500</b>
<b>LOCATION 2</b> <b>Pleasant Street</b>	Concept Plan	\$18,000
	25% Design	\$34,000
	Public Meeting (5)	\$6,000
	Survey	\$14,000
	<b>Total:</b>	<b>\$72,000</b>
<b>LOCATION 3</b> <b>Williams Lane</b>	Concept Plan	\$4,500
	25% Design	\$18,000
	Public Meeting (4)	\$5,000
	Survey	\$5,000
	<b>Total:</b>	<b>\$32,500</b>
*Consolidated Meeting for all three locations.	<b>Total:</b>	<b>\$32,500</b>
	<b>Total Project Cost</b>	<b>\$164,000</b>

The above fees assume the design will be performed during the period reflected in the project schedule with design completion in June 2020.

As directed, the fees are based on each roadway advanced simultaneously, and all public meetings are independent of each location. There are savings/economies to be realized by combining the public meetings and coordination meetings for all three roadways. **This approach will produce a more efficient project design cost. In addition to efficiencies in design effort and fee, this approach would reduce the oversight efforts required by Town staff and allow for a more efficient public outreach process.**

## Scope of Work – Sparks Avenue between Surfside Road and Milestone Lane

This project will create an accessible walking and biking connection along Sparks Avenue from Atlantic Avenue to Milestone Lane in Nantucket, MA. The proposed improvements will connect existing sidewalks at Atlantic Avenue and create a complete sidewalk network on the south side of the street to Milestone Lane. This project proposes the following:

1. Remove and dispose existing bituminous berm and install new granite curbing,
2. Remove and replace the existing four (4) foot sidewalk and grass strip with a minimum eight (8) foot widened asphalt sidewalk,
3. Installing concrete accessible curb ramps with reduced corner radii and detectable warning panels,
4. Re-aligning and restriping crosswalks to reduce crossing distances for pedestrians, and
5. Installing warning signage.

This new sidewalk connects pedestrians and bicyclists with points west, Mill Hill Park, the Nantucket Cottage Hospital, Nantucket High School and athletic fields, the Lower Pleasant Business District, surrounding neighborhoods, and points east. The project is within a mile of the Nantucket High School/Special Education, the Nantucket Elementary School, the Montessori Children's House of Nantucket, and the Nantucket Lighthouse School.

The proposed technical approach/scope will follow the scope of work and requirements outline in the proposal and the design will be in accordance with MassDOT's standard design guidelines. The following text has been prepared to further clarify and define the intended scope of services:

1. **Field Survey / Base Plans:** This effort will consist of the following:
  - a. Compile right-of-way information. Research will include Town and State records for roadway layout and intersecting parcel lines. It is anticipated that formal, public layouts exist for project roadways. Property owner names will be obtained from the latest assessor files/plans. Layout Lines will be located and shown on the base plan.
  - b. Collect underground utilities information from the Town, involved state agencies, and private companies on their respective facilities. This will also include locating all utilities within the project area and may require the use of ground penetrating radar (GPR) to locate subsurface utilities, such as sewer, water, and drainage lines.
  - c. Establish control for the project. Survey will be tied into layout/property monuments (where these are visible). Establish existing topography for the project limits based on North American Vertical Datum of 1988 (NAVD88) and provide coordinates based on North American Datum of 1983 (NAD83) in English Units. Benchmarks shall be established and shown on the survey plan.
  - d. Compile detailed field survey to locate existing physical surface features within and adjacent to the project corridor. Limits of survey will be 300 feet on all the intersection approaches. Detail coverage will include such items as: property monuments, edge of pavement, walks, driveways, utility castings, utility poles, utility markings, overhead wires, walls, fences, major trees with tree size (greater

than 6 inches in diameter), tree line, signs, markings and signal equipment. Topographical survey coverage will extend up to 30 feet beyond the edge of pavement and an additional 30 feet where the area adjacent to the roadway is paved.

- e. Delineate and locate wetlands flagging abutting the project if required.
  - f. Obtain and develop cross-sectional data at 50-foot intervals to the extent of the topographic survey. In addition, elevations will be taken at key points, such as significant break points, driveway openings, centerline grades at drives, roadside swales as well as pipe and rim elevations at drainage structures.
  - g. Perform office calculations and electronically plot survey information. The work will include the development of a TIN.
  - h. Prepare Base Plan at a scale of 1"=20'. Record information obtained from utility owners, as well as accurate roadway layout lines and abutting property parcel lines will be compiled on the base plans.
2. **Conceptual / Preliminary Plans:** This effort will include the following:
- a. Complete the project design in accordance with the Town of Nantucket's Complete Streets Policy and the 2006 Massachusetts Highway Department's *Project Development and Design Guide* and other Highway Division standards and criteria. This would include seeking MassDOT approval of design exemptions when any of the controlling design criteria in the *Design Guide* or other Engineering Directives cannot be met.
  - b. Incorporate the Town's Complete Streets policy by providing safe and convenient walking and bicycling accommodations. This includes developing this project in accordance it relevant multimodal guidance in the *Design Guide* and MassDOT Policy and Engineering Directives, such as the Healthy Transportation Policy Directive P-13-0001 and Engineering Directive E-14-006.
  - c. Prepare up to three (3) conceptual visualizations of project cross sections at important locations, such as near the crosswalk at the Boys and Girls Club, the sidewalk transition near 36 Sparks Avenue, and the sidewalk transition near the intersection of Milestone Lane. This will include photo rendering of ground level imagery or rendering of drone imagery provided by the Town.
  - d. Provide field staking of environmental, right of way, and/or utility impacts at the preliminary design stage.
  - e. Preserve existing sections of sidewalk that are at least 8 feet in width. These are primarily sections abutting properties between 30 and 36 Sparks Avenue and 10 and 16 Sparks Avenue.
  - f. Provide safe and convenient accommodation for all users of the roadway, including consideration of safety accommodations for commuters to and from the schools. This will include coordination with school administration to consider and accommodate morning and afternoon crossing guard operations at the Sparks Avenue/Boys and Girls Club crosswalk.
  - g. Avoid design elements that are not commonly used on Nantucket, such as stamped concrete or asphalt. Design should incorporate commonly used materials, such as Belgium block, granite curbing with a maximum 4-inch reveal, and split rail fencing. Design shall incorporate sign posts and street sign designs

used by DPW.

- h. To the extent possible, minimize or consolidate proposed signage.
  - i. Minimize drainage onto adjacent roads and driveways.
  - j. Relocation of utility poles and wires must minimize right of way impacts.
3. **Pavement Subsurface Investigations:** This effort will consist of the performance of pavement cores and taking subbase soil samples. Soil samples will undergo sieve analysis. The purpose of this effort will be to determine the thickness of the existing pavement and the nature of sub-base material in order to evaluate pavement rehabilitation strategies.
4. **Pavement Rehabilitation:** Unless otherwise determined from pavement cores and sieve tests, the level of effort anticipates that the roadway pavements will undergo full depth construction, except for the areas of transitions which will be milled and overlaid.
5. **Stormwater Management:** Additional pavement area and curbing will alter stormwater runoff flow and water quality and may exacerbate existing problems. The initial effort under the 25% Design includes an assessment of the project watershed to understand existing drainage patterns and current infrastructure and capacity within the project area. Data will be gathered during site visits, review of the field survey plan, record plans provided by the Town, interviews with DPW officials, and available topographic and soils maps.

An existing condition hydrologic model will be developed to establish a baseline condition and be able to evaluate possible LID techniques and BMP's to be able to meet the Stormwater Management Standards. It is anticipated that a meeting with the Conservation Agent early in the design stage to help identify know issues associated with the local wetlands and aquifer protection zone and the development of a drainage strategy for the project location.

For the purpose of defining effort, the design effort anticipates that stormwater management systems (BMPs and LID techniques) can be installed within the limits of the project and within the limit of the existing right-of-way; and that current outlets are in place and are sufficient to handle collected drainage flows. Also anticipated is that the Town will perform test pits, if required. If it is determined that new outlets, detention basins or other off measures outside the project limits are needed for the design effort, these will need to be estimated and negotiated as part of an amendment.

6. **Environmental Coordination and Permitting:** As required, a MassDOT early environmental coordination checklist (EECC), Categorical Exclusion (CE) checklist and water quality form will be completed during the 25% design phase. No other permitting related applications are anticipated to be needed at this time.
7. **Right of Way:** The effort includes the preparation of preliminary right of way plans. Based on the latest design concept, it is anticipated that the project will require minimum land takings either in fee or in the form of easements. Our fee includes an allowance for

these efforts, however the actual level of which will need to be determined from the design process.

8. **Anticipated Meetings:** Coordinate with the Town to identify project constituents and develop a public outreach strategy to document public outreach and feedback. It is anticipated that the following meetings (listed below) will be required.
  - a. Four (4) initial public meetings
  - b. Five (5) coordination/conference call meetings with Town Officials/MassDOT
  
9. **Construction Phase Services:** Our anticipated services would consist of the following subject:
  - a. Attend Pre-Construction Conference
  - b. Review Shop Drawings
  - c. General Consultation
  - d. Address Request for Information (RFIs)

## Scope of Work – Pleasant Street between Atlantic Avenue and Sparks Avenue

Pleasant Street (between Atlantic Avenue and Sparks Avenue) runs in the northwest/southeast direction, parallel to Sparks Avenue, and it is approximately 3,200 feet in length. This is a two-lane roadway with double yellow center line and one to two-foot shoulders. It serves as a connector between the Nantucket town center to south of town and the Airport. On the upper section of Pleasant Street, a sidewalk is provided on the northeast side of the road with utility pole located on the southwest side. A grass strip separates the sidewalk and the roadway. On the lower section of Pleasant Street sidewalks are provided on both side of the road.

The proposed technical approach/scope will follow the scope outline in the proposal and MassDOT's guidelines. The following text has been prepared to further clarify and define the intended scope of services:

1. **Field Survey / Base Plans:** This effort will consist of the following:
  - a. Compile Right-of-Way Information. Research will include Town and State records for roadway layout and intersecting parcel lines. It's anticipated that formal, public layouts exist for project roadways. Property owner names will be obtained from the latest assessor files / plans. Layout lines will be located and shown on the base plan.
  - b. Collect underground utilities information from the Town, involved state agencies and private companies on their respective facilities. This will also include locating all utilities within the project area and may require the use of ground penetrating radar (GPR) to locate subsurface utilities, such as sewer, water, and drainage lines.
  - c. Establish control for the project. Survey will be tied into layout/property monuments (where these are visible). Establish existing topography for the project limits based on North American Vertical Datum of 1988 (NAVD88) and provide coordinates based on North American Datum of 1983 (NAD83) in English Units. Benchmarks shall be established and shown on the survey plan.
  - d. Compile detailed field survey to locate existing physical surface features within and adjacent to the project corridor. Limits of survey will be 300 feet on all the intersection approaches. Detail coverage will include such items as: property monuments, edge of pavement, walks, driveways, utility castings, utility poles, utility markings, overhead wires, walls, fences, major trees with tree size (greater than 6 inches in diameter), tree line, signs, markings and signal equipment. Topographical survey coverage will extend up to 30 feet beyond the edge of pavement and an additional 30 feet where the area adjacent to the roadway is paved.
  - e. Delineate and locate wetlands flagging abutting the project.
  - f. Obtain and develop cross-sectional data at 50-foot intervals to the extent of the topographic survey. In addition, elevations will be taken at key points, such as significant break points, driveway openings, centerline grades at drives, roadside swales as well as pipe and rim elevations at drainage structures.
  - g. Perform office calculations and electronically plot survey information. The work will include the development of a TIN.

- h. Prepare Base Plan at a scale of 1"=20'. Record information obtained from utility owners, as well as accurate roadway layout lines and abutting property parcel lines will be compiled on the base plans.
2. **Conceptual / Preliminary Plans:** This effort will consist of the following:
- a. Coordinate with the Town to identify project constituents and develop a public outreach strategy to document public outreach and feedback.
  - b. Complete the project design in accordance with the Town of Nantucket's Complete Streets Policy and the 2006 Massachusetts Highway Department's *Project Development and Design Guide* and other Highway Division standards and criteria. This would include seeking local approval from the Director of Public Works of design exemptions when any of the controlling design criteria in the *Design Guide* or other Engineering Directives cannot be met.
  - c. Incorporate the Town's Complete Streets policy by providing safe and convenient walking and bicycling accommodations. This includes developing this project in accordance it relevant multimodal guidance in the *Design Guide* and MassDOT Policy and Engineering Directives, such as the Healthy Transportation Policy Directive P-13-0001 and Engineering Directive E-14-006.
  - d. Based on site evaluation, survey, and coordination with Town officials, create a minimum of two conceptual plans of design alternatives for the corridor. This may involve sectioning the corridor into separate contextual design areas. The conceptual plans for each design alternative must be reviewed and approved by Town officials prior to development of presentation quality graphics and renderings. At least one of the design alternatives must consider maintaining a two-way traffic flow along Pleasant Street and another alternative(s) must consider creating a one-way northeast bound traffic flow as described in the *Traffic Study and Strategy for the Mid-Island Area* for all or sections of the corridor. A one-way design alternative must show on-street parking along both sides of Pleasant Street between West Creek Road and Daves Street, and configured to use up to 50-feet of curb to curb space for angled parking on one or both sides of this segment. The design alternatives must consider altering the intersection of Pleasant Street and Williams Lane to improve operation and safety. The conceptual plans must also include information to assist with the evaluation of the project prior to the submission of a 25% design, such as preliminary environmental, right of way, drainage, and all utility impacts.
  - e. Provide a technical memorandum of traffic impacts of each design alternative based on available traffic data provided by the Town and a review of the *Traffic Study and Strategy for the Mid-Island Area*. This will include, but not limited to, identifying impacts to traffic flow created by the addition of on-street parking, reconfiguration of the Pleasant Street and Williams Street intersection, and modifying the Pleasant Street traffic flow from two-way to one-way.
  - f. Prepare up to four (4) conceptual renderings based on the approved conceptual plans of project cross sections at important locations, such as the road segments between West Creek Road and Daves Street, between Sanford Road and Bear Street, between Bear Street and Williams Street, and between Williams Street and Gardner Perry Lane. This will include photo rendering of ground level imagery

- or rendering of drone imagery provided by the Town.
- g. Based on the preferred design alternative, develop and submit preliminary 25% design submission package as described in the *Design Guide* for review and acceptance by the Director of Public Works. This will include horizontal and vertical geometrics, cross-sections, landscape design, preliminary pavement design, preliminary right of way plan, preliminary cost estimate, functional design report, and design exceptions report.
  - h. Create preliminary right-of-way plan in accordance with the *Design Guide* and County of Nantucket requirements to identify necessary easements or alteration of the layout.
  - i. Provide conceptual and preliminary design plans electronically to the Town.
  - j. The Town anticipates using local funding for this project. Design standards must be acceptable to the Director of Public Works.
  - k. Preserve existing sections of sidewalk that are accessible and at least 5 feet in width. These are primarily sections abutting properties at 31 Sparks Avenue and 100, 110, and 112 Pleasant Street.
  - l. Provide safe, convenient, and accessible crossings for all users of the roadway, particularly at the intersections of Pleasant Street, Cherry Street, Williams Street, and Williams Lane.
  - m. Avoid design elements that are not commonly used on Nantucket, such as stamped concrete or asphalt. Design should incorporate commonly used materials, such as Belgium block, granite curbing with a maximum 4-inch reveal, and split rail fencing. Design must incorporate sign posts and street sign designs used by DPW.
  - n. Relocation of utility poles and wires must minimize right of way impacts.
3. **Pavement Subsurface Investigations:** This effort will consist of the performance of pavement cores and the taking subbase soil samples. Soil samples will undergo sieve analysis. The purpose of this effort will be to determine the thickness of the existing pavement and the nature of sub-base material in order to evaluate pavement rehabilitation strategies
  4. **Pavement Rehabilitation:** Unless otherwise determine from pavement cores and sieve tests, the level of effort anticipates that the roadway pavements will undergo full depth construction, except for the areas of transitions which will be milled and overlaid.
  5. **Stormwater Management:** Additional pavement area and curbing will alter stormwater runoff flow and water quality and may exacerbate existing problems. The initial effort under the 25% Design includes an assessment of the project watershed to understand existing drainage patterns and current infrastructure and capacity within the project area. Data will be gathered during site visits, review of the field survey plan, record plans provided by the Town, interviews with DPW officials and, available topographic and soils maps. An existing condition hydrologic model will be developed to establish a baseline condition and be able to evaluate possible LID techniques and BMP's to be able to meet the Stormwater Management Standards. It is anticipated that a meeting with the Conservation Agent early in the design stage to help identify know issues associated with

the local wetlands and aquifer protection zone and the development of a drainage strategy for the project location.

6. **Right of Way:** The effort includes the preparation of preliminary right of way plans. Based on the design concept, it is anticipated that the projects will require some land takings either in fee or in the form of easements. Our fee includes an allowance of effort for the preparation of taking plans, however the actual level of which will need to be determined as the design progresses.
7. **Anticipated Meetings:** It is anticipated that the following meetings (listed below), will be required.
  - a. Five (5) initial public meetings
  - b. Five (5) Coordination/conference call meetings with Town Officials

## Scope of Work – Williams Lane between Sparks Avenue and Pleasant Street

Unlike Sparks Avenue and Pleasant Street, Williams Lane is small a residential street that serves as a local connector between these two streets. It is approximately 600 feet in length. It has a narrow sidewalk provided on the north side of the road with no grass strip. No lane markings are provided, and utility poles are located on the southerly side of the road. The proposed technical approach/scope will follow the Town's requirements as outlined in the proposal. The following text has been prepared to further clarify and define the intended scope of services.

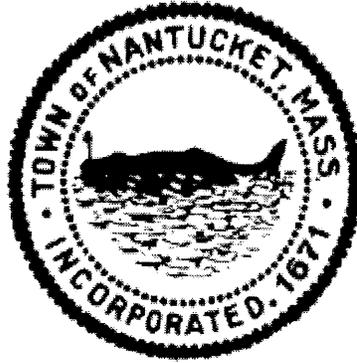
1. **Field Survey / Base Plans:** This effort will consist of the following:
  - a. Compile Right-of-Way Information. Research will include Town and State records for roadway layout and intersecting parcel lines. It's anticipated that formal, public layouts exist for project roadways. Property owner names will be obtained from the latest assessor files / plans. Layout lines will be located and shown on the base plan.
  - c. Collect underground utilities information from the Town, involved state agencies and private companies on their respective facilities. This will also include locating all utilities within the project area and may require the use of ground penetrating radar (GPR) to locate subsurface utilities, such as sewer, water, and drainage lines.
  - b. Establish control for the project. Survey will be tied into layout/property monuments (where these are visible). Establish existing topography for the project limits based on North American Vertical Datum of 1988 (NAVD88) and provide coordinates based on North American Datum of 1983 (NAD83) in English Units. Benchmarks shall be established and shown on the survey plan.
  - c. Compile detailed field survey to locate existing physical surface features within and adjacent to the project corridor. Limits of survey will be 300 to 400 feet on all the intersection approaches. Detail coverage will include such items as: property monuments, edge of pavement, walks, driveways, utility castings, utility poles, utility markings, overhead wires, walls, fences, major trees with tree size (greater than 6 inches in diameter), tree line, signs, markings and signal equipment. Topographical survey coverage will extend up to 30 feet beyond the edge of pavement and an additional 30 feet where the area adjacent to the roadway is paved.
  - d. Obtain and develop cross-sectional data at 50-foot intervals to the extent of the topographic survey. In addition, elevations will be taken at key points, such as significant break points, driveway openings, centerline grades at drives, roadside swales as well as pipe and rim elevations at drainage structures.
  - e. Perform office calculations and electronically plot survey information. The work will include the development of a TIN.
  - f. Prepare Base Plan at a scale of 1"=20'. Record information obtained from utility owners, as well as accurate roadway layout lines and abutting property parcel lines will be compiled on the base plans.
  
2. **Conceptual / Preliminary Plans:** This effort will consist of the following:

- a. Coordinate with the Town to identify project constituents and develop a public outreach strategy to document public outreach and feedback.
  - b. Complete the project design in accordance with the Town of Nantucket's Complete Streets Policy and the 2006 Massachusetts Highway Department's *Project Development and Design Guide* and other Highway Division standards and criteria. This would include seeking local approval from the Director of Public Works of design exemptions when any of the controlling design criteria in the *Design Guide* or other Engineering Directives cannot be met.
  - c. Incorporate the Town's Complete Streets policy by providing safe and convenient walking and bicycling accommodations. This includes developing this project in accordance it relevant multimodal guidance in the *Design Guide* and MassDOT Policy and Engineering Directives, such as the Healthy Transportation Policy Directive P-13-0001 and Engineering Directive E-14-006.
  - d. Conduct site evaluation based on survey to create a conceptual plan and public presentation quality graphics and details for review by Town officials and identified project stakeholders. The conceptual plan must consider the approved design alternative for the intersection of Surfside Road and Sparks Avenue and the proposed design alternative for the intersection of Pleasant Street and Williams Lane. The conceptual plan must also include information to assist with the evaluation of the project prior to the submission of a 25% design, such as preliminary environmental, right of way, drainage, and all utility impacts.
  - e. Prepare one (1) conceptual rendering based on the approved conceptual plan. This will include photo rendering of ground level imagery or rendering of drone imagery provided by the Town.
  - f. Based on the conceptual design, develop and submit preliminary 25% design submission package as described in the *Design Guide* for review and acceptance by the Director of Public Works. This will include horizontal and vertical geometrics, cross-sections, landscape design, preliminary pavement design, preliminary right of way plan, preliminary cost estimate, functional design report, and design exceptions report.
  - g. Create preliminary right-of-way plan in accordance with the *Design Guide* and County of Nantucket requirements to identify necessary easements or alteration of the layout.
  - h. Provide conceptual and preliminary design plans electronically to the Town.
3. **Pavement Subsurface Investigations:** This effort will consist of the performance of pavement cores and the taking subbase soil samples. Soil samples will undergo sieve analysis. The purpose of this effort will be to determine the thickness of the existing pavement and the nature of sub-base material in order to evaluate pavement rehabilitation strategies.
  4. **Pavement Rehabilitation:** Unless otherwise determine from pavement cores and sieve tests, the level of effort anticipates that the roadway pavements will undergo full depth construction, except for the areas of transitions which will be milled and overlaid.

5. **Stormwater Management:** Additional pavement area and curbing will alter stormwater runoff flow and water quality and may exacerbate existing problems. The initial effort under the 25% Design includes an assessment of the project watershed to understand existing drainage patterns and current infrastructure and capacity within the project area. Data will be gathered during site visits, review of the field survey plan, record plans provided by the Town, interviews with DPW officials and, available topographic and soils maps. An existing condition hydrologic model will be developed to establish a baseline condition and be able to evaluate possible LID techniques and BMP's to be able to meet the Stormwater Management Standards. It is anticipated that a meeting with the Conservation Agent early in the design stage to help identify know issues associated with the local wetlands and aquifer protection zone and the development of a drainage strategy for the project location.
6. **Right of Way:** The effort includes the preparation of preliminary right of way plans. Based on the design concept, it is anticipated that the projects will require some land takings either in fee or in the form of easements. Our fee includes an allowance of effort for the preparation of taking plans, the actual level of which will need to be determined from the design process.
7. **Anticipated Meetings:** It is anticipated that the following meetings listed below will be required. - Four (4) initial public meetings - Four (4) Coordination/conference call meetings with Town Officials

## 5. Appendix

- 5.1 Town of Nantucket Complete Streets Policy
- 5.2 Town of Nantucket Complete Streets Prioritization Plan
- 5.3 Complete Streets Projects Conceptual Cost Estimates
- 5.4 Bicycle and Pedestrian Advisory Committee Rankings



## Town of Nantucket Complete Streets Policy

Effective Date	May 25, 2016
Selectmen vote to adopt policy	May 25, 2016
NP&EDC vote to recommend	May 2, 2016
Public Meeting (NP&EDC)	March 28, 2016

### Vision and Purpose:

A Complete Street provides safety, comfort, and accessibility for all the users of our roadways, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles. “All users” includes users of all ages, abilities, and income levels. These principles contribute toward the safety, health, economic viability, and quality of life in the community by creating safe, accessible, and comfortable pedestrian and vehicular environments for travel between home, school, work, recreation and commercial destinations. Complete Streets also furthers equity objectives by providing safe forms of travel and empowering residents of all income levels.

Considering the need to preserve the historic and environmental qualities of the island, the community’s transportation challenge is to manage the use of cars on Nantucket while providing a transportation system that is safe, convenient, economical, and sensitive to the character of the island. It can be difficult to provide a system that accommodates all users along the many narrow roadways that are constrained by historic buildings and environmental resources, especially when the volume of users swells during the summer tourist season. The purpose of the Town of Nantucket’s Complete Streets policy, therefore, is to accommodate all road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes, while protecting the elements that are important to both the character and the economy of the community. The Town of Nantucket’s Complete Streets policy directs the community’s decision-makers to consistently plan, design, operate and maintain streets that are sensitive to the character of the island while accommodating all anticipated users, including but not limited to pedestrians, bicyclists, motorists, emergency vehicles, freight, and commercial vehicles.

### Core Commitment:

The Town of Nantucket recognizes that users of various modes of transportation, including but not limited to pedestrians, cyclists, transit and school bus riders, motorists, delivery and service

personal, freight haulers, and emergency responders, are legitimate users of streets and deserve safe facilities. "All users" includes users of all ages, abilities, and income levels. The Town of Nantucket recognizes that all projects, including new construction, maintenance and reconstruction, are potential opportunities to apply Complete Streets design principles.

During the Town's capital project review process, Town Administration will, to the maximum extent practical, require that any design, construction, maintenance and operation funding request for any roadway demonstrate consideration for accommodating users of all ages and abilities. This includes demonstrating that improved accommodations either connect to a similar established network of accommodation for users or transitions from an improved facility to the existing roadway network in a manner that is safe, convenient, and sensitive to the character of the island.

All transportation infrastructure and roadway design projects requiring funding or approval by the Town of Nantucket, as well as projects funded by the State and Federal government, including but not limited to Chapter 90 funds, grants, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program, Community Development Block Grants (CDBG), Capital Funding and other state and federal funds for street and infrastructure design shall adhere to the Town of Nantucket's Complete Street Policy. Private developments and related roadway design components shall also adhere to the Complete Street principles. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets Policy, including the design, construction and maintenance of such roadways within town boundaries. Town Departments will use best judgment regarding the desirability and feasibility of applying Complete Streets principles for routine roadway maintenance and projects such as repaving, restriping and so forth.

#### Exemptions:

Transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfigurations or subdivisions may be excluded upon approval by the Board of Selectmen with consultation from the appropriate town departments, where documentation and date indicate that any of the following apply:

- Private roadways, ways over private land, and roadways maintained by private organizations, such as the Land Bank, are not subject to this policy.
- Where it is demonstrated that costs or impacts of accommodation are excessively disproportionate to the need or probable future use.
- Other town policies, regulations or requirements contradict or preclude implementation of Complete Streets principles.

#### Best Practices:

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

redevelopment projects. As practicable, recommendations from the appropriate town departments for incorporating complete streets elements will occur in projects' beginning stages prior to design. Implementation of the policy will be carried out cooperatively within all departments in the Town with multi-jurisdictional cooperation and, to the greatest extent possible, among private developers and state, regional and federal agencies.

Complete Streets principles include the development and implementation of projects in a context-sensitive manner in which project implementation is sensitive to the community's physical, economic, and social setting. The context-sensitive approach to process and design includes a range of goals by giving significant consideration to stakeholder and community values. It includes goals related to livability with greater participation of those affected in order to gain project consensus. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical and environmental resources while improving or maintaining safety, mobility and infrastructure conditions.

The Town of Nantucket recognizes that "Complete Streets" may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. To the maximum extent possible, and while preserving the community's historical integrity, the latest design guidance, standards and recommendations available will be used in the implementation of Complete Streets, including the most up-to-date versions of:

- The Massachusetts Department of Transportation Project Design and Development Guidebook
- American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets
- The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls
- The Architectural Access Board (AAB) 521 CMR Rules and Regulations
- NP&EDC's Nantucket Regional Transportation Plan
- Documents and plans created for the NP&EDC and Town of Nantucket, including but not limited to:
  - 
  - Nantucket Master Plan
  - NP&EDC accepted area plans
  - Downtown Circulation and Ferry Access Improvement Plan
  - Traffic Study and Strategy for the Mid-Island Area
  - Open Space and Recreation Plan

The Town of Nantucket will implement a balanced and flexible approach to accommodating all users that utilizes the latest design guidance, standards and recommendations while providing

flexibility to best accommodate all users and modes given the unique characteristics of the surrounding community.

Evaluation of Effectiveness:

The Town, through coordination with the Department of Public Works and NP&EDC, will develop performance measures to periodically assess the rate, success, and effectiveness of implementing the Complete Streets Policy. The Town will determine the frequency of assessment and utilize appropriate metrics for analyzing the success of this policy, primarily through the capital project review process. These metrics may include:

- total miles of new on-street bicycle routes defined by lane markings or signage,
- linear feet of new pedestrian accommodation,
- number of new curb ramps or other retrofitted pedestrian facilities,
- increase in the number of users of public transportation,
- increase in bicycle use, particularly to recreation areas,
- decrease in the number of traffic accidents involving vehicles, bicycles and pedestrians in areas improved using the Complete Streets policy,
- number of new street trees and other appropriate landscaping planted along streets,
- outcome metrics may be mapped into a Logic Model to see clearly the benefits of any particular Complete Streets activity.

Implementation:

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

The Nantucket Planning and Economic Development Commission and Nantucket Planning Board will integrate Complete Streets principles in all new planning documents, as applicable (master plans, open space and recreation plan, etc.), laws, procedures, rules, regulations, guidelines, programs and templates, and make recommendations for zoning and subdivision rules and regulations to encourage contextual design of complete streets policies, respecting the presence of important scenic, environmental and historic resources.

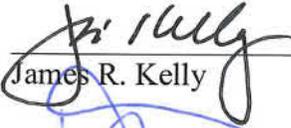
The Town shall:

- Maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will highlight projects that eliminate gaps in the sidewalk and bike path network.
- Evaluate projects within the Capital Improvement Plan to encourage implementation of this policy.
- Secure training for pertinent town staff and decision-makers on both the technical content of Complete Streets principles and best practices, as well as community engagement methods for implementing the Complete Streets Policy. Training may be accomplished through workshops and other appropriate means.

- Utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.
- As a Compact Community, seek out appropriate sources of funding and grants for implementation of Complete Street policies.

Nantucket Board of Selectmen:

May 25, 2016

  
James R. Kelly

  
Dawn E. Hill Holdgate

  
Robert DeCosta

  
Rick Atherton

  
Matthew Fee



**Town of Nantucket**  
*Complete Streets Potential Projects*

No.	Project	Limits	Preliminary Description	Rank
1	Sparks Avenue Sidewalk and Bicycle Improvements (1)	Sparks Avenue from Atlantic Avenue to Hooper Farm Road	Replace and improve/widen sidewalk segments and accessible curb ramps on the south side of the road to connect existing sidewalks and create a complete sidewalk network between Atlantic Avenue and #36 Sparks Avenue (Nantucket Auto Body). This project (including shared bike lanes) will connect bicyclists and pedestrians with points west, Mill Hill Park, the Nantucket Cottage Hospital, Nantucket High School and athletic fields, the Lower Pleasant Business District, surrounding neighborhoods, and points east.	5.00
1	Williams Lane Sidewalk Improvement	Williams Lane from Sparks Avenue to Pleasant Street	Installation of sidewalks, accessible ramps, and crosswalks on the north side of the road from Sparks Avenue to Pleasant Street. This project will provide a valuable walking connection between Pleasant Street and Sparks Avenue.	5.00
3	Winn St/Vestal St/Saratoga Ln Sidewalk and Bicycle Improvements	Winn Street from Madaket Road to Milk Street Extension, Vestal Street from Winn Street to Saratoga Lane, and Saratoga Lane from Vestal Street to Milk Street Extension.	Installation of new curbing and sidewalks on the east side of Winn Street and the south side of Vestal Street/Saratoga Lane, accessible curb ramps, shared bike lanes, and crossing treatments will improve the sidewalk and bicycle networks joining this neighborhood to the major roads of Milk Street Extension and Madaket Road.	4.80
4	Candle Street Sidewalk & ADA Improvements	Candle Street from Main Street to Coffin Street	New/reset curbing, sidewalks, accessible ramps, and crosswalks on Candle Street from Main Street to Coffin Street. This project will provide a quality sidewalk network connection between Main Street, a ferry landing, the bus station, and points south.	4.60
4	Washington Street Sidewalk & ADA Improvements (2)	Washington Street from Coffin Street southerly to the municipal parking lot	New/reset curbing, sidewalks, accessible ramps, and crosswalks on Washington Street from Coffin Street continuing south 420 ft to the municipal parking lot. This project will provide a quality sidewalk network connection between Main Street, the Nantucket Downtown area, the bus station, and free parking.	4.60
4	Pleasant/Williams Intersection Improvements	Pleasant Street at the intersection with Williams Lane	New/reset curbing, sidewalks, pedestrian bump-outs, and crosswalks. This project will reduce corner radii of the intersection greatly reducing vehicle speeds and crossing distances for pedestrians and improving accessibility. The elimination of a slip lane will also reduce vehicle operator confusion while improving sight distances.	4.60
4	Orange Street Sidewalk and Bicycle Improvements	Orange Street from Spruce Street to Milestone Road	Installation of new curbing and sidewalks and accessible curb ramps on the northeast side of the road, as well as shared bike lanes on both sides, between Spruce Street and Milestone Road. This project will connect bicyclists and pedestrians with points west, the Lower Pleasant Business District, the Milestone Wildlife Management Area, surrounding neighborhoods, and points east eliminating a major sidewalk and bicycle network gap.	4.60
8	Sparks Avenue Sidewalk Improvements (2)	Sparks Avenue from Hooper Farm Road to Old South Road.	Installation of sidewalks, accessible curb ramps, and crosswalks on the north side of the road from Hooper Farm Road to Old South Road. This connection between the rotary and the roundabout will greatly improve walkability between the Lower Pleasant Business Area, surrounding neighborhoods, other local businesses, bus transit stops, and the Sconset and Old South Road Bike Paths.	4.50

No.	Project	Limits	Preliminary Description	Rank
9	Pleasant Street Sidewalk and Bicycle Improvements (Phase 1)	Pleasant Street from Back Street to Bear Street	New/reset curbing and sidewalks on one side of the road, accessible curb ramps, shared lane markings, and crossing treatments to extend the sidewalk and bicycle network northwesterly and southeasterly between Back Street and Bear Street. This project will provide a major connection for bicyclists and pedestrians with points west, Mill Hill Park, and the Nantucket Cottage Hospital to the Lower Pleasant Business District, surrounding neighborhoods, and points east.	4.20
9	Pleasant Street Sidewalk and Bicycle Improvements (Phase 2)	Pleasant Street from Bear Street to Hooper Farm Road	New/reset curbing and sidewalks on one side of the road, accessible curb ramps, shared lane markings, and crossing treatments to extend the sidewalk and bicycle network northwesterly and southeasterly between Bear Street and Hooper Farm Road. This project will provide a major connection for bicyclists and pedestrians with points west, Mill Hill Park, and the Nantucket Cottage Hospital to the Lower Pleasant Business District, surrounding neighborhoods, and points east.	4.20
11	Newtown Road Sidewalk and Bicycle Improvements	Newtown Road from Hooper Farm Road to Fairground Road	New curbing, sidewalks, and accessible curb ramps on the southwest side of the road, shared bike lanes, pedestrian bump-outs, and crossing treatments between Hooper Farm Road and Fairground Road will connect pedestrians and bicyclists with points north, sidewalks on Hooper Farm Road, the Lower Pleasant Business District, surrounding neighborhoods, proposed sidewalks on Fair Ground Road, and points south. It will also help to reduce vehicle speeds on this roadway.	4.10
12	Bear Street Sidewalk Improvements	Bear Street from Pleasant Street to Orange Street	Installation of sidewalks, accessible curb ramps, and crosswalks on the southeast side of the road from from Pleasant Street to Orange Street. This project will provide a valuable connection between Pleasant Street, local businesses and offices, surrounding neighborhoods, and Orange Street.	4.00
13	Union Street Sidewalk and Bicycle Improvements (Phase I)	Union Street from Francis Street to Orange Street	Installation of new curbing and sidewalks on both sides of the road, accessible curb ramps, shared bike lanes, and crossing treatments to extend the sidewalk and bicycle networks northwesterly and southeasterly between Francis Street and Orange Street. Union Street is a key connection from the existing sidewalks on Francis to the existing sidewalks on Orange. This project will create a safe walking area to link points west, Francis Street Beach, the Lower Pleasant Business District, the Milestone Wildlife Management Area, surrounding neighborhoods, and points east.	3.90
14	Cow Pond Lane Sidewalk and Bicycle Improvements	Cow Pond Lane from Sparks Avenue to the Football Field.	This project includes of new curbing and sidewalks, shared bike lanes, and accessible curb ramps on the south side of the road to connect pedestrians and bicyclists with the proposed sidewalks on Sparks Avenue to the Nantucket Elementary School and athletic fields.	3.80
15	Washington Street Sidewalk & ADA Improvements (3)	Washington Street from the municipal Parking lot to Francis Street.	New/reset curbing, sidewalks, accessible ramps, and crosswalks on Washington Street from the municipal parking lot to Francis Street. This project will will provide a quality sidewalk network connection between Main Street, the Nantucket Downtown area, the bus station, free parking, proposed sidewalks on Francis Street, Washington Street Extension, and the Washington Street Extension Bike Path.	3.40
16	North Liberty St/Liberty St Sidewalk Improvements	North Liberty Street from Woodbury Lane to Lily Street and Liberty Street from Lily Street to Hussey Street.	This project includes the widening of the existing sidewalks on the northeast side of the road, installation of accessible curb ramps and crossing treatments, to improve the quality of the sidewalk network and help to reduce vehicle speeds in this section.	3.20
17	Cliff Road	Cliff Road from Sherburne Turpike to north Liberty Street	Installation of sidewalks on the south side of the road from Sherburne Turnpike to North Liberty Street.	3.00

No.	Project	Limits	Preliminary Description	Rank
18	Washington/Francis Intersection Improvements	Washington Street at the intersection with Francis Street	This intersection experiences the majority of traffic on only two of its three legs, running in an L-shaped pattern which makes navigating the intersection as a pedestrian confusing without proper traffic controls. The installation of new/reset curbing and sidewalks, accessible curb ramps, and crosswalks as well as potential traffic control devices may make the intersection more predictable. This project will greatly reduce corner radii, pedestrian crossing distances, and operator confusion while also improving sight distances and accessibility.	2.90
19	South Beach Street Sidewalk & ADA Improvements	South Beach Street from Broad Street to Harbor View Way and Harbor View Way from South Beach Street to Walsh Street	New/reset curbing, sidewalks, accessible ramps, and crosswalks on South Beach Street from Broad Street to Harbor View Way and on Harbor View Way from South Beach Street to Walsh Street. This project will provide a quality sidewalk network connection between the Nantucket Downtown area, the ferry landings, local hotels/inns and businesses on South Beach Street, surrounding neighborhoods, Children's Beach/Park, and other beaches/attractions.	2.80
20	Main Street Sidewalk Improvements	Main Street from Quaker Road to Fair Street	Some new and reset curbing and sidewalks on both sides of the road including accessible curb ramps and crossing treatments will create a quality sidewalk network between Quaker Road and Fair Street. This project will provide an accessible sidewalks for pedestrians to access points west, (name of park) Park, surrounding neighborhoods, the Nantucket Downtown Historic District, the Nantucket Downtown Business District, Ferry/Bus Transit stations/routes, and other points east.	2.60
20	Prospect Street Sidewalk Improvements	Prospect Street from Milk Street to North Mill Street	Installation of shared bike lanes to extend the bicycle network between Milk Street and North Mill Street. This shared bike lane will connect to existing bike facilities, the Prospect Street Bike Path, and eliminate a major bicycle network gap.	2.60
22	Francis Street Sidewalk Improvements	Francis Street from Union Street to Washington Street	Installation of new curbing and sidewalks on the northeast side of the road creating an accessible route with curb ramps and crossing treatments to connect the sidewalk network from existing sidewalks Washington Street to proposed sidewalks on Union Street. This project will link pedestrians with Washington Street, Francis Street Beach, the Nantucket Downtown Historic District, the Nantucket Downtown Business District, and the proposed sidewalk project on Union Street.	2.50
22	Old South Road Sidewalk and Bicycle Improvements	Old South Road from Macys Lane easterly to the Dead End.	Installation of new curbing and sidewalks, accessible curb ramps, and crossing treatments to extend the sidewalk network from Macys Lane easterly to the Airport. This project will connect bicyclists and pedestrians from nearby parks, the Old South Road Bike Path, the Airport Bike Path, local businesses, surrounding neighborhoods, and the Airport.	2.50
24	Dave's Street Sidewalk Improvements	Dave's Road from Pleasant Street to Orange Street	Dave's Street is a local connector road in the middle of the Lower Pleasant commercial area that makes a valuable link between Pleasant and Orange, but it does not have sidewalks. This project includes new curbing, sidewalks, and accessible curb ramps on the northwest side of the road, and crossing treatments to extend the sidewalk network. It will connect pedestrians with sidewalks on Pleasant Street, the Lower Pleasant Business District, and sidewalks on Orange Street eliminating a sidewalk network gap.	2.40
25	West Creek Road Sidewalk Improvements	West Creek Road from Pleasant Street to Orange Street	West Creek Road is also a local connector road located in the middle of the Lower Pleasant commercial area that also makes a valuable link between Pleasant and Orange, but it does not have sidewalks as well. This project includes new curbing, sidewalks, and accessible curb ramps on both sides of the road, and crossing treatments to extend the sidewalk network. It will connect pedestrians with sidewalks on Pleasant Street, the Lower Pleasant Business District, and sidewalks on Orange Street eliminating a sidewalk network gap.	2.20

No.	Project	Limits	Preliminary Description	Rank
26	Union Street Sidewalk Improvements (Phase II)	Union Street from Main Street to Francis Street	Installation of new curbing and sidewalks on the southwest side of the road, accessible curb ramps, and crossing treatments will extend the sidewalk network between the Francis Street areas linking to the major downtown area. This project will connect pedestrians with points south, sidewalks on Francis Street, Francis Street Beach, the Nantucket Downtown Historic District, the Nantucket Business District, surrounding neighborhoods, sidewalks on Main Street, and points north.	2.10
27	Washington Street Sidewalk & ADA Improvements (1)	Washington Street from Main Street to Coffin Street	New/reset curbing, sidewalks, accessible ramps, and crosswalks on Washington Street from Main Street to Coffin Street. This project will provide a quality sidewalk network connection between Main Street, the bus station, and points south.	2.00
27	Five Corners Intersection Improvements	Pleasant Street at the intersection with West York Street, Lower York Street, and Atlantic Avenue	This intersection with five legs can be confusing to drivers and pedestrians. This project looks to reduce confusion and minimize pedestrian crossing distances by installing new/resetting curbing and sidewalks, adding accessible curb ramps and bump-outs where possible, and re-aligning of crosswalks.	2.00
27	Hummock Pond Road Bicycle Improvements	Hummock Pond Road from Milk Street to Somerset Road	Installation of shared path to extend the bicycle network easterly and westerly between Milk Street and Somerset Road. This shared bike lane will create a valuable link between the Cisco Bike Path and Vesper Lane eliminating a major bicycle network gap.	2.00
30	West York Street Sidewalk Improvements	West York Street from Pleasant Street to Prospect Street	West York Street is a major connector between Pleasant and prospect that has only a small section of sidewalk on the north side. New/reset curbing and sidewalks on the north side of the road will extend the sidewalk network the rest of the way to Prospect Street. This project will provide an accessible path for pedestrians connecting them with sidewalks on Prospect Street, points west, Mill Hill Park, the Lower Pleasant Business District, and sidewalks on Pleasant Street eliminating a sidewalk network gap.	1.80
30	Fairground Road Sidewalk and Bicycle Improvements	Fairground Road from Newtown Road to Old South Road.	Installation of new curbing and sidewalks on both sides of the street, accessible curb ramps, and crosswalks to connect the proposed sidewalk on Newtown Road to the Fairgrounds Road Bike Path and the Old South Road Bike Path. This sidewalk will connect pedestrians with points north, the Lower Pleasant Business District, surrounding neighborhoods, proposed sidewalks on Newtown Road, and points south.	1.80

## Holly Backus

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**From:** Holly Backus  
**Sent:** Thursday, January 02, 2020 2:52 PM  
**To:** Mike Burns; Jeff Maxtutis  
**Cc:** Tyler de Ruiter; Andrew Vorce  
**Subject:** RE: Sparks Ave - Draft PNF for MHC

Hi Mike,

Sorry for the delay.

I don't see any concerns with what has been provided thus far for the project.

I do want to note the following properties that are located within the project area and are contributing to the National Register for the NHL of Nantucket:

- 42/44/46 Sparks Ave – Newtown Cemetery – aka "Old South Cemetery" which dates from at least 1775.
- 24 Sparks Ave – dwelling built c. 1958
- 18 Sparks Ave – Commercial Restaurant built c. 1954
- 14 & 14B Sparks Ave - dwellings built c. 1970
- 12 Sparks Ave – dwelling built c. 1957
- 10 Sparks Ave – dwelling built c. 1956
- 8 Sparks Ave – dwelling built c. 1965
- 6 Sparks Ave – dwelling built c. 1950
- 4 Sparks Ave – dwelling built c. 1950
- Map 55, Parcel 181 (Milestone Road) – The Inquirer & Mirror Newspaper – built c. 1940

Thank you for giving me the opportunity to give a preliminary review of the proposed project, prior to the formal submittal to SHPO (MHC.)

Holly E. Backus  
Preservation Planner  
Local Hazard Mitigation Plan Coordinator  
Town of Nantucket  
[hbackus@nantucket-ma.gov](mailto:hbackus@nantucket-ma.gov)  
Check out our Community Resilience Planning @ [www.resilientack.org](http://www.resilientack.org)



---

**From:** Mike Burns  
**Sent:** Thursday, January 02, 2020 2:16 PM  
**To:** Holly Backus <[hbackus@nantucket-ma.gov](mailto:hbackus@nantucket-ma.gov)>; Jeff Maxtutis <[JMaxtutis@BETA-Inc.com](mailto:JMaxtutis@BETA-Inc.com)>  
**Cc:** Tyler de Ruiter <[TDeRuiter@BETA-Inc.com](mailto:TDeRuiter@BETA-Inc.com)>; Andrew Vorce <[AVorce@nantucket-ma.gov](mailto:AVorce@nantucket-ma.gov)>  
**Subject:** RE: Sparks Ave - Draft PNF for MHC

Hello – could you please let me know the status of the PNF? I'm not sure if we had submitted comments on the draft, but I had no issues.

Thanks.

Mike

T. Michael Burns, AICP  
Transportation Planner  
Nantucket Planning Office  
2 Fairgrounds Road  
Nantucket, MA 02554  
Phone: 508-325-7587x7011  
Direct: 508-228-7238  
FAX: 508-228-7298

---

**From:** Holly Backus  
**Sent:** Tuesday, December 17, 2019 3:15 PM  
**To:** Jeff Maxtutis <[JMaxtutis@BETA-Inc.com](mailto:JMaxtutis@BETA-Inc.com)>; Mike Burns <[MBurns@nantucket-ma.gov](mailto:MBurns@nantucket-ma.gov)>  
**Cc:** Tyler de Ruiter <[TDeRuiter@BETA-Inc.com](mailto:TDeRuiter@BETA-Inc.com)>; Andrew Vorce <[AVorce@nantucket-ma.gov](mailto:AVorce@nantucket-ma.gov)>  
**Subject:** RE: Sparks Ave - Draft PNF for MHC

Thanks, Jeff.

Mike,  
I'll get prelim comments to you by Friday.... Is that ok?

Many thanks!

Holly E. Backus  
Preservation Planner  
Local Hazard Mitigation Plan Coordinator  
Town of Nantucket  
[hbackus@nantucket-ma.gov](mailto:hbackus@nantucket-ma.gov)  
Check out our Community Resilience Planning @ [www.resilientack.org](http://www.resilientack.org)



---

**From:** Jeff Maxtutis <[JMaxtutis@BETA-Inc.com](mailto:JMaxtutis@BETA-Inc.com)>  
**Sent:** Tuesday, December 17, 2019 2:42 PM  
**To:** Mike Burns <[MBurns@nantucket-ma.gov](mailto:MBurns@nantucket-ma.gov)>; Holly Backus <[hbackus@nantucket-ma.gov](mailto:hbackus@nantucket-ma.gov)>  
**Cc:** Tyler de Ruiter <[TDeRuiter@BETA-Inc.com](mailto:TDeRuiter@BETA-Inc.com)>; Andrew Vorce <[AVorce@nantucket-ma.gov](mailto:AVorce@nantucket-ma.gov)>  
**Subject:** RE: Sparks Ave - Draft PNF for MHC

Mike/Holly,

Please note that the acreage we show on the PNF is just for the replacement of the shared path. It does not include resurfacing the roadway.

Jeff

**Jeff Maxtutis**  
Associate

**BETA Group, Inc.** | 781.255.1982 | C: 774.256.1733  
[Twitter](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#)

**[Join our team!](#)**

---

**From:** Mike Burns <[MBurns@nantucket-ma.gov](mailto:MBurns@nantucket-ma.gov)>  
**Sent:** Tuesday, December 17, 2019 10:14 AM  
**To:** Holly Backus <[hbackus@nantucket-ma.gov](mailto:hbackus@nantucket-ma.gov)>  
**Cc:** Jeff Maxtutis <[JMaxtutis@BETA-Inc.com](mailto:JMaxtutis@BETA-Inc.com)>; Tyler de Ruiter <[TDeRuiter@BETA-Inc.com](mailto:TDeRuiter@BETA-Inc.com)>; Andrew Vorce <[AVorce@nantucket-ma.gov](mailto:AVorce@nantucket-ma.gov)>  
**Subject:** FW: Sparks Ave - Draft PNF for MHC

Hi Holly – could you please review the attached draft notification to MHC and reply all with any comments or questions at your earliest convenience?

This is related to the recently initiated Complete Streets project along Sparks Ave to widen the existing sidewalk, which is being partially funded by MassDOT. BETA Group will be the designer of record for this project.

Once submitted to MHC, I believe you will be sent a formal notification from MHC seeking input on the project.

Thanks.

Mike

---

T. Michael Burns, AICP  
Transportation Planner  
Nantucket Planning Office  
2 Fairgrounds Road  
Nantucket, MA 02554  
Phone: 508-325-7587x7011  
Direct: 508-228-7238  
FAX: 508-228-7298

---

**From:** Jeff Maxtutis <[JMaxtutis@BETA-Inc.com](mailto:JMaxtutis@BETA-Inc.com)>  
**Sent:** Tuesday, December 17, 2019 9:33 AM  
**To:** Mike Burns <[MBurns@nantucket-ma.gov](mailto:MBurns@nantucket-ma.gov)>  
**Cc:** Tyler de Ruiter <[TDeRuiter@BETA-Inc.com](mailto:TDeRuiter@BETA-Inc.com)>  
**Subject:** Sparks Ave - Draft PNF for MHC

Mike,

Attached is a draft of the PNF for MHC. Please review and let me know if you have any questions.

Also – Light House survey is on the island. Rick Reid is the owner and I told him to stop by if there were any issues.

Thanks

Jeff

**Jeff Maxtutis**

Associate



**BETA Group, Inc.**

781.255.1982 | C: 774.256.1733



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950 CMR: OFFICE OF THE SECRETARY OF THE COMMONWEALTH

APPENDIX A  
MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD  
BOSTON, MASS. 02125  
617-727-8470, FAX: 617-727-5128

**PROJECT NOTIFICATION FORM**

Project Name: Sparks Avenue Sidewalk Improvements

Location / Address: Nantucket Planning Office, 2 Fairgrounds Road 02554

City / Town: Nantucket, MA 02554

Project Proponent

Name: Michael Burns, AICP, Transportation Planner

Address: Nantucket Planning Office, 2 Fairgrounds Road

City/Town/Zip/Telephone: Nantucket, MA/02554/508-228-7238

Agency license or funding for the project (list all licenses, permits, approvals, grants or other entitlements being sought from state and federal agencies).

<u>Agency Name</u>	<u>Type of License or funding (specify)</u>
MassDOT	MassDOT Tier 3 Complete Streets Construction Funding. Application for \$114,114. Approved on August 2, 2019. Additional funding will be provided by the Town.

**Project Description (narrative):**

**Sparks Avenue between Surfside Road and Milestone Lane**

This project will create an accessible walking and biking connection along Sparks Avenue from Atlantic Avenue to Milestone Lane in Nantucket, MA. The proposed improvements will connect existing sidewalks at Atlantic Avenue and create a complete sidewalk network on the south side of the street to Milestone Lane. This project proposes the following:

1. Remove and dispose existing bituminous berm and install new granite curbing,
2. Remove and replace the existing four (4) foot sidewalk and grass strip with a minimum eight (8) foot widened asphalt sidewalk,
3. Installing concrete accessible curb ramps with reduced corner radii and detectable warning panels,
4. Re-aligning and restriping crosswalks to reduce crossing distances for pedestrians, and
5. Installing warning signage.

This new sidewalk connects pedestrians and bicyclists with points west, Mill Hill Park, the Nantucket Cottage Hospital, Nantucket High School and athletic fields, the Lower Pleasant Business District, surrounding neighborhoods, and points east. The project is within a mile of the Nantucket High School/Special Education, the Nantucket Elementary School, the Montessori Children's House of Nantucket, and the Nantucket Lighthouse School.

**Does the project include demolition? If so, specify nature of demolition and describe the building(s) which are proposed for demolition.**

No.

**Does the project include rehabilitation of any existing buildings? If so, specify nature of rehabilitation and describe the building(s) which are proposed for rehabilitation.**

No.

**Does the project include new construction? If so, describe (attach plans and elevations if necessary).**

The project involves:

1. Remove and dispose existing bituminous berm and install new granite curbing,
2. Remove and replace the existing four (4) foot sidewalk and grass strip with a minimum eight (8) foot widened asphalt sidewalk,
3. Installing concrete accessible curb ramps with reduced corner radii and detectable warning panels,
4. Re-aligning and restriping crosswalks to reduce crossing distances for pedestrians, and
5. Installing warning signage.

APPENDIX A (continued)

**To the best of your knowledge, are any historic or archaeological properties known to exist within the project's area of potential impact? If so, specify.**

The project is located within the Nantucket Historic District (Massachusetts Record NAN.D and National Historic Record 66000772). The Massachusetts Cultural Resource Information System does not list any specific areas or structures located within the project area.

The following properties are located within the project area and are contributing to the National Register for the NHL of Nantucket:

- 42/44/46 Sparks Ave – Newtown Cemetery – aka “Old South Cemetery” dates from at least 1775
- 24 Sparks Ave – dwelling built c. 1958
- 18 Sparks Ave – Commercial Restaurant built c. 1954
- 14 & 14B Sparks Ave - dwellings built c. 1970
- 12 Sparks Ave – dwelling built c. 1957
- 10 Sparks Ave – dwelling built c. 1956
- 8 Sparks Ave – dwelling built c. 1965
- 6 Sparks Ave – dwelling built c. 1950
- 4 Sparks Ave – dwelling built c. 1950
- Map 55, Parcel 181 (Milestone Road) – The Inquirer & Mirror Newspaper – built c. 1940

**What is the total acreage of the project area?**

Woodland	0	acres	Productive Resources:		
Wetland	0	acres	Agriculture	0	acres
Floodplain	0	acres	Forestry	0	acres
Open space	0	acres	Mining/Extraction	0	acres
Developed	0.88	acres	Total Project Acreage	0	acres

**What is the acreage of the proposed new construction?**

0.88 acres.

**What is the present land use of the project area?**

The east half of the project area has adjacent commercial land use. The west half includes an adjacent town cemetery, Nantucket Middle/High School and playing fields, and the Nantucket Boys and Girls Club.

Please attach a copy of the section of the USGS quadrangle map which clearly marks the project location.

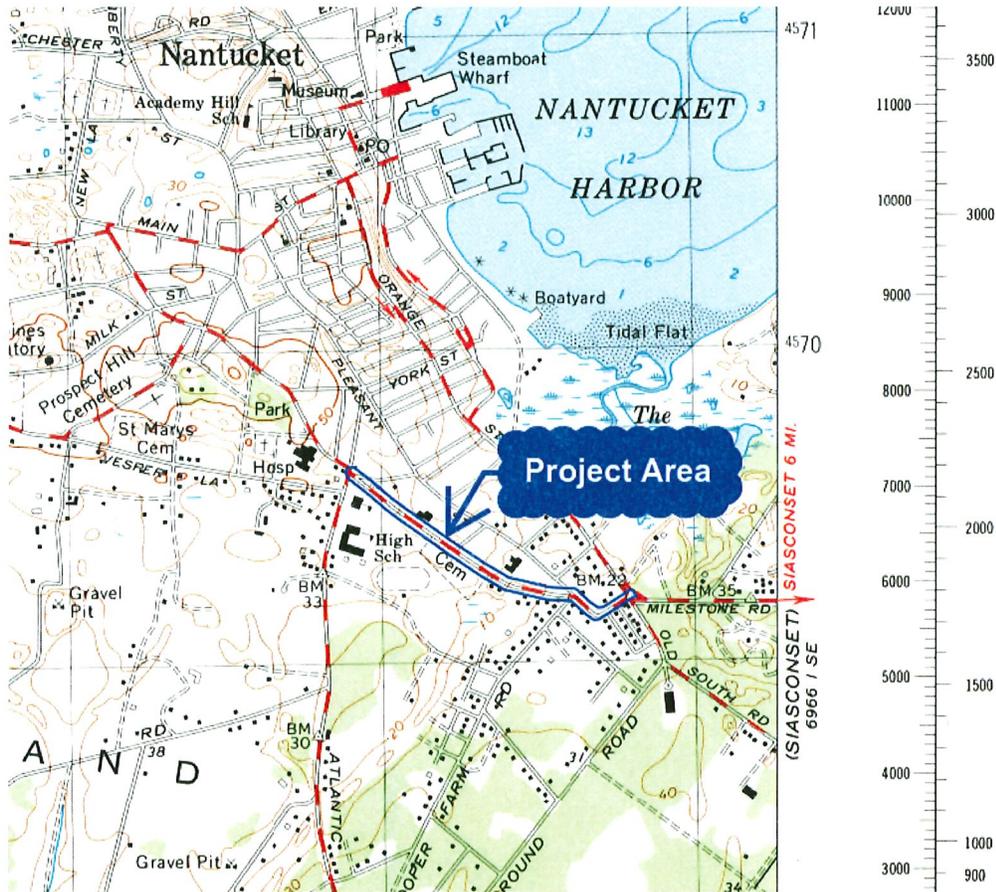


Figure 1: 1972 USGS Topo Map

This Project Notification Form has been submitted to the MHC in compliance with 950 CMR 71.00.

Signature of Person submitting this form:  Date: 1/7/2020  
 Name: Andrew V. Vorce, AICP – Director of Planning  
 Address: Nantucket Planning Office, 2 Fairgrounds Road  
 City/Town/Zip: Nantucket/MA/02554  
 Telephone: 508-228-7238

REGULATORY AUTHORITY  
 950 CMR 71.00: M.G.L. c. 9, §§ 26-27C as amended by St. 1988, c. 254.