

NEWTON COMMUNITY DEVELOPMENT BLOCK GRANT
Newton Housing and Community Development Program
Planning and Development Department
APPLICATION FOR FY11-FY15 CDBG ACCESS FUNDING

Application must be completed electronically and submitted with original signature by 12 p.m. Friday December 18th, 2009

Kathleen Cahill, Senior Planner
Department of Planning and Development
1000 Commonwealth Avenue Newton, MA 02459-1400
kcahill@newtonma.gov (617) 796-1125

Before completing this application please read the document entitled "Important Information on CDBG Access funding."

SECTION 1. PROJECT CONTACTS

Name(s): Frank Nichols

Organization/City Department: Engineering Division/DPW

Mailing address: 1000 Commonwealth Ave, Newton, MA 02459

Phone: (617) 796-1034

Email: fnichols@newtonma.gov

SECTION 2. PROJECT OVERVIEW

Project title: ADA Compliant Ramps Citywide

Project location (*full street address with zip code*): n/a

Year CDBG Funds requested: (FY11) (FY12) (FY13) (FY14) (FY15)

CDBG Access funds requested: \$100,000 per year

Other funds to be used: Chapter 90, City budget

Total project cost: \$500,000

Project Summary (*the project summary should: describe how the project addresses the removal of barriers to access, specify the company, contractor, non-profit, or City department that will complete design work, construction, installation and/or provide materials and explain who will be responsible for maintaining the project*). Note: bids in the amount of \$5,000 and over must go through a public bidding process. Projects over \$2,000 are subject to Davis-Bacon Act federally prevailing wages.

This project will reconstruct curb cuts for compliance with current ADA standards for slope and tactile warning surfaces. Locations with heavy pedestrian traffic will be prioritized for upgrades. A list of high priority locations is attached to this application.

Contract work will be completed by the Department of Public Works, Highway Division, under the supervision of Director Stephen Tocci.

SECTION 3. PROJECT TIMELINE

Use the table below to provide a project timeline (including proposed start, completion dates, and any other steps):

Date/Season		Description of Step
Start	Spring 2010	Complete all new curb cuts by Fall 2010
	Spring 2011	Complete all new curb cuts by Fall 2011
	Spring 2012	Complete all new curb cuts by Fall 2012
	Spring 2013	Complete all new curb cuts by Fall 2013
	Spring 2014	Complete all new curb cuts by Fall 2014
Completion		

If the fiscal year CDBG assistance awarded is different than the year requested, will the department/organization still be able to implement the project?

YES

SECTION 4. PROJECT ACCOMPLISHMENTS

What is the total estimated number of persons to be served by this project?

Thousands per year.

Of that total, what is the total estimated number of elderly persons or adults with severe disabilities that will be served by this project?

Unknown.

SECTION 5. PROJECT BUDGET

Item	CDBG	Other Funds	Source of Other Funds	Total
<i>Curb cuts 2010</i>	\$100,000	<i>TBD</i>		<i>\$100,000+</i>
<i>Curb cuts 2011</i>	\$100,000	<i>TBD</i>		<i>\$100,000+</i>
<i>Curb cuts 2012</i>	\$100,000	<i>TBD</i>		<i>\$100,000+</i>
<i>Curb cuts 2013</i>	\$100,000	<i>TBD</i>		<i>\$100,000+</i>
Total CDBG Request	\$500,000			
Total Other Funds		TBD		
Grand Total				\$500,000+

If any of the "other funds" listed in the above budget have not yet been obligated to the project explain what needs to take place for this to happen?

Funds allocated via Chapter 90 State aid and City budget process. The 2010 Road Program and associated improvements is being finalized.

Has the applicant explored other (internal and/or external) funding sources for this project? If yes, please indicate why CDBG funds would be a better source of funding?

CDBG funds will allow an expanded program of locations where non-ADA compliant ramps, of which many are steeper than twice the acceptable slope, are brought into compliance, especially in high-traffic pedestrian areas, such as in Newton's village centers.

SECTION 6. PLANS AND PHOTOGRAPHS

Applications for construction projects must be accompanied by an architect's or engineer's plan – contact staff for more detailed information. The submission of photographs is also encouraged.

Design and survey work will be initiated upon successful receipt of funding and shall be done at the expense of the DPW.

SECTION 7. PROJECT MANAGER

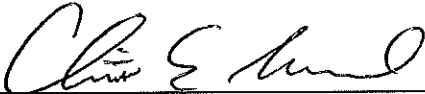
Name: Frank Nichols

Title: Project Manager

Telephone: (617) 796-1034

Email: fnichols@newtonma.gov

I certify that all information submitted in this application is complete, true, correct, and represents the true intended usage of the funds for which the application is being submitted:



Signature

12/18/09

Date

**CITY OF NEWTON
ENGINEERING DIVISION**

MEMORANDUM

To: Kathleen Cahill, Community Development Senior Planner (via email)

From: Frank Nichols, P.E., Project Engineer

Re: Identification of Access Needs for the FY11-FY15 Consolidated Plan (DPW)

Date: May 14, 2009

CC: Lou Taverna, City Engineer (via email)

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Please find listed below specific locations identified for HC accessibility improvements. The following ramps all have similar problems. Either being an excessive ramp slope and/or no flat area at the top of the ramp.

West Newton

- A. Intersection of Washington @ Cherry
 - Southern side of Washington Ramp – 11.7% slope, no flat area
 - Northwest corner – 12.0% slope

- B. Intersection of Washington @ Highland
 - Southwest corner – 13.8% slope
 - Southeast corner – 17.4% slope

- C. Intersection of Washington @ Elm
 - East Ramp – 10.5% slope
 - West Ramp – 9.5% slope, no flat area

- D. Intersection of Washington @ Elm
 - Northeast corner – 10.5% slope
 - Northwest corner – 9.5% slope, no flat area

- E. Intersection of Webster @ Elm
 - Northwest corner – 16.7% slope, no flat area (issue w/light pole)
 - Southwest corner – 14.2% slope, no flat area

- F. Intersection of Webster @ Cherry
 - Northeast corner – 12.5% slope
 - Southeast corner – 10.5% slope
 - Northwest corner – 9.6% slope
 - Southwest corner – 12.5% slope

- G. Intersection of Webster @ Warren Ave
 - East Ramp – 13.2% slope, no flat area
 - West Ramp – 27% slope, no flat area

- H. Intersection of Webster @ Warren Ave
 - Northeast Ramp – 13.8% slope
 - Southeast Ramp – 10.3% slope
 - Northwest Ramp – 11.6% slope
 - Southwest Ramp – 9.7% slope

- I. Intersection of Watham @ Washington
 - East Ramp – 12.0% slope
 - West Ramp – 10.8% slope
 - Ramp opposite Cinema – 10% slope

- J. Intersection of Watertown @ Washington
 - South side of Washington (crn of Chestnut) – 10.6% slope, no flat area
 - At intersection – 12.3% slope on south side & 8.7% slope on north side
 - Sidewalk cross-slope along Watertown @ Washington + 8%

Newtonville

- A. Intersection of Walnut @ Washington
 - Northwest corner – 10.2% slope, no flat area
 - Southwest corner (2 ramps) – 12.5% and 17.6% slope, no flat area (issues - 2 light poles and 1 Mass DPW box at grade)
 - Southeast corner – 16.4% slope, no flat area (1 light pole)
 - Sidewalk from Washington Street towards Mass Pike excessive slope (11%)

- B. Intersection of Walnut @ Highland Ave
 - Southwest corner – 12.2% slope (adjacent to senior center)
 - Northwest corner – 16.2% slope, no flat area (adjacent to KFC)

- C. Intersection of Walnut @ Walnut Place
 - Northeast corner – 11.2% slope, no flat area
 - Southeast corner – 13.9% slope, no flat area

- D. Intersection of Walnut @ Washington Park
 - Northwest corner – 18.3% slope, no flat area (**bad**)
 - Southwest corner – 8.6% slope, no flat area
 - Opposite Northwest corner (adjacent to senior center – 12.5% slope, no flat area (**bad**))

- E. Intersection of Walnut @ Madison Avenue
 - Northeast corner – 8.0% slope, no flat area
 - Southeast corner – 12.4% slope, flat area outside of travel path
 - Northwest ramp (adjacent to #317) – 13.5% slope, no flat area

- F. Intersection of Walnut @ Newtonville Avenue
 - Northeast corner – 16.9% slope
 - Southeast corner – 7.6% slope (**OK**)

G. Intersection of Walnut @ Austin Street

- Northwest corner – 11.9% slope, flat area outside of travel path
- Southwest corner – 10.1% slope, no flat area

Nonantum

A. Intersection of Watertown @ West

- Southeast corner – 11.6% slope
- North Ramp – 16.5% slope

B. Intersection of Watertown @ Bridge

- Northeast corner – 11% slope, no flat area
- South Ramp – 10.5% slope, no flat area

C. Intersection of Watertown @ Adams Street

- Northeast corner – 7.7% slope, flat area outside of travel path
- Southeast corner – 12.5% slope

D. Intersection of Watertown @ Chapel

- Northeast corner – 9% slope, no flat area
- Northwest corner – 7% slope, no flat area
- Southwest corner – 15.3% slope, no flat area (issue with light pole and control box)
- Southeast corner – 13.2% slope, no flat area

E. Intersection of Watertown @ Faxon

- Northeast corner – 16.2% slope, no flat area
- Northwest corner – 4.9% slope, no flat area

If you have any questions please feel free to contact me @ 617-796-1034.