



Public Facilities Committee Report

City of Newton

In City Council

Wednesday, March 6, 2019

Present: Councilors Crossley (Chair), Leary, Norton, Kelley, Gentile, Danberg, Laredo, Rice, Albright, Kalis, Baker, Norton, Leary, Noel, Auchincloss, Markiewicz, Downs, Grossman, Cote

Absent: Councilor Lappin

City Staff Present: Chief Operating Officer Jonathan Yeo, Commissioner of Public Works Jim McGonagle, City Engineer Lou Taverna, Director of Planning and Development Barney Heath, Commissioner of Public Buildings Josh Morse, School Department Assistant Superintendent/Chief Financial and Administrative Officer Liam Hurley

The Public Facilities Committee met jointly with the Programs and Services Committee to discuss the following two items

Referred to Programs & Services, Public Facilities, and Finance Committees

#101-19 **Authorization to submit an SOI to the MSBA for Countryside School**
SUPERINTENDENT OF SCHOOLS requesting authorization to submit a Statement of Interest (SOI) – Core Program to the Massachusetts School Building Authority (MSBA) for consideration of funding for a renovation/addition of Countryside Elementary School, designated as the highest priority for a major project after Cabot Elementary School and Lincoln–Eliot Elementary School and Newton Early Childhood Program.

Action: **Public Facilities Approved 6-0 (Leary not Voting)**

Note: School Department Assistant Superintendent/Chief Financial and Administrative Officer Liam Hurley presented the request to authorize the submission of a Statement of Interest (SOI) to the Massachusetts School Building Authority (MSBA) for the purpose of renovating Countryside Elementary School. Mr. Hurley noted that Countryside is highest on the City’s priority list after Cabot and Lincoln–Eliot. Mr. Hurley noted that submission of the SOI is the first step of the process required to procure MSBA funds.

Commissioner of Public Buildings Josh Morse explained that the Countryside school has a basement and a sub-basement, and is located in near wetland, with high groundwater, causing frequent flooding. The Commissioner noted that Countryside has 13 modular classrooms, which make up half of the total number of classrooms. The modular classrooms serve approximately 250 students and staff members who share one toilet. Commissioner Morse explained that the existing systems are tired and require updating. He noted that the existing conditions and lack of support space is uncondusive for a learning environment. The Commissioner confirmed that a renovated Countryside would most likely retain the

original existing building, remove the modulares and require a large addition to accommodate a larger student population.

Committee members noted that the Franklin School was previously at the top of the priority list for school renovations and questioned why the priority has shifted. Mr. Hurley explained that while Franklin and Countryside are both considered high priorities, the much poorer condition and enrollment projections at Countryside demand attention first. Commissioner Morse confirmed because the site is not conducive to adding additional students, that the Ward School is third on the priority list but stated that it may not be eligible for MSBA funding. He confirmed that some work is planned at Franklin to address immediate concerns.

Committee members requested that the Administration provide funding details for Lincoln Eliot at the Finance Committee meeting. Councilor Albright motioned to approve the item in Programs and Services which carried unanimously. Councilor Gentile moved approval in Public Facilities and Committee members voted unanimously in favor of approval.

Referred to Public Facilities and Finance Committees

#100-19 Request to bond \$1,364,006 for boilers at Bigelow Middle School

HER HONOR THE MAYOR requesting authorization to appropriate one million three hundred sixty-four thousand six dollars (\$1,364,006) from bonded indebtedness for the purpose of paying costs, including incidental and/or related costs, of replacing the boilers at Bigelow Middle School for which the City may be eligible for a grant from the Massachusetts School Building Authority (MSBA). The funds are to be expended under the direction of the Commissioner of Public Buildings.

Action: **Public Facilities Approved 7-0**

Note: Commissioner of Public Buildings Josh Morse presented the request to bond \$1,364,006 for boilers at Bigelow Middle School. The Commissioner explained that the existing boilers are 60 years old and beyond their useful life. He noted that the Council previously approved the SOI for the boiler project and stated that the City will receive 32% of the cost of the project back from the MSBA. The Commissioner noted that the replacement of the boilers will reduce the system's carbon emissions by 40%. Committee members were familiar with the proposed work and expressed no concerns relative to the request. Councilor Laredo moved approval of the item which carried unanimously.

The Public Facilities Committee met with the Public Safety and Transportation Committee to discuss the following item

Referred to Public Safety & Trans., Public Facilities, and Finance Committees

#103-19 Request to bond \$5.6 million for the West Newton Square Project

HER HONOR THE MAYOR requesting authorization to appropriate five million six hundred thousand dollars (\$5,600,000) from bonded indebtedness for the purpose of funding the construction of the West Newton Square, which includes street and pedestrian

improvements, traffic flow upgrades, signal upgrades, parking upgrades, and the addition of bike lanes.

Action: **Public Facilities Approved 6-0-1 (Gentile abstaining)**

Note: Director of Planning and Development Barney Heath presented an overview of the final design for the West Newton Square Project as shown on the attached presentation. The project includes changes to curb alignments, widening of sidewalks and a public plaza, advanced traffic signalization, improved crosswalk markings and the installation of bicycle lanes. Improvements have been designed with a focus on ensuring public safety for pedestrians and bicycles while maximizing efficiencies and enhancing West Newton Square. The design of the project was completed in January and put out to bid. Prospective bidders were required to attend a pre-bid conference. Four companies were in attendance and two companies submitted bids. The City is in the process of preparing the contract with the bid winner. Committee members discussed concerns as shown below.

A Committee member noted that the location of an accessible ramp is located 80' westward from the crosswalk in front of the police station to a new accessible parking space in front of Corner Cleaners. Committee members questioned whether the relocation of the accessible ramp might make access to the Police Station and Courthouse more difficult for those with accessibility needs. Committee members asked that ADA Coordinator Jini Fairley evaluate and provide feedback regarding the proposed ramp relocation.

Committee members noted that the plans have been modified to create a bus stop between two curb cuts in front of Tody's Service Station. Mr. Heath noted that the MBTA prefers bus stops to be located beyond intersections, for efficient operations. Committee members noted that drivers are often speeding when passing Tody's in a westbound direction on Washington Street today and questioned whether this is the safest location for the bus stop. Committee members urged the Planning Department and DPW to analyze the opportunity to locate the bus stop at a safer location (i.e. in front of the First Unitarian Universalist Church).

Mr. Heath confirmed that the proposed design of West Newton Square is conceptually consistent with the Washington Street Vision Planning. Additionally, Planning Director of Transportation Nicole Freedman is analyzing how to connect bike lanes through the City as various parts of the City are redesigned. A Councilor noted that there is a bicycle lane in the middle of the road on Washington Street over the bridge and questioned whether this is safe. It was explained that the center bike lane is expected to be utilized and an asset for experienced cyclists.

Committee members questioned how drivers will be notified that there is no left turn from Waltham Street onto Washington Street. Mr. Heath confirmed that in addition to the proposed island, there will be signage at street level and on the overhead mast arm. With regard to the prohibition of a right turn Washington Street onto Watertown Street, a Committee member questioned whether the right turn onto Watertown Street can be added after the redesign. Mr. Taverna said that it would be very difficult for a car to maneuver the right turn after the redesign. Councilors noted that there is a right turn arrow

(directing cars from Washington Street onto Waltham Street) that could be misleading and seems to point onto Watertown Street.

A Committee member questioned whether the banner arms for the street light posts can be included in the project. The Commissioner confirmed that it is unlikely that the banner arms can be included in the contract with the bidder but noted that they can be installed as a separate project at any point in a cost-effective manner.

A Committee member noted that the staff recommendation in 2018 was to trial one-lane and two-lane options for Washington Street at Elm Street. It was noted that a one-lane configuration may cause added traffic and frustration for drivers through the square. Councilor Gentile motioned to include a condition on behalf of Councilor Ciccone requiring trials of a single-lane and double lane on the eastbound side of Washington Street as traffic enters the square from the eastbound lanes over the Mass Pike (between Elm and Cherry Street). Mr. Heath noted that if the one-lane trial causes significant backup and issues, the City can repaint the roadway to allow for two-lanes. Director of Transportation DPW Jason Sobel confirmed that one-lane configurations result in fewer side swipe accidents and are generally safer. Committee members noted that if a one-lane trial was successful, it would not be necessary to have a two-lane trial. Staff members noted that a reconfiguration should be implemented for a period of time that allows drivers sufficient time to adjust to the conditions. It was noted that multiple changes to the configuration in the square may be confusing for drivers.

Committee members acknowledged that the proposed changes in the square will result in approximately 20-40 seconds of additional travel time through the square. Some Committee members noted that the expansion of the plazas, sidewalks and square enhancements are designed to encourage walkability and create an inviting environment for visitors. Councilors expressed concerns relative to the focus on the driving experience as a primary measure of success. Other Councilors felt that the City should try one-lane and two-lane trials to determine the best outcome. Commissioner McGonagle confirmed that if the one-lane trial is insufficient, the City is prepared to address the outcome. Committee members were generally not inclined to require two trials, so the motion was withdrawn. Some Committee members felt that having a review of the one-lane configuration at 180 days and one year would allow the Council to provide feedback on the configuration. Councilor Laredo motioned to include a condition of requiring a lookback at 180 days and one year in Public Facilities. Councilor Grossman motioned to include a condition of requiring a lookback at 180 days and one year in Public Safety and Transportation. Both motions failed to carry. Councilors agreed that the Committees have the flexibility to request a review of the proposed reconfigurations at any time after construction.

Committee members expressed concerns that project design changes were made after the project was approved by the Council and put out to bid. Councilors suggested that future project changes should be reviewed prior to being put out to bid.

Committee members were supportive of the overall improvements for West Newton Square, noting that the reduction in number of signals, the upgraded signalization, the net gain of 20 parking stalls, the biking accommodations and the design features will be beneficial to the experience in the Square. With a motion

from Councilor Kelley in Public Facilities, Committee members voted 6-0-1 in favor of approval (Gentile abstaining). A motion from Councilor Cote in Public Safety and Transportation carried unanimously.

Outstanding Items

Can the City test visibility of bicyclists in bicycle lanes around the Tody's curb cuts from a truck cab entering/exiting the site?

Can DPW provide a list of green initiatives being implemented as part of the project

Can the City's ADA Coordinator Jini Fairley analyze whether the ADA ramp location on Washington Street in front of the Police Department is close enough to the ADA space?

Can the City reconsider the relocation of the bus stop from in front of Tody's to its current location, in front of the church?

Can the City investigate including banner arms in the project design?

Can DPW/Engineer provide a summary of the planned stormwater improvements?

Can staff provide a memo detailing the metrics that will define success of the one-lane trial?

The following questions were asked following the meeting.

With three accessible space next to the courthouse and commercial building, is it necessary to have a fourth accessible space as proposed?

The current plan calls for a no right turn at Washington and Watertown Streets. In case a hardship is documented for the gas station or the residents of Cross, Parsons or Eddy streets can the intersection be engineered to allow for a right hand turn in the future?

When first planned this project was going to pave the square, build new sidewalks, and replace and coordinate new traffic lights. Please provide a list of additional work being done to make this a complete streets project and estimates as to the cost of doing this work.

#49-18 Updates on the Accelerated Roads Program

PUBLIC FACILITIES COMMITTEE requesting periodic updates on the Accelerated Roads Program.

Action: Public Facilities Held 7-0

Referred to Finance and Appropriate Committees

#542-18

Submittal of the FY 2020 to FY 2024 Capital Improvement Plan

HER HONOR THE MAYOR submitting the Fiscal Years 2020 to 2024 Capital Improvement Plan pursuant to section 5-3 of the Newton City Charter.

Action:**Public Facilities Held 7-0**

Note: Commissioner of Public Works Jim McGonagle and Beta Engineering Consultant Conrad Ledger presented an overview of the Accelerated Roads Program. Beta Engineering, a pavement management firm, has been working with the City to develop and implement a prioritized Roads rehabilitation program which includes methods for repair and ongoing maintenance. Originally the City used Street Scan to assess and inventory the condition of the City's roads. Mr. Ledger noted that the Street Scan data revealed an average PCI (Pavement Condition Index) of 62.5 (of 100) with 35% of Newton's streets having a PCI of less than 55. Mr. Ledger explained that the City is now working with RoadBotics to survey the street. He explained that the RoadBotics technology is new but cost effective and provides high resolution photographs for every 10' of the roadway. Mr. Ledger noted that the City is additionally engaging in a pavement coring program, utilizing existing City GIS software and on-site testing to determine existing pavement depths on roadways.

Mr. Ledger illustrated how strategic well-managed maintenance measures can extend the life of the roadway, in a cost-effective way. He noted that as the type of repair becomes more invasive, the cost increases. Mr. Ledger presented the attached PowerPoint, emphasizing the importance of planning the appropriate methods of preventive maintenance in order to maximize the value of investments in roadway rehabilitation and reconstruction. Mr. Ledger reviewed methods of preventive, maintenance that were used during the 2018 construction season and presented new methods which DPW intends to implement during the 2019 construction season. He showed the length of roadway repaired using each method in 2018, noting that the City has seen a significant increase in the overall pavement condition index (UP to 68.2 PCI from 62.5 PCI). He emphasized that this increase in PCI is greater than municipalities typically see over several years.

Mr. Ledger showed a chart detailing project costs, noting that sidewalks and curbing are particularly expensive, sharply raising the cost of mill and overlay and full reclamation projects. The Commissioner confirmed that DPW can provide initial cost estimates to the Committee. Mr. Ledger showed an overview of the proposed roadway work for FY2020. The Commissioner noted that DPW is working on a plan to raise the PCI of all streets in the City to greater than 25 within the next two years. Committee members asked questions and received responses as shown below.

Q: Do you foresee grabbing some of the right of way to expand sidewalks?

A: To comply with ADA standards, the City is required to have a minimum 36" wide sidewalk. If there is sufficient right of way, we will expand the sidewalks wherever necessary.

Q: Will you be doing hot in place recycling?

A: The “hot in place” method did not result in permanent damage to trees, as expected but the City will only employ the “hot in place” method during the fall season, to avoid burning new buds.

Q: I am concerned about roads where small segments are in very poor condition in comparison to the overall condition of the road. How realistic that we can expect these areas to be addressed?

A: Where there are sections with major issues, we are repaving sections. These “segment repairs” are being performed by the Highway Division as temporary solutions until a we are able to mill and overlay the entire road. If there are specific requests or concerns, send them to DPW. We can cross reference whether these segments may already appear on the Highway Division’s list.

Q: Does PCI measure underlying/subsurface conditions?

A: No, the PCI is only a measure of surface conditions, but the pavement coring program helps to identify underlying conditions.

Q: There are some municipalities using cellular apps to track where potholes are. Have you looked into these?

A: There are some app pilot programs. Our pothole list currently has over 1000 potholes on it, but please contact DPW as you see potholes, so we can make sure they are accounted for.

Committee members noted that a schedule of the segments to be repaired would be very helpful. Committee members were appreciative of the informative presentation and noted that the level of success of the program is impressive. The Commissioner confirmed that availability of police details remains a concern for the roadway construction schedule, noting that the City is competing with utility companies to have police details at each site. Last year, when National Grid was not working, the detail non-fill rate was 38%. It was noted that the City is still negotiating an agreement with the police union to allow the City to use police details from other communities. With that, Councilor Laredo motioned to hold items #49-18 and #548-18. All Committee members voted in favor of the motion to hold.

The Committee adjourned at 10:00 pm.

Respectfully submitted,

Deborah Crossley



West Newton Square Enhancements Project

City Council Discussion
March 6, 2019

Department of Planning and
Community Development

Department of Public Works



West Newton Square Enhancements Project

Public Engagement



West Newton Square Today

West Newton Square Enhancements



What is the Enhancements project?

Upgrade and improvement in West Newton Square

Where: Washington Street

from Chestnut Street to just past The Local

What does it include:

- Street & Intersection Improvements
- Refreshed Sidewalks
- Safer walking and biking conditions

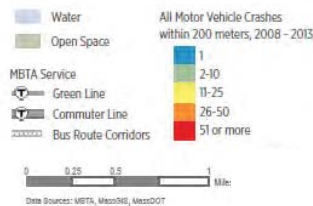


West Newton Square Enhancements

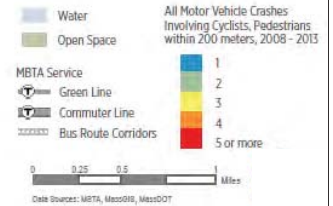
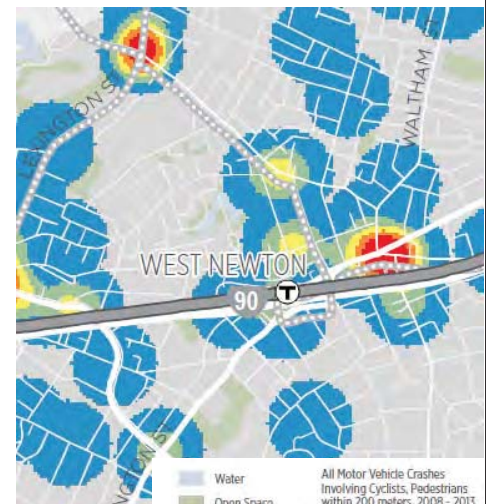


Why is the City undertaking this project now?

All Motor Vehicle Crashes, 2008-2013



Crashes involving a Pedestrian or Cyclist, 2008-2013



West Newton Square Enhancements



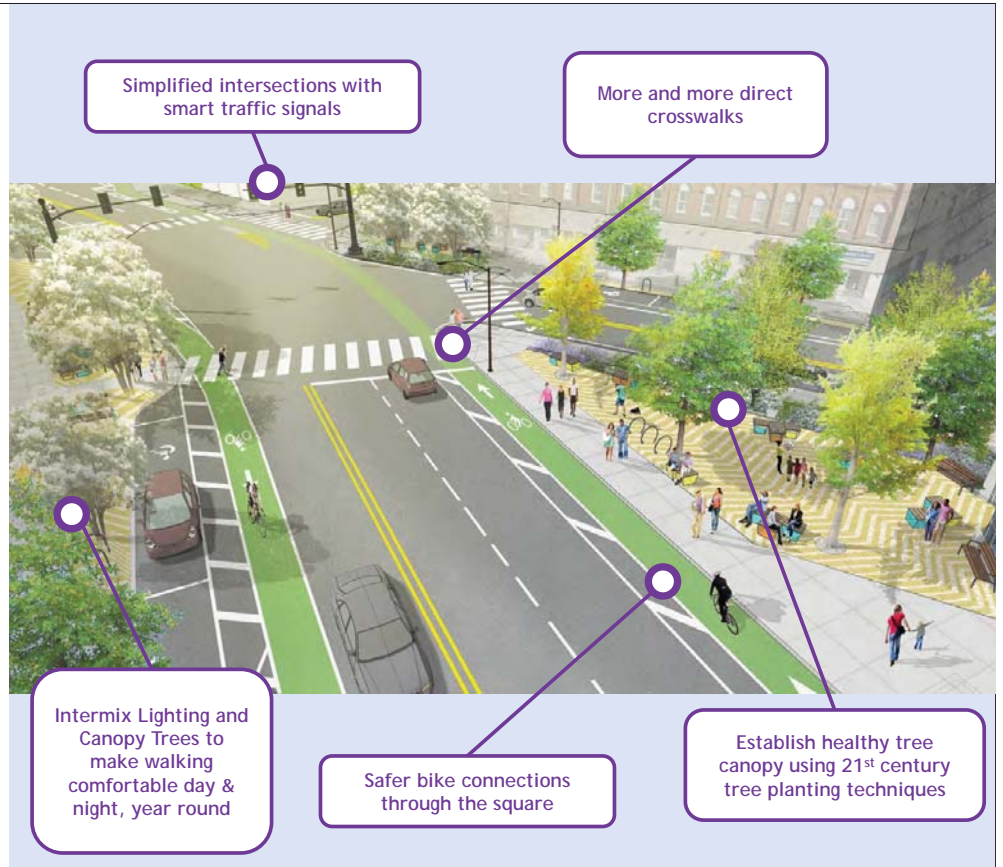
Why is the City undertaking this project now?



West Newton Square Enhancements



What does the project do?



West Newton Square Enhancements



What does the
project do?

Project Goals

Maximize **Safety** and convenience for all travel modes

- Simplify intersections and traffic patterns
- Accommodate bicycles
- Improve wayfinding to MBTA services and to parking

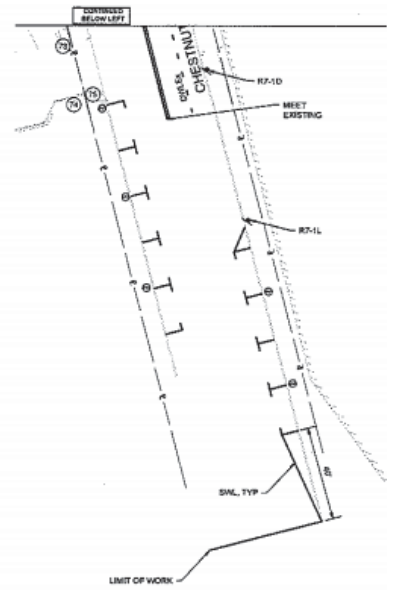
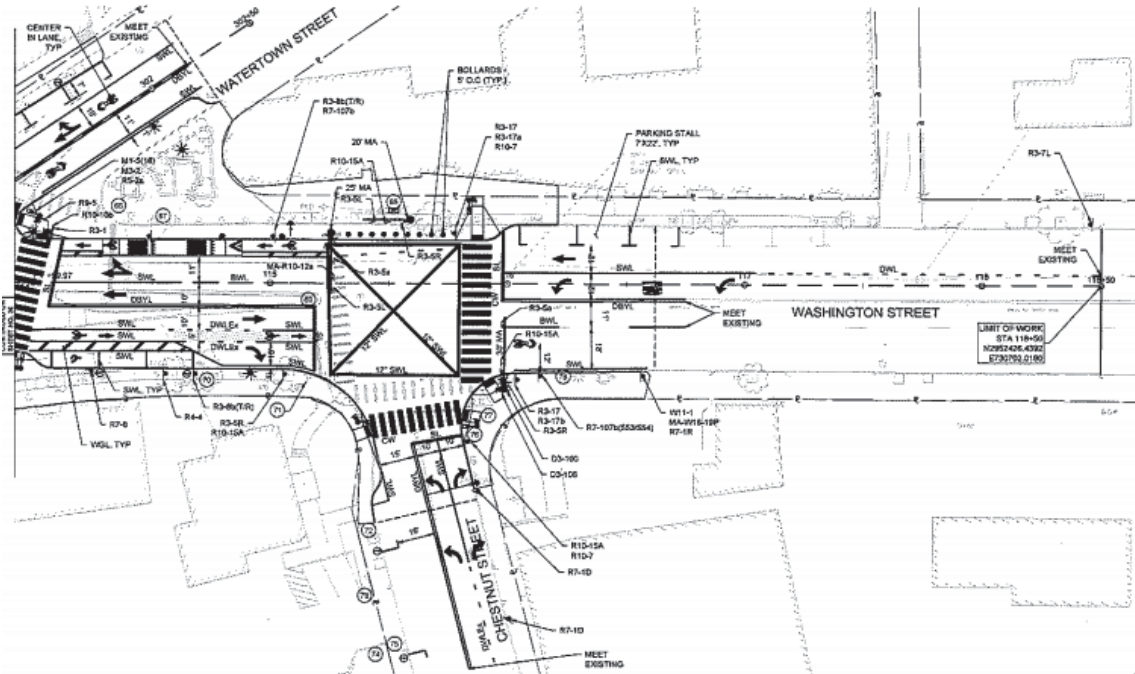
Enhance Pedestrian **Experience** / Village Character

- Vehicular traffic calming
- More direct and rational pedestrian crossings and routes
- Places to linger and socialize
- Pleasant and maintainable streetscape and landscape elements

Benefit the **Environment**

- Increased tree canopy to mitigate urban “heat island”
- Green Infrastructure to improve stormwater quality
- Encourage walking, biking and transit use

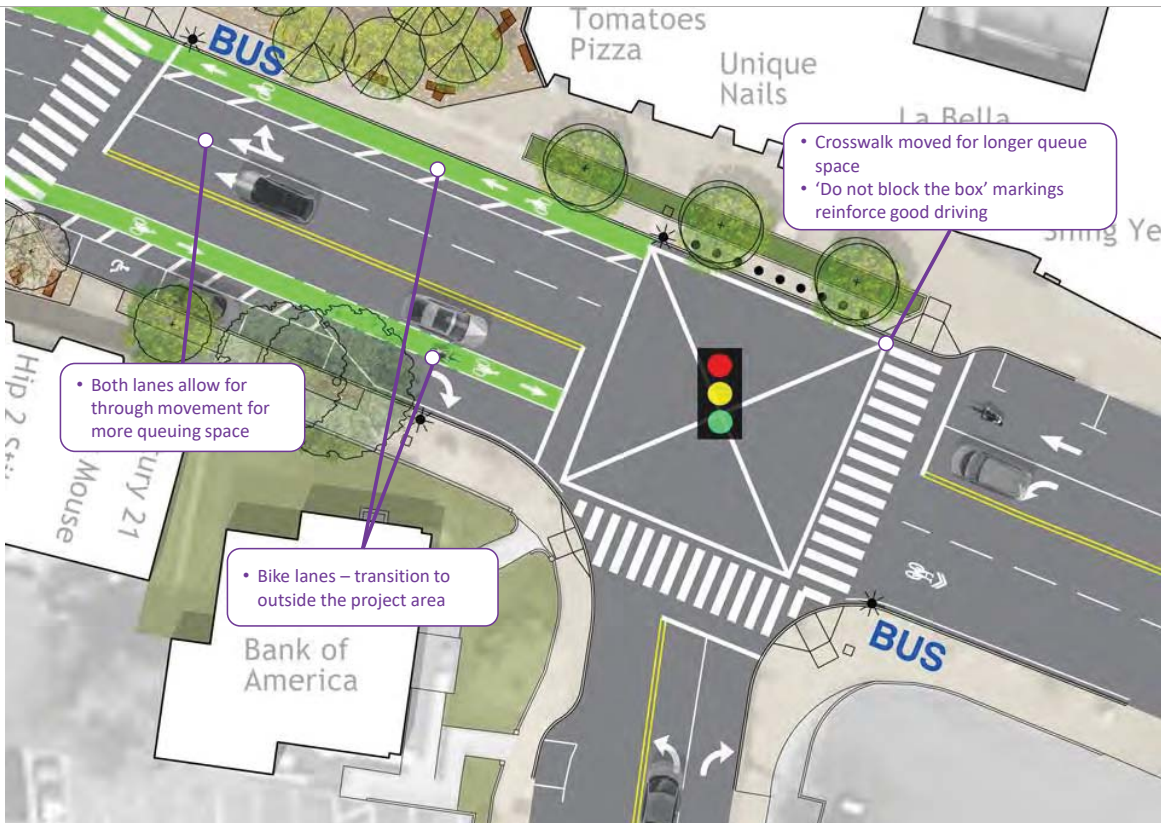
Block by Block



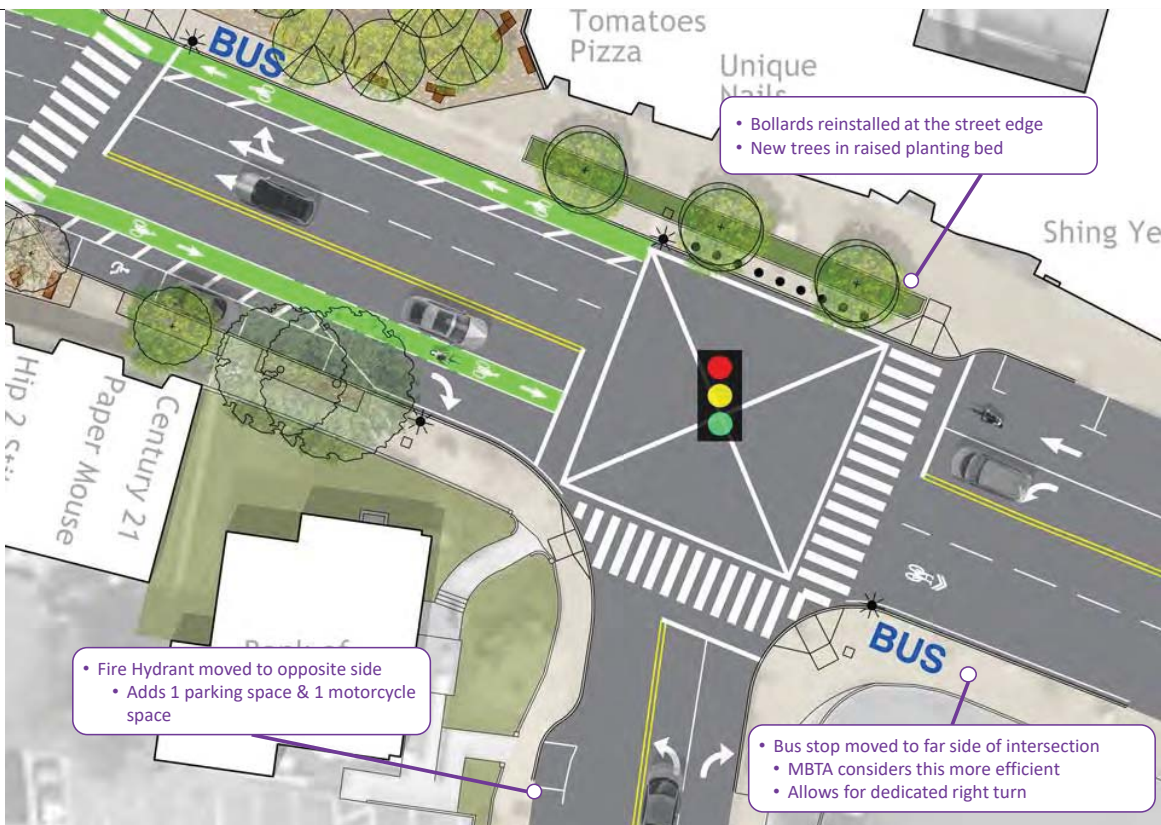
Washington @ Chestnut



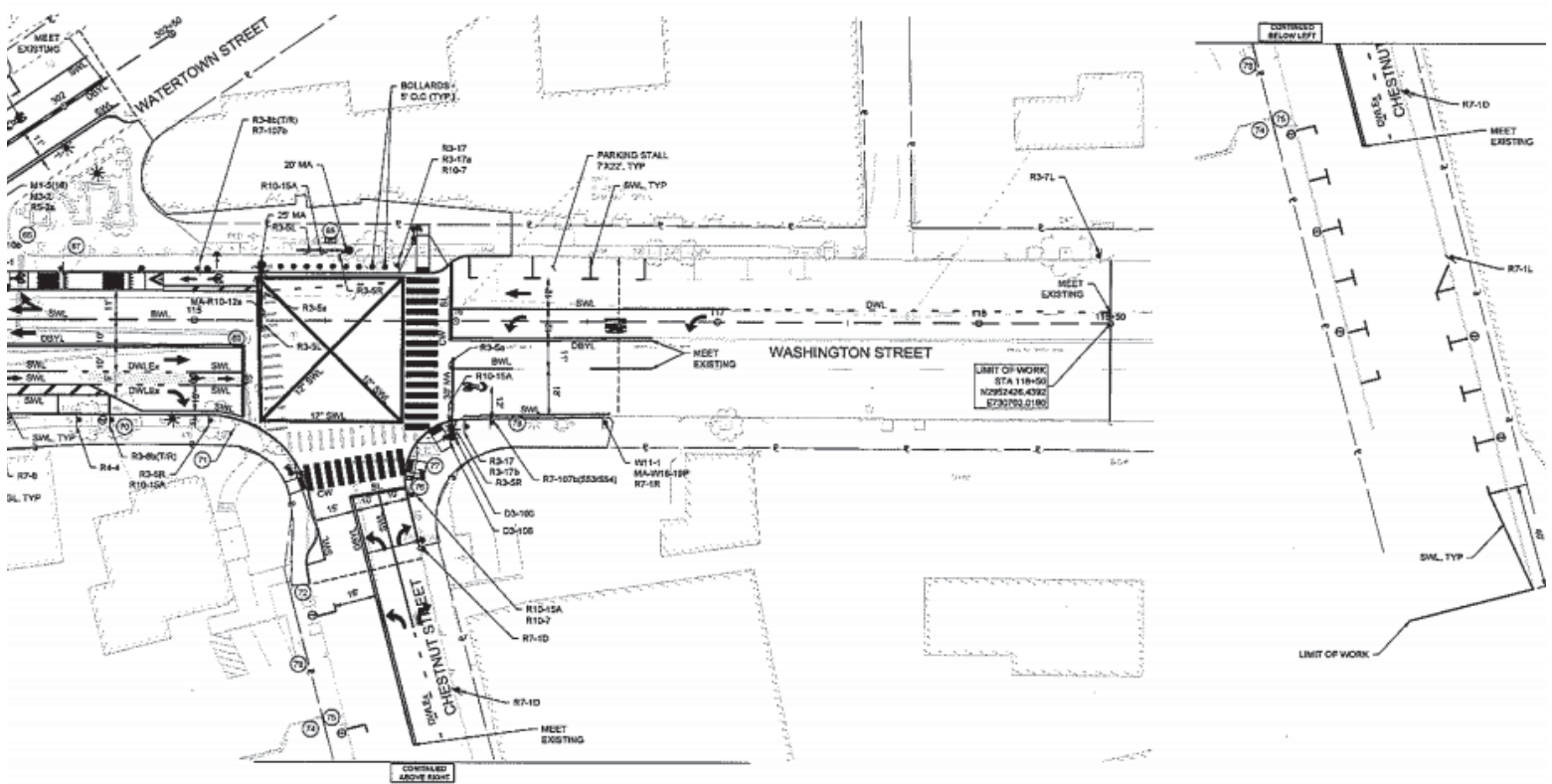
Washington @ Chestnut



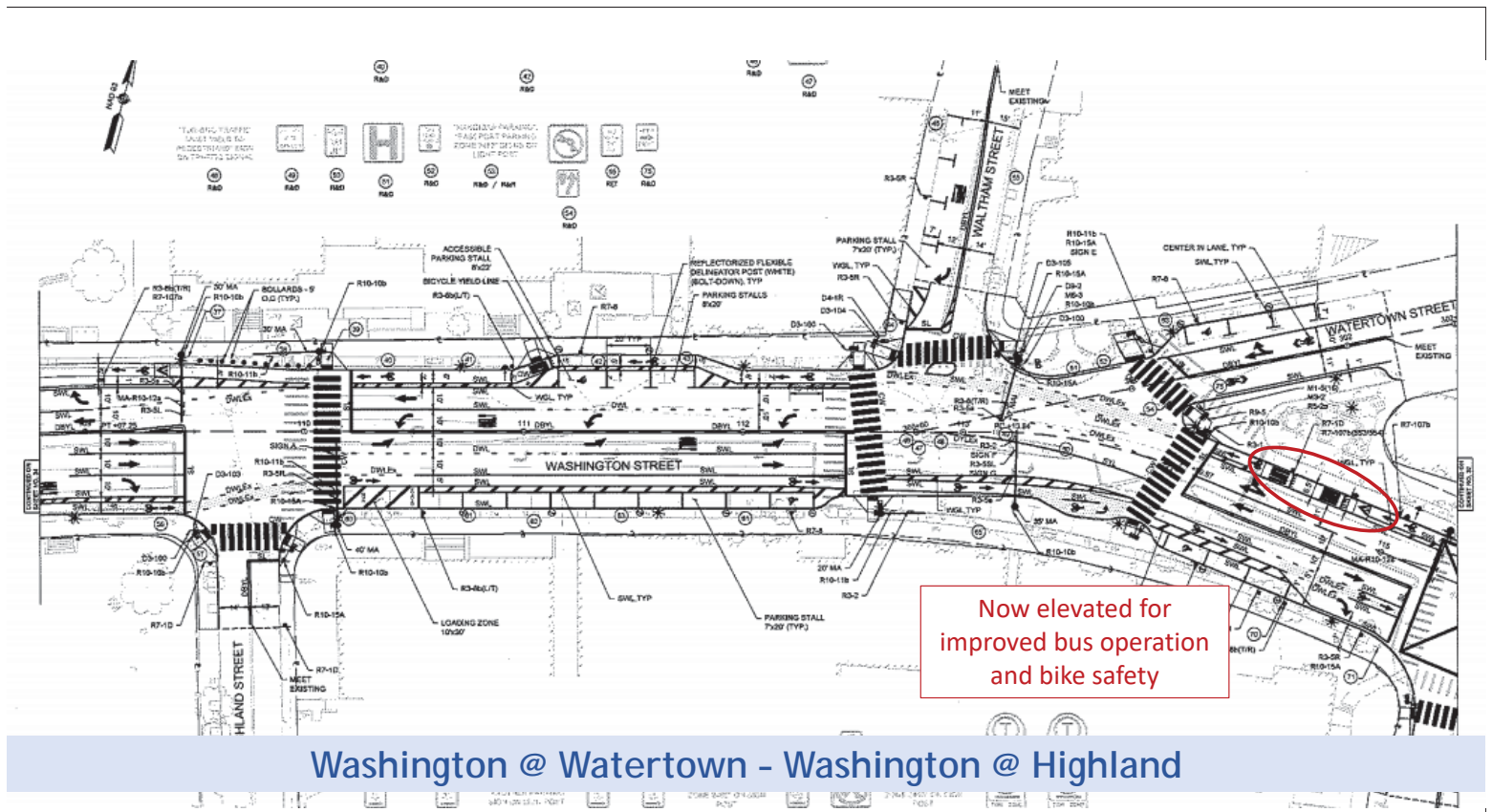
Washington @ Chestnut



Washington @ Chestnut



Washington @ Chestnut



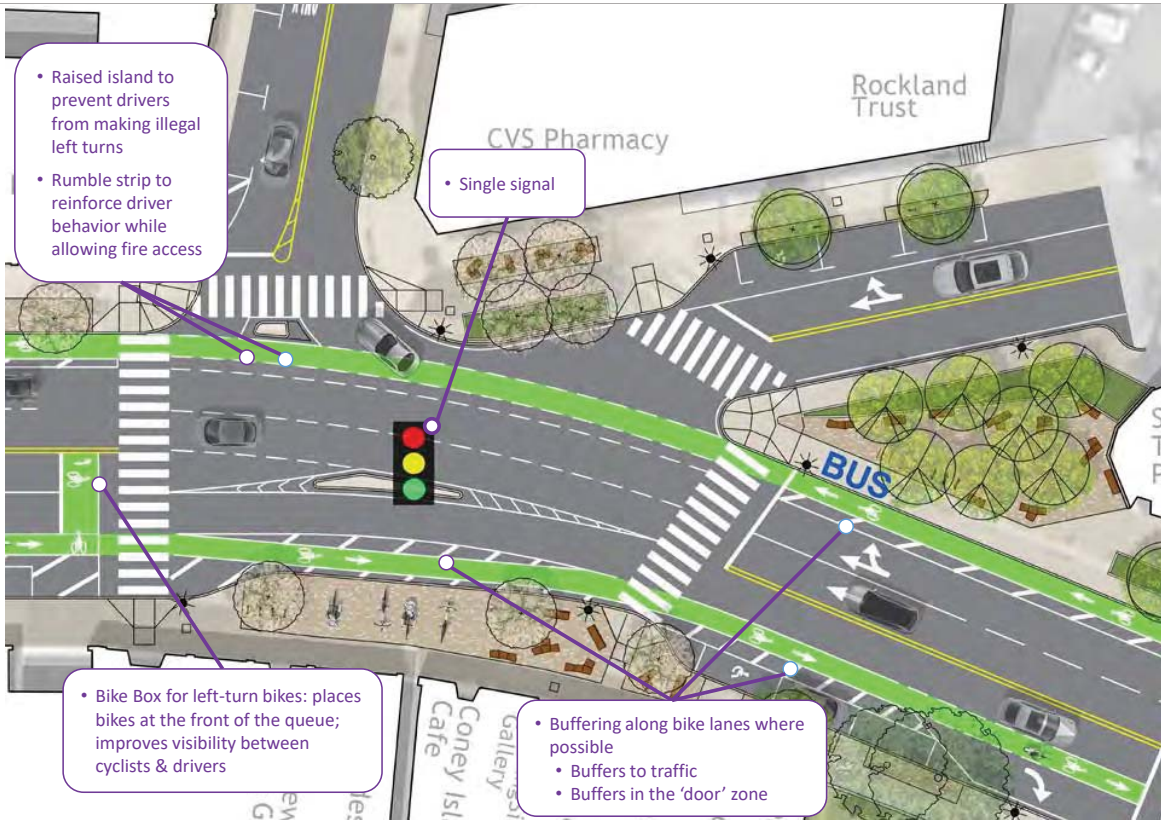
Washington @ Watertown - Washington @ Highland



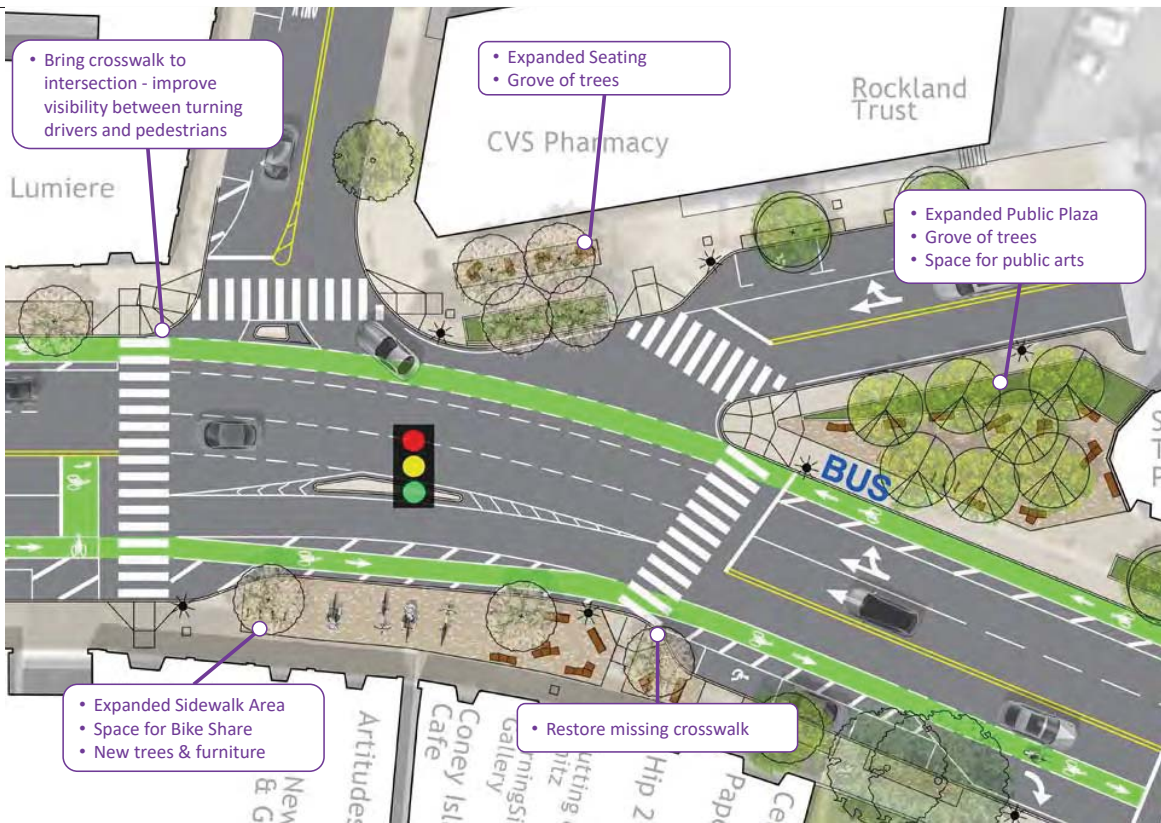
Washington St @ Watertown St



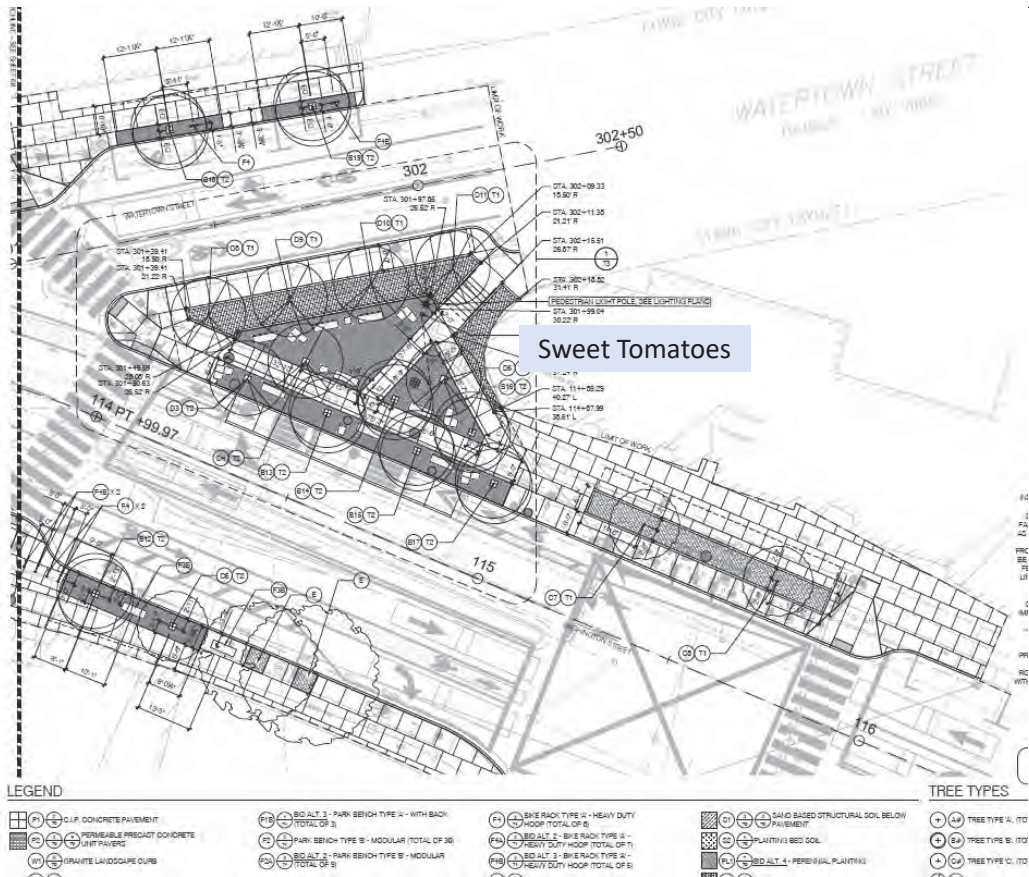
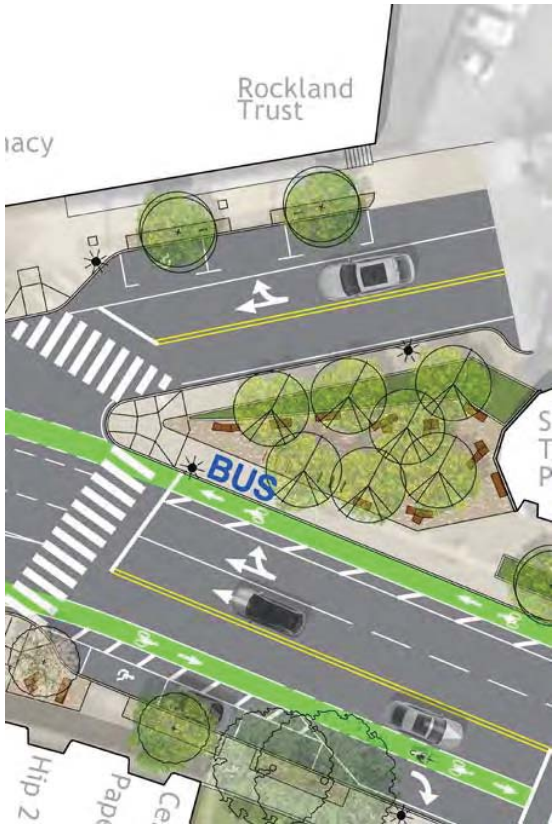
Washington St @ Watertown St



Washington St @ Watertown St

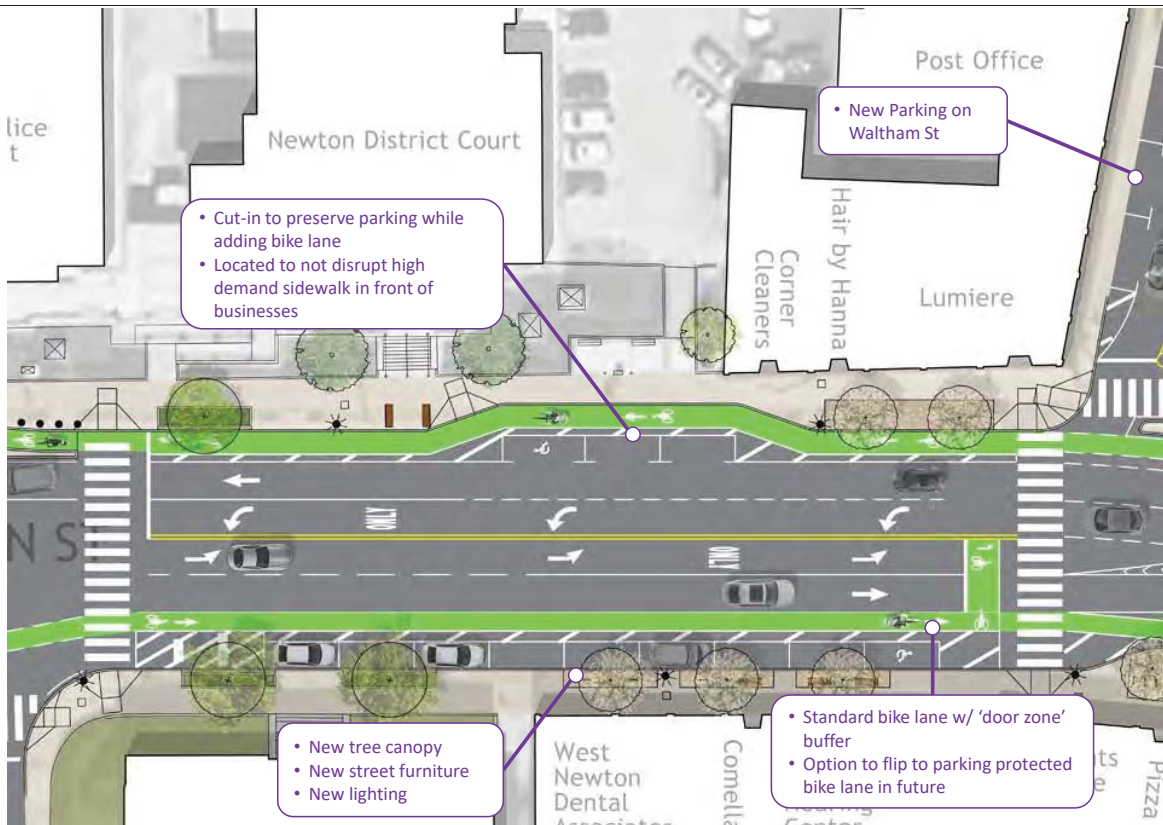


Washington St @ Watertown St

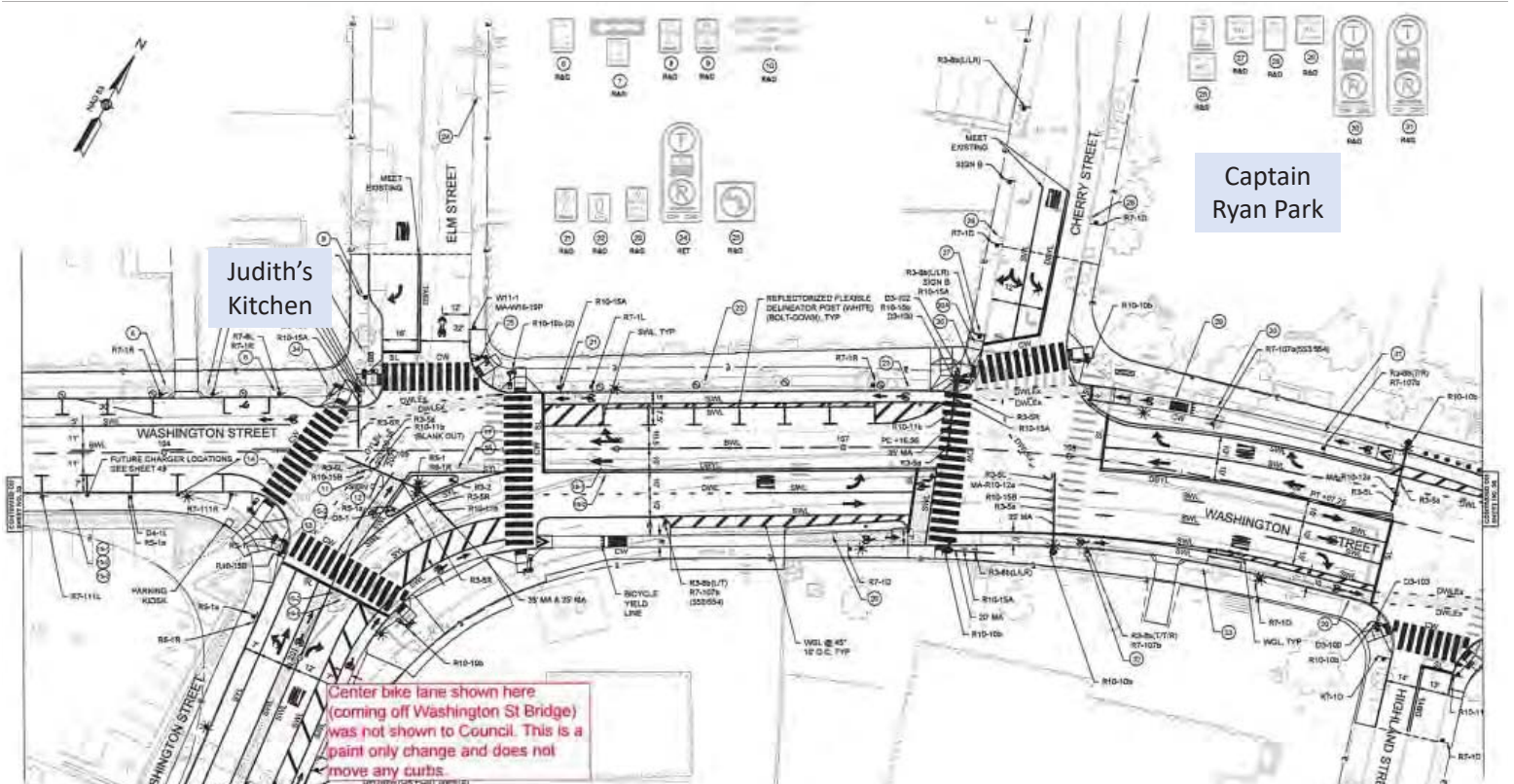




Washington between Watertown & Highland



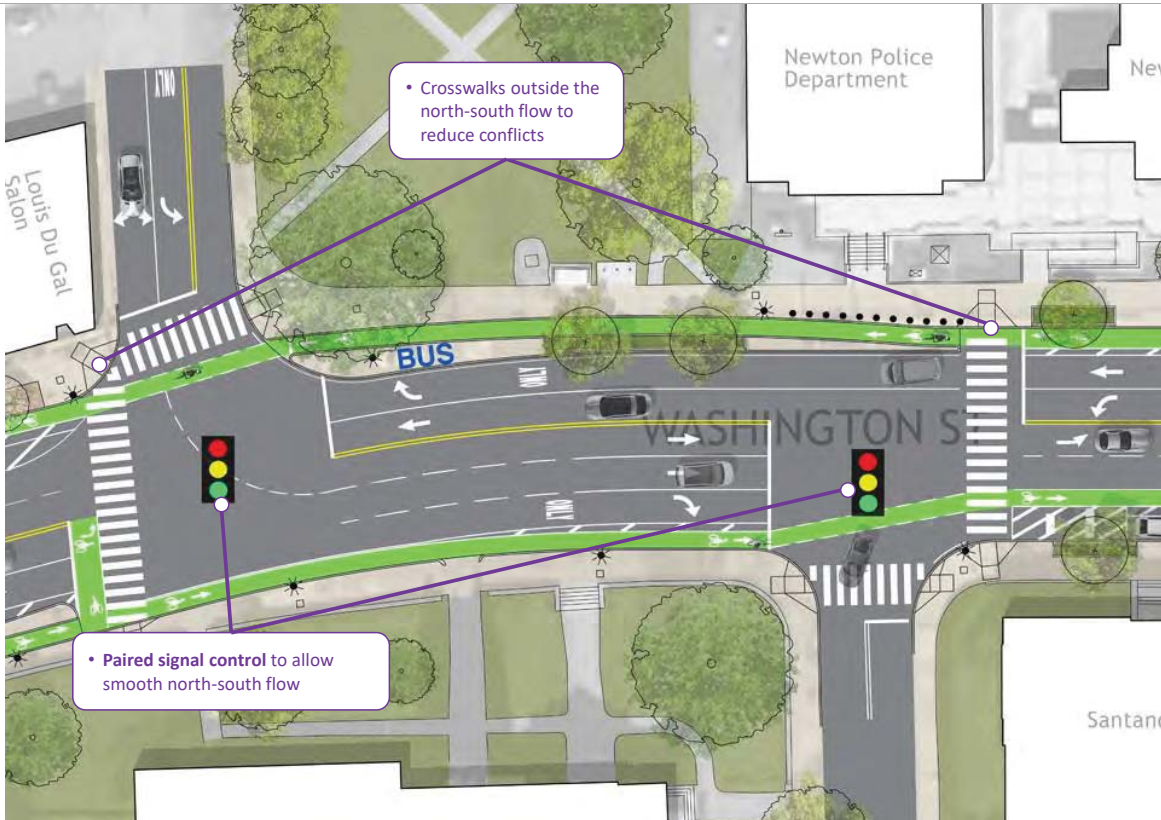
Washington between Watertown & Highland



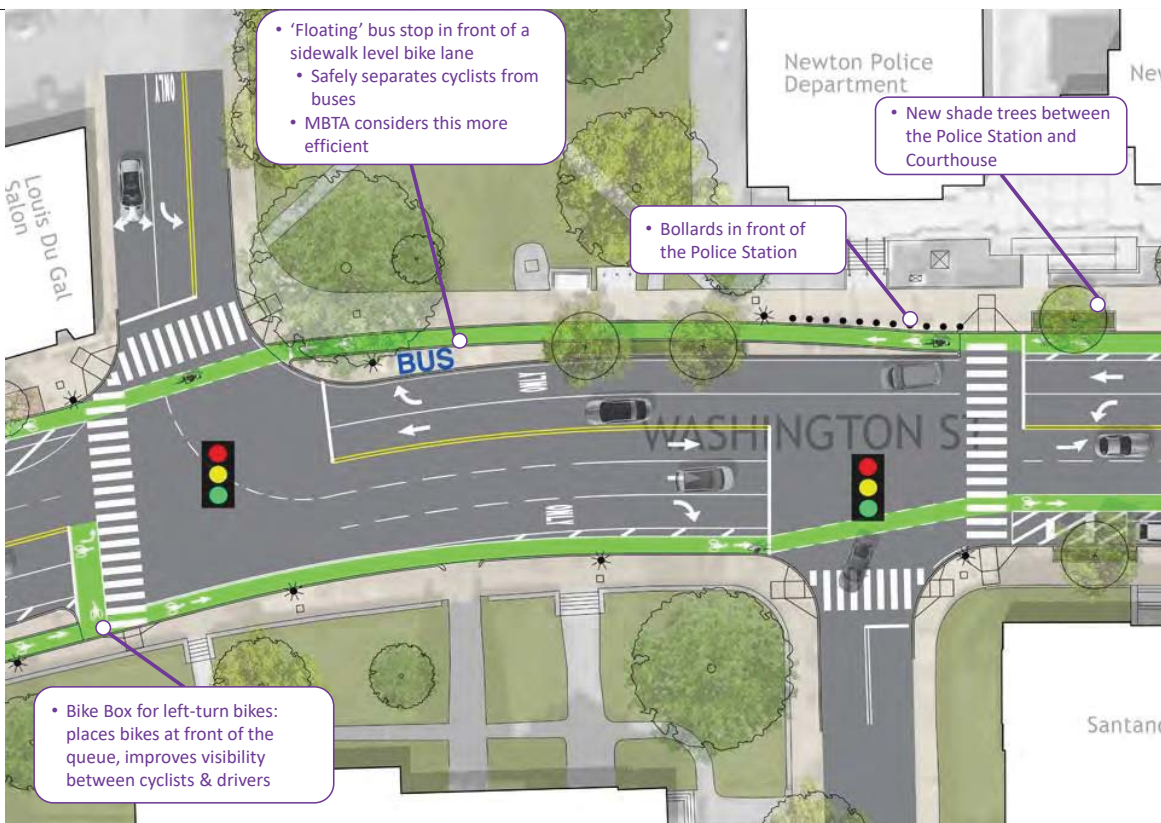
Washington @ Highland & Cherry - Washington @ Elm



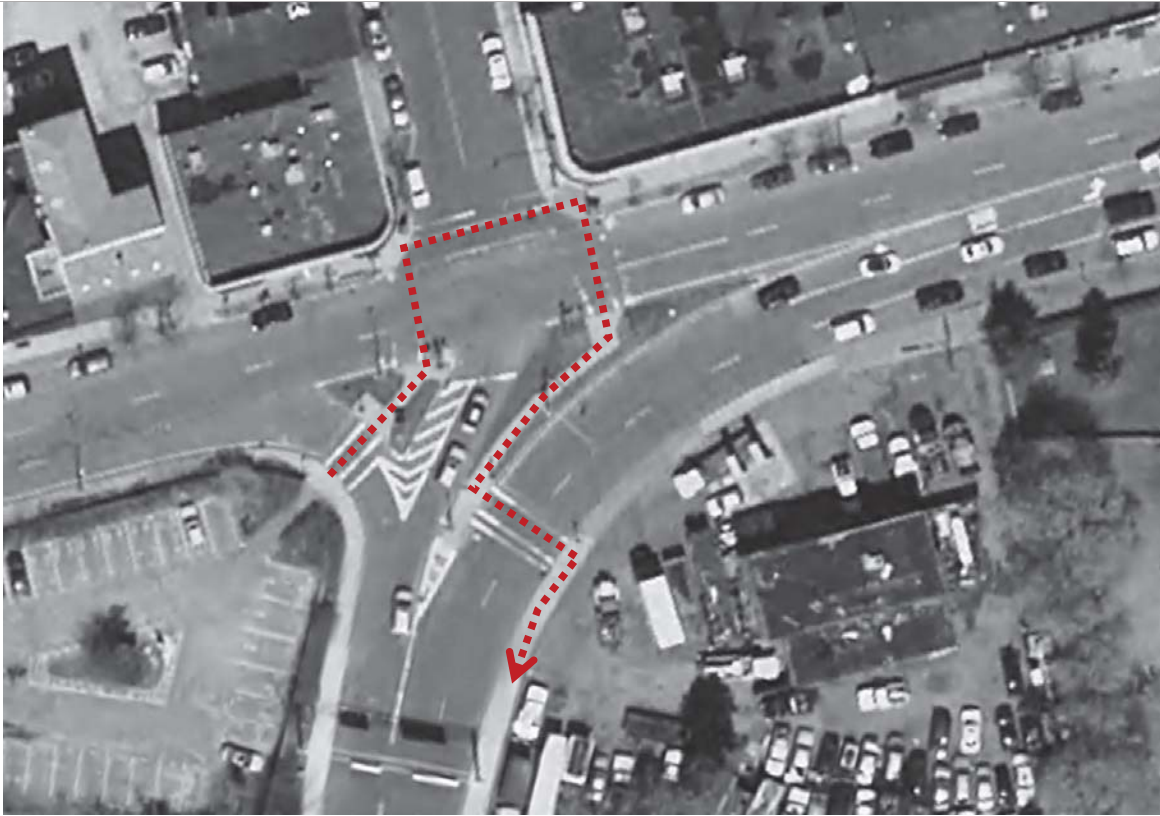
Washington @ Cherry & Highland



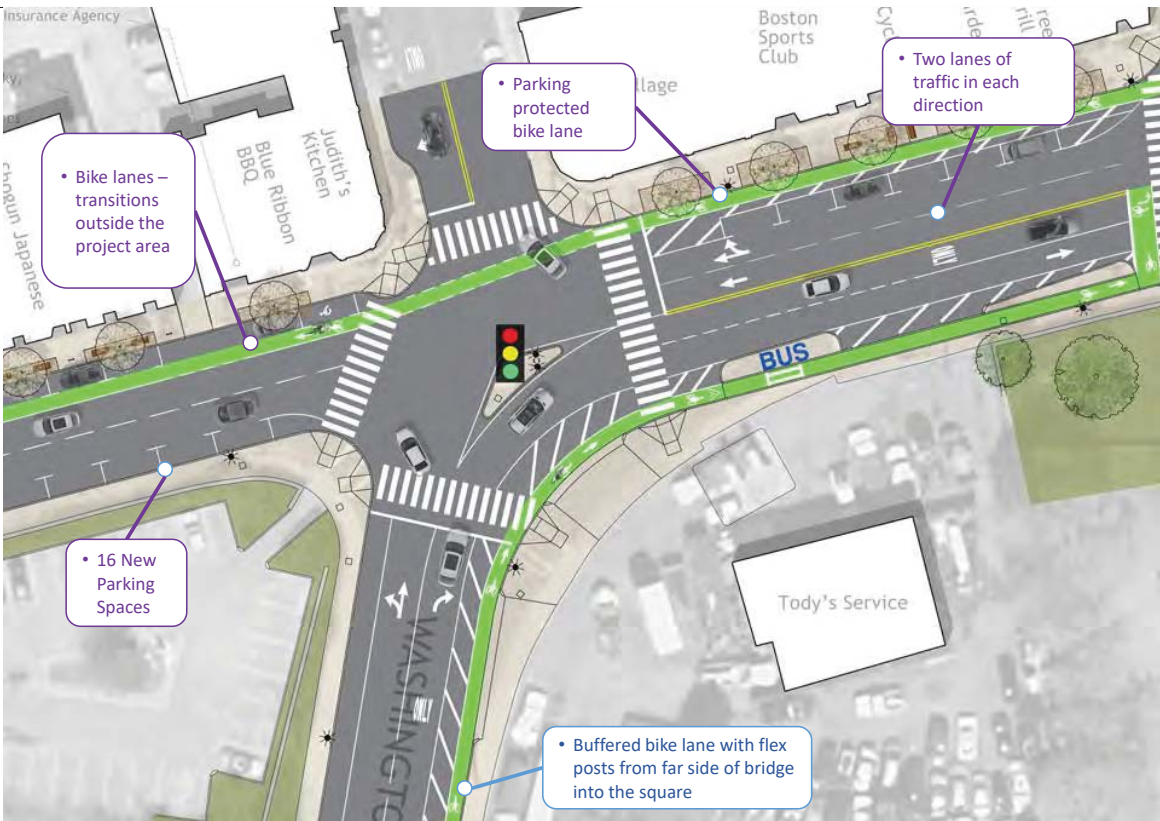
Washington @ Cherry & Highland



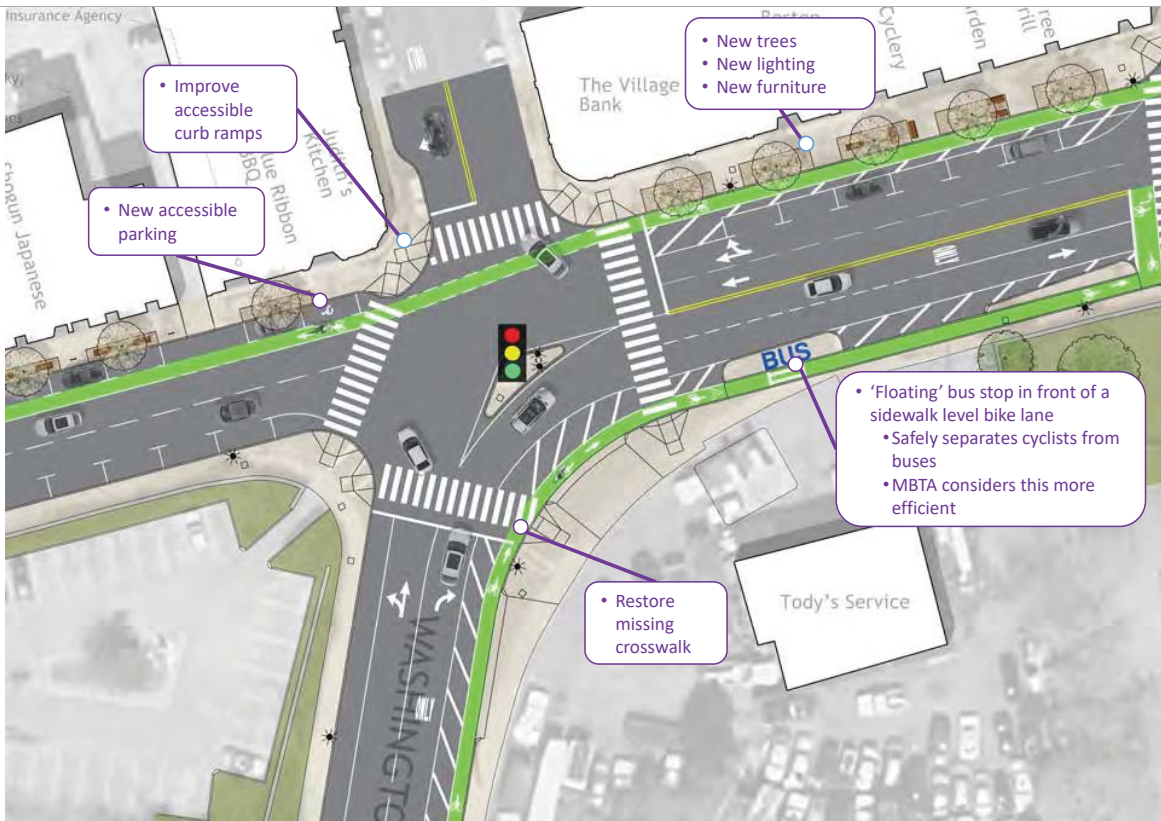
Washington @ Cherry & Highland



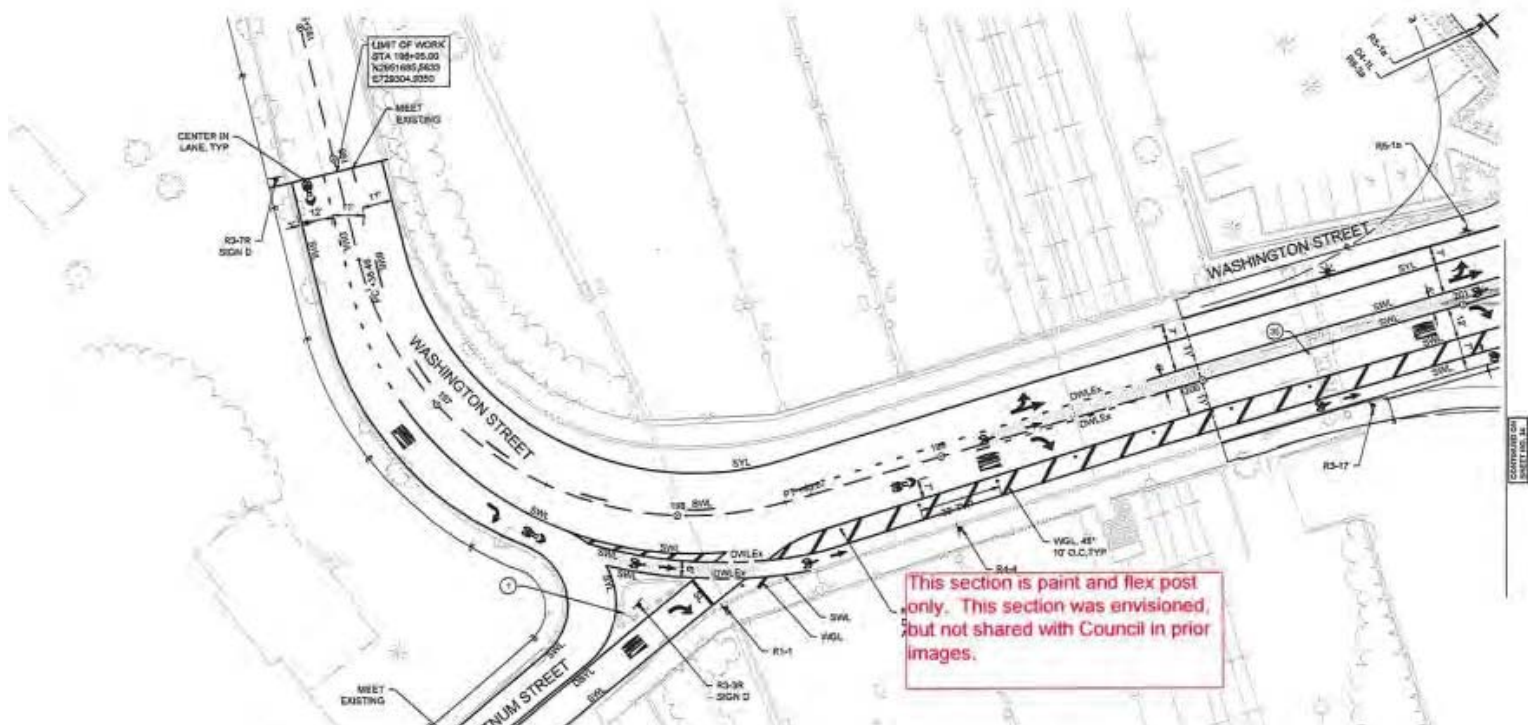
Washington @ Elm



Washington @ Elm

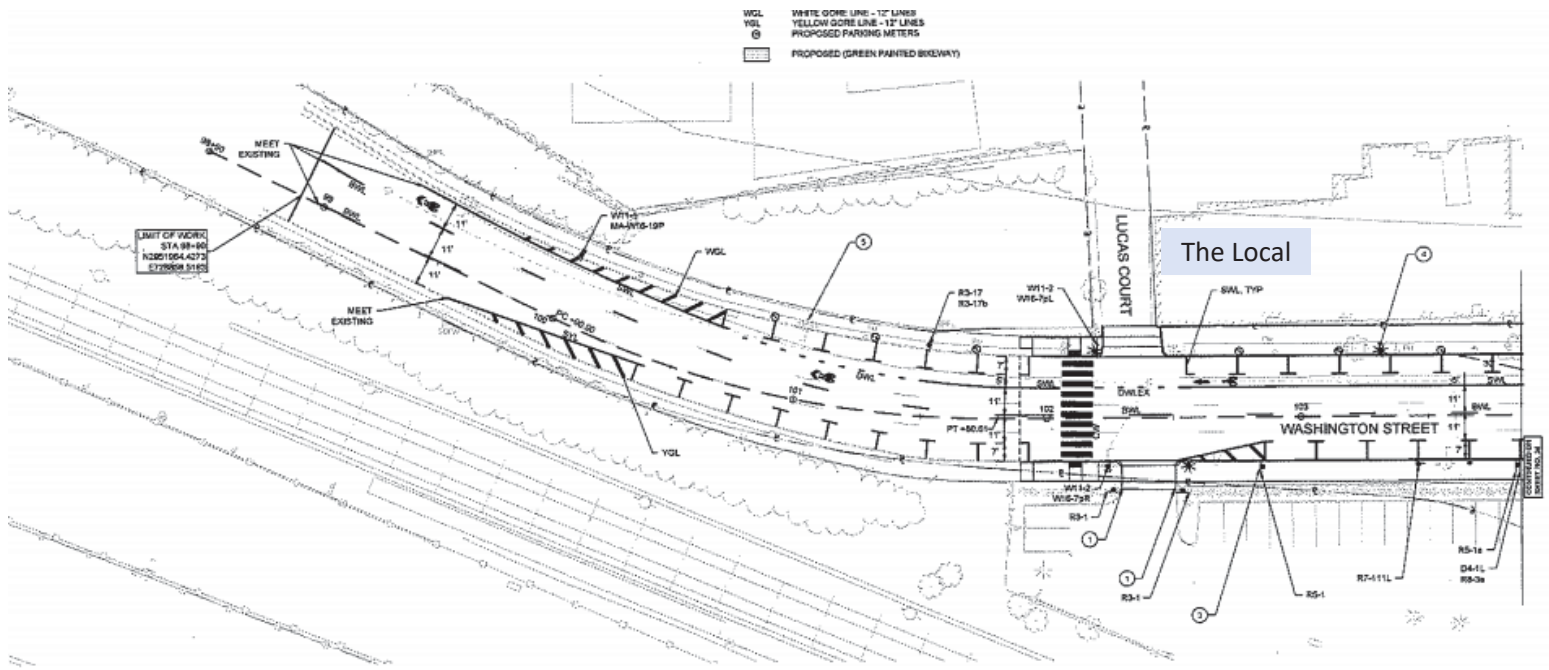


Washington @ Elm



This section is paint and flex post only. This section was envisioned, but not shared with Council in prior images.

Transitions in the Washington St Loop



Transitions in the Washington St Loop

Budget Breakdown

Budget Breakdown

- Base Bid = \$4,838,511
- Alternates 1-4 = \$123,143
- Construction Admin Services = \$150,000
- Construction Contingency = \$488,346

TOTAL: \$5,600,000

Bid Alternates

- 1) Smart Parking Meters
- 2) Furniture Set #1
- 3) Furniture Set #2
- 4) Ground Cover Plants
- ~~5) Banner Arms for Street Lights~~
- ~~6) Solar Charging Station~~





Accelerated Pavement Management

Department of Public Works

Program Update



March 6, 2019

Pavement Management

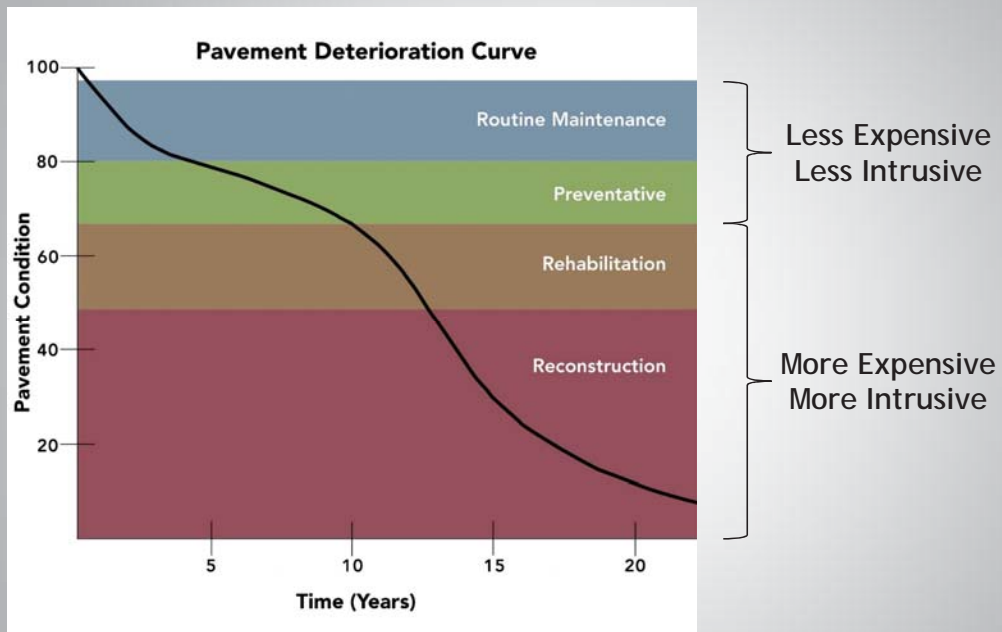


- The practice of planning for pavement maintenance and rehabilitation with the goal of maximizing the value and life of a pavement network

***Perform the right repair
at the right time!***



Pavement Management



Pavement Management





Roads Program - Overview

Yearly Process

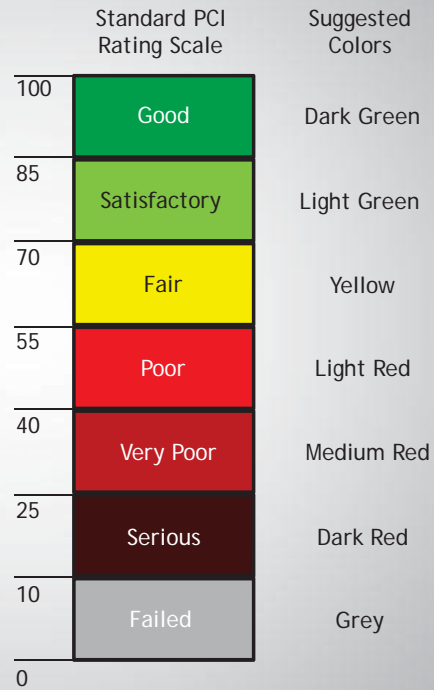
1. Refresh pavement management program (inspections or construction history)
2. Coordinate utility and roadway projects
3. Communication to the community
4. Preparation of bid documents and Construction Management
5. Select Roadways for Pavement Maintenance



PCI Ranges

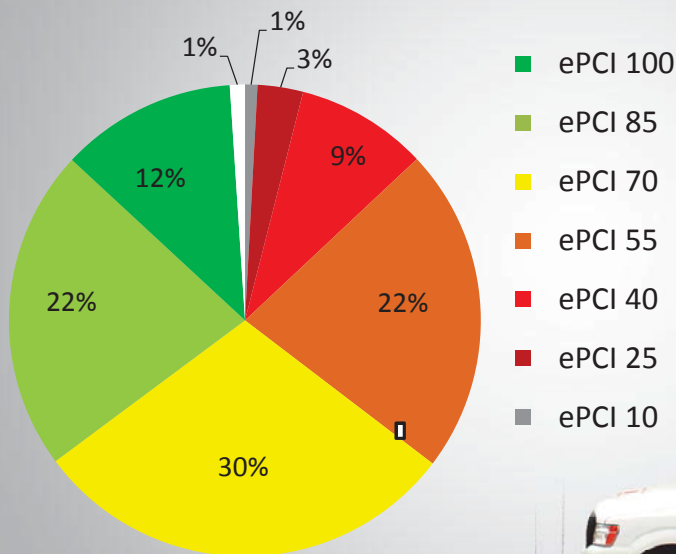
Repair Categories

- No Maintenance Required
 - 100 - 92
- Routine Maintenance
 - 92 - 80
- Preventative Maintenance
 - 80 - 55
- Rehabilitation
 - 55-0



Initial Road Network Survey

StreetScan (August 2016)



Average PCI	62.5
% < Critical PCI (55)	35%
% > Critical PCI (55)	65%



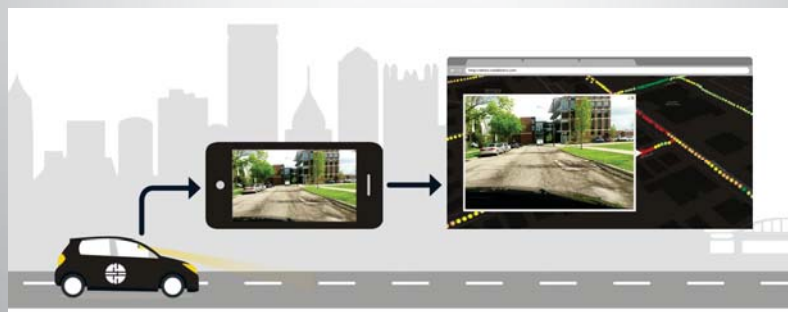
Latest Survey – New Technology

RoadBotics (Nov. 2018)

- ◉ Uses Machine-Learning Technology to extract information every 10'
- ◉ Non-biased
- ◉ Extremely cost effective
- ◉ High Resolution photographs

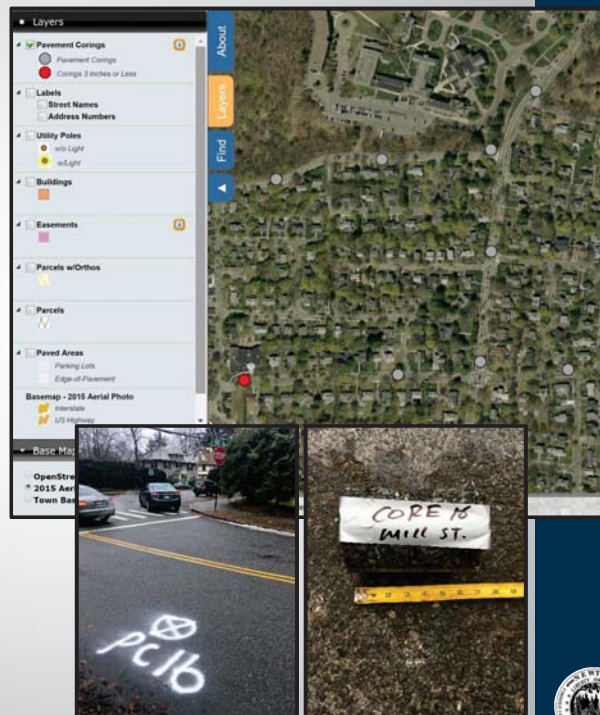


Photograph from Inspections



Pavement Coring Program

- ◉ Supplements Pavement Inspection Data
- ◉ Looks to determine existing pavement depth on roadways
- ◉ Historical record for performance measuring moving forward
- ◉ Utilizing PeopleGIS (online GIS software)
- ◉ DPW will complete process in near future (trailer)

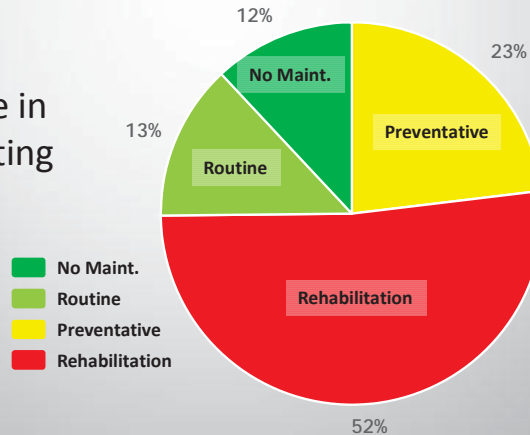


2018 Survey Results

Current Roadway Status			
Repair Method	Length (Miles)	Square Yards	Percent Repair
Rehabilitation	62.14	938,719	23%
Preventative Maintenance	139.26	2,181,640	52%
Routine Maintenance	35.53	567,725	13%
No Maintenance Required	32.21	543,323	12%
Total	269.14	4,231,408	
AVERAGE RSR by Segment:	68.2		

Comparison

- Significant increase in overall network rating (68.2 vs. 62.5)



2018 Survey Results

- Distribution of mileage beginning to move toward better roadways
- In addition to major projects, spot repairs and small paving projects have helped
- Does not take into account other improvements
 - Curb Ramps, Sidewalks, ADA Compliance, Drainage and Striping



Review – Analyze – Prioritize

- Create custom reports
 - Detailed Segment Report
 - Roadways in order of PCI
- Cost Benefit Value
 - Data driven analysis to assist with prioritizing repairs
- Initial Street Lists
 - Coordinate with Utilities
 - Assess for Trees
 - Evaluate Sidewalks



Roadway Repair Treatments

Maintenance



Crack Seal



Fog Seal



Roadway Repair Treatments

Maintenance



Microsurfacing



Cape Seal



Roadway Repair Treatments

Maintenance



Hot In-Place Recycling



Roadway Repair Treatments

Maintenance



Bonded Wearing Course



Roadway Repair Treatments

Rehabilitation



Mill and Overlay



Full Depth Reclamation



Beacon Street

@ Beaconwood Road



Commonwealth Avenue

@ Ellison Road



Project Costs

For Completed Projects – Rehabilitation Only

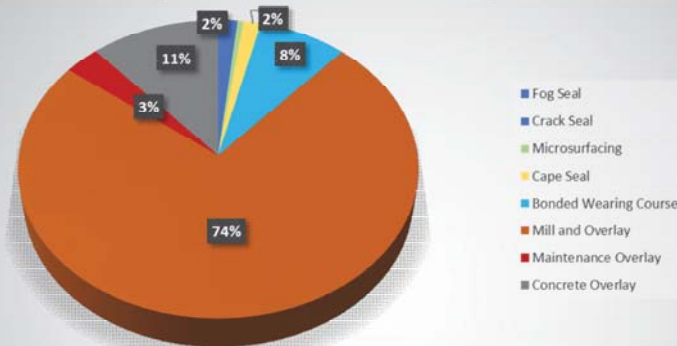
Street Name	Length of Street	Paving Cost	Sidewalk Costs	Misc. Construction Costs	Project Cost	Cost Per L.F.	Curb Ramps Replaced
Auburn Street	1,450	\$67,089.00	\$169,318.40	\$58,721.97	\$295,129.37	\$203.54	7
Beach Street	250	\$10,585.00	\$11,350.00	\$5,910.00	\$27,845.00	\$111.38	
Beacon Street	3,200	\$169,656.42	\$189,579.77	\$274,574.60	\$633,810.79	\$198.07	34
Centre Street	5,700	\$358,409.00	\$334,580.00	\$156,133.80	\$849,122.80	\$148.97	58
Church Street	850	\$39,064.99	\$40,208.10	\$73,063.37	\$152,336.46	\$179.22	9
Commonwealth Avenue	1,100	\$56,727.49	\$12,934.21	\$22,023.77	\$91,685.47	\$83.35	8
Commonwealth Avenue	3,250	\$192,839.98	\$203,408.60	\$131,546.66	\$527,795.24	\$162.40	6
Court Street	1,490	\$65,401.50	\$167,370.95	\$46,300.00	\$279,072.45	\$187.30	6
Maple Avenue	440	\$19,121.38	\$17,637.00	\$13,385.18	\$50,143.56	\$113.96	
Mill Street	4,050	\$147,375.00	\$203,730.00	\$100,180.00	\$451,285.00	\$111.43	29
Oakland Street	400	\$20,590.46	\$16,014.38	\$27,588.51	\$64,193.35	\$160.48	
Rand Terrace	360	\$15,270.00	\$0.00	\$4,914.15	\$20,184.15	\$56.07	
Waltham Street	1,700	\$103,224.44	\$85,673.98	\$142,087.47	\$330,985.89	\$194.70	20
		\$1,265,354.66	\$1,451,805.39	\$1,056,429.48	\$3,773,589.53		

Misc. Construction Costs include police detail, traffic control and striping and signs.



2019 Paving Program

Repair - by Percent of Funding



Repair Type	Miles	Length
Fog Seal	0.76	4,000
Crack Seal	10.00	52,800
Microsurfacing	0.76	4,000
Cape Seal	1.33	7,000
Bonded Wearing Course	2.37	12,500
Mill and Overlay	9.47	50,000
Maintenance Overlay	1.89	10,000
Concrete Overlay	0.38	2,000
	26.95	142,300



2019 Proposed Work (FY2020)

Rehabilitation/Maintenance Overlay

Street Name	From	To	Treatment	LF
Adams Ave	Pershing Rd	City Line	Mill & Pave	2,500.0
Arlington St	Waverly Ave	Nonantum St	Mill & Pave	1,500.0
Bridges Ave	Cabot St	Norwood Ave	Mill & Pave	800.0
Cabot Street	Walnut St	Centre St	Mill & Pave	4,900.0
Central Ave	Washington St	Crafts St'	Mill & Pave	1,750.0
Comm Ave	East of Fuller St	West of Chestnut St	Mill & Pave	4,000.0
Derby Street	Waltham St	City Line	Mill & Pave	4,000.0
Lagrange St	City Limit	City Limit	Mill & Pave	1,500.0
Nahanton Street	W. of Wells Ave	City Limit	Mill & Pave	800.0
Norwood Ave	Bridges Ave	School Limit	Mill & Pave	550.0
Upland Ave	Dedham St	Dead End	Mill & Pave	700.0
Vine St	Brookline St	Lagrange St	Mill & Pave	2,350.0
Walnut St	Forest St	Beacon St	Mill & Pave	2,900.0
Walnut St	Beacon St	Homer St	Mill & Pave	2,000.0
Waltham St	Crafts St	N. of River St	Mill & Pave	3,600.0
Washington St	Comm Ave	Beacon St	Mill & Pave	5,000.0
				38,850.0
Street Name	From	To	Treatment	LF
Marshall St	Sumner Ave	Grant Ave	Maint. Overlay	950.0
Marboro St	Tremont St	Nonantum St	Maint. Overlay	890.0
Clinton Place	Centre St	Mill St	Maint. Overlay	1,200.0
Belmont St	Tremont St	Arlington St	Maint. Overlay	550.0
Chestnut Terrace	Marshall St	Comm Ave	Maint. Overlay	700.0
				4,290.0



City of Newton Department of Public Works

Questions



March 6, 2019

Project Costs

For Completed Projects – Rehabilitation Only

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