



## **Board of Selectmen**

**Ware Town Hall, Meeting Room, 126 Main Street**

**Regular Meeting Notice Agenda – Tuesday, June 2, 2020 at 7:00 p.m.**

**Instructions for call in option:** at or before 7:00 p.m., call the phone number below and when prompted enter the Meeting ID number. The platform is Zoom Meetings.

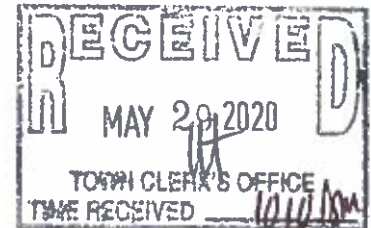
**Join online:** <https://us02web.zoom.us/j/7846041861> (the online option will require a download).

**Meeting ID: 784 604 1861**

**Phone: 929-205-6099**

**Meeting Opened**

**Opening Remarks, Announcements, and Agenda review by Chair**



**Consent Agenda**

- **Approval of April 21, 2020, May 5, 2020, and May 19, 2020 Meeting Minutes**

**Scheduled Appearances**

**Old Business**

- **Curaleaf HCA updated**
- **Complete Streets – Board of Selectmen's Priorities List**

**New Business**

- **CARES Relief Funding Request Approval**
- **Extension of Option, Forefront Solar**
- **Reappointment: Chuck Dowd, Zoning Board of Appeals, Term to Expire June 30, 2023**
- **Reappointment: Phil Hamel, Zoning Board of Appeals, Term to Expire June 30, 2023**
- **Reappointment: Paul Opalinski, Tax Increment Financing Authority, Term to Expire June 30, 2023**
- **Reappointment: Paul Opalinski, Community Development Authority, Term to Expire June 30, 2021**

**Comments and Concerns of Citizens**

**Town Manager Report**

**Adjournment**

**Executive Session: M.G.L. Chapter 30A, Section 21(a) #2 Non-Union Contract Negotiation – Police Chief**



**Board of Selectmen  
Ware Town Hall, Meeting Room, 126 Main Street  
Regular Meeting Minutes – Tuesday, April 21, 2020 at 7:00 p.m.**

**Instructions for call in option:** at or before 7:00 p.m., call one of the phone numbers below and when prompted enter the Meeting ID number. The platform is Zoom Meetings. This information and the web link will also be provided on the Board of Selectmen website. Join online: <https://zoom.us/j/7846041861> (the online option will require a download).

**Meeting ID: 784 604 1861**

**Phone (use any of these):**

929-205-6099

253-215-8782

301-715-8592

**Present:** Selectman Alan G. Whitney, Selectman Keith J. Kruckas, Selectman John E. Carroll, Town Manager Stuart B. Beckley

**Remote Participation:** Selectman Tracy R. Opalinski, Patrik Jonsson

**Absent:** Selectman Nancy J. Talbot

**Meeting Opened by Chairman Whitney.**

**Opening Remarks, Announcements, and Agenda review by Chair - none**

**Consent Agenda**

- Approval of April 7, 2020 Minutes

Selectman Carroll made the motion to approve the Consent Agenda. Selectman Kruckas seconded the motion. The motion passed on a vote of 4 Yes, 0 No, 1 Absent (Selectman Talbot).

**Scheduled Appearances**

- COVID-19 UPDATE - postponed

**Old Business**

**New Business**

- Curaleaf – HCA Update to add Medical Dispensary

Patrik Jonsson, Curaleaf president, stated the request to co-locate the medical dispensary license with the already approved Adult-Use Ware location. He will present the plan to the Planning Board in May. There will be no outside changes, and there will be clear signage and separate vestibules for medical sales. Curaleaf has been closed since March 24, as the business is not deemed essential by the Governor's order.

Selectman Opalinski asked if the Provincetown location had charitable donation; Mr. Jonsson stated there was no real percentage, but \$5,000 was donated for medical and \$15,000 for adult use. Selectman Opalinski would like to see the Ware HCA increase to \$20,000. Mr. Jonsson noted the current Ware HCA does not state a fixed amount, so this language could be clarified, and he would go with what the Town prefers. Selectman Kruckas questioned Mr. Beckley as to a way to designate to road work or other need; Mr. Beckley noted this could be done at a town meeting. The current HCA speaks of 3% and another paragraph speaks to the \$15,000 for non-profit.

**Selectman Kruckas made the motion to support the addition of the Medical Dispensary license. Selectman Whitney seconded the motion. The motion passed on a vote of 3 Yes, 1 No (Selectman Carroll), 1 Absent (Selectman Talbot).**

- **FY21 Budget**

Mr. Beckley noted there will be an impact on revenue, taxes, licensing, and lottery. The State budget is not yet known, and may not know by June 30. The budget will be on a reduced level, with many articles set aside to the Fall. Chairman Whitney requested further detail with columns indicating adjustments by the next meeting.

- **Food Bank and Other Services**

Mr. Beckley provided a list of food services that includes the schools for Kidstop, Hillside Village, and children 18 and under, Jubilee Cupboard, Food Bank of Western MA, Amherst Survival Center, and QVCDC. Selectman Opalinski asked about the Quaboag Connector; Mr. Beckley noted one van is operating. Selectman Kruckas asked about the Boy Scouts' bottle and can drive; Mr. Beckley noted this may take place after the pandemic.

- **Quabbin Reservoir Access- resolved**

- **Annual and Special Town Meeting Warrants**

Mr. Beckley will present the warrants with dollar amounts at the May 5, 2020 meeting.

**Selectman Carroll made the motion to postpone the May 11, 2020 Special and Annual Town Meeting to a future date, tentative to June 1, 2020. Selectman Kruckas seconded the motion. The motion passed on a vote of 4 Yes, 0 No, 1 Absent (Selectman Talbot).**

Selectman Carroll suggested that Capital spending items be postponed to the Fall town meeting.

**Comments and Concerns of Citizens - none**

### **Town Manager Report**

#### **Projects:**

73 West Main Street. Re-bidding for May 7. Will be able to award, though waiting to hear from Attorney General's office on grant.

Elm Street completion is underway with sidewalk work in preparation of paving.

Main Street construction – three week plan is attached.

IT Director David Grace worked with Revize, the Town's website software to add Google Analytics, a program that provides statistics on the use of the website. A sample is attached.

The State Legislature has been very active in approving legislation to help towns and residents fiscally and administratively. Timelines related to permits have been put on hold until after the state of emergency is lifted. This reduces the pressure for regulatory boards to meet. Per the attached request from the Treasurer-Collector to extend the dates for payment of property taxes and filing of exemptions to June 1<sup>st</sup>, and to waive interest and fees on sewer, water, and motor vehicle bills if paid by June 30<sup>th</sup>.

Host Community Agreement expenditure. A proposed distribution method is attached. In summary, the Town would establish a review committee and make recommendations to the retail sales company for distribution.

Coronavirus: Schools are closed for the remainder of this school year.

### **Cannabis Donation Evaluation Procedure**

**Purpose:** When a Host Community Agreement includes a donation by the Cannabis Facility to the benefit of organizations and non-profits in the Town of Ware, this procedure shall be followed to determine the local distribution of funds by the Cannabis facility.

**Review Committee:** The Board of Selectmen shall establish a Cannabis Donation Review Committee consisting of five members. The Committee shall accept and review applications annually and recommend levels of distribution to non-profits. The Committee shall consist of representatives from the Board of Selectmen, the Community Development Authority, the Quaboag Hills Substance Use Alliance, the Cannabis Advisory Committee, and an interested resident.

The Committee shall establish the form and criteria required for approval. Non-profit programs shall address the impacts of marijuana or substances on Ware's residents, or community health, or other issues of prevention (particularly youth), treatment or recovery from substance use. The Committee shall consider need as well as impact of a proposed program.

Applicants shall describe the need to be addressed, the amount of funding sought and a timeline with expected outcomes for the proposed program.

Applications shall be sought annually in July with awards to be made in September. Programs shall be complete by June 15 of the following year.

The Selectmen requested the nonprofit program criteria shall not be solely to address impacts of marijuana but that funds be available to any type of nonprofit and for any use such as building improvements, economic impact, etc. Town Manager agreed to adjust criteria.

**Selectman Kruckas made the motion to Adjourn Regular Session at 7:40 p.m. Selectman Carroll seconded the motion. The motion passed on a vote of 4 Yes, 0 No, 1 Absent (Selectman Talbot).**

**Executive Session: M.G.L. Chapter 30A, Section 21(a)**

**~~#1—Discussion of Complaint Regarding Public Employee: Town Manager~~**

**Attest:** \_\_\_\_\_

**Mary L. Midura, Executive Assistant to Town Manager**  
**Minutes VIA TV15 Video**





## **Board of Selectmen**

**Ware Town Hall, Meeting Room, 126 Main Street**

**Regular Meeting Minutes – Tuesday, May 5, 2020 at 7:00 p.m.**

**Instructions for call in option:** at or before 7:00 p.m., call the phone number below and when prompted enter the Meeting ID number. The platform is Zoom Meetings. Join online: <https://zoom.us/join> (the online option will require a download).

**Meeting ID: 784 604 1861**

**Phone: 929-205-6099**

**Present at Town Hall: Selectman John E. Carroll, Selectman Nancy J. Talbot, Selectman Keith J. Kruckas, Town Manager Stuart Beckley**

**Remote Participation VIA Zoom: Selectman Alan G. Whitney, Selectman Tracy R. Opalinski**

**Meeting Opened by Chairman Whitney.**

### **Opening Remarks, Announcements, and Agenda review by Chair**

Selectman Opalinski noted the MMA is looking for input from town for health and economy, businesses need to open, and the MMA wants feedback from the town. She stated the Town needs to be more pro business, be responsible, wear masks.

Selectman Kruckas wants Judy Metcalf, Health Department Director at the next meeting; he stated that communication is terrible and the Board should receive regular updates, as businesses are suffering, Lowe's was open and crowded this weekend, Walmart is open, but not small business like Nat Falk for a pair of jeans.

Selectman Opalinski noted that Otto Florists cannot open and Mother's Day is approaching.

Selectman Kruckas noted a game plan is needed with businesses. Selectman Opalinski requested a letter be sent to the MMA. Mr. Beckley noted he had daily conference calls with the Health Director and the State. The State has allowed some relaxation for florists to do business by phone and online.

### **Consent Agenda**

- **Approval of April 21, 2020 Meeting Minutes**

Selectman Opalinski stated she sent corrections to Ms. Midura regarding the Curaleaf HCA and increase to donated amounts; Mr. Beckley noted language must be corrected.

**Selectman Talbot made the motion to table the April 21, 2020 meeting minutes. Selectman Opalinski seconded the motion. The motion passed on a vote of 5 Yes, 0 No.**

### **Scheduled Appearances**

- **7:05 p.m. Water Treatment Plant Cost Update, Wright-Pierce Engineers**

Rich Protasowicki joined the meeting via Zoom. He spoke about the original plans and what is needed now. Two years ago a plan was presented to remove iron and manganese, use of chlorine to oxidize in the filtration process, and legacy sediments flush out of the system. Selectman Opalinski questioned the chlorine; Mr. Protasowicki noted the treatment plant process will use less. He noted the filters take out the iron and manganese with backwash in the holding tank at the treatment plant. The hot economy and cost of labor have

changed the totals. Chairman Whitney asked how the first estimate was done; Mr. Protasowicki noted the contractors put the price, but Wright-Pierce looks at projects done, plus inflation, 2 years of hot growth and current conditions to project 25 years. Chairman Whitney stated it was not good that a construction firm does an estimate. Mr. Protasowicki noted page 3 of the attached memo. He noted the graph and estimates before COVID-19 with potential of prices going down, or if a stimulus, a reverse effect. Selectman Opalinski noted the schools' windows and boilers' projects. Chairman Whitney asked Mr. Beckley how this affects the project. Mr. Beckley was optimistic as the Town will go back to USDA, and there may be a lower interest rate and grant. We are waiting for the Town audit. Chairman Whitney asked when the project would be out for bid; Mr. Protasowicki noted the bid may go out in the summer, and Mr. Beckley noted the Town needs USDA approval to send out to bid. Selectman Opalinski and Selectman Kruckas asked when the audit will be done; Mr. Beckley noted the Town side is done, and we are just waiting for the schools' audit. Chairman Whitney requested a one-page timeline with next steps, who is involved, and all moving parts. Selectman Talbot noted the USDA is a rolling application which will need town meeting approval to rescind the previous vote and take a new vote. Selectman Opalinski questioned the plan B without the clear well. Mr. Protasowicki noted that Plan B would take water from the wells and bypass the cistern, as part of a step solution to remove the iron and manganese. Chairman Whitney the outline of steps will be needed for transparency. Selectman Kruckas noted the water has been much better than the past two years' results as the water department has been working to get back on track. Selectman Opalinski requested Mr. Beckley to email the auditors for a completion time; Mr. Beckley agreed.

#### **Old Business**

- **Town Meeting Warrants – Date**

Selectman Talbot made the motion to set the Town Meeting to June 22, 2020 at 6:30 p.m. Selectman Carroll seconded the motion. Selectman Talbot amended the motion to remove Article #3 of the Special Town Meeting warrant, and to remove from the Annual Town Meeting warrant the capital improvement articles 25-29 and 32, 33 and 36 to postpone to the Fall Town Meeting. Selectman Kruckas seconded the amendment to the motion. The amended motion to combine the Special and Annual Town Meeting Warrants, meeting to be held on Monday, June 22, 2020 at 6:30 p.m. passed on a vote of 5 Yes, 0 No.

- **Town Election – Date**

Selectman Carroll made the motion to set the Town Election to Monday, June 29, 2020, polls open 7 am to 8 pm. Selectman Kruckas seconded the motion. The motion passed on a vote of 5 Yes, 0 No. Selectman Talbot noted that early voting by mail will be recommended.

Chairman Whitney noted a new item regarding two dogs. Gunner and Chloe of 20 Westbrook Avenue. Animal Control Officer Sydney Plante joined the meeting via Zoom. She noted that the dogs both got loose and when she went to the home the dogs were not there; Mr. Beckley noted this is a breach of agreement and the owners can be fined. Ms. Plante noted that a dangerous dog hearing would have to be held on the second dog, Chloe. She asked if the owners cooperate, does the Board still want to prosecute. Chairman Whitney stated that until the dogs are in town custody, the ACO is to move forward to prosecute by law. Ms. Plante was asked to keep the Board updated. Ms. Plante noted a hearing must be requested by a complainant in writing and she will talk to the other neighbors. Mr. Beckley noted the hearing might be held based on the police report.

#### **New Business**

- **Discussion to Suspend Senior Citizen/Veteran Tax Work Off Program for One Year**

Selectman Talbot noted the memo indicates that the allotted \$25,000 could be used elsewhere in the budget. Mr. Beckley was questioned by the Board and he noted that only \$4,000 - \$5,000 has been earmarked to date this year because no one can work the hours due to the COVID-19 closures of schools and other department restrictions. The suggested savings would apply to FY2022. Selectman Kruckas noted savings can be found elsewhere. Selectman Carroll noted the seniors need this program. Chairman Whitney noted this was not the



right time to stop this program. **No motion was made or vote taken.**

- **Acceptance of Resignation: Denis Ouimette, Finance Committee and Tax Increment Finance Committee**

Selectman Carroll made the motion to accept the resignation of Denis Ouimette, with thanks and regrets. Selectman Kruckas seconded the motion. The motion passed on a vote of 5 Yes, 0 No.

- **Reappointment: Thomas Barnes, Conservation Commission, Term to Expire June 30, 2023**

Selectman Carroll questioned if a person can be a Selectman and on the Conservation Commission; Selectman Talbot noted Mr. Barnes has confirmed this is allowed by the State Ethics Board.

Selectman Carroll made the motion to approve the reappointment of Thomas Barnes to the Conservation Commission. Selectman Kruckas seconded the motion. The motion passed on a vote of 5 Yes, 0 No.

- **Budget Modifications**

Mr. Beckley noted we are waiting for the Department of Revenue. Selectman Carroll questioned how this affects the police; Mr. Beckley noted one opening on Police Department and one opening on Fire Department would not be funded. Selectman Opalinski questioned layoffs or furloughs; Mr. Beckley noted all options must be discussed with the four unions. He noted that a furlough would allow an employee to keep benefits but not receive weekly pay for a period. Selectman Opalinski questioned what other towns are doing; Mr. Beckley is working on options and looking to the Federal Government aiding the state. Selectman Kruckas noted fuel costs; Selectman Carroll noted gas prices at \$.20 or \$.30 higher in Ware than in other towns. Selectman Kruckas requested Dr. DiLeo and Chairman Sawabi be requested to attend the next meeting to explain transportation costs.

**Comments and Concerns of Citizens - none**

### **Town Manager Report**

Projects: Elm Street has been paved with Spring Street scheduled for Tuesday. The repair of the sewer line at Church Street will be completed this week.

The painting of the Grand Hall has begun. This will take several weeks. The painters will break for the annual election if needed.

The Barnes pipe loop is complete. It will be opened when the Barnes area has been flushed which should be within the week.

Main Street: Gibby and I met with MassDOT today. They have come across some needed design changes and the water lines could not be pulled. The project is on schedule. Today the contractor stated that they plan on paving this year.

Selectman Kruckas noted he previously questioned how to sprinkle buildings from Main Street; Mr. Beckley noted that Mr. Sorel has found this can be done from North Street or Pulaski Street. Selectman Opalinski stated the Town Planner notified all businesses. Selectman Kruckas noted infrastructure is needed to attract business; Selectman Opalinski stated that the Town Manager has found that grants would require a Fire Engineer to calculate each building and do an engineering study.

Grants: The Town was awarded the \$25,000 grant from the Attorney General for the demolition of 73 West Main Street.

The Town applied for a 2020 Green Communities competitive grant. Funding is sought for LED lights at the Middle School and Town Hall with lighting controls at the DPW barn, a new boiler at the DPW barn, weatherization at Town Hall, SMK, the WWTP and the DPW barn, and steam trap repair at the Town Hall.

Block Grant funding from the federal government will be available for projects similar to those funded under the CDBG program – civil services, infrastructure, and housing. The Town is waiting for guidelines from the State for applications.

Re-opening. Consideration for the many aspects of re-opening has begun. This will of course depend on any guidelines or phasing that the Governor and Health Department establish. Guidelines for entering the building will be in place. Do we want to establish a committee of departments and boards to review this? I don't anticipate a rushed re-opening to the ways of pre-March.

Selectman Carroll questioned the costs related to COVID-19; Mr. Beckley is keeping track and \$17,000 has been received from Federal for covid-related purposes. Selectman Kruckas noted the need for plexiglass shields for town offices. Selectman Talbot noted the need to protect employees and election workers. Selectman Kruckas questioned online fees for payments; Selectman Talbot noted that Unibank sets those fees. She noted that residents can mail in their payments and the drop box is checked hourly. A more secure camera and drop box should be considered.

Selectman Carroll made the motion to Adjourn Regular Session at 8:40 p.m. Selectman Talbot seconded the motion. The motion passed on a vote of 5 Yes, 0 No.

Attest: \_\_\_\_\_

Mary L. Midura, Executive Assistant to Town Manager  
Minutes VIA TV15 Video

## Barnes Street WTP Project

Update - May 4, 2020

### Project Timeline:

- Late 2015: USDA/RD Grant funding applied for and received for Pilot Study phase.
- 2016/2017: Pilot Study performed/completed.
- 2017/Early 2018: Water Treatment Plant (WTP) design phase.
- Original project schedule was to bid the WTP in 2018 and complete construction in 2019.
- Early 2020: Contacted by Town about reapplying for USDA/RD funding and a cost estimate update was recommended.

The WTP's Opinion of Probable Construction Cost was last updated in Early 2018 is in Table 1:

**TABLE 1**

| <b>Discipline</b>                  | <b>Estimated Cost</b> |
|------------------------------------|-----------------------|
| General Conditions (10%)           | \$524,000             |
| Civil                              | \$355,000             |
| Architectural                      | \$1,030,000           |
| Structural                         | \$1,155,000           |
| Process                            | \$1,150,000           |
| HVAC                               | \$120,000             |
| Plumbing                           | \$96,000              |
| Fire Protection                    | \$80,000              |
| I&C - SCADA                        | \$292,000             |
| Electrical                         | \$955,000             |
| <i>Subtotal</i>                    | <b>\$5,757,000</b>    |
| <i>Construction Contingency 5%</i> | <b>\$288,000</b>      |
| <b>TOTAL</b>                       | <b>\$6,045,000</b>    |

The project's original probable construction cost was based on past similar project costs that were adjusted with ENR construction indices for budgeting.

### WTP Highlights

As this would be the only WTP for the Town, the following major design features are highlighted:

- Design Capacity of 1.8 Million Gallons per Day (MGD).

- Cistern was incorporated as part of design as the MassDEP had noted its permitted capacity would not be transferrable to the other wells if its use was discontinued.
- Due to microbiological concerns (attributed to the Cistern), a baffled concrete clearwell system was included for compliance with the Groundwater Rule.
- A concrete backwash water supply holding tank was included so as not to use water from the distribution system.
- Concrete backwash wastewater holding tanks were included to store/handle the backwash wastewater created for a water recycle process (improves WTP efficiency) and avoids sending all the backwash wastewater into the sewer system.

Again, as the project was not put out to bid for two years while the economy and construction industry continued at a very hot pace, an independent cost update was suggested to be performed by a specialist in the construction industry. The updated construction cost estimate is presented below in Table 2.

**TABLE 2**

| <b>Discipline</b>                  | <b>Estimated Cost</b> |
|------------------------------------|-----------------------|
| General Conditions                 | \$1,057,000           |
| Civil                              | \$387,000             |
| Architectural                      | \$1,622,800           |
| Structural                         | \$1,688,500           |
| Process                            | \$1,400,600           |
| HVAC                               | \$400,000             |
| Plumbing                           | \$155,000             |
| Fire Protection                    | \$125,000             |
| I&C - SCADA                        | \$250,000             |
| Electrical                         | \$1,331,500           |
| <i>Subtotal:</i>                   | <b>\$8,417,400</b>    |
| <i>Construction Contingency 5%</i> | <b>\$420,000</b>      |
| <i>Profit and Overhead 15%</i>     | <b>\$1,250,000</b>    |
| <b>TOTAL</b>                       | <b>\$10,087,400</b>   |

As expected, the cost estimate has increased and by a large amount. This is a direct result of the updated project's estimate reflecting costs of the very hot construction/bidding environment (prior to the current COVID-19 shutdown environment that we continue to be in). However, it should

also be noted that this estimated cost is not based on a competitive bid process (and could possibly be lower when the project is actually bid).

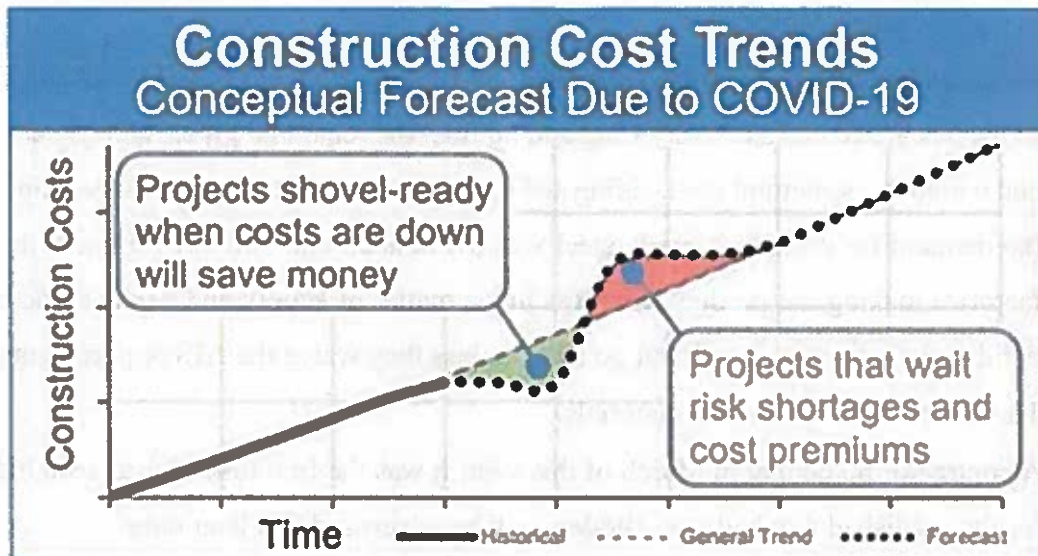
Based on our work within the current bidding environment, input from General Contractors, as well as the firm that prepared the revised estimate, the following factors are noted to have had an impact to significant cost increases:

- Required use of American Iron and Steel by funding agencies (USDA/RD and DWSRF).  
“This has added costs to everything and not just the rebar and pipe. Things such as doors and windows, structural steel, siding and trim prices all went up double if not triple because the demand for American made steel was overloaded and still is overloaded by too few factories making the products and it is just a matter of supply and demand and until they build new factories this will not go away unless they waive the AIS requirements.”
- The Tariffs on construction materials.
- A contractor noted that in March of this year, it was the first time he had seen bidding job results published that had “No Bidders will be advertised at a later date”.
- Extremely low unemployment. A contractor noted that labor is a large cost of projects:  
“The other thing is the labor. Every year the unions are driving the rates up 10 to 15%. A laborer now costs almost \$60/hour in the envelope. If you add 40% for insurance and taxes etc. you are at \$100/hour for our cost. That’s \$800/day! An electrician or plumber is \$125/hour”
- A wastewater treatment plant upgrade estimated to cost \$8.7M had a low bid of just under \$10.5M and with only two bidders in April.
- A new water storage tank project estimated to cost \$4.6M just opened bids in May and the only bidder came in at just over \$7.0M.

Some options that can be considered for moving forward:

- Continue with the reapplication process with the USDA/RD program in an effort to identify if any Grants will be available.
- Consider if components of the WTP design could be modified (e.g., remove clearwell).
- Consider “Plan B” proposed by the DPW that may provide an temporary stepped solution.

Lastly, with the current COVID-19 situation still among us, and a potential stimulus bill working its way through the Federal Government, consider moving forward such that the project could be bid when the bidding environment may be in the dip (green trough) identified in the following conceptual graph.



---

|                 |                                      |                     |           |
|-----------------|--------------------------------------|---------------------|-----------|
| <b>TO:</b>      | Gibby St. George-Sorel, DPW Director | <b>DATE:</b>        | 4/20/2020 |
| <b>FROM:</b>    | Wright-Pierce                        | <b>PROJECT NO.:</b> | 13553C    |
| <b>SUBJECT:</b> | Barnes Street WTP Cost Update        |                     |           |

---

It is our understanding that the Town is considering the submission of a new funding application with the USDA/RD program for the Barnes Street Water Treatment Plant (WTP). For this, the project's costs will need to be revised to current dollars since they have not been updated since 2017. Therefore, in accordance to our proposal we have updated the opinion of probable construction cost and the estimated annual Operation and Maintenance (O&M) cost. Each is presented below.

**PROBABLE CONSTRUCTION COST**

As proposed, we worked with Waterline Industries to update the opinion of probable construction cost for the Barnes Street WTP. The updated construction cost estimate is presented in Table 1.

**TABLE 1**  
**OPINION OF PROBABLE CONSTRUCTION COST**

| Discipline              | Estimated Cost      |
|-------------------------|---------------------|
| General Conditions      | \$1,057,000         |
| Civil                   | \$387,000           |
| Architectural           | \$1,622,800         |
| Structural              | \$1,688,500         |
| Process                 | \$1,400,600         |
| HVAC                    | \$400,000           |
| Plumbing                | \$155,000           |
| Fire Protection         | \$125,000           |
| I&C - SCADA             | \$250,000           |
| Electrical              | \$1,331,500         |
| <b>Subtotal:</b>        | <b>\$8,417,400</b>  |
| 5% Contingency          | \$420,000           |
| 15% Profit and Overhead | \$1,250,000         |
| <b>Total:</b>           | <b>\$10,087,400</b> |

Based on current construction conditions, Waterline has estimated that the total project capital cost is approximately Ten Million dollars. This includes estimated material, labor, equipment, subcontractors, contingency, as well as profit and overhead costs. It is also noted that this cost





also reflects the recent hot construction market that our industry has been experiencing over the past few years and that it appears to be in line with other recent similar projects.

## OPERATION AND MAINTENANCE COSTS

The annual O&M costs for the GreensandPlus™ treatment process at the Barnes Street WTP have been updated, and since USDA/RD also looks for the O&M for the entire water system, the annual cost for the rest of the water system has also been included. These costs are presented in Table 2.

**TABLE 2**  
**ESTIMATED ANNUAL O&M COST**

| O&M Category   | Annual Estimate  |
|--|------------------|
| <b>Barnes Street WTP:</b>                                    |                  |
| Power  | \$115,310        |
| Process Chemical   | \$82,000         |
| Labor  | \$45,200         |
| General Maintenance (equipment, building, heat, site)        | \$25,200         |
| Administrative Costs (i.e., office supplies, printing, etc.) | \$1,000          |
| Monitoring and Testing                                       | \$10,000         |
| Professional Services  | \$5,000          |
| Short Lived Asset Maintenance/Replacement                    | \$48,040         |
| <b>Total:</b>  | <b>\$331,750</b> |
| <b>Cost for Rest of Water System*:</b>                       |                  |
| Salaries   | \$209,766        |
| Overtime   | \$26,500         |
| Licenses   | \$1,000          |
| Clothing Allowance   | \$1,800          |
| Purchase of Services   | \$83,690         |
| Supplies, Administrative Costs, & Process Chemicals          | \$96,500         |
| Other Charges  | \$5,600          |
| Extraordinary/Unforeseen                                     | \$5,000          |
| <b>Total:</b>  | <b>\$429,856</b> |
| <b>Combined Total:</b>                                       | <b>\$761,606</b> |

\* These costs were taken from the FY21 Request from Ware's FY2021 Budget Preparation Worksheet provided by the Town. The overlapping O&M costs for the Barnes Street WTP were removed from these costs and included with those of the WTP.

As presented in the table above, the total estimated annual O&M cost for the Barnes Street WTP is approximately \$331,750 per year and the estimated annual cost for the rest of the water system is approximately \$429,856 per year (based on Ware's budget for Fiscal Year 2021).



In general, some of the major updates to the O&M costs include the following:

- The average daily demand (ADD) has been reduced from 0.78 million gallons per day (MGD) to 0.63 MGD since historical demand has decreased. The ADD from 2015 to 2019 has averaged around 0.61 MGD, but since this demand is anticipated to increase slightly once the WTP has been constructed, the ADD utilized in the calculations was 0.63 MGD.
- The power cost has been updated per current billing rates from this year.
- The chemical feed calculations have been updated per current dosages and costs.
- The labor cost now accounts for 2 operators (1 primary and 1 secondary) at 4 hours per day as may likely be required by MassDEP regulations for operating a 2T water treatment facility.
- An appropriate inflation rate was utilized for some of the other costs.

As requested, the total annual cost for the short-lived assets were also updated for the Barnes Street WTP and also included within Table 2.

In closing, as the Federal Government is currently discussing a future stimulus package as a result of the COVID-19 situation, it would be in the Town's benefit to reapply for the USAD/RD funding such that any available grant monies could be captured for this project.

Please review and let us know if you have any questions or would like to discuss the next steps.





## **Board of Selectmen**

**Ware Town Hall, Meeting Room, 126 Main Street**

**Regular Meeting Minutes – Tuesday, May 19, 2020 at 7:00 p.m.**

**Instructions for call in option:** at or before 7:00 p.m., call the phone number below and when prompted enter the Meeting ID number. The platform is Zoom Meetings.

**Join online:** <https://us02web.zoom.us/j/7846041861> (the online option will require a download).

**Meeting ID: 784 604 1861**

**Phone: 929-205-6099**

**Present at Town Hall:** Selectman Alan G. Whitney, Selectman John E. Carroll, Selectman Keith J. Kruckas, Selectman Nancy J. Talbot, Town Manager Stuart Beckley

**Remote Participation VIA Zoom:** Selectman Tracy R. Opalinski, Director Health Department Judy Metcalf, Superintendent of Schools Dr. Marlene DiLeo, School Business Manager Andrew Paquette, Director Planning & Community Development Rebekah DeCoursey

**Meeting Opened by Chairman Whitney**

### **Opening Remarks, Announcements, and Agenda review by Chair**

Selectman Carroll announced that the Ware Lions Club Fireworks have been postponed.

Selectman Opalinski thanked Mr. Sorel for the Barnes Street Water Treatment Plant update.

Mr. Beckley noted there will be a chart of timelines and next steps at the next meeting.

### **Consent Agenda**

- **Approval of April 21, 2020 Meeting Minutes**

Selectman Kruckas noted that the minutes were incorrect for his motion regarding Curaleaf, as his motion did not include the donation amount; Selectman Opalinski noted her corrections were submitted to include \$20,000 for donation. Mr. Beckley noted language would be noted in the revised HCA. The minutes were not approved and will be corrected after the Clerk again watches the video of the meeting.

### **Scheduled Appearances**

- **Judy Metcalf, Health Department Director**

Judy Metcalf joined the meeting via Zoom. Ms. Metcalf noted that the Board wanted an update regarding the Governor's plan. She stated that as of last Friday there were 23 cases of COVID-19 in Ware, with 2 added through tonight. In March, the numbers were travelers, then hospital workers with no PPE, then nursing home patients. In the last few weeks, the numbers have been of essential workers. There have been 32 contact cases in Ware to date. There have been no cases in group homes. The educational campaign began this week, and Ms. Metcalf thanked John Piechota for placing signs in the parks and cemeteries; the signs indicate respect, keeping social distance, wear a face covering. Selectman Opalinski asked if face masks are necessary if walking in the park; Ms. Metcalf stated all citizens should have a face mask to put on if within six feet of others. "Your mask protects me, my mask protects you." This is the way to not go backwards as we re-open. Selectman Kruckas noted no one should be harassed for not wearing a mask; Ms. Metcalf noted health privacy, but businesses need to make customers feel safe and workers must feel safe. Some have health conditions. Chairman Whitney asked if a business can refuse service if a resident is not wearing a mask; Ms. Metcalf noted

the business can offer alternatives such as curbside service or other reasonable accommodation. Selectman Opalinski asked if there was a control plan for businesses; Ms. Metcalf noted the Governor's plan and the staff would be more knowledgeable of specifics, possibly have a separate website page with resources and links. She noted that IT Director David Grace, Mr. Beckley and Ms. Midura could do that. Chairman Whitney noted that we should not interpret the State; Ms. Metcalf noted that information could be made clear to specific businesses or the WCBA could do so. Selectman Opalinski questioned the ABCC consideration of outdoor seating for restaurants; Ms. Metcalf stated that phase 2 of the Governor's plan may address that. Mr. Beckley noted that Ms. Midura was ahead and in touch with the ABCC seeking direction for a modification of a license for outdoor seating or addressing spacing of diners.

Selectman Kruckas questioned why Aspen Street Rod & Gun Club was not allowed to do their fish dinners as take-out only; Ms. Metcalf noted they are a non-profit closed by the State since March 23. The designation was appealed but the State has not yet responded. Selectman Kruckas quoted from Mass.gov regarding sales to public; Ms. Metcalf noted that non-profit organizations were classified similar to church functions for spaghetti dinners, and there may be a way to get an exemption.

Selectman Carroll asked of the deaths in Ware due to COVID-19; Ms. Metcalf noted three deaths (Mrs. Talbot confirmed this is public information) of which one was a resident of a nursing home in another town, one was at home in age 60s, and one was over 70, all with pre-existing conditions making them susceptible. Selectman Talbot noted that Ware was doing better; Ms. Metcalf noted that Pelham had 2 cases, and Belchertown had a high number of cases.

Selectman Kruckas noted that the Health Department's communication to the Town was not good, as he got most information from the Fire Chief, and he would expect more consistent updates. Ms. Metcalf stated she has called the Town Manager or emailed, and she has worked 32 years and this should not be reflective on her. The Board asked that Ms. Metcalf attend every other meeting with an update. Ms. Metcalf stated she has always attended when requested.

- **Dr. DiLeo, Superintendent of Schools**

Dr. DiLeo joined the meeting via Zoom. She spoke of the uncertainties of conducting school for the staff and students. She stated that 60 chromebooks were given out to families, and hoped for more direction from the Governor. Graduation is scheduled for July 11, 2020 at 10:00 a.m. and the Junior/Senior Prom has been moved again to August 17, 2020. Dr. DiLeo has communicated weekly with Ms. Metcalf. Chairman Whitney questioned the chromebooks; Dr. DiLeo noted the school already owns these and obtained chargers and had parents sign contracts, as approximately 52 families had no devices. Chairman Whitney noted that tax revenues will be down and the school budget must be affected. Dr. DiLeo noted a 30% decrease in learning with loss of 1/3 of the school year plus the social/emotional aspects for students and families. The school website will offer phone numbers for contacting school counselors from Monday through Friday, 9 am – 3pm. This is an unprecedented time with uncharted waters and it is not known how the school year will start: will the school classrooms need plexiglass or other dividers, how many allowed in classrooms, the human resource of this for teachers and staff and students. Dr. DiLeo continues to work with Ms. Metcalf.

Selectman Opalinski questioned access to internet; Dr. Dileo stated that not all students or faculty have internet access. She noted Commissioner Jeff Riley has conducted a survey to ask schools about connectability, and it is hoped that the State or DESE will help with this issue.

Mr. Beckley noted transportation has 58% remaining with services. School Business Manager Andrew Paquette joined the meeting via Zoom. He noted that transportation is a regional item and 42% of the costs have been paid with 58% for labor, furloughed drivers, and non-labor costs. To Chairman Whitney's questions of no need for maintenance or fuel, Mr. Paquette noted that busses must be maintained, insurance must be kept in force, and special education busses are delivering meals to students. It is better to pay 42% than 75%. Dr. DiLeo noted conference calls with the Commissioner of Education in which the Commissioner asked that we continue to pay all vendors, as all are in hardship. Dr. DiLeo noted uncertainty about the Fall, do we need to change routes, add a tier, other extraordinary measures. This affects the current year. Mr. Paquette noted that the transportation is done by bid, and contracts note negotiation if there are closures by government. Selectman Kruckas noted that transportation comes from the Town budget and the Board should be part of the discussion. Chairman Whitney noted a selectman should be at the negotiation table for transportation.

Dr. DiLeo noted she does a video to staff and students weekly. Chairman Whitney noted the Board would request Dr. Dileo also update the Board every other week from when Ms. Metcalf will update the Board.

### **Old Business**

- **Complete Streets Prioritization Plan**

Rebekah DeCoursey, Director of Planning and Community Development, joined the meeting via Zoom. Chairman Whitney stated he did not like the order of priorities and would like the Board to prioritize. Ms. DeCoursey noted the priorities' list and renderings of maps are in order for projects to apply for funding, as consulted with DPW. The Board will consider the list of priorities at the June 2, 2020 meeting. Selectman Opalinski asked about consideration of a cantilever bridge; Ms. DeCoursey noted this.

- **Consideration of Town Meeting Quorum**

Chairman Whitney noted that the State may allow towns to lower the quorum for a State of Emergency period. Selectman Talbot noted it is in the best interest of the Town to have town meeting. Town Meeting is set for June 22, 2020 at 6:30 pm in the Great Hall of Town Hall. The Town election is set for June 29, 2020 from 7am – 8pm, with notices being sent to residents to encourage early voting.

**Selectman Kruckas made the motion to set the quorum of town meeting to 25, for the State of Emergency pending legislative approval. Selectman Carroll seconded the motion. The motion passed on a vote of 4 Yes, 0 No.**

Selectman Kruckas noted that an article for \$25,000 for painting the great hall is not appropriate at this time; Selectman Talbot noted this can be dismissed at the town meeting. Mr. Beckley noted that the DPW cleaned the gutter and a small hole can be repaired.

### **New Business**

- **Appointments for FY2021 – Special Police, Honorary Police, Matrons, and Constables**

Selectman Kruckas made the motion to approve appointments as presented. Selectman Carroll seconded the motion. The motion passed on a vote of 4 Yes, 0 No, 1 Abstention (Selectman Talbot).

- **Reappointment: Kathleen Galford, Historical Commission, Term to Expire June 30, 2023**

Selectman Talbot made the motion to reappoint Kathleen Galford to the Historical Commission. Selectman Kruckas seconded the motion. The motion passed on a vote of 5 Yes, 0 No.

- **Request to Abate Water & Sewer Bill, 59 Park Avenue**

Selectman Talbot made the motion to approve abatement of \$252.43 in water charges and \$230.49 in sewer charges, for a total of \$482.92 against Account #14-1270, Scott Lusignang, for property located at 59 Park Avenue. Selectman Carroll seconded the motion. The motion passed on a vote of 5 Yes, 0 No.

- **Budget Modifications**

Mr. Beckley noted changes including \$309,000 in cuts. He noted revenues from the State may not be enough and may need another \$250,000 in cuts including one police and one fire position, library and schools. He noted some bills must be paid upfront in August. Selectman Kruckas questioned lock-in of fuel costs; Mr. Beckley noted the State bid and this is looked at daily.

- **Fiscal Year 2020 Departmental Transfers**

Selectman Kruckas questioned the Hardwick Ambulance contract ending in June; Mr. Beckley noted a discussion with the Hardwick Selectmen is needed. Selectman Kruckas stated that with the Slum & Blight designation, the Town needs to focus on our own town. Mr. Beckley noted the ambulance contract raises \$150,000. Selectman Carroll questioned streetlights; Mr. Beckley noted that conversion to LED saves \$4,000 monthly.

Selectman Talbot made the motion to approve the Transfer of Appropriations as presented in the memo of May 8, 2020. Selectman Opalinski seconded the motion. The motion passed on a vote of 3 Yes, 2 No (Selectman Kruckas, Selectman Carroll).

**Comments and Concerns of Citizens – none**

### **Town Manager Report**

Mr. Beckley noted that yard waste will be collected on Saturday, May 30 and Sunday, June 7 from 9 am- 2 pm at the Robbins Road Collection site.

Main Street: Gibby and I met with MassDOT today. The next three weeks will include continued installation of conduit and other work along the sidewalks including hydrants. The trees have been removed. They will be replaced later in the project. As Main Street businesses begin to re-open, the parking and storage of equipment and materials will be moved away from the Street and Veterans Park. Equipment may be moved to the millyard.

Grants: There are two COVID grants of immediate interest to the Town. The State is offering a CDBG version that will be competitive. Funds may be used for social services such as food assistance or domestic violence, or for assistance to small businesses. The intent is to address those most affected by COVID. The State is recommending regional applications, so the Town and PVPC are looking at surrounding communities to participate. There is up to \$400,000 available to the Town. The Community Development Authority is working on priorities and setting up a public hearing.

The CARES Federal Coronavirus Relief Fund is being released to towns per the attached document. These funds may be used for COVID costs incurred between March 1 and December 30, 2020. There is a list of town uses that can be charged to these funds. The State is working on the federal government to allow the anticipated loss of revenue to be included. By June 5, the Town is to request the anticipated costs for FY2020. I will work with department heads to determine this request for the Board to approve at its June 2 meeting.

114 Main Street is structurally of increasing concern due to the condition of the roof. The Building Inspector with assistance from the Town Attorney has ordered a response from the owner. They have talked directly, but the owner has not responded with a plan. The Town has sought an opinion letter from a structural engineer.

Thank you to the Police Department for its recent investigations and arrests, as well as enforcement responses to COVID concerns. Thank you to the Fire Department for extinguishing the fire on Monson Turnpike during the storm and power outage on Friday night.

Re-opening. The Governor and the Reopening Advisory Board released details yesterday for the phased re-opening of businesses and recreation. There is a base process to be completed by everyone, including the Town as a formerly essential service, as well as specific requirements for business types to open. These are expected to be self-enforced. The Town will complete and implement the required plan. Shields for counters have been ordered. Masks will be worn in common areas and will be required for access to the buildings. Safety and sanitization procedures will be in place for vehicles

The Food Bank will held today at Grenville Park with the assistance of many volunteers as well as the police and Parks departments. Residents remain in their vehicles as food is delivered.



The Amherst Survival Center is providing additional food to residents, particularly seniors through monthly deliveries to three sites. Quaboag Connector and Senior Center drivers are assisting with distribution.

The Quaboag Connector has returned to offering service 5 days per week and will be increasing its hours to assist people getting to work.

### **Adjournment**

Selectman Talbot made the motion at 8:47 p.m. to Adjourn to Executive Session: M.G.L. Chapter 30A, Section 21(a) #2 Union Negotiations – DPW and Administrative, #3 Litigation – Sheehy Road, NOT TO RECONVENE IN OPEN SESSION. Selectman Carroll seconded the motion. The motion passed on a roll call vote of 5 Yes, 0 No.

|                              |     |
|------------------------------|-----|
| Selectman Alan G. Whitney    | Yes |
| Selectman John E. Carroll    | Yes |
| Selectman Keith J. Kruckas   | Yes |
| Selectman Tracy R. Opalinski | Yes |
| Selectman Nancy J. Talbot    | Yes |

Attest: \_\_\_\_\_

**Mary L. Midura, Executive Assistant to  
Town Manager  
Minutes VIA TV15 Video**



## COMMUNITY BENEFIT AGREEMENT

THIS AGREEMENT is entered into this 2nd day of June, 2020 by and between Curaleaf Massachusetts Inc., a Massachusetts registered marijuana dispensary with a principal office of 2001 Washington St., Unit B, Hanover, MA 02339 ("Curaleaf MA") and the Town of Ware, a Massachusetts municipal corporation with a principal address of 126 Main Street, Ware MA 01082 ("the Town").

WHEREAS, Curaleaf MA wishes to become a Marijuana Retailer in the Town in accordance with regulations issued by the Commonwealth of Massachusetts' Cannabis Control Commission (CCC); and

WHEREAS, Curaleaf MA intends to provide certain benefits to the Town in the event that it is licensed to operate a Co-located Marijuana Operations Retail Establishment and receives all local approvals;

NOW THEREFORE, in consideration of the provisions of this Agreement, Curaleaf MA and the Town agree as follows:

### A. Term

This Agreement shall take effect on the date set forth above and shall continue in effect for 5 years.

### B. Community Impact Fee

1. Curaleaf MA shall pay to the Town annually a sum equal to 3.0% of the total gross annual sales of the Ware co-located marijuana retail establishment. Curaleaf will make a \$50,000 initial payment upon store opening that will be subtracted from the first year's annual payment.
2. All subsequent payments shall be made annually at the end of each 12 months of operation and shall continue for a period of 5 years. The maximum duration in accordance with G.L c.94G, §3 of the Massachusetts state law.
3. The Town shall use the above referenced payments in its sole discretion, but shall make a good faith effort to allocate said payments for traffic mitigation measures in connection with the operation of the Marijuana Retail establishment, community wellness programs, and other efforts and initiatives for the support of patient health.

### C. Annual Charitable/Non-Profit Contributions

Curaleaf MA, in addition to any funds specified herein, shall annually contribute to public local charities/non-profit organizations in the Town (examples include Quaboag Valley Community Development Corporation's Education to Employment program, Ware's Council of Aging, and Angels Answer Inc.) an amount no less than \$20,000, said charities/non-profit organizations to be determined by the Town in their reasonable discretion in accordance with the attached procedure.

**D. Community Support**

Curaleaf MA agrees to provide no less than fifty (50) hours annually of community service activities including but not limited to: Town-sponsored educational programs on public health and drug abuse prevention, senior assistance, community cleanup, and veteran's assistance.

Curaleaf MA shall annually certify to the Town at the time of its Annual Payments the number of hours and nature of the community service rendered by its employees/management within the community.

**E. Local Vendors and Employment**

To the extent such practice and its implementation are consistent with federal, state, and municipal laws and regulations, Curaleaf MA will make every effort in a legal and non-discriminatory manner to give priority to local businesses, suppliers (ex: Ware farmers with an adult-use Cultivator or Craft Marijuana Cooperative license), contractors, builders and vendors in the provision of goods and services called for in the construction, maintenance and continued operation of the Marijuana Operations Retail Establishment when such contractors and suppliers are properly qualified and price competitive and shall use good faith efforts to hire Town residents in coordination with local groups such as Education to Employment .

**F. Security**

To the extent requested by the Town's Police Department, and subject to the security and architectural review requirements of the CCC, or such other state licensing or monitoring authority, as the case may be, Curaleaf MA shall work with the City's Police Department in determining the placement of exterior security cameras.

Curaleaf MA agrees to cooperate with the Town's Police Department, including but not limited to periodic meetings to review operational concerns, security, delivery schedule and procedures, cooperation in investigations, and communications with the Police Department of any suspicious activities at or in the immediate vicinity of the Facility, and with regard to any anti-diversion procedures.

To the extent requested by the Town's Police Department, Curaleaf MA shall work with the Town's Police Department to implement a comprehensive diversion prevention plan to prevent diversion, such plan to be in place prior to the commencement of operations at the Facility.

**G. No Joint Venture**

The Parties hereto agree that nothing contained in this Agreement or any other documents executed in connection herewith is intended or shall be construed to establish

the Town, or the Town and any other successor, affiliate or corporate entity as joint ventures or partners.

H. Agreement

1. This Agreement shall be binding upon and shall inure to the benefit of the parties and their permitted successors and assignees.

The obligations of Curaleaf MA and the Town recited herein are specifically contingent upon Curaleaf MA becoming a Colocated Marijuana Operations (CMO), and being approved as a Medical Marijuana Treatment Center (MTC) operating under a License or a registration pursuant to 935 CMR 501.000: Medical Use of Marijuana, and a Marijuana Establishment operating under a retail License pursuant to 935 CMR 500.000 on the same Premises in the Town and Curaleaf MA's receipt of all necessary local approvals to locate, occupy, and operate a CMO retail location in the Town

TOWN OF WARE, MA

CURALEAF MASSACHUSETTS

---

Stuart B. Beckley, Town Manager

---

Patrik Jonsson

---

Alan G. Whitney, Chairman  
Board of Selectmen

---

Dated



## Ware CSPP Project List

|    |   |
|----|---|
| 1  | Main Street Reconstruction, Signal Replacement/Re-timing, and Bike Rack Installation  |
| 2  | West Street and Pulaski Street Crossing Improvements  |
| 3  | Reed Municipal Pool/Beauragard Memorial Playground Sidewalk Construction  |
| 4  | Phase 1: Pulaski Street Traffic Calming and Sidewalk Replacement - West Street to 32 Pulaski Street                                     |
| 5  | Phase 2: Pulaski Street Traffic Calming and Sidewalk Replacement - 32 Pulaski Street to South Street                                    |
| 6  | East Street Underpass Accessibility Improvements  |
| 7  | Phase 1: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Main Street to Pleasant Street                    |
| 8  | Phase 2: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Pleasant Street to High Street                    |
| 9  | Phase 3: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - High Street to Cottage Street                     |
| 10 | Phase 4: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Cottage Street to 68 Church Street                |
| 11 | Phase 5: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - 68 Church Street to Walnut Street                 |
| 12 | Phase 6: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Highland Street to Old Gilbertville Road          |
| 13 | Phase 7: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Old Gilbertville Road to Greenville Park Entrance |
| 14 | Phase 8: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - Walnut Street to 102 Church Street                |

|    |  |
|----|--|
| 15 | Phase 9: Church Street Sidewalk Reconstuction, Extension, and Crossing Improvements - 102 Church Street to Highland Street |
| 16 | Phase 1: Gould Road Sidewalk Construction and School Access - West Street to School Entrance Driveway                      |
| 17 | Phase 2: Gould Road Sidewalk Construction and School Access - School Entrance Driveway to 4th Avenue                       |
| 18 | Phase 3: Gould Road Sidewalk Construction and School Access - 4th Avenue to 44 Gould Road                                  |
| 19 | Phase 4: Gould Road Sidewalk Construction and School Access - 44 Gould Road to West Main Street                            |
| 20 | South Street at Pulaski Street Crossing Improvements   |
| 21 | Phase 1: Pleasant Street Accessibility Improvements and Shared Lane Markings - Park Street to Church Street                |
| 22 | Phase 2: Pleasant Street Accessibility Improvements and Shared Lane Markings - Church Street to Bank Street                |
| 23 | Phase 3: Pleasant Street Accessibility Improvements and Shared Lane Markings - Bank Street to North Street                 |
| 24 | Phase 4: Pleasant Street Accessibility Improvements and Shared Lane Markings - North Street to Aspen Street                |
| 25 | Phase 5: Pleasant Street Accessibility Improvements and Shared Lane Markings - Aspen Street to 100 Pleasant Street         |
| 26 | Phase 6: Pleasant Street Accessibility Improvements and Shared Lane Markings - 100 Pleasant Street to 112 Pleasant Street  |
| 27 | Phase 7: Pleasant Street Accessibility Improvements and Shared Lane Markings - 112 Pleasant Street to 132 Pleasant Street  |



|    |   |
|----|---|
| 28 | Phase 8: Pleasant Street Accessibility Improvements and Shared Lane Markings -132 Pleasant Street to Greenwich Road |
| 29 | Robbins Road Bike Connection  |
| 30 | Phase 1: North Street Sidewalk Reconstruction and Extension - Main Street to Pleasant Street                        |
| 31 | Phase 2: North Street Sidewalk Reconstruction and Extension - Pleasant Street to High Street                        |
| 32 | Phase 3: North Street Sidewalk Reconstruction and Extension - High Street to School Street                          |
| 33 | Phase 4: North Street Sidewalk Reconstruction and Extension - School Street to Belmont Street                       |
| 34 | Phase 5: North Street Sidewalk Reconstruction and Extension - Belmont Street to 190 North Street                    |
| 35 | Phase 6: North Street Sidewalk Reconstruction and Extension - 190 North Street to 196 North Street                  |
| 36 | Phase 7: North Street Sidewalk Reconstruction and Extension - 196 North Street to Pond Brook Park                   |
| 37 | Phase 8: North Street Sidewalk Reconstruction and Extension - Pond Brook Park to 230 North Street                   |
| 38 | Phase 9: North Street Sidewalk Reconstruction and Extension - 230 North Street to 238 North Street                  |
| 39 | Phase 10: North Street Sidewalk Reconstruction and Extension -238 North Street to Greenwich Road                    |
| 40 | Phase 1: Greenwich Road Sidewalk Installation - Pleasant Street to 19 Greenwich Road                                |
| 41 | Phase 2: Greenwich Road Sidewalk Installation - 19 Greenwich Road to 25 Greenwich Road                              |
| 42 | Phase 3: Greenwich Road Sidewalk Installation - 25 Greenwich Road to 31 Greenwich Road                              |
| 43 | Phase 4: Greenwich Road Sidewalk Installation - 31 Greenwich Road to 42 Greenwich Road                              |
| 44 | Phase 5: Greenwich Road Sidewalk Installation - 42 Greenwich Road to 46 Greenwich Road                              |
| 45 | Phase 6: Greenwich Road Sidewalk Installation - 46 Greenwich Road to North Street                                   |

|    |   |
|----|---|
| 46 | Phase 1: Chestnut Street Sidewalk Improvements and Intersection Reconstruction - Maple Street to Union Street                                     |
| 47 | Phase 2: Chestnut Street Sidewalk Improvements and Intersection Reconstruction - Union Street to South Street                                     |
| 48 | Phase 1: West Street Sidewalk Reconstruction, Road Diet, and Bike Lane Installation - Main Street to Pulaski Street                               |
| 49 | Phase 2: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - Pulaski Street to 36 West Street                           |
| 50 | Phase 3: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 36 West Street to 72 West Street                           |
| 51 | Phase 4: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - - 72 West Street to Vernon Street                          |
| 52 | Phase 5: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - Vernon Street to 110 West Street                           |
| 53 | Phase 6: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 110 West Street to 131 West Street                         |
| 54 | Phase 7: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 131 West Street to 143 West Street                         |
| 55 | Phase 8: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 143 West Street to 148 West Street                         |
| 56 | Phase 9: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 148 West Street to 169 West Street                         |
| 57 | Phase 10: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - 169 West Street to Southernmost entrance to Phillip Plaza |

|    |  |
|----|--|
| 58 | Phase 11: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - Southernmost entrance to Phillip Plaza to Homecrest Avenue |
| 59 | Phase 12: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation - Homecrest Avenue to Robbins Road                           |
| 60 | Inelligable: West Street Sidewalk Reconstruction , Road Diet, and Bike Lane Installation   |
| 51 | Inelligible: Reed Municipal Pool/Beauragard Memorial Playground Sidewalk Construction  |





TO: Town of Ware  
FROM: Sarah Davis  
Howard Stein Hudson  
SUBJECT: Ware CSPP Project List

DATE: May 26, 2020  
HSH PROJECT NO.: 2016052.23

# Ware CSPP Project List

## West Street

### WEST STREET AND PULASKI STREET CROSSING IMPROVEMENTS

Directly adjacent to downtown Ware, Pulaski Street runs parallel to Main Street and connects to main roads on each end. Noted on the Wikimap as a dangerous crossing, the intersection was the site of a 2016 bicycle crash. The crosswalk across Pulaski Street at West Street is approximately 50 feet long, but the road narrows to approximately 22 feet as it continues east.

Curb extensions will be installed on both the north and south side of the Pulaski Street crossing to improve safety by shortening the pedestrian crossing distance, slow turning speeds, and increase visibility. Curb extensions will reduce crossing width as much as 20 feet and allow for the installation of new ADA compliant curb ramps. An RRFB will be installed at the crosswalk across West Street, which will be shifted north approximately 10 feet to accommodate the installation of ADA complaint curb ramps on both sides without relocating existing utility poles. The crosswalks across both Pulaski Street and West Street will be restriped and widened to 8 feet. This project will be coordinated with the West Street Sidewalk Reconstruction, Road Diet, and Bike Lane Installation Project.

### WEST STREET SIDEWALK RECONSTRUCTION, ROAD DIET, AND BIKE LANE INSTALLATION

West Street provides access to all three Ware Schools and connects downtown Ware to many restaurants and stores, including Big Y Market and Walmart. Residents have noted that the sidewalk on West Street is narrow, bumpy, and often blocked, which creates safety and accessibility issues for pedestrians. The road also presents the opportunity to connect the planned bike lanes on Main Street with the Ware River Valley Rail Trail at the southeast end of Robbins Road.



### **PHASE 1 - WEST STREET FROM MAIN STREET TO PULASKI STREET**

Between Main Street and Pulaski Street on West Street (approximately 324 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.

5-foot wide sidewalks on both sides of West Street will be reconstructed between Main Street and Pulaski Street on both sides of the street.

This project will be coordinated with the West Street at Pulaski Street Intersection Improvements Project.

### **PHASE 2 - WEST STREET FROM PULASKI STREET TO 36 WEST STREET (INCLUDES CROSSWALK)**

Between Pulaski Street and 36 West Street on West Street (approximately 370 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.

5-foot wide sidewalks on both sides of West Street will be reconstructed between Pulaski Street and 36 West Street on both sides of the street.

The crosswalk at 36 West Street will be restriped and ADA compliant curb ramps will be installed on each side. An RRFB will be added to complement this crosswalk.

This project will be coordinated with the West Street at Pulaski Street Intersection Improvements Project.

### **PHASE 3 - WEST STREET FROM 36 WEST STREET TO 72 WEST STREET**

Between 36 West Street and 72 West Street on West Street (approximately 510 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.

5-foot wide sidewalks on both sides of West Street will be reconstructed between 36 West Street and 72 West Street on both sides of the street.

### **PHASE 4 - WEST STREET FROM 72 WEST STREET TO VERNON STREET (DOES NOT INCLUDE INTERSECTION)**

Between 72 West Street and Vernon Street on West Street (approximately 631 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.



5-foot wide sidewalks on both sides of West Street will be reconstructed between 72 West Street and Vernon Street on both sides of the street.

#### **PHASE 5 - WEST STREET FROM VERNON STREET TO 110 WEST STREET**

Between Vernon Street and 110 West Street on West Street (approximately 240 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.

5-foot wide sidewalks on the west side of West Street will be reconstructed between Vernon Street and 110 West Street and 5-foot wide sidewalks on the east side of West Street will be reconstructed between Vernon Street and 110 West Street.

High visibility crosswalks will be striped at all four sides of the intersection of Vernon Street and West Street. ADA compliant curb ramps will be installed on both sides of each crosswalk. New ADA compliant pedestrian signals may be needed at the intersection of West Street and Vernon Street.

#### **PHASE 6 - WEST STREET FROM 110 WEST STREET TO 131 WEST STREET (DOES NOT INCLUDE ANYTHING SOUTH OF BRIDGE)**

Between 110 West Street and 131 West Street on West Street (approximately 450 feet, to the north end of the bridge), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.

5-foot wide sidewalks on the west side of West Street will be reconstructed between 110 West Street and 131 West Street (meeting the north end of the bridge) and 5-foot wide sidewalks on the east side of West Street will be reconstructed between 110 West Street and 117 West Street (matching the end of the existing sidewalk).

The existing crosswalk across West Street at 117 Palmer Road (between McDonald's and Sears) will be re-striped and upgraded with the installation of an RRFB, and a 6-foot wide pedestrian refuge island will be added to the center of the crosswalk. ADA compliant curb ramps will be installed on each side of this crosswalk.

#### **PHASE 7 - WEST STREET FROM 131 WEST STREET (SOUTH OF BRIDGE) TO 143 WEST STREET (EXISTING MID-BLOCK CROSSING AT SOUTH END OF PROJECT INCLUDED)**

Between 131 West Street and 143 West Street on West Street (approximately 500 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.



5-foot wide sidewalks on the west side of West Street will be reconstructed from 131 West Street (meeting the south end of the bridge) and 143 West Street and 5-foot wide sidewalks on the east side of West Street will be reconstructed between 130 West Street (at the end of the existing fencing on the south side of the bridge) and 143 West Street.

A high visibility crosswalk will be restriped at 143 West Street. ADA compliant curb ramps will be installed on both sides of the crosswalk, and an RRFB will be installed to complement the crosswalks.

#### **PHASE 8 - WEST STREET FROM 143 WEST STREET TO 148 WEST STREET**

Between 143 West Street and 148 West Street on West Street (approximately 250 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.

5-foot wide sidewalks on the west side of West Street will be reconstructed between 143 West Street and 148 West Street and 5-foot wide sidewalks on the east side of West Street will be constructed between 143 West Street and 148 West Street.

#### **PHASE 9 - WEST STREET FROM 148 WEST STREET TO 169 WEST STREET (EXISTING MID-BLOCK CROSSING AT SOUTH END OF PROJECT INCLUDED)**

Between 148 West Street and 169 West Street on West Street (approximately 250 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.

5-foot wide sidewalks on the west side of West Street will be reconstructed between 148 West Street and 169 West Street and 5-foot wide sidewalks on the east side of West Street will be constructed between 148 West Street and 169 West Street.

A high visibility crosswalk will be restriped at 169 West Street. ADA compliant curb ramps will be installed on both sides of the crosswalk, and an RRFB will be installed to complement the crosswalks.

Bike parking will be installed in front of Philip Plaza at 156 West Street.

#### **PHASE 10 - WEST STREET FROM 169 WEST STREET TO SOUTHERNMOST ENTRANCE TO PHILLIP PLAZA (INCLUDES ENTIRE INTERSECTION)**

Between 169 West Street and the Southernmost entrance to Phillip Plaza on West Street (approximately 300 feet), the road will be repaved and restriped to accommodate two 11 foot wide





lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.

5-foot wide sidewalks on the west side of West Street will be reconstructed between 169 West Street and the Southernmost entrance to Phillip Plaza, and 5-foot wide sidewalks on the east side of West Street will be constructed between 169 West Street and the Southernmost entrance to Phillip Plaza.

High Visibility crosswalks will be restriped on the south and west sides of the signalized southernmost entrance to Philip Plaza, and new high visibility crosswalks will be striped on the north and east sides of the intersection. Pedestrian signals will be added to accommodate these two new crosswalks, which may require signal timing updates and the installation of a new signal controller. ADA compliant curb ramps will be installed on both sides of each crosswalk.

#### **PHASE 11 - WEST STREET FROM SOUTHERNMOST ENTRANCE TO PHILLIP PLAZA (EXCLUDES INTERSECTION) TO HOMECREST AVENUE**

Between the Southernmost entrance to Phillip Plaza and Homecrest Avenue on West Street (approximately 250 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.

5-foot wide sidewalks on the both sides of West Street will be reconstructed between the Southernmost entrance to Phillip Plaza and Homecrest Avenue.

A new high visibility crosswalk will be striped across Homecrest Avenue. ADA compliant curb ramps will be installed on both sides of each crosswalk.

#### **PHASE 12 – WEST STREET FROM HOMECREST AVENUE TO ROBBINS ROAD**

Between Homecrest Avenue and Robbins Road on West Street (approximately 300 feet), the road will be repaved and restriped to accommodate two 11 foot wide lanes, a 6 foot wide bicycle lane on each side, and a 5-foot wide sidewalk on each side within the 44 foot wide right of way.

5-foot wide sidewalks on the both sides of West Street will be reconstructed between Homecrest Avenue and Robbins Road.

The high visibility crosswalk will be restriped at 184 West Street and widened to be 8-feet wide. ADA compliant curb ramps will be installed on both sides of each crosswalk, and an RRFB will be installed to complement the crosswalk.



Two speed feedback signs will be installed on West Street near the Town Senior Center, with one facing each direction at 185 West Street for northbound traffic and 173 West Street for southbound traffic.

### **INELLIGIBLE PORTION**

West of Robbins Road, Route 32 is state-owned and is currently not eligible for Complete Streets funding. To complement the Complete Streets-eligible improvements, 5-foot wide sidewalks should be constructed along the state-owned segment from Robbins Road to Brookside Manor on both sides of the street (approximately 3,100 feet per side). High visibility crosswalks will be striped across Hillside Drive, Towne Street, Richfield Avenue, and Brookside Manor. A high visibility crosswalk will be striped across Route 32 at the school entrance, and an RRFB will be installed to complement this crosswalk. ADA-compliant curb ramps will be installed on each side of all crosswalks.

### **ROBBINS ROAD BIKE CONNECTION**

Robbins Road is a high comfort residential street connecting to West Street. At the road's dead-end, it connects to the Ware River Valley Rail Trail. Sharrows will be painted on Robbins Road, and Bike Route signage will be installed along the street to alert drivers to bike traffic between the new West Street bike lanes and the Rail Trail.

## **Main Street**

---

### **MAIN STREET RECONSTRUCTION AND SIGNAL RE-TIMING**

Main Street (Route 9) runs through the center of downtown Ware. The Main Street right-of-way between the intersections with Church Street and Storrs Street varies from 50 to 84 feet. Businesses and town buildings line both sides of the street, and the dense street network adjacent to this corridor contributes to the high levels of pedestrian activity in this corridor. Currently, on-street parking exists throughout the entirety of this corridor.

The Town of Ware has developed a plan to reconstruct Main Street between Storrs Street on the West end and South Street/Church Street on the East end. The reconstruction calls for all new traffic signal mast arms and controllers and will include signal retiming at the intersections of Main Street and West Street, Main Street and North Street, and Main Street and South Street/Church Street in addition to lane reassignment, crossing improvements, and ADA-compliant pedestrian treatments. A pedestrian phase and ADA-compliant pedestrian equipment will be installed.

The entire section of road will be repaved and restriped. New striping will include reassigned 11-foot wide lanes and a 5-6-foot wide unprotected bicycle lane in each direction. A high visibility crosswalk



will be striped across Main Street on the west side of the intersection of Main Street and West Street. The existing crosswalk on the west side of South Street across Main Street will be relocated approximately 67 feet to the east, in front of Nenameseck Park at 52 Main Street. Design has been completed for this project. The MassDOT project number for this project is 607987, titled “Intersection Improvements at Main Street, West Street, North Street, South Street & Church Street” in the Town of Ware, Hampshire County.

Bike racks are not currently part of the MassDOT project for this corridor, but they will be added with the use of complete streets funding. Bike racks will be installed at 126 Main Street, in front of Town Hall.

## Church Street

### SIDEWALK RECONSTRUCTION, EXTENSION, AND CROSSING IMPROVEMENTS

Church Street serves as a key north-south connection between the downtown neighborhood and Main Street. The road has sidewalk on both sides between Main Street and Walnut Street, with the sidewalk on the east side continuing north just past Highland Street. The Church Street School Senior Housing and two entrances to Grenville Park lie on Church Street between Cottage Street and Walnut Street, and the northernmost entrance to Grenville Park is approximately 1,000 feet north of the sidewalk’s termination point.

Residents have expressed concerns about the sidewalk conditions on Church Street, noting that upgrades are needed on both sides. Poor sidewalk and crossing conditions along Church Street were also noted in the 2019 WalkBoston Walk Audit; narrow, cracked sidewalks provide hazardous conditions, and crosswalks are unsigned. One pedestrian crash has occurred along this corridor, resulting in a fatality in 2017.

### PHASE 1 - CHURCH STREET FROM MAIN STREET TO PLEASANT STREET

5-foot wide sidewalks will be reconstructed on both sides of Church Street between Main Street and Pleasant Street (approximately 550 feet on each side), and ADA compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.

A curb extension will be added at the crosswalk across Church Street at Otis Avenue on the east side to shorten crossing distance and serve as a traffic calming mechanism, and the crosswalk will be restriped. The crosswalk across Otis Avenue will also be restriped.



## **PHASE 2 - CHURCH STREET FROM PLEASANT STREET TO HIGH STREET**

Two speed feedback signs will be installed, with one facing each direction at 29 Church Street and 30 Church Street.

5-foot wide sidewalks will be reconstructed on both sides of Church Street between Pleasant Street and High Street (approximately 500 feet on each side), and ADA compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.

## **PHASE 3 - CHURCH STREET FROM HIGH STREET TO COTTAGE STREET**

5-foot wide sidewalks will be reconstructed on both sides of Church Street between High Street and Cottage Street (approximately 750 feet on each side), and ADA compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.

The two crosswalks on Church Street between High Street and Prospect Street will be restriped at the location of the existing crosswalks, and pedestrian crossing signage (MUTCD W 11-2) will be installed at both crossings.

## **PHASE 4 - CHURCH STREET FROM COTTAGE STREET TO 68 CHURCH STREET**

5-foot wide sidewalks will be reconstructed on both sides of Church Street between Cottage Street and 68 Church Street (the entrance to Grenville Park, approximately 470 feet on each side), and ADA compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.

## **PHASE 5 - CHURCH STREET FROM 68 CHURCH STREET TO WALNUT STREET**

5-foot wide sidewalks will be reconstructed on both sides of Church Street between 68 Church Street and Walnut Street (approximately 410 feet on each side), and ADA compliant curb ramps will be installed at each crosswalk (already installed at Park Avenue crosswalk and Park Street crosswalk). Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk and Pedestrian Crossing Ahead signage will be installed before each crosswalk that does not have an RRFB.



The crosswalk at 69 Church Street between the Church Street School Senior Housing and the main entrance to Greenville Park will be restriped, and ADA compliant curb ramps will be added on each side. An RRFB will be installed to complement this crosswalk.

The existing crosswalk across Church Street south of Walnut Street will be moved approximately 10 feet to the south to align the crosswalk perpendicular to Church Street and shorten crossing distance. A high visibility crosswalk will be striped across Walnut Street at Church Street, and ADA compliant curb ramps will be installed on both ends of each crosswalk.

#### **PHASE 6 - CHURCH STREET FROM HIGHLAND STREET TO OLD GILBERTVILLE ROAD**

A 5-foot wide sidewalk will be constructed on the east side of Church Street between Highland Street and Old Gilbertville Road. This will extend from the existing sidewalk on Church Street (approximately 570 feet). The sidewalk will create the start of a connection to the northern entrance of Greenville Park that will be completed in Phase 7. In some locations, the road has no curb and drainage may need to be added.

A high visibility crosswalk with ADA-compliant curb ramps and pedestrian crossing signage will be installed across Church Street on the south side of Old Gilbertville Road, and an RRFB will be installed to complement this crosswalk.

#### **PHASE 7 - CHURCH STREET FROM OLD GILBERTVILLE ROAD TO GREENVILLE PARK ENTRANCE**

A 5-foot wide sidewalk will be constructed on the east side of Church Street between Old Gilbertville Road and the northern entrance of Greenville Park. This will extend from the sidewalk constructed in Phase 6 on Church Street (approximately 650 feet). The sidewalk will complete the connection to the northern entrance of Greenville Park that was started in Phase 6. In some locations, the road has no curb and drainage may need to be added.

#### **PHASE 8 - CHURCH STREET FROM WALNUT STREET TO 102 CHURCH STREET**

A 5-foot wide sidewalk will be reconstructed north of Walnut Street on the east side of Church Street to 102 Church Street (approximately 725 feet).

#### **PHASE 9 - CHURCH STREET FROM 102 CHURCH STREET TO HIGHLAND STREET**

A 5-foot wide sidewalk will be reconstructed on the east side of Church Street between 102 Church Street and Highland Street (approximately 725 feet).





## North and West of Downtown

---

### REED MUNICIPAL POOL/BEAURAGARD MEMORIAL PLAYGROUND SIDEWALK CONSTRUCTION AND CROSSING IMPROVEMENTS

Located off of West Main Street, Reed Municipal Pool and Beauragard Memorial Playground are in close proximity to downtown Ware. Reed Municipal Pool is the only public pool in Ware. Currently, sidewalk runs along West Main Street on both sides of the road at this location and a crosswalk runs across West Main Street at the park entrance; however, the park driveway has no sidewalks to connect the existing sidewalks to the pool and playground facilities. Residents have expressed concerns about the driveway, noting that it is only wide enough for one car, forcing pedestrians to walk in the grass or wait in the adjacent tree line until the car passes. This crosswalk was the site of a 2017 bicycle crash.

A 5-foot wide sidewalk will be constructed on the east side of the driveway, connecting the sidewalk on West Main Street to the pool and playground (approximately 448 feet). The existing guard rail that runs along the north side of West Main Street in front of the park will need to be modified to accommodate the new sidewalk, which will require coordination with MassDOT. Some permitting will be required with this project as it is located within an area of rare wildlife.

### INELLIGIBLE PORTION

A high visibility crosswalk with curb extensions to the edge of the existing shoulders and ADA compliant curb ramps will be striped in place of the existing crosswalk across West Main Street. An RRFB will also be installed at the crosswalk. Some permitting will be required with this project as it is located within an area of rare wildlife.

### GOULD ROAD SIDEWALK CONSTRUCTION AND SCHOOL ACCESS

Gould Road provides access to Stanley M. Kozial Elementary School, Ware Middle School, and Ware Junior/Senior High School. There are no existing sidewalks along either side of the road as it currently exists, and crosswalks are nonexistent along the entire street. In 2016, a pedestrian crash occurred on Gould Road at the school entrance. Installation of sidewalks was recently completed on Wildflower Drive, which runs roughly parallel to Gould Road to the north before connecting to Gould Road at its southern terminus. Sidewalks on Gould Road have been proposed and, once completed, will complete the connection between the schools and the neighborhoods directly northeast of the schools.



### **PHASE 1 - GOULD ROAD FROM WEST STREET TO SCHOOL ENTRANCE DRIVEWAY**

On the east side of Gould Road, sidewalk will be constructed between West Street/Route 32 and the School Entrance Driveway (approximately 615 feet).

A high visibility crosswalk will be striped across the school parking lot driveway adjacent to 1st Avenue. An additional new high visibility crosswalk will be added across Gould Road at the school parking lot driveway; this unsignalized crosswalk will be complemented with pedestrian crossing signage (MUTCD W11-2). The crosswalk across Gould Road at West Street/Palmer Street/Route 32 will be restriped, and pedestrian crossing signage (MUTCD W 11-2) will be installed. ADA compliant curb ramps will be installed on both sides of each crosswalk.

### **PHASE 2 - GOULD ROAD FROM SCHOOL ENTRANCE DRIVEWAY TO 4TH AVENUE**

On the east side of Gould Road, sidewalk will be constructed between the School Entrance Driveway and 4th Ave (approximately 670 feet). A 5-foot wide sidewalk will be constructed on the west side of Gould Road between the school entrance and 4th Avenue (approximately 670 feet).

High visibility crosswalks will be striped across 1st Avenue, 2nd Avenue, 3rd Avenue, and 4th Avenue. An additional new high visibility crosswalk will be added across Gould Road at 4th Avenue; this unsignalized crosswalk will be complemented with pedestrian crossing signage (MUTCD W11-2). ADA compliant curb ramps will be installed on both sides of each crosswalk.

### **PHASE 3 - GOULD ROAD FROM 4TH AVENUE TO 44 GOULD ROAD**

A 5-foot wide sidewalk will be constructed on the west side of Gould Road between 4th Avenue and 44 Gould Road (approximately 1,300 feet).

A high visibility crosswalk will be striped across Wildflower Drive. ADA compliant curb ramps will be installed on both sides of this crosswalk.

### **PHASE 4 - GOULD ROAD FROM 44 GOULD ROAD TO WEST MAIN STREET**

A 5-foot wide sidewalk will be constructed on the west side of Gould Road between 44 Gould Road and West Main Street (approximately 890 feet).

### **NORTH STREET SIDEWALK RECONSTRUCTION AND EXTENSION**

North Street, similar to Church Street, provides connectivity to downtown for the dense network of streets north of Main Street. Sidewalks run along both sides but were noted to be in disrepair in the WalkBoston Walk Audit conducted in November 2019. Residents have also noted that the intersection of North Street and Pleasant Street is the most dangerous intersection in town.



## **PHASE 1 - NORTH STREET FROM MAIN STREET TO PLEASANT STREET**

5-foot wide sidewalk on the west side of North Street will be reconstructed between Main Street and Pleasant Street (approximately 575 feet). Right-of-way and grading limit the ability to install sidewalk on the east side of North Street, but the existing portion of 5-foot wide sidewalk between Main Street and Pleasant Street (approximately 575 feet) will be reconstructed.

New high visibility crosswalks will be installed across North Street in front of the Police Department. Each new crosswalk will have ADA compliant curb ramps on each side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk.

## **PHASE 2 - NORTH STREET FROM PLEASANT STREET TO HIGH STREET**

5-foot wide sidewalk on the west side of North Street will be reconstructed between Pleasant Street and High Street (approximately 530 feet). Right-of-way and grading limit the ability to install sidewalk on the east side of North Street, but the existing portion of 5-foot wide sidewalk between Pleasant Street and Main Street (approximately 500 feet) will be reconstructed.

ADA compliant curb ramps will be installed at all existing crossings within the corridor, and high visibility crosswalks will be striped (Park Avenue, Vigeant Street, and High Street). New high visibility crosswalks will be installed across North Street at High Street, Vigeant Street, and Park Avenue. Each new crosswalk will have ADA compliant curb ramps on each side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk.

## **PHASE 3 - NORTH STREET FROM HIGH STREET TO SCHOOL STREET**

5-foot wide sidewalk on the west side of North Street will be reconstructed between High Street and School Street (approximately 949 feet). Right-of-way and grading limit the ability to install sidewalk on the east side of North Street, but the existing portions of 5-foot wide sidewalk between School Street and Cottage Street (approximately 200 feet) and Prospect Street and High Street (approximately 300 feet) will be reconstructed.

ADA compliant curb ramps will be installed at all existing crossings within the corridor, and high visibility crosswalks will be striped (Dale Street, Prospect Street, and School Street). New high visibility crosswalks will be installed across North Street at School Street and Cottage Street. Each new crosswalk will have ADA compliant curb ramps on each side. Pedestrian Crossing signage (MUTCD W11-2) will be installed at each crosswalk.





#### **PHASE 4 - NORTH STREET FROM SCHOOL STREET TO BELMONT STREET**

5-foot wide sidewalk on the west side of North Street will be reconstructed between School Street and Belmont Street (approximately 1,066 feet). Right-of-way and grading limit the ability to install sidewalk on the east side of North Street, but the existing portions of 5-foot wide sidewalk between Walnut Street and School Street (approximately 202 feet) will be reconstructed.

ADA compliant curb ramps will be installed at all existing crossings within the corridor, and high visibility crosswalks will be striped (Sherwin Street, Walnut Street, Gareau Avenue, Wrin Street, Belmont Street). New high visibility crosswalks will be installed across North Street at Belmont Street and Sherwin Street. Each new crosswalk will have ADA compliant curb ramps on each side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk.

#### **PHASE 5 - NORTH STREET FROM BELMONT STREET TO 190 NORTH STREET**

5-foot wide sidewalk on the west side of North Street will be reconstructed between Belmont Street and Pearl Street (approximately 510 feet). Right-of-way and grading limit the ability to install sidewalk on the east side of North Street.

ADA compliant curb ramps will be installed at all existing crossings within the corridor, and high visibility crosswalks will be striped (Highland Street and Pearl Street). A new high visibility crosswalk will be installed across North Street at Highland Street. The new crosswalk will have ADA compliant curb ramps on each side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk.

A 5-foot wide sidewalk will be installed on the southwest side of North Street between Pearl Street and 190 North Street (approximately 500 feet), connecting into the existing sidewalk on the south end.

#### **PHASE 6 - NORTH STREET FROM 190 NORTH STREET TO 196 NORTH STREET**

A 5-foot wide sidewalk will be installed on the southwest side of North Street between 190 North Street and 196 North Street (approximately 600 feet). This part of the project appears to require new drainage.

#### **PHASE 7 - NORTH STREET FROM 196 NORTH STREET TO POND BROOK PARK**

A 5-foot wide sidewalk will be installed on the southwest side of North Street between 196 North Street and Pond Brook Park (approximately 500 feet). This part of the project appears to require new drainage.



#### **PHASE 8 - NORTH STREET FROM POND BROOK PARK TO 230 NORTH STREET**

A 5-foot wide sidewalk will be installed on the southwest side of North Street between Pond Brook Park and 230 North Street (approximately 500 feet), connecting into the sidewalk on the bridge at 230 North Street in this segment. North Street near Sheehy Road is adjacent to wetlands, so permitting may be required. There is also a brook crossing so guardrail will need to be reset, and a culvert may need to be widened to accommodate the sidewalk. This part of the project appears to require new drainage.

#### **PHASE 9 - NORTH STREET FROM 230 NORTH STREET TO 238 NORTH STREET**

A 5-foot wide sidewalk will be installed on the southwest side of North Street between 230 North Street and 238 North Street (approximately 500 feet), connecting into the sidewalk on the bridge at 230 North Street in this segment. North Street near Sheehy Road is adjacent to wetlands, so permitting may be required. There is also a brook crossing so guardrail will need to be reset, and a culvert may need to be widened to accommodate the sidewalk. This part of the project appears to require new drainage.

#### **PHASE 10 - NORTH STREET FROM 238 NORTH STREET TO GREENWICH ROAD**

A 5-foot wide sidewalk will be installed on the southwest side of North Street between 238 North Street and Greenwich Road (approximately 500 feet). North Street near Sheehy Road is adjacent to wetlands, so permitting may be required. There is also a brook crossing so guardrail will need to be reset, and a culvert may need to be widened to accommodate the sidewalk. This part of the project appears to require new drainage.

The existing stop sign at the corner of North Street and Greenwich Road will be replaced with a flashing stop sign, as residents report that vehicles rarely stop at this intersection.

#### **PLEASANT STREET ACCESSIBILITY IMPROVEMENTS, SHARROWS, AND INTERSECTION IMPROVEMENTS**

Pleasant Street runs parallel to Main Street to the North, connecting Greenwich Road to downtown neighborhoods. A new dog park will open on Pleasant Street between North Street and Bank Street in 2020. Currently, sidewalk runs along the north side of Pleasant Street, but terminates at 132 Pleasant Street (the north side of Aspen Grove Cemetery).

#### **PHASE 1 - PLEASANT STREET FROM PARK STREET TO CHURCH STREET**

The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Park Street and Church Street (approximately 530 feet), and ADA compliant curb ramps will be installed at each crossing (Park Street).



The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between Park Street and Church Street, and ADA compliant curb ramps will be added at each crossing (Park Street).

Sharrows will be striped on the street between Park Street and Church Street, and “Share the Road” (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

The stop signs on Pleasant Street at the intersection of Church Street and Pleasant Street will both be replaced with flashing stop signs.

## **PHASE 2 - PLEASANT STREET FROM CHURCH STREET TO BANK STREET**

The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Church Street and Bank Street (approximately 390 feet), and ADA compliant curb ramps will be installed at each crossing (Bank Street).

The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between Church Street and Bank Street, and ADA compliant curb ramps will be added at each crossing (Bank Street).

Sharrows will be striped on the street between Park Street and Bank Street, and “Share the Road” (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

## **PHASE 3 - PLEASANT STREET FROM BANK STREET TO NORTH STREET**

The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Bank Street and North Street (approximately 380 feet).

The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between Bank Street and North Street.

Sharrows will be striped on the street between Bank Street and North Street, and “Share the Road” (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.



#### **PHASE 4 - PLEASANT STREET FROM NORTH STREET TO ASPEN STREET**

The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between North Street and Aspen Street (approximately 615 feet), and ADA compliant curb ramps will be installed at each crossing (Parker Street).

The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between North Street and Aspen Street, and ADA compliant curb ramps will be added at each crossing (Parker Street).

Sharrows will be striped on the street between Bank Street and Aspen Street, and “Share the Road” (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

#### **PHASE 5 - PLEASANT STREET FROM ASPEN STREET TO 100 PLEASANT STREET**

The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between Aspen Street and 100 Pleasant Street (approximately 550 feet).

The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between Aspen Street and 100 Pleasant Street.

Sharrows will be striped on the street between Aspen Street and 100 Pleasant Street, and “Share the Road” (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

#### **PHASE 6 - PLEASANT STREET FROM 100 PLEASANT STREET TO 112 PLEASANT STREET**

The 5-foot wide sidewalk on the northeast side of Pleasant Street will be reconstructed between 100 Pleasant Street and 112 Pleasant Street (approximately 550 feet).

The 5-foot wide sidewalk on the south side of Pleasant Street will be reconstructed between 100 Pleasant Street and 112 Pleasant Street. A new high visibility crosswalk will be striped at 112 Pleasant Street with ADA complaint curb ramps on each side, and an RRFB will be installed to complement the crosswalk.

Sharrows will be striped on the street between Aspen Street and 112 Pleasant Street, and “Share the Road” (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the



roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

#### **PHASE 7 - PLEASANT STREET FROM 112 PLEASANT STREET TO 132 PLEASANT STREET**

The 5-foot wide sidewalk on the north side of the road will be extended to the pull-off at 134 Pleasant Street – Snow’s Pond (approximately 313 feet), terminating due to width restrictions on the bridge at 134 Pleasant Street.

The existing 5-foot wide sidewalk will be extended on the south side of Pleasant Street from 112 Pleasant Street to Barnes Street in order to provide a connection to Kubinski Playing Field. The Town of Ware owns the property between 112 Pleasant Street and Barnes Street.

Sharrows will be striped on the street between 112 Pleasant Street and 134 Pleasant Street, and “Share the Road” (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

#### **PHASE 8 - PLEASANT STREET FROM 132 PLEASANT STREET TO GREENWICH ROAD**

Sidewalk south of the bridge, extended in Phase 5, terminates due to width restrictions on the bridge at 134 Pleasant Street. A 5-foot wide sidewalk will be installed on the north side of this bridge, on the northeast side of Pleasant Street from 136 Pleasant Street to Greenwich Road (approximately 583 feet). A high visibility crosswalk with ADA compliant curb ramps will provide connection to the new sidewalk on the west side of Greenwich Road. An RRFB will be installed to complement this crosswalk.

Sharrows will be striped on the street between 134 Pleasant Street and Greenwich Road, and “Share the Road” (MUTCD W16-1P) signage will be installed the entire length of the corridor. Because the roadway varies from approximately 22 feet to approximately 30 feet in width, bike lanes will not fit within the existing roadway cross section.

#### **GREENWICH ROAD SIDEWALK INSTALLATION**

Greenwich Road is used as a main recreational walking, biking, and jogging corridor by residents; community members noted in public meetings that they use Pleasant Street, North Street, and Greenwich Road as a loop. Currently, there are no sidewalks along either side of Greenwich Road.



#### **PHASE 1 - GREENWICH ROAD FROM PLEASANT STREET TO 19 GREENWICH ROAD**

A 5-foot wide sidewalk will be installed on the west side of the road between Pleasant Street and 19 Greenwich Road (approximately 900 feet).

#### **PHASE 2 - GREENWICH ROAD FROM 19 GREENWICH ROAD TO 25 GREENWICH ROAD**

A 5-foot wide sidewalk will be installed on the west side of the road between 19 Greenwich Road and 25 Greenwich Road (approximately 400 feet).

#### **PHASE 3 - GREENWICH ROAD FROM 25 GREENWICH ROAD TO 31 GREENWICH ROAD**

A 5-foot wide sidewalk will be installed on the west side of the road between 25 Greenwich Road and 31 Greenwich Road (approximately 400 feet). A high visibility crosswalk will be installed across Greenwich Road at 31 Greenwich Road with ADA compliant curb ramps on each side. An RRFB will complement the crosswalk.

#### **PHASE 4 - GREENWICH ROAD FROM 31 GREENWICH ROAD TO 42 GREENWICH ROAD**

A 5-foot wide sidewalk will be installed on the east side of Greenwich Road between 31 Greenwich Road and 42 Greenwich Road (approximately 900 feet). There is a portion of the sidewalk near North Street adjacent to a pond. Additional fill and a retaining wall may be required due to the steep drop-off. Environmental permitting will also be required.

#### **PHASE 5 - GREENWICH ROAD FROM 42 GREENWICH ROAD TO NORTH STREET**

A 5-foot wide sidewalk will be installed on the east side of Greenwich Road between 42 Greenwich Road and 46 Greenwich Road (approximately 325 feet). There is a portion of the sidewalk near North Street adjacent to a pond. Additional fill and a retaining wall may be required due to the steep drop-off. Environmental permitting will also be required.

#### **PHASE 6 - GREENWICH ROAD FROM 42 GREENWICH ROAD TO NORTH STREET**

A 5-foot wide sidewalk will be installed on the east side of Greenwich Road between 46 Greenwich Road and North Street (approximately 325 feet). There is a portion of the sidewalk near North Street adjacent to a pond. Additional fill and a retaining wall may be required due to the steep drop-off. Environmental permitting will also be required.

### **South and East of Downtown**

---

#### **SOUTH STREET AT PULASKI STREET CROSSING IMPROVEMENTS**

South Street at Pulaski Street is divided into two parts by Nenameseck Park. The eastern part of the road is a two-way road that meets Main Street at a signalized intersection. The western part of the





road is a one-way, one-lane southbound street with parking on the west side. Currently, pedestrian access across Pulaski Street is only provided from the sidewalk along Nenameseck Park.

A high visibility crosswalk with ADA-compliant curb ramps on each side will be striped across the western part of South Street at Pulaski Street. The existing crosswalk across Pulaski Street will be restriped to be 8 feet wide, and the existing ramps will be replaced with ADA-compliant curb ramps. The crosswalk across the eastern section of South Street will be restriped to be 8 feet wide, and new ADA-compliant curb ramps will be installed on either side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at each crosswalk.

### **PULASKI STREET TRAFFIC CALMING AND SIDEWALK RECONSTRUCTION**

Pulaski Street, running adjacent and parallel to Main Street, is frequently used as a cut through street to avoid multiple signalized intersections on Main Street. Cut throughs have resulted in high vehicle speeds through this residential corridor. Multiple residents commented on the poor condition of the sidewalks on this street.

#### **PHASE 1 - PULASKI STREET FROM WEST STREET TO 32 PULASKI STREET (DOES NOT INCLUDE NEW CROSSING)**

The 5-foot wide sidewalk will be reconstructed on both sides of the street (1,026 feet). A curb extension will be installed on the north side of the road with a new high visibility mid-block crosswalk at 37 Pulaski Street. ADA compliant curb ramps will be installed on each side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at the crosswalk across Pulaski Street and Pedestrian Crossing Ahead signage will be installed before the crosswalk across Pulaski Street. High visibility crosswalks will be striped across Webb Court and Buckley Court, and ADA compliant curb ramps will be installed at each side of both crosswalks.

#### **PHASE 2 - PULASKI STREET FROM 32 PULASKI STREET TO SOUTH STREET (INCLUDES NEW CROSSING)**

The 5-foot wide sidewalk will be reconstructed on both sides of the street (1,026 feet). A curb extension will be installed on the north side of the road with a new high visibility mid-block crosswalk at 37 Pulaski Street. ADA compliant curb ramps will be installed on each side. Pedestrian Crossing signage (MUTCD W 11-2) will be installed at the crosswalk across Pulaski Street and Pedestrian Crossing Ahead signage will be installed before the crosswalk across Pulaski Street. High visibility crosswalks will be striped across Webb Court and Buckley Court, and ADA compliant curb ramps will be installed at each side of both crosswalks.



## **CHESTNUT STREET SIDEWALK IMPROVEMENTS AND INTERSECTION RECONSTRUCTION**

Chestnut Street provides a connection between the Baystate Mary Lane Outpatient Center and neighborhoods east of downtown Ware. The street was identified by residents in the Wikimap as a heavily traveled pedestrian corridor; however, the one-sided sidewalk is in disrepair to the point that pedestrians often choose to walk in the street rather than on the sidewalk. Sidewalk on the west side of the street currently runs from Maple Street to Elm Street, while sidewalk on the east side of the street continues the entire length from Maple Street to South Street.

### **PHASE 1 - CHESTNUT STREET FROM MAPLE STREET TO UNION STREET**

The 5-foot wide sidewalk will be reconstructed on the east side of the Chestnut Street between Maple Street and Union Street (approximately 1,120 feet), and the existing 5-foot wide sidewalk on the west side of the street will be reconstructed (approximately 310 feet).

A high visibility crosswalk with ADA compliant curb ramps will be striped across Elm Street, and because Elm Street does not currently have curbs, drainage may need to be modified at this intersection. Additional high visibility crosswalks will be striped across Union Street and Greenway Avenue, and the existing crossing at Union Street across Chestnut Street will be restriped and pedestrian crossing signage (MUTCD W 11-2) will be added. ADA compliant curb ramps will be installed on both sides at each of these four crossings.

### **PHASE 2 - CHESTNUT STREET FROM UNION STREET TO SOUTH STREET**

The 5-foot wide sidewalk will be reconstructed on the east side of the Chestnut Street (approximately 850 feet).

An additional high visibility crosswalk will be striped across Mirabile Drive. ADA compliant curb ramps will be installed on both sides at this crossing.

Chestnut Street intersects with South Street at an angle, resulting in a large, unclear intersection and a lengthy pedestrian crossing. A triangular curb extension or paint will be added to the southeast corner of the intersection, requiring vehicles to turn right onto Chestnut Street rather than continuing straight at the fork. This will shorten the existing crosswalk from approximately 60 feet to approximately 35 feet, while also serving as a traffic calming measure for vehicles moving from South Street to Chestnut Street.

## **EAST STREET UNDERPASS ACCESSIBILITY IMPROVEMENTS**

East Street connects all neighborhoods east of downtown Ware to downtown businesses as well as neighborhoods south of Main Street. The road passes underneath the existing railroad tracks





between Knox Avenue and Mechanic Street. This portion of the West Street has sidewalk along the south side of the road, but the crossings are not accessible.

ADA compliant curb ramps will be added on both sides on the Mechanic Street crosswalk at East Street, and the existing crosswalk will be restriped. The crosswalk across Knox Avenue at East Street will be restriped, and an ADA compliant curb ramp will be installed on the east side of the crosswalk. The existing step on the sidewalk will be converted into an ADA compliant ramp.

Due to the close proximity of this project to the Massachusetts Central Railroad, Right of Way must be confirmed and railroad permits will be required for construction.



## **FIRST AMENDMENT TO OPTION TO GROUND LEASE AGREEMENT**

This First Amendment to Option to Ground Lease Agreement ("First Amendment") is entered into as of June 2, 2020 by and between Town of Ware, a municipal corporation ("Owner"), and Forefront Power, LLC a Delaware limited liability company ("Optionee"), with respect to the following facts and circumstances:

A. Owner and Optionee previously entered into that certain Option to Ground Lease Agreement with an Effective Date of February 2, 2018 ("Option Agreement") for property on Assessor's Map 11, Parcel 021, in Hampshire County, Commonwealth of Massachusetts as more particularly described in the Option Agreement; and

B. The Option Agreement provided for an Option Period that has expired; and

C. Owner and Optionee now desire to reinstate the Option Period and amend the Option Agreement to extend the Option Period but only on the terms and conditions herein.

NOW, THEREFORE, in consideration of the foregoing, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Owner and Optionee hereby agree as follows:

1. Terms. Capitalized terms used and not otherwise defined in this First Amendment shall have the meanings set forth for them in the Option Agreement.

2. Option Reinstatement. Owner and Optionee hereby expressly waive any termination of the Option and hereby reinstate the Option in its entirety.

3. Amendment.

(a) The Basic Option Provisions are hereby amended by replacing "Twenty-four (24) months from the Effective Date" with "Thirty-six (36) months from the Effective Date" under the Option Period section of the Basic Option Provisions.

4. Miscellaneous. Except as specifically provided herein, the terms and provisions of the Option Agreement are reaffirmed and continue in full force and effect. This First Amendment shall be binding upon the heirs, administrators, successors and assigns (as the case may be) of the parties hereto. The laws of the Commonwealth of Massachusetts shall govern the interpretation and enforcement of this First Amendment. The headings contained in this First Amendment are for reference purposes only and shall not in any way affect the meaning or interpretation of this First Amendment or any provision hereof. This First Amendment may be executed in one or more counterparts, all of which will be considered one and the same agreement, and each of which will be deemed an original.

[signature page follows]

IN WITNESS WHEREOF, Owner and Optionee have caused this First Amendment to be duly executed as of the date first above written.

**OWNER:**

TOWN OF WARE,  
A municipal corporation

By: \_\_\_\_\_  
Name: Alan G. Whitney  
Title: Chairman, Board of Selectmen

**OPTIONEE:**

FOREFRONT POWER, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: Paul Walker  
Title: CEO

## **FIRST AMENDMENT TO OPTION TO GROUND LEASE AGREEMENT**

This First Amendment to Option to Ground Lease Agreement ("First Amendment") is entered into as of June 2, 2020 by and between Town of Ware, a municipal corporation ("Owner"), and Forefront Power, LLC a Delaware limited liability company ("Optionee"), with respect to the following facts and circumstances:

A. Owner and Optionee previously entered into that certain Option to Ground Lease Agreement with an Effective Date of February 2, 2018 ("Option Agreement") for property on Assessor's Map 11, Parcel 025, in Hampshire County, Commonwealth of Massachusetts as more particularly described in the Option Agreement; and

B. The Option Agreement provided for an Option Period that has expired; and

C. Owner and Optionee now desire to reinstate the Option Period and amend the Option Agreement to extend the Option Period but only on the terms and conditions herein.

NOW, THEREFORE, in consideration of the foregoing, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Owner and Optionee hereby agree as follows:

1. Terms. Capitalized terms used and not otherwise defined in this First Amendment shall have the meanings set forth for them in the Option Agreement.

2. Option Reinstatement. Owner and Optionee hereby expressly waive any termination of the Option and hereby reinstate the Option in its entirety.

3. Amendment.

(a) The Basic Option Provisions are hereby amended by replacing "Twenty-four (24) months from the Effective Date" with "Thirty-six (36) months from the Effective Date" under the Option Period section of the Basic Option Provisions.

4. Miscellaneous. Except as specifically provided herein, the terms and provisions of the Option Agreement are reaffirmed and continue in full force and effect. This First Amendment shall be binding upon the heirs, administrators, successors and assigns (as the case may be) of the parties hereto. The laws of the Commonwealth of Massachusetts shall govern the interpretation and enforcement of this First Amendment. The headings contained in this First Amendment are for reference purposes only and shall not in any way affect the meaning or interpretation of this First Amendment or any provision hereof. This First Amendment may be executed in one or more counterparts, all of which will be considered one and the same agreement, and each of which will be deemed an original.

[signature page follows]

IN WITNESS WHEREOF, Owner and Optionee have caused this First Amendment to be duly executed as of the date first above written.

**OWNER:**

TOWN OF WARE,  
A municipal corporation

By: \_\_\_\_\_  
Name: Alan G. Whitney  
Title: Chairman, Board of Selectmen

**OPTIONEE:**

FOREFRONT POWER, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: Paul Walker  
Title: CEO

**Midura, Mary**

---

**From:** Chuck Dowd <chuckdwd@yahoo.com>  
**Sent:** Sunday, May 24, 2020 8:11 AM  
**To:** philiprags@yahoo.com; Midura, Mary  
**Subject:** Re: PLEASE REPLY

**CAUTION:** This email originated from outside of the Town of Ware organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Yes Mary, I would like to continue on the ZBA.

My apologies for not responding sooner and hope you have a happy and safe holiday weekend





## Midura, Mary

---

**From:** phil hamel <philiprags@yahoo.com>  
**Sent:** Tuesday, May 26, 2020 9:53 AM  
**To:** Midura, Mary  
**Subject:** Z B A Member

**CAUTION:** This email originated from outside of the Town of Ware organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Mary

If this will serve as my request to stay on the Board for one more term, Then that is my request. Please submit my request to the Town Manager and the Select Board and advise me of their decision..

Thank you very much and Please have a great day..

Philip D Hamel Member of the WARE ZONING BOARD.



**PAUL M. OPALINSKI**  
**68 OLD GILBERTVILLE RD.**  
**WARE, MA 01082**  
**413-967-3511**

**May 26, 2020**

Town of Ware  
126 Main St.  
Ware, MA 01082

Board of Selectman:

I respectfully request to be reappointed to the Tax Increment Financing Authority.

Thank you for your consideration.

*Paul M. Opalinski*

Paul M. Opalinski



**Midura, Mary**

---

**From:** aaspmo@comcast.net  
**Sent:** Wednesday, May 27, 2020 9:36 AM  
**To:** Midura, Mary  
**Cc:** aaspmo@comcast.net  
**Subject:** Fwd: Town of Ware  
**Attachments:** Appointment TIF Authority.docx; CDA Reappointment Letter May 2020.docx

**CAUTION:** This email originated from outside of the Town of Ware organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mary

My preference is to be appointed for only 1 more year on CDA. 3 years on tif is ok. Please ask Stuart.

Thanks  
Paul

Sent from my iPhone

Begin forwarded message:

**From:** Paul Opalinski <aaspmo@comcast.net>  
**Date:** May 26, 2020 at 3:41:42 PM EDT  
**To:** aaspmo@comcast.net  
**Cc:** topalinski@icloud.com  
**Subject:** Town of Ware

Paul M. Opalinski  
President  
American Athletic Shoe Co., Inc.  
15 South Street  
Ware, MA 01082  
413-967-3511  
[www.americanathleticshoe.com](http://www.americanathleticshoe.com)



**PAUL M. OPALINSKI**  
**68 OLD GILBERTVILLE RD.**  
**WARE, MA 01082**  
**413-967-3511**

**May 26, 2020**

Town of Ware  
126 Main St.  
Ware, MA 01082

Board of Selectman:

I respectfully request to be reappointed to the Community Development Authority.

Thank you for your consideration.

*Paul M. Opalinski*

Paul M. Opalinski

