

SIDEWALK REPLACEMENT AND MAINTENANCE PROGRAM

TOWN OF



MILTON, VERMONT

Authorized by the Milton Select Board August 2, 2004

Amended January 2, 2007 by:
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Town of Milton

Sidewalk Replacement and Maintenance Program

The Town of Milton has an extensive and growing network of over 15 miles of sidewalk. The continued construction and maintenance of these sidewalks is a priority for the Town of Milton Public Works Department. Public input regarding the construction and maintenance of sidewalks is valued and accounted for through public meetings, town plans, and a system to prioritize maintenance requests. Sidewalk construction and maintenance consists of three programs more fully described below.

1. Sidewalk Construction Capital Program

This program provides for construction of new sidewalk within the Town of Milton based on priorities established in the Long Range Access and Mobility Report. Projects are proposed as funds (general funds, impact fees, and grants) are available for design and construction. Projects are proposed as part of the Town's annual capital improvement planning process.

Funds available for construction of sidewalks include the general fund, grants, impact fees, and funds provided by developers in lieu of constructing sidewalks. The Development Review Board (DRB) typically requires Applicants to construct sidewalk adjacent to public roads as authorized in the Town of Milton Zoning Regulations and Subdivision Regulations. This is the preferred method for sidewalk construction. However, The DRB may require the developer to provide funds to be held by the Town for constructing sidewalk if a sidewalk would otherwise be required by the DRB, but is not constructible as determined by the Town Engineer or is already planned for construction by the Town with grant money or other funds. The amount of funds provided in lieu of constructing sidewalk will be based off of the amount of frontage for the development and shall be approved by the Town Engineer.

~~In FY05 the Town of Milton applied for a grant to construct sidewalk along the US7 corridor from Checkerberry to the Town Core, which is listed as a high priority in the Long Range Access and Mobility Report.~~

2. Sidewalk Maintenance Program

The Highway Department maintains access to sidewalks contiguous to the Town Core that meet minimum design requirements as established in the Public Works Specifications, adopted October 6, 1997. Summer maintenance includes cutting brush and minor repairs such as ramping trip hazards. Winter maintenance, including the snow plow route, is addressed in the Town of Milton Winter Operations Plan. The Winter Operations Plan is updated as needed to address changes in Highway Department operations.

3. Sidewalk Replacement Capital Program

The following procedures have been established by the Public Works Department in order to conduct a sidewalk replacement program. The program includes public sidewalks and shared use paths within the Town of Milton that meet the minimum design requirements established in the

Public Works Specifications, adopted October 6, 1997. The sidewalk replacement program is funded every other year as part of the Capital Improvement Budget process. Problem areas are identified through public involvement and an annual ground survey conducted by the Town Engineer or designee. Each problem area is inspected and rated. Ratings are used to prioritize replacement within the fiscal constraints of the Capital Improvement Budget.

A. Program Procedures

All questions and concerns from the public regarding the condition of existing sidewalks should be directed to the Town Engineer or designee. Upon identification of a problem area, the Town Engineer or designee conducts a field investigation of the site to rate the need for replacement and quantify the amount of sidewalk that must be replaced or repaired in order to address the need. A rating analysis is used to evaluate and prioritize the problem area. The Town Engineer or designee identifies and records all the pertinent data needed for the rating analysis and associated quantities to be replaced. This information is used to develop priorities for the sidewalk replacement program.

B. Prioritization of Problem Areas

Ratings are developed based on factors that influence the need for repair or replacement of sidewalk. These factors are pedestrian hazards, structural condition, drainage impacts, and surface conditions. The Town Engineer or designee conducts a field investigation to rate each one of these factors on a scale from 0 to 3. In general, a rating of 0 will represent a condition or hazard that is very minimal and a rating of 3 will reflect severe conditions or hazards.

The ratings are weighted to determine the condition, which will represent the replacement priority for the problem area. The ratings correlate to the following conditions.

- **Good** (0-0.4), sidewalk exhibits no deterioration or has isolated minor cracking or spalling.
- **Fair** (0.5-1.4), sidewalk exhibits structural or surface deterioration, but is deemed not to be in need of replacement.
- **Poor** (1.5-2.4) sidewalk exhibits extensive deterioration but does not present a hazard. It should be replaced during the next routine concrete replacement project.
- **Failed** (2.5-3.0) sidewalk may present a hazard and require temporary repair by the Highway Department to eliminate the hazard. It should be replaced during the next concrete replacement project.

The following describes typical concrete condition ratings for each of the factors:

Pedestrian Hazards (weighted 40%)

- 3 Damaged concrete that because of surface conditions or displacement poses a high potential for injury to pedestrian traffic or a restriction to wheelchair movement. Vertical displacements greater than 2 inches are representative of this ranking. Accessible routes, as defined by the Americans with Disabilities Act

- (ADA), near school zones, playgrounds, parks, health care facilities and senior citizen centers with vertical displacement greater than ½ inch.
- 2 Damaged concrete that because of surface conditions or displacements poses a moderate potential for injury to pedestrian traffic or restriction to wheelchair movement. Vertical displacements between 1 and 2 inches. Accessible routes, as defined by the ADA, near school zones, playgrounds, parks, health care facilities and senior citizen centers with vertical displacement between ¼ and ½ inch.
 - 1 Damaged concrete with vertical displacements less than 1 inch. Accessible routes, as defined by the ADA, near school zones, playgrounds, parks, health care facilities and senior citizen centers with vertical displacement less than ¼ inch.
 - 0 No pedestrian hazards or wheelchair restrictions.

Structural Condition (weighted 20%)

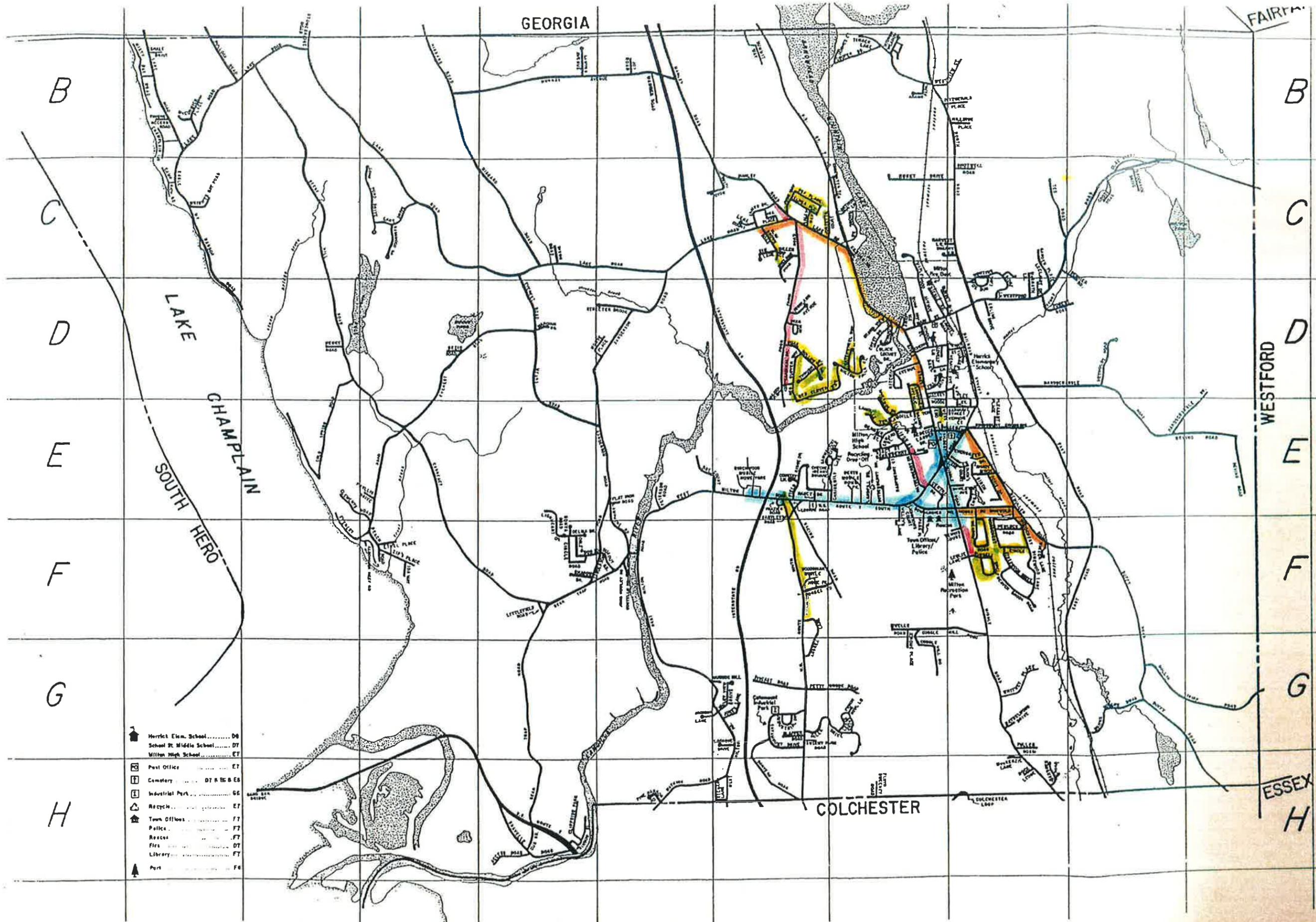
- 3 Damaged concrete that shows extensive signs of cracking, displacement and/or deterioration. Areas that fall under this ranking include damaged concrete, which has completely lost its structural integrity due to subgrade failures and/or deteriorated concrete.
- 2 Damaged concrete that shows moderate signs of cracking, displacement and/or deterioration. Areas that fall under this ranking include damaged concrete, which displays a limited amount of structural integrity and stability.
- 1 Damaged concrete, which shows slight signs of cracking, displacement and/or deterioration. Areas that fall under this ranking will display structural integrity and stability and will exhibit only minor isolated cracking with little separation or displacement.
- 0 No structural damage.

Drainage Impacts (weighted 20%)

- 3 Damaged concrete that causes water to pond to a depth greater than 2-inches or a length greater than 15 feet immediately after inundation.
- 2 Damaged concrete that causes water to pond to a depth of 1 to 2 inches or a length of greater than 10 feet and less than 15-feet immediately after inundation.
- 1 Damaged concrete that causes minimal ponding of water with a depth of up to 1 inch or a length of less than 10 feet.
- 0 No drainage impacts.

Surface Condition (weighted 20%)

- 3 Damaged concrete that displays surface spalling on 50% or more of the surface area for the area in question. Also included in this ranking is extensive deterioration of surface concrete at cracks or joints which cause depressions of 1 inch or greater.
- 2 Damaged concrete that displays surface spalling on less than 50% of the surface area for the area in question. Also included in this ranking would be moderate deterioration of surface concrete at cracks or joints, which cause depressions of less than 1-inch.
- 1 Damaged concrete that displays minimal signs of surface deterioration.
- 0 No surface condition problems.



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| | Herrick Elem. School..... | D6 |
| | School St. Middle School..... | D7 |
| | Wilton High School..... | E7 |
| | Post Office..... | E7 |
| | Cemetery..... | D7 & E6 & E8 |
| | Industrial Park..... | G6 |
| | Recycle..... | E7 |
| | Town Offices..... | F7 |
| | Police..... | F7 |
| | Rescue..... | F7 |
| | Fire..... | D7 |
| | Library..... | F7 |
| | Park..... | F6 |