



**To: Wilmington School Committee; Wildwood School Building Committee;
Select Board; Finance Committee**
Cc: Julie Leduc (SMMA); Lee Dore (DORE + WHITTIER)
From: Glenn Brand (Superintendent of Schools); Jeff Hull (Town Manager)
Re: MSBA/Wildwood Options Update
Date: June 14, 2023

The Wildwood Leadership Team coordinated a meeting with all four boards: Select Board, Finance Committee, School Committee, and Wildwood School Building Committee on May 31st to discuss the Wildwood Project and possible changes to the enrollment options to be studied as previously approved by the MSBA. We would like you all to know that this meeting came out of continued discussion within the Leadership Team to determine the best interests of the current and future students of Wilmington. The intent of our meeting was to provide the four boards simultaneously with the information we had discussed as a team: to propose changing the enrollment options which we felt may be a better fit for the community. We believe that it is important to think about this project as an initial step in a process that will need to be undertaken to address all six of our elementary school buildings over time.

Our inventory of school buildings are all of similar age, have similar deficiencies both in infrastructure and their ability to support the educational needs of our community. We recognize that our decisions for this first initial step to solve a long-term problem is critically important, as this decision on potential enrollment size and grade configuration will impact future decisions on how the Town approaches continuing to upgrade the remaining school facilities. We believe now is an appropriate time to have this discussion with the leadership committees of the Town to see if it is in the best interest of the Town to formally inquire with the MSBA if it is possible to add additional enrollments/grade configurations to provide additional school configuration choices for the Town.

The summary below is what was presented at the Joint Board Meeting held on May 31st. The current enrollment options as submitted and agreed upon with the MSBA are as follows:

- PreK-K at the Wildwood Early Childhood Center with an enrollment of 130 students
- PreK-3 at the Wildwood Early Childhood Center or the Woburn St School with an enrollment of 510 students
- PreK-5 at the Wildwood Early Childhood Center, Woburn St School, or the North Intermediate School with an enrollment of 755 students

The proposed enrollment options which were presented for consideration to be studied are as follows:

- PreK-K at the Wildwood Early Childhood Center with an enrollment of 130 students
- PreK-4 for the Wildwood Early Childhood Center, Woburn St School, or the North Intermediate School with an enrollment of approximately 652 students
- PreK-4 District wide solution with an enrollment of approximately 1,200 students. No location determined.
- PreK-5 for the Wildwood Early Childhood Center, Woburn St School, North Intermediate School with an enrollment of 755 students
- PreK-5 District wide solution with an approximate enrollment of approximately 1500 students. No location determined.

Since our meeting on the 31st, we have met with the MSBA twice to discuss our path forward if the Town is interested in studying additional enrollment options that were not included in our invitation into the program. What we have gathered from our conversations is that if we would like to continue in this program with no changes made to the enrollment options, we may do so. If we would like to amend our enrollment options to include a district wide Prek-5 option, we may do so. However, the MSBA may only fund up to the original 755 student enrollment previously agreed upon and the Town would have to locally fund the remainder of the project costs. If we would like to amend our enrollment options to include either of the Prek-4 options which involved moving 8th grade to the High School and 5th grade to the middle school, we would have to remove the Town from the MSBA program, write a new statement of interest, and resubmit to the MSBA. We are not guaranteed future acceptance to return to the program.

We will be convening with each of your boards separately to discuss whether to continue on the original path or diverge onto a new path. Our hope is that at the conclusion of each meeting, we will have a board vote with a consensus of the preferred path forward for the Wildwood School Project.



WILMINGTON PUBLIC SCHOOLS

Wildwood Early Childhood Center Project

Project Update

June 2023



SMMA **dw**
DORE • WHITTIER

Massachusetts School Building Authority



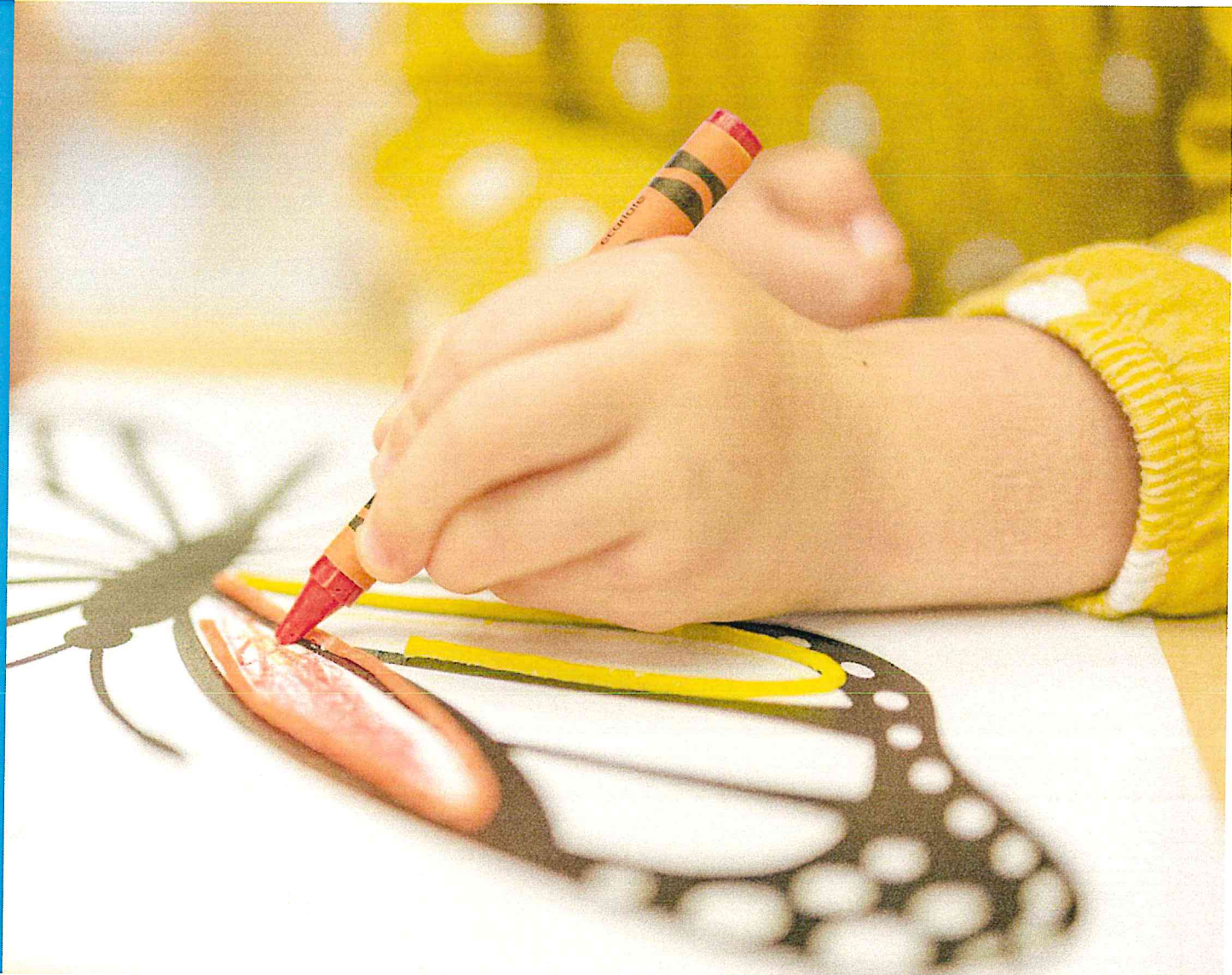
Agenda

Update

Design Enrollment
Options

Schedule Impacts

Summary





Project Update

Project Update

May 31st Joint Committee Meeting Take-aways:

- Any project that changes the current grade configuration may impact the entire town in one or multiple phases.
- Moving 5th and 8th grade may have educational and operational challenges.
- Appeared to be support for some level of consolidation.
- Desire for a district plan for the entire town.
- Appeared to be support for exploring District-wide solutions.

Project Update

June 8th Call with MSBA Take-aways:

- MSBA is willing to consider district requests within their financial and operational limitations.
- MSBA will participate in projects on already approved enrollment options for Wildwood, Woburn and North only.
- MSBA may allow a PK-5 District-wide project but only participate in agreed upon portion.
- Will the community support a district-wide school?
- Enrollment fluctuations are harder to manage with large consolidation projects.
- District-wide PK-4 options would require exiting from the pipeline and resubmitting a Statement of Interest.

A close-up photograph of a child's hands coloring a butterfly on a worksheet. The child is using a red crayon to color the body of the butterfly. The worksheet has a large outline of a butterfly with dotted lines for coloring. The child is wearing a yellow and white patterned sweater. The background is blurred, showing a yellow surface.

**What is the best fit
for Wilmington?**



Design Enrollment Options

Current Options To Be Studied

Wildwood School to remain
PK-K 130+

PK-3 School
510+ students
Wildwood + Woburn

PK-5 School
755+ students
Wildwood + Woburn + North

Additional Options To Be Studied

Wildwood School to remain
PK-K 130+

PK-3 School
510+ students
Wildwood + Woburn

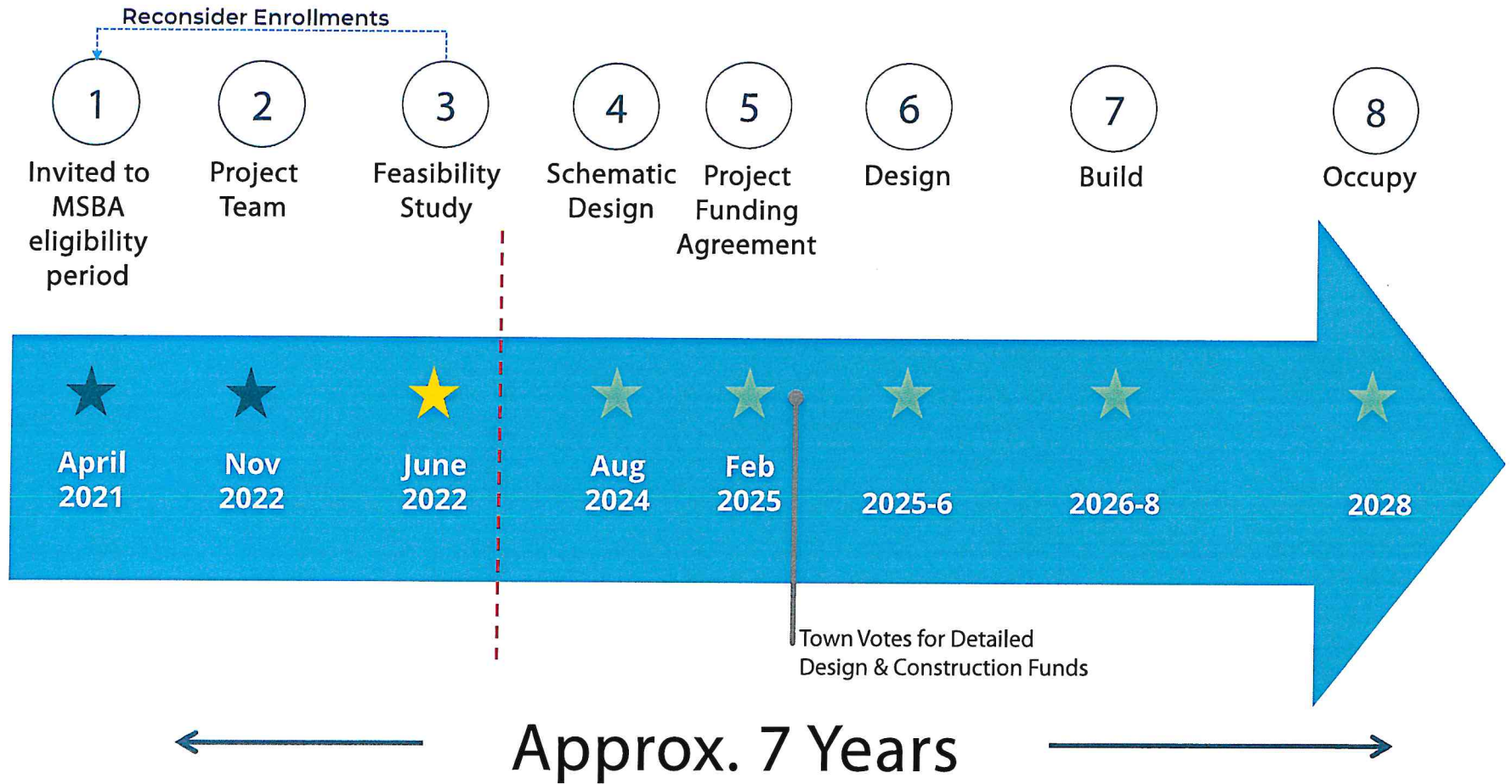
PK-5 School
755+ students
Wildwood + Woburn + North

PK-5 District-wide
1499+ students
Wildwood + Woburn + North
Boutwell + Shawsheen + West



Schedule Impacts

MSBA Process Step-by-Step



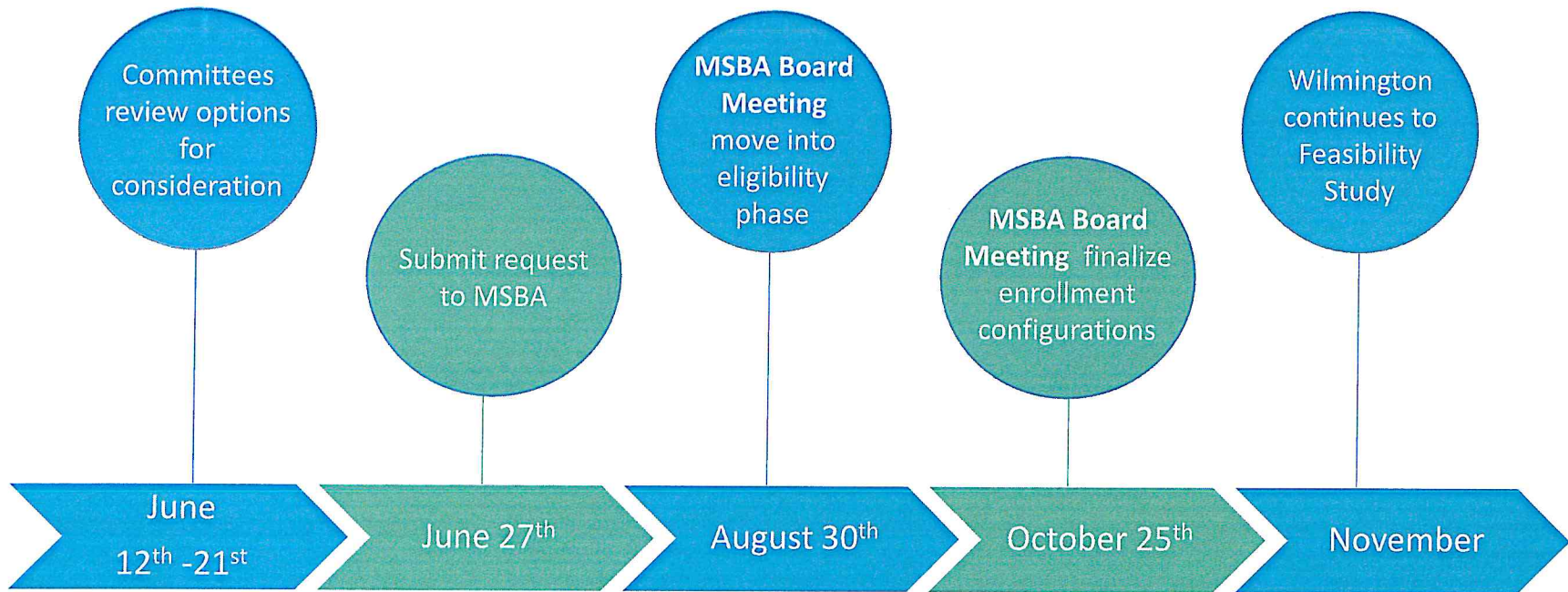
MSBA Process Step-by-Step





Next Steps

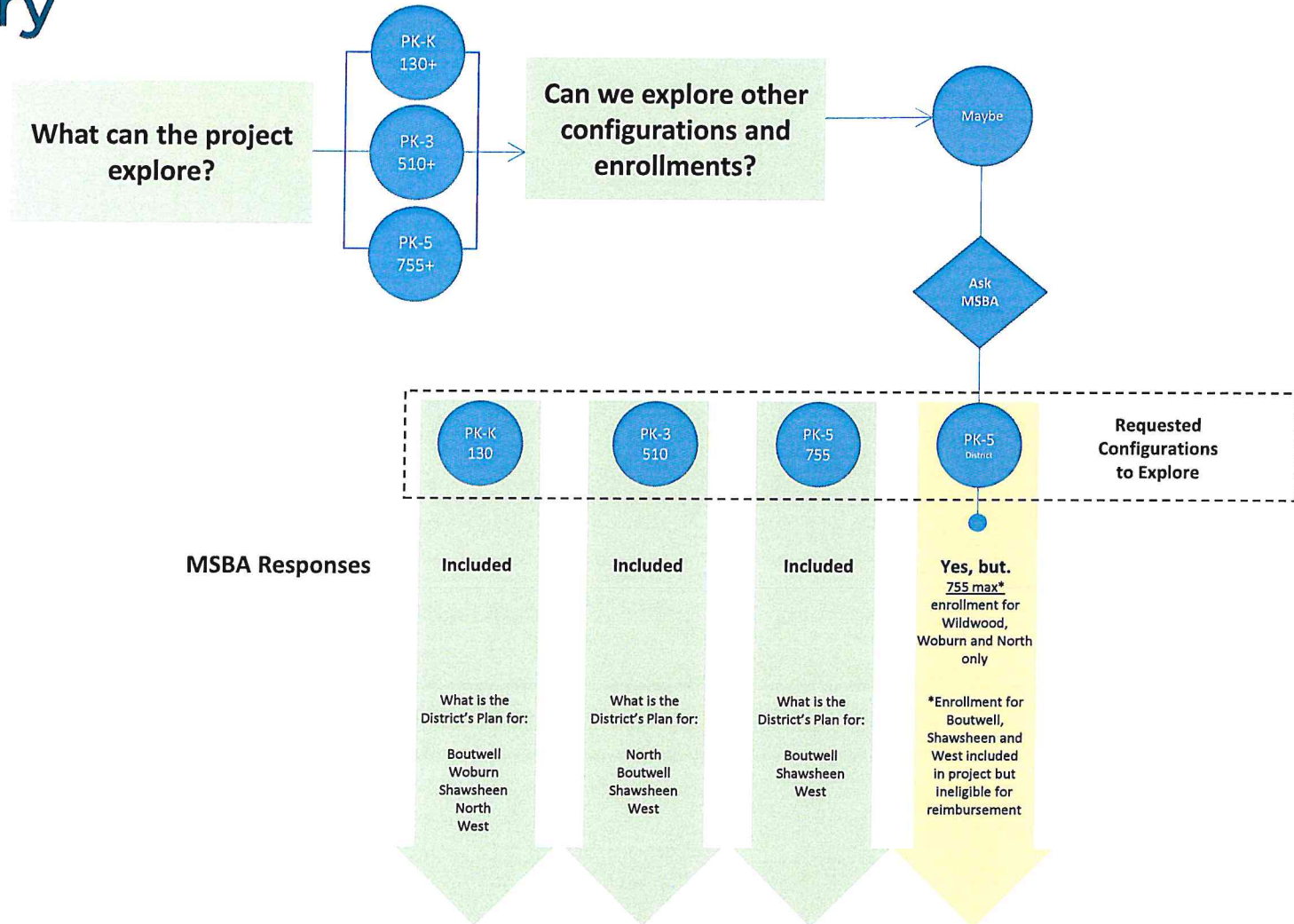
Next Steps





Summary

Summary



Thank

You



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER

June 2, 2023

TO: Select Board

RE: Fines for Failure to Obtain Prior Approval on Pole Relocations

The question was posed as to the Town's ability to fine Verizon for failure to obtain approval to relocate utility poles prior to engaging in the work. Mark Reich, Town Counsel, referenced the cautionary notice to the Town regarding the April 30, 2022 annual town meeting revisions to the bylaws as they related to penalties for utility pole violations. While the Attorney General's Office approved the omnibus revisions made to the bylaws, they cautioned that the bylaw related to utility poles itself may not be valid.

Town Counsel cites case law *Boston Edison Co. v. Town of Bedford* 444 Mass. 775 (2005) which addressed a local bylaw in response to double poles. The following language from the case was provided:

We consider in this case whether a town may adopt a bylaw that imposes fines on the owner of an existing utility pole for failing to remove the pole within the time provided by G.L. c. 164, § 34B, following installation of a replacement pole. A judge in the Superior Court concluded that the bylaw is preempted by G.L. c. 164, § 34B, and granted summary judgment in favor of the pole owners. He declared the bylaw invalid because its adoption exceeded the town's legislative authority pursuant to § 6 of art. 89 of the Amendments to the Massachusetts Constitution (home rule amendment). The town appealed, and we granted the parties' joint application for direct appellate review. Because the bylaw "has the practical effect of frustrating the fundamental State policy of ensuring uniform and efficient utility services to the public," *Boston Gas Co. v. Somerville*, 420 Mass. 702, 706, 652 N.E.2d 132 (1995), we affirm.

The underlying premise appears to be that a measure of consistency must exist statewide with respect to treatment of utility services and that the state governs establishing those requirements. Separately, the Town's bylaw that was previously referenced by the Attorney General deals with double poles and does not address fines for the relocation of poles in advance of obtaining Select Board approval. The Town does not have a legal basis to impose fines against Verizon for failing to obtain approval in advance of pole relocations. Town Counsel concluded that the Town would have a difficult time enforcing fines against the utility.


Jeffrey M. Hull
Town Manager



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER

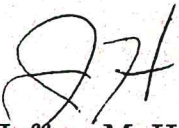
June 9, 2023

TO: Select Board

RE: Unaccepted Ways

Attached is information concerning unaccepted ways which has been prepared by Paul Alunni, Town Engineer; Jamie Magaldi, Public Works Director and Valerie Gingrich, Planning & Conservation Director. They are scheduled to meet with the Board at your June 26th meeting to resume discussions about the Town's approach to addressing unaccepted ways. For members who have been on the Board for a few years, much of this information will look familiar as it has been presented previously. However, the information should serve as a refresher and instructive for newer members on the Board. As has been noted in prior discussions, there is no easy or quick fix to addressing unaccepted ways. The Town has a legal obligation to maintain the existing roads and associated sidewalks and drainage systems. Historically, improvements to public ways have occurred annually through use of Chapter 90 state funding only. Money has not been appropriated from the tax levy to fund improvements to public ways.

One point for the Board to consider is the level of contribution which abutting properties owners should make to costs associated with bringing private ways to a condition in which they can be brought to Town Meeting for consideration to be accepted as public ways.


Jeffrey M. Hull
Town Manager

Attachment



TOWN OF WILMINGTON
Engineering Division Memorandum

TO: Jeffrey M. Hull, Town Manager

CC:

FROM: Paul M. Alunni, PE, Town Engineer

SUBJECT: Discussion on Unaccepted Ways

DATE: November 4, 2021;
Resubmitted on June 6, 2023

In advance of the Select-Board's meeting on June 26, 2023, please find enclosed herewith presentation slides for the Discussion on Unaccepted Ways. Also enclosed for the Board are documents that may be useful as background information for the discussion.

The following is a list of enclosures:

- Enclosure 1: Presentation Slides.**
- Enclosure 2: Report of the Committee on Unaccepted Ways (c.1997).**
- Enclosure 3: Checklist for Layout of Town Ways (following Massachusetts General Law).**
- Enclosure 4: Town of Dedham Example Policy.**

Enclosures (4)

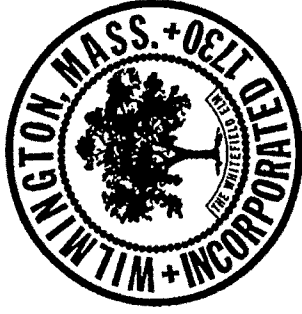
ENCLOSURE 1:

“Presentation Slides”

Discussion on Unaccepted Ways with the Board of Selectmen

November 8, 2021

Re-presented on June 26, 2023

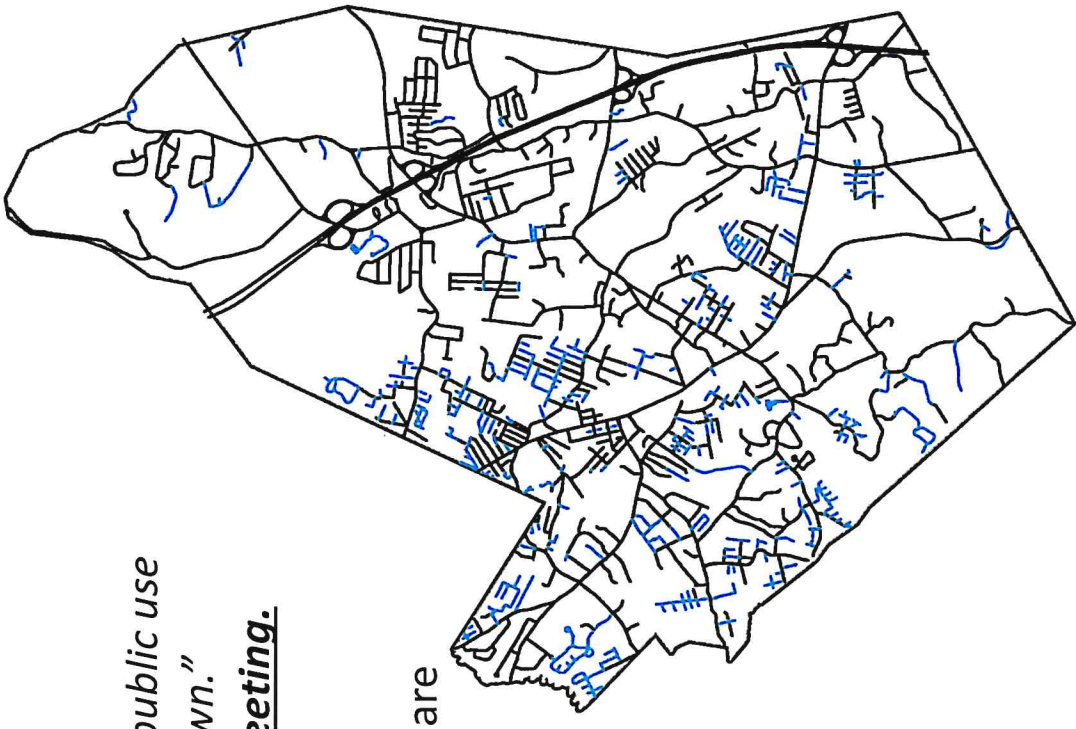


Introduction

- Unaccepted Way definition, “A road, way, or street, open for public use and passage but not owned or otherwise controlled by the Town.”
~ from the Committee on Unaccepted Ways Report to Town Meeting.

- Town has over 550 constructed roadways; approximately 200 are “unaccepted” private ways.

- Town has over 130 miles of roadway; approximately 30 miles are unaccepted.



Introduction

- What are the differences between Unaccepted and Accepted Ways?

TOWN SERVICES	PUBLIC WAYS	UNACCEPTED WAYS
Trash Pick-up	Yes	Yes
Fire Protection	Yes	Yes
Police Protection	Yes	Yes
Snow Plowing	Yes	Yes
School Buses	Yes	Yes
Pothole Repair for Safe Passage	Yes	Yes
Major Repair or Reconstruction	Yes	NO

Introduction

- Current condition of Unaccepted roadways range from “good” condition, to “poor” condition.
- Improvements Range from “Do-Nothing” to Major Reconstruction, Grading, and Drainage.

Example #1: “do-nothing”



Example #2:

Drainage & Full Depth Reconstruction



Example #3: Unimproved



Frequently Asked Questions

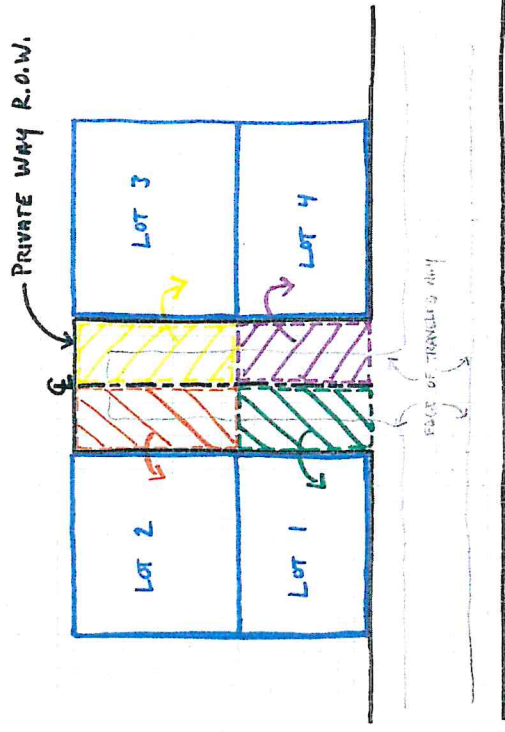
“Why Can’t We PAVE them ALL?”

- Town does not have ownership or easement rights within the way to make such improvements.
- Town cannot legally expend public funds for the construction, repair, or reconstruction of non-public unaccepted ways.
- Public Ways in Town are paved with State Funding through the Chapter 90 Program.
 - Town must certify the project is on a “public way” to receive State reimbursement on approved paving projects.
- Not all roadways should be paved as-is. Drainage, Grading, and Subgrade may need to be addressed. Must be evaluated on a case-by-case basis.
- Not all residents wish to have their roadway paved. Some residents may want their street to retain a rural character.

Frequently Asked Questions

“Why Can’t We ACCEPT them ALL as-is?”

- There is no “quick-fix” option. Street Acceptance is a statutory process (MGL).
- Process requires (at a minimum) roadway layout survey, title research/verification, and conveyances of land rights.
- Town Meeting vote may be challenging considering their current condition.



Brief Overview of Process

“What is the Street Acceptance process?” ... Statutory Process through the Board of Selectmen.



Costs of Street Acceptance

- Cost Considerations for Street Acceptance beyond paving:
 - 1) Upfront Costs: Document Preparation
 - Survey plan preparation
 - Engineering plan preparation
 - Attorney fees
 - 2) Physical Improvements / Construction
 - Widening & Turn-around
 - Sidewalks
 - Drainage & Utilities

Condition	Number	Length (miles)	Survey Layout (\$2000 per 100 FT)	Construction**	Total Cost**
Good (>20 FT)	14	1.12	\$118,300	\$0	\$118,300
Good (<20 FT)	8	0.50	\$52,800	\$125,000	\$177,800
Fair (>20 FT)	49	10.52	\$1,111,000	\$2,109,300	\$3,220,300
Fair (<20 FT)	18	1.06	\$112,000	\$350,000	\$462,000
Poor (re-construct to 20 FT)	109	10.13	\$1,604,600*	\$5,106,000	\$6,710,600
Unimproved (construct to 20 FT)	47	2.93	\$464,200*	\$3,097,100	\$3,561,300
TOTAL	245	26.26	\$3,462,900	\$10,787,400	\$14,250,300

*added cost for Engineering Services (total \$3000 per 100 FT) ** Construction costs based on 2019 values

Current Practice

- Roadways are not accepted until they are improved to Town standards (address grading, surfacing, & drainage)
- Per committee on unaccepted way's recommendation, residents are referred to betterments program to finance improvements.
- Example: Carmel Street

Carmel Street Condition	Length (miles)	Survey, Engineering	Construction	Total Cost
Poor (re-construct to 20 FT)	0.12	\$25,000	\$250,000	\$275,000

- Town would fund 10% of the project: about \$25,000
- Appropriated Cost Per Property Owner: about \$28,000

Considerations for Changing Current Practice

- Community Support:
 - Town Meeting vote is necessary to accept public ways and to appropriate funding for improvements.
- Costs:
 - The cost to improve a majority of unaccepted ways in Town is substantial. How are the “upfront” costs budgeted?
- Prioritization:
 - A prioritization schedule must be carefully developed and consider resources and budgetary constraints.

Considerations for Changing Current Practice

How have similar Communities in the Commonwealth addressed this issue:

- Town Counsel referred staff to review the Town of Dedham's Policy.
- Street Acceptance follows MGL.
- All private ways are categorized into groups which the Board uses to weigh the public benefit & determine if betterments should be applied.
- Dedham Town website states [under FAQs], *"in most cases, the Town will pay 100% of the cost of the improvements. There may be some cases where the town will pay only a portion of the cost. In these cases the Town would assess a betterment..."*
- Town of Dedham requires 100% abutter support and signoff (grant of land rights).
- If Town meeting votes to accept the way, the way is added to the Town's pavement management program. Estimate 18 mos. for street acceptance, and 10-12 years for construction.

ENCLOSURE 2:

“Report of the Committee on Unaccepted Ways (c.1997)”

Report of the
Committee on Unaccepted Ways
Town of Wilmington, Massachusetts

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EXECUTIVE SUMMARY

Establishment of the Committee on Unaccepted Ways was authorized by vote of the annual Town Meeting in April 1994. The committee was appointed thereafter by the Town Manager and Selectmen and began active meetings in the fall of 1995. The Committee's charge, to address the Town of Wilmington's "problem of unaccepted ways".

The Committee embarked on a standard process of open meetings to discuss the issues associated with unaccepted ways, to identify the problems, and to recommend solutions.

Issues

The Committee found out early-on, the problem of unaccepted ways in the Town of Wilmington means different things to different people. For instance some of the issues identified and discussed included:

- *Residents look to the Town for repair or reconstruction of streets that were not constructed properly or those that after many years have deteriorated to a poor condition of mud and ruts in the winter and spring and dust and ruts in the summer. If the way is not accepted, the repair cannot be made.*
- *New residents to the Town request sidewalks on their streets for the safety of their children, only to find out that the street is not an accepted way and the improvement cannot be made.*
- *Tax equity, residents on all of these streets pay the same tax rate as residents on accepted ways.*
- *There is an expectation on the part of many that the Town, by allowing building and development to occur, should also be responsible for the construction of appropriate infrastructure.*

Options Explored

As the Committee progressed through the issues, several options were investigated for potential programs of construction, reconstruction and acceptance of the current unaccepted ways. Programs considered ranged from a full townwide Capital Program of roadway improvements to an minimal "accept as is" approach. As each program possibility was explored, input from the Town Officials was requested and added to the discussion of appropriateness and feasibility. Requirements for street acceptance and layout, costs for engineering design and survey, and the ability of the Town to expend public funds for the various program options were considered.

Inventory of Streets

As part of the Committee's work, all unaccepted Ways in the Town have been identified, inventoried and assessed for general condition by the office of the Town Engineer.

As expected, the condition of the unaccepted ways were found to vary widely, from "Good" condition requiring no improvement to "Poor" condition, unconstructed dirt roads. In some cases, unaccepted ways were found to be in condition equal to or better than that of existing public ways.

Standards

Standards, defining the acceptable existing condition of a roadway and/or construction or repairs which would be required to allow for acceptance were discussed and adopted. The Committee consensus was to recommend the use of the "Planning Board Guidelines for the Development of Paper Streets" as the standard. This allows for streets to be constructed or improved to a standard less stringent than that required by the Planning Board Rules and Regulations for new subdivision streets, which often would be unfeasible for unaccepted ways, due to the limited right of way and multiple property ownership. However, this standard will specify and require the quality of construction to be appropriate for a way of the Town and thus protect the Town's interest by limiting potential of premature failure and early maintenance costs.

Budgetary Costs

The Office of the Town Engineer developed budgetary cost estimates for the construction and survey costs which would be associated with the improvements and acceptance of the currently unaccepted ways in Town. Survey and research for the layout plans for the 200+/- unaccepted ways in town is estimated to cost in the range of \$650,000 to \$800,000 (approximately \$7 to \$8 per linear foot). The construction cost will vary substantially depending on the conditions encountered when more detailed investigations are performed and the extent of the improvements which are determined to be necessary for acceptance as a Town way. The cost for the construction could range between \$4 million and \$8 million. The low end being for construction of a minimum standard width pavement only and the higher end including sidewalks, berms etc. It must be stated that these are very preliminary amounts and presented to establish an order of magnitude cost for the street improvements and acceptance.

Benefits of Acceptance

Based on our review and discussions, and with input from the Town Departments, the Committee on Unaccepted Ways believes that there is a Basic General Benefit to the

Town to be gained through the acceptance of currently unaccepted ways. It is the consensus of this Committee that acceptance of currently unaccepted ways in the Town, through a program of improvement, upgrade and reconstruction to the minimum established standard, will enhance the overall quality of the community. Therefore, the Committee has recommended that the Town adopt a program encouraging acceptance of all streets and that the Town participate in the cost of the needed improvements, repairs and engineering required to accomplish the acceptance.

Available Program Methods

As a results of the Committee's meetings with the Town Manager, Town Counsel and Town Accountant it was determined that the Town is somewhat limited in its ability to expend public funds on unaccepted ways. In fact, the only avenue believed to be available for addressing the costs associated with the needed engineering, research, survey and improvements to allow for acceptance of the ways is the Betterments Program. The Betterments Program is a State program allows for the expenditure of public funds to the extent of the General Benefit to the Town provided by the betterment, in this case roadway improvements. This is the same program available and used for sewer improvements. This program has also been used in the past by residents for roadway improvements, however, to date, there has been no participation by the Town in the roadway projects.

Town Participation

In consideration of the Committee's finding that acceptance of the currently unaccepted ways will provide a Basic General Benefit to the Town, the Committee recommends that Town participation in the roadway betterment program be established as not less than 10%. Town participation above this established minimum will be determined by the Board of Selectmen on a case by case basis depending on the actual circumstances for each street. The Committee recommends that the Community development technical review team provide the Town Manager with recommendations for percent of Town Participation.

Streets Constructed through Official Map Variance

Streets constructed through the now discontinued, Official Map Variance process of the Zoning Board of Appeals, posed a significant concern to the Committee. In fact, we believe the impetus for formation of the Committee on Unaccepted Ways may have been the Buckingham Road construction and residents' concerns with the quality of that construction and lack of street acceptance.

The recommendations of the Committee provide for special consideration and expedient acceptance of these streets which were constructed through an official town process, provided that the streets meet the following criteria: (1) are in "good" condition; (2) have a minimum pavement width of 20 feet; and (3) have a right-of-way width of not less than 40 feet. Acceptance of these streets "as-is" is recommended. Even with this approach, there will be costs associated with the acceptance. These costs include the survey, and title research required to prepare a street layout plan suitable for recording at the Registry of Deeds. The process for acceptance will also be through the Betterments Program.

Future Unaccepted Ways

Lastly, the Committee was also asked to explore how the future proliferation of unaccepted ways could be avoided. This subject is one which has many facets. Over the past several years, the Town has taken steps clarify the issue with the focus for all new roadway construction in the Town being channeled through the Planning Board. Continued cooperation by all Town Boards and Departments will be required.

Summary

In summary the conclusions of the Committee on Unaccepted Ways are:

- *As the Town of Wilmington continues to grow and develop, the perception of Wilmington as a rural community will diminish and the residents' expectation of Town backed and maintained infrastructure will continue to increase.*
- *The Town has a high percentage of unaccepted ways for a suburban community.*
- *Upgrade, improvement and acceptance of these currently unaccepted ways will improve the Town's image and benefit the Town overall.*
- *The Town should establish a Town participatory betterments program for the acceptance of currently unaccepted ways. Town participation to be at least ten (10) percent of the cost. Higher percentage Town participation will be determined on a case by case basis based on the General Benefit to the Town from the improvement.*
- *Community development technical review team or some other appointed board will make recommendations as to the General Benefit.*
- *The Town needs to develop a public information campaign to advise residents of the program and encourage participation.*
- *Special consideration for acceptance of streets constructed through the official map variance process is warranted.*

The Committee's formal recommendations are as follows:

COMMITTEE RECOMMENDATIONS

1. Program - It is the recommendation of the Committee on Unaccepted Ways that the Town of Wilmington should establish a specific program of Roadway Betterments through the provisions of MGL Ch 80, for the acceptance of currently unaccepted ways.
2. Town Participation - The Town of Wilmington to participate in the cost of required improvements to the extent attributable to the General Benefit to the Town. Costs will include engineering costs and construction costs.
3. Minimum Town Participation - The Town of Wilmington, in consideration of the BASIC General Benefit of accepted ways, will participate a minimum of 10% in the betterment of any currently unaccepted street or way, petitioned for acceptance by the abutters.
4. Determination of Actual Participation - Actual percentage of Town participation, at or over the minimum, will be recommended by the Town Manager through the Community Development Technical Review Team (and consultation with the DPW, Planning Board, Town Engineer and other Departments as deemed appropriate) to the Board of Selectmen. In no case will Town participation be less than 10% . The balance of the cost (actual cost minus Town share) to be borne by the abutters through the betterment program. The Committee adopted the following guidelines to determine the percentage of town participation: Town participation will be higher for streets providing access to other neighborhoods or public facilities, and at a lower percentage to dead-end streets. The Committee does not foresee a circumstance where Town participation would be in excess of 50%.
5. Costs - Costs included in the program include all engineering, surveys, property research, for preparation of lay out plans, and the cost of construction.
6. Required Improvements - Determination of improvements required for acceptance of any street will be made on a case by case basis, by the Community Development Technical Review Team. Planning Board Guidelines for Development of Paper Streets are to be used as a guideline for the roadway improvements needed.
7. Streets Constructed by Official Map Variance - In that the streets constructed by the official map variance process were constructed through an established and since discontinued a Town process (Board of Appeals), the Committee on Unaccepted Ways further recommends that special consideration should be given to the acceptance of these streets. Streets constructed by the Official Map Variance process and determined, by the Department of the Town Engineer,
 - to be in "good" condition,
 - having a minimum pavement width of 20 feet, and
 - a right of way width of not less than 40 feet,

shall be considered for acceptance as a Public Way without need of further improvement. Only streets so constructed prior to January 1, 1996, shall be so considered. Cost of the engineering associated with the acceptance of these streets will be the responsibility of the abutters. These costs will be eligible for the proposed program. Streets constructed by the Official Map Variance Process but not meeting all of the above criteria shall be considered for program inclusion through the same process as any other unaccepted way.

8. Abutter Participation Requirements - Unanimous participation of all abutters, specifically a (grant of easement or transfer of land) for the right-of-way, is required for a street to be considered for acceptance through this program, including streets constructed through the Official Map Variance Process. Specifically, a grant of easement or transfer of land will be required as determined by Town Counsel.
9. Method of Construction Contract - The Town will determine, on a case by case basis, how the improvements will be undertaken, through public bid contracts and/or use of Town labor forces and equipment.
10. Cost Efficiency - To the extent fiscally and logistically feasible in a given year, the Town through its Engineering and DPW departments will work with the abutters to minimize the costs of the improvements.
11. By Law Amendment - To amend the Zoning Bylaw of the Town by deleting Section 8.3.4 which describes the jurisdiction of the Board of Appeals and includes the following provision: "To hear and decide applications for a permit in accordance with the Official Map of the Town of Wilmington"

ACKNOWLEDGMENTS - THE COMMITTEE

The committee was comprised of 9 residents, the Town Engineer, Assistant Town Engineer, Director of the DPW and the Planning Director/Coordinator

Michael Roache - (Chairman), Walter Kaminski* - (Vice Chair), Randi Holland, Cheryl Dunn, Martha Stevenson, Vincent Scifo, Richard Capone, Silverius Blonigen, and William Hooper.

*Retired from the Committee

Harold Gillam - Town Engineer Robert Palmer - Director of DPW Lynn Duncan -
Planning Director (Comm. Clerk)

Selectmen Representative - Robert Cain

Andrew Kuchinsky - Assistant Town Engineer - served as staff to the Committee

PURPOSE

At the Annual Town Meeting in April, 1994, the Town voted to appoint a committee: "for the purpose of studying the problem of unaccepted ways and to determine the cost of improving the same in accordance with the Planning Board Standards and further to determine if the Town should undertake a program of construction for accepting same as public ways....."

THE PROBLEM

Definitions

To start, it will be helpful to present the following definitions.

- "Accepted Way" - a road, street or way of the Town, used for public passage and laid out, recorded and accepted by the Town as a Public Way, maintained and repaired by the Town.
- "Unaccepted Way" - a road, way, or street open for public use and passage but not owned or otherwise controlled by the Town.
- "Paper Street" - a right of way, not constructed, as shown on a subdivision plan, recorded and on file at the registry of deeds prior to the enactment of the Subdivision Control Law.
- "Official Map" - a plan prepared by the Planning Board and adopted by Town Meeting showing public ways and the private ways then in existence and used in common by more than two owners. The purpose is to "conserve and promote the public health, safety and general welfare". After recording of an endorsed subdivision plan, the subdivision roadways become a part of the official map. No public water supply or sewer or other municipal improvement can be constructed in any public or private way elsewhere than in a subdivision approved under the subdivision control law, unless such way has been placed on the map. No building permit can be issued unless the way giving access to the lot in question has been placed on or made a part of the Official Map.

- “Right of Way Width” - A land area set aside and designated as available for the construction of a roadway including travel way, planting strips and sidewalks. From property line to property line. Not readily determined by visual observation of existing pavements and road construction.

General Discussion

The premise for the formation of this committee was that the Town of Wilmington has “a problem of unaccepted ways”. Therefore, as an initial focus, the Committee needed to answer the question “What is the problem?”

Throughout the course of the Committee’s work, there was significant discussion and consideration given to this topic, with the members of the Committee expressing various positions both subjective and objective. A sampling of the discussion and comments follows:

- Unpaved dirt or gravel ways present problems of mud in the winter/spring and dust in the summer. Potential year round of drainage and washout creating difficult emergency vehicle access.
- Unpaved ways in poor condition increase the wear and tear on town maintenance (plowing) equipment.
- Many residents do not realize that they are on an unaccepted way until it becomes time for the street to be repaired, maintained or reconstructed. Looking to the Town for reconstruction, the owners then find out that their street is not a public way and they are responsible for the reconstruction or repair costs.
- Residents on unaccepted ways are paying the same taxes as residents on accepted ways. There is no assessment discount for homes or properties on unaccepted ways.
- The increase of homes and new residents in the Town has in recent years resulted in a number of complaints to the Town regarding issues such as condition of roads, width of roads, lack of sidewalks, etc.
- Residents have complained that they just bought a new home on a paved road with no indication from anyone that the street was of a lesser status than others in the Town. (reference to streets constructed by Official Map Variance process).

On the more subjective side of the issue, but no less valuable to the discussion, were comment such as:

- The town needs to get into the 21st century. Conditions on some of the streets in Town resemble those of third world nations.
- There is a good possibility that some residents may want their street to remain as a unaccepted country road with a rural character.
- Wilmington is a suburb of Boston and no longer a rural town. The Town needs to improve its roadways to be more appropriate for the current day expectation.

Official Map Variance Streets

Streets constructed by the Official Map variance process were one of the major causes for concern. In fact, the impetus for the April 1994 Town Meeting vote to form this committee may well have been the Official Map Variance Street construction in the Buckingham Street area and that neighborhood's issues with lack of street acceptance.

These streets were constructed through a Town process, the Board of Appeals, however, the construction was to a lesser standard than the streets constructed through Subdivision Control. Consequently, these streets were not considered to be conforming to the current standard of quality for acceptance as new public ways of the Town of Wilmington.

This situation has been addressed through the Town's approach of having the Planning Board and not the Board of Appeals as the Town Board responsible for the construction of streets and ways in the Town.

The Committee's recommendations presented later in this report give specific and special consideration to the Unaccepted Ways constructed through this process.

Summary of Problems

It became apparent to the members of the Committee that there are problems to be addressed. They include:

- Condition Of Streets And Issues Of Safe Passages
- Wear And Tear On Town Equipment For Plowing
- Perception Of The Town And Its Infrastructure
- Taxation Equity
- Official Map Variance Streets

Comparison of Services - What's the Difference?

What is the practical difference between an accepted way and an unaccepted way in terms of Town services?

The following Table presents the differences.

COMPARISON OF SERVICES		
TOWN SERVICES	PUBLIC WAYS	UNACCEPTED WAYS
Trash Pick-up	yes	yes
Fire Protection	yes	yes
Police Protection	yes	yes
Snow Plowing	yes	yes
School Buses	yes	yes
Minor Repair (Potholes) for Safety of Passage	yes	yes
Major Repairs or Reconstruction	yes	NO

As can be seen, the difference in services between an accepted way and an unaccepted way is major repair and/or reconstruction. The Town cannot expend public funds for the construction, repair or reconstruction of non public unaccepted ways. Therefore, as long as a street is in good condition, most residents would not be aware of the difference.

Utilities

Acceptance of some unaccepted ways will likely require that substandard / inadequate water lines be replaced as part of the improvements. Coordination with the Town Water and Sewer Department will be required.

GOALS AND OBJECTIVES

The Committee developed and adopted a concise set of goals and objectives to keep the process in focus.

Adopted October 26, 1995

1. Identify specific problems with unaccepted ways
2. Inventory and categorize the status of all unaccepted ways
3. Determine the cost of improving unaccepted ways in accordance with Planning Board standards
4. Determine if the Town should undertake a program of construction for the purpose of accepting unaccepted ways as public ways.

5. Determine construction priorities, establish schedule for improvements and determine financing sources
6. Determine how to prohibit construction of additional unaccepted ways.

INVENTORY

The Committee Process

Inventory - As a first step in the assessment, it was necessary to establish a list of streets and ways within the town and make a determination as to which are accepted and which are unaccepted. The committee used the Official Town Report as the source for the identification of accepted ways along with support and research by the Town Engineers office.

Condition Assessment Categories - Once a listing of streets was developed, the work of categorizing and actual field observation was begun. Streets were grouped by condition as follows:

1. UNIMPROVED, Not Paved
2. Paved Streets in POOR Condition: - Requiring Reconstruction
3. Paved Streets in FAIR Condition: - Requiring leveling course pavement
4. Paved Streets in GOOD Condition: - Serviceable and acceptable without improvement

Street in Good Condition



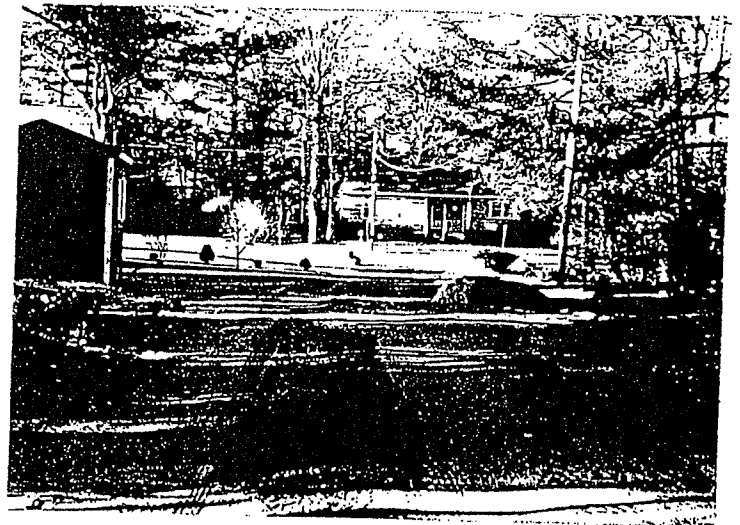
Street in Fair Condition



Unimproved Street



Street in Poor Condition



Inventory Form - To establish a consistency in the condition assessment, a standardized report form was developed.

Site Survey Evaluation and Field Observation - The Office of the Town Engineer, in the person of Andy Kuchinsky, Assistant Town Engineer, conducted a site visit and field observation of each of the unaccepted ways. In addition, members of the committee visited the streets to observe the conditions

Findings

According to the DPW, there are 249 are accepted public ways in the Town totaling approximately 94.8 miles or 500,000 linear feet. According to the inventory of this committee there are 204+/- unaccepted ways 17.8 miles or 94,100+/- linear feet.

This shows that approximately 45% of the streets in Town are unaccepted ways making up approximately 16% of the total roadway length.

Unaccepted Way - Condition Inventory

The office of the Town Engineer, compiled the results of the condition assessment survey as follows:

INVENTORY
 UNACCEPTED WAYS BY CONDITION CATEGORY

UNIMPROVED	POOR	FAIR	GOOD	TOTAL
81	12	48	78	219 *
37%	5%	22%	36%	100%
26940 LF	4542 LF	21861 LF	40741 LF	94084 LF
5.1 MILES	0.86 MILES	4.14 MILES	7.72 MILES	17.82 MILES

* SOME STREETS HAVE MULTIPLE CONDITION CATEGORIES - ACTUAL NUMBER OF STREETS 204

STANDARDS FOR ROADWAY ACCEPTANCE

Construction

To develop a cost for the improvement of currently unaccepted ways, it was necessary for the Committee to agree on a standard of construction for acceptance of the streets. The Town Meeting warrant article established the Committee's direction by indicating that the cost of improving unaccepted ways should be in accordance with Planning Board standards. The Planning Board Rules and Regulations spell out the requirements for the construction of new subdivision roadways. It was recognized that many of the requirements included in the Planning Board Rules and Regulations for new construction will be difficult and costly to implement on existing streets of varying Right of Way widths and conditions. Accordingly, the Committee consensus was that the Planning Board's "Guidelines for the Development of Paper Streets" would be more appropriate for this Committee's use. Additionally, roadway cross sections for right-of way widths of 40', 30' and 25' were developed for the committee's use by the office of the Town Engineer.

Utilities

The Town Engineers office indicated that of all of the unaccepted ways, only 6 have water mains of 2" or less, and all of these ways were found to be in poor condition. (4/25/96) Coordination with the Water and Sewer department will be required in any roadway improvement planning to assure that system upgrades can be accomplished.

Roadway Layout

For a street to be accepted as a public way, it must be laid out by the Town as a public way. This is a statutory requirement. The Board of Selectmen is the Town body responsible for the street layout.

In order for the Town to layout the way, the Town must have ownership or control of the right-of-way property. A plan of land showing the right-of-way and adjacent properties must be developed by a Registered Land Surveyor. A metes and bounds description of the ROW is also typically prepared. This approved plan and description is recorded at the registry of deeds.

Ownership of the right of way for an unaccepted way is often with the abutting property, to the centerline of the way, unless specifically recorded in ownership by some other party. This means that in order for the way to be laid out and accepted as a public way, there needs to be a transfer of ownership to the Town for that portion of the abutting property.

Additionally, if it were to be determined that a right-of-way was not sufficient, the additional property for the increased right-of-way would have to be transferred to the Town with plans and descriptions needed.

The Committee consensus, based on discussion with Town Counsel, was that property takings should not be included as a part of any proposed program. Therefore, unanimous participation and agreement by all abutters to transfer ownership of the Right of Way is needed.

COSTS

There are several cost elements to be considered in any program of improvements and acceptance of ways in the Town. The obvious costs are those associated with the actual construction of the roadway improvements. However, the costs associated with the preparation of the layout plans including research, survey and engineering also need to be included in an estimate for the cost of acceptance.

Costs Estimate

Based on the street conditions observed and the agreed to standards of construction for acceptance, the Town Engineer's office developed a budgetary cost estimate for the improvement of all of the currently unaccepted ways to a condition to meet the recommended acceptance criteria.

The Assistant Town Engineer estimated that the cost of improving all unaccepted streets to the agreed to standard is approximately \$9 million. The cost of improvement includes the actual construction as well as the engineering costs for survey and preparation of a layout plans.

The 44 streets in good condition, even if accepted "as-is", will also involve costs associated with the development of layout plans. The Office of the Town Engineer estimates these costs to be \$192,000. This amount is based on a "ballpark" figure provided to the Town Engineer by a local surveying and engineering firm. Again, it is pointed out that the actual costs will vary. The following Table presents these costs by condition category.

REPORT TO TOWN MEETING
COMMITTEE ON UNACCEPTED WAYS

4/24/97

Condition	Number	Length	Survey and Layout Plan Cost	Construction Cost	Total Cost**
Good w/ > 20' Pvmt'.	44	26900	\$192,000.	0	\$192,000.
Good w/ < 20' Pvmt'.	34	13900	99,400.	1,900,000	\$1,999,400.
Fair	48	21900	156,600.	2,567,000	\$2,723,600.
Poor	12	4600	32,900.	875,000	\$907,900.
Unimproved	81	27000	193,000.	2,715,000	\$2,908,000.
All	219	94300	\$673,900.	\$8,057,000.	\$8,730,900.

* Survey @ \$7+/- per linear foot using the quote to the Town Engineer for the 44 good streets. Does not include land takings.

The Town Engineer's office also developed a cost estimate for the improvement of streets to a 24 foot travel way only with no other required upgrades such as curbs and sidewalks. This does not agree with the standards for construction, however it does give the low end cost of minimal improvement. Note that the survey costs remain the same.

Condition	Number	Length	Survey and Layout Plan Cost	Construction Cost	Total Cost
Good w/ > 20' Pvmt'.	44	26900	\$192,000.	0	\$192,000.
Good w/ < 20' Pvmt'.	34	13900	99,400.	1,003,666	\$1,103,066.
Fair	48	21900	156,600.	1,253,556	\$1,410,156.
Poor	12	4600	32,900.	517,050	\$549,950.
Unimproved	81	27000	193,000.	1,197,877	\$1,390,877.
All	219	94300	\$673,900.	\$3,972,149.	\$4,646,049.

BENEFITS

It is the consensus of the Committee on Unaccepted Ways that "The acceptance of any currently unaccepted street or way, as a public way, in the Town of Wilmington provides a BASIC General Benefit to the Town."

Benefits include:

- Equity for residents - Taxes the same regardless of accepted or unaccepted.
- Reduced wear and tear on Town DPW equipment.
- Improved Overall Public Perception
- Increased Funding from Chapter 90
- Improvements to Public Safety and Emergency Access
- Improved accessibility & travel to large areas and or neighborhoods in town

Establishment of this consensus of Basic General Benefit is a key point in the program being recommended.

LEGAL AND FISCAL CONSIDERATIONS

To this point, the Committee had been focusing in a direction of recommending a program for improving and accepting the unaccepted ways and using public funds to do so. To determine if such a program would be feasible, it was appropriate as part of our work to solicit input from the Town Manager, the Town Accountant and Town Counsel.

Financing Options

The cost estimates developed by the Town Engineer's office, (\$4.5 to \$8 million for roadway improvements for all unaccepted ways plus \$192,000 for survey and engineering associated with the 44 streets in good condition), pointed to the need for some serious discussion of the available options to finance a program of roadway improvements. In a meeting (6/27/96) with the Town Manager and Town Accountant, it was explained to the Committee that the only avenues available for the Town to finance a program as suggested were:

1. Restrictive funds, grants or donations
2. Betterments
3. Taxation through Town Meeting Appropriation, override or Debt Exclusion

There are no grants or donations known to be available. The current Town focus is on upgrading municipal facilities (schools and safety facilities) and it is not likely that a \$4 or \$8 million override for street improvement would pass. A betterment avenue currently exists for abutters to have their street improved and accepted, however, this program does not provide for any Town participation.

The issue of cost for acceptance - "as is" of the 44 streets in "Good" condition was also discussed. It is not a sure thing that the Town meeting would see fit to appropriate \$192,000 for the survey and engineering costs for these streets.

Expenditure of Public Funds

What turned out to be the decisive factor in the entire Committee process was the determination that the Town of Wilmington cannot legally expend funds for the repair, maintenance or improvement of any ways except Public Ways. This determination was based on input from Town Counsel and the Town Accountant and their discussions with the Department of Revenue.

With this determination made, the Committee's options became clear but also very limited. The only way available for the Town to approach the improvement and acceptance of unaccepted ways is through the Betterments Program. The Betterments Program is spelled out in Chapter 80 of the Mass General Laws. This is the same program that the Town has used for sewer improvements and has afforded to residents for road improvements.

Is There A Quick Fix Option?

The discussions of financing led to more debate and research into whether there is some type of "Quick fix" option available for the acceptance of streets.

One may reasonably ask, "Why not just accept them all?". Consideration was given to the possibility of accepting all the streets "as is", without improvement and without layout. Town Counsel advised the Committee at its initial meeting that the Town of Burlington had tried just such an approach and it was overturned by the Attorney General on review of the Town Meeting vote. There was an indication that the Town of Tewksbury was accepting streets without the layout process. This was being accomplished through some type of special legislation. With these and other legal questions to be answered, the Committee sought input of Town Counsel.

Legal Avenues Available

Two letters were sent to Town Counsel to present Committee questions and concerns with regard to legal issues. Town Counsel attended several meetings of the Committee to respond to questions raised and to provide assistance as needed. The answers to these legal matters were unfortunately not cut and dried. It was not possible to give specific answers to many of the general questions being raised. The Committee did hear from Town Counsel that it would not be in the Town's best interest to try for a Quick Fix approach to the issue of acceptance of unaccepted ways. There is a statutory process on the books for the acceptance of public ways which includes the survey, layout and recording of the way. This process, although not convenient for the Town's current dilemma with unaccepted ways, is tried and true and provides the Town with the best information and protections for its Rights-of-Way.

The Town Counsel recommended strongly against any program which would involve land takings and or eminent domain. Any program recommended to and approved by the

Town Meeting will need to stand up to the scrutiny of the Attorney General and the Department of Revenue.

CONCLUSIONS

Program Options - Betterments

As a result of the Committee's meetings with the Town Manager, Town Counsel and Town Accountant it was determined that the Town is limited in its ability to expend public funds on unaccepted ways. In fact, the only avenue believed to be available for addressing the costs associated with the needed engineering, research, survey and improvements to allow for acceptance of the ways is the Betterments Program. The Betterments Program is a State program which allows for the expenditure of public funds to the extent of the General Benefit to the Town provided by the betterment, in this case roadway improvements. This is the same program available and used for sewer improvements. This program has also been used in the past by residents for roadway improvements, however, to date, there has been no participation by the Town in the roadway projects.

The Town can establish and participate in a program of Betterments for the improvement of unaccepted streets and ways. The Town can financially participate in the program to the extent of the General Benefit to the Town gained through the improvement. To date, the Betterments program for roadways has not involved any Town participation in the improvements. The Basic General Benefit to the Town of acceptance of ways must be recognized.

Benefits of Acceptance

Based on our review and discussions, and with input from the Town Departments, as previously expressed, the Committee on Unaccepted Ways believes that there is a Basic General Benefit to the Town to be gained through the acceptance of currently unaccepted ways. It is the consensus of this Committee that acceptance of currently unaccepted ways in the Town, through a program of improvement, upgrade and reconstruction to the minimum established standard, will enhance the overall quality of the community.

Town Participation

In consideration of the Committee's finding that acceptance of the currently unaccepted ways will provide a Basic General Benefit to the Town, the Committee recommends that Town participation in the roadway betterment program be established as not less than

10%. Town participation above this established minimum will be determined by the Board of Selectmen on a case by case basis depending on the actual circumstances for each street. The Committee recommends that the Community development technical review team provide the Town Manager with recommendations for percent of Town Participation.

Streets Constructed through Official Map Variance

The recommendations of the Committee are to provide for special consideration and expedient acceptance of streets which were constructed through an official town process, provided that the streets meet the following criteria: (1) are in "good" condition; (2) have a minimum pavement width of 20 feet; and (3) have a right-of-way of not less than 40 feet. Acceptance of these streets "as-is" is recommended. Even with this approach, there will be costs associated with the acceptance. These costs include the survey, and title research required to prepare a street layout plan suitable for recording at the Registry of Deeds. The process for acceptance will also be through the Betterments Program.

Future Unaccepted Ways

Lastly, the Committee was also asked to explore how the future proliferation of unaccepted ways could be avoided. This subject is one which has many facets. Over the past several years, the Town has taken steps clarify the issue with the focus for all new roadway construction in the Town being channeled through the Planning Board. Continued cooperation by all Town Boards and Departments will be required.

COMMITTEE RECOMMENDATIONS

1. Program - It is the recommendation of the Committee on Unaccepted Ways that the Town of Wilmington should establish a specific program of Roadway Betterments through the provisions of MGL Ch 80, for the acceptance of currently unaccepted ways.
2. Town Participation - The Town of Wilmington to participate in the cost of required improvements to the extent attributable to the General Benefit to the Town. Costs will include engineering costs and construction costs.
3. Minimum Town Participation - The Town of Wilmington, in consideration of the BASIC General Benefit of accepted ways, will participate a minimum of 10% in the betterment of any currently unaccepted street or way, petitioned for acceptance by the abutters.
4. Determination of Actual Participation - Actual percentage of Town participation, at or over the minimum, will be recommended by the Town Manager through the Community Development Technical Review Team (and consultation with the DPW, Planning Board, Town Engineer and other Departments as deemed appropriate) to the Board of Selectmen. In no case will Town participation be less than 10% . The balance of the cost (actual cost minus Town share) to be borne by the abutters through the betterment program. The Committee adopted the following guidelines to determine the percentage of Town participation: Town participation will be higher for streets providing access to other neighborhoods or public facilities, and at a lower percentage to dead-end streets. The Committee does not foresee a circumstance where Town participation would be in excess of 50%.
5. Costs - Costs included in the program include all engineering, surveys, property research, for preparation of lay out plans, and the cost of construction.
6. Required Improvements - Determination of improvements required for acceptance of any street will be made on a case by case basis, by the Community Development Technical Review Team. Planning Board Guidelines for Development of Paper Streets are to be used as a guideline for the roadway improvements needed.
7. Streets Constructed by Official Map Variance - In that the streets constructed by the official map variance process were constructed through an established and since discontinued a Town process (Board of Appeals), the Committee on Unaccepted Ways further recommends that special consideration should be given to the acceptance of these streets. Streets constructed by the Official Map Variance process and determined, by the Department of the Town Engineer,
 - to be in "good" condition,
 - having a minimum pavement width of 20 feet, and
 - a right of way width of not less than 40 feet,

shall be considered for acceptance as a Public Way without need of further improvement. Only streets so constructed prior to January 1, 1996, shall be so considered. Cost of the engineering associated with the acceptance of these streets will be the responsibility of the abutters. These costs will be eligible for the proposed program. Streets constructed by the Official Map Variance Process but not meeting all of the above criteria shall be considered for program inclusion through the same process as any other unaccepted way.

8. Abutter Participation Requirements - Unanimous participation of all abutters (specifically a grant of easement or transfer of land) for the right-of-way is required for a street to be considered for acceptance through this program, including streets constructed through the Official Map Variance Process. Specifically, a grant of easement or transfer of land will be required as determined by Town Counsel.
9. Method of Construction Contract - The Town will determine, on a case by case basis, how the improvements will be undertaken, through public bid contracts and/or use of Town labor forces and equipment.
10. Cost Efficiency - To the extent fiscally and logistically feasible in a given year, the Town through its Engineering and DPW departments will work with the abutters to minimize the costs of the improvements.
11. By Law Amendment - To amend the Zoning Bylaw of the Town by deleting Section 8.3.4 which describes the jurisdiction of the Board of Appeals and includes the following provision: "To hear and decide applications for a permit in accordance with the Official Map of the Town of Wilmington"

THE PROGRAM PROCESS

What is Involved?

1. Abutters present letter to the Town Engineer requesting assessment for betterments.
2. Street Condition is assessed by the Town Engineer.
3. Right of Way width determined.
4. Town Engineer Reports to the other Town Boards and the Community Development Technical Review Team that the street is being considered for betterments and requests input on requirements ROW, sidewalks, pavement width etc.
5. Town Manager recommends percentage of Town participation to Board of Selectmen.
6. With Town Board and Departmental input, the Town Engineer develops and provides to the abutters a budgetary cost for the required improvements and percentage of Town participation.
7. Abutters present a signed petition to the Board of Selectmen to proceed with an Article for Town Meeting. Signature of all abutters is required at this point.
8. Upon completion of work, streets accepted through betterments become public ways.

PUBLIC INFORMATION & AWARENESS CAMPAIGN

For this program to become a success, it will be necessary for the Town to initiate a program of public outreach to the Town's residents to provide information and encourage participation. This public awareness effort should aim to inform all the residents of the Town of the General Benefits gained by the Town through the improvement, upgrade and acceptance of the current unaccepted ways. Information should be provided to the residents on unaccepted ways on the program process and on the Town's commitment to improve the local infrastructure by participation in the upgrade, repair and acceptance of the ways.

This program could include mailings and or articles in the Town newsletter and advertisements on the local access cable station. Informational workshops to explain the process and to answer questions of the residents would also be helpful.

A survey of the residents of the unaccepted ways and the Town in general was discussed by the Committee as a worthwhile effort to be undertaken. Unfortunately, we did not get to the point of having such a survey conducted within the timeline of our work. We believe that such a survey will be helpful in establishing the general public's position on these unaccepted ways in a broader forum than the committee was able to achieve.

OTHER THOUGHTS

As the Committee was preparing the list of streets and ways at the outset of our inventory, there was a bit of frustration in the lack of a central source for the information on the various streets and ways such as age of streets, right of way width, pavement type, length of the street and even the street name. There was some discussion of the benefit to be had by development of a database or a GIS type system for the Town to monitor and maintain its infrastructure. It was noted that the Water and Sewer Department is currently working on a GIS system which allows that department to monitor its facilities and provides an ability of sorting by age of piping, size of water main. This enables the W&S department to keep up with the system needs and to plan for needed improvements and repairs. As a side note of the Committee on Unaccepted Ways, the chairman (and other members) feel that the Town should take steps to establish a GIS system for the Town roads and other facilities.

ENCLOSURE 3:

“Checklist for Layout of Town Ways”

MEMORANDUM

TO: Jeff Hull
FROM: Lou Ross
DATE: December 29, 2014
SUBJECT: Checklist for Layout of Town Ways

The laying out of a town way essentially consists of two elements. These elements are (i) the formal process of laying out a street as a public way (i.e., locating the way and making it available for public access), and (ii) the acquisition by the Town by purchase, gift or eminent domain of the necessary interests in real property (i.e., fee or easements) allowing the Town to use the affected properties for public purposes. This checklist outlines the steps necessary for the layout and acceptance of a town way under G.L. c. 82, §§ 21-24 and G.L. c. 41, § 81I.

1. Consideration by Board of Selectmen of Layout. The Town, acting by and through its Board of Selectmen (“Board”) and at the Board’s discretion, may consider laying out a town way. The Board considers laying out a town way either on its own motion or pursuant to a written request by a third party. There is no set form for a written request to the Board for it to lay out a town way. There is no set time for the Board to act upon a request to lay out a town way. There is no statutory requirement that the Board act upon a written request, but in the name of good governance we recommend that the Board formally vote within a reasonable time after receipt of the request either to (a) reject the request, or (b) initiate the hearing process by referring the matter to the Planning Board under G.L. c. 41, § 81I as described in step 2 below. In either case, the Board should consider notifying the requesting party in writing of the Board’s vote.
2. Notice to Planning Board. When the Board considers whether to lay out a town way either on its own motion or pursuant to a request by a third party, the Board should first refer the proposed layout to the Planning Board in writing, so that the Planning Board may consider the proposed layout and provide the Board with the Planning Board’s report and recommendations pursuant to G.L. c. 41, § 81I. There is no set period of time within which the Board must refer a proposed layout to the Planning Board. However, under § 81I, the Planning Board should have up to 45 days from the date of referral by the Board to make its report to the Board regarding any proposed layout. If the Planning Board fails to make its report within 45 days, this reporting requirement is deemed waived. The Planning Board can also make its report prior to the expiration of the 45-day period.

NOTE: The Planning Board will likely have already considered proposed town ways during hearings on subdivision plans.

3. Survey. Having a survey plan showing the proposed town way is a prerequisite to laying out the town way. If the Board is considering laying out a town way at the request of a

third party, then the Board should require that party to provide the Board with at least two copies – one for the Board and one for the Planning Board – of a survey showing the affected properties and measurements of the proposed town way. If the Board is considering laying out a town way on its own motion, then the Town should hire a surveyor to provide the Board with a survey showing the affected properties and boundaries and measurements of the proposed town way.

4. Identification of Affected Property Owners. The Town will need confirmation of title information and references for record title holders for the parcels where the proposed town way is to be located. Ideally, the third party requesting the layout will provide the Town with this information by identifying all the affected property owners on the required survey. Alternatively, if the Board is considering laying out a town way on its own motion, a list of the affected property owners can be obtained from the Assessor's Office and a title exam for each of the parcels affected should be requested and performed to confirm ownership and to identify any other parties of interest. In either case, if ownership is in doubt, a complete title examination must be performed.
5. Preparation of Deeds and Order of Layout. If voluntary conveyances are anticipated through donation or purchase, then Town Counsel should prepare the necessary deeds or easements and releases regarding damage awards and an Order of Layout to record at the Registry of Deeds.

NOTE: This can occur anytime within the 120 days after Town Meeting, however, where the acquisitions must be completed prior to the end of that 120-day period, it would be a good idea to try to complete this task sooner in order to address issues that might arise during acquisition.

6. Request for Voluntary Conveyances. The Town should send interested parties written requests for voluntary conveyances with deeds and mortgagee assents, together with a letter requesting that these instruments be executed, notarized and returned prior to a proposed response deadline. (Please note that if it appears futile to take steps 5 and 6, then the Town may choose to go directly to steps 7 and 8.)

NOTE: The acquisition by voluntary grant can occur anytime before or after Town Meeting. However, if full cooperation by all interested parties is not anticipated, this task should be completed as soon as possible so the Town can undertake a taking by eminent domain if necessary.

7. Appraisal. The Town should hire an appraiser to obtain an appraisal before any taking by eminent domain as required by G.L. c. 79, § 7B. The appraisal is a prerequisite to any taking by eminent domain, and unless the proposed layout is part of the development of a new subdivision, it is often the case that the layout will require a taking by eminent domain.

NOTE: If a taking by eminent domain is anticipated, an appraisal should be arranged as soon as possible.

8. Order of Taking. Town Counsel should prepare a draft Order of Taking and Layout for the establishment of the town way.

NOTE: The acquisition by taking can occur anytime within the 120 days after Town Meeting, however, where the acquisitions must be completed prior to the end of that 120-day period, it would be a good idea to try to complete this task sooner in order to address issues that might arise during acquisition.

9. Special Consideration. When acquiring property for the town way by voluntary grant (per steps 5 and 6) or by eminent domain (per steps 7 and 8), if any of the parcels are land registered with the Land Court, the Town should consider acquiring easements, as opposed to acquiring land in fee, because acquiring the fee ownership in registered land will very likely require Land Court approval of a subdivision to create a new lot.

NOTE: If Land Court approval will be required, the Town and/or the developer should allot several months for the Land Court to approve any subdivision plan of registered land before any town ways are laid out or accepted.

10. Notice of Public Hearing (and View). Assuming a final survey has been prepared per step 3 above, then the Board must hold a public hearing. If the Board is to acquire any property by eminent domain in connection with the layout, then per G.L. c. 82, § 22, *at least seven days before the public hearing*, the Town (i) must provide to each affected property owner a written notice of the Board's intention to lay out the proposed town way by leaving the notice at their "usual place of abode" or delivering such notice in person, and (ii) should post notice of the public hearing in at least one public place. In addition, although G.L. c. 82, §§ 21-24 technically does not require a view for the layout of a town way, if the Board deems it expedient, the Board may schedule a view of the affected land, in which case these notices should refer to the view and the date and time it is scheduled to be held.
11. Public Hearing. The Board should hold the hearing on the layout of the proposed town way. At the public hearing, the Board should make findings as to whether common convenience and necessity requires the layout (or not) and should vote to lay out the town way (or not).

NOTE: There is no prescribed time by which the hearing on the layout must occur, as long as it occurs sufficiently before Town Meeting to allow timely filing with the Town Clerk (per step 12 below).

12. File Layout Vote and Survey with Town Clerk. Assuming the Board votes to layout the town way, then *at least seven days before a Town Meeting*, the vote to lay out the town way and the survey must be filed with the Town Clerk.
13. Acceptance by Town Meeting of Layout. Town Meeting must vote to accept (or not) the town way as laid out by the Board. If the proposed layout requires the acquisition of any property by eminent domain, then the Town must approve that acquisition by a two-thirds majority vote.

NOTE: The Town may wish to have the party requesting the layout of a town way be responsible for placing an appropriate article on the warrant. If the lay out is part of a subdivision, then the Town may wish to have the Planning Board inform such party during the hearing on the subdivision.

14. Execution of Order and Recording of Order. *Within 120 days after the termination of Town Meeting* at which the layout is accepted, the Town must acquire the affected property by purchase, gift or eminent domain, and should, within that 120-day period, record at the Registry of Deeds (i) the survey, (ii) the Order and (iii) any voluntarily granted deeds and easements. If there is a taking by eminent domain performed in connection with the Order, then the Town must record the Order at the Registry *within 30 days* of the vote to take property by eminent domain (and still within the 120-day period after Town Meeting) and should also execute a Resolution of Damage Awards together with the Order.

NOTE: This task can be completed at anytime within the 120 days after Town Meeting, however, where the acquisitions must be completed prior to the end of that 120-day period, it would be a good idea to try to complete this task sooner in order to address issues that might arise during acquisition.

15. Notice of Taking, Escrow and Payment of Damage Awards. If there a taking by eminent domain performed in connection with the Order, then *immediately* after the Order is recorded at the Registry of Deeds, the Town must:

- a. provide to the affected property owners written notice of the taking, including the purpose and extent of the taking, the amount of damages, the time and place to obtain a damage award and the time period to petition the superior court to appeal their damage awards per G.L. c. 79, § 7C; and
- b. deposit in escrow all damage award monies not paid (if they are not nominal) to begin earning interest pursuant to G.L. c. 79, § 7D and take all steps necessary to pay the damage awards per G.L. c. 79, § 7B. (In practice though, it makes sense to cause funds to be deposited in escrow as soon as the Order is executed, even if the Order is not recorded, to allow the funds to begin to accrue interest.)

16. Notice to Town Clerk. At the time of the recording of the Order, the Town should also provide the Town Clerk (as the keeper of the records as to what ways are public ways) and the Planning Board with a copy of the Order.

17. Pro Tanto Letters. Within 60 days of the recording of the Order, the Town must send to interested parties *pro tanto* letters pursuant to G.L. c. 79, § 8A.

18. Order of Betterment. If betterments are to be assessed by the Town, then an Order of Assessment of Betterments that apportions charges to be paid by the owners of lots abutting the newly laid out town way should be made and filed by the Board pursuant to G.L. c. 80, §§ 1 and 2 within six months after the completion of the construction of the town way.

19. Alteration, Relocation or Discontinuance of a Town Way. The procedure to alter or relocate an existing town way is the same as outlined above. The procedure for the Town to discontinue a town way differs from the above process. If the Town or a third party seeks to discontinue all or a portion of a town way, then the Town may wish to consult with counsel, especially before the matter is presented to Town Meeting.

ENCLOSURE 4:

“Town of Dedham Example Policy”

James A. MacDonald, Chairman
Michael L. Butler, Vice-Chairman
Dennis J. Guilfoyle
Dennis J. Teehan, Jr.

James A. Kern
Town Manager

Nancy A. Baker
Assistant Town Manager



TOWN OF DEDHAM
Board of Selectmen

DEDHAM TOWN HALL
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BOARD OF SELECTMEN
Approved March 19, 2015

ROAD ACCEPTANCE POLICY AND PROCEDURES

The purpose of this policy is to establish a uniform and equitable procedure by which the Board of Selectmen will consider requests to lay out existing private ways in the Town as public. The policy is intended to improve the overall condition of those ways in Town open to public use, many of which were laid out and constructed prior to the adoption of formal planning regulations and road construction standards. It does not create rights in any property owner and does not in any manner create a legal obligation on the part of the Town, its officials and boards, to act in conformance herewith.

Private ways may be submitted to the Board of Selectmen (the "Board") for acceptance as public ways in accordance with the procedure set forth in G.L. c.82, §21-24, pursuant to the following:

1) A written petition to lay out a private way as public shall be made to the Board in the form and manner as set forth in **Exhibit A**, attached hereto. The petition shall state the proposed extent of the way to be so laid out. The extent of the road shall be the entire length of the private way as determined from recorded plans and instruments and constructed. The petition shall be signed by all those persons owning land within or abutting such way, as such owners are disclosed by the records of the Board of Assessors. An abutter is a property owner who has frontage on the private way. It shall further designate one person to serve as contact for the petition and provide an address and other appropriate contact information for that person.

2) The following categories shall be used by the Board to classify ways proposed for acceptance:

a) Group 1 – Lead to a public facility

- b) Group 2 - Intersects with 2 public ways or Contains Private Way segment within a public Way
- c) Group 3 – Dead end road that intersects a Public Way with a length greater than or equal to 200 feet with a minimum of 5 residences with access to Private Way
- d) Group 4 – Dead end road that intersects a public way with a length less than 200 feet and/or less than 5 residences with access to Private Way
- e) Group 5 – Intersects with 2 Private Ways, Intersects with a public way and a private way, or dead end which intersects with a private way
- f) Group 6 – Private Ways constructed pursuant to Planning Board approval under the Subdivision Control Law where the Planning Board waived or relaxed standards for roadway construction upon request of the applicant. Such private ways shall be classified in Group 6 notwithstanding how they might otherwise be classified as set forth above.
- g) Group 7 – Private Drives.

Acceptance of private ways in Groups 1, 2 and 3 will be considered to have greater public benefit than groups 4, 5 and 6. Ways in Group 7 are not currently being considered for conversion to a public way.

3) The Board shall consider the petition based on public benefit, condition of the way, Town resources, and any other factor it deems significant, and upon such consideration shall determine whether to proceed with evaluation of the proposed layout as set forth below. A determination to proceed shall include an estimate of the percentage of the cost of laying out and improving the private way the Board expects to assess as a betterment. As part of such consideration the Board shall hear all those petitioners who desire to be heard, and may hear all others at its discretion. Written notice of the Board's determination shall be provided to the contact person identified in the petition upon request.

4) Upon a determination to proceed, the Board shall refer the proposed layout to the Town Manager for preparation of a Conceptual Overlay Map. The Town Manager shall instruct the Engineering Department to prepare within 180 days a Conceptual Overlay Map of the proposed public way utilizing the approved cross-section as described in the current Town of Dedham Design and & Construction Standards (**Exhibit C**). The Engineering Department may prepare more than one such map for a given roadway. The Conceptual Overlay Map shall indicate areas outside the proposed layout in which easements will be required by the Town for construction, use and maintenance of the way. Upon completion the Engineering Department shall forward a copy of the Conceptual Overlay Map(s) to the Applicant for review and approval, with a copy to the

Town Manager and the Board, and shall meet with the Applicant's liaison at the Applicant's request to discuss the Map(s).

5) Upon the review and approval of a single Conceptual Overlay Map by all the owner(s) of record of land within or abutting the proposed layout or subject to easements outside the layout, the Applicant shall complete and submit to the Town Manager's Office the Approval of Conceptual Overlay Map Form (**Exhibit B**), which was made available to them by the Engineering Department. The form will require the Applicant to obtain from the Assessor's Office updated owner(s) of record information for the property subject to the proposed layout and related easements, and each such owner shall sign and date the form indicating approval of the Conceptual Overlay Plan chosen. Notarization shall be required for signatures not appearing on the original Petition. The Applicant shall submit such completed form to the Town Manager's office within ninety (90) days of the date the Engineering Department forwarded the Conceptual Overlay Map to the Applicant. Failure to do so may result in the Board of Selectmen (BOS) not moving forward to accept the Private Way as a Public Way. Following receipt of a completed Approval of Conceptual Overlay Map form from the Applicant, the Town Manager shall request Town Counsel to review and confirm the identities of all those landowners whose approval is required, and shall direct the Applicant to secure such approvals as are missing.

6) The Town Manager shall place the approved Conceptual Overlay Map and completed Approval before the Board for consideration, and shall notify the Applicant when it will be considered. Upon its approval of such map, the Board shall request the Town Manager to prepare a design and layout plan, and the Town Manager shall in turn instruct the Engineering Department to engage the services of a Professional Land Surveyor and Design Consultant to generate a Layout Plan and Construction Plan. The design shall include an estimate of the costs to improve the way in accordance with the recommendations of the Engineering Department. The Town Manager shall further request the Engineering Department to provide, together with such plan, a summary of all zoning nonconformities, if any, that would be created by the proposed layout.

7) Upon receipt and approval of the Layout Plan, the Board shall refer the plan to the Planning Board for its review in accordance with G.L. c.41, §81I.

8) Upon receipt of the Planning Board's report, or upon the passage of 45 days from referral of the layout plan without receipt of a report, whichever occurs first, and upon receipt of such others studies or reports as the Board may request, the Board shall determine whether the proposed layout is satisfactory, and if so shall by its vote order the layout in conformance therewith. The boundaries of the layout may be different than those requested by the petitioners. Upon a vote to lay out a way, the Board shall further confirm or revise its initial estimate of the percentage of the cost of laying out and improving the way the Board expects to assess as a betterment.

9) Upon such determination it shall so notify the Applicant and direct the Applicant to obtain written waivers of rights to appraisal and damages, in the form

prepared by Town Counsel and setting forth the property rights that must be secured to complete the layout, from such property owners as the Board shall indicate.

10) Upon receipt of all required releases the Board shall take up the proposed layout of the way for review and approval at a public meeting and upon so voting shall order the layout of way. Notice of such meeting shall be given in accordance with G.L. c.82, §22. As set forth in G.L. c.82, §21, the decision to lay out a way as public lies within the sole and complete discretion of the Board, and no action taken in satisfaction of the policy set forth herein shall obligate the Board to lay out any way.

11) The Board will place each order of layout before Town Meeting for acceptance as required pursuant to G.L. c.82, §23, and shall provide that the layout with a copy of the plan is filed with the Town Clerk at least 7 days prior to Town Meeting as required. A majority vote of Town Meeting is needed to accept the layout of a way as public if the way is shown on an approved subdivision plan. Otherwise a 2/3's vote is required.

12) Following acceptance by Town Meeting, the Town, acting by and through the Board, shall obtain such interests in land as are necessary to complete the layout, pursuant to G.L. c.82, §24. The Town will use eminent domain to complete such acquisition in reliance on waivers of rights to appraisal and damages obtained from affected property owners.

13) The Board may assess betterments for such portion of the costs of laying out and improving ways to provide for their acceptance by the Town as it shall determine. It shall, to the extent feasible, determine such portion in accord with its previous estimate of the percentage of such costs to be assessed, but shall not be required to.

14) Upon acceptance the way will be added to a list to be maintained by the Engineering Department of those private ways laid out and accepted as public by the Town. It will also be added to the Town's Pavement Management Plan, the system by which road investments are prioritized.

From: "Jamie Magaldi" </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=EEDA9619D18146FEB29788B295706034-JMAGALDI>
Date: October 12, 2022 at 8:56:00 AM EDT
Subject: FW: [EXTERNAL] RE: Clark at Main St Intersection

Hi Jeff,

Below is a follow up from John Gregg, MassDOT Traffic Operation Engineer for District 4, regarding the cross hatching at Main Street and Clark. As assumed, the hatching was done based on engineering judgement to help eliminate last minute "cut overs" into the right lane due to driver frustration of people turning left onto Clark Street. Paul and I agree that from an engineering perspective, this hatching is in the best interest of traffic operations. MassDOT states below that the decision was based on several factors and Mr. Gregg agrees on the logic that was used for the lane configuration. I would not recommend at this point pressing MassDOT to "reconsider" the configuration but we could keep the area in mind during future development and part of the CDTR review of nearby projects which may further impact of the bottle-necking. I am willing to speak with Mr. DePalma on this if he would like more information or reasoning as to why eliminating this would potentially be problematic. In this case, it's important to trust the engineering analysis that was done by the state on their property.

Jamie M. Magaldi, PE, MCA
Public Works Director / Tree Warden
Department of Public Works
Town of Wilmington, MA
978-658-4481

From: Paul Alunni <palunni@wilmingtonma.gov>
Sent: Tuesday, October 11, 2022 4:09 PM
To: Jamie Magaldi <jmagaldi@wilmingtonma.gov>
Subject: FW: [EXTERNAL] RE: Clark at Main St Intersection

Paul M. Alunni, PE
Town Engineer
Town of Wilmington
121 Glen Road - Room 7
Wilmington, MA 01887

Phone: 1 978 658 4499
Fax: 978 658 6722

From: Gregg, John E. (DOT) <john.gregg@state.ma.us>
Sent: Tuesday, October 11, 2022 1:21 PM

To: Paul Alunni <palunni@wilmingtonma.gov>
Subject: [EXTERNAL] RE: Clark at Main St Intersection

Hi Paul,

Sorry I missed your message last week.

You are correct that the purpose of the crosshatched area on Route 38 SB is to avoid trapping drivers in the left only lane. Aside from evaluating volumes, capacity and safety of the Clark Street intersection, there were limits on the number of lanes that could be provided within the roadway layout. Ideally, if we had the room, we would have provided two through lanes and a separate left turn lane for Route 38 SB. So, yes, overall, engineering judgment was used to weigh all the factors. I agree the existing striping is appropriate.

I hope this helps.

Regards,

John

John Gregg, P.E. | Traffic Operations Engineer | MassDOT | Highway Division | District 4
519 Appleton Street | Arlington, MA 02476 | p.(857)368-4060 | f.(781)646-5115 | John.Gregg@dot.state.ma.us | www.mass.gov/massdot

From: Paul Alunni <palunni@wilmingtonma.gov>
Sent: Friday, October 7, 2022 10:05 AM
To: Gregg, John E. (DOT) <John.Gregg@dot.state.ma.us>
Subject: Clark at Main St Intersection

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi John,

Hope all is well. Sorry to bother you but I was wondering if you had a minute today or early next week to talk through a request I received from the local Select-Board related to striping at the Main St and Clark St Intersection.

The request is to remove the "bottle neck" along Main Street by eradicating the crosshatch striping in the southbound lane (I attached an aerial of the intersection for reference). Essentially, they asked to remove the single lane merge prior to the dedicated left turn lane onto Clark Street. I explained that the purpose of the crosshatched lane reduction is to minimize driver frustration and confusion by merging through traffic into the appropriate

lane in advance of the dedicated left turn lane. And that the inclusion of a lane reduction is based on an engineering judgement after careful evaluation of traffic volume, patterns, and safety. In my opinion, the existing striping is appropriate.

In any case, I was asked to follow up with someone from D4 and thought you may be the best person to discuss this with.

Thank you,
Paul

Paul M. Alunni, PE
Town Engineer
Town of Wilmington
121 Glen Road - Room 7
Wilmington, MA 01887

Phone: 1 978 658 4499
Fax: 978 658 6722



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER

June 9, 2023

TO: Select Board

RE: Traffic Signals Main Street/Richmond Avenue
and Main Street/Wilmington Crossing

In response to questions about the timing of traffic signals at Richmond Street and Main Street and Wilmington Crossing and Main Street the Board is being provided with the attached operational analysis which was completed by John Gregg, P.E., Traffic Operations Engineer with the Massachusetts Department of Transportation (MassDOT). In short, the analysis concluded that reasonable levels of service (LOS) exist at the intersections that were evaluated but noted that future delays and additional traffic back-ups could occur if changes in lane configuration or signal phasing are implemented in the future.


Jeffrey M. Hull
Town Manager

Attachment

cc: Jamie Magaldi, Public Works Director *(WITHOUT ATTACHMENT)*
Paul Alunni, Town Engineer *(WITHOUT ATTACHMENT)*
Joseph Desmond, Police Chief *(WITHOUT ATTACHMENT)*

From: Gregg, John E. (DOT) [<mailto:john.gregg@state.ma.us>]
Sent: Friday, December 11, 2020 11:00 AM
To: Joseph Desmond <jdesmond@wpd.org>
Cc: Jeffrey Hull <jhull@wilmingtonma.gov>
Subject: [EXTERNAL] Re: Meeting

Hello Chief,

I have finished the operations analysis for Route 38 between Richmond Street and the South Plaza Drive. Please see attached. Most of the focus is on the Wilmington Crossing/North Plaza Driveway, but it covers signal operations and crash data for the other locations as well. It includes four options for improving safety along with a discussion of each. It's general in nature, but hopefully it provides insight as to what may be possible.

Please read through the analysis at your convenience and pass it on to others at the Town as well. If there are any questions, please let me know.

Regards,

John Gregg, P.E. | Traffic Operations Engineer | MassDOT | Highway Division | District 4
519 Appleton Street | Arlington, MA 02476 | p.(857)368-
4060 | John.Gregg@dot.state.ma.us | www.mass.gov/massdot

Wilmington – Main Street (Route 38)

Operations Analysis

1.0 Introduction

Over the last several years, MassDOT has received concerns from local citizens, Town officials and State legislators about operations at the following intersections on Main Street (Route 38) in Wilmington:

- Richmond Street (Route 129)
- Wilmington Crossing/North Plaza Driveway
- South Plaza Driveway

Most recently, concerns have been focused on the Wilmington Crossing/North Plaza Driveway intersection. Vehicle crashes and signal timing for left turns into Wilmington Crossing have been the prevalent issues. Therefore, this operations analysis looks at both conditions and offers possible recommendations to improve overall safety.

2.0 Existing Conditions

This particular section of Route 38 is a north-south roadway under MassDOT control. It is roughly 48 feet in width and consists of two general purpose lanes in each direction and 1-foot to 2-foot shoulders on each side. The posted speed limit is 35 MPH.

The current traffic signal sequence at Wilmington Crossing/North Plaza Driveway consists of the following:

- The first phase allows all movements (left turn, through and right) on Route 38 southbound to occur and is known as a lead phase. During this time, the left turns are considered “protected” since they occur without any conflicts from opposing through traffic.
- This is followed by all movements on Route 38 northbound and southbound. Left turns occurring during this time are considered to be “permitted” as they must wait for gaps in opposing through traffic before executing their turns.
- The next phase has two options:
 - If there is a pedestrian call, all vehicle movements cease and the pedestrian phase is served. This is known as exclusive pedestrian phasing.
 - If there is no pedestrian call, all movements on Route 38 northbound occur. This is known as a lag phase. During this time, the left turns are protected.
- Finally, all movements from Wilmington Crossing and the North Plaza Driveway occur. Left turns are permitted under this phase.

As a further point of clarification, if the pedestrian phase is called, the Route 38 northbound lag phase will not be called until the next cycle. This may cause additional delays for left turning traffic heading northbound or give drivers the impression that the signal is not functioning properly, when, in fact, it is. One of the reasons the phasing has been set up this way is to accommodate coordination between this traffic signal and the one at the South Plaza Driveway. In the past, both signals had also been coordinated with the signal at Richmond Street (Route 129). However, Richmond Street was removed from coordination in July 2017, as it functioned better as an isolated location.

Wilmington – Main Street (Route 38) Operations Analysis

3.0 Traffic Volume Data

MassDOT had originally collected turning movement count (TMC) data in September 2013. TMCs are peak hour volumes that are broken down by left turn, through and right turn movements. The counts were taken during the weekday AM and PM peak hours as well as during the Saturday peak. While the counts are now seven years old, they are the most recent available.

With the current COVID-19 pandemic, 2020 volumes are actually *lower* than the September 2013 volumes. To illustrate this point, MassDOT reviewed nearby daily traffic counts for Route 38. In 2014, the Average Daily Traffic (ADT) was found to be 12,251 vehicles. In 2019, the ADT was determined to be 12,914 vehicles. This corresponds to a positive growth rate of about 1.0% per year. Projecting further to 2020, one would expect the current ADT to be about 13,050 vehicles. However, in District 4, of which Wilmington is a part, current traffic volumes have decreased about 15% from last year. That would result in a 2020 ADT of about 11,050 vehicles. Therefore, the September 2013 volumes would be a conservative representation of current volumes.

3.1 Traffic Signal Analysis

Based on the September 2013 TMCs, a traffic analysis was conducted in 2014 for all three signals utilizing Synchro, a MassDOT-approved analysis tool. The following conditions were analyzed:

- Existing conditions
- Existing conditions with optimized signal timing
- Proposed reconfiguration of Route 38 north and south at the Wilmington Crossing/North Plaza Driveway to provide one left turn only lane and one through/right lane in each direction

Each condition was analyzed for Level of Service (LOS), vehicle delays in seconds and queue lengths (50th and 95th percentiles) in feet. Summary tables of the analysis are included in the Appendix. Highlights of the results are provided below.

3.1.1 Existing Conditions

This condition is based on the current lane configurations and the signal timing that existed prior to 2014.

- Richmond Street (Route 129): The intersection of Main Street and Richmond Street operated at LOS C overall with delays of 32.4, 28.9 and 20.5 seconds during the AM, PM and Saturday peak hours, respectively. Of the individual movements on the Route 38 approaches, Route 38 southbound through movements experienced the longer 95th percentile queue lengths. They were calculated to be 491, 382 and 343 feet for the AM, PM and Saturday peaks, respectively.
- Wilmington Crossing/North Plaza Driveway: The intersection of Main Street and Wilmington Crossing/North Plaza Driveway operated at LOS B overall with delays of 12.5, 17.8 and 17.7 seconds during the AM, PM and Saturday peak hours, respectively. Of the individual movements on the Route 38 approaches, Route 38 southbound (left, through and right) experienced the longer 95th percentile queue lengths. They were calculated to be 285, 315 and 275 feet for the AM, PM and Saturday peaks, respectively.

Wilmington – Main Street (Route 38) Operations Analysis

- South Plaza Driveway: The intersection of Main Street and the South Plaza Driveway operated at LOS A overall during the AM and PM peaks and LOS B overall during the Saturday peak. Delays were 4.7, 8.5 and 11.8 seconds during the AM, PM and Saturday peak hours, respectively. Of the individual movements on the Route 38 approaches, Route 38 southbound (left, through and right) experienced the longer 95th percentile queue lengths during the AM and Saturday peak hours at 225 and 177 feet, respectively. Route 38 northbound (left, through and right) experienced the longer 95th percentile queue length during the PM peak at 203 feet.

To get a feel for impacts of the 95th percentiles queues, it should be noted the distance between the Richmond Street intersection and the Wilmington Crossing/North Plaza Drive intersection is about 735 feet. The distance between the Wilmington Crossing/North Plaza Drive and the South Plaza Drive is about 980 feet. In each of the conditions analyzed above, none of the 95th percentile queues extended into the upstream signalized intersections.

3.1.2 Optimized Signal Timing

This condition is based on the existing lane configurations with timing optimized to reduce overall delays. This represents the current condition in the field.

- Richmond Street (Route 129): The intersection of Main Street and Richmond Street operates at LOS C overall during the AM and PM peak hours and LOS B overall during the Saturday peak. Delays are 31.4, 28.2 and 18.7 seconds during the AM, PM and Saturday peak hours, respectively. Of the individual movements on the Route 38 approaches, Route 38 southbound through movements experienced longer 95th percentile queue lengths during the AM and Saturday peaks at 518 and 394 feet, respectively. Route 38 northbound left turns experience the longer 95th percentile queue length during the PM peak at 432 feet. As a point of reference, the left turn lane is only 90 feet in length, but is contiguous with the inner through lane. So, while queued vehicles extend back into the through lane, they do not spill back into the next intersection.
- Wilmington Crossing/North Plaza Driveway: The intersection of Main Street and Wilmington Crossing/North Plaza Driveway operates at LOS A overall in the AM peak and LOS B overall in the PM and Saturday peaks. Delays are 7.7, 12.1 and 14.5 seconds during the AM, PM and Saturday peak hours, respectively. Of the individual movements on the Route 38 approaches, Route 38 southbound (left, through and right) experienced the longer 95th percentile queue lengths. They were calculated to be 164, 110 and 141 feet for the AM, PM and Saturday peaks, respectively.
- South Plaza Driveway: The intersection of Main Street and the South Plaza Driveway operates at LOS A during the AM and PM peaks, LOS B during the Saturday peak with delays of 2.8, 7.6 and 10.7 seconds during the AM, PM and Saturday peak hours, respectively. Of the individual movements on the Route 38 approaches, Route 38 southbound (left, through and right) experienced the longer 95th percentile queue lengths during the AM peak hour at 72 feet. Route 38 northbound (left, through and right) experienced the longer 95th percentile queue length during the PM and Saturday peaks at 203 and 165 feet, respectively.

When these results are compared to the former condition, there were slight improvements in overall delay for each intersection. However, some of the individual queue lengths on Route 38 increased.

Wilmington – Main Street (Route 38) Operations Analysis

3.1.3 Reconfiguration of Lanes at Wilmington Crossing/North Plaza Driveway

This condition was proposed at the time of the 2014 analysis, but was not implemented in the field. It involved converting the inner lanes on Route 38 north and south to left turn only lanes. The signal phasing on Route 38 was changed to the following:

- The first phase would allow left turns on Route 38 north and south to occur at the same time, known as a lead left turn phase. During this time, the left turns would be protected since they would occur without any conflicts from opposing through traffic.
- This would be followed by all movements on Route 38 northbound and southbound. Left turns occurring during this time would be permitted as they must wait for gaps in opposing through traffic before executing their turns.
- The next phase would be an exclusive pedestrian phase where all vehicle movements cease.
- Finally, all movements from Wilmington Crossing and the North Plaza Driveway would occur. Left turns would be permitted under this phase.

The results of the analysis are discussed below.

- Richmond Street (Route 129): The intersection of Main Street and Richmond Street would operate at LOS C during the AM, PM and Saturday peak hours. Delays would be 33.9, 25.1 and 20.4 seconds during the AM, PM and Saturday peak hours, respectively. Of the individual movements on the Route 38 approaches, Route 38 southbound through movements would experience longer 95th percentile queue lengths during the AM and Saturday peaks at 569 and 394 feet, respectively. Route 38 northbound left turns would experience the longer 95th percentile queue length during the PM peak at 343 feet.
- Wilmington Crossing/North Plaza Driveway: The intersection of Main Street and Wilmington Crossing/North Plaza Driveway would operate at LOS B in the AM peak, LOS C in the PM peak and LOS B in the Saturday peak. Delays would be 14.8, 23.9 and 18.4 seconds during the AM, PM and Saturday peak hours, respectively. Of the individual movements on the Route 38 approaches, Route 38 southbound through/right movements would experience longer 95th percentile queue lengths during the AM and Saturday peaks at 902 and 601 feet, respectively. The queue during the AM peak would extend back into the Richmond Street intersection. Route 38 northbound through/right movements would experience the longer 95th percentile queue length during the PM peak at 799 feet. However, it should be noted that the Route 38 southbound through/right movements would experience a 95th percentile queue of 755 feet during the PM peak, which, again, would extend back into the Richmond Street intersection.
- South Plaza Driveway: The intersection of Main Street and the South Plaza Driveway would operate at LOS A during the AM and PM peaks, LOS B during the Saturday peak with delays of 3.7, 7.3 and 10.6 seconds during the AM, PM and Saturday peak hours, respectively. Of the individual movements on the Route 38 approaches, Route 38 southbound (left, through and right) would experience the longer 95th percentile queue lengths during the AM and Saturday peak hours at 195 and 190 feet, respectively. Route 38 northbound (left, through and right) would experience the longer 95th percentile queue length during the PM peak at 158 feet.

Compared to the current condition in 3.1.2 above, the overall delays would be similar, with only slight variations. However, the queue lengths for individual movements on Route 38 would increase

Wilmington – Main Street (Route 38) Operations Analysis

dramatically at the Wilmington Crossing/North Plaza Driveway intersection, spilling back into the Richmond Street intersection during the AM and PM peak hours.

Despite its shortcomings, it is an option that is available to consider for the future and is discussed further in Section 6.0 below.

4.0 Crash Analysis

As the recent focus has been on the Wilmington Crossing/North Plaza Driveway intersection, MassDOT researched crash data contained in its Crash Data Portal between January 1, 2014 and the present. The results are included in the Appendix and are discussed below.

During this time period, there were eight reported crashes directly at the intersection. Two resulted in injuries. Six were angle crashes (75%) and two were sideswipes. All occurred during daylight hours. Six occurred in clear weather on dry road surfaces.

It is not surprising that most of the crashes were of the angle type. At present, there are no dedicated left turn lanes and, as noted previously, the left turn phasing on Route 38 is protected/permitted. It is likely that most of those angle crashes involved left turns during the permitted phase. Unfortunately, there is no room for additional lanes for left turns on Route 38 due to the limited width of the roadway. It would be possible to convert the inner lanes to left only lanes. However, that would leave one through lane in each direction, which would cause very long queues on Route 38, as noted in the signal analysis above.

While there were only eight reported crashes directly at the Wilmington Crossing/North Plaza Driveway, it should be noted that, in the same time period, there were 287 reported crashes in the corridor from Richmond Street to the South Plaza Driveway. Many of these crashes (69) occurred at the Richmond Street intersection. Fifteen crashes occurred at the South Plaza Driveway. The remainder occurred at or near Bridge Lane and the various driveways in between the signalized intersections. These crash results are also provided in the Appendix.

In addition to the above, it should be noted that crash clusters that are potentially eligible for Highway Safety Improvement Program (HSIP) funding exist at the Richmond Street and Bridge Lane intersections. Data from 2015 to 2017 shows that 25 crashes occurred in the area of Richmond Street and 18 crashes occurred in the area of Bridge Lane. These are both in the Top 5% of crash locations in the Town. For more information, links to MassDOT's Highway Safety and Crash Data pages have been provided in the Appendix.

5.0 Recent Changes to Signal Timing

On November 3, 2020, further timing adjustments were made at the Wilmington Crossing/North Plaza Driveway intersection. The timing for the left turns on Route 38 northbound and southbound was increased to allow more vehicles to be able to turn during the protected phases. In order to balance operations and maintain coordination with the South Plaza Driveway signal, a reduction in timing was made for the through movements.

These timing changes do not necessarily improve safety at the intersection. However, they do provide more time for left turns to complete their movements during the protected left turn phases.

Wilmington – Main Street (Route 38) Operations Analysis

6.0 Potential Options to Improve Safety

The following options could be considered for implementation to improve safety:

- Option A: Reconfigure the lanes on Route 38 at Wilmington Crossing/North Plaza Driveway and provide protected/permitted left turn phasing. The inner lanes would be redesignated as left only lanes and the outer lanes would be for through and right turn movements. This is the option that was part of the 2014 analysis.
- Option B: Reconfigure the lanes on Route 38 at Wilmington Crossing/North Plaza Driveway and provide protected only left turn phasing. Again, the inner lanes would be redesignated as left only lanes and the outer lanes would be for through and right turn movements.
- Option C: Maintain the current lane configuration at Wilmington Crossing/North Plaza Driveway and split the Route 38 northbound and southbound signal phases.
- Option D: Restripe Route 38 from the Richmond Street intersection to the South Plaza Driveway intersection to provide a three-lane cross section. The middle lane would be for left turns only at the signalized intersections and for two-way left turns in between.

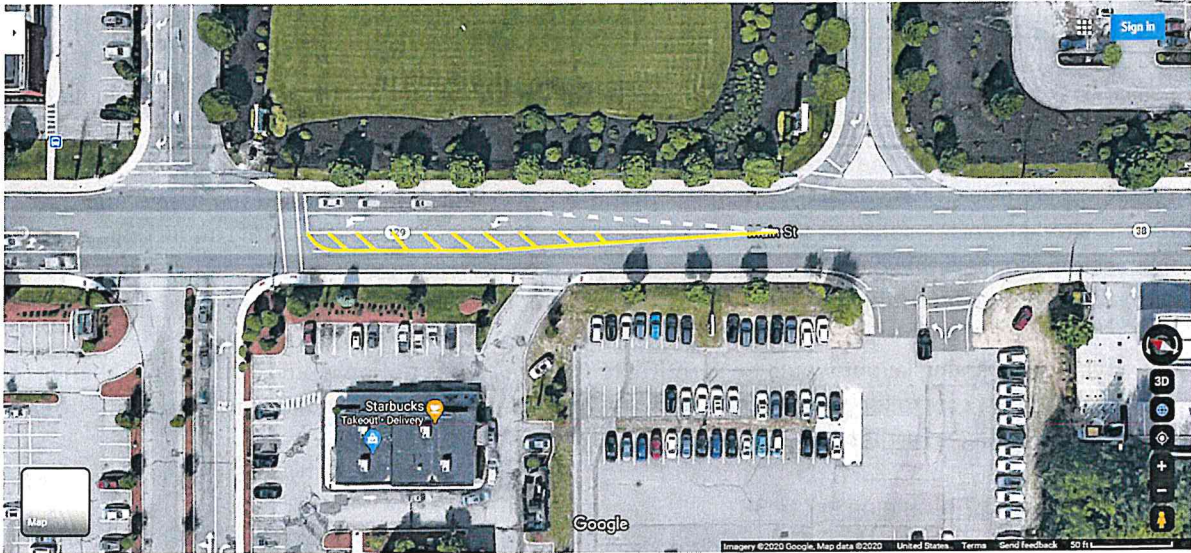
6.1 Option A: Route 38 Lane Reconfiguration; Protected/Permitted Left Turn Phasing

As discussed above, one of the safety improvement options is to reconfigure the lanes at the Wilmington Crossing/North Plaza Driveway to provide one left turn only lane and one through/right lane in each direction. From an operations perspective, the intersection would see minor increases in overall delays, but would see substantial increases in delays and queues for individual movements. From a safety perspective, the frequency of left turn angle crashes should be reduced. There would be fewer conflicts with opposing through vehicles traveling in a single lane rather than two lanes.

Conceptual plans of the pavement markings for this option are shown below.



Wilmington – Main Street (Route 38) Operations Analysis



Note that the left turn lanes do not line up directly across from each other. This could result in visibility issues for left turning vehicles, who would need to inch out into the intersection to view opposing through traffic more clearly.

Beside pavement marking changes, this option would also require changes to signal equipment, controller programming and signing. MassDOT would need to evaluate the extent of the changes further to determine whether they could be implemented in the short term or if they would need to be done under a future project.

An example of this that had been previously implemented is at the intersection of Route 38 and Shawsheen Street in Tewksbury. See image below.



Wilmington – Main Street (Route 38) Operations Analysis

6.2 Option B: Route 38 Lane Reconfiguration; Protected Only Left Turn Phasing

Similar to Option A, the lanes on Route 38 at the Wilmington Crossing/North Plaza Driveway would be reconfigured to provide one left turn only lane and one through/right lane in each direction. The major difference would be that the Route 38 left turn phasing would be protected only. Although this option was not previously studied, MassDOT expects that the LOS would deteriorate and the delays and queue lengths would increase substantially. It is very likely that the queues would severely impact upstream intersections for several hours on a typical weekday. To be certain, however, MassDOT could conduct further analysis to determine the true impacts of this option.

The pavement marking layout would be identical to Option A. This option would also require changes to signal equipment, controller programming and signing. Again, MassDOT would need to evaluate the extent of the changes further.

6.3 Option C: Split Phasing on Route 38

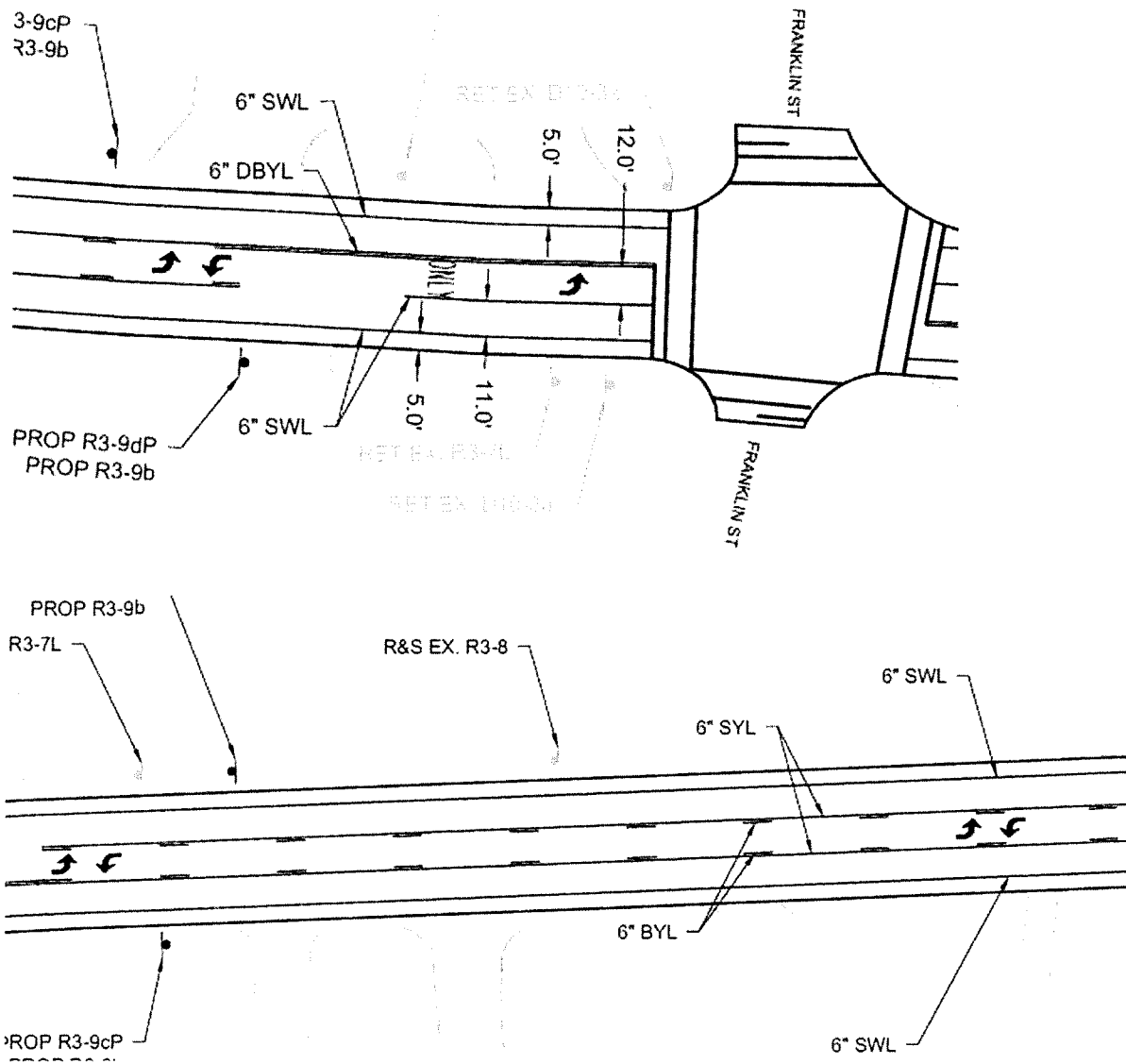
Another option that was not previously studied involves splitting the Route 38 northbound and southbound phases at the Wilmington Crossing/North Plaza Driveway so that each one occurs individually. For example, all movements on Route 38 southbound would occur in one phase with all other traffic stopped. Then all movements on Route 38 northbound would follow, again with all other traffic stopped. In doing so, all of these movements become protected, thereby increasing safety.

There would be no changes to the lane configurations under this option. However, changes to signal equipment and controller programming would be required. While it would be relatively easy to implement, there are major drawbacks to this type of operation. There would be substantial increases in delays on Route 38 that would cause traffic to queue back through the upstream signals. Also, this would be an unexpected traffic pattern for a main street. This type of operation is usually reserved for locations where there are double left turn lanes or where the alignment of the opposing streets causes vehicles to encroach into each other's path of travel. Since there are no double left turn lanes or alignment issues on Route 38, MassDOT does not recommend implementing split phasing for this intersection.

6.4 Option D: Three-Lane Cross Section on Route 38

Under this option, a three-lane cross section would be provided between the intersections of Richmond Street and the South Plaza Driveway. The middle lane would be for left turns only at the signalized intersections and for two-way left turns in between. The cross section would look similar to the images below.

Wilmington – Main Street (Route 38) Operations Analysis



In conjunction with this, the signal equipment, controller programming and signing would need to be changed at all three intersections. The signal phasing could provide for either protected/permitted left turn phasing or for protected left turn phasing only.

This option would require more substantial study before it could be considered. Because of the extent of work involved, implementation could only occur as a long-term option under a future project.

7.0 Summary and Recommendations

Over the last several years, MassDOT has received concerns from local citizens, Town officials and State legislators about operations at three intersections on Main Street (Route 38) in Wilmington. The Town wishes to improve safety specifically at the intersection of Route 38 and Wilmington Crossing/North Plaza Driveway.

Wilmington – Main Street (Route 38) Operations Analysis

An operations analysis has been conducted by MassDOT in which signal operations and crash data were assessed. Analysis of the traffic signal at Wilmington Crossing/North Plaza Driveway and others revealed reasonable levels of service (LOS) of A, B or C depending on the time period. However, it also revealed the potential for further delays and substantial queueing should changes to lane configuration and/or signal phasing be made in the future.

Analysis of the crash data at Wilmington Crossing/North Plaza Driveway revealed that 75% of the crashes are of the angle, which could possibly be reduced with changes to lane configuration and signal phasing. Several options toward this goal have been presented, each with various needs for implementation. Overall, MassDOT recommends Options A and B be explored in more detail to determine if either could be implemented in the short term or if they would need to be considered as part of a future project.

Wilmington – Main Street (Route 38) Operations Analysis

Appendix

- Level of Service and Queue Analysis Tables
- Crash Summaries

Helpful Links

<https://www.mass.gov/highway-safety>

<https://gis.massdot.state.ma.us/topcrashlocations/>

<https://apps.impact.dot.state.ma.us/cdp/home>

**LEVEL OF SERVICE AND QUEUE ANALYSIS
MAIN STREET (ROUTE 38) AT RICHMOND STREET (ROUTE 129)**

Movement	2013 Existing				2013 Design Year with Mitigation			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
<i>Weekday Morning Peak Hour</i>								
Richmond St EB LT/TH	0.89	61.3	E	110/232 ^e	0.87	56.5	E	105/215 ^e
Richmond St EB RT	0.96	47.3	D	313/558 ^e	0.90	34.0	C	295/538 ^e
McDonald's WB LT/TH/RT	0.30	29.2	C	31/62	0.28	28.2	C	29/59
Route 38 NB LT	0.73	19.8	B	91/182	0.65	18.4	B	76/124
Route 38 NB TH/RT	0.20	4.4	A	38/60	0.20	3.7	A	10/36
Route 38 SB LT	0.02	12.9	B	3/12	0.02	14.8	B	3/12
Route 38 SB TH	0.83	30.3	C	290/491 ^e	0.93	43.9	D	304/518 ^e
Route 38 SB RT	0.16	14.2	B	3/40	0.17	16.2	B	6/46
Overall	0.95	32.4	C	--/--	0.97	31.4	C	--/--
<i>Weekday Evening Peak Hour</i>								
Richmond St EB LT/TH	1.13	131.7	F	156/289 ^e	0.88	52.2	D	127/254 ^e
Richmond St EB RT	0.82	20.9	C	237/342	0.77	17.6	B	219/367
McDonald's WB LT/TH/RT	0.46	28.6	C	46/100	0.30	24.4	C	43/90
Route 38 NB LT	0.86	18.3	B	100/276	0.96	45.7	D	216/432 ^e
Route 38 NB TH/RT	0.50	5.4	A	88/176	0.54	9.2	A	80/296
Route 38 SB LT	0.06	20.2	C	5/21	0.07	21.5	C	5/19
Route 38 SB TH	0.76	34.8	C	195/382 ^e	0.81	39.9	D	194/346 ^e
Route 38 SB RT	0.11	20.5	C	0/46	0.11	21.6	C	0/43
Overall	0.97	28.9	C	--/--	1.07	28.2	C	--/--
<i>Saturday Midday Peak Hour</i>								
Richmond St EB LT/TH	0.80	53.5	D	61/159 ^e	0.78	51.1	D	61/165 ^e
Richmond St EB RT	0.74	25.9	C	159/266	0.66	19.7	B	145/261
McDonald's WB LT/TH/RT	0.52	31.5	C	56/112	0.51	31.2	C	57/115
Route 38 NB LT	0.75	23.8	C	145/202	0.66	14.8	B	84/163
Route 38 NB TH/RT	0.46	6.1	A	98/175	0.47	5.1	A	106/134
Route 38 SB LT	0.02	11.3	B	2/11	0.03	14.7	B	3/12
Route 38 SB TH	0.61	18.8	B	208/343 ^e	0.72	26.2	C	233/394 ^e
Route 38 SB RT	0.08	11.7	B	0/31	0.08	15.0	B	0/33
Overall	0.82	20.5	C	--/--	0.73	18.7	B	--/--

See notes at end of table.

**LEVEL OF SERVICE AND QUEUE ANALYSIS
MAIN STREET (ROUTE 38) AT WILMINGTON PLAZA NORTH DRIVEWAY**

Movement	2013 Existing				2013 Design Year with Mitigation			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
<i>Weekday Morning Peak Hour</i>								
Wilmington Crossing EB LT/TH	0.51	38.1	D	22/35	0.51	38.1	D	22/35
Wilmington Crossing EB RT	0.00	30.0	C	0/0	0.00	30.0	C	0/0
Wilmington Plaza WB LT/TH	0.45	37.8	D	18/31	0.45	37.8	D	18/31
Wilmington Plaza WB RT	0.03	17.4	B	0/0	0.03	30.2	C	0/11
Route 38 NB LT/TH/RT	0.54	15.4	B	100/87	0.30	3.8	A	31/54
Route 38 SB LT/TH/RT	0.66	9.3	A	188/285	0.64	6.7	A	128/164 ^m
Overall	0.66	12.5	B	--/--	0.63	7.7	A	--/--
<i>Weekday Evening Peak Hour</i>								
Wilmington Crossing EB LT/TH	0.80	67.1	E	43/104 ^e	0.83	74.5	E	43/113 ^e
Wilmington Crossing EB RT	0.03	28.4	C	0/0	0.03	28.6	C	0/21
Wilmington Plaza WB LT/TH	0.41	35.6	D	21/53	0.42	35.8	D	21/53
Wilmington Plaza WB RT	0.24	23.6	C	32/95	0.32	30.5	C	20/76
Route 38 NB LT/TH/RT	0.77	14.3	B	89/168	0.54	4.0	A	76/96
Route 38 SB LT/TH/RT	0.79	15.2	B	240/315 ^e	0.79	9.8	A	111/110
Overall	0.82	17.8	B	--/--	0.79	12.1	B	--/--
<i>Saturday Midday Peak Hour</i>								
Wilmington Crossing EB LT/TH	0.75	52.8	D	51/96	0.79	58.6	E	51/116 ^e
Wilmington Crossing EB RT	0.04	27.1	C	0/0	0.04	32.5	C	0/0
Wilmington Plaza WB LT/TH	0.69	45.7	D	48/81	0.72	48.6	D	48/85
Wilmington Plaza WB RT	0.17	17.4	B	9/46	0.28	29.0	C	15/51
Route 38 NB LT/TH/RT	0.77	18.5	B	105/100	0.50	8.7	A	106/101
Route 38 SB LT/TH/RT	0.70	11.1	B	151/275 ^e	0.71	7.3	A	83/141
Overall	0.75	17.7	B	--/--	0.77	14.5	B	--/--

See notes at end of table.

**LEVEL OF SERVICE AND QUEUE ANALYSIS
MAIN STREET (ROUTE 38) AT WILMINGTON PLAZA SOUTH DRIVEWAY**

Movement	2013 Existing				2013 Design Year with Mitigation			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
<i>Weekday Morning Peak Hour</i>								
Walgreens EB LT/TH/RT	0.08	35.6	D	4/7	0.08	35.6	D	4/7
Wilmington Plaza WB LT	0.55	40.1	D	25/51	0.55	40.1	D	25/51
Wilmington Plaza WB TH/RT	0.00	35.4	D	0/0	0.00	35.4	D	0/0
Route 38 NB LT/TH/RT	0.27	2.0	A	32/55	0.27	2.0	A	31/54
Route 38 SB LT/TH/RT	0.48	4.5	A	76/225	0.48	1.4	A	18/72
Overall	0.49	4.7	A	--/--	0.49	2.8	A	--/--
<i>Weekday Evening Peak Hour</i>								
Walgreens EB LT/TH/RT	0.16	30.6	C	14/28	0.16	30.6	C	14/28
Wilmington Plaza WB LT	0.67	38.9	D	66/114	0.67	38.9	D	66/114
Wilmington Plaza WB TH/RT	0.05	30.0	C	4/23	0.05	30.0	C	4/23
Route 38 NB LT/TH/RT	0.56	5.7	A	110/203	0.56	5.7	A	110/203
Route 38 SB LT/TH/RT	0.41	5.9	A	139/107	0.41	3.6	A	52/73
Overall	0.57	8.5	A	--/--	0.57	7.6	A	--/--
<i>Saturday Midday Peak Hour</i>								
Walgreens EB LT/TH/RT	0.09	25.6	C	12/24	0.09	25.6	C	12/24
Wilmington Plaza WB LT	0.72	35.8	D	107/153	0.72	35.8	D	107/153
Wilmington Plaza WB TH/RT	0.04	25.3	C	2/23	0.04	25.3	C	2/23
Route 38 NB LT/TH/RT	0.49	7.5	A	98/165	0.49	7.5	A	98/165
Route 38 SB LT/TH/RT	0.45	9.6	A	141/177	0.45	6.6	A	146/130
Overall	0.55	11.8	B	--/--	0.55	10.7	B	--/--

^a Volume to Capacity ratio.

^b Delay in Seconds.

^c Level-of-Service.

^d Queue Length in Feet.

^e 95th Percentile Volume Exceeds Capacity, Queue May be Longer.

^f Volume Exceeds Capacity, Queue is Theoretically Infinite.

^m Volume for 95th percentile queue is metered by upstream signal.

**LEVEL OF SERVICE AND QUEUE ANALYSIS
MAIN STREET (ROUTE 38) AT RICHMOND STREET (ROUTE 129)**

Movement	2013 Existing				2014 Design Year with Mitigation			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
<i>Weekday Morning Peak Hour</i>								
Richmond St EB LT/TH	0.89	61.3	E	110/232 ^e	0.83	52.7	D	117/211 ^e
Richmond St EB RT	0.96	47.3	D	313/558 ^e	0.93	41.2	D	330/579 ^e
McDonald's WB LT/TH/RT	0.30	29.2	C	31/62	0.26	30.6	C	33/62
Route 38 NB LT	0.73	19.8	B	91/182	0.72	33.8	C	140/233 ^e
Route 38 NB TH/RT	0.20	4.4	A	38/60	0.20	1.4	A	41/72
Route 38 SB LT	0.02	12.9	B	3/12	0.02	15.2	B	3/14
Route 38 SB TH	0.83	30.3	C	290/491 ^e	0.87	37.0	D	348/569 ^e
Route 38 SB RT	0.16	14.2	B	3/40	0.19	16.9	B	14/59
Overall	0.95	32.4	C	--/--	0.95	33.9	C	--/--
<i>Weekday Evening Peak Hour</i>								
Richmond St EB LT/TH	1.13	131.7	F	156/289 ^e	0.94	69.6	E	144/277 ^e
Richmond St EB RT	0.82	20.9	C	237/342	0.73	15.7	B	231/412
McDonald's WB LT/TH/RT	0.46	28.6	C	46/100	0.33	28.2	C	48/99
Route 38 NB LT	0.86	18.3	B	100/276	0.83	23.7	C	241/343 sm
Route 38 NB TH/RT	0.50	5.4	A	88/176	0.53	6.1	A	130/156 ^m
Route 38 SB LT	0.06	20.2	C	5/21	0.14	25.2	C	6/22
Route 38 SB TH	0.76	34.8	C	195/382 ^e	0.86	45.6	D	219/326 ^e
Route 38 SB RT	0.11	20.5	C	0/46	0.11	24.8	C	0/43
Overall	0.97	28.9	C	--/--	0.89	25.1	C	--/--
<i>Saturday Midday Peak Hour</i>								
Richmond St EB LT/TH	0.80	53.5	D	61/159 ^e	0.79	52.8	D	64/131 ^e
Richmond St EB RT	0.74	25.9	C	159/266	0.59	14.5	B	145/261
McDonald's WB LT/TH/RT	0.52	31.5	C	56/112	0.51	31.2	C	58/104
Route 38 NB LT	0.75	23.8	C	145/202	0.62	14.5	B	64/188
Route 38 NB TH/RT	0.46	6.1	A	98/175	0.46	5.4	A	94/189
Route 38 SB LT	0.02	11.3	B	2/11	0.04	18.3	B	3/12
Route 38 SB TH	0.61	18.8	B	208/343 ^e	0.88	39.4	D	233/394 ^e
Route 38 SB RT	0.08	11.7	B	0/31	0.08	18.5	B	0/33
Overall	0.82	20.5	C	--/--	0.76	20.4	C	--/--

See notes at end of table.

**LEVEL OF SERVICE AND QUEUE ANALYSIS
MAIN STREET (ROUTE 38) AT WILMINGTON PLAZA NORTH DRIVEWAY**

Movement	2013 Existing				2014 Design Year with Mitigation			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
<i>Weekday Morning Peak Hour</i>								
Wilmington Crossing EB LT/TH	0.51	38.1	D	22/35	0.63	54.8	D	26/40
Wilmington Crossing EB RT	0.00	30.0	C	0/0	0.00	38.1	D	0/0
Wilmington Plaza WB LT/TH	0.45	37.8	D	18/31	0.51	44.8	D	21/35
Wilmington Plaza WB RT	0.03	17.4	B	0/0	0.03	37.2	D	0/12
Route 38 NB LT/TH/RT	0.54	15.4	B	100/87	--	--	--	--
Route 38 SB LT/TH/RT	0.66	9.3	A	188/285	--	--	--	--
Route 38 NB LT	--	--	--	--	0.22	18.1	B	3/2
Route 38 NB TH/RT	--	--	--	--	0.47	6.6	A	145/207
Route 38 SB LT	--	--	--	--	0.17	2.3	A	4/7 ^m
Route 38 SB TH/RT	--	--	--	--	0.94	16.4	B	437/902 ^{em}
Overall	0.66	12.5	B	--/--	0.89	14.8	B	--/--
<i>Weekday Evening Peak Hour</i>								
Wilmington Crossing EB LT/TH	0.80	67.1	E	43/104 ^e	0.82	76.8	E	49/112 ^e
Wilmington Crossing EB RT	0.03	28.4	C	0/0	0.03	33.5	C	0/25
Wilmington Plaza WB LT/TH	0.41	35.6	D	21/53	0.41	40.1	D	24/58
Wilmington Plaza WB RT	0.24	23.6	C	32/95	0.41	33.4	C	41/107
Route 38 NB LT/TH/RT	0.77	14.3	B	89/168	--	--	--	--
Route 38 SB LT/TH/RT	0.79	15.2	B	240/315 ^e	--	--	--	--
Route 38 NB LT	--	--	--	--	0.19	5.9	A	1/3 ^m
Route 38 NB TH/RT	--	--	--	--	0.92	22.8	C	534/799 ^e
Route 38 SB LT	--	--	--	--	0.78	32.6	C	62/142 ^{em}
Route 38 SB TH/RT	--	--	--	--	0.83	16.0	B	432/755 ^e
Overall	0.82	17.8	B	--/--	0.90	23.9	C	--/--
<i>Saturday Midday Peak Hour</i>								
Wilmington Crossing EB LT/TH	0.75	52.8	D	51/96	0.77	56.5	E	51/98
Wilmington Crossing EB RT	0.04	27.1	C	0/0	0.04	32.4	C	0/0
Wilmington Plaza WB LT/TH	0.69	45.7	D	48/81	0.71	48.2	D	48/82
Wilmington Plaza WB RT	0.17	17.4	B	9/46	0.25	26.5	C	14/49
Route 38 NB LT/TH/RT	0.77	18.5	B	105/100	--	--	--	--
Route 38 SB LT/TH/RT	0.70	11.1	B	151/275 ^e	--	--	--	--
Route 38 NB LT	--	--	--	--	0.19	5.0	A	6/4 ^m
Route 38 NB TH/RT	--	--	--	--	0.71	13.0	B	231/281
Route 38 SB LT	--	--	--	--	0.67	13.1	B	32/91 ^{em}
Route 38 SB TH/RT	--	--	--	--	0.77	14.2	B	304/601 ^e
Overall	0.75	17.7	B	--/--	0.80	18.4	B	--/--

See notes at end of table.

**LEVEL OF SERVICE AND QUEUE ANALYSIS
MAIN STREET (ROUTE 38) AT WILMINGTON PLAZA SOUTH DRIVEWAY**

Movement	2013 Existing				2013 Design Year with Mitigation			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
<i>Weekday Morning Peak Hour</i>								
Walgreens EB LT/TH/RT	0.08	35.6	D	4/7	0.07	20.1	C	2/4
Wilmington Plaza WB LT	0.55	40.1	D	25/51	0.46	21.5	C	12/30
Wilmington Plaza WB TH/RT	0.00	35.4	D	0/0	0.00	19.9	B	0/0
Route 38 NB LT/TH/RT	0.27	2.0	A	32/55	0.30	2.6	A	0/52
Route 38 SB LT/TH/RT	0.48	4.5	A	76/225	0.55	3.4	A	0/195 ^m
Overall	0.49	4.7	A	--/--	0.54	3.7	A	--/--
<i>Weekday Evening Peak Hour</i>								
Walgreens EB LT/TH/RT	0.16	30.6	C	14/28	0.15	16.7	B	7/19
Wilmington Plaza WB LT	0.67	38.9	D	66/114	0.68	25.0	C	33/71
Wilmington Plaza WB TH/RT	0.05	30.0	C	4/23	0.04	16.3	B	2/15
Route 38 NB LT/TH/RT	0.56	5.7	A	110/203	0.65	7.0	A	85/158
Route 38 SB LT/TH/RT	0.41	5.9	A	139/107	0.48	4.3	A	77/151 ^m
Overall	0.57	8.5	A	--/--	0.65	7.3	A	--/--
<i>Saturday Midday Peak Hour</i>								
Walgreens EB LT/TH/RT	0.09	25.6	C	12/24	0.10	13.4	B	5/14
Wilmington Plaza WB LT	0.72	35.8	D	107/153	0.88	41.4	D	46/106 ^e
Wilmington Plaza WB TH/RT	0.04	25.3	C	2/23	0.04	13.2	B	1/15
Route 38 NB LT/TH/RT	0.49	7.5	A	98/165	0.57	7.1	A	60/106
Route 38 SB LT/TH/RT	0.45	9.6	A	141/177	0.53	6.8	A	86/190
Overall	0.55	11.8	B	--/--	0.65	10.6	B	--/--

^a Volume to Capacity ratio.

^b Delay in Seconds.

^c Level-of-Service.

^d Queue Length in Feet.

^e 95th Percentile Volume Exceeds Capacity, Queue May be Longer.

^f Volume Exceeds Capacity, Queue is Theoretically Infinite.

^m Volume for 95th percentile queue is metered by upstream signal.

WILMINGTON - ROUTE 38 BETWEEN RICHMOND STREET AND SOUTH PLAZA DRIVEWAY
CRASH DATA - JANUARY 2014 TO NOVEMBER 2020

Crash Number	City/Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Weather Conditions	Latitude	Longitude
382700	WILMINGTON	7/18/2014	Non-Fatal Injury	4:55 PM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Dark - roadway not lighted	Rear-end	Snow	Snow/Blowing sand, snow	42.554808104	-71.18195861
382737	WILMINGTON	3/18/2014	Property damage only (none injured)	2:10 PM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Sideways, same direction	Dry	Clear	42.554808104	-71.18020952
382740	WILMINGTON	4/15/2014	Property damage only (none injured)	8:57 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.5549798	-71.18031824
382741	WILMINGTON	4/23/2014	Property damage only (none injured)	4:01 PM	Non-Fatal Injury	3	Collision with motor vehicle in traffic	Daylight	Single vehicle crash	Wet	Cloudy/Rain	42.554808104	-71.18195861
382749	WILMINGTON	3/9/2014	Property damage only (none injured)	2:28 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Sideways, same direction	Dry	Clear	42.554808104	-71.18020952
382750	WILMINGTON	3/17/2014	Non-Fatal Injury	6:29 PM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Dry	Clear	42.5549798	-71.18020952
382815	WILMINGTON	5/16/2014	Property damage only (none injured)	8:27 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideways, same direction	Dry	Clear	42.5480711	-71.1813083
382816	WILMINGTON	2/8/2014	Non-Fatal Injury - Non-incapacitating	1:56 PM	Non-Fatal Injury - Non-incapacitating	2	Collision with parked motor vehicle	Dark - lighted roadway	Sideways, same direction	Dry	Clear	42.5549798	-71.18020952
384561	WILMINGTON	6/5/2014	Property damage only (none injured)	11:09 PM	Non-Fatal Injury	1	Collision with ditch	Daylight	Single vehicle crash	Wet	Rain	42.554808104	-71.18195861
386678	WILMINGTON	6/7/2014	Property damage only (none injured)	3:52 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear	42.5549798	-71.18020952
386730	WILMINGTON	6/10/2014	Not Reported	9:56 AM	Not Applicable	1	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear	42.554808104	-71.18020952
387353	WILMINGTON	7/17/2014	Non-Fatal Injury	9:13 PM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Rain	42.5549798	-71.18195861
387418	WILMINGTON	7/10/2014	Property damage only (none injured)	10:45 AM	Non-Fatal Injury	3	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Cloudy	42.554808104	-71.18020952
390133	WILMINGTON	7/27/2014	Non-Fatal Injury - Possible	1:08 PM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.554808104	-71.18020952
390135	WILMINGTON	7/29/2014	Non-Fatal Injury	1:46 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear/Cloudy	42.554808104	-71.18195861
390140	WILMINGTON	7/31/2014	Non-Fatal Injury - Possible	6:52 AM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.554808104	-71.18195861
390228	WILMINGTON	7/31/2014	Property damage only (none injured)	8:38 AM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.554808104	-71.18195861
394170	WILMINGTON	8/25/2014	Property damage only (none injured)	10:33 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.554808104	-71.18020952
394171	WILMINGTON	8/25/2014	Property damage only (none injured)	10:43 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.554808104	-71.18020952
396482	WILMINGTON	9/25/2014	Property damage only (none injured)	8:29 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.554808104	-71.18020952
396483	WILMINGTON	9/25/2014	Property damage only (none injured)	10:12 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.554808104	-71.18020952
396484	WILMINGTON	9/25/2014	Property damage only (none injured)	8:50 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Other	Dry	Clear	42.554808104	-71.18020952
396485	WILMINGTON	9/27/2014	Property damage only (none injured)	8:50 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Other	Dry	Clear	42.554808104	-71.18020952
396486	WILMINGTON	9/27/2014	Property damage only (none injured)	8:50 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Other	Dry	Clear	42.554808104	-71.18020952
396487	WILMINGTON	9/27/2014	Property damage only (none injured)	8:50 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Other	Dry	Clear	42.554808104	-71.18020952
396488	WILMINGTON	11/16/2014	Property damage only (none injured)	4:29 PM	Non-Fatal Injury - Non-incapacitating	1	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Cloudy	42.554808104	-71.18195861
397268	WILMINGTON	11/16/2014	Property damage only (none injured)	4:51 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Rain	42.554808104	-71.18195861
397270	WILMINGTON	11/16/2014	Property damage only (none injured)	5:43 PM	Non-Fatal Injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Rain	42.554808104	-71.18195861
397620	WILMINGTON	11/10/2014	Non-Fatal Injury	1:50 AM	Non-Fatal Injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Rain	42.554808104	-71.18195861
397628	WILMINGTON	11/29/2014	Property damage only (none injured)	12:49 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5578774	-71.18195861
398153	WILMINGTON	12/12/2014	Non-Fatal Injury	6:28 PM	Non-Fatal Injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Cloudy	42.5578774	-71.18195861
398154	WILMINGTON	12/12/2014	Non-Fatal Injury	6:28 PM	Non-Fatal Injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Cloudy	42.5578774	-71.18195861
398246	WILMINGTON	12/12/2014	Non-Fatal Injury	6:28 PM	Non-Fatal Injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Cloudy	42.5578774	-71.18195861
398247	WILMINGTON	12/12/2014	Non-Fatal Injury	6:28 PM	Non-Fatal Injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Cloudy	42.5578774	-71.18195861
399240	WILMINGTON	1/6/2015	Property damage only (none injured)	4:11 PM	Non-Fatal Injury - Possible	3	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Cloudy/Rain	42.554808104	-71.18020952
399347	WILMINGTON	1/7/2015	Non-Fatal Injury - Possible	6:39 PM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Unknown	Clear	42.554808104	-71.18020952
399348	WILMINGTON	1/8/2015	Property damage only (none injured)	2:49 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.5574773	-71.18175405
399349	WILMINGTON	1/8/2015	Property damage only (none injured)	10:13 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Rain/Cloudy	42.554808104	-71.18195861
401586	WILMINGTON	7/14/2015	Property damage only (none injured)	12:14 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Cloudy	42.554808104	-71.18195861
402885	WILMINGTON	7/23/2015	Property damage only (none injured)	5:52 AM	Non-Fatal Injury	3	Collision with motor vehicle in traffic	Down	Head-on	Ice	Clear	42.554808104	-71.18020952
402890	WILMINGTON	7/25/2015	Property damage only (none injured)	10:26 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear	42.554808104	-71.18020952
402895	WILMINGTON	9/4/2015	Property damage only (none injured)	6:50 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideways, opposite direction	Wet	Snow	42.5572723	-71.18175405
402135	WILMINGTON	2/22/2015	Non-Fatal Injury - Possible	9:11 PM	Non-Fatal Injury - Possible	3	Collision with motor vehicle in traffic	Dark - lighted roadway	Head-on	Ice	Cloudy	42.5582168	-71.18170256
403230	WILMINGTON	4/10/2015	Non-Fatal Injury - Possible	4:47 PM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Wet	Cloudy	42.5582168	-71.18170256
403231	WILMINGTON	4/15/2015	Property damage only (none injured)	11:25 AM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5582168	-71.18170256
403262	WILMINGTON	4/15/2015	Property damage only (none injured)	4:11 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Head-on	Wet	Clear	42.5582168	-71.18170256
403769	WILMINGTON	4/27/2015	Property damage only (none injured)	6:23 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Head-on	Wet	Clear	42.5582168	-71.18170256
404594	WILMINGTON	5/14/2015	Non-Fatal Injury - Non-incapacitating	11:54 AM	Non-Fatal Injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.554808104	-71.18195861
404595	WILMINGTON	5/14/2015	Non-Fatal Injury - Non-incapacitating	8:16 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Single vehicle crash	Dry	Clear	42.554808104	-71.18020952
405841	WILMINGTON	6/11/2015	Non-Fatal Injury - Possible	7:19 AM	Non-Fatal Injury - Possible	1	Collision with tree	Daylight	Single vehicle crash	Dry	Clear	42.5582168	-71.18170256
405842	WILMINGTON	6/11/2015	Non-Fatal Injury - Possible	7:23 PM	Non-Fatal Injury - Possible	1	Collision with tree	Daylight	Single vehicle crash	Dry	Clear	42.5582168	-71.18170256
405843	WILMINGTON	6/25/2015	Non-Fatal Injury - Non-incapacitating	11:40 AM	Non-Fatal Injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear/Cloudy	42.55392459	-71.17966607
407903	WILMINGTON	7/27/2015	Non-Fatal Injury	5:38 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Rain	42.554808104	-71.18195861
407925	WILMINGTON	8/7/2015	Non-Fatal Injury - Possible	10:25 AM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear	42.5582168	-71.18195861
407959	WILMINGTON	7/29/2015	Non-Fatal Injury	6:29 PM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Rain/Cloudy	42.5582168	-71.18195861
408302	WILMINGTON	8/28/2015	Property damage only (none injured)	6:58 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5582168	-71.18195861
408303	WILMINGTON	9/14/2015	Property damage only (none injured)	11:25 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5582168	-71.18195861
408304	WILMINGTON	9/14/2015	Property damage only (none injured)	11:25 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5582168	-71.18195861
408314	WILMINGTON	9/17/2015	Property damage only (none injured)	5:10 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear/Cloudy	42.5572723	-71.18175405
409455	WILMINGTON	9/17/2015	Property damage only (none injured)	4:58 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Rain	42.554808104	-71.18020952
409456	WILMINGTON	9/24/2015	Property damage only (none injured)	11:16 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.5582168	-71.18195861
4104218	WILMINGTON	10/22/2015	Property damage only (none injured)	6:25 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.5582168	-71.18195861
4107419	WILMINGTON	10/28/2015	Non-Fatal Injury - Incapacitating	9:35 AM	Non-Fatal Injury - Incapacitating	2	Collision with motor vehicle in traffic	Daylight	Single vehicle crash	Wet	Clear	42.554808104	-71.18020952
411893	WILMINGTON	11/13/2015	Non-Fatal Injury - Incapacitating	9:35 AM	Non-Fatal Injury - Incapacitating	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.554808104	-71.18195861
4130668	WILMINGTON	11/27/2015	Property damage only (none injured)	5:18 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear	42.554808104	-71.18195861
4130669	WILMINGTON	12/20/2015	Property damage only (none injured)	9:48 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear	42.554808104	-71.18195861
4127106	WILMINGTON	12/20/2015	Property damage only (none injured)	12:35 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear/Unknown	42.554808104	-71.18195861
4127115	WILMINGTON	12/24/2015	Non-Fatal Injury - Possible	1:59 PM	Non-Fatal Injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Wet	Cloudy	42.554808104	-71.18020952
412928	WILMINGTON	1/5/2016	Property damage only (none injured)	8:42 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5582168	-71.18195861
4130720	WILMINGTON	1/13/2016	Property damage only (none injured)	9:43 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5582168	-71.18195861
4141210	WILMINGTON	1/13/2016	Property damage only (none injured)	1:00 PM	Non-Fatal Injury	1	Collision with parked motor vehicle	Daylight	Unknown	Dry	Clear	42.554808104	-71.18020952
4141228	WILMINGTON	1/22/2016	Property damage only (none injured)	2:23 PM	Non-Fatal Injury	1	Collision with parked motor vehicle	Daylight	Unknown	Dry	Clear	42.554808104	-71.18020952
4141229	WILMINGTON	1/23/2016	Property damage only (none injured)	10:48 AM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Cloudy	42.554808104	-71.18020952
4149337	WILMINGTON	1/28/2016	Property damage only (none injured)	2:23 PM	Non-Fatal Injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.554808104	-71.18020952
4149338	WILMINGTON	2/1/2016											

WILMINGTON - ROUTE 38 BETWEEN RICHMOND STREET AND SOUTH PLAZA DRIVEWAY
 CRASH DATA - JANUARY 2014 TO NOVEMBER 2020

Crash Number	City/Town Name	Crash Date	Crash Severity	Crash Description	Crash Time	Max Injury Severity Reported	Number of Vehicles	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Weather Conditions	Latitude	Longitude
4795008	WILMINGTON	12/3/2019	Property damage only (none injured)	4:22 PM (No Apparent Injury (C))	4:22 PM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Cloudy	42.5517085	-71.1802626	
4812685	WILMINGTON	12/23/2019	Property damage only (none injured)	3:39 PM (No Apparent Injury (C))	3:39 PM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Cloudy	42.5507093	-71.1803249	
4812686	WILMINGTON	12/23/2019	Property damage only (none injured)	4:05 PM (No Apparent Injury (C))	4:05 PM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Dark	Head-on	Dry	Clear	42.5548128	-71.1802846	
4815560	WILMINGTON	1/7/2020	Property damage only (none injured)	1:28 AM (No Apparent Injury (C))	1:28 AM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Dark	Head-on	Wet	Clear	42.5517085	-71.18174896	
4815561	WILMINGTON	1/7/2020	Property damage only (none injured)	3:08 PM (No Apparent Injury (C))	3:08 PM (No Apparent Injury (C))	1	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5517085	-71.1802846	
4815562	WILMINGTON	1/7/2020	Property damage only (none injured)	6:48 PM (No Apparent Injury (C))	6:48 PM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Sidewalks, same direction	Dry	Clear	42.5548128	-71.1802846	
4827458	WILMINGTON	1/29/2020	Property damage only (none injured)	3:08 PM (No Apparent Injury (C))	3:08 PM (No Apparent Injury (C))	2	Collision with motor vehicle	Dark - lighted roadway	Angle	Dry	Clear	42.5548128	-71.1802846	
4827459	WILMINGTON	1/29/2020	Property damage only (none injured)	6:57 AM (Possible Injury (C))	6:57 AM (Possible Injury (C))	1	Collision with motor vehicle	Daylight	Angle	Dry	Clear	42.5548128	-71.1802846	
4836119	WILMINGTON	3/5/2020	Property damage only (none injured)	8:16 PM (No Apparent Injury (C))	8:16 PM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.5517085	-71.1802626	
4836065	WILMINGTON	7/19/2020	Property damage only (none injured)	6:38 PM (No Apparent Injury (C))	6:38 PM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.5517085	-71.1802626	
4851117	WILMINGTON	4/12/2020	Property damage only (none injured)	6:49 PM (Possible Injury (C))	6:49 PM (Possible Injury (C))	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear/Unknown	42.5517085	-71.1802626	
4851123	WILMINGTON	4/12/2020	Non-fatal injury	12:43 PM (Suspected Minor Injury (B))	12:43 PM (Suspected Minor Injury (B))	3	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear/Unknown	42.5547533	-71.1812489	
4851124	WILMINGTON	4/12/2020	Property damage only (none injured)	4:28 PM (No Apparent Injury (C))	4:28 PM (No Apparent Injury (C))	3	Collision with parked motor vehicle	Daylight	Angle	Dry	Clear	42.5547533	-71.1802626	
4851125	WILMINGTON	6/17/2020	Property damage only (none injured)	12:39 PM (No Apparent Injury (C))	12:39 PM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5548128	-71.1802846	
4851126	WILMINGTON	6/17/2020	Property damage only (none injured)	12:39 PM (Suspected Minor Injury (B))	12:39 PM (Suspected Minor Injury (B))	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5548128	-71.1802846	
4851127	WILMINGTON	6/17/2020	Non-fatal injury	6:43 PM (No Apparent Injury (C))	6:43 PM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5548128	-71.1802846	
4851128	WILMINGTON	6/17/2020	Property damage only (none injured)	5:50 PM (Possible Injury (C))	5:50 PM (Possible Injury (C))	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5548128	-71.1802846	
4851129	WILMINGTON	8/11/2020	Property damage only (none injured)	10:05 PM (No Apparent Injury (C))	10:05 PM (No Apparent Injury (C))	1	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.5547533	-71.1812489	
4851130	WILMINGTON	8/11/2020	Property damage only (none injured)	12:23 PM (Possible Injury (C))	12:23 PM (Possible Injury (C))	1	Collision with other light pole or other post/support	Daylight	Angle	Dry	Clear	42.5547533	-71.1812489	
4860024	WILMINGTON	8/21/2020	Property damage only (none injured)	2:58 PM (No Apparent Injury (C))	2:58 PM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear	42.5547533	-71.1812489	
4860025	WILMINGTON	8/21/2020	Property damage only (none injured)	12:11 PM (Suspected Minor Injury (B))	12:11 PM (Suspected Minor Injury (B))	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear	42.5547533	-71.1812489	
4860026	WILMINGTON	8/27/2020	Property damage only (none injured)	12:19 PM (Possible Injury (C))	12:19 PM (Possible Injury (C))	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Clear	42.5547533	-71.1812489	
4860027	WILMINGTON	9/9/2020	Non-fatal injury	7:27 PM (Possible Injury (C))	7:27 PM (Possible Injury (C))	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Clear	42.5547533	-71.1812489	
4860028	WILMINGTON	10/2/2020	Property damage only (none injured)	8:18 PM (No Apparent Injury (C))	8:18 PM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5547533	-71.1812489	
4860029	WILMINGTON	10/2/2020	Property damage only (none injured)	12:43 AM (No Apparent Injury (C))	12:43 AM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5547533	-71.1812489	
4860030	WILMINGTON	10/2/2020	Property damage only (none injured)	11:07 AM (No Apparent Injury (C))	11:07 AM (No Apparent Injury (C))	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5547533	-71.1812489	
4860031	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860032	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860033	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860034	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860035	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860036	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860037	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860038	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860039	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860040	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860041	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860042	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860043	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860044	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860045	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860046	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860047	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860048	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860049	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860050	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860051	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860052	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860053	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860054	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860055	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860056	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860057	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860058	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860059	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860060	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860061	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860062	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860063	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860064	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860065	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860066	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860067	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860068	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860069	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860070	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860071	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860072	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860073	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860074	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860075	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860076	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860077	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860078	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860079	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860080	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860081	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860082	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860083	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860084	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860085	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860086	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860087	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860088	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860089	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860090	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860091	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860092	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860093	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860094	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860095	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860096	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860097	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860098	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860099	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860100	WILMINGTON	10/2/2020	Property damage only (none injured)											
4860101	WILMINGTON	10/2/2020	Property damage only (none											

WILMINGTON - ROUTE 38 AT RICHMOND STREET
 CRASH DATA - JANUARY 2014 TO NOVEMBER 2020

Crash Number	City/Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Weather Conditions	Latitude	Longitude
382206	WILMINGTON	02/18/2014	Non-Fatal Injury	6:55 PM	Non-fatal injury - Possible	2	Collision with motor vehicle in traffic	Dark - roadway not lighted	Rear-end	Snow	Snow/Blowing sand, snow	42.5580804	-71.18195861
382741	WILMINGTON	04/23/2014	Property damage only (none injured)	2:21 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Cloudy/Rain	42.5580804	-71.18195861
382840	WILMINGTON	05/19/2014	Property damage only (none injured)	6:40 AM	No injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5580721	-71.18195861
384561	WILMINGTON	06/05/2014	Property damage only (none injured)	1:10 PM	No injury	1	Collision with ditch	Daylight	Single vehicle crash	Wet	Rain	42.5580804	-71.18195861
390213	WILMINGTON	07/28/2014	Non-Fatal Injury - Possible	1:46 PM	Non-fatal injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear/Cloudy	42.5580804	-71.18195861
390240	WILMINGTON	07/31/2014	Property damage only (none injured)	5:00 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5580721	-71.18195861
396841	WILMINGTON	10/29/2014	Property damage only (none injured)	6:29 PM	No injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Cloudy	42.5580804	-71.18195861
397266	WILMINGTON	11/06/2014	Property damage only (none injured)	4:51 AM	No injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Rain/Cloudy	42.5580804	-71.18195861
402893	WILMINGTON	01/27/2015	Property damage only (none injured)	10:13 AM	No injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Rain/Cloudy	42.5580804	-71.18195861
403030	WILMINGTON	02/02/2015	Non-fatal injury	8:47 PM	Non-fatal injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideswipe, opposite direction	Wet	Snow	42.5580804	-71.18195861
403212	WILMINGTON	02/02/2015	Property damage only (none injured)	1:47 PM	No injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Cloudy	42.5580804	-71.18195861
403266	WILMINGTON	04/15/2015	Property damage only (none injured)	1:13 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5580804	-71.18195861
405833	WILMINGTON	06/27/2015	Property damage only (none injured)	4:11 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Head-on	Dry	Clear	42.5580804	-71.18195861
407092	WILMINGTON	06/11/2015	Property damage only (none injured)	6:21 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Head-on	Dry	Clear	42.5580804	-71.18195861
407205	WILMINGTON	06/11/2015	Non-fatal injury - Possible	10:23 AM	Non-fatal injury - Possible	1	Collision with tree	Daylight	Single vehicle crash	Dry	Clear	42.5580804	-71.18195861
408304	WILMINGTON	09/10/2015	Property damage only (none injured)	4:36 PM	No injury	1	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5580804	-71.18195861
409466	WILMINGTON	09/24/2015	Property damage only (none injured)	11:16 PM	No injury	1	Collision with motorcycle (bicycle, tricycle, unicycle, pedal car)	Dark - lighted roadway	Angle	Dry	Clear	42.5580804	-71.18195861
411807	WILMINGTON	11/07/2015	Property damage only (none injured)	5:18 PM	No injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.5580804	-71.18195861
413766	WILMINGTON	01/06/2016	Property damage only (none injured)	1:36 AM	No injury	2	Collision with unknown fixed object	Dark - lighted roadway	Head-on	Dry	Clear	42.5580804	-71.18195861
414203	WILMINGTON	01/17/2016	Property damage only (none injured)	9:47 PM	No injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideswipe, same direction	Dry	Snow	42.5580804	-71.18195861
414935	WILMINGTON	02/09/2016	Property damage only (none injured)	6:37 PM	No injury	1	Collision with utility pole	Dark - lighted roadway	Single vehicle crash	Snow	Snow	42.5580804	-71.18195861
418499	WILMINGTON	07/17/2016	Property damage only (none injured)	4:18 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5580804	-71.18195861
418923	WILMINGTON	07/19/2016	Property damage only (none injured)	9:05 AM	No injury	3	Collision with other light pole or other post/support	Daylight	Single vehicle crash	Dry	Clear	42.5580804	-71.18195861
419212	WILMINGTON	07/20/2016	Property damage only (none injured)	8:27 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5580804	-71.18195861
419213	WILMINGTON	07/20/2016	Property damage only (none injured)	8:32 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5580804	-71.18195861
419279	WILMINGTON	06/25/2016	Non-Fatal Injury - Possible	6:02 PM	Non-fatal injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5580804	-71.18195861
421137	WILMINGTON	06/25/2016	Property damage only (none injured)	6:13 PM	No injury	2	Collision with motor vehicle in traffic	Dark	Rear-end	Dry	Clear	42.5580804	-71.18195861
421660	WILMINGTON	07/11/2016	Property damage only (none injured)	1:56 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5580804	-71.18195861
421854	WILMINGTON	06/28/2016	Property damage only (none injured)	2:06 PM	Non-fatal injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Clear	42.5580804	-71.18195861
425130	WILMINGTON	09/06/2016	Non-Fatal Injury	8:21 AM	Non-fatal injury - Non-incapacitating	2	Collision with tree	Daylight	Head-on	Dry	Cloudy/Rain	42.5580804	-71.18195861
425136	WILMINGTON	09/13/2016	Non-Fatal Injury	6:11 PM	Non-fatal injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Head-on	Dry	Clear/Unknown	42.5580804	-71.18195861
425138	WILMINGTON	09/14/2016	Property damage only (none injured)	11:49 AM	No injury	2	Collision with motor vehicle in traffic	Daylight	Head-on	Dry	Clear	42.5581268	-71.18197056
426475	WILMINGTON	10/17/2016	Property damage only (none injured)	6:44 PM	No injury	2	Collision with motor vehicle in traffic	Dark	Angle	Dry	Clear	42.5581268	-71.18197056
432657	WILMINGTON	01/31/2017	Property damage only (none injured)	5:24 PM	No injury	2	Collision with motor vehicle in traffic	Dark	Rear-end	Snow	Clear/Unknown	42.5581268	-71.18197056
437131	WILMINGTON	05/09/2017	Property damage only (none injured)	12:35 PM	No injury	1	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Snow	Snow	42.55818017	-71.18194665
437153	WILMINGTON	05/09/2017	Non-Fatal Injury - Possible	5:54 PM	Non-fatal injury - Possible	1	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Cloudy/Rain	42.5580804	-71.18195861
439823	WILMINGTON	07/10/2017	Property damage only (none injured)	2:40 PM	No injury	3	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Rain/Cloudy	42.5580804	-71.18195861
439824	WILMINGTON	07/27/2017	Property damage only (none injured)	8:27 PM	No injury	3	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5580804	-71.18195861
441921	WILMINGTON	06/13/2017	Property damage only (none injured)	8:33 AM	No injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5580804	-71.18195861
441929	WILMINGTON	06/13/2017	Property damage only (none injured)	3:53 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5580804	-71.18195861
441929	WILMINGTON	06/14/2017	Property damage only (none injured)	9:29 AM	No injury	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.5580721	-71.18195861
442013	WILMINGTON	08/25/2017	Property damage only (none injured)	9:56 PM	No injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Dry	Clear	42.5580721	-71.18195861
444813	WILMINGTON	09/24/2017	Non-Fatal Injury	12:00 PM	Non-fatal injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Sideswipe, same direction	Dry	Clear	42.5580804	-71.18195861
444815	WILMINGTON	09/28/2017	Non-Fatal Injury	12:55 PM	Non-fatal injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5580804	-71.18195861
445637	WILMINGTON	09/21/2016	Fatal Injury	3:02 PM	Fatal injury (K)	3	Collision with motor vehicle in traffic	Daylight	Sideswipe, opposite direction	Dry	Clear/Cloudy	42.5580804	-71.18195861
446001	WILMINGTON	11/21/2017	Property damage only (none injured)	2:31 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5581268	-71.18195861
446015	WILMINGTON	11/27/2017	Property damage only (none injured)	2:01 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5581268	-71.18195861
446201	WILMINGTON	11/29/2017	Property damage only (none injured)	6:43 PM	No injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Cloudy/Rain	42.5580721	-71.18195861
450769	WILMINGTON	01/09/2018	Property damage only (none injured)	10:36 AM	No injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Clear/Unknown	42.5580804	-71.18195861
451778	WILMINGTON	02/09/2018	Property damage only (none injured)	6:18 PM	No injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Wet	Clear/Blowing sand, snow	42.55807979	-71.18195748
451818	WILMINGTON	02/09/2018	Property damage only (none injured)	9:38 AM	No injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.55807979	-71.18195748
451920	WILMINGTON	02/09/2018	Property damage only (none injured)	12:45 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Cloudy/Snow	42.55807979	-71.18195748
451983	WILMINGTON	05/07/2018	Property damage only (none injured)	3:08 PM	Non-fatal injury - Non-incapacitating	1	Collision with pedestrian	Daylight	Single vehicle crash	Wet	Cloudy/Rain	42.5580731	-71.1819281
455636	WILMINGTON	05/07/2018	Property damage only (none injured)	3:18 PM	No injury	2	Collision with motorcycle (bicycle, tricycle, unicycle, pedal car)	Daylight	Angle	Dry	Clear	42.5581268	-71.1819281
456341	WILMINGTON	06/13/2018	Property damage only (none injured)	8:04 PM	Non-fatal injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Rear-end	Dry	Clear	42.55807979	-71.18195748
459139	WILMINGTON	07/15/2018	Non-Fatal Injury	10:15 PM	Non-fatal injury - Possible	2	Collision with motor vehicle in traffic	Dusk	Angle	Dry	Clear	42.55807979	-71.18195748
459139	WILMINGTON	07/21/2018	Non-Fatal Injury	3:45 PM	Non-fatal injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Rear-end	Dry	Clear	42.55805209	-71.18208147
460004	WILMINGTON	07/09/2018	Property damage only (none injured)	8:00 PM	Non-fatal injury - Non-incapacitating	2	Collision with motor vehicle in traffic	Dark	Rear-end	Dry	Clear	42.55807979	-71.18195748
462059	WILMINGTON	10/07/2018	Non-Fatal Injury	8:51 PM	Non-fatal injury - Possible	2	Collision with motor vehicle in traffic	Dusk	Sideswipe, opposite direction	Wet	Rain	42.5581268	-71.18198898
465904	WILMINGTON	17/11/2018	Property damage only (none injured)	11:21 AM	No injury	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.55807979	-71.18195748
474716	WILMINGTON	07/25/2019	Non-Fatal Injury	2:40 PM	Possible injury (C)	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.55805209	-71.18208147
475406	WILMINGTON	08/09/2019	Property damage only (none injured)	9:51 PM	No apparent injury (O)	2	Collision with motor vehicle in traffic	Dark - lighted roadway	Angle	Dry	Clear	42.55807979	-71.18195748
478830	WILMINGTON	11/02/2019	Non-Fatal Injury	9:28 AM	Suspected minor injury (B)	2	Collision with motor vehicle in traffic	Daylight	Single vehicle crash	Dry	Clear	42.55807979	-71.18195748
489119	WILMINGTON	08/17/2020	Property damage only (none injured)	8:57 AM	No apparent injury (O)	1	Collision with curb	Daylight	Single vehicle crash	Dry	Clear/Other	42.55805209	-71.18208147
489333	WILMINGTON	08/17/2020	Property damage only (none injured)	6:33 PM	No apparent injury (O)	2	Collision with motor vehicle in traffic	Daylight	Sideswipe, opposite direction	Dry	Clear	42.5581268	-71.18198899
489333	WILMINGTON	08/17/2020	Property damage only (none injured)	6:33 PM	No apparent injury (O)	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Cloudy	42.5581268	-71.18198899
488264	WILMINGTON	08/25/2020	Non-Fatal Injury	12:11 PM	Suspected minor injury (B)	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Cloudy	42.55807979	-71.18195748
Totals	69 Crashes					Two - 56	1 Collision with Pedestrian						
						One - 10	2 Collision with Pedal Bike						
						Three - 3	7 Collision with Parked Object						
							57 Collision with Motor Vehicle In Traffic						
							1 Fatal						
							21 Injury						
							47 Property Damage Only						
							29 Angle						
							19 Rear-end						
							3 Snow						
							13 Cloudy						
							5 Sideswipe - Same Dir						
							49 Daylight						
							5 Head-on						
							7 Single Vehicle						

WILMINGTON - ROUTE 38 AT NORTH PLAZA DRIVEWAY
 CRASH DATA - JANUARY 2014 TO NOVEMBER 2020

Crash Number	City/Town Name	Crash Date	Crash Severity	Crash Time	Max. Injury Severity Reported	Number of Vehicles	First Harmful Event	Light Conditions	Manner of Collision	Road Surface Condition	Weather Conditions	Latitude	Longitude
3941713	WILMINGTON	08/28/2014	Property damage only (none injured)	2:02 AM	No injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5560527	-71.18095817
4168561	WILMINGTON	03/13/2016	Property damage only (none injured)	6:02 PM	No injury	2	Collision with other movable object	Daylight	Angle	Dry	Clear	42.5560257	-71.18094613
4398933	WILMINGTON	07/23/2017	Property damage only (none injured)	1:20 PM	No injury	2	Collision with motor vehicle in traffic	Daylight	Sideswipe, opposite direction	Dry	Clear	42.5558724	-71.1808495
4497737	WILMINGTON	12/17/2017	Non-fatal injury	1:27 PM	Non-fatal injury - Possible	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5560798	-71.18097021
4663076	WILMINGTON	12/21/2018	Property damage only (none injured)	8:46 AM	No injury	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Rain	42.5562984	-71.1811104
4686234	WILMINGTON	02/13/2019	Property damage only (none injured)	2:17 PM	No Apparent Injury (O)	2	Collision with motor vehicle in traffic	Daylight	Angle	Wet	Cloudy	42.5559919	-71.1809991
4692300	WILMINGTON	03/20/2019	Property damage only (none injured)	1:00 PM	No Apparent Injury (O)	2	Collision with motor vehicle in traffic	Daylight	Sideswipe, same direction	Dry	Clear	42.5559919	-71.18099121
4870448	WILMINGTON	07/24/2020	Non-fatal injury	12:39 PM	Suspected Minor Injury (B)	2	Collision with motor vehicle in traffic	Daylight	Angle	Dry	Clear	42.5562984	-71.1811104
Totals	8 Crashes		0 Fatal 2 Injury 6 Property Damage Only			Two - 8	0 Collision with Pedestrian 0 Collision with Pedal Bike 1 Collision with Fixed Object 0 Collision with Parked Vehicle 7 Collision with Motor Vehicle in Traffic	0 Dawn 0 Dusk 0 Dark - Lighted Roadway 8 Daylight	6 Angle 0 Rear-end 1 Sideswipe - Same Dir 1 Sideswipe - Opposite Dir 0 Head-on 0 Single Vehicle	0 Ice 0 Snow 2 Wet 6 Dry	0 Snow 1 Rain 1 Cloudy 6 Clear		



Wilmington, Massachusetts


INTER-DEPARTMENTAL COMMUNICATION

June 9, 2023

TO: Select Board

RE: Procedure for Submitting Written Evaluation on Town Manager's Performance

In accordance with the terms of the Employment Agreement with the Town Manager, the Board must submit a written evaluation of the manager's performance "to the Chairman or his/her designee" during the month of July. The Chair or his/her designee shall prepare a composite evaluation based upon responses from Board members. A written draft of the composite evaluation shall be provided to the Town Manager at least twenty (20) calendar days prior to a meeting to discuss the composite evaluation. Members are asked to complete the attached evaluation form and return the evaluation form to Beverly Dalton, Administrative Assistant, by, not later than, July 7, 2023. Your evaluations will be tallied with the composite evaluation being submitted to the Town Manager no later than July 17, 2023. The expectation is to discuss the composite rating at the Board's August 14, 2023 meeting.


Gary B. DePalma, Chair
Select Board

Attachment

TOWN OF WILMINGTON
PERFORMANCE APPRAISAL SYSTEM
FOR TOWN MANAGER

Department/Division	
Employee Name:	
Employee's Job Title:	
Grade:	
Appraisal Year (Calendar):	
Review Date:	
Reviewed By:	

PURPOSE OF THE APPRAISAL SYSTEM

- 1) To clarify what is expected of each town employee at the beginning of the appraisal process and at periodic intervals throughout that process.
- 2) To provide direct, constructive feedback about the employee's performance, identifying strengths and areas needing improvement.
- 3) To serve as a forum for career planning and as one of several criteria in making promotional decisions.

THE RATING SCALE

Employees will be evaluated against each of the eight criteria on the ensuing pages using the following three-part rating scale. During the 12 months, the employee's performance has been:

- **BELOW EXPECTATIONS (BE)**

Performance unsatisfactory

Did not fully meet established standards or objectives, and often required close supervision and corrective action. Showed limited knowledge, skills and ability to meet job responsibilities.

- **MEETS EXPECTATIONS (ME)**

Generally met and occasionally exceeded established standards or objectives.

Performed reliably and required only normal supervision and follow up.

Possessed and fully utilized knowledge, skills and ability to meet the responsibilities of the position held.

- **EXCEEDS EXPECTATIONS (EE)**

Frequently exceeded established standards or objectives

Often demonstrated initiative and creativity.

Mastered and carried out all phases of job responsibilities with minimum supervision.

Performed at a consistently high level.

PERFORMANCE CRITERIA

1. QUALITY OF WORK refers to how well the employee performs the work.

	EE	ME	BE
A. Work is thorough, accurate and complete.			
B. Work is neat and presentable.			
C. Work is performed consistently with skill or craftsmanship.			
D. Consistently maintains quality even under pressure.			
COMMENTS:↓ Summary			

2. QUANTITY OF WORK refers primarily to the amount of work performed in relation to the time requirements of the job.

	EE	ME	BE
A. Meets deadlines.			
COMMENTS:↓ Summary			

3. PLANNING & ORGANIZING refers to the ability of the employee to plan and organize work in such a way that it is completed on time and with quality.

	EE	ME	BE
A. Sets priorities; does the most important tasks first.			
B. Met goals and objectives established by Select Board for review period. (Any goals or objectives that were incomplete or unmet are to be listed below.)			
COMMENTS:↓ Summary			

4. COMMUNICATION refers not only to the verbal and written transmission of information but to the employee's actions and attitude in communicating with others.

	EE	ME	BE
A. Communicates orally in a clear and understandable manner.			
B. Writes in a clear and understandable manner.			
C. Listens effectively; is open to the thoughts, ideas and reactions of others.			
D. Sensitive to the need for confidentiality in certain matters.			
E. Keeps supervisor fully informed.			
COMMENTS:↓ Summary			

PERFORMANCE CRITERIA (contd.)

5. WORK ATTITUDE refers to how cooperative, respectful, and skillful the employee is in dealing with others.

	EE	ME	BE
A. Is receptive to direction; raises questions and concerns in a constructive manner.			
B. Is open to trying new approaches/procedures.			
C. Is willing to hear constructive criticism and acts on it.			
D. Is sensitive to other people's needs – citizens and co-workers.			
E. Is helpful to citizens – going out of his or her way when necessary to answer a question or solve a problem.			
F. Handles difficult situations with the public in a courteous, calm, and tactful way.			
G. Is neat and presentable when dealing with the public.			
H. Is respectful in dealing with citizens and co-workers			
COMMENTS:↓	Summary		

6. INITIATIVE refers to the employee's capacity to be self-reliant and to initiate new ideas.

	EE	ME	BE
A. Demonstrates the ability to work alone without continuous supervision.			
B. Finds and offers better ways to accomplish tasks.			
C. Takes the initiative to ask, explore, or otherwise gain the knowledge needed to perform his/her job.			
D. Is able to improvise when faced with obstacles (figure out how to get around them).			
E. When work is completed, takes it upon himself/herself to move to the next task.			
F. Assists co-workers in times of need.			
COMMENTS:↓	Summary		

7. DEPENDABILITY refers to the extent to which the employee can be depended upon to perform the work.

	EE	ME	BE
A. Consistently gives his or her best effort from one job to another and during both normal times and times of emergencies.			
B. Use of sick time and unscheduled time off.			
C. Observes established working hours, punctuality.			
COMMENTS:↓	Summary		

PERFORMANCE CRITERIA (contd.)

8. LEADERSHIP (If Applicable)	EE	ME	BE
A. Demonstrates on-the-job supervisory skills.			
B. Delegates responsibility and authority to employees wisely.			
C. Gains employee's trust and respect.			
D. Develops employees as individuals and as team members.			
E. Serves as an example of a team players.			
F. Is sensitive to the goals and objectives of peers, supervisors, and the Town itself.			
COMMENTS:↓	Summary		

CALCULATING POINTS – ANNUAL REVIEW

Please refer back to your appraisal of this employee on the eight performance criteria and place the number corresponding to each rating in the appropriate box below. For example, if you checked "Exceeds Expectations" on the criterion "Quality of Work," write a 3 in the second box next to that criterion. "Meets Expectations" would be a 2; "Below Expectations" is a 1. Then average the scores in each subcategory and reproduce those numbers, below.

Performance Criteria	Average of scored subcategories
1. Quality of Work	
2. Quantity of Work	
3. Planning & Organizing	
4. Communication	
5. Work Attitude	
6. Initiative	
7. Dependability	
SUBTOTAL	

Total Score (Sum of Subtotals): _____ **Max 21 Points**

If "Leadership is applicable, add your rating for that criterion to the point total and multiply by .875 to get the overall score.

8. Leadership	
---------------	--

Overall points (total score + rating in Leadership) = _____

Overall points _____ x .875 = Final Score = _____ Points

OVERALL RATING

Please check the rating that corresponds to the overall score determined in the annual review.

	Exceeds Expectations	18-21
	Meets Expectations	13-17
	Below Expectations	7 -12

TOWN MANAGER OBJECTIVES

a. What initiatives would you like to see the Town pursue over the next year?

b. In what areas can the Town Manager improve his performance?

c. Any other comments/suggestions?

SIGNATURES (Pen Only Please)

SELECTMAN'S SIGNATURE:

ANNUAL Review: _____ Date: _____

Comments on overall appraisal:

TOWN MANAGER'S SIGNATURE:

ANNUAL Review: _____ Date: _____

Comments on overall appraisal:



Wilmington, Massachusetts

INTER-DEPARTMENTAL COMMUNICATION

FROM THE TOWN MANAGER

June 9, 2023

TO: Select Board

RE: Training Available from Town Counsel

Attached are the training sessions offered by KP Law. The law firm will provide up to two training sessions in the fiscal year at no additional cost. The summary of training sessions notes the sessions which have been provided in prior years. The Board is asked to review the sessions and advise me as to the sessions that the Board would like to see scheduled for the coming fiscal year.


Jeffrey M. Hull
Town Manager

Attachment

SEMINARS AND WORKSHOPS: Knowledge is Prevention

Topics Include:

The New Public Records Law: Technical
Requirements and Practical Implications

Land Use and Zoning Law Updates

Tax Title Foreclosure Basics

Basic Zoning Code Administration and Enforcement

What Municipalities and Public Entities Should

Know About CORI Reform in Massachusetts

Public and Private Ways: Navigating Your way
through the Law on Highways and Byways

Everything You Always Wanted to Know About

Town Meeting but Were Afraid to Ask

Massachusetts Gaming Law

Community Preservation Act

Writing Sound Decisions for Planning Boards,

Zoning Boards of Appeal, and Conservation

Commissions

Drafting Reasonable Wetlands By-laws and

Regulations to Withstand Successful Challenge

Open Meeting Law

Pre-existing Nonconforming Residences

Street Layout Process

Comprehensive Permits

Discrimination/Harassment Avoidance Training

How to Conduct a Flawless Public Hearing

Disciplining Public Employees with Due Process

Conflict of Interest

Show Cause and Disciplinary Hearings

Land Use Law and Procedures

Procurement and Contracting

Betterment Assessments

**Private and Public Ways – Municipal Duties and
Liabilities**

How to Conduct a Liquor License Hearing

Municipal Tort Claims and Street Defects

Effective Enforcement for Zoning, Planning, Health

Boards, and Conservation Commissions

Cable TV – License Negotiations in the Age of
Competition

Acquisition and Disposition of Land, Leases,
Easements, and Restrictions

Avoiding Unfair Labor Practice Charges



TOWN OF WILMINGTON

121 GLEN ROAD
WILMINGTON, MA 01887

THE OFFICE
OF TOWN CLERK

VOICE (978) 658-2030

FAX (978) 657-7564

May 31, 2023

John F. Doherty III

Wilmington, MA 01887

Dear Mr. Doherty:

I am pleased to advise you that the Appointing Committee of the Finance Committee has appointed you to fill the vacant seat on the Finance Committee. Your term will expire in 2026.


Please call the Office of the Town Clerk to arrange to be sworn in, which is necessary before you assume your duties on the Committee.

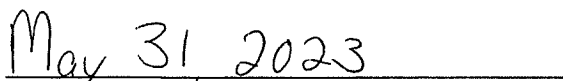
Sincerely,

Elizabeth Lawrenson
Town Clerk

cc: Jeffrey M. Hull, Town Manager
Appointing Committee, Finance Committee

Then personally appeared the above-named John F. Doherty III. and made oath that he would faithfully discharge all the duties of the office to which he was appointed.


Town Clerk


Date



TOWN OF WILMINGTON

121 GLEN ROAD
WILMINGTON, MA 01887

THE OFFICE
OF TOWN CLERK

VOICE (978) 658-2030

FAX (978) 657-7564

May 31, 2023

Theresa M. Manganelli

Wilmington, MA 01887

Dear Ms. Manganelli:

I am pleased to advise you that the Appointing Committee of the Finance Committee has appointed you to fill the vacant seat on the Finance Committee. Your term will expire in 2023.

Please call the Office of the Town Clerk to arrange to be sworn in, which is necessary before you assume your duties on the Committee.

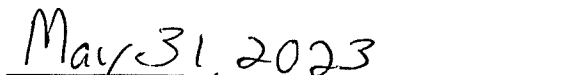
Sincerely,

Elizabeth Lawrenson
Town Clerk

cc: Jeffrey M. Hull, Town Manager
Appointing Committee, Finance Committee

Then personally appeared the above-named Theresa M. Manganelli and made oath that he would faithfully discharge all the duties of the office to which he was appointed.


Town Clerk


Date



TOWN OF WILMINGTON

121 GLEN ROAD
WILMINGTON, MA 01887

THE OFFICE
OF TOWN CLERK

VOICE (978) 658-2030

FAX (978) 657-7564

May 31, 2023

Bradford L. Jackson, ED.D.

Wilmington, MA 01887

Dear Mr. Jackson:

I am pleased to advise you that the Appointing Committee of the Finance Committee has reappointed you to fill the vacant seat on the Finance Committee. Your term will expire in 2026.

Please call the Office of Town Clerk to arrange to be sworn in, which is necessary before you assume your duties on the Committee.

Sincerely,

Elizabeth Lawrenson
Town Clerk

cc: Jeffrey M. Hull, Town Manager
Appointing Committee, Finance Committee

Then personally appeared the above-named Barford L. Jackson Ed.D. and made oath that he would faithfully discharge all the duties of the office to which he was appointed.

Town Clerk

Date

From: Connors, Niall S <niall.s.connors@verizon.com>
Sent: Thursday, June 1, 2023 12:02 AM
Subject: [EXTERNAL] LFA Notice: Z Living

Dear Municipal Official:

This is to notify you of a change to Fios® TV programming.

Our contract with Z Living (ch. 662) ended on May 31, 2023. We were unable to reach an agreement with Z Living and no longer have the rights to show their programming. Z Living programming has been removed from the Fios TV channel lineup.

Verizon will notify subscribers through the Fios TV Message Center and a slate. A sample customer notice is attached.

We realize that our customers have other alternatives for entertainment and our goal is to offer the best choice and value in the industry. Verizon appreciates the opportunity to conduct business in your community. Should you or your staff have any questions, please contact me.

Sincerely,
verizon[✓]
Niall Connors

Franchise Service Manager
Fios Video Franchising
Verizon Consumer Group

O 857 415 5123
M 781 715 7058
6 Bowdoin Sq.
Floor 10
Boston, MA 02114



Fios® TV Programming Change

Our contract with Z Living (ch. 662) ended on May 31, 2023. We were unable to reach an agreement with Z Living and no longer have the rights to show their programming. Z Living programming has been removed from the Fios TV channel lineup.