

CITY OF FRAMINGHAM
Five Year Capital Improvement Plan FY 2024 through FY 2033
Department Requests

Project Name		Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Assessing	Electric Vehicle for Field Inspections	Placeholder from prior CIP	25,000	-	-	-	-	-
	Patriot Properties AP5 Upgrade	Placeholder pending additional information re Patriot Properties software evaluation. First considered in Fiscal Year 2019. Upgrade of the existing CAMA system to a more efficient system in providing valuation for the City.	29,500	-	-	-	-	-
	Assessing Total		\$54,500	\$-	\$-	\$-	\$-	\$-
Capital Projects and Facilities Management	HVAC: Building Electrification - Fire Station #7 (Water Street)	The proposed project would involve the design and implementation of an air-source heat pump system for Fire Station #7 to provide efficient heating and cooling for building occupants. Cooling is currently provided by window units which are not able to serve all spaces in the facility. The proposed improvement would result in more efficient cooling as well as reduce reliance on the building's natural gas boiler. It is anticipated to result in energy cost and emissions savings.		35,000	300,000	-	-	-
	Sustainability: Citywide Solar Alternative Energy and Resiliency Procurement	This project involves the procurement of alternative energy and resiliency systems across municipal facilities and school buildings. More specifically, this funding will support a technical consultant that will help the City to develop a portfolio of municipal facilities for renewable energy and battery storage integration and develop a solicitation to receive and evaluate competitive proposals from clean energy system developers. The project directly continues the City's efforts to advance local renewable energy projects at municipal facilities, helping to reduce the City's carbon footprint, reduce energy costs, and improve local resiliency. This project will result in future alternative energy and resiliency projects.	25,000	-	-	-	-	
	Sustainability: Clean Energy Resiliency Development	The requested funding will assist in the implementation of clean energy resiliency assets to improve local resiliency, increase the amount of renewables powering municipal facilities, reduce energy costs, and reduce Framingham's carbon footprint. To inform this work, the City has completed energy resiliency/microgrid studies in partnership with the Massachusetts Clean Energy Center (MassCEC) as well as the Municipal Vulnerability Preparedness (MVP) Program that encompass critical municipal and community facilities. The proposed project is intended to be further shaped by the Citywide Solar Alternative Energy and Resiliency Procurement and provide the City with an opportunity to pursue federal and state grant funding that may require a funding match (ex. FEMA's Building Resilient Infrastructure and Communities (BRIC) Grant). The project will directly support the implementation of measures identified through the MassCEC CLEAR program studies completed for the municipal facilities in neighborhoods surrounding Winch Park and Concord Street/Normandy Road. In addition to advancing municipal energy resiliency (as identified as a priority in the City's 2019 Community Resiliency Building (CRB) Workshop Report through the Municipal Vulnerability Preparedness (MVP) Program, the project would support the development and deployment of local clean energy resources that will directly advance priorities of the Climate Emergency declared by the Framingham City Council.	250,000	-	-	-	-	
	Sustainability: Climate Action Plan	This project entails the development of a comprehensive and holistic blueprint that establishes clear actions that Framingham can take to reduce its emissions and improve local resiliency built on detailed best practices research, analysis and integration of existing plans in Framingham, and strong community engagement with a focus on members of our community most impacted by climate change. The project was partially funded in FY23. This request is for the balance of the funding.	68,075	-	-	-	-	
	Sustainability: Green Communities	The requested funding will support the City's application for the next Green Communities Competitive Grant round in 2023 and assist the City in accelerating its implementation of cost effective energy efficiency and clean energy measures. Recent changes to the Green Communities Competitive Grant Program include a new type of measure, Building Decarbonization Projects, that can provide communities with significantly increased grant funding for more comprehensive energy conservation measures, but requires a 25% municipal funding match.	100,000	-	-	-	-	

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HVAC: Heat Pump System Upgrade & Expansion Memorial Hall	Heat pump equipment that provides heating and cooling for the majority of office spaces in the Memorial Building was originally installed in 2012. Commensurate with the anticipated useful life of this equipment, this project would involve the replacement of existing air-source heat pump equipment with an equal or more efficient heat pump system. Given the benefits of reduced energy consumption and emissions, CPFM would seek to extend the heat pump system to serve remaining office spaces not currently covered by the existing equipment as well as larger open spaces such as Nevin's Hall – resulting in enhanced savings as well as less reliance on the building's aging steam heating system. Replacement of end-of-life equipment will ensure that CPFM can continue to provide suitable space conditioning for building occupants. Additionally, the upgrade and expansion of the system will enhance energy savings and reduce municipal reliance on fossil fuels. The project will also help support greater energy resiliency by allowing CPFM to convert more HVAC operations to electricity and be supported by local backup generation such as generators and potential energy storage through a resiliency project. Design is requested in FY26 and construction in FY27.						
			-	35,000	350,000	-	-
HVAC System Enhancements: DPW Headquarters	The proposed project will result in the replacement of aging rooftop units at the DPW Headquarters with new, highly efficient HVAC equipment. The project is divided into two phases beginning with a project design for the rooftop. Proposed work through this project initially entailed the implementation of variable frequency drives (VFDs) on existing equipment with the purpose of achieving efficiency gains. Given the age and worsening condition of the existing R22 rooftop units, a recent assessment of the units identified that more cost effective operational and efficiency improvements could be made from replacing the equipment altogether.	60,000	-	608,000	-	-	-
HVAC System Renovation: Police Department Headquarters	This project will result in the replacement of fan coil units (FCUs) and variable air volume (VAV) boxes across the Police Department Headquarters. These HVAC units collectively provide fresh air and space conditioning to the 24/7 facility. Units planned to be replaced through this project are all nearing or past the end of their useful life. Additionally, aging FCUs and VAVs continue to experience corrosion that places the facility's chilled water system and related major equipment such as the building chiller at risk which necessitates the replacement of this equipment. Ensuring the proper function of HVAC equipment at this building is critical given its 24/7 role in facilitating emergency services. Replacement of these units with high-efficiency equipment (including high-efficiency EC motors) will improve air quality and system reliability as well as reduce energy consumption.		22,500	225,000	-	-	-
Roof: Main Library Roof Replacement	The project will be done in 2 phases - first phase the design and second phase the construction. The roofing system main level at the Main Library was replaced in 1996, with a cold processed multi ply roof system. The roof system is over its life span. A new roof system will allow the City to re-insulate the main roof and provide more energy efficiency. This project will also include reinforcements at the perimeter flashing and every penetration flashing.		120,000	940,000	-	-	-
Roof: Design for Repairs & Replacements DPW Headquarters	Design for Repair/Replace roofs at DPW facilities 100 & 110 Western Ave and communications building at 400 Brimstone Lane.	50,000	240,000	-	-	-	-
Roof: Replacement - Fire Station #7 (Water Street)	The project is in 2 phases for the roof replacement, first phase design of the roof and second phase the construction of the roof. The EPDM roofing systems is 29 years old and at the end of its useful service life. Station #7 roof is challenged with drainage/slope problems on both the upper and lower roof and are accelerating the problems with these roof areas. The roof replacement and drainage improvements should be considered a priority before larger scale masonry problems develop in various areas. Re-roofing will also provide the City the ability to upgrade the insulation on the roof deck to lower energy consumption.	25,000	245,000	-	-	-	-
Roof: Replacement - Memorial Building	The project will done in 2 phases - the first phase being design and second phase being construction. The roof system at Memorial Building was replaced in 1995. We currently have active leaks. All roof areas suffer from improper roof installation and conduit penetrations. In FY21, a reapplication of the protective roof coating over the auditorium was completed. The roof termination into the masonry parapet walls and flashing will need to be re-installed as the current condition continues to pose a risk of leakage and roof system deterioration.	120,000	1,330,645	-	-	-	-
Roof: Replacement- Police Headquarters	The project will be done in 2 phases. The first phase will be design and the second phase will be construction. The Police EPDM roofing system was installed in 1993. The original construction and failure of the artificial slate roofing system being replaced caused some damage to the EPDM roofing system. The EPDM roofing system which ties into the roof and various areas needs to be re-visited and properly flashed. The replacement roof will allow the City to reinsulate and provide energy efficiency measures. The roof is beyond its 20 year life cycle and needs to be replaced.		-	20,000	155,000	-	-

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Fire	Sustainability: Vehicle Electrification Initiative	This project will result in the adoption of electric vehicles (EVs) within the municipal fleet to replace inefficient internal combustion engine vehicles as well as the deployment of associated electric vehicle charging infrastructure to facilitate fleet and public EV charging. Building upon the City's implementation of the Municipal Fleet Efficiency Policy which prioritizes the adoption of electric and alternative fuel vehicles, this initial phase of fleet electrification will directly contribute to reductions in municipal energy consumption, greenhouse gas emissions, and maintenance costs. The City will pursue grant funding and incentive programs to support the project, such as through the prospective second round of the Eversource EV Make Ready Program as well as MassEVIP incentive programs.	431,000	-	-	-	-	-
	Capital Projects & Facilities Management Total		\$1,129,075	\$1,993,145	\$2,128,000	\$505,000	\$0	\$0
	Dive Rescue Van	Dive Rescue 1 is a cargo step van used to transport specialized equipment and personnel to Dive Rescue incidents, and also provides enclosed space for personnel to privately change into dive gear. The current Dive Rescue van is a 2001 Grumman P30 step van.	-	-	-	-	-	100,000
	Engine 1 Fire Truck Asset Replacement	Engine 1 is a primary response fire engine/pumper. It gets firefighters, equipment, and initial fire attack water, to emergency incidents. While on scene at a fire, firefighters that are in the building with fire around them are relying on the engine and pump in the apparatus to continue supplying water to them in the hoses. If the engine or pump were to breakdown, the firefighters would be in a life-threatening position without water and forced to retreat without protection. This project would address the need to get primary response fire trucks on a standardized replacement cycle. The Department finds that firefighter safety risks and maintenance costs accelerate when the apparatus have reached 10-12 years of service. Because of the higher cost associated with a truck meeting fire service standards, and that a majority of maintenance is performed by in-house certified Emergency Vehicle Technicians, the risks to firefighters with aging apparatus will typically outweigh maintenance/replacement cost analysis in the need to purchase a new Engine. This project also includes the cost to equip the new truck with the required firefighter tools and hose that a fire engine needs to meet national fire service standards.	-	-	-	925,000	-	-
	Engine 2 Fire Engine/Pumper Replacement	Engine 2 is a primary response fire engine/pumper. It gets firefighters, equipment, and initial fire attack water, to emergency incidents. While on scene at a fire, firefighters that are in the building with fire around them are relying on the engine and pump in the apparatus to continue supplying water to them in the hoses. If the engine or pump were to breakdown, the firefighters would be in a life-threatening position without water and forced to retreat without protection. This project would address the need to get primary response fire trucks on a standardized replacement cycle. The Department finds that firefighter safety risks and maintenance costs accelerate when the apparatus have reached 10-12 years of service. Because of the higher cost associated with a truck meeting fire service standards, and that a majority of maintenance is performed by in-house certified Emergency Vehicle Technicians, the risks to firefighters with aging apparatus will typically outweigh maintenance/replacement cost analysis in the need to purchase a new Engine. This project also includes the cost to equip the new truck with the required firefighter tools and hose that a fire engine needs to meet national fire service standards.	-	-	-	-	-	925,000
	Engine 3 Fire Engine/Pumper	Engine 3 is a primary response fire engine/pumper. It gets firefighters, equipment, and initial fire attack water, to emergency incidents. While on scene at a fire, firefighters that are in the building with fire around them are relying on the engine and pump in the apparatus to continue supplying water to them in the hoses. If the engine or pump were to breakdown, the firefighters would be in a life-threatening position without water and forced to retreat without protection. This project would address the need to get primary response fire trucks on a standardized replacement cycle. The Department finds that firefighter safety risks and maintenance costs accelerate when the apparatus have reached 10-12 years of service. Because of the higher cost associated with a truck meeting fire service standards, and that a majority of maintenance is performed by in-house certified Emergency Vehicle Technicians, the risks to firefighters with aging apparatus will typically outweigh maintenance/replacement cost analysis in the need to purchase a new Engine. This project also includes the cost to equip the new truck with the required firefighter tools and hose that a fire engine needs to meet national fire service standards.	-	-	-	-	-	925,000

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Engine 5 Fire Truck Asset Replacement	Engine 5 is a primary response fire engine/pumper. It gets firefighters, equipment, and initial fire attack water, to emergency incidents. While on scene at a fire, firefighters that are in the building with fire around them are relying on the engine and pump in the apparatus to continue supplying water to them in the hoses. If the engine or pump were to breakdown, the firefighters would be in a life-threatening position without water and forced to retreat without protection. This project would address the need to get primary response fire trucks on a standardized replacement cycle. The Department finds that firefighter safety risks and maintenance costs accelerate when the apparatus have reached 10-12 years of service. Because of the higher cost associated with a truck meeting fire service standards, and that a majority of maintenance is performed by in-house certified Emergency Vehicle Technicians, the risks to firefighters with aging apparatus will typically outweigh maintenance/replacement cost analysis in the need to purchase a new Engine. This project also includes the cost to equip the new truck with the required firefighter tools and hose that a fire engine needs to meet national fire service standards.					925,000	-
Engine 7 Fire Engine/Pumper	Engine 7 is a primary response fire engine/pumper. It gets firefighters, equipment, and initial fire attack water, to emergency incidents. While on scene at a fire, firefighters that are in the building with fire around them are relying on the engine and pump in the apparatus to continue supplying water to them in the hoses. If the engine or pump were to breakdown, the firefighters would be in a life-threatening position without water and forced to retreat without protection. This project would address the need to get primary response fire trucks on a standardized replacement cycle. The Department finds that firefighter safety risks and maintenance costs accelerate when the apparatus have reached 10-12 years of service. Because of the higher cost associated with a truck meeting fire service standards, and that a majority of maintenance is performed by in-house certified Emergency Vehicle Technicians, the risks to firefighters with aging apparatus will typically outweigh maintenance/replacement cost analysis in the need to purchase a new Engine. This project also includes the cost to equip the new truck with the required firefighter tools and hose that a fire engine needs to meet national fire service standards.						925,000
Fire Chief SUV Car 1 (Hybrid SUV Replacement)	The Fire Chief responds to large-scale incidents during and after administrative hours to perform incident command functions required by national fire service standards. The Chief also serves as an incident commander when FFD respond to Fire District 14 mutual aid activations. The response SUV used for these purposes is currently a 2015 Ford Expedition, and is equipped to be used as the Command Post and on-site communications hub at incidents. This Project would replace the current Fire Chief SUV and repurpose the current SUV within the Fire Department fleet to replace a fleet vehicle with the highest mileage/hours and poor fuel economy. The cost of this project also includes the cost of a new radio and installation of emergency lighting/siren. For the expected remaining useful life of the current vehicle, annual Operating costs are expected to reduce by \$500 due to fuel savings and \$1,500 due to maintenance costs.	79,000					-
Ladder 3 Fire Truck Replacement	Ladder 3 is a primary response fire aerial truck with pump. It gets firefighters, equipment, and ladders, to emergency incidents. While on scene at a fire, firefighters that are in the building with fire around them are relying on the aerial device to establish access to the building for rescues of trapped occupants, provide emergency escapes for firefighters that may become trapped in the burning buildings, and to access roofs to ventilate hot fire gases that put firefighters in danger. If the aerial truck were to breakdown, the firefighters would be in a life-threatening position. This project would address the need to get primary response fire trucks on a standardized replacement cycle. The Department finds that firefighter safety risks and maintenance costs accelerate when the apparatus have reached 10-12 years of service. Because of the higher cost associated with a truck meeting fire service standards, and that a majority of maintenance is performed by in-house certified Emergency Vehicle Technicians, the risks to firefighters with aging apparatus will typically outweigh maintenance/replacement cost analysis in the need to purchase a new truck. This project also includes the cost to equip the new truck with the required firefighter tools that a fire aerial truck needs to meet national fire service standards..		1,550,000				-
Mechanic Pickup Truck Replacement	This project replaces a mechanic pickup truck that is a 1997 Dodge 2500 with plow and hydraulic liftgate. This vehicle is primarily used to transport tools and equipment in the field and at Fire Stations to service equipment, apparatus, station generators and building systems. It is also used in major snowstorms to assist DPW in keeping the apparatus bay entrances and Fire Station lots clear of snow. The hydraulic liftgate is used to transport heavy items for the Fire Department.			95,000			-
Pickup Truck - Brush Truck 1	Brush 1 is used to fight brush and forestry fires and is built on a 4x4 pickup truck platform - currently a 2006 Ford F450. This vehicle is equipped with a small tank and pump, forestry hose, and forestry firefighting equipment.			130,000			-

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Rescue 1 Fire Truck Asset Replacement	Rescue 1 is a 2009 truck built by Spartan and is a primary response truck. This replacement project addresses two issues. First, the Department is planning to streamline the fleet so that fire trucks are standardized to the same manufacturer and specifications. This reduces the costs of maintaining the fleet because there would be common maintenance supplies, tools and mechanic familiarity. Second, this project would address the need to get primary response fire trucks on a standardized replacement cycle. The Department finds that firefighter safety risks and maintenance costs accelerate when the apparatus have reached 10-12 years of service.	1,206,500	-	-	-	-	-
Technical Rescue Trailer	The Tech Rescue trailer is used to transport specialized equipment and supplies to incidents along with the Tech Rescue team. The trailer must be rated for a substantial weight to carry this equipment and must be in a condition to safely transport equipment to an emergency scene. The current trailer is a 1997 enclosed utility trailer.	-	-	-	-	-	30,000
Tower 1 Aerial Fire Truck Replacement	Tower 1 is a primary response fire aerial truck with pump. It gets firefighters, equipment, and ladders, to emergency incidents. While on scene at a fire, firefighters that are in the building with fire around them are relying on the aerial device to establish access to the building for rescues of trapped occupants, provide emergency escapes for firefighters that may become trapped in the burning buildings, and to access roofs to ventilate hot fire gases that put firefighters in danger. If the aerial truck were to breakdown, the firefighters would be in a life-threatening position. This project would address the need to get primary response fire trucks on a standardized replacement cycle. The Department finds that firefighter safety risks and maintenance costs accelerate when the apparatus have reached 10-12 years of service. Because of the higher cost associated with a truck meeting fire service standards, and that a majority of maintenance is performed by in-house certified Emergency Vehicle Technicians, the risks to firefighters with aging apparatus will typically outweigh maintenance/replacement cost analysis in the need to purchase a new truck. This project also includes the cost to equip the new truck with the required firefighter tools that a fire aerial truck needs to meet national fire service standards.	-	-	-	-	-	1,550,000
Fire Total		\$1,285,500	\$1,550,000	\$225,000	\$925,000	\$925,000	\$4,455,000
Library							
Branch Library Parking Lot Expansion FY24	Engineering study. Move to DPW?	195,000	-	-	-	-	-
FPL Living Room: Magazines and Periodicals Browsing Area (Main Library Space Plan Phase 4)	Our Periodicals Section with the latest Magazines and Newspapers, is an important browsing collection, well utilized by all but particularly our senior population. According to census data, 40% of Framingham residents fall into the 60-84 age range and 41% fall into the 85 and older range. We are committed to serving our growing senior population with collections, programming, educational opportunities, and with Bookmobile services. Easy access with special attention to accommodating mobility and visual impairments is especially important. Our current Periodicals area is located on the third floor of the Library, which makes access to those with mobility limitations challenging. Bringing the Periodicals area to the first floor, installing comfortable, accessible furniture and shelving will create much better experience for all. Further, the Main Floor of the Library should be an inviting space, one that sends a message to our patrons that they are welcome to sit, spend time, and use the collection and materials at their leisure and convenience. A comfortable, accessible browsing and seating area for seniors (and others) to enjoy is a necessary part of the space redesign.	-	125,000	-	-	-	-
FPL Main Library Learning Yard Outdoor Experience Space	Always a community lifeline, the Framingham Public Library proved to be an essential space for critical information and resources during the Covid-19 crisis. The need to respond with flexibility to the needs of our community to access our materials and services yielded a number of creative new services especially in the use of our spaces. Outdoor programming and access to materials became critical to providing books, materials, and essential resources like internet and computer access. And as the need for social connection and learning experiences only grew during this isolating time, our staff responded by conducting programming like concerts, story times for children, and lectures outdoors where it was safe and accessible. Our Main Library located in Downtown Framingham, is geographically at the heart of this diverse Framingham neighborhood. Providing an outdoor space conducive to learning, enrichment, and art experiences will add to the vibrancy of the Downtown community, provide a place for creative expression and social connection, and ensure that the Library has flexible, safe, and welcoming spaces to conduct and provide services to its community.	-	-	200,000	-	-	-
Literacy Unlimited Area (Main Library Space Plan Phase 3)		125,000	-	-	-	-	-
Library Total		\$320,000	\$125,000	\$200,000	\$-	\$-	\$-
Parks & Recreation							
		-	-	-	-	-	-

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Arlington Street Park Construction	Framingham Parks, Recreation & Cultural Affairs is seeking construction funding for an investment in Arlington Street Park that will promote neighborhood use, bring the site and its amenities up to the current building and accessibility codes, increase public health and safety for park users, and better serve the overall community recreation needs. Arlington Street Park is located on the south side of Framingham in an environmental justice neighborhood. The surrounding residential neighborhoods are some of Framingham's most densely populated areas, consisting primarily of multi-family homes and multi-unit apartment buildings. Currently, the park includes a basketball court, playground structures, and a grass field area enclosed by an old chain link fence. Parks and Recreation is contracted with NESRA Engineering, who will provide design services from concept development through construction project oversight. We've begun the design process with our first public engagement meeting on October 6, 2022, to hear ideas from neighborhood residents, community leaders, and other stakeholders about features they would like to see in the new park. Based on feedback at that meeting, the neighborhood would like to see a completely redesigned park that includes new playground equipment, rubber safety surfacing, shade structures, water play features, security cameras, site lighting, benches, picnic tables, fencing, multi-use sports court, improved greenspace, landscape plantings and accessible pathways connecting all of the new amenities. We anticipate the cost of the new playground with poured-in-place safety surfacing to be approximately \$500,000. A complete redesign of the park, including a new playground and all of the features mentioned above, we anticipate the cost being closer to 1 million. We've submitted a \$500,000 CPA grant application to help offset the anticipated project cost and provide additional amenities expressed by the neighborhood in the first public design meeting. The currently identified project price is a placeholder. As we progress with design and engineering, we will further refine the anticipated project cost.	500,000	-	-	-	-	-
Bruce Freeman Rail Trail Construction	The City of Framingham recently reached an agreement with the CSX Corporation to purchase 3.5 miles of unused rail corridor within city limits, running from the Sudbury/Framingham border to just north of Route 9 near Framingham Fire Department Station 1. Framingham Parks & Recreation respectfully requests an appropriation to construct improvements along Framingham's section of the Bruce Freeman Rail Trail, as identified in the preferred design. Upon completion of construction, this linear park will provide Framingham residents with a non-motorized recreational corridor that connects to existing regional trail systems and surrounding communities, including Sudbury, Concord, Acton, Carlisle, Westford, Chelmsford, and Lowell.		3,000,000	-	-	-	-
Chris Walsh Memorial Trail P4	Chris Walsh was a strong advocate of historic and open space preservation. Parks and Recreation is requesting an appropriation to begin constructing the Chris Walsh Memorial Trail. This project is the result of a cooperative effort and funding at the federal, state, and local levels. The proposed project will develop an accessible trail centered around Farm Pond and the Sudbury Aqueduct, including scenic overlooks, site furnishings, and other amenities. The City is presently undertaking design with Weston & Sampson Engineering to identify implementation and/or phasing strategies, provide construction cost estimates, progress with permitting and create construction documents. Construction of the initial improvements will develop the trail around the Sudbury Aqueduct gatehouse. From the gatehouse, the trail would continue along the Sudbury Aqueduct between Farm Pond/Little Farm Pond and connect to Farm Pond Park, which runs parallel to Dudley Rd. The design scope includes studying the feasibility of pathways around the entire circumference of Farm Pond, creating connectivity to an expanding regional trail system, as well as potential connectivity to Cushing Memorial Park. The Initial phasing strategy and concept plans are included in the project documentation and will be further refined as the design progresses. This capital funding request supports the construction of improvements within the identified areas.						
Cushing Memorial Park Phase VI Construction	Cushing Memorial Park is constantly evolving. Drawing from the original Cushing Master Plan and subsequent Master Plan Update in 2013, phased improvements to date include demolition and removal of old hospital infrastructure, paved perimeter path, parking areas, landscape features, and a playground. Phase VI improvements will continue the evolution of the park experience and focus on creating accessible pathways and landscape features connecting park users with the park's interior.			600,000			
Danforth Park Improvements Design & Construction	Danforth Park is located off Danforth Street, on the north side of Framingham. The site's infrastructure is aging, lacks ADA accessibility, is no longer in compliance with playground safety standards, and needs to be addressed. The Parks & Recreation Department requests funding for design and engineering to develop a plan that brings the site and its amenities up to the current building and accessibility code requirements, increases public health and safety for park users, and better serves the overall community recreation needs.			100,000	1,000,000		

Parks

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Equipment and Vehicle Replacement Program	Vehicle and equipment replacement will remain a top priority for our operations. With personnel and labor being our largest expenses, a dependable fleet allows for effective and efficient distribution and use of these resources city-wide. A. John Deere Tractor – 5090E This piece of equipment will be purchased using the Stat Contract FAC116. The new tractor will replace a 23-year-old 1999 John Deere Tractor with 7,270 hours. The tractor is an essential piece of equipment in our daily operations during all seasons of the year. Primary responsibilities include material handling, vehicle loading, operating a wide variety of turf maintenance attachments, and assisting with snow and ice operations at a number of Parks facilities. We are unsure if this piece of equipment will pass MA DOT inspection. This piece of equipment is showing its age with many metal parts exhibiting a state of advanced deterioration due to rust perforation and rot. In addition to the degraded metal components, we've experienced an increase in overall maintenance and upkeep, including hydraulic leaks, hose fitting failure, electrical switches, relays, gauges, etc. B. Case 570 Loader This piece of equipment will be purchased using the State Contract FAC116. The new loader will replace a 17-year-old 2005 Case 570 with 7000+ hours. The loader is an essential piece of equipment in our daily operations during all seasons of the year. Primary responsibilities include material handling, loading/unloading trucks, moving equipment, operating maintenance attachments, field renovations, and plowing snow throughout the city. We are unsure if this piece of equipment will pass MA DOT inspection. This piece of equipment is showing its age with many metal parts exhibiting a state of advanced deterioration due to rust perforation and rot. In addition to increases in minor maintenance needs like replacement of rotted hoses, fittings, and electrical components, in recent years we are also experiencing increased maintenance and upkeep expenses for major repairs, including: 2021 - installation of a new engine, \$15,000 2019 - Front axle rebuild, \$6,000	200,792	250,000	250,000	250,000	250,000	1,250,000
Fence and Backstop Repairs & Replacements	Ongoing maintenance, repairs and replacements for fence and backstops for Parks fields and properties.		300,000	-	300,000	-	628,026
Loring Arena Cooling Tower	This capital request will fund the replacement of the Loring Arena Cooling Tower, a critical component of the arena refrigeration system. The current cooling tower was installed in 2008. Refrigeration professionals who service the arena have recommended this unit be replaced as it nears the useful life expectancy of 15-20 years. Currently identified delivery and installation time is 18+ weeks. Failure of this component during the arena operating season will result in arena closure, loss of ice surface, serious service interruption, and significant loss of general fund revenue. Loring Arena runs on a sealed ammonia-based cooling system. In this system, ammonia is used to cool a refrigerant to below-freezing temperatures. The refrigerant remains a liquid at sub-freezing temperatures and is pumped through a series of pipes under the ice surface. When the Zamboni applies water to the surface, the water freezes, and the ice-skating surface is formed. Within this system, the cooling tower functions as an evaporator/condenser. The cooling tower contains a large fan, water pumps, multiple spray nozzles, and a series of small tubes. Compressed ammonia gas that has absorbed heat as it travels through the cooling system is pumped through the tubes inside the cooling tower. Ambient air circulates over the tubes while cool water is also sprayed onto the tubes containing the ammonia gas, cooling the gas to a liquid. The cooled ammonia liquid is then returned to the cooling system, and the cycle is repeated.	145,296	-	-	-	-	-
Loring Arena Roof Replacement	The current roof at Loring Arena was installed in 2003 and the 20-year warranty will expire in 2023. The industry expected life for a roof of this nature is approximately 20 years. Parks & Recreation is requesting funding to undertake a roof assessment and design, followed by replacement in a subsequent year.		-	900,000	-	-	-
Lower Longs Soccer and Baseball Field Renovation Design	The Lower Longs athletic facility is an integral part of the overall fields inventory for the City of Framingham. The facility and its amenities support user groups ranging from youth through adult for a variety of activities, including baseball, softball, football & cheering, soccer, lacrosse, etc. The Park and Recreation Department is seeking design funding for an improvement plan to address issues at this location, including ADA accessibility, player safety, fencing, field lighting, irrigation, grading and drainage issues. As part of this planning the department will consider the feasibility of converting these fields to synthetic.		-	-	100,000	-	-

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Mary Dennison Park- Remediation, Utility Upgrades, and Park Construction	Parks and Recreation is seeking an amount TBD to finalize remediation, utility, and park design and construction. In 2014, state regulations required that Mary Dennison Park undergo environmental testing by the past property owner (Dennison Manufacturing Co./Avery Dennison Corporation) and the City of Framingham as the current property owner. These two Parties (Avery Dennison and the City, through Parks & Recreation) have conducted testing required by the state and determined that environmental remediation is needed to address lead-contaminated soil at the park. Between 2014 and 2021, the Parties also conducted feasibility studies and selected a remedial alternative that, if properly maintained and funded now and in the future, will maintain the public health, safety, and public welfare requirements of the state regulations. The state provided the Parties with their final comments on the proposed remediation in mid-2022, and updated costs were prepared in August 2022 by the Parties' joint consultant. Additional capital funds over and above those that were appropriated in December 2019 will be needed to meet these final requirements. When the Parties agree on the equitable share of the current and future remediation costs, the Parks & Recreation Department will be able to provide updated capital costs related to the remediation. In addition, updated capital costs for the renovation work at the park (to be completed in conjunction with the remediation work) will be updated at that time.	-	-	-	-	-	-
Open Space Land Acquisition - Cushing Memorial Park	The City has contacted the owners of the property at Cushing Memorial Park to determine whether they are interested in selling. The funding requested for FY24 is to hire appropriate consultants to determine the fair value and perform preliminary due diligence for the property that is not currently owned by the Town ("LOT C" off of Dr. Harvey Cushing Way).	-	-	-	-	-	-
Portable Stage	Parks & Recreation is proposing the purchase of a portable stage that will support a variety of events throughout the year, including summer concerts, Flag Day, Holiday Tree Lighting, Farmer's Markets, Back to School Safety, etc. In addition, this piece of equipment will provide flexibility to host these types of events in venues throughout the City.	-	250,000	-	-	-	-
Reardon Park Final Design & Construction	The Parks and Recreation Department has undertaken design improvements at Reardon Park, including universal accessibility throughout the park. The Parks and Recreation Department has, through public engagement, analyzed existing site conditions and developed a conceptual plans. Proposed park improvements include constructing a new playground with safety surfacing, reconstructing the basketball court, adding accessible off street parking, and connecting all of the new site amenities with accessible pathways. This project will require final designs and contract documents, including plans, details, specifications, and final cost estimates in order to progress with construction.	-	-	-	3,000,000	-	-
Replace Lighting System and Structures at Parks Locations	Parks & Recreation has a number of facilities with night lighting. Some of these locations include infrastructure and lighting technology installed in the 80s and 90s. Project funding will allow us to address infrastructure replacement, as well as incrementally update lighting fixtures to highly efficient LED technology. These lighting projects will have several benefits, including reduce carbon footprint and reduced annual operating expenditures for electricity.	-	1,000,000	-	1,000,000	-	-
Replacement of Loring Arena Zamboni (1997)	The useful life expectancy of a Zamboni at 15-20 years. According to the manufacturer, the replacement cycle for a new Zamboni is approximately 12 months from the date of order. Therefore, we are including the purchase of a new Zamboni in FY28 when the current piece of equipment will be approximately 15 years old. The current backup Zamboni, used in emergencies, is 25 years old. With the purchase of a new Zamboni, the 1997 unit will be removed from service, and the 2014 will become the backup. This piece of equipment is critical to the daily operations of the arena. Equipment failure, with a lack of adequate backup, will result in unavoidable service interruptions with potential significant revenue loss.	-	-	-	-	-	130,000
Roosevelt Park Improvements Design & Construction	Roosevelt Park is located on the southwest side of Framingham, just south of route 135 in the Coburnville/Tripoli neighborhoods. Existing park infrastructure was installed in 2003, when the property was reconstructed from a school site to a neighborhood park. The play equipment and some of the other park amenities no longer meet ADA accessibility and safety codes. The Parks & Recreation Department is requesting funding for design and engineering to develop an improvement plan that brings the site and its amenities up to the current building and accessibility code requirements, increases public health and safety for park users, and better serve the overall recreation needs of surrounding neighborhoods and the broader community.	-	-	-	100,000	770,000	-
Splashpads Feasibility Study and Construction- Locations to be determined	Funds for feasibility study to assess locations and construction for splashpads - locations to be determined. Splash elements are also incorporated into several parks/playground projects for Arlington Street, Temple Street, Reardon Park, Danforth Park and Mary Dennison.	500,000	-	-	-	-	-

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Temple Street Park Design & Construction	Parks, Recreation & Cultural Affairs is seeking funding for an investment in Temple Street Park that will promote neighborhood use, bring the site and its amenities up to the current building and accessibility code requirements, increase public health and safety for park users, and better serve the overall community recreation needs. Temple Street Park is a neighborhood park, primarily serving the neighborhoods along Temple Street, including neighborhoods near Temple Street intersections with Salem End Road, Route 9, and Pleasant Street. Currently, Temple Street Park consists of a grass field area, a small dirt parking lot with no accessible parking, and outdated playground equipment that no longer meets code requirements for safety and accessibility. In addition, the current location of the equipment is adjacent to Temple Street, with no site fencing to separate park users from vehicle traffic. Through this redesign and construction project, we aim to address the overall accessibility of the site and its amenities, including new and relocated play equipment, poured-in-place safety surfacing, ADA-accessible walkways, site furnishings, perimeter fencing, shade structure, and landscape features. The department will contract with a professional design firm to work with residents in the surrounding neighborhoods and arrive at the preferred design that will guide the construction project. We anticipate the cost of the new playground with poured-in-place safety surfacing to be approximately \$500,000. A complete redesign of the park that includes all of the features mentioned above, the cost would be closer to \$750,000 to 1 million. We are seeking additional funding through CPA to help offset the anticipated cost and provide all desired amenities. The currently identified project price is a placeholder. As we progress with design and engineering, we will further refine the anticipated project cost.	500,000	-	-	-	-	-
Tennis and Basketball Design and Resurfacing Parks Locations	Many of Framingham's tennis and basketball courts were constructed between the 1990's and early 2000's using asphalt. Well-built and maintained asphalt courts typically begin showing degradation after 8-10 years, with an anticipated useful life of approximately 12-20 years before conditions require full replacement. Through a consistent annual crack-sealing and seal-coating program, the department has extended the safe and playable useful life of these courts for several years. As a result of their age and New England weather, the underlying base and asphalt playing surface at many locations are compromised to the point that requires removal and reconstruction. As we replace existing courts, we are proposing the reconstruction of these courts using post-tensioned concrete, which was recently used for the reconstruction of the courts at Winch Park. Post-tensioned concrete provides significantly improved durability of the playing surface, a 25-year warranty against structural failure, and an anticipated useful life expectancy of several additional years. During these reconstruction projects, we will also address ADA accessibility and assess the feasibility of upgrading court lighting to energy-efficient LED.		100,000	1,500,000	100,000	1,500,000	-
Walsh Improvements Design	The three (3) softball fields at Walsh/Dunning are the primary fields supporting Framingham Girls Fastpitch Softball, used almost daily from early spring through fall. The Parks Department is respectfully requesting design funding to increase community access to playing fields, bring the facility into compliance for health and accessibility codes, and improve overall user experience. Through this design we will address needed facility upgrades including night lighting, bathrooms, storage buildings, batting cages, and accessible walkways.				200,000		-
Waushakum Beach Park Design	Waushakum Beach Park was built several decades ago. The equipment, amenities, and layout of the facility no longer meet standards for building, accessibility, and safety codes. In addition, community recreational needs and facility use patterns have changed. As a result, Parks, Recreation & Cultural Affairs is respectfully requesting Capital Funding to undertake design and create construction documents to address these needs. The facility currently includes: • A bathhouse with restrooms, changing spaces, and showers • Sandy beach with swimming area • Small pieces of play equipment and swings • Old 8' high chain link fence • Grass picnic area The department will contract with a professional design firm and work with residents in the surrounding neighborhoods, other stakeholders, and community leaders to develop the preferred design plan for the construction project. Through this redesign and construction project, we will review the current structures and how to better utilize space at the site to serve current recreational needs. This will include overall accessibility of the site and its amenities, ADA-accessible walkways, play structures and safety surfacing, site furnishings, bathroom structures, perimeter fencing, shade structure, and landscape features.	100,000	-	-	-	-	-

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Police	Winch Park Design	Parks, Recreation & Cultural Affairs is requesting capital funding to undertake a Master Planning and design effort for Winch Park. The amenities at the site are not in compliance with current ADA codes for accessibility. Additionally, with changing community recreation needs, the layout of existing infrastructure at the site is not maximizing community access and use. Winch Park is dedicated parkland located on A street, adjacent to Framingham High School. The park is a multi-use facility with amenities including swings, a playground, bleacher seating with equipment storage, two (2) softball fields, a full-size baseball diamond, two (2) full-size multi-use rectangular sports fields, a basketball court with night lighting, and six (6) tennis courts with night lighting. This facility plays an integral role in meeting the overall recreational needs of the community, including multiple youth sports leagues, adult user groups, residents, community groups, and a wide variety of high school athletics teams. We will work with a professional design firm, neighbors, stakeholders, and community leaders to develop a Winch Master Plan that maximizes the sites potential to serve the diverse needs of the community, including site layout and design, athletic facilities, appropriate lighting, playground with safety surfacing, fencing, restrooms, site furnishings, and landscape features. The redesign of Winch Park is also a critical component of achieving Title IX compliance and providing equal opportunities across facilities for all students and athletes in Framingham.		300,000	-	-	-	-
	Parks & Recreation Total		1,946,088	5,200,000	3,350,000	6,050,000	2,520,000	2,008,026
	Police Tasers	Tasers are a less lethal use of force option that may assist officers when dealing with combative, violent or aggressive people. Using Tasers reduces risk of injury to police officers, offenders, and members of the public. Having the tasers on a 5 year plan will ensure that all tasers are active and replaced before expiration.	73,230	70,480	70,480	70,480	70,480	-
	Police Total		73,230	70,480	70,480	70,480	70,480	\$-
Public Safety	Public Safety							
	Joint Dispatch	The City has been working on a joint dispatch center with surrounding communities. The State has made grant funding available both for study and implementation of joint dispatch center. The City received a study grant and is currently working with a consultant on a plan for joint dispatch. The plan will become available in December 2023, with potential cost estimates for the construction and operation of a joint disptach center in Framingham available in early spring 2024. The amount of grants available and funding needed will be determined at that time.	10,000,000	-	-	-	-	-
	Public Safety Total		10,000,000	\$-	\$-	\$-	\$-	\$-
Public Works	ADA Compliance	Implementing recommendations generated by the City's Disability Commission will improve accessibility for all who live, work, and visit neighborhoods. The goal of this item is to provide funding for improvements that are beyond the scope of work of comprehensive highway and sidewalk projects, which are part of other specific requests.	150,000	150,000	150,000	150,000	150,000	-
	Arlington St Area Drains & Roads - Ph 1 Construction	This request is for the construction of Phase 1 drain and road improvements. The project area is bounded by Irving St., Herbert St., Eames St., and Alexander St. The Phase 1 area consists of approximately 2,200 LF of drain pipe, one drainage outfall, roadway, and sidewalks. The project will reduce flooding in this area, improve roads, and include ADA upgrades. Cross country drainage will be relocated into the street for better access for maintenance. This area has not seen major infrastructure improvements in many years, and funding for this project has been deferred for the past three years. Priority water and sewer improvements are planned for construction in FY2022 in Phase 1. Looking at the area as a whole, drainage improvements need to be incorporated with water and sewer improvements, because drains are located very close to water and sewer piping. In order to be more cost effective, to integrate improvements among affected City utilities, and to reduce construction impacts to residents, it is essential that drainage and roadway improvements be coordinated with water and sewer replacement. The proposed Phase 1 area includes 1,845 LF of drainage pipe and one new outfall. Roads and sidewalks will be significantly disturbed during this work and ADA regulations require upgrades during restoration.			5,324,000			

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Arlington St Area Drains & Roads Ph 2 - Construction	This request is for Design of Ph 2 and 3 for roads and drains. The Phase 2 and 3 areas are bounded by Irving St., Alexander St, Col. James M. Halpin Dr. and Hollis St. This area has approximately 6,650 linear feet of drainage pipe, two outfalls, road and sidewalks. The design will include improvements to reduce flooding, improve roadways, and provide ADA upgrades. This area has not seen major infrastructure improvements in many years, and funding for this project has been deferred for the past three years. Priority water and sewer improvements are also planned. Looking at the area as a whole, drainage improvements need to be incorporated with water and sewer improvements, because drains are located very close to water and sewer piping. In order to be more cost effective, to integrate improvements among affected City utilities, and to reduce construction impacts to residents, it is essential that drainage and roadway improvements be coordinated with water and sewer replacement.	-	-	-	-	8,390,000	-
Arlington Street Drains and Roads - Ph 2 & 3 - Design	This request is for Design of Ph 2 and 3 for roads and drains. The Phase 2 and 3 areas are bounded by Irving St., Alexander St, Col. James M. Halpin Dr. and Hollis St. This area has approximately 6,650 linear feet of drainage pipe, two outfalls, road and sidewalks. The design will include improvements to reduce flooding, improve roadways, and provide ADA upgrades. This area has not seen major infrastructure improvements in many years, and funding for this project has been deferred for the past three years. Priority water and sewer improvements are also planned. Looking at the area as a whole, drainage improvements need to be incorporated with water and sewer improvements, because drains are located very close to water and sewer piping. In order to be more cost effective, to integrate improvements among affected City utilities, and to reduce construction impacts to residents, it is essential that drainage and roadway improvements be coordinated with water and sewer replacement.	-	-	1,030,000	-	-	-
Arlington Street Phase 3 Road and Drain Construction	This request is for funding of Phase 3 roads and drains. The project area is bounded by Irving St., Alexander St., Eames St., and Hollis St. The Phase 3 area consists of approximately 2,950 LF of drain pipe. The project will reduce flooding in this area. Most infrastructure in this neighborhood over 100 years old. This project proposes to address these needs in an affordable multiphase implementation that will also reduce disruption to residents, businesses and through-traffic.	-	-	-	-	-	6,534,000
Beaver Pk Area Drains & Roads - Design	This project will provide funds for infrastructure improvements to the Beaver Park area, which is centered along Beaver Park Road, and includes the area generally bounded by Beaver Street, Waverly Street and the open space corridor that lies behind the properties along Beaver Terrace Circle, Interfaith Terrace and segments of both 2nd and 3rd Streets. The Beaver Park area is densely populated, has some of the oldest water and sewer pipes in the City, has drains that do not meet current standards, with many roads in a poor condition, and is almost totally non-compliant with ADA requirements. Replacements and improvements will reduce service failures, and enhance the safety and function of the neighborhood infrastructure. They will also serve as the foundation of a more cohesive and economically successful neighborhood, with a community-based plan addressing future public open space and private redevelopment.	-	-	-	-	500,000	-
Bishop Street Roadway - Construction	Bishop Street roadway improvement project is to provide multi-modal improvements to the Bishop Street corridor from Clinton Street to the Natick Town line, a distance of approximately 4,500 feet. It will include roadway realignment to provide accommodatio	-	-	-	-	-	4,300,000
Bishop Street Roadway - design	Bishop Street roadway improvement project is to provide multi-modal improvements to the Bishop Street corridor from Clinton Street to the Natick Town line, a distance of approximately 4,500 feet. It will include roadway realignment to provide accommodations for motorists, pedestrians, and bicyclists. The residential neighborhoods surrounding Bishop Street and the adjacent popular sports fields within Buttersworth Park result in pedestrian and bicycle demand as well as motorist parking in the area. The Bishop Street Rehabilitation Project will provide much needed accommodations for motorists, pedestrians, and bicyclists. The project will provide bicycle accommodations that currently do not exist along Bishop Street in the form of bicycle lanes. Pedestrian facilities will be updated to be ADA compliant including sidewalks and wheelchair ramps. Traffic signals at the Bishop Street at Arthur Street intersection will be replaced and will include pedestrian signals. On-street parking is proposed along one side of Bishop Street with bump-outs to calm traffic and shorten pedestrian crossing distances; roadway pavement will be rehabilitated.	-	-	500,000	-	-	-
Butterworth Pk Area Drains & Roads	This project will provide funds for design of roadway improvements to the Butterworth Park area. When constructed the project will provide roadway pavement rehabilitation (milling and/or reclamation) with the objective of reducing excess pavement width where possible; new and reset granite curbing, replacement of existing sidewalks and construction of new sidewalks and driveway aprons; and replacement or repair of existing drainage structures and piping as required. ADA-compliant sidewalks and wheelchair ramps will be constructed. In addition, streetscape and lighting improvements will be incorporated at the same time which would result in savings as opposed to implementation at separate times.	-	-	-	-	-	1,000,000

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Catchment Investigations (MS4 Permit)	This project will provide funds to assist with compliance with the National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Separate Storm Sewer System (MS4) permit requirements. Specifically, this project will provide consultant and contractor services for catchment investigations (i.e. inspections of the drainage system to identify pollution sources and asses infrastructure). The City of Framingham is required to operate its storm sewer system under a permit from the US EPA. The permit requires the City to complete catchment investigations. In addition to water quality benefits, this work will help the City improve asset management of drainage infrastructure. Non-compliance could result in administrative orders or fines.	230,000	-	-	-	-	-
Cedar Street area roadway - Construction	This appropriation will fund roadway, sidewalk and drainage improvements on Avon Street, Cedar Street, Charles Street, Clafin Street, Hayes Street, Highland Street and Pine Street. The locations in this request have been identified for rehabilitation in the City's Pavement Management Program. This work will follow utility upgrades in the area including recently completed gas work and proposed FY23 Water Work.	2,850,000	-	-	-	-	-
Central St Road & Drains Construction	This request is for construction roadway, sidewalk, and drainage improvements after the water and sewer improvements project. Sections of drainage pipe and structures will be replaced or rehabilitated using trenchless methodologies. The project area is along Central St., from the bridge near Edgell Rd. to Purchase St. Sidewalk, ramps and curbs will be upgraded to meet ADA requirements.	-	-	-	-	-	6,500,000
Central St Road and Drains - Design	The design of the roadway, drains, curbs, and sidewalks along the full Central Street corridor follows the already completed water and sewer improvement design. This project's roadway design will consist of pavement profiles and sub-base assessments, modifications to road surfacing and geometry, and upgrades to meet ADA sidewalk, ramp, and curb requirements. The work will include review and identification of right-of-way needs and preparation of easement plans for as many as ten properties. Approximately 5,050 LF of drain will be television inspected and assessed, and as many as 10,600 LF of drain will be considered for trenchless rehabilitation. Up to ten stormwater outfall locations will be located, mapped, and assessed. A sidewalk accessibility study, Central Street is a priority corridor for improvement to all infrastructure. The water and sewer designs have been completed to the 90% milestone, but no design work has been undertaken yet for drains, roadways, sidewalks, and curbs. This proposed project will include sub-base assessments and the design of pavement profiles, modifications to road surfacing and geometry, and upgrades to meet ADA sidewalk, ramp, and curb requirements. Sections of the drain are known to be in poor condition and require rehabilitation. A drainage assessment will feature television inspection of over 5,000 feet of storm sewer, a feasibility analysis for rehabilitating as much as 10,600 feet of drainage using trenchless technologies, and locating, mapping, and assessing up to ten stormwater outfall locations. Sidewalk design will build upon a completed sidewalk accessibility study and road and sidewalk condition assessment, which found that improvements are needed to meet the latest ADA requirements. Construction will be phased such that the water, sewer, and drain work will be completed first, followed by roads, curbs, and sidewalk improvements. Addressing buried infrastructure at one time prior to the surficial features will minimize the overall disruption to the neighborhood and those who use the corridor for commuting.	-	-	680,000	-	-	-
Cochituate Rail Trail extension at Sax Levee - design	This project will complete the design for an extension of the Cochituate Rail Trail over the Saxonville levee and connections to the Carol Getchell Trail. The design will include connections from Concord Street to the levee and from the levee to Danforth St., in addition to trail improvements on the top of the earthen levee. The design will consider maintaining integrity of the levee system, ADA accessibility, safety concerns, wayfinding, and neighborhood connectivity. The Cochituate Rail Trail is a popular trail with numerous recent improvements and extensions to Natick. The trail currently dead-ends in Saxonville. This design will allow the trail to continue through Saxonville and connect to the Carol Getchel Trail and eventually the Weston Aqueduct trail. The improved connectivity will provide additional recreational opportunities, increase transportation options for those commuters, and support economic objectives in the Saxonville area. The Solomon Foundation, working with the Friends of Saxonville, supported the initial feasibility study, conceptual design, and public engagement on which this project will build.	-	-	-	100,000	-	-

Public Works

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Consolidated Vehicle/Equipment - General Fund	Vehicle and equipment per Public Work's vehicle management and replacement schedule. The procurement and upkeep of equipment is a significant factor in providing cost-effective and reliable service for systems operation, maintenance, repair, rehabilitation and replacements. All vehicles and equipment are managed through the Fleet Department and included within a replacement schedule according to specific criteria, such as age, mileage, and major repairs needed for continued reliable service. Industry and Framingham DPW experience indicates that above those thresholds maintenance increases substantially to assure service reliability, as do major repairs, none of which provide a return on investment, and they are not sustainable with the current DPW facility and staffing. In addition to daily service for the various Divisions, nearly all vehicles and equipment are used for the Department's snow and ice management program which is particularly destructive to vehicles.	1,940,000	2,965,000	1,627,000	1,000,000	1,950,000	-
CSX culverts/Henry St drainage/remaining Union Ave drainage work			250,000	-	-	-	-
Drainage System & Surface Water Quality Projects	Annual Appropriation for DPW capital repairs to the stormwater conveyance system (pipes, culverts, and open channels). Improvements include removal of debris and sedimentation restoration of open channel bottoms. Includes repairs to side walls, banks and channel formed channel bases. Improvements will restore system capacity and mitigate flooding.	500,000	500,000	500,000	500,000	500,000	-
Dudley Rd Landfill Closure – Construction	This is for continuing efforts to formally close the Dudley Road Landfill in accordance with MassDEP Solid Waste Regulations. The closure will protect public health, safety and the environment from continued threats of leachate, toxins and greenhouse gases typically present in landfills.		-	-	-	-	5,000,000
Dudley Rd Landfill Closure – Design	This is for continuing efforts to formally close the Dudley Road Landfill in accordance with MassDEP Solid Waste Regulations. The closure will protect public health, safety and the environment from continued threats of leachate, toxins and greenhouse gases typically present in landfills.		1,000,000	-	-	-	-
Edgell Rd/Central St Intersection, Construction Oversight and Nonparticipating Costs	The proposed work will construct safety and traffic improvements for the intersection of Edgell Road and Central Street, including intersection geometric improvements, sidewalks, and installation of a traffic signal via State TIP funding. The funding will cover the construction costs not covered by the TIP funding. The project will reduce traffic congestion and improve pedestrian mobility and safety by providing an exclusive pedestrian phase in the traffic signal, as well as provide crosswalks and ADA/AAB compliant sidewalks along both sides of both roadways. The majority of the construction will be paid by the Federal and State funds, but some specific items like underground City communication conduits are not eligible for the State funding and must be paid by the City.	400,000	-	-	-	-	-
Fountain St/Dudley Rd Intersection - Construction	This is for the final design, permitting, and easement acquisition portion of the project, prior to construction. This well-traveled intersection is in need of upgrades to improve efficiency and vehicular and pedestrian safety. The traffic signals were intended to only be temporary but have been in place for many years and do not meet current standards. Furthermore, Farm Pond is classified as an Impaired Water Body, and improvements to the drainage system will enhance water quality. Features of the project will be the addition of a right-turn lane onto Dudley Road, improved intersection geometry, increased lengths of existing turning lanes, new pedestrian crossings, new traffic signals, and modifications to drainage to the outfall at Farm Pond. This project will complete the upgrades for Fountain Street and Dudley Road, which have included new water and sewer mains, drainage and roadway improvements, new Fountain Street and Winter Street Bridges, upgrades to Loring Arena, the dog park, the skate park, and the new Dudley Road multi-use path.	3,900,000	-	-	-	-	-
Garvey Rd & Leo Chasse Way Rehab & Improve – Design & Construction	This project will rehabilitate and improve Garvey Road and Leo Chasse Way, including 4,800 feet of roadway, and related drainage, curbs, sidewalks, pavement markings, traffic signs and street lighting. The project will also address repairs to an existing drainage culvert, identified as in critical condition. The existing roads are in poor condition, with extensive cracking, and utility and pothole patches. Curbs are displaced, pavement markings and signs are missing, drainage does not meet current standards, sidewalks are in disrepair and are not ADA compliant, and street lights are nonfunctional, apparently due to degradation of direct-buried power lines. If not addressed soon, the extent and cost of pavement rehabilitation will increase significantly.						-
Public Works				3,165,000	-	-	-

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Hartford Street Culvert Design & Construction	This is for conceptual design and permitting, with the intent that construction would be by the on-call (unit price) DPW contractor. This culvert is considered the most at-risk culvert in the City and was rated "Critical" with a risk score of 83 in the recent December 2020 city-wide Culvert Assessment and Prioritization Report. It was originally a 36" by 34" stone box culvert that was extended with two 24" concrete pipes. It crosses Hartford Street, a busy arterial roadway, and the contributing drainage area is substantial in size. Part of the stone portion of the culvert has collapsed, and there are critical blockages and deformations. In addition, the headwall has loose stones and is unstable and existing guardrail is substandard and in disrepair. Because of the complexity of the culvert and the need to keep Hartford Street in operation during construction, the project requires a full design and cannot be upgraded by going directly to construction, as is the case with some of the other culverts in the City.	750,000	-	-	-	-	-
Hemenway Neighborhood Flood/Drainage Mitigation - Construction	The Hemenway neighborhood is subject to recurring street flooding and property damage. This project includes survey, H&H modeling, and advancing design as recommended in a 2017 feasibility study to remove the Landham Pond Dam. It is recommended that the culverts under the abandoned railroad be retrofitted or removed. Culverts currently owned by CSX. Project is on hold, pending potential purchase of CSX property. Replacement/upgrading the Colonial Drive culvert will need to be done before or in conjunction with CSX culverts.	-	-	-	-	1,895,000	-
Henry Street Drainage	Stormwater improvements were installed on Union Avenue between 2015 and 2020, and are continuing in 2022 with the MassDOT TIP project. The downstream drainage system on Henry Street must be replaced to accommodate the upstream capacity of the system. The Henry Street Drainage Improvements includes the installation of approximately 750 LF of 30" drainage pipe on Henry Street, connecting to the existing culvert located on the railyard property owned and operated by CSX, Inc. before discharging to Farm Pond. Additionally, an off-line Water Quality Unit will be installed to capture roadway contaminants, improving the water quality of Farm Pond (an impaired water body).	1,200,000	-	-	-	-	-
Herbert Street, Badger Road, and Parmenter Road Design and Construction FY24	This request is for the design and construction of "critical" culvert repairs intended to extend their usage. Locations include Badger Road, Herbert Street and Parmenter Road. Culverts perform a crucial role in drainage throughout the City. As part of the city wide inventory and assessment of drainage culverts, the Badger Road, Herbert Street and Parmenter Road culverts were determined to be in critical condition and in need of attention to prevent failure. Since the report, one critical culvert has already collapsed. A culvert failure can have serious consequences, with the potential to cause upstream flooding to residents and businesses; overtop roads, causing unsafe conditions for travel; and damage other city owned infrastructure, including roads and utilities. These culvert improvements are not intended to meet stream crossing standards.	400,000	-	-	-	-	-
Indian Head Heights Cross Country Drainage	The purpose of this project is to line approximately 900 linear feet of 30-inch corrugated metal pipe (CMP). The existing Indian Head Road cross country drainage system includes twin pipes which start at a concrete headwall on the south side of Indian Head Road east of #97 Indian Head Road. The pipes are both 30-inch diameter, one being reinforced concrete pipe (RCP) and other corrugated metal pipe (CMP). These pipes extend northerly under Indian Head Road, then continue perpendicular to the road and across private property all the way to Central Street and daylight at an existing concrete headwall adjacent to the Sudbury River. Routine maintenance and inspection shows areas of deterioration and potential structural deficiency. The CMP is over 80 years old. Pipe of this age and material consistently experiences corrosion and section loss. Lining will reestablish structural integrity and restore the hydraulic capacity.	220,000	-	-	-	-	-
Lake Cochituate Infrastructure & Water Quality Improvements	The design and construction of drainage retrofits within the Lake Cochituate watershed will improve water quality and reduce impacts from severe storms. This project focuses on replacement and/or repair of connected or contributing drainage infrastructure, installation of a water quality unit and green infrastructure on City owned Parks & Recreation property. Potential for retrofits at the beach parking lot.	1,200,000	-	-	-	-	-
Lake Waushakum Infrastructure and Water Quality Improvements	The design and construction of drainage retrofits within the Lake Waushakum watershed will improve water quality and reduce impacts from severe storms. This project focuses on replacement and/or repair of connected or contributing drainage infrastructure, installation of a water quality unit and green infrastructure on City owned Parks & Recreation property. Emphasis for retrofit and demonstration projects to provide system efficiencies and meet EPA MS4 permit requirements.	600,000	-	-	-	-	-
Learned Pond Infrastructure & Water Quality Improvements	Inspect, repair or replace drainage infrastructure to outfalls, and repair headwalls as necessary to Learned Pond. Install water quality unit or other stormwater BMP to improve water quality discharging to Learned Pond.	1,500,000	-	-	-	-	-

Public Works

CITY OF FRAMINGHAM
Five Year Capital Improvement Plan FY 2024 through FY 2033
Department Requests

Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Main St Roadway Rehab - Design & Construction	This project will improve Main Street just south of the High Street intersection, with an additional southbound lane serving as a dedicated right-turn lane for the approach to Franklin Street, and a transition to match the existing left-turn lane for the approach to High Street. In addition, ornamental street lighting will be added along the corridor. The goal is to improve traffic in the section between Franklin Street and High Street for the morning and evening commuting periods. This work is immediately adjacent to the Main Street Retaining Wall replacement, and has a goal of improving traffic flow and safety during the high-demand morning and evening commuting periods.						2,500,000
McAdams Rd drainage improvement - design	This project will evaluate the existing drainage at McAdams Rd near the Livoli Rd intersection and in the vicinity of the aqueduct siphon and design improvements for drainage conveyance and stormwater quality. The McAdams Rd culvert and drainage system continuously clogs, is a potential flooding hazard, and requires a significant amount of operations efforts during storm events. The Highway Department responds to emergency conditions caused by conveyance and capacity issues during rain events at least 3-4 times per year. If the system were improved to work more effectively, emergency causing conditions would be removed.				250,000		
MS4 Permit Implementation Yr 6	This project will provide funds to assist with compliance of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit requirements. Specifically, this project will provide consultant and contractor services for catchment investigations (i.e. inspections of the drainage system to identify pollution sources and asses infrastructure), outfall screenings and other permit obligations. The City of Framingham is required to operate its storm sewer system under a permit from the US EPA. The permit requires the City to complete catchment investigations by FY'28. Deferring this work creates an unsustainable workload in following years. In addition to water quality benefits, this work will help the City improve asset management of drainage infrastructure. Non-compliance could result in administrative orders or fines.	300,000					
MS4 Permit Implementation Yr 7	This project will provide funds to assist with compliance of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit requirements. Specifically, this project will provide consultant and contractor services for catchment investigations (i.e. inspections of the drainage system to identify pollution sources and asses infrastructure), outfall screenings and other permit obligations. The City of Framingham is required to operate its storm sewer system under a permit from the US EPA. The permit requires the City to complete catchment investigations by FY'28. Deferring this work creates an unsustainable workload in following years. In addition to water quality benefits, this work will help the City improve asset management of drainage infrastructure. Non-compliance could result in administrative orders or fines.		300,000				
MS4 Permit Implementation Yr 8 , Year 9, Year 10	This project will provide funds to assist with compliance of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit requirements. Specifically, this project will provide consultant and contractor services for catchment investigations (i.e. inspections of the drainage system to identify pollution sources and asses infrastructure), outfall screenings and other permit obligations. The City of Framingham is required to operate its storm sewer system under a permit from the US EPA. The permit requires the City to complete catchment investigations by FY'28. Deferring this work creates an unsustainable workload in following years. In addition to water quality benefits, this work will help the City improve asset management of drainage infrastructure. Non-compliance could result in administrative orders or fines.			300,000	300,000	300,000	
Priority Drainage Headwall Replacements	This project will fund the repair and rehabilitation of drainage headwalls. This is anticipated to be a multi-year project and this funding request is for the first phase of work which focuses on the damaged headwalls with the highest consequences of failure. The DPW plans to repair or replace 6 to 9 headwalls per year, prioritized by highest risk of structural failure and largest need for improved water quality. The headwalls that are intended to be included in this project are: in the vicinity of the Framingham High School, Simpson Dr, and Fenway Dr which directly discharge to the Sudbury River; in the vicinity of Edgewater Dr which directly discharge to Framingham Reservoir #1; near Hollis St which directly discharges to Lake Waushakum; and in the vicinity of Maple Lane which directly discharges to Baiting Brook. Repairing and replacing failing headwalls will improve public safety. Failing headwalls are not just unsightly, the damaged infrastructure can result in drainage problems that can cause localized flooding and property damage. Additionally, erosion around failing headwalls can also cause property damage and are a source of water pollution. Over 16 headwalls were identified by recent field investigation as currently failing and over a dozen more need significant repair.	100,000			162,000		

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Recycling Drop-Off Center (RDC) Replacement – Demo Exist, and Design & Construction	This funding will provide for the demolition of the remaining former incinerator building superstructure, including appropriate removal and disposal of sensitive materials, and the design and construction of a new solid waste operations building. The existing incinerator building will be demolished and replaced with a new pre-engineered DPW Sanitation Operations Building that meets needs and fits the site, including use of existing foundations and other substructure where cost effective. The former incinerator building is in disrepair and is functionally obsolete, with a best value sanitation operations support facility being a replacement specifically designed to meet Sanitation Division needs, including storage/protection of rolling equipment.					5,562,000	-
Roadway Improvements FY24	This funding provides ongoing roadway, curb, sidewalk and related infrastructure rehabilitation and improvements necessary to retain an overall State of Good Repair citywide, as well as safety and accessibility improvements. The majority of this work provides roadway resurfacing such as mill and overlay, stress absorbing membrane interlayer, bonded wearing course, rubber chip seal, mill and fill and crack sealing. Without substantial and appropriate ongoing roadway work, this infrastructure deteriorates rapidly, costs more to raise back up to a State of Good Repair, and increases the annual needs and costs for roadway maintenance, including emergency and other corrective repairs.	8,500,000	8,500,000	8,500,000	8,500,000	8,500,000	-
Rt 126/135 & Railroads Intersection Improvements – Preliminary Design	The intersection of Routes 126 and 135 and the MBTA and CSX railroad is a source of significant congestion. After being studied for over a century, the State's Long Range Transportation Plan includes this construction project (MassDOT Project No. 606109) to depress Route 135 under Route 126, with an estimated construction cost of \$115 million. This project would initiate design activities through the investigation of public and private utility conflicts, preliminary highway and bridge design, evaluation of right-of-way impacts and coordination with the MBTA and private utility companies.	500,000	-	-	-	-	-
Rt 126/135 & Railroads Intersection, TIP - Design & Construction Oversight	MassDOT Project #606109, is the depression of Route 135 under Route 126. The estimated construction cost is \$115M. This funding would be used to advance preliminary design activities including the investigation of public and private utility conflicts, preliminary highway and bridge design, evaluation of right-of-way impacts and coordination with the MBTA and private utility companies.						5,000,000
Salem End/Badger/Gates Intersection TIP - Design FY29-33	This Project will improve safety at the intersections of Salem End Road, Badger Road and Gates Street and replace the existing configuration with a roundabout. The existing intersection is a non-traditional intersection with poor geometry which causes confusion for drivers entering the intersection. The complex intersection will be replaced with a modern roundabout to improve driver expectations. The Project has received a TIP number (609280) and is eligible for Federal Aid Highway Funding (MassDOT Letter dated 1-15-2019). Alternatives Analysis and Conceptual Design have been completed.						400,000
Saxonville Intersection Improvements - Construct	This is for final design and construction of improvements to intersection of Central St, Elm St, & Concord St., including pedestrian access, road and sidewalk improvements, accessibility, parking, and aesthetic upgrades. Improvements are based on a need to improve the safety of this intersection for pedestrians and vehicles, as well as rejuvenate the surrounding commercial area.	4,150,000	-	-	-	-	-
School St Bridge - Construction	The School Street Bridge over the Cochituate Brook is a reinforced concrete slab bridge that is 95 years old and is at the end of its reliable life. Located just east of the signalized intersection of Concord and School Street and the northern terminus of the Cochituate Rail Trail (CRT), the bridge is a key link in the City's transportation network. The existing structure is narrow, allowing for 2 travel lanes, no shoulders and one sidewalk. The proposed new bridge will provide shoulders and sidewalks on both sides connecting to the CRT, as well as 5 foot-wide shoulders for bicycle accommodation along School Street, and replacement of aged utilities. Replace aged structure, which required filling of a hole in the deck in 2008, particularly improved pedestrian mobility and safety by providing ADA/AAB compliant sidewalks along both sides of the street. Also provides efficiencies in addressing need to upgrade utilities on the existing bridge and along School Street to the east. Replacement of the aging structure will avoid future rehabilitation costs and potential weight restriction for vehicle use of the bridge.					3,270,000	-
School St Bridge Replacement	The School Street Bridge over Cochituate Brook is a reinforced concrete slab bridge that is almost 100 years old and at the end of its reliable life. Located just east of the signalized intersection of Concord and School Streets and the northern terminus of the Cochituate Rail Trail (CRT), the bridge is a key link in the City's transportation network. The existing structure is narrow, allowing for only two travel lanes, with no shoulders and one sidewalk. The proposed new bridge will enhance its structural integrity and avoid the potential for future weight restrictions for vehicles. The project will also provide shoulders and sidewalks on both sides connecting to the CRT, as well as 5-foot wide shoulders for bicycle accommodation along School Street and replacement of outdated (1920s) utilities in the area. The project will improve pedestrian mobility and safety by providing ADA/AAB compliant sidewalks along both sides of the street.	500,000	-	-	-	-	-

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Sherwin Terrace Area Drainage Improvements	During precipitation events, stormwater from two public roads (Dunning Avenue and Chataqua Avenue) flow onto Sherwin Terrace, which a private, non-public road. When these precipitation events are significant, the stormwater can overflow into private properties resulting in property damage.		650,000	-	-	-	-
Simpson Park Improvements	Project to include pedestrian crossing of Central Street at Fenwick Street, parking, and improvements to interior of the park.	50,000	-	-	-	-	-
St Tarciscius Wetlands Restoration (Lake Waushakum)	Outfall 2012000 discharges to a wetland tributary to Lake Waushakum. Perform a condition assessment of the wetland and perform wetland restoration to improve water quality in Lake Waushakum.	200,000	-	-	-	-	-
Stormwater Master Plan	The City Stormwater Master Plan will be a comprehensive plan including condition assessment of the infrastructure, hydraulic modeling of known flooding areas, updated mapping, and review for water quality improvements. The project will then develop specific recommendations for improvements to the system. The comprehensive plan will address regulatory requirements for stormwater quality and climate change predictions for flood mitigation.	800,000	-	-	-	-	-
Taralli Terrace & Second Street Bridges - Evaluation	The 2013 bridge inspection and master plan identified structural issues with the bridge railings at both locations as well as the approach railings and isolated concrete spalling on the underside of the Second Street bridge. Flooding has also occurred in this section of the city. This evaluation will determine the appropriate next steps.		100,000	-	-	-	-
Traffic Calming	The goal of traffic calming is to improve safety for motorists, pedestrians, and cyclists. Measures include signage, speed humps, pedestrian crossing lights, and reconfiguring intersections. This project provides for the study, design and construction of traffic calming measures and other related safety improvements to public roadways following the City's Traffic Calming Policy and recommendations from the Traffic Commission and City departments. These measures contribute to improved safety and livability for Framingham's streets and neighborhoods. While new traffic concerns are brought forward by residents and business owners on an ongoing basis, current areas of concern are excessive accident counts on Grant Street and speeding on Grove Street, Brook Street, Potter Road, Winter Street, and Old Connecticut Path.	150,000	-	150,000	-	150,000	-
Unaccepted Street Improvements	These funds will allow the City to improve Hadley Road and Bellmore Road to City roadway standards. Work will include paving, curbing, drainage improvements, and signage. These funds will also support the surveying and legal services to support public acceptance. These roads are currently private roads in the City of Framingham. These roads were created under subdivision control and were intended for eventual acceptance. These roads were not maintained by a homeowners association or other consolidated entity and have therefore deteriorated to an unacceptable level of disrepair. The property owners in this area have requested that the City accept the roads as public roadways.		-	-	267,000	-	-
Unaccepted Streets Improvements	These funds will allow the City to improve Candlestick Lane, Gaslight Lane, and Lantern Road to City roadway standards. Work will include paving, curbing, drainage improvements, and signage. These funds will also support the surveying and legal services to support public acceptance. These roads are currently private roads in the City of Framingham. These roads were created under subdivision control and were intended for eventual acceptance. These roads were not maintained by a homeowners association or other consolidated entity and have therefore deteriorated to an unacceptable level of disrepair. The property owners in this area have requested that the City accept the roads as public roadways.		1,100,000	-	-	-	-
Walnut Street Neighborhood Flood Mitigation projects - construction	This flood mitigation & climate resiliency project includes three parts which can be completed together or in phases: 1) Replace earthen berm between Walnut Street and Stonybrook Rd (aka the "School Path" between Fuller Middle School and Bowditch Field) with an elevated boardwalk. (\$1.4M); 2) Stream channel and streambank restorations to reduce flooding and enhance conveyance capacity in the Walnut Street/Sucker Brook Drainage Area. (\$1.2M); 3) Main Street culvert replacement, from under Main Street to outlet at Sudbury River, including portion under the parking lot that required emergency repairs in March 2022. (\$850,000). Co-funded by a FY20/21 MVP Action Grant and a FEMA Flood Mitigation Assistance grant, the City compelled the Walnut Street Area Flood Mitigation Study in June 2021. In FY22, the City was awarded a MVP Action Grant to complete design of preferred alternatives. This project builds upon the previous grants to take the project from design to implementation. This is the total amount, the \$2.4 million for the MVP grant and \$800,000 matching from the City.	3,200,000	-	-	-	-	-
Public Works Total		34,290,000	15,515,000	21,926,000	14,499,000	27,897,000	31,234,000
Schools							
ADA Compliance Upgrades - Districtwide	This project request is for the continued improvements focused on providing access to all district facilities	390,000	390,000	390,000	390,000	390,000	-
Asbestos Abatement - Districtwide	This project request is for the continued abatement of asbestos in district wide buildings.	750,000	561,000	598,800	550,000	550,000	550,000

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Exterior Envelope Design & Construction King and Framingham High School	This request for capital budget funding is for the design of exterior envelope repairs to the King Elementary and Framingham High Schools. These two facilities fall within our long range exterior envelope repair program and have experienced a number of deficiencies and damage throughout the years. This funding request of \$322,000 would allow the Department to work with our House Doctor Design to investigate the major areas of concerns, moisture infiltration, extent of damage to the infrastructure, and begin developing a plan for repairs. Once this effort is completed, the Department will have a phased approach and bidding documents to begin the repair process. This project will address many issues at King and FHS, including failing window perimeter sealant systems; deteriorating expansion joints; deteriorating fascia; deteriorated mortar; foundation cracks and failure; spalling concrete; and associated components. King was constructed in 1957 and has undergone numerous improvements throughout the years. However, there have been minimal repairs to the building's exterior envelope, which has resulted in the deteriorating conditions of today. Framingham High School was constructed in 1961 and underwent expansion and renovations from 2001 through 2007. While this building has undergone numerous renovations and repairs, the exterior envelope has not been the focus of repairs or renovations for a number of years. This is shown in the current condition and continued moisture infiltration throughout the building. Estimated Design Costs - King Elementary School - \$135,000 Framingham High School - \$187,000 Total Requested - \$322,000	322,000	3,220,000	-	-	-	-
Exterior Envelope Design Dunning and Thayer Schools	This project request is for the design of repairs to the exterior envelopes at Dunning and Thayer Schools.	-	-	260,000	-	-	-
Exterior Envelope Repairs Design Juniper Hill and FHS	This request is for design of exterior envelope repairs at Juniper Hill and FHS	-	-	-	100,000	-	-
Exterior Envelope Repairs, Construction - Dunning and Thayer Schools	This project request is for repairs to the Dunning and Thayer exterior envelopes. These project are part of our long range exterior envelope repair plan.	-	-	-	2,600,000	-	-
Exterior Envelope Repairs, Construction - Farley	This project request is for repairs to the Farley exterior envelope. This project is part of our long range exterior envelope repair program.	-	-	2,000,000	-	-	-
Exterior Envelope Repairs, Construction - Juniper Hill and Framingham High School	This project request is for repairs to the exterior envelopes at Juniper Hill and Framingham High Schools. These projects are part of the long range exterior envelope repair plan.	-	-	-	-	1,000,000	-
Exterior Envelope Repairs, Design - Brophy School	This project request is for repairs to the exterior envelope at Brophy School. This is part of our long range exterior envelope repair program.	-	-	-	-	320,000	-
Exterior Envelope Repairs, Design & Construction	This project is for the repairs of exterior envelopes district wide. \$1.3M per year FY29-33	-	-	-	-	-	3,300,000
Exterior Envelope Repairs/Replacements, Construction - Brophy School	This project is for the repair and replacements to the Brophy Elementary School exterior envelope	-	-	-	-	-	3,200,000
Exterior Envelope, Design - Farley	This project request is for the design of the Farley Exterior Envelope Repairs. This project is part of our long range exterior envelope repairs plan	-	200,000	-	-	-	-
Farley Generator Installation - Farley Building	This request for capital budget funding is for the purchase and installation of an appropriately sized generator at the Farley Building. The current generator is greatly undersized for the District's needs now that the building is occupied by central office staff. This project would allow for the installation of an appropriately sized generator that will provide coverage for the newly relocated offices. Additionally, this generator will be designed to support future operational expansion within the building, allowing for continued operations of the District's Central Office during power outages. The requested funding amount incorporates an increase due to continued inflation and fluctuation in pricing experienced in the market. While this is an estimate, we believe the number will cover all costs associated with this project but understand the continued market fluctuation will result in volatile numbers for the foreseeable future. Total Requested \$610,000	610,000	-	-	-	-	-
Feasibility Study Additional Funding Request, Hemenway Elementary School	This request for capital budget funding is for supplemental funding that will allow the District to undertake a full feasibility study for the potential Hemenway Elementary School Project. Originally, a capital appropriation was approved for \$600,000 for this study during the FY21 process. This appropriation coincided with the District's first application submission to the MSBA Core Program for Hemenway. This funding amount was sufficient at that time. During a meeting with representatives from the MSBA and their consultants, it was pointed out that District's are now allocating and expending between \$800,000 - \$1,200,000 for these types of studies once invited into the Core Program. It was then recommended that we incorporate this recommendation into our funding strategy for this study. As such, we are respectfully requesting appropriation of an additional \$400,000 for this study, which will bring the total appropriated amount to \$1,000,000.	400,000	-	-	-	-	-
Fire Alarm Systems Upgrades -	This project request is for the continued upgrades to fire alarm systems throughout the district. FY24 Cameron, FY25 Harmony Grove, FY 25 & FY26 Dunning, FY27 Potter Road, FY28 Stapleton, FY29 Walsh and others TBD (out years FY29-33 totals are combined)	165,000	200,000	118,800	118,000	112,200	625,000

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
King Front Entrance Replacement	This request for capital budget funding is for the full replacement of the front entrance to King Elementary School. During the spring of 2022, the Department contracted Newport Construction to perform repairs to the top slab of the entranceway in an effort to maintain accessibility. During excavation, it was discovered that the structural support of the entranceway had deteriorated beyond what was expected and required further investigation. Newport made minor repairs and sealed up the slab, ensuring it was safe for usage. The Department is currently working with Beta Design on conceptual renderings for a remodeled front entrance that will eliminate any structural concerns while maintaining accessibility.	775,000	-	-	-	-	-
MSBA Major Renovation/Replacement Project - Potter Road School	This project request is for major renovations or the replacement of Potter Road. This project will qualify for the MSBA Core program, which the district will apply to.	-	-	-	-	-	63,322,372
MSBA Major Renovation/Replacement Project Design & Construction Hemenway Elementary	This project request is for the renovation/replacement of Hemenway Elementary School. The District has previously applied to the MSBA Core Program and is awaiting decision from the MSBA.	-	110,000,000	-	-	-	-
MSBA Pre-Feasibility Study - Potter Road	This project request is for a pre-feasibility study for the renovation/replacement of Potter Road Elementary School.	-	-	800,000	-	-	-
Paving Replacement/Storm Water - Framingham High School	This project is for paving and stormwater improvements at FHS. This is part of our long range paving and stormwater improvement program and complies with NIPDES regulations.	-	-	-	-	753,920	-
Paving Replacement/Storm Water - Barbieri	This request is for stormwater system upgrades and parking lot/driveway repairs and repaving at Barbieri Elementary School.	-	628,800	-	-	-	-
Paving Replacement/Storm Water - Walsh Middle & McCarthy Elementary Schools	This request for capital budget funding is for the continued upgrades of existing parking areas, driveways, and stormwater management systems at District School's. Additionally, this project also continues the District's efforts to comply with National Pollutant Discharge Elimination System (NPDES) regulations, which require all City and School buildings' stormwater run-off, including from roofs, is pretreated prior to allowing stormwater to run into streams, brooks, ponds, etc. This project will focus on improvements at Walsh Middle and McCarthy Elementary School's. Walsh Middle School Improvements Pavement mill and overlay; new ADA compliant sidewalk and pedestrian ramps; parking and driveway restriping; stormwater management system upgrades; project design and administration; \$645,200 McCarthy Elementary School Pavement mill and overlay; new HMA parking area expansion; new ADA compliant sidewalk and pedestrian ramps; parking and driveway restriping; stormwater management system upgrades; project design and administration; \$ 564,000 Total Requested \$1,210,000	1,210,000	-	-	-	-	-
Paving Replacement/Storm Water -Cameron	This project request is for improvements to the stormwater systems and paving repairs at Cameron Middle School	-	-	576,610	-	-	-
Paving Replacement/Stormwater - Harmony Grove and Hemenway Schools	This project request is for stormwater and paving repairs/upgrades at Harmony Grove and Hemenway Schools.	-	-	-	759,675	-	-
Roof Repairs/Replacement - McCarthy Phase I/Dunning	This request for capital budget funding is for the construction of new roofs at Dunning and McCarthy Elementary (Phase I) Schools. These roofs are in poor condition and rapidly deteriorating. Additionally, the warranty for both phases at McCarthy Elementary have expired while the warranty for Dunning Elementary is set to expire in 2023. Both of these roofs are experiencing moisture infiltration and deterioration that is requiring full replacement in order to ensure the continued usage of the school. The Department has submitted a statement of interest to the MSBA for the accelerated repair program for both roofs, and is awaiting follow up from the MSBA on whether the City has been accepted into the program for these roofs. However, as part of the MSBA program, the City is required to allocate full project costs within a given timeline, which this funding request would accomplish. Replacement design was funded through the FY 2023 Capital Budget. That is underway and slated to be completed during fall/winter of 2022/2023. We currently utilize \$10,000 per building annually for repairs for roofs that are off warranty. By replacing these roofs, we will save \$20,000 per year in our operating budget.	7,243,000	-	-	-	-	-
Roof Repairs/Replacement, Construction - FHS	This project is for the replacement of the roof at FHS.	-	-	-	-	-	15,600,000
Roof Repairs/Replacement, Design - McCarthy Phase II	This project is for the design of a new roof at McCarthy, Phase II	-	-	-	-	-	200,000
Roof Repairs/Replacement, Design - Walsh Middle School	This project request is for the design of roof replacement/repairs to Walsh Middle School.	-	-	-	-	-	871,000
Roof Repairs/Replacements, Construction - Juniper Hill and Stapleton	This project request is for the replacement of roofs at Juniper Hill and Stapleton Schools. This project may also qualify for MSBA accelerated repair program funding, which the district will apply for.	-	-	-	-	-	5,620,000
Roof Repairs/Replacements, Construction - McCarthy Phase II	This project request is for the replacement of Phase II of the roof at McCarthy Elementary School	-	-	-	-	-	2,000,000
Roof Repairs/Replacements, Construction - Walsh Middle School	This project is for the replacement of the Walsh Middle School Roof.	-	-	-	-	-	8,710,200

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Roof Repairs/Replacements, Design - FHS	This project request is for the design of roof replacement at FHS.		-	-	-	-	1,560,000
Roof Repairs/Replacements, Design - Juniper Hill and Stapleton	This project request is for the design of roof replacements at Juniper Hill and Stapleton Schools. These projects are included in our long range roof replacement program and may be eligible for MSBA funding through their accelerated repair program.		-	-	-	562,000	-
Roof Repairs/Replacements, Design	This project is for the design of roof replacements district wide.		-	-	-	-	500,000
Roof Replacement Design & Construction Hemenway Elementary	This project request is for the design of a roof replacement at Hemenway Elementary School		-	477,100	4,264,765	-	-
Roof Replacement Design & Construction Potter and Brophy Schools	This request for capital budget funding is for the design of roof replacements at Potter Road and Barbieri Elementary Schools. These roofs are in poor condition and rapidly deteriorating. Additionally, the warranty for Brophy expired on September 6, 2022; and Potter Road is set to expire in August of 2023. Both of these warranties were extended for an additional 5 years through Tremco, our roof warranty contractor. Currently, both of these roofs are experiencing moisture infiltration and deterioration that is requiring full replacement in order to ensure the continued usage of the school. The Department has submitted a statement of interest to the MSBA for the accelerated repair program for the Potter Road roof replacement. However, as part of the MSBA program, the City is required to allocate full project costs within a given timeline, which this funding request would accomplish. Funding for construction of these roofs will be requested through our FY2025 capital budget proposal.	855,000	8,550,000	-	-	-	-
Roof Replacements Design & Construction Barbieri and King Schools	This request is for the design of roof replacements at Barbieri and King. If these roofs qualify at the time of request, we will submit an application to the MSBA Accelerated Repair Program for potential grant funding.		850,000	8,500,000	-	-	-
Roof Replacements Design & Construction Harmony Grove and Cameron Schools	This project request is for the design of roof replacements at Harmony Grove and Cameron Schools		-	-	938,000	9,378,000	-
Security Enhancement Throughout the District	The School Department has implemented increased security measures throughout the District. This year, we are proposing improvements and security installations focused on continuing the District's efforts in enhancing safety and security. Those enhancements include purchasing and installation of cameras throughout district schools; install new and upgrade current security systems; install new and upgrade current communication equipment and systems; and upgrade the current security system at Farley and integrate the building and system into the district's system. Cost per item: District Wide Camera Purchases and Install: \$100,000; Upgrade / Additional Security Systems: \$50,000; Communication Upgrade/Install and equipment: \$60,000; Farley Upgrade and Integration: \$140,000; Contingency: \$50,00 Total Requested \$400,000	400,000	400,000	400,000	400,000	400,000	400,000
Schools Total		13,120,000	124,999,800	14,121,310	10,120,440	13,466,120	106,458,572
			-	-	-	-	-
City-wide IP camera replacement	There are over 300 IP cameras throughout the City and in City buildings; this project replaces outdated or obsolete cameras as well as replacing the servers and software that manage them		-	-	250,000	-	-
Continue Fiber Rollout	Continue municipal fiber network ring to include: Fire Dispatch, Brophy Elementary, Worcester Road Sewer Station and New York Ave Water Station. This fiber ring makes the City network connectivity more reliable and self-sufficient in the event of an emergency or a fiber break of the existing fiber network.	223,000	-	-	-	-	-
Data Storage and Virtual Environment Upgrade	PD/FD data center upgrades		875,800	-	-	-	-
Fire Apparatus Laptop Replacement	The current Fire Apparatus laptops will exceed their 5 year useful life in the next budget cycle and will no longer be covered under original warranty. Continued use of this equipment after useful life will likely result in more in-service equipment failures. This equipment is utilized by the Fire Department 7 days a week, 24 hours a day. It is responsible for communications between Dispatch operations and the Apparatus Crew, including event information, response actions, Hazardous materials information, building plans, and hydrant locations. Each Fire Apparatus will be equipped with a new ruggedized laptop; vehicle docking station with power, antenna, and networking connections; and software for Fire operations. There are 10 Fire Apparatus and 5 ambulances; the project also includes 5 units as spare.	117,000	-	-	-	-	-
Network Infrastructure Upgrade	Replace network switches, Core switch and wireless access points throughout all City buildings		-	1,500,000	-	-	-
Primary and Secondary Data Center Upgrade	Replace virtual and storage infrastructure as it will be out of warranty and out of required size.		-	-	-	1,000,000	-
Technology Services Total		340,000	875,800	1,500,000	250,000	1,000,000	\$-

Technology Services

CITY OF FRAMINGHAM
Five Year Capital Improvement Plan FY 2024 through FY 2033
Department Requests

**Sewer
Enterprise**

Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Arlington Phase 3 Sewer Construction	This request is for funding of Phase 3 sewers. The project area is bounded by Irving St., Alexander St., Eames St., and Hollis St. The Phase 3 area consists of approximately 2,650 LF of sewer pipe. The project will reduce sewer backups and pipe breaks. Most infrastructure in this neighborhood over 100 years old. This project proposes to address these needs in an affordable multiphase implementation that will also reduce disruption to residents, businesses and through-traffic.	-	-	-	-	-	-
Arlington St Area Sewers Ph 1 - Construction	This request is for the construction of Phase 1 sewer infrastructure. Phase 1 of this project includes the area bounded by Irving St., Herbert St., Eames St., and Alexander St. The Phase 1 area consists of approximately 2,575 LF of sewer pipe. The project will help reduce the risk of sewer backups and replace aging pipes. This area has not seen major infrastructure improvements in many years.	-	-	-	-	-	2,021,000
Arlington St Area Sewers Ph 2 - Construction	This request is for Phase 2 construction of drainage and road. Phase 2 of this project includes the area bounded by Eames St., Col. James M. Halpin Dr., Arlington St., and Hollis St. The project area consists of approximately 3,700 LF of drain pipe, two drainage outfalls, roads and sidewalks. The project will reduce flooding in this area, improve roads and provide ADA upgrades. Most infrastructure in this neighborhood is over 100 years old. Frequent flooding occurs due to poor drainage infrastructure and roads and sidewalks are in poor condition. This project proposes to address these needs in an affordable multiphase implementation that will also reduce disruption to residents, businesses and through-traffic.	-	-	2,541,000	-	-	-
Arlington St Sewers Ph 2 & 3 - Design	This request is for Design of Ph 2 and 3 for roads and drains. The Phase 2 and 3 areas are bounded by Irving St., Alexander St, Col. James M. Halpin Dr. and Hollis St. This area has approximately 6,650 linear feet of drainage pipe, two outfalls, road and sidewalks. The design will include improvements to reduce flooding, improve roadways, and provide ADA upgrades. This area has not seen major infrastructure improvements in many years, and funding for this project has been deferred for the past three years. Priority water and sewer improvements are also planned. Looking at the area as a whole, drainage improvements need to be incorporated with water and sewer improvements, because drains are located very close to water and sewer piping. In order to be more cost effective, to integrate improvements among affected City utilities, and to reduce construction impacts to residents, it is essential that drainage and roadway improvements be coordinated with water and sewer replacement.	-	-	-	-	3,604,000	-
Bethany Rd PS & Sewer Mains - Concept Design	Properties on Bethany Road, Barbieri Road, and Daisley Place abut Waushakum Pond, and are currently not serviced by the City's public sewers, instead rely on onsite wastewater disposal systems (septic systems) for disposal of sewage. Septic systems located in close proximity to the pond increase nutrient loads entering the pond and contribute to reduced water quality, particularly in the warm months. In an effort to improve water quality in Waushakum Pond and reduce beach closures, this appropriation would fund the design of extending new sewers onto Bethany Road from Winthrop Street to the City limit, on Barbieri Road and on Daisley Place. This appropriation would also fund the design of a new sewer pump station to collect wastewater from this service area, pumping it to the upstream gravity sewer, and provide a design for improvements to the receiving sewer, as necessary. This project would have the potential to provide new sewer service to at least 30 unserved properties, one of which is the future potential location of the new Bethany School. The new Bethany Road Area sewers would be designed with capacity to serve the new school building and facilities.	-	-	449,000	-	-	-
Central St Corridor Sewers (east) - Construction	This appropriation is for Ph 3 sewer improvements on Central Street, which is the portion between Fenwick Road and Purchase Street. Existing sewer mains are 6" to 10" vitrified clay pipe dating back to 1938. The Central Street sewers are a high priority for repairs. There are sags in the sewer alignment, making maintenance a challenge. This sewer line is approximately 80 years old and in poor condition. CCTV reports indicate infiltration and that the risk of failure is high. Due to frequent back-ups, annual jetting and root intrusion treatment are required to assure flow. Access for maintenance is difficult in some areas.	100,000	-	-	-	-	-
Central St Sewers (west) - Construction	This appropriation is for sewer improvements on the western portion of Central Street, (project limits are from Edgell Road side of Sudbury River bridge to Fenwick Road). Existing sewer mains are 6" to 12" vitrified clay or asbestos cement pipe dating back to 1938. The project includes CIPP lining as well as dig and replace of existing sewer mains. The Central Street sewers are a high priority for repairs. There are sags in the sewer alignment, making maintenance a challenge. This sewer main is approximately 80 years old and in poor condition. CCTV reports indicate infiltration and the risk of failure is high. Due to frequent back-ups, annual jetting and root intrusion treatment are required to assure flow. Access for maintenance is difficult in some areas.	-	-	-	-	-	2,350,000
Cochituate Rd Sewers - Design	This project would replace sewers installed in 1933 between Caldor Road (to the east) and Worcester Road (to the west).	-	-	-	3,700,000	-	-
		-	-	-	-	300,000	-

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Consolidated Vehicle/Equipment - Sewer	Vehicle and equipment per Public Work's vehicle management and replacement schedule. The procurement and upkeep of equipment is a significant factor in providing cost-effective and reliable service for systems operation, maintenance, repair, rehabilitation and replacements. All vehicles and equipment are managed through the Fleet Department and included within a replacement schedule according to specific criteria, such as age, mileage, and major repairs needed for continued reliable service. Industry and Framingham DPW experience indicates that above those thresholds maintenance increases substantially to assure service reliability, as do major repairs, none of which provide a return on investment, and they are not sustainable with the current DPW facility and staffing. In addition to daily service for the various Divisions, nearly all vehicles and equipment are used for the Department's snow and ice management program which is particularly destructive to vehicles.	490,000	225,000	538,000	305,000	85,000	-
Edgell Rd Corridor Sewers - Design	Edgell Road is in need of major roadway improvements. However, water and sewer upgrades are required before undertaking surficial roadway, sidewalk, and curbing improvements. This request is for the sewer design portion of a water and sewer improvement project to make appropriate upgrades to infrastructure primarily between Central Street and Water Street. The sewers are asbestos-cement and were installed in 1958. Design challenges include two aqueduct crossings and one rail crossing. The project will evaluate the condition of the sewers and determine the most appropriate measure to upgrade them and then develop plans that contain water and sewer rehabilitation, ready for bidding for construction				750,000		-
Edgell Road Force Main Abandonment and Sewer Replacement - Design and Construction	Eliminating the last 560 feet of the Woodland Drive Sewer Pump Station's asbestos-cement force main installed in 1955 will improve sewer operations and eliminate dependency on old and vulnerable infrastructure. This appropriation will fund completion of the final section between two previous projects that realigned and replaced the force main for the Woodland Drive Pump Station. The DPW intends to engaged the current unit-price utility contractor, and using DPW resources, complete the project in a cost-effective, expedited manner, while maintaining high quality results. The 2019 Woodland Force Main Replacement Project (the "northern project") rerouted the force main that was buried beneath I-90 to a more accessible location along Edgell Road, connecting to the original force main just south of I-90. The 2020 Edgell Road – Central Street Utility Improvement Project ("southern project") upgraded water and sewer infrastructure from the Edgell-Central intersection north to within 560 feet of the end of the northern project. The northern project replaced the force main with new pipe. The southern portion eliminated the force main by moving its terminus north and upsizing the gravity sewer along the way to accommodate the added flow from the force main. The DPW requests funding to complete the work between the two previous projects by moving the force main terminus north to the point where the northern project ended. This project will upgrade and upsize the gravity sewer, shorten the force main, and eliminate 560 feet of the original asbestos-cement force main. Shortening a force main's length reduces the potential for formation of hydrogen sulfide, a source of corrosion that causes damage to downstream sewers.	835,000					-
Flanagan SPS Replacement - Construction	The Flanagan Drive Sewer Pump Station is in need of being replaced and upgraded. This project will replace the existing pump station that is undersized and relies on outdated technology to serve a large residential community. The station is one of the highest priority pump station projects, based on population served, maintenance risks, sewer infrastructure needs, and benefits to the community upon installation and start-up of the replacement systems. The new facilities can be accommodated within the footprint of City-owned property near a walking path just off Flanagan Drive. The existing station uses a compressed air system to discharge collected wastewater to the downstream sewer. This technology is not only outdated but also a significant maintenance risk. Access to valves, piping, and compressors is very challenging. The air compressor frequently fails. The discharge check valves are prone to sticking and need to be maintained frequently. This type of station is so difficult to access that there may be other plugging or deterioration in areas that cannot be found without completely dismantling the buried station. There is no way to clean or vacator the station. Maintenance is difficult and a safety concern. The technology is entirely outdated, but even when it was originally installed, this type of station was for a much smaller service area. That service area has since grown substantially, forcing the system to be pumping almost constantly. The air-compressor pumping uses much more power than a conventional pump system. Some sections of the sewers feeding the station need to be replaced or relined, because they run through wetlands and are prone to infiltration of clean water through leaky pipe joints, increasing demands on the station. The force main that discharges to a manhole on Belknap Road has experienced multiple breaks in recent years and must be replaced as part of this project.	2,050,000					-

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Gates Street Sewer Pump Station Rehabilitation - Design & Construction	Upgrading the Gates Street Sewer Pump Station will address key safety and operational issues that require immediate attention. The station was constructed in 1953, last rehabilitated in 1984, and is in critical need of significant repairs. The existing pumps plug regularly and should be replaced with new state-of-the-art pumps equipped to minimize plugging. Structural modifications are needed to improve safety and functionality of accessing the pumps for regular maintenance. The aged suction and discharge piping in the building need to be replaced to accommodate size and configuration of replacement pumps. The ventilation system in the wet well is not functional, and its inability to provide sufficient air flow has led to significant corrosion, operational problems, and safety issues. There is corrosion in the wet well, concrete spalling from the walls, and corrosion of electrical switches, door handles and safety railings. Major station rehabilitations are typically required after about 25 years of operation, but this station was last rehabilitated 35 years ago. Proceeding with this project will allow the City to avoid having to undertake a much more costly full replacement in the near future. This project will design upgrades to address specific needs within the station to keep the facility from deteriorating to the point of needing much more costly full replacement. This request is to take the project from preliminary design (35% complete) to bidding. Construction is expected to include repairs to corrosion in the wet well area, replacement of pipe and pumps, structural improvements to improve safety and maintenance accessibility, installation of an emergency generator, electrical and control upgrades, ventilation improvements and odor control improvements. The design will also review measures needed to keep the station in operation during construction, because pumps and piping will need to be taken off line for replacement. As a result, one of the key cost components within this budget request will be full bypass pumping during construction.		1,920,000				
Kittedge PS, Gates PS, Lomas PS, Garvey PS and Oakcrest PS Force mains replacement - Design	The force mains that discharge wastewater from sewer pump stations under pressure are vulnerable to corrosion and breakage. Corrosion can reduce the effective size of a main, which in turn leads to higher energy costs to transmit wastewater. Breakage poses the potential for release of wastewater into sensitive environmental areas, damage to roadways, and moreover the interruption of the functionality of a pump station during repairs. Creating a project that could be bid to pipeline contractors could be advantageous financially to the City, as opposed to including that work with the pump stations themselves, which are more likely to have a more limited number of bidding contractors.					500,000	
Lavelle Lane Sewer Pump Station Replacement - Construction	This request is for the construction of the replacement pump station and force main at Lavelle Lane. The existing pump station is a pneumatic ejector, which is outdated technology that makes maintenance very difficult, including very confined space entry. The influent sewers are asbestos cement pipe, and experience high amounts of inflow during rain storms. The pressure (force) main is cast iron, which is prone to corrosion. The nearby water mains are of a type and age that has shown to be especially prone to failures in the City.						1,000,000
Lavelle Ln Sewer Pump Station Replacement - Design	This is for the initial study and the subsequent design and bid documents of a replacement of the sewer pump station at Lavelle Lane. The design phase should investigate if there is/are available and cost effective gravity options that could eliminate the pump station. Other adjacent and nearby City infrastructure, such as sewers, water mains, drainage systems and roadway will be reviewed to determine if repairs, replacement or improvements are cost effective to implement at the same time as the pump station. The existing pump station is a pneumatic ejector, which is outdated technology that makes maintenance very difficult, including very confined space entry. The influent sewers are asbestos cement pipe, and experience high amounts of inflow during rain storms. The pressure (force) main is cast iron, which is prone to corrosion. The nearby water mains are of a type and age that has shown to be especially prone to failures in the City.			180,000			
Maple St Sewers - Construct	Replace approximately 2,600 l.f. of existing 12/14-inch w.p. with new 16-inch w.p. Franklin to Winter Street.						500,000
Maple St Sewers - Design	Replace approximately 2,600 l.f. of existing 12/14-inch w.p. with new 16-inch w.p. Franklin to Winter Street.				250,000		
Maynard Rd Sewers - Construct	The Maynard Road sewer main is 8" vitrified clay pipe installed in 1926 that is beyond its design life. Sewer inspection of this main indicates multiple locations of cracking, breaks and root intrusion into the pipe, which is common for aged clay pipe. Replacement of the Maynard Road sewer will remove multiple points of potential infiltration of groundwater into the sewer. The Maynard Road Sewer Improvements are proposed to be completed along with the Maynard Road Water Main Improvements as both utilities are in need of replacement.					2,000,000	
Maynard Rd Sewers - Design	no narrative			250,000			
Perry Henderson Dr SPS Replacement - Construct	Replace pumping station and force main.						1,000,000
Perry Henderson Dr SPS Replacement - Design	Replace pump station and force main. The existing pump station is outdated technology that makes maintenance very difficult, including the need for challenging confined space entry.						200,000

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Pleasant St Area Sewers Phase 1 - Construction	The replacement of about 3,700 feet of gravity sewers on Pleasant Street and Temple Street and about 1,600 feet of sewer force main on Pleasant Street will address capacity issues that have led to sanitary sewer overflows and surcharging of manholes. The gravity sewer extends from the pump station to the I-90 underpass at Temple Street and is mostly clay pipe installed in 1929. The force main is ductile iron pipe installed in 1955. These improvements are planned to be undertaken as part of a construction contract that would also include water main improvements in the same area. The Pleasant Street sewers have experienced capacity issues, including sanitary sewer overflows and manhole surcharging. In addition, they are old and in need of upgrading, especially with the potential for increased flows in the future. The water main in the area is also in need of upgrading, so combining the improvements to both will provide an opportunity to reduce the construction cost of two critical projects constructed separately.		6,083,000	-	-	-	-
Pleasant St Ph 2 engineering construction	Replacement of sewers in Pleasant Street west of the Pleasant Street PS and on Waveney Road. The sewers in this area have capacity and alignment issues that require replacement to bring them up to industry standards for service. Furthermore, lowering the sewer elevation in a portion of the area will enable the City to eliminate the John McQuinn SPS and convert the Lanewood Siphon to a less maintenance intensive gravity system.		-	320,000	-	-	-
Pleasant St Pump Station - Design and Construction	This request is for funding for the design and construction for the replacement of the Pleasant Street Sewer Pump Station. The existing 43 year old sewer pump station, is at end of reliable service life. PS design limits of it's under size wet well, under capacity pump system, creating surcharge scenarios at both down stream and upstream of the station. Rehabilitation of this station is not feasible with the limit space in the PS and on site. Contributing influent area has show have extremely high inflows and infiltration flows, which over stressing pump station and creating surcharging events.		-	4,320,000	-	-	-
Pleasant Street Phase 2 Sewer - Construction	This project will replace sewers in Pleasant Street west of the Pleasant Street PS and on Waveney Road. The sewers in this area have capacity and alignment issues that require replacement to bring them up to industry standards for service. Furthermore, lowering the sewer elevation in a portion of the area will enable the City to eliminate the John McQuinn SPS and convert the Lanewood Siphon to a less maintenance intensive gravity system.		-	-	-	3,440,000	-
Private inflow removal from sanitary sewer system	The City is prohibited from having basement sump pumps discharge to the sanitary sewer system. Field investigations led to private home inspections that confirmed there are existing connections in place. The City has agreed to work on a pilot program to reimburse private property owners to disconnect and redirect sump pump discharges away from the sanitary sewers.	125,000	-	-	-	-	-
SCADA Master Plan	This appropriation will provide funds for development of a plan to perform strategic capital improvements of the system architecture comprised of computers, peripheral measurement and communications equipment, and infrastructure that make up the City's Water and Wastewater Supervisory Control and Data Acquisition (SCADA) system. Providing strategic capital improvements to the SCADA system vulnerabilities to create an in and cyber security. The City's Water and Wastewater Supervisory Control and Data Acquisition (SCADA) system is a control system architecture comprised of computers, peripheral measurement and communications equipment, and infrastructure networked to transmit, compile, and store data communications. These data are available to water and wastewater system operators via graphical user interfaces for the purpose of supervisory control and management of the water and wastewater systems. The SCADA system is the primary means by which operators are able to manage, monitor, and operate the City's water and wastewater systems and is vital to maintaining compliant systems. Advancement of technology and the need to continually protect against cyber-attack requires SCADA equipment, infrastructure, network architecture, and user interfaces to be serviced, repaired, and replaced. Aged elements in the SCADA system present vulnerabilities that inhibit effective and successful operation of the water and wastewater systems. The development of a SCADA Master Plan will provide a guide for performing strategic capital improvements that will allow the City to maintain the integrity of its SCADA system and provide continued efficient and effective operation of the City's water and wastewater systems.		100,000	-	-	-	-
Second Street Sewer Improvements	The sewer mains on Taralli Terrace and Second Street are 8" vitrified clay pipe (1916 and 1941). They are sufficiently sized for the flows received, but the sewer is beyond its useful life due to its age and condition. The Taralli Terrace and Second Street Sewer mains have a history of requiring preventative maintenance as well as emergency response due to sewer blockages, at least one caused by sewer collapse. Funding from this appropriation will be used to clean and line the existing 8" vitrified clay sewer mains, extending the useful live of the Taralli Terrace and Second Street sewers. The work of the project will include repairs and sealing of structures and replacement of sewer castings as needed. The proposed upgrade to the sewers is proposed in advance of the planned roadway improvements in the area. Sewer main lining will minimize the likelihood of sewer breaks and blockage and should be done before paving upgrades. This work will be performed at teh same time as the area's water main improvements.	135,000	-	-	-	-	-

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Sewer Defects Repairs Ph 4 – Design & Construction	This funding request will allow the city to continue addressing high priority sewer main and manhole defects. Whenever possible, pipes will be rehabilitated using cured-in-place pipe (CIPP) or lining techniques. This is more cost effective and doesn't require excavation of the road. When lining is not possible, sections of pipe will be replaced. Manholes can also be lined in many cases but would be replaced when necessary. Framingham has evaluated the condition of approximately 50% of its sewer system within the last decade, with a focus on identifying high priority sewer repairs. These high priority repairs include rectifying defects that contribute to infiltration, as well as spot repairs and rehabilitation that will extend the reliable service life of the sewer assets. Infiltration is clean water, such as groundwater, that enters the sanitary sewer system and, in turn, reduces the capacity for wastewater flow. This capacity reduction can result in system backups and overflows, as well as fee increases from the MWRA, which is based on total wastewater flow from Framingham. The City has over \$1.4 M available in the account with the MWRA through the MWRA's Infiltration/Inflow (I&I) Local Financial Assistance program, which could be applied in total to this project.	400,000	-	-	-	-	-
Sewer Defects Repairs Ph 5 – Design & Construction	This funding request will allow the city to continue addressing high priority sewer main and manhole defects. Whenever possible, pipes will be rehabilitated using cured-in-place pipe (CIPP) or lining techniques. This is more cost effective and doesn't require excavation of the road. When lining is not possible, sections of pipe will be replaced. Manholes can also be lined in many cases but would be replaced when necessary. Framingham has evaluated the condition of approximately 50% of its sewer system within the last decade, with a focus on identifying high priority sewer repairs. These high priority repairs include rectifying defects that contribute to infiltration, as well as spot repairs and rehabilitation that will extend the reliable service life of the sewer assets. Infiltration is clean water, such as groundwater, that enters the sanitary sewer system and, in turn, reduces the capacity for wastewater flow. This capacity reduction can result in system backups and overflows, as well as fee increases from the MWRA, which is based on total wastewater flow from Framingham.	-	1,000,000	-	-	-	-
Sewer Defects Repairs Ph 6 – Design & Construction	This funding request will allow the city to continue addressing high priority sewer main and manhole defects. Whenever possible, pipes will re-habilitated using cured-in-place pipe (CIPP) or lining techniques. This is more cost effective and doesn't require excavation of the road. When lining is not possible, sections of pipe will be replaced. Manholes can also be lined in many cases but would be replaced when necessary. Framingham has evaluated the condition of approximately 50% of its sewer system within the last decade, with a focus on identifying high priority sewer repairs. These high priority repairs include rectifying defects that contribute to infiltration, as well as spot repairs and rehabilitation that will extend the reliable service life of the sewer assets. Infiltration is clean water, such as groundwater, that enters the sanitary sewer system and, in turn, reduces the capacity for wastewater flow. This capacity reduction can result in system backups and overflows, as well as fee increases from the MWRA, which is based on total wastewater flow from Framingham.	-	-	-	1,000,000	-	-
Sewer Master Plan Update	This appropriation will provide funds for the evaluation of the City's sewer system taking into account aging infrastructure, projected build-out, and the City's priorities for performing capital improvements to continue serving the City's sewer collection and pumping needs. The Master Plan is a comprehensive wastewater system planning document designed to support the City's long-term plans and strategies for providing efficient and effective sewer service. The development and updating of a Wastewater Master Plan is a best management practice for wastewater utilities. Best industry practice for wastewater utilities is to review and update their Master Plans every 10 years. The City of Framingham's last Wastewater Master Plan was completed in 2017. Changes such as completed capital improvements, system expansion, changing usage, deteriorating conditions, or evolving City priorities are the impetus for review and revision of the Master Plan. The City's Wastewater Master Plan is due for update which will be completed in 2027.	-	250,000	-	-	-	-
Sewer Pump Stations Eqpt Replacements -	This appropriation will provide for the replacement and upgrades of equipment at older wastewater pumping stations. The project includes the planned replacement of pumps, motors, controls and others, as well as emergency replacements. The lifespan and reliability of these stations can be extended a decade or more through the replacement of component parts as they become worn and inefficient, thereby reducing the near-term need for significant capital expenditures.	-	500,000	-	500,000	-	-
Shady Ln SPS Replacement - Construction	This funding request is for the replacement of the existing pump station and associated sewer piping at a location either close to or within the existing footprint of current infrastructure. The station uses outdated pneumatic ejector system for pumping, a system that is very difficult to maintain (requiring confined-space entry) and uses much more power to pump each gallon of sewage than a conventional pump system. This type of station is so difficult to access that there may be other plugging or deterioration in areas that cannot be found without completely dismantling the station. There is no way to clean or vacator the station. The station is also prone to having problems with discharge check valves. It sits on private property but within a City easement.	-	-	-	-	-	1,000,000

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Shady Ln SPS Replacement - Design	This is for the design and preparation of bid documents for the Shady Ln. SPS replacement and associated sewer and force main upgrades as necessary and evaluation surrounding utilities. The station uses outdated pneumatic ejector system for pumping, a system that is very difficult to maintain (requiring confined-space entry) and uses much more power to pump each gallon of sewage than a conventional pump system. This type of station is so difficult to access that there may be other plugging or deterioration in areas that cannot be found without completely dismantling the station. There is no way to clean or vacator the station. The station is also prone to having problems with discharge check valves. It sits on private property but within a city easement.						200,000
SSES Report, Ph #8 - Study	Perform Sewer System Evaluation Study on Phase 8, identified as previously metered subareas 115 and 121. SSES includes (a) flow isolation and CCTV to identify infiltration and (b) smoke testing, dye testing, and building inspections to identify inflow. Additional funding is included to update flow monitoring efforts. This Phase is a continuation of a long-term program to remove I/I under requirements from the DEP. The SSES program is a state-mandated approach to keep clean groundwater and stormwater from entering the sewer system. That water takes up valuable capacity in pipes, increases pumping requirements and costs, and increases charges the City has to pay MWRA for conveyance and treatment. SSES also provides an opportunity for the City to find areas in need of relatively minor, low-cost repairs, which, if not fixed, could lead to more costly repairs.			600,000			
Various Sewer Improvements	This appropriation will provide for the replacement and upgrades of equipment at older wastewater pumping stations. The project includes the planned replacement of pumps, motors, controls and others, as well as emergency replacements. The lifespan and reliability of these stations can be extended a decade or more through the replacement of component parts as they become worn and inefficient, thereby reducing the near-term need for significant capital expenditures.	375,000	375,000	375,000	375,000	375,000	
Victor Rd & Weld Street SPS Replacement - Design	This request is for the design of new sewer pump stations at Victor Road and Weld Street to replace the existing outdated stations. These were ranked as high priorities by DPW Operations and Engineering staff, based on the need to improve reliability and maintainability. Maintenance is very challenging and requires confined-space entry.	580,000					
Victor Rd SPS Replacement - Construction	This request is for the construction of the replacement pump station and force main at Victor Rd. Victor Rd. SPS is one of the remaining small pump stations in need of upgrading to improve reliability and maintainability. The existing station is an outdated facility, and maintenance is very challenging and requires confined-space entry.				1,500,000		
Walnut St Sewer Force Main and sewer gravity to EFSIP (Grant St) Design	The study and design of new force main from the Worcester Road Sewer Pump Station will lead to a cost-effective means of rerouting the discharge away from the western Farm Pond Interceptor to the eastern EFSIP interceptor while also reducing the risk of failure of the existing main. The current route has two major disadvantages: it takes up capacity in the Farm Pond Interceptor, and its location near its terminus on Mt. Wayte Avenue is dangerously close to the newly constructed Buckley Apartment buildings. Having added capacity in the Farm Pond Interceptor will help minimize limitations to growth for the Tech Park area and vicinity. Upgrading the pipe and relocating it to a route that is away from buildings will substantially reduce risk to the City, its residents, and businesses. As demonstrated by the pipe break in the spring of 2022 at a location about 200 feet south of the pump station, the main is indeed vulnerable to failure.	463,000					
Weld Street SPS Replacement Construction					1,500,000		
Worcester Rd Sewer Phase II - Construction	This project will replace and upgrade approximately 1,600 feet of old clay sewer on Worcester Road (Route 9) Westbound between Concord Street and the Caldor Road, complete with manholes and services. Some segments between manholes are planned to be lined, provided that the condition of the pipe does not further deteriorate prior to execution of the construction. The existing infrastructure is in poor condition and, being 70 to 100 years old, has exceeded its service life. As a result, it poses a significant risk of failure and is in need of increased DPW resources to maintain service. This sewer infrastructure serves major portions of Framingham's retail businesses, where emergency repairs and traffic disruption are especially expensive and disruptive because of its location within State road limits. Increasing the size of sewers will enable the City to manage future flows. New pipes and manholes will reduce unwanted inflow/infiltration, improve reliability, reduce maintenance costs and demands on DPW resources, and reduce the potential and frequency of sewer service backups. This project is also an opportunity to address sewer and water needs together as part of a single construction package, resulting in reduced impacts to the businesses in the area and those who travel on this busy roadway.	3,732,700					

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Department Requests

**Water
Enterprise**

Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Worcester Rd Sewer, Northeast of E-W Connector/Ph III - Bidding and Construction	This project is for finalizing the design to be ready for bidding and for the construction to relocate the existing cross-country sewer that extends from the North-South Connector at Worcester Road through Natick and discharges to the Speen Street Interceptor at Cochituate Road. This interceptor is critical to many of the businesses on Worcester Rd., and its route runs through Natick and through wetland areas that are very difficult to access, especially during wet periods of the year. Relocating the interceptor completely within Framingham and along accessible roadways will provide the DPW with improved operations and maintenance. Removing the sewer from the wetlands area will substantially reduce the potential for infiltration of groundwater into the sewer system, which results in added charges to the City from the MWRA. The existing pipes and manholes are old and in need of repairs, and the challenges with accessibility make even temporary repairs difficult to make.						8,845,000
Z Sewer Enterprise Total		9,285,700	10,453,000	9,573,000	9,880,000	10,304,000	17,116,000
Arlington Phase 3 Water Construction	This request is for funding of Phase 3 water. The project area is bounded by Irving St., Alexander St., Eames St., and Hollis St. The Phase 3 area consists of approximately 3,000 LF of water pipe. The project will improve fire flows reduce pipe breaks. Most infrastructure in this neighborhood over 100 years old. This project proposes to address these needs in an affordable multiphase implementation that will also reduce disruption to residents, businesses and through-traffic.						1,348,000
Arlington St Area Water Mains - Ph 1 Construct	This request is for the construction of Phase 1 drain and road improvements. The project area is bounded by Irving St., Herbert St., Eames St., and Alexander St. The Phase 1 area consists of approximately 2,200 LF of drain pipe, one drainage outfall, roadway, and sidewalks. The project will reduce flooding in this area, improve roads, and include ADA upgrades. Cross country drainage will be relocated into the street for better access for maintenance. This area has not seen major infrastructure improvements in many years, and funding for this project has been deferred for the past three years. Priority water and sewer improvements are planned for construction in FY2022 in Phase 1. Looking at the area as a whole, drainage improvements need to be incorporated with water and sewer improvements, because drains are located very close to water and sewer piping. In order to be more cost effective, to integrate improvements among affected City utilities, and to reduce construction impacts to residents, it is essential that drainage and roadway improvements be coordinated with water and sewer replacement. The proposed Phase 1 area includes 1,845 LF of drainage pipe and one new outfall. Roads and sidewalks will be significantly disturbed during this work and ADA regulations require upgrades during restoration.			1,694,000			
Arlington St Area Water Mains Ph 2 - Construction	This request is for Phase 2 construction of drainage and road. Phase 2 of this project includes the area bounded by Eames St., Col. James M. Halpin Dr., Arlington St., and Hollis St. The project area consists of approximately 3,700 LF of drain pipe, two drainage outfalls, roads and sidewalks. The project will reduce flooding in this area, improve roads and provide ADA upgrades. Most infrastructure in this neighborhood is over 100 years old. Frequent flooding occurs due to poor drainage infrastructure and roads and sidewalks are in poor condition. This project proposes to address these needs in an affordable multiphase implementation that will also reduce disruption to residents, businesses and through-traffic.				3,604,000		
Arlington Street Water Ph 2 & 3 - Design	This request is for Design of Ph 2 and 3 for roads and drains. The Phase 2 and 3 areas are bounded by Irving St., Alexander St, Col. James M. Halpin Dr. and Hollis St. This area has approximately 6,650 linear feet of drainage pipe, two outfalls, road and sidewalks. The design will include improvements to reduce flooding, improve roadways, and provide ADA upgrades. This area has not seen major infrastructure improvements in many years, and funding for this project has been deferred for the past three years. Priority water and sewer improvements are also planned. Looking at the area as a whole, drainage improvements need to be incorporated with water and sewer improvements, because drains are located very close to water and sewer piping. In order to be more cost effective, to integrate improvements among affected City utilities, and to reduce construction impacts to residents, it is essential that drainage and roadway improvements be coordinated with water and sewer replacement.			380,000			

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Central Street Water Mains (east) - Construction	This appropriation is for construction of water improvements on Central Street between Fenwick Road and Purchase Street. The project will replace approximately 8,000 feet of existing water main on Central Street. Upgraded water mains will have corrosion protection. Improved valve configurations will minimize maintenance interruptions to residents. The pipeline is very old cast iron, mostly installed in 1906. Multiple tapping sleeves, which are prone to leaks or failures, are present. Additional valves are required to minimize impacts to residents from shut downs for repairs and maintenance.						3,000,000
Central Street Water Mains (west)Phase 1 - Construction	This appropriation is for sewer improvements on the western portion of Central Street, (project limits are from Edgell Road side of Sudbury River bridge to Fenwick Road). Existing sewer mains are 6" to 12" vitrified clay or asbestos cement pipe dating back to 1938. The project includes CIPP lining as well as dig and replace of existing sewer mains. The Central Street sewers are a high priority for repairs. There are sags in the sewer alignment, making maintenance a challenge. This sewer main is approximately 80 years old and in poor condition. CCTV reports indicate infiltration and the risk of failure is high. Due to frequent back-ups, annual jetting and root intrusion treatment are required to assure flow. Access for maintenance is difficult in some areas.						3,187,000
Cochituate Rd Water Mains - Design	This project would replace existing cast iron water mains installed in 1920 with larger mains. The project area is between Caldor Road (to the east) and Worcester Road (to the west).					250,000	-
Consolidated Vehicle/Equipment - Water	Vehicle and equipment per Public Work's vehicle management and replacement schedule. The procurement and upkeep of equipment is a significant factor in providing cost-effective and reliable service for systems operation, maintenance, repair, rehabilitation and replacements. All vehicles and equipment are managed through the Fleet Department and included within a replacement schedule according to specific criteria, such as age, mileage, and major repairs needed for continued reliable service. Industry and Framingham DPW experience indicates that above those thresholds maintenance increases substantially to assure service reliability, as do major repairs, none of which provide a return on investment, and they are not sustainable with the current DPW facility and staffing. In addition to daily service for the various Divisions, nearly all vehicles and equipment are used for the Department's snow and ice management program which is particularly destructive to vehicles.	1,070,000	550,000	445,000	445,000	225,000	-
Edgell Rd Corridor Water Main - Design	This project includes the design to rehabilitate the water system on Edgell Road. The work is primarily located on Edgell Road between Central Street and Water Street. The project includes the replacement of approximately 9,300 linear feet of existing 8-inch cast iron pipe from 1917, upgrading to 12 inches based on the recommendations of the Water Master Plan. The project will also include the replacement of hydrants and water services within the right-of-way along the new water main. The project evaluation of a water transmission line and replacement of the vitrified clay drain line. The project will also include a detailed survey, borings, and geotechnical analyses sufficient for future roadway improvements. Permitting and access requirements will be addressed. The original Water Master Plan identified the Edgell Road corridor from Water Street to Central Street as one of the "first priority" corridors for water improvements, several other corridors having been upgraded including Water Street, Fay Road, Cove Avenue, Grant Street, Brigham Road, and Prospect Street. The first priority (highest) are water mains with poor or inadequate fire fighting protection capabilities. In addition, at 8 inches and nearly 100 years old, the water main along this corridor is undersized for current demands and has reached the end of its useful life. Design challenges include two aqueduct crossings and one rail crossing. This project is being coordinated with the Edgell Road Sewer Main improvements project, the Edgell Road Water Pumping Station Rehabilitation project, and area roadway upgrade projects.					730,000	-

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Edgell Rd Water Main - Construction	First phase priory construction for the following project. The work is primarily located on Edgell Road between Central Street and Water Street. The project includes the replacement of approximately 9,300 linear feet of existing 8-inch cast iron pipe from 1917, upgrading to 12 inches based on the recommendations of the Water Master Plan. The project will also include the replacement of hydrants and water services within the right-of-way along the new water main. The project evaluation of a water transmission line and replacement of the vitrified clay drain line. The project will also include a detailed survey, borings, and geotechnical analyses sufficient for future roadway improvements. Permitting and access requirements will be addressed. The original Water Master Plan identified the Edgell Road corridor from Water Street to Central Street as one of the "first priority" corridors for water improvements, several other corridors having been upgraded including Water Street, Fay Road, Cove Avenue, Grant Street, Brigham Road, and Prospect Street. The first priority (highest) are water mains with poor or inadequate fire-fighting protection capabilities. In addition, at 8 inches and nearly 100 years old, the water main along this corridor is undersized for current demands and has reached the end of its useful life. Design challenges include two aqueduct crossings and one rail crossing. This project is being coordinated with the Edgell Road Sewer Main improvements project, the Edgell Road Water Pumping Station Rehabilitation project, and area roadway upgrade projects.						2,000,000
Edgell Road Water Main improvements - south of Belknap - Construction	The water main between the Sudbury River Tennis Club and the I-90 overpass is over 100 years old (1917 installation) and in need of improvement and, with larger diameter, increased capacity. This work would be done at the same time as the installation of the replacement gravity sewer and abandonment of the sewer force main, since the work would be in the same part of the Edgell Road Corridor. Replacement of this old water main at the same time as the installation of the new gravity sewer and abandonment of the force main provides an opportunity to minimize costs. Furthermore, this work is an excellent candidate for utilizing in-house and preselected construction services, an approach that has proven to save the City costs.	835,000					
Elm St PS & Water Mains - Design	This project will rehabilitate the existing 5.4 MGD pump station. The existing station, which draws water from the MWRA system and discharges it to the City, does not provide necessary redundancy and is in need of electrical and mechanical upgrades. The controls, including electrical system and motor control center (MCC), were installed in the 1960s. The existing backup engine-driven pump no longer functions and the existing MCC now no longer meets electrical codes and presents substantial safety hazards to City personnel. Replacement parts are no longer available, making maintenance challenging. Although one of the electrically-driven pumps was replaced in the 1990s, the other is original and in need of replacement. One of the operating pumps can no longer be connected to the MCC without compromising service to the entire station and now only operates using a standby generator, which requires full-time staffing during operation for monitoring. The heating and ventilation system for the building is old and also in need of upgrade. This project include the investigation and design into consolidating two domestic water mains into one and replacing the water transmission main from the Elm St pump station. The limits of this project is Central St to Pinewood Dr. It would also include a short section of Chestnut St as well as an easement from Elm St to Edwards St. There are three water mains on Elm St from the intersection of Central St to Pinewood Dr. Two are domestic and one is a transmission main. The two domestic mains are redundant and from 1920 and 1940. One is 6" and is undersized. Old valves and not a clear picture of the exact layout of the mains makes for difficult isolation during emergencies in this area. There have been multiple water main breaks on these domestic mains in recent years. Low fire flow was also discovered on these mains during the unidirectional flushing program. A 6" water main from 1909 would also be replaced through an easement from Elm St to Edwards Rd resulting in improved water quality and fire flow in that neighborhood. A 6" water main from 1907 would also be replaced on Chestnut St from Elm St to Edwards St resulting in the same benefits for the neighborhood. The 20" transmission main from 1964, which carries water from the Elm St pump station to the Indian Head Tanks, would be replaced in this stretch of road. This work would be in conjunction with the anticipated replacement and upgrades of the Elm St pumping station which is anticipated for funding of design in FY24 also. One major construction obstacle is crossing the MWRA's Hultman aqueduct.	475,000					
Elm St Water Pump Stn - Construction	Rehabilitate existing 5.4 MGD pumping station that draws water from MWRA water system. The existing station, which draws water from the MWRA system and discharges it to the City, is in need of electrical and mechanical upgrades. The controls, including electrical system and motor controls were installed in the 1960s. The MCCs now no longer meet codes, and spare parts are no longer "off the shelf" making maintenance challenging. Although one of the pumps was replaced in the 1990s, the other is original and in need of replacement. The back-up pumping system is an engine-driven pump with no other form of back-up if it were to fail. Although the structure is in good condition, the heating system for the building is old and in need of upgrade.			5,000,000			

Water

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Project Name	Project Description	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future Projects: FY 29-33
Elm Street Water Mains - Construction	Rehabilitate existing 5.4 MGD pumping station that draws water from MWRA water system. The existing station, which draws water from the MWRA system and discharges it to the City, is in need of electrical and mechanical upgrades. The controls, including electrical system and motor controls were installed in the 1960s. The MCCs now no longer meet codes, and spare parts are no longer "off the shelf" making maintenance challenging. Although one of the pumps was replaced in the 1990s, the other is original and in need of replacement. The back-up pumping system is an engine-driven pump with no other form of back-up if it were to fail. Although the structure is in good condition, the heating system for the building is old and in need of upgrade.		-	1,000,000			-
Fire Flow Restoration and Improvement Program	Elimination of significant pressure and flow restrictions in the water distribution system is needed to ensure the Fire Department can provide adequate fire protection to properties throughout the City, and to improve pressure and volume for domestic water service to ratepayers. This appropriation will provide funds for the design and replacement of water mains and appurtenances at locations in the water system identified as having restricted volume and pressure. The work includes replacement of insufficiently performing water mains by in-house staff and the City's on-call utility contractor. The FY2024 appropriation will continue to fund the Fire Flow Restoration and Improvement Plan previously funded by the Annual Various Water Improvements. FY24 improvements will include replacement of water mains and appurtenances, as needed, on Hollis Court, Waushakum Boulevard, Draper Road, Guild Road, Berry Street, and Brackett Road.	1,000,000		1,000,000		1,000,000	
Lead Service Inventory	US EPA requires that utilities complete a lead-service inventory by October 16, 2024. The purpose is to provide as complete an assessment as possible of all service connections and either identify the presence of a lead service or confirm that the service is not lead. It is expected that this funding will be fully paid directly to the consulting engineering firm performing the work.	200,000					
Lead Service Replacement & Mitigation	The City is required to perform a lead service inventory. Although there are no confirmed lead services at this time, the inventory might identify some. Once they are identified, the City will take action to minimize immediate public health risks and then replace lead services from the street to the meter in the building. These funds will cover the cost of addressing potentially discovered lead services for FY24.	50,000					
Maple St Water Mains - Construction	Replace approximately 2,600 l.f. of existing 12/14-inch w.p. with new 16-inch w.p. Franklin to Winter Street.						1,500,000
Maple St Water Mains - Design	Replace approximately 2,600 l.f. of existing 12/14-inch w.p. with new 16-inch w.p. Franklin to Winter Street.				240,000		
Maynard Road Water Mains Design & Construction	The Maynard Road water main is 6" unlined cast-iron pipe installed in 1888. This water main is well past its design life and is undersized by today's standards. Cast iron pipe is also prone to decreased water quality. The hydrants and valves on Maynard Road are aged and in need of replacement. The Maynard Road water main is one of the oldest water mains remaining in the City's distribution system. The Maynard Road Water Improvements are proposed to be completed along with the Maynard Road Sewer Improvements as both utilities are in need of replacement.			225,000		3,000,000	
Merriam Hill Tank Rehabilitation	Repair of the Merriam Hill Tank is necessary to maintain the structural integrity and promote and maintain drinking water quality. The tank, constructed in 1962, is a welded steel structure and has the capacity to store 3.5 million gallons of potable water. The proposed work identified through an inspection in 2020 will rehabilitate the Merriam Hill Tank and extend its service life. This includes taking the tank out of service, cleaning, welding repairs, installing mixing system, replacement of the interior and exterior coatings, and disinfection. The existing coating is lead based and will require full containment for sand blasting and removal.	2,450,000					

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Mt. Wayte Ave. Water Mains - Construction	The water mains on Mt. Wayte Avenue, Dunning Ave, Sherwin Terrace, and Chautauqua Avenue have been identified through the City's unidirectional flushing program as producing water pressure and flow less than the minimum standard for fire protection. In the interest of public safety, elimination of significant pressure and flow restrictions in the water distribution system is needed to ensure that the Fire Department can provide adequate fire protection. Elimination of insufficiently performing water mains will also improve domestic water service to ratepayers. Funding from this appropriation will replace approximately 2,800 linear feet of 6-inch and 8-inch cast iron water mains installed in 1926 and 1930, respectively on Mt. Wayte Avenue, Chautauqua Avenue, Dunning Avenue, Oriole Avenue, Sherwin Terrace, and Newton Park Rd west of the intersection of Mt. Wayte Avenue and Dudley Street and approximately 850 linear feet of 8-inch cast iron water main installed in 1930 on Mt. Wayte Avenue between Union Avenue and Franklin Street. These water mains are undersized and have exceeded their design life. Additionally, included as part of the work of this project, a redundant 8-inch cast iron water main installed in 1930, located off of Mt. Wayte Avenue on private property will be abandoned and properties served off of the 8-inch main will be connected to the existing 12-inch ductile iron main located within the roadway on Mount Wayte Avenue. This will improve the reliability of service to the Kidney Dialysis center on Mt. Wayte Avenue currently fed off of the 1930 cast iron water main and only fed from one direction. It will be tied into the 1980's ductile iron water main and be fed from two directions.	1,500,000	-	-	-	-	-
Pleasant St and Temple St Water Mains - Construct Ph 1	Upgrading 5,000 feet of existing 6-inch cast iron and 8-inch asbestos-cement water main on Pleasant Street and Temple Street with new 12" cement-lined ductile iron main will improve flow capacity and substantially increase reliability of the water system. This request is for construction on Pleasant St. from just west of Belknap Rd. to Vernon St. and on Temple St. from Pleasant St. to the I-90. The project will also include new connections to side streets, valves, hydrants, and copper services to each customer's property line. The existing water mains are more than 7 decades old. The 8-inch main on Pleasant Street is beneath the curb and difficult to access for repairs. The 6-inch diameter cast iron main on Temple Street is unlined, which has led to interior tuberculation and corrosion causing decreased capacity. The construction is proposed to be combined with construction to replace sewers in the area, resulting in lower construction costs and much less disruption to the neighborhood and commuters in this busy corridor than if the projects were to be undertaken separately.		3,470,000	-	-	-	-
Pleasant St Water Mains Ph 2 - Construction	This request is for design and construction funds to replace approximately 5,500 feet of water main on Pleasant Street from Pinehill Road to the Pleasant Street Pump Station and on Waveney Road from John McQuinn Circle to Pleasant Street.		-	-	-	2,710,000	-
Pleasant St Water Mains Ph 2 - Design	This request is for design and construction funds to replace approximately 5,500 feet of water main on Pleasant Street from Pinehill Road to the Pleasant Street Pump Station and on Waveney Road from John McQuinn Circle to Pleasant Street.		-	200,000	-	-	-
Second Street Water Main Improvements	The water main on Second St is 6" Cast Iron Pipe from 1952. It is undersized by today's standards and has been discovered to have insufficient fire flow. The valves located on this water main are aged and cannot be fully closed. These non-functioning valves prevent the Water Department from being able to isolate sections of this water main for maintenance or repairs, which in turn expands water main shutdowns to a wider area to achieve isolation, impacting more residents. There is a history of water main breaks on the Second Street water main as well as water service line leaks to various properties. The water main on Taralli Terrace is 8" Cast Iron Pipe from 1963. Unlined cast iron pipe presents drawbacks to water quality, and in general, cast iron pipe of that era is prone to breaks and leaks. The water main and services on Taralli Terrace have a history of leaks. Funding from this appropriation would be used to upgrade the existing 6" Cast Iron main on Second Street and 8" Cast Iron main on Taralli Terrace to new 8" Ductile Iron Pipe. The proposed upgrade to the Second Street and Taralli Terrace water mains is proposed in advance of the Second Street and Taralli Terrace roadway improvements project to be performed by the Highway Department. Performing water main replacements on Second Street and Taralli Terrace will serve to minimize the likelihood of water main and service breaks and leaks after final paving is complete, which would require excavating newly paved roadways. This work would be performed in conjunction with the proposed Second Street Sewer Improvements, which includes lining the existing Second Street sewer so both the water and sewer utilities will be new or have the expected useful life extended, prior to the roadway construction. The work of the Second Street water main improvements project is an excellent use case to employ in-house and preselected construction service, an approach that has proven to save the City costs.	2,000,000	-	-	-	-	-

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Walnut St., Warren Rd., Burdette Ave. Water Main Improvements - Design	This appropriation would provide funds to replace water services on Walnut Street and install new 8" Ductile Iron water mains on Warren Road and Burdette Ave. The Walnut Street water main is an 8" Ductile Iron water main installed in 2003 and does not need replacement. This installation does however predate the city standard for all water services 2" and smaller to be constructed of type K copper or high density polyethylene plastic by approval, and the services on Walnut Street were constructed of black polyethylene plastic. Black polyethylene plastic is prone to breakage, and services on Walnut Street may be disturbed during installation of the new Walnut Street Sewer Force Main. The Warren Street water main is an 8" Ductile Iron water main installed in 1998 from Walnut Street to Oaks Road, and an 8" Cast Iron water main installed in 1910 from Oaks Road to Prindiville Avenue. The ductile iron water main from 1998 on Warren Road does not require replacement, but also was constructed with black polyethylene plastic water services, which are proposed to be replaced. The 8" Cast Iron water main on Warren Road is proposed to be replaced with a new 8" Ductile Iron water main to increase reliability to customers and upgrade infrastructure that is beyond its useful life. The water main on Burdette Ave is a 6" Cast Iron water main installed in 1912. During the city's semi-annual flushing program Burdette Ave was identified as having insufficient fire flow. This appropriation would replace the existing 6" Cast Iron water main with an 8" Ductile Iron water main. The water main improvements on Walnut Street, Warren Road and Burdette Ave proposed in this appropriation request will be performed in conjunction with the Walnut Street Force Main and Sewer Gravity project to reduce project costs. The work of this project is an excellent candidate to utilize our unit-price utility contractor.	238,000	-	-	-	-	-
Water Master Plan Update	This appropriation will provide funds for the evaluation of the City's water system taking into account aging infrastructure, projected build-out, and the City's priorities for performing capital improvements to continue serving the City's drinking water pumping, storage, and distribution needs. The Master Plan is a comprehensive water system planning document designed to support the City's long-term plans and strategies for providing efficient and effective water service. The development and updating of a Water Master Plan is a best management practice for water utilities. Best industry practice for water utilities is to review and update their Master Plans every 10 years. The City of Framingham's last Water Master Plan was completed in 2017. Changes such as completed capital improvements, system expansion, changing usage, deteriorating conditions or evolving City priorities are the impetus for review and revision of the Master Plan. The City's Water Master Plan is due for update which will be completed in 2027.						
Water Meter Replacement Program	Funding from this appropriation would be used to purchase approximately 583 water meters ranging in size from 5/8" to 10" as well as approximately 583 Meter Transceiver Units (MXUs) purchased using ARPA grant funding; and purchase of an additional 639 meters and 648 MXUs through this appropriation request. The meters and associated MXUs that will be targeted are meters installed prior to the year 2000 for 4" meters and smaller and meters installed prior to 2010 for 6" meters and larger. The meters and MXUs would be installed by city staff for meters up to 6". Contracted services may be required for 6" and above. This appropriation request would be used to procure meters, MXUs, and retain contracted service for large meter installations.			250,000			
Worcester Rd Phase II Water - Construction	The project is for replacement and upgrading of approximately 2,750 feet of old 6-inch diameter cast iron water main infrastructure on Worcester Road (Route 9) Westbound between Concord Street and Caldor Road. Replacement includes new domestic and fire service connections to all businesses within the project area. This infrastructure is in poor condition and is between 50 and 120 years old, exceeding its service life and highly likely to fail due to the outdated material (cast iron). Even though some of the pipe was installed as recently as 1968, cast iron pipe produced in the 1950s and 1960s has been a major source of main breaks not only in Framingham but in utilities throughout the US. This water infrastructure serves major portions of Framingham's retail businesses, where emergency repairs and traffic disruption would be significantly expensive because of its location within state road limits. This project will improve water infrastructure in the area by increasing capacity for future demands, enhancing reliability of the system, improving fire flows and water quality, and reducing maintenance costs. This project is also an opportunity to address water and sewer needs together as part of a single construction package, resulting in reduced impacts to the businesses in the area and those who travel on this busy roadway.	450,000	450,000	450,000	450,000	450,000	450,000
		4,510,300	-	-	-	-	-

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Worcester Road 9/90 Water Main - Construction	This project is for the replacement of approximately 1,700 feet of very old (1900) 8-inch cast iron water main in Worcester Road (Route 9) between Crossing Boulevard and the Massachusetts Turnpike (Interstate 90) overpass. The project also includes replacement of water services to curb stops, and hydrants within the project limits. This is a final section of century-old unlined cast iron water mains serving the "9/90" and "Tech Park" areas. The existing water main is very deep and located within challenging soil conditions (cobble). This was especially evident when performing test pit excavations in late 2019, when portions of the pipe could not be found, presumably because it was buried so deep. Construction of a shallower main as a replacement will improve water quality and fire flows, reliability of the system, and accessibility for maintenance.						
Z Water Enterprise Total		14,778,300	4,470,000	10,644,000	7,144,000	7,635,000	11,485,000