

**CITY OF FRAMINGHAM**  
**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Building Electrification: Fire Station #7 HVAC	<p>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.</p> <p>The proposed improvement would result in more efficient cooling and will mitigate space conditioning issues over the course of the different seasons of the year. The project will also reduce reliance on the building's natural gas boiler system. It is anticipated to result in energy usage, energy cost, and carbon emissions savings.</p>	Bond/Grants		300,000		-	-	-
Citywide Solar Alternative Energy and Resiliency	<p>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' carbon footprint, reduce energy costs, and improve local resiliency.</p> <p>The requested funding will support the acquisition of technical assistance to develop a plan for clean energy assets, incorporating the evaluation of various financial and ownership models as well as providing a pathway for the City to maximize elective pay through the Inflation Reduction Act as well as other grant and incentive opportunities.</p>	Grants/Free Cash	75,000	-		-	-	-
Framingham Municipal Energy District	<p>This project would result in the development of a district energy loop supported by a ground-source geothermal heat exchanger to provide a low-carbon and efficient heating and cooling to the Memorial Building, Police Department Headquarters, and future regional dispatch facility at 188 Concord Street. When combined with other planned HVAC improvement capital projects identified in the CIP, the project would involve the transition of each connected facility to water-source heat pump technology, replacing outdated and aging equipment and further mitigating the use of fossil fuels in building operations.</p> <p>To maximize project feasibility and mitigate construction costs and siting challenges, the City seeks to design the district energy system in coordination with the development of the downtown parking garage. In this way, the proposed geothermal heat exchanger and connecting energy loop can be installed under the garage in alignment with the prospective excavation schedule and minimize potential impacts to this project.</p>	Bond	826,892	1		-	-	-
Green Communities	<p>The requested funding will support the City's application for the Green Communities Competitive Grant round 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 require a 25% municipal funding match.</p> <p>As in prior years, CPFM will seek for the most cost-effective and highest-impact projects to maximize use of this funding. The Department is currently working on several projects, including retrocommissioning scoping, that will help it to identify ECMs (Energy Conservation Measures) for its next application.</p>	Grants/Free Cash		125,000		-	-	-

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Heat Pump System Upgrade & Expansion: Memorial Building	<p>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.</p> <p>To maximize the energy efficiency of this system, the City is actively exploring the development of a district energy system that would integrate this facility. This process will help inform the nature of the specific HVAC equipment to be installed through this request.</p>	Bond		350,000		-	-	-
HVAC System Enhancements: DPW Headquarters	<p>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 achieved by replacing the equipment altogether.</p>	Bond		608,000		-	-	-
HVAC System Renovation: Police Department Headquarters	<p>This project will result in the replacement of HVAC equipment such as fan coil units (FCUs) and variable air volume boxes (VAVs) across the Police Department Headquarters. This equipment is collectively responsible for providing fresh air and space conditioning to the 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.</p> <p>Replacement of this outdated equipment with high-efficiency HVAC equipment will improve indoor air quality, increase system reliability, and reduce energy consumption. To maximize the energy efficiency of this system, the City is actively exploring the development of a district energy system that would integrate this facility. This process will help inform the nature of the specific HVAC equipment to be installed through this request.</p>	Bond		225,000		-	-	-
Insulation & Weatherization Enhancement - 188 Concord Street	<p>Serving as the future site of the regional dispatch center and Health Department services, the 188 Concord Street facility will become one of the City's most critical facilities with consistent occupancy and uninterrupted space conditioning demands. The facility is currently heated by a combination of all-electric rooftop units and electric resistance heat and has significant existing electrical capacity for the integration of geothermal capacity through the "Framingham Municipal Energy District" Project.</p> <p>As currently planned, the proposed project would contribute to a major improvement to the building envelope that involves the implementation of new dense-pack insulation, vapor barrier, and outboard insulation. As identified through an eQuest model analysis developed in partnership with the UMass Clean Energy Center, the proposed upgrade to the facility would result in a significant reduction to the building's energy usage intensity and bring it to an efficiency level exceeding passive house standards. Improved insulation and weatherization will help minimize the need and size of HVAC equipment for the prospective integration of this facility to the district energy system.</p>	Grants		250,000		-	-	-

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Main Library Roof Replacement	The project will be done in 2 phases - first phase will be design and second phase will be 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 past its useful life. 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.	Bond	120,000	940,000	-	-	-	-
Roof Design for Repairs & Replacements DPW (Western Avenue and Brimstone Lane)	Repair/Replace roofs at DPW facilities 100 & 110 Western Ave and communications building at 400 Brimstone Lane, DPW headquarters the roofing has failed on the bond to the roof substrate and the need to reinsulate the roof deck to meet the energy code in this project will create the need to address the HVAC curbs on the roof, 110 roof will be addressed on removing all seams on the roof and applying new membrane and coat the entire roof with 2 coats of a roof membrane sealer. Brimstone Lane project will be full removal and reinsulate and reapply EPDM roof to new substrate.	Bond	2,922,720	-	-	-	-	-
Roof Replacement - Fire Station #7 (Water Street)	The project is in 2 phases for the roof replacement, first phase design of the roof, which was funded in FY24, 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.	Bond	245,000	-	-	-	-	-
Roof Replacement - Memorial Building	The project will done in 2 phases - the first phase being design, which was approved and funded in FY24, 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.	Bond	1,335,000	-	-	-	-	-
Roof Replacement- Police Headquarters FY26-27	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.	Bond	-	20,000	155,000	-	-	-
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.  In FY25, the City plans to replace 2 vehicles in Inspectional Services, 1 vehicle in Assessing, 1 vehicle at Fire Station #3, and 2 vehicles at the Department of Public Works, as well as acquire infrastructure necessary to operate the electric vehicles.	Grants/Free Cash	400,000	431,000	-	-	-	-
<b>Capital Projects &amp; Facilities Management Total</b>			<b>\$5,924,612</b>	<b>\$3,249,001</b>	<b>\$155,000</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>
Belknap Property	Cemeteries already owns the Belknap Property and is interested in turning the property into a new cemetery for more space.	Bond	-	-	1	1	1	1
Chevy 1500 Replacement	Replacing existing Chevy 2011 Silverado.	Bond	-	1	-	-	-	-
Edgell Grove Cemetery Master Plan	To have a company come asses our property and tell us how to best utilize our remaing space available at Edgell Grove Cemetery	Free Cash	-	72,400	-	-	-	-
EGC Leaf Truck	This truck will be helpful in the fall and spring with the cleaning of the leaves in the cemetery, so that we won't have to be down a truck for burials during these times of the year.	Bond	116,922	-	-	-	-	-

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Privacy Fencing	This is fencing for the Edwards, Church Hill (Main St.), and Old South Cemeteries	Free Cash		-		1	-	-
Replacement Chevy 3500 Dump Truck	This truck is replace the current Chevy 3500 Silverado dump truck.	Bond	86,000	-		-	-	-
<b>Cemeteries Total</b>			<b>\$202,922</b>	<b>\$72,401</b>		<b>\$2</b>	<b>\$1</b>	<b>\$1</b>

PA System Upgrades and Replacements Design - Framingham High School FY25	This request for capital funding is for the design of a new public address (PA) system at Framingham High School	Bond	250,000	-		-	-	-
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On June 19th, 2023, Pro AV conducted a functionality audit of the existing paging system currently installed in Framingham High School. The goals of this audit were to determine the following:

1. Are the current paging loudspeakers producing audio?
2. Are the loudspeakers producing audio with adequate volume levels?
3. Is the paging audio clearly intelligible?

In order to test these parameters, spoken-word audio was played over the paging system by using a handset in the main office. Audio was played over the paging system as an "all call" at a consistent input volume for the duration of the test, which lasted approximately 5 hours. Based on the results of the testing, Pro AV would describe the status of the current system as adequate for everyday use, but unfit for emergency situations. Major issues included insufficient output volume, poor intelligibility, and insufficient coverage in various areas.

This funding request of \$250,000 would allow the Department to work with on-call engineering firms to engage in the design development of a new PA system as well as the funds for implementation.

This project will reduce safety issues, enhance public address capability, and improve system coverage throughout the entire FHS campus.

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Roof Replacement, Construction - Potter Road and Brophy Schools	This request for capital budget funding is for the replacement of the built-up roofing systems at Potter Road and Barbieri Elementary Schools. These roofs are at the end of useful life, do not meet today's stretch energy code, and are rapidly deteriorating. Additionally, the warranty for Brophy expired on September 6, 2022; and Potter Road expired in August of 2023. Both of these warranties were extended for an additional 5 years through Tremco, our roof warranty contractor.	Bond	13,222,950	-	-	-	-	-
	Currently, both of these roofs are experiencing water intrusion and failure to provide adequate moisture protection. A full replacement is required in order to ensure the school can remain open for its intended use. Funding for the design of these two roofs were allocated during the FY24 capital approval process. Design development is currently underway with Habeeb & Associates, the Department's on-call design firm. Design will include the full replacement of roofing systems at Potter Road and Brophy, which includes replacement of roof top mechanical equipment, increase in insulation to meet new stretch code requirements; fascia replacements and repairs; roof drain replacements and repairs; etc.							
	In the past, the Department would submit statements of interest to the MSBA for the accelerated repair program for roof replacements to help offset costs. However, MSBA announced last year they were suspending the program. This has put the cost burden solely on the City.							
	Potter Road Elementary School -		\$6,550,909					
	Brophy Elementary School -		\$6,672,040					
	TOTAL		\$13,222,950					
<b>City/Schools Total</b>			<b>\$13,472,950</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>
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.	Bond		-	-	-	-	110,000

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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.	Bond	-	-	1,100,000	-	-	-
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.	Bond	-	-	-	-	-	1,100,000
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.	Bond	-	-	-	-	-	1,100,000
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.	Bond	-	-	-	1,100,000	-	-

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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.	Bond		-		-	-	1,100,000
GRANT - Emergency Operations Center (EOC)	The project serves to establish an Emergency Operations Center (EOC) at Fire Headquarters, which is co-located with cooking, sanitation, and dormitory facilities for long duration events. The EOC would share space with the Fire Department's Captain John F. Castanza Training room, and utilize technology resources that serve both training and EOC purposes. When the EOC is active, there would not be a need to use the room for training purposes. This project includes minor facility upgrades, minor utility upgrades, furniture purchases, and video/computer/presentation technology purchases.	Grants	1	-		-	-	-
Grant-Special Operations Pickup Replacement	The special operations pickup truck (H1) was originally purchased with mitigation funds from the MWRA Tunnel Project running underground through the Town/City. It can be used to tow the Tech Rescue trailer, Mass Disaster Unit trailer, UTV and boat trailers. The current H1 is a 1997 Ford F-350 Quad Cab Pickup truck that is Out of Service due to dangerous frame rust.	Grants/Operating	1	-		-	-	-
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..	Bond	1,800,000	-		-	-	-
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.	Bond		110,000		-	-	-
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.	Bond		145,000		-	-	-
SCBA Back-up Cylinders	The high-pressure air cylinders used in firefighter air packs (SCBA - Self Contained Breathing Apparatus) are considered pressure vessels and must periodically be recertified for continued use. If a cylinder fails to pass these rigorous tests, or has reached its maximum allowable age, a replacement will be needed. Additionally, the department is finding that at more and more incidents hazardous smoke and exhaust is present on-scene, requiring longer use of SCBA by personnel. Additional back-up cylinders are needed in these scenarios to bridge the gap between the initial air cylinders and when a long-term compressor trailer is brought to the scene. This project would fund 50 spare cylinders with an approximate \$1,300 cost per cylinder.	Free Cash		65,000		-	-	-

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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.	Bond		-		-	-	40,000
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.	Bond		-		-	2,100,000	-
Wireless Fire Alarm Master Box Conversion	The current City-wide Fire Alarm Master Box system is run over a city-owned obsolete overhead and underground cable system. City personnel are employed/assigned full time to physically maintain this system. The system does provide direct and instant fire alarm notification to the Fire Department for City assets and vulnerable populations/assets (hospital, elderly housing, group homes, high-rise apartments, cellular switching stations, etc.). Private monitoring companies cannot match the reliability and speed of a City Master Box system. Current technologies exist to run this system over a grid of wireless radio transmitters and receivers. The advantage of the wireless Master Box system is that a majority of the infrastructure would become privately owned/maintained and there would no longer be miles of overhead and underground cables for the City to maintain. The necessary receiving equipment at Fire Dispatch is estimated to cost \$200,000. There are approximately 50 City-owned buildings that would need a wireless transmitter installed to replace their existing hard-wired Master Box. Vendors estimate a cost of approximately \$15,000 per building for these installations. This work would need to go through the procurement process, but is estimated at \$750,000 = \$15,000 x 50 buildings. Once established, it is anticipated that one-time financial grants may be necessary to get non-profits to convert their fire alarms - churches, housing authority, etc. If the City chose to fund such a program, an estimated \$750,000 would fund approximately 50 buildings. Because of the grid technology, the more transmitters that exist throughout the City, the cheaper the installations at each building become - as the need to install an external antenna on the building goes away.	Bond	950,000	750,000		-	-	-
<b>Fire Total</b>			<b>\$2,750,002</b>	<b>\$1,070,000</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>	<b>\$2,100,000</b>	<b>\$3,450,000</b>
Branch Library Parking Lot Expansion	The Library had requested \$195,000 for a number of years for expansion of the parking at the McAuliffe Branch Library. The request has been postponed year after year because of uncertainty about the viability of additional parking and the parking lot expansion. A study to review the limitations of the site for expansion, including environmental, traffic on the street and from the nearby elementary school, as well as potential off-site parking was funded in FY2024 to provide direction on the viability and potential for a parking lot expansion.	Bond			1	-	-	-
FPL Main Library Learning Yard Outdoor Experience Space	A "Third Space," a concept and term coined by sociologist, Ray Oldenburg, is a place outside of home and work for gathering, working, building relationships, and exchanging ideas. Third Spaces are essential to healthy society—they stabilize neighborhoods, foster a sense of shared experience, and provide a strong sense of community. Completely free and open to the entire community, there is arguably no better and more important Third Space than the public library. For this reason, Framingham Public Library seeks to create an intentionally designed Third Space for our entire community to enjoy, which delivers both all that the public library offers in books, magazines, and other materials, as well as information, resources, and guidance from staff plus and all of the qualities of a great Third Space such as places to sit, have a cup of coffee and engage in informal conversation, browse our displays and collections, and read magazines and newspapers, or just enjoy their library, a home away from home.	Bond		200,000		-	-	-

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FPL Third Space: Browsing, Seating, and Periodicals	With successful implementation of the new Teen Room, the new Technology Learning Center and Public Computing area, and the new Literacy Unlimited Center, we are onto our next phase. The Main Library's main floor is the welcome center. This space should provide an immediate sense of comfort and ease, with friendly staff visible and available, engaging displays, good signage and wayfinding, and a design that signals that patrons are invited to browse, sit, and stay. Though we have tried to work with what we have, the current space offers very little seating, shelving and displays that are inadequate to showcase our new and exciting offerings, and no opportunity for our community to gather and connect. Working with our newly designed and ADA accessible Service Desk, we have envisioned a space that provides all this and more, with new, contemporary shelving solutions, a central "living room" area, which we have at our Branch Library and know patrons appreciate, booth seating at our windows, plug-in furniture for laptops and charging devices, and a new periodicals and café area.	Bond/Grants	125,000	-	-	-	-	-
<b>Library Total</b>			<b>\$125,000</b>	<b>\$200,001</b>		<b>\$-</b>	<b>\$-</b>	<b>\$-</b>
	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. Long's Field is no exception, with the wooden poles installed in mid-late 80's. Project funding allows us to incrementally replace existing older and inefficient lighting systems with highly efficient LED technology. Completion of these lighting projects will have several benefits, including reduced energy consumption and annual operating expense, reduced maintenance requirements, and reduced carbon footprint for the City.							
	The existing field lighting infrastructure consists of wooden phone poles supporting light fixtures running a metal halide lamps. The existing metal halide lighting fixtures are outdated technology and consume significantly more energy current LED sports field lighting equipment, as well as requiring increased annual maintenance. This project will replace wooden support poles with all-weather metal poles, set on engineered concrete footings, supporting energy efficient LED field lighting technology. As part of this project we will pursue available energy efficiency rebates, similar to \$6,000 + rebate we received in connection with the Loring Arena LED lighting upgrade.							
	Long's Field is a multi-use facility that includes a full-sized rectangular sports field for sports including football/soccer/lacrosse, as well as a high school/college sized baseball diamond, and a high school/college sized softball diamond. This facility is an integral part of the athletic field system in Framingham, hosting multiple levels of college and high school sports, several youth sports organizations, adult leagues, Parks and Recreation programs, and other recreational uses.							
Athletic Field Lighting Systems		Bond/CPA		1,071,000	-	1,000,000	-	-
Bates Park	Parks, Recreation & Cultural Affairs is seeking design funding to develop an improvement plan for Bates Park that will bring the site and its amenities up to the current building and accessibility code requirements, promote neighborhood use, increase public health and safety for park users, and better serve the overall community recreation needs.	Bond			125,000	1,000,000	-	-
	We will assess existing site conditions and focus on improving overall site and amenity accessibility through new play equipment with poured-in-place safety surfacing, splash play, ADA-accessible pathways, site furnishings, fencing, benches and other site features.							
	The department will secure professional design and engineering services and work closely with City leadership and residents in the surrounding neighborhoods to arrive at a preferred design concept and anticipated construction budget. The preferred concept plan will undergo a final design, engineering and cost estimate to identify anticipated funding needed to complete a construction project.							
	We anticipate a project cost of in the range of \$750,000 - \$1,000,000 for a project of this nature. The currently identified project price is a placeholder. The anticipated project cost will be further defined and updated as we progress with design and engineering.							

**CITY OF FRAMINGHAM**  
**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Bowditch Synthetic Field Concept Design	Funding for this project will allow the department to secure required design and engineering services to identify the physical and financial requirements associated with replacing the natural grass playing surface at Bowditch with a synthetic playing surface.	Free Cash	50,000	100,000		1	-	-
Bruce Freeman Rail Trail	Construction for The Bruce Freeman Rail Trail	Grants		3,000,000		-	-	-
Chris Walsh Memorial Trail	<p>Chris Walsh was a strong advocate of historic and open space preservation. Developing the Chris Walsh Trail is the result of a cooperative effort and funding at the federal, state, and local levels and is being undertaken in a multi-phased approach.</p> <p>Phases 1 &amp; 2 of the project are currently in the permitting and design process and will develop an accessible pedestrian trail along Farm Pond, providing connectivity to Farm Pond Park, the Sudbury Aqueduct, and the boat ramp. These two phases of construction include additional parking and other improvements at Farm Pond Park, a kayak launch, scenic overlooks with benches, and other site amenities along the trail.</p> <p>Future phases of design and development will focus on the potential to expand connectivity of the trail, including a pedestrian bridge over the rail lines to downtown Framingham.</p>	Bond/Grants/CPA		12,000,000		-	-	-
Court Replacement	<p>The Parks, Recreation &amp; Cultural Affairs Division is requesting Capital Funding to replace the tennis and basketball courts at Bowditch. We propose using post-tensioned concrete, which is the process recently used for reconstruction of the tennis courts at Winch. Post-tensioned concrete construction provides a significantly improved life expectancy for the structural integrity of the courts, improves playing surface consistency, and reduces annual inputs for crack-sealing, sealcoating, and overall maintenance.</p> <p>The project proposed for Bowditch consists of grinding, grading and reconstructing four (4) tennis courts and two (2) full-size basketball courts, as well as replacing nets, perimeter fencing, and court lighting. New court lighting will consist of energy efficient LED equipment that will reduce energy consumption and lower operating expense, reduce overall carbon footprint, and reduce annual maintenance needs.</p> <p>The anticipated useful life expectancy of outdoor, asphalt, sports courts is between 12-20 years. Most Asphalt courts begin to show deterioration after 8-10 years. The tennis and basketball courts at Bowditch were last reconstructed in 1992. Although the department has maintained the playing surfaces and significantly extended the useful life through a rigorous annual crack-sealing and sealcoating regimen, the conditions at these courts are becoming a safety concern for users. The underlying base materials have deteriorated to the point that court reconstruction is warranted.</p> <p>The Bowditch Tennis and Basketball Courts are utilized by a wide-range of users from youth through adult, including all levels of the Framingham High School Boy's and Girl's Tennis Teams, a variety of programs run through Parks and Recreation, local leagues and organizations, and residents throughout the community.</p>	Bond/CPA	106,002	1,431,363		1	1	1

**CITY OF FRAMINGHAM**  
**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Danforth Park	<p>Parks, Recreation &amp; Cultural Affairs is seeking design funding to develop an improvement plan for Danforth Park that will bring the site and its amenities up to the current building and accessibility code requirements, promote neighborhood use, increase public health and safety for park users, and better serve the overall community recreation needs.</p> <p>We will assess existing site conditions and focus on improving overall site and amenity accessibility through new play equipment with poured-in-place safety surfacing, splash play, ADA-accessible pathways, site furnishings, fencing, benches and other site features.</p> <p>The department will secure professional design and engineering services and work closely with City leadership and residents in the surrounding neighborhoods to arrive at a preferred design concept and anticipated construction budget. The preferred concept plan will undergo a final design, engineering and cost estimate to identify anticipated funding needed to complete a construction project.</p> <p>We anticipate a project cost of in the range of \$750,000 - \$1,000,000 for a project of this nature. The currently identified project price is a placeholder. The anticipated project cost will be further defined and updated as we progress with design and engineering.</p>	Bond/CPA		-		-	-	125,000
								1,000,000

**CITY OF FRAMINGHAM**  
**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34	
Equipment and Vehicle Replacement Program - P&R	<p>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 city-wide distribution and use of these resources.</p> <p>Replace the 2007 F550 Mini Packer with a 2024 F Super Duty F-600 Mini Packer - \$192,937</p> <p>The Parks and Recreation Department requests \$192,937 to purchase a 2024 Ford Super Duty F600 Trash Packer with a Curb Tender Barrel Grab. This piece of equipment will be purchased using the State Contract FAC116. The new trash compactor will replace a 17-year-old 2007 F550 Packer with 102,000 miles or 330,000 engine hours. This vehicle is an essential piece of equipment in our daily operations during all seasons of the year. Primary responsibilities include the removal of trash within park locations that require a lightweight, maneuverable truck that can get to off-street and remote areas of the parks.</p> <p>We are unsure if this piece of equipment will pass the next MA DOT inspection. This piece of equipment shows its age, with many metal parts exhibiting a state of advanced deterioration due to rust perforation and rot. These conditions are particularly evident in the operator's cab, doors, fenders, and underside. In addition to the degraded metal components, we've experienced an increase in overall maintenance and upkeep, including hydraulic leaks, electrical harness, and transmission, etc.</p> <p>Replace the 2004 Ford Explorer with a 2024 Electric Vehicle - \$50,000</p> <p>The Parks, Recreation, and Cultural Affairs Division requests replacing a 23-year-old 2004 Ford Explorer with an energy-efficient vehicle of the same size. We are working with the Sustainability Coordinator to pilot a vehicle program that meets or exceeds the City's 2022 Municipal Fleet Efficiency Policy. The purchase of an EV vehicle will serve to begin reducing the Division's carbon footprint and the fleet's energy efficiency. The Sustainability Coordinator has identified several energy rebates that will reduce the final cost of the vehicle.</p> <p>The Director of Parks, Recreation, and Cultural Affairs will use the new vehicle to visit parks and attend meetings/events on days, nights, and holidays. The Loring Arena Director will use the 2012 Ford Explorer previously driven by the Division Director to transport parts to and from the arena for daily operations during all seasons of the year. The Loring Arena Director is on-call 24/7, including weekends and holidays. They are the first to receive notification of ammonia leaks and meet the Fire Department at the arena to ensure public safety. In addition, the Director responds to public and mechanical emergencies at any given time. The vehicle is used for material handling and equipment transportation.</p> <p>The 2004 Explorer did not pass MA DOT inspection. After close inspection, the DPW inspection team has recommended that this piece of equipment be decommissioned. This piece of equipment is showing its age, with many metal parts exhibiting a state of advanced deterioration due to rust perforation and rot.</p>	Free Cash/Bond	242,937	250,000		250,000	250,000	250,000	1,250,000
Fence, Guardrail, & Backstop Repair/ Replacement	Ongoing replacement of fence, guardrail, and backstop infrastructure throughout Parks and City properties.	Bond	330,704	-		300,000	-	300,000	-

**CITY OF FRAMINGHAM**  
**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Longs Athletic Complex	This project is a design and engineering effort to identify a preferred plan of improvements and associated construction cost estimates for the Longs Complex. Potential improvements to be explored include ADA upgrades, synthetic playing fields, support buildings (storage, restrooms, concessions) that meet current code requirements, spectator seating, lighting, and accessible pathways connecting site amenities. The Longs Athletic Complex is located in an Environmental Justice Neighborhood, directly adjacent to Downtown Framingham and several additional Environmental Justice neighborhoods. The Longs Complex is a critical outdoor recreation facility serving a widely varied demographic, including boys and girls, youth through senior adult, and multiple local high schools and colleges. Amenities at Longs include six (6) ballfields, two (2) full-sized rectangular fields, two (2) basketball courts, batting cages, restrooms, concessions buildings, and equipment storage buildings. With the majority of the amenities constructed in the 80's through early 90's, ADA compliant infrastructure is extremely limited.	CPA/Grants/Bond		300,000		1	1	-
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.	Bond		150,000		1	-	-
Loring Arena Zamboni (1997)	<p>The Zamboni ice resurfacing equipment is a critical component of daily operations at the arena. Unanticipated equipment issues will result in service interruptions and potential for significant loss of revenue. The Parks, Recreation &amp; Cultural Affairs Department is requesting replacement of a 26-year-old (1997) Zamboni. The anticipated useful life expectancy of a new Zamboni is 15-20 years.</p> <p>Current manufacture and deliver time for a new Zamboni is 12+ months from the date of order. Approval of funding for purchase of a replacement Zamboni in FY25 will likely result in delivery of the equipment just prior to the 25/26 arena operating season.</p> <p>This 27-year-old unit currently serves as the backup to the 2014 Zamboni. Upon the purchase of a replacement Zamboni, the 2014 would become the backup unit. Implementing a rotation between these two units extends the useful life expectancy of both units well past the 15-20 year range.</p>	Bond	170,000	-		-	-	-
Mary Dennison Park	<p>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 &amp; 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.</p> <p>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 &amp; 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.</p>	Bond	1	-		-	-	-

**CITY OF FRAMINGHAM**  
**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Open Space Land Acquisition - Cushing Memorial Park	<p>Parks &amp; Recreation is recommending the City of Framingham conduct an appraisal and take appropriate steps to acquire a parcel of privately-owned property continuous to the Cushing Memorial Park. As the last remaining large parcel of privately owned and undeveloped land in the area, the acquisition of this parcel creates a unique opportunity for the City to preserve additional open space, introduce new amenities and services to the community, and further enhance public enjoyment of the property for future generations.</p> <p>In 2001, the Cushing Memorial Park Master Plan was developed with extensive input from the community. Contents of that plan were used to guide an incremental and phased approach to converting the former hospital demolition site into a central-type park. In 2013, the Cushing Memorial Park Master Plan was updated through a process that included sharing information about park progress to date, gathering feedback from the community, and identifying potential future park improvements. The three major priorities identified during this process were:</p> <ul style="list-style-type: none"> <li>• Priority #1 – Creation of a Children’s Grove (Completed) Completed in 2015, the project constructed a naturally themed space that encourages creative play and provides park users of all ages with a spot to sit and enjoy the beauty of the natural surroundings. Project elements include a mix of accessible natural and formal play elements, appropriate safety surfacing, unique landforms and grade changes, a water feature, accessible pathways, installation of trees and formal landscape plantings, picnic tables, and benches.</li> <li>• Priority #2 – Land Acquisition for Park Expansion (Incomplete) Specifically, the updated plan identified a large parcel of privately owned land contiguous to the northern border of Cushing Park. The parcel in question was previously owned by Emeritus Senior Living, who developed the parcel for senior housing and subsequently sold the property to Brookdale Senior Living. Prior to the sale, Emeritus was granted Planning Board approval for continued development on the site, including the construction of several multi-story buildings in very close proximity to the Cushing Chapel.</li> <li>• Priority #3 – Academy Building Vicinity Improvements (Partially Completed) As part of the 2015 Children’s Grove, the department created formal pathways with activity nodes in this area. Over the ensuing years, we continued making other improvements in this area, including improving the exterior building facades, installing formal landscape plantings, and adding park benches.</li> </ul>	CPA		1		-	-	-
Pavement Program - Stormwater	<p>Parks and Recreation facilities throughout the City contain asphalt installations, including walking paths and parking lots. Funding under this project will provide the resources required to replace aging asphalt infrastructure. Asphalt replacement projects will require design and engineering to ensure the City meets required stormwater management requirements, as well as compliance with accessibility requirements.</p>	Bond		-		500,000	1	1
Reardon Park	<p>Parks and Recreation is in the process of final design and engineering for improvements at Reardon Park. Proposed park improvements are focused on accessibility and include new playground equipment with safety surfacing, splash play, basketball court, accessible pathways, and limited off-street parking.</p> <p>Based on the identified scope of work, our design consultant anticipates an overall project cost of \$2,321,280, which will be further refined as we complete final design. Final project cost will be subject to market conditions at the time of bidding.</p> <p>Parks and Recreation has applied for alternative funding through the CPA grant program in the amount of \$1,000,000 to help offset the overall project cost.</p>	Bond	2,321,280	-		-	-	-

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**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Roosevelt Park	<p>Parks, Recreation &amp; Cultural Affairs is seeking design funding to develop an improvement plan for Roosevelt Park that will bring the site and its amenities up to the current building and accessibility code requirements, promote neighborhood use, increase public health and safety for park users, and better serve the overall community recreation needs.</p> <p>We will assess existing site conditions and focus on improving overall site and amenity accessibility through new play equipment with poured-in-place safety surfacing, splash play, ADA-accessible pathways, site furnishings, fencing, benches and other site features.</p> <p>The department will secure professional design and engineering services and work closely with City leadership and residents in the surrounding neighborhoods to arrive at a preferred design concept and anticipated construction budget. The preferred concept plan will undergo a final design, engineering and cost estimate to identify anticipated funding needed to complete a construction project.</p> <p>We anticipate a project cost of in the range of \$750,000 - \$1,000,000 for a project of this nature. The currently identified project price is a placeholder. The anticipated project cost will be further defined and updated as we progress with design and engineering.</p>	Free Cash/Bond		-		-	125,000	1,000,000
Simpson Park	Funding for this project will allow Parks and Recreation to secure professional desing and engineering services to identify improvements to Simpson Park, along with assoicated anticipated construction budget estimates.	Bond		1		1	-	-
Splash Play		CPA/Bond		800,000		-	-	-
Temple Street Park	<p>Parks, Recreation &amp; 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>We are seeking additional funding through CPA to help offset the anticipated cost and provide all desired amenities.</p> <p>The currently identified project price is a placeholder. As we progress with design and engineering, we will further refine the anticipated project cost.</p>	Bond/CPA		75,000		1,000,000	-	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34	
Walsh/Dunning Improvements	This project is to complete final design, engineering, and construction documents for a preferred improvement plan at the Walsh/Dunning fields. The three softball fields at Walsh/Dunning are the primary fields supporting Framingham Girls Fastpitch Softball, used almost daily from early spring through fall. Final design and construction of identified improvements will 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. All of these proposed amenities are currently available to Framingham Youth Baseball participants at the Longs/Little League fields. This project will help address equity and opportunity for male and female athletes within the City.	CPA/Bond		1		1	-	-	
Waushakum Beach Park Design	<p>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 &amp; Cultural Affairs is respectfully requesting Capital Funding to undertake design and create construction documents to address these needs.</p> <p>The facility currently includes:</p> <ul style="list-style-type: none"> <li>• A bathhouse with restrooms, changing spaces, and showers</li> <li>• Sandy beach with swimming area</li> <li>• Small pieces of play equipment and swings</li> <li>• Old 8' high chain link fence</li> <li>• Grass picnic area</li> </ul> <p>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.</p>	Free Cash/Bond/CPA		1		-	-	-	
Winch Park Design	<p>Parks, Recreation &amp; 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	Bond/Free Cash/CPA		-		-	1	1	
<b>Parks &amp; Recreation Total</b>				<b>\$3,220,924</b>	<b>\$19,177,367</b>	<b>\$2,175,006</b>	<b>\$2,375,004</b>	<b>\$1,675,003</b>	<b>\$2,250,000</b>

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Joint Dispatch	The City is constructing a joint dispatch center at its 188 Concord Street property, which it seeks to establish as a regional center. The cost of regionalizing will be determined when communities sign an intermunicipal agreement and their dispatch needs are determined. The cost of outfitting the dispatch center for regionalization is eligible for grant funding from the State.	Grants	1	-	-	-	-	-
Police Body Worn Cameras	The Police Department requests the funds necessary for the deployment of our city's first body worn camera program. Body-worn cameras provide a number of benefits, including: improving community relations; fostering better accountability for the actions of police personnel; deterring or documenting inappropriate conduct by members of the public and police officers; capturing digital audio-video evidence for criminal, civil, and traffic-related court cases; assisting with training officers; increasing transparency; and improving the quality of interactions between officers and the members of the public. The hardware and accessories will be funded through a state grant, but we ask for the funding to support the four remaining years of a 5-year software contract and the staffing needs associated with the project.	Bond	893,590	904,050	914,721	925,603	-	-
Police Firearms	Replacement of Department Issued Firearms. 163 firearms, 163 streamlights, 163 rear sights, 163 double magazine pouches, 163 duty holsters.	Free Cash	312,301	-	-	-	-	-
<b>Public Safety Total</b>			<b>\$1,205,892</b>	<b>\$904,050</b>	<b>\$914,721</b>	<b>\$925,603</b>	<b>\$-</b>	<b>\$-</b>
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.	Bond	150,000	150,000	150,000	150,000	150,000	-
Arlington St Area Drains & Roads Improvements	This request is for the Arlington Street Area drain and road improvements. The project area is bounded by Irving St., Hollis Street, Beaver Dam Brook, and the CSX rail yard to the south. 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. 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. FY26 requests are for construction of Phase 1 and the design of Phases 2 and 3. FY 28 request is for Phase 2 construction. FY 30 request is for Phase 3 construction.	Bond		9,910,000	-	8,390,000	-	6,340,000
Beaver Dam Brook Survey and Modeling	Beaver Dam Brook flows through south Framingham and collects drainage from a densely developed area of the City with a large percentage of impervious area. The brook is prone to frequent flooding resulting in property damage and affects residents, businesses, and commuters. Beaver Dam Brook and subsequent flooding is located entirely within Environmental Justice (EJ) areas with the majority of its length located in an area designated EJ for minority, income and English isolation. This request will fund the purchase of a weather station and development of a computer model and allow the City to evaluate alternatives to mitigate the flooding.	Bond	290,000	-	-	-	-	-
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.	Bond		-	-	500,000	-	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Bishop St. & Arthur St. Intersection Improvements	This appropriation will provide funding for the design and construction of improvements to this intersection. Mayor Sisitsky met with area residents in December 2022 to discuss their safety concerns with this intersection and directed DPW to make this location a priority. Crashes had been increasing in recent years (6 in 2021 and 9 in 2022). Bishop Street handles approximately 7,000 vehicles per day.	Bond	2,745,000	-	-	-	-	-
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 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.	Bond	-	-	-	-	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.	Bond	-	500,000	-	-	-	-
Butterworth Pk Area Drains & Roads - Design	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.	Bond	-	-	-	-	1,000,000	-
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. The City of Framingham is required to operate its "storm sewer system" or stormwater drainage system under a permit from the US EPA. The permit requires the City to complete catchment investigations by June 2028. 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. The City is required to report annually to the EPA and MassDEP on the status of compliance with these deadlines. The City owns over 500 stormwater outfalls with an intricate infrastructure system upstream of the outfalls. Each outfall and contributory upstream infrastructure system, collectively referred to as a "catchment" must be reviewed and/or satisfactorily inspected by June 2028 to maintain compliance. Specifically, this project will provide consultant and contractor services for outfall sampling and catchment investigations (i.e. inspections of the drainage system to identify pollution sources and asses infrastructure). Inspections are categorized as wet or dry weather and specific rainfall requirements must be met in order to conduct the inspections.	Bond	650,000	-	-	-	-	-

**CITY OF FRAMINGHAM**  
**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34	
Central St Roads and Drains Improvements	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.	Bond		680,000		-	-	3,250,000	6,500,000
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.	Bond		-		100,000	-	-	-
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.	Bond	2,090,000	1,627,000	1,000,000	1,950,000	1,060,000	-	
Culvert Re-Inspection	This project provides for reinspections of culverts previously inspected and assessed, plus the inspection of the CSX culverts east of Farm Pond. Some drainage for sideroads from Union Ave to Farm Pond were removed from the Union Ave water and sewer upgrade projects and has been added to this project. Work would include drainage improvements on side roads, water quality BMP in the vicinity of Henry St, and improving culverts under CSX rail yard.	Bond	125,000	-					
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.	Bond	500,000	500,000	500,000	500,000	500,000	-	

**CITY OF FRAMINGHAM**  
**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
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.	Bond		-		-	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.	Bond		1,000,000		-	-	-
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.	Bond	3,250,000	-		-	-	-
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.	Bond		-		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).	Bond/Grants		1,200,000		-	-	-
Indian Head Heights Cross Country Drainage ARPA	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.	Bond	220,000	-		-	-	-
Lake Cochituate Infrastructure & Water Quality Improvements ARPA	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.	Bond/Grants		-	1,200,000		-	-
Learned Pond Infrastructure & Water Quality Improvements ARPA	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.	Bond/Grants		-		1,500,000		-

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**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
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.	Bond		-		-	-	2,500,000
Main St. Culvert Upgrade - Design and Construction	This culvert has been identified as a constriction detaining upstream flows. The main trunk line of the Sucker Pond sub-basin crosses beneath Main Street in a 36- inch culvert which ultimately discharges into the Sudbury River. Upstream improvements have been made by MADOT at the intersection of Rt 9 and Rt 126 and are in progress for the section that flows through an open channel within the wetlands complex behind Walnut Street. The existing 36-inch reinforced concrete pipe is planned to be replaced with a larger concrete box culvert and retrofitted to limit backflow from the Sudbury River.	Bond		375,000		-	-	-
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.	Bond			250,000		-	-
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.	Bond			162,000		-	-
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.	Bond				-	5,562,000	-
Roadway Improvements	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. In order to provide a consistent State of Good Repair, the extent and costs of maintenance and operations of roads will increase if roads are allowed to deteriorate. Also, rehabilitation, replacement and improvements of drainage can reduce that deterioration, as accomplished in Annual Drainage & Water Quality and Annual MS4 Permit Implementation.	Bond	8,500,000	8,500,000	8,500,000	8,500,000	8,500,000	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
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.	Bond		-	2,000,000		-	5,000,000
Salem End/Badger/Gates Intersection TIP - Design	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.	Bond		-		-	400,000	-
Saxonville Intersection Improvements	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.	Bond	6,125,000	-		-	-	-
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.	Bond		-	3,270,000		-	-
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.	Bond	675,000	-		-	-	-
St Tarciscius Wetlands Restoration (Lake Waushakum) ARPA	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.	Bond/Grants		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. Framingham's stormwater infrastructure system includes 185 miles of storm drain pipes, 8,000 catch basin structures, 2,000 drain manhole structures, and over 500 outfalls.	Bond	970,000	-		-	-	-
Taralli Terrace & Second Street Bridges - Evaluation	and this assessment will be a major step in determining the required next steps to maintain their integrity and/or reduce their impacts on Beaver Dam Brook in support of public safety."	Bond	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.	Bond	150,000	-	150,000		150,000	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Unaccepted Streets Improvements	For FY25, 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.	Bond	1,370,000	-	350,000	-	-	-
<b>Public Works Total</b>			<b>\$27,910,000</b>	<b>\$24,642,000</b>	<b>\$17,632,000</b>	<b>\$28,947,000</b>	<b>\$26,810,000</b>	<b>\$17,840,000</b>
ADA Compliance Upgrades - Districtwide	Continued districtwide ADA compliance upgrades via replacement of building infrastructure (lifts, elevators, bathroom renovations, approaches). For FY30-34.	Bond		-		-	-	1,950,000
Asbestos Abatement - Districtwide	In an ongoing effort to address the School District's Asbestos Hazard Emergency Response Action (AHERA), in compliance with Department of Environmental Protection requirements (D.E.P.), the District performs routine six-month inspections for all suspected asbestos-containing materials within all school buildings. Additionally, three year reports are filed through a contracted industrial hygienist firm to ensure the District is in full compliance with AHERA and D.E.P. guidelines for Public Schools.	Bond	561,000	-		-	1	1
	Any item containing asbestos must be monitored on a routine basis. If the item is found to be in poor condition or in a state where asbestos particulates may become airborne, then the District is required to repair and/or remove the item.							
	Additionally, all asbestos must be removed at some point from all school buildings, regardless of if the building is scheduled to be demolished. However, we take a proactive approach and address large common areas of asbestos-containing floor tile in corridors, classrooms, etc. that show signs of wear or curled edges. Even though there is no imminent danger of the material becoming airborne or "friable", the District attempts to remove it before the material/area poses health risks. Ceilings, floors and pipe coverings above the ceilings are the next area of priority for removing asbestos containing materials. This capital request does include remediation of ACM ceiling tiles and replacements in various district buildings.							
	During our routine 6-month AHERA inspections, our consultant identifies areas throughout District buildings where asbestos remains and should be remediated. This capital request is to address those locations through remediation design and continue in our efforts to remove asbestos district-wide. It is important to note that while it is important to continue in our remediation efforts, these locations currently pose no health risk to students, staff, or parents.							
Building Envelope Repairs, Construction - Dunning and Thayer Schools	This project request is for the repairs to the Dunning and Thayer building envelopes. These project are part of our long range exterior envelope repair plan.	Bond		-	2,600,000	-	-	-
Building Envelope Repairs, Construction - Farley	This project request is for repairs to the Farley building envelope. This project is part of our long range exterior envelope repair program.	Bond		2,000,000		-	-	-
Building Envelope Repairs, Construction - Juniper Hill and FHS	This request is for building envelope repair construction at Juniper Hill and FHS.	Bond		-		-	-	3,000,000

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Building Envelope Repairs, Design - Potter Road	This request is for the design of building envelope repairs at Potter Road.	Bond		-		-	-	320,000
Building Envelope Repairs, Design & Construction	This project is for the design and repairs of building envelopes district wide. FY31-34 FY31 - Potter Road (Construction, \$3,000,000) FY31 - Districtwide (Design, \$300,000) FY32 - Districtwide (Construction, \$3,000,000) FY32 - Districtwide (Design, \$300,000) FY33 - Districtwide (Construction, \$3,000,000) FY33 - Districtwide (Design, \$300,000) FY34 - Districtwide (Construction, \$3,000,000) FY34 - Districtwide (Design, \$300,000)	Bond		-		-	-	13,200,000
Building Envelope, Design - Farley	This request for capital budget funding is for the assessment and design of building envelope repairs to the Farley Administration Building. This facility falls within our long range building envelope repair program and has experienced a number of deficiencies and damage throughout the years.	Bond	200,000	-		-	-	-
	<p>This funding request of \$200,000 would allow the Department to work with on-call envelope design firms to investigate the major areas of concerns including moisture infiltration, identify areas of concern due to years of preventative maintenance, identify the full extent of damage to the infrastructure due to the current condition, and begin developing a plan for repairs. Once this effort is completed, the Department will have a potential phased approach and bidding documents to begin the repair process.</p> <p>This project will address many issues at Farley, including failing window perimeter sealant systems; deteriorating expansion joints; deteriorating fascia; deteriorated mortar; foundation cracks and failure; spalling concrete; damaged and failing doors/windows; and associated components.</p> <p>The Farley Administration Building was constructed in 1973 using a replicated floor plan that matched the former Cameron Middle School, and current Barbieri Elementary School. The roof at Farley was recently replaced (summer of 2023), replacing a failed system that was installed in 2005. While the failed roof was not the main driver, it did contribute to the deterioration of the envelope, mainly as a result of the water infiltration experienced during any rain event. The District has recently returned to this facility, utilizing it as a welcome center and central office for administration. The building is currently co-occupied with MassBay Community College, whose lease expires in December of 2023.</p>							
Continued Fire Alarm Replacement and Upgrade Program - Districtwide	This request is for continued fire alarm replacement and upgrades districtwide.	Bond		500,000		-	-	-
Electrical System Upgrades and HVAC Installation (Brophy)	This request is for electrical system upgrades and HVAC installation at Brophy Elementary School. Assessment and design for this project was funded through ARPA/ESSR Funding.	Bond		-		-	6,000,000	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Electrical System Upgrades and HVAC Installation (Stapleton)	This request is for electrical system upgrades and HVAC installation at Stapleton Elementary School. This is a continuation of assessment and design work funded through ARPA allocations	Bond		-		-	6,000,000	-
Electrical System Upgrades and HVAC Installation (Walsh)	This is for upgrades to the buildings electrical system and installation of HVAC at Walsh Middle School.	Bond		-		-	-	6,000,000
Electrical Systems Upgrades and HVAC Installation (Potter Road)	This is for upgrades to the electrical system and installation of HVAC at Potter Road. Assessment and design was completed utilizing ARPA/ESSR grant funding.	Bond		-		-	-	6,000,000
Exterior Envelope Construction King and Framingham High School	This request for capital funding is for design development to facilitate masonry repairs to the exterior envelope at King Elementary and Framingham High School. These two facilities fall within our long range exterior envelope repair program and have experienced a number of deficiencies and damage throughout the years.	Bond	3,225,600	-		-	-	-
	<p>This funding request of \$3,220,000 would allow the Department to move forward with this project in an attempt to continue improving facilities and ensuring they remain "water-tight". 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.</p> <p>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.</p> <p>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.</p>							
Exterior Envelope Design Dunning and Thayer Schools	This project request is for the design of repairs to the building envelopes at Dunning and Thayer Schools.	Bond		260,000		-	-	-
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 building envelope repair program.	Bond		-	287,500		-	-
Exterior Envelope Repairs, Design - Juniper Hill and Framingham High School	This project request is for the design of repairs to the building envelopes at Juniper Hill and Framingham High Schools. These projects are part of the long range exterior envelope repair plan.	Bond		-		-	-	300,000
Exterior Envelope Repairs/Replacements, Design - Brophy School	This project is for the design of repairs and replacements to the Brophy Elementary School building envelope	Bond		-	287,500		-	-
Farley Building Renovations - Phase I	This request is for the phase I renovations at Farley to allow for expansion of the pre-k - k program and preparing the building for full FPS occupancy.	Bond		-		-	8,000,000	-

**CITY OF FRAMINGHAM**  
**Five Year Capital Improvement Plan FY 2025 through FY 2034 Projects**

Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
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.	Bond	610,000	-	-	-	-	-
Total Requested \$610,000								

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Farley Rooftop Solar System Purchase and Installation	<p>This request for capital funding is for the design and installation of a photovoltaic panel system at the Farley Administration Building.</p> <p>FPS initiated a feasibility study through Gale and Solar Design Associates (SDS). The provided study was comprehensive and included a roof area plan with added PV array loading for each roof area. The study incorporated a structural analysis, feasibility assessment, proposed system size and helioscope. Gale also provided an opinion on the structural capacity of the existing roof framing to support the proposed PV array loading. Gale believes the roof framing at Farley can support an increased loading of 6.5 lbs per sf. The PV array that SDS proposes has a load of around 5 lbs per square foot. The consensus being Farley Roof can fully support the system.</p> <p>This funding request of \$1,800,000 would allow the Department to work with on-call engineering firms to engage in design development of a complete solar photovoltaic system and purchase the system/installation outright.</p> <p>This project will reduce our carbon footprint, reduce greenhouse gas emissions, and lower energy costs. .</p> <p>The Farley Administration Building was constructed in 1973. The roof at Farley was recently replaced (summer of 2023). This enabling work has provided a solid platform for photovoltaic panels. The District has recently returned to this facility, utilizing it as a welcome center and central office for administration. The building is currently co-occupied with MassBay Community College, whose lease expires in December of 2023.</p>	Bond	1,750,000	-	-	-	-	-
Feasibility Study Additional Funding Request, Hemenway Elementary School	<p>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.</p>	Bond/MSBA		400,000	-	-	-	-
	Total Requested							\$400,000
Fire Alarm Replacement and Upgrade Program - Districtwide	This request is for the continued replacement and upgrades to districtwide fire alarm systems.	Bond		-	-	-	-	300,000

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34	
Fire Alarm Systems Upgrades	<p>This request for capital funding is for the design and installation of a new fire alarm (FA) system at Harmony Grove.</p> <p>This system was installed in 1999 and is original to the building. The fire panel periodically reports fault and trouble codes at the main panel. Most FA systems have a useful life of 20-25 years. This system is nearing the end of useful life; parts for panels, devices, and controls throughout the building are becoming harder to source. Due to the aging condition with this system, the District has needed to undertake repairs. This project will include complete replacement of the entire system, including the main panel. Low voltage communication lines for all devices throughout the building will most likely require replacement, as NFPA now requires an addressable system by code. The work identified will ensure continued fire alarm monitoring and reporting throughout the building which will continue to provide a safe and secure environment for hundreds of students, parents, and staff daily. The existing system is currently adequate for intended use but no longer meets today's code(s).</p> <p>This funding request of \$300,000 would allow the Department to work with on-call engineering firms to engage in the design development of a new FA system as well as the funds for implementation.</p> <p>This project will reduce safety issues, enhance emergency address capability, and improve system coverage throughout the entire building.</p>	Bond	300,000	300,000		300,000	300,000	300,000	1,500,000
Fire Alarm Systems Upgrades - Districtwide	This request is for the continued replacement and upgrade of aging fire alarm systems throughout the district. For FY30-34	Bond							1,500,000
Fire Alarm Upgrades - Districtwide Replacement Program	This funding request is for the continued upgrades and replacements to aging and failing fire alarm systems districtwide.	Bond					300,000		
Fuller Field Upgrades	<p>This request for capital budget funding is for continued upgrades to the Fuller Turf Fields, specifically, for the purchase and installation of field lights. During the original design conversations between members of the building committee, school committee, buildings &amp; grounds, parks department, and FPS leadership, part of the field planning conversation including the possibility of lighting at the field. It was decided during that process that the inclusion of field lights and the cost associated with that could jeopardize a possible capital funding request. The proposal that grew from there focused on constructing two turf fields at Fuller, providing the first fields dedicated to multiple organizations and programs. Since the initial capital request for these fields, conversations have been held during school building committee meetings, school committee meetings, department meetings between the school's and city, and community to explore moving a project forward that focuses on installing lights at Fuller. As part of that effort, the Superintendent sent a mailing to abutters surrounding the fuller site. Most of the feedback received expressed apprehension, and requested additional community meetings to further discuss this possibility, if this were to move forward. At this time, we have not held community meetings to review and discuss this potential proposal. However, FPS staff have met preliminarily with Parks Department staff to discuss this possibility and what the next steps would be in a community meeting. We are still in an exploratory phase at this time. This cost estimate was created by using a proposal from Musco that provided pricing for these fields assuming there are no issues with subsurface conditions. As we found during the Fuller construction project, if we were to move forward with this there would be the need to manage subsurface soil conditions, carrying an additional cost.</p>	Bond	2,250,000						
MSBA Major Renovation/Replacement Project - Potter Road School	which the district will apply to.	Bond/MSBA							63,322,372
MSBA Major Renovation/Replacement Project 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.	Bond/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.	Bond/MSBA						800,000	

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
PA System Upgrades and Replacements - Districtwide	This request is for the upgrade and replacement of PA systems districtwide.	Bond		-		-	1,000,000	-
PA System Upgrades and Replacements - FHS Construction and Barbieri Design	This request is for the construction/installation of a new, building-wide PA system at FHS. Additionally, this request will provide funding to undertake the design of a full building PA system replacement at Barbieri Elementary School. We anticipate requesting funding for the construction/installation of a building-wide replacement at Barbieri in the FY27 capital budget submission.	Bond		2,750,000		-	-	-
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.	Bond		-		-	-	753,900
Paving Replacement/Storm Water - Cameron	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 Cameron Middle School.	Bond		-		-	800,000	-
Paving Replacement/Storm Water - Districtwide	This request for capital budget funding is for the continued upgrades of existing parking areas, driveways, and stormwater management systems at District Schools. 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 Barbieri Elementary School. This request includes projected project costs, design, and a design and construction contingency.  Barbieri Elementary School Improvements Pavement mill and overlay; new ADA compliant sidewalk and pedestrian ramps; parking and driveway restriping; expansion and repaving of emergency access road behind building (utilized as a bus pickup/dropoff road); stormwater management system upgrades; project design and administration;  Design - \$76,500 Construction- \$992,000 Contingency- \$131,500 TOTAL - \$1,200,000	Bond	1,200,000	-		-	-	-
Paving Replacement/Storm Water -Districtwide	This project request is for improvements to the stormwater systems and paving repairs at varoius schools throughout the district	Bond		-		750,000	-	-
Paving Replacement/Stormwater - Harmony Grove and Hemenway Schools	This project request is for stormwater and paving repairs/upgrades at Harmony Grove and Hemenway Schools.	Bond		-		-	-	1,000,000
Potter Road Music and Art Room Renovations	This request is for the design and renovations to existing locker rooms with the intent of creating art and music rooms for educational purposes. A similar project was done at Brophy in 2021-2022.	Bond		-		-	1,000,000	-
Roof Repairs/Replacement - Construction - Stapleton and McCarthy	This request is for the construction of replacement roofs at Stapleton and McCarthy.	Bond		-		-	-	7,188,750

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Roof Repairs/Replacement, Design - Stapleton and McCarthy Phase II	This project is for the design of a new roof at Stapleton and McCarthy, Phase II	Bond		-		-	-	718,900
Roof Repairs/Replacement, Design - Walsh Middle School	This funding request is for the design of a roof replacement at Walsh Middle School	Bond		-		-	-	1,684,000
Roof Repairs/Replacements Construction - Cameron and Harmony Grove	This request is to undertake the replacement of roofs at Cameron and Harmony Grove Schools.	Bond		-		-	-	17,021,700
Roof Repairs/Replacements, Construction - Barbieri and Hemenway Schools	This project request is for the construction of new roofs at Barbieri and Hemenway Schools. These projects are part of our long range roof replacement plan.	Bond		-	18,010,000		-	-
Roof Repairs/Replacements, Construction - Juniper Hill and King	This project request is for the replacement of roofs at Juniper Hill and King Schools.	Bond/MSBA		12,511,080		-	-	-
Roof Repairs/Replacements, Design	This project is for the design of roof replacements district wide. FY31 - Walsh Middle School (Construction - \$12,832,865) FY31 - Framingham High School (Design - \$3,061,670) FY32 - Framingham High School (Construction - \$30,616,710) FY32 - Districtwide (Design - \$1,000,000) FY33 - Districtwide (Construction - \$10,000,000) FY33 - Districtwide (Design - \$1,000,000) FY34 - Districtwide (Construction - \$10,000,000) FY34 - Districtwide (Design - \$1,000,000)	Bond		-		-	-	73,511,245
Roof Repairs/Replacements, Design - Juniper Hill and King	This request for capital budget funding is for design development to facilitate roof replacements at King Elementary and Juniper Hill BLOCKS School's. These roofs are at the end of useful life and rapidly deteriorating. Additionally, the extended warranty for both of these buildings has expired, requiring the district to cover any needed repairs through the operating budget. 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. This funding request would allow the district to undertake design for full replacement with Habeeb & Associates, the District's on-call design firm. The intent would be to undertake design during FY2025, submit a funding request for replacement in the FY2026 budget, and undertake replacements during the summer of 2026, while school is out for the summer.	Bond/MSBA	1,251,110	-		-	-	-
Roof Replacements Design Harmony Grove and Cameron Schools	This project request is for the design of roof replacements at Harmony Grove and Cameron Schools	Bond		-	1,702,170		-	-
Roof Replacements Design Barbieri and Hemenway School's	This request is for the design of roof replacements at Barbieri and Hemenway.	Bond		1,801,000		-	-	-
<b>Schools Total</b>			<b>\$11,347,710</b>	<b>\$130,522,080</b>	<b>\$23,937,170</b>	<b>\$23,400,001</b>	<b>\$26,440,601</b>	<b>\$173,930,268</b>
City-wide Firewall Replacement	Replace 6 existing City firewalls. The six City-installed firewalls will reach end of life/end of supportability. They should be replaced as one project so they are all on the same replacement lifecycle. This will continue to aid in cybersecurity defense.	Bond		-		-	-	700,000
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. These devices have a lifecycle of 7-10 years	Bond		-	250,000		-	-
Data Storage and Virtual Environment Upgrade	The Police and Fire storage and virtual environments are coming to the end of their support. To ensure continuous and proper operation of Police and Fire dispatch abilities, the hardware needs to be replaced with new, state of the art, manufacturer supported equipment. This also ensures the continued isolation of the Police and Fire Dispatch networks in compliance with CJIS requirements.	Bond	370,369	-		-	-	-
Network Infrastructure Upgrade	Replace network switches, Core switch and wireless access points throughout all City buildings. At the time of this project, the existing equipment will be 10 years old. This equipment has a lifecycle of 7-1- year.	Bond		1,500,000		-	-	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
0365 Implementation	An Office 365 implementation offers several advantages including efficiency, collaboration, scalability, security, productivity, mobile access, business continuity and compliance. This will replace our on-premise Microsoft mail server, SharePoint and office application suites. This project aligns with previously stated goals of City Council to utilize cloud resources.	Operating	247,430	-	-	-	-	-
Primary and Secondary Data Center Upgrade	Replace virtual and storage infrastructure as it will be out of warranty and out of required size.	Free Cash		-	-	1,000,000	-	-
<b>Technology Services Total</b>			<b>\$617,799</b>	<b>\$1,500,000</b>	<b>\$250,000</b>	<b>\$1,000,000</b>	<b>\$700,000</b>	<b>\$-</b>
Arlington St Area Sewer Improvements	This request is for the Arlington Street Area sewer improvements. The project area (see supporting documentation) is bounded by Irving St., Hollis Street, Beaver Dam Brook, and the CSX rail yard to the south. The project will upgrade and provide added capacity for outdated sewers in the area. This area has not seen major infrastructure improvements in many years, and funding for this project has been deferred for the past three years. Looking at the area as a whole, sewer improvements need to be incorporated with sewer, roadway, and drainage 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. FY26 requests are for construction of Phase 1 and the design of Phases 2 and 3. FY 28 request is for Phase 2 construction. FY 30 request is for Phase 3 construction.	Bond		4,559,000	-	3,604,000	-	2,021,000
Central St Sewer Improvements	This appropriation is for sewer improvements for the full length of Central Street. The project is split into two phases, with the dividing line being approximately at Fenwick Street. 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.	Bond		200,000	3,700,000	-	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).	Bond		-	-	300,000	-	-
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.	Bond	700,000	538,000	305,000	85,000	359,250	-
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	Bond		-	750,000	-	-	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Gates Street Sewer Pump Station Rehabilitation	Replacing the existing Gates Street Sewer Pump Station will substantially improve performance, reliability, maintainability, and safety. The existing station is 70 years old and a new station is required to improve safety and operational conditions. The station was constructed in 1953 and last rehabilitated in 1984. The pumps require constant attention to stay in operation. Corrosion has deteriorated the interior of both the pump room. The wet well ventilation is substandard, resulting in air quality risk to operators and accelerated corrosion. The new pump station will be a suction-lift packaged station, a configuration that has proven to provide excellent performance and enable much better accessibility for operations and maintenance. This type of station provides direct accessibility at or just below grade by simply removing a fiberglass enclosure. The new station will have all new components and will be upgraded to the City's standards for SCADA, enhancing centralized monitoring and data gathering.	Bond	3,350,000	-	-	-	-	-
Kittredge PS, Gates PS, Lomas PS, Garvey PS and Oakcrest PS Force mains replacement	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.	Bond	-	-	-	500,000	-	-
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.	Bond	-	180,000	-	1,500,000	-	-
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.	Bond	-	-	-	-	2,000,000	-
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.	Bond	-	-	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.	Bond	-	-	-	2,000,000	-	-
Maynard Rd Sewers - Design	Design Paperwork for Maynard Road Sewers	Bond	-	250,000	-	-	-	-
Perry Henderson Dr SPS Replacement - Construct	Replace pumping station and force main.	Bond	-	-	-	-	-	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.	Bond	-	-	-	-	200,000	-
Pleasant St Area Sewers Phase 1	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.	Bond	6,730,000	-	-	-	-	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Pleasant St Ph 2 sewer replacement	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.	Bond		320,000		-	3,440,000	-
Pleasant St Sewer Pump Station Replacement	This request is for funding for the design and construction for the replacement of the Pleasant Street Sewer Pump Station. The existing 44 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.	Bond		7,933,000		-	-	-
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.	Bond	125,000	-		-	-	-
Saxonville Sewer Construction	This work will provide improvements to the sewer system prior to construction of the Saxonville Intersection. The work consists of the following: cured-in-place pipe lining of the 1958 8-inch diameter asbestos-cement sewer pipe and manholes on Elm Street from the manhole at #30 Elm St to the Saxonville intersection; cured-in-place pipe lining of the 1928 8" clay pipe and manholes on Chestnut St from Edwards St to Sudbury Landing; cured-in-place pipe lining of the 6" cast iron pipe and manholes on Edwards St from Maplewood St through the back of the Stapleton School; replacement of approximately 190' of 6" clay pipe on Chestnut St; and replacement of approximately 280' of 6" asbestos-cement pipe on Edwards St. The work can be done with minimal design effort and using the on-call utility contractor for construction and the on call trenchless contractor for the lining.	Bond	450,000	-		-	-	-
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.	Bond	120,000	-		-	-	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34	
Sewer Defects Repairs	In Fiscal Year 2025 we are requesting funding for Sanitary Sewer Evaluation Study Defect Repairs Phase 4 to continue addressing recommended High Priority and Medium Priority sewer system repairs as identified through the Water and Wastewater Division's SSES program. Included herewith is our list of assets requiring repair and each associated cost based on current contract pricing. Whenever possible pipes will be rehabilitated using cured-in-place pipe (CIPP) or lining techniques, which is more cost-effective and does not require roadway excavation. Where lining is not possible, pipe will be replaced. In many cases manholes will be repaired and lined, but will be replaced when necessary. The High Priority and Medium Priority defect repairs aim to eliminate sources of clean water infiltration (typically groundwater) into the sewer collection system, which reduces pipe capacity for wastewater flow. Elimination of clean water from the collection system results in cost savings to the City by reducing the pumped volume at our sewer pump stations – which translates into energy savings and reduced wear and tear at the City's pump stations – and decreasing the overall flow from Framingham to the MWRA's system. High Priority and Medium Priority sewer defect repairs extend the reliable service life of sewer infrastructure by deferring the need to replace sewer pipes for lack of capacity, and reinforcing the integrity of the system. We recommend that funding for this appropriation be sought through the MWRA's Infiltration and Inflow (I&I) Local Financial Assistance program. The work itemized on the recommended High Priority and Medium Priority defect repair list is eligible for the MWRA's Infiltration and Inflow (I&I) Local Financial Assistance program, and funding from this program is already available for use by the City for this purpose.	Bond	1,000,000	-		1,000,000	-	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.	Bond	450,000	-		-	-	-	
Sewer Pump Stations Eqpt Replacements	During daily wastewater pump station inspections operators identify defects as they arise. This appropriation will provide funds for repair and replacement to correct larger-scale defects at the City's wastewater pumping stations. Common projects include but are not limited to repair or replacement of pump motor, pumps, check valves, motor starters, gate valves, air compressors, electrical equipment, manifold piping, rail systems, and building or site upgrades. These larger defects are typically not routine replacements and may require designing, planning, procuring, and constructing with in-house staff or sometimes with the services of a contractor or consultant. This appropriation will be utilized to address identified, prioritized defects as well as emergent defects that develop and require immediate attention. The lifespan and reliability of the City's wastewater pump 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 to replace stations in their entirety.	Bond	500,000	-		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.	Bond		-		-	-	-	1,000,000

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
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.	Bond		-		-	-	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.	Retained Earnings		600,000		-	-	-
Various Sewer Improvements	During daily infrastructure inspections, operators use robotic cameras to perform CCTV inspection of the City's sewer system to identify defects in the collection system. Common sewer collection system defects include holes, cracks, sags, offset joints, tree roots, and frequent blockages, which lead to more significant failures if not addressed. This appropriation will provide funds for repair and replacement to correct larger-scale defects of the City's sewer collection system. The work includes but is not necessarily limited to: removing existing sewer mains and replacement with new pipe, lining sewer pipe, repairing or replacing sewer manholes, repairing or replacing existing sewer force mains, repairing or replacing sewer siphons, and all other associated work to eliminate identified sewer defects. These repairs may require designing, planning, procuring, and constructing with in-house staff or sometimes with the services of a contractor or consultant. This appropriation will be utilized to address identified, prioritized defects as well as emergent defects that develop and require immediate attention. Repairs and improvements are necessary for continued compliance with sewer regulations, to insure continued sewer service to ratepayers, to address emergency repairs, and to reduce and delay the need for major costly capital investments.	Bond	375,000	375,000	375,000	375,000	375,000	-
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.	Bond			1,500,000		-	-
Walnut St Sewer Force Main and sewer gravity to EFSIP ( Grant St) Construction	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.	Bond			6,000,000		-	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Weld Street SPS Replacement	The Weld Street sewer pump station is ranked as the City's third most in-need pump station. This appropriation would provide funding for the design to replace the existing Weld Street sewer pump station and associated force main with a new pump station and force main. The Weld Street pump station was built in 1996, and is in poor condition due to the heavy demand placed on this station. To date the sewer department has already made numerous repairs to the mechanical components of this station including repairs to pumps, valves, check valves, and chemical feed system for grease control is on order. The Weld Street pump station collects wastewater from a service area that has relatively flat topography, which means the gravity sewers that feed the Weld Street pump station have insufficient pitch to keep sewage moving fast enough to prevent grease from building up. Grease consistently builds up in the wet well of the Weld Street pump station and requires at least four times the number of maintenance visits per month as other comparable stations. The significant grease buildup at the Weld Street pump station has led to sewage back-ups in the collection system, and sewer system overflow (SSO) onto private property. The Weld Street pump station serves a 323 residential units and 12 industrial/commercial properties in an underserved community in Framingham. The station is in poor condition and is critically undersized for the population it serves. The Weld Street pump station is unable to keep up with dry-day peak flows, and surcharging within the wet well occurs daily. A new pump station on Weld Street would include a grease treatment system like that which has already been ordered for the existing station during FY23 and will be installed in FY24 as a stop-gap measure before a new station is completed. Similar grease treatment systems have been implemented at other location in the city with success. The scope of work will include a conceptual evaluation followed by a detailed design with bid-ready documents.	Bond		-	1,500,000		-	-
Worcester Rd Sewer Phase II	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.	Bond	4,080,000	-				
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.	Bond		-				8,845,000
<b>Z Sewer Enterprise Total</b>			<b>\$17,880,000</b>	<b>\$14,955,000</b>	<b>\$15,880,000</b>	<b>\$11,804,000</b>	<b>\$6,984,250</b>	<b>\$12,866,000</b>

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
Arlington St Area Water Mains Improvements	This request is for the Arlington Street Area water improvements. The project area (see supporting documentation) is bounded by Irving St., Hollis Street, Beaver Dam Brook, and the CSX rail yard to the south. The project will upgrade and provide added capacity for outdated water mains in the area. Some of the were installed as long ago as 1885, some of the oldest in the City. This area has not seen major infrastructure improvements in many years, and funding for this project has been deferred for the past three years. Looking at the area as a whole, water improvements need to be incorporated with sewer, roadway, and drainage 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. FY26 requests are for construction of Phase 1 and the design of Phases 2 and 3. FY 28 request is for Phase 2 construction. FY 30 request is for Phase 3 construction.	Bond		2,640,000		-	3,604,000	- 1,348,000
Central Street Water Main Improvements	This appropriation is for construction of water improvements covering the full length of Central Street. The project will be split into two phases, with split being approximately at Fenwick Street. The project will replace existing water main on Central Street and on Kellogg Street. The pipeline is very old cast iron, mostly installed in 1906. It has a lot of tapping sleeves, which are prone to leaks or failures. There are minimal valves in the line, which leads to shutting down many customers for repairs and maintenance. Upgraded water mains will have corrosion protection. Improved valve configurations will minimize maintenance interruptions to residents.	Bond		100,000		3,187,000	- 3,000,000	-
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).	Bond		-		-	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.	Bond	754,000	445,000	445,000	225,000	265,000	-
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.	Bond		-		730,000	- -	-

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34	
Edgell Rd Water Main - Construction	First phase priority 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.	Bond		-		-	2,000,000	-	
Elm St PS & Water Mains	The 5.4 million gallons per day capacity Elm Street Water Pump Station is vital to the operation of Framingham's water system. This project will design the replacement pump station and investigate and design improved water transmission mains, potentially consolidating two mains into one. The station draws water from the MWRA's Hultman Aqueduct and MetroWest Tunnel and, with the Pleasant Street and Edgell Road Pump Stations, pumps water to all but the highest elevation areas of the City's water system. The three stations are all essential pumping facilities to provide maintain supply, pressure, and water quality. The Elm Street Water Pump Station now no longer can do its part in terms of redundancy and maintaining base operations for the system. It has not been upgraded for decades and is in desperate need of replacement. Equipment and electrical systems are outdated, far from being reliable, and pose safety risks for those who have to operate and maintain systems. The controls, including the 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.	Bond	575,000	-		5,000,000	-	-	
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.	Bond		2,000,000		-	1,000,000	-	2,000,000
Garvey Rd. Water Services - Construction	Black plastic water services have been prone to failure. Before the road project takes place, the water mains need to be replaced to improve service and reduce the need to excavate a newly rehabilitated road to repair a service leak. There are approximately 43 water services to be replaced varying in sizes of 1", 1.5", and 2". Ten fire hydrants will be replaced to improve reliability due to the current hydrants being over 40 years old. Isolation valves will be installed to limit the amount of interruption in service to each resident on the street. This will be a combined effort between City staff and the on call utility contractor.	Bond	550,000	-		-	-	-	
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.	Bond		-		-	1,500,000	-	
Maple St. Water Mains	Replace approximately 2,600 l.f. of existing 12/14-inch w.p. with new 16-inch w.p. Franklin to Winter Street.	Bond		-	240,000		-	-	

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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
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.	Bond		225,000		-	3,000,000	-
Meter System End-Point Replacements	The Water Meter Replacement Program aims to remove water metering equipment from the water distribution system that has reached or exceeded end-of-life. Removing inaccurate, inefficient, or failed units from the water system improves the accuracy of water meter readings, thereby decreasing underbilling or overbilling customers and water loss to the City. Replacing outdated equipment and implementing newer technology will increase the reliability of data collection, offer the City more streamlined customer invoicing, and enhance the overall reliability of the City's water and sewer billing system. In FY2025 the target is to remove all meters from the distribution system installed before 2000, and all 2" meters installed before 2002. We have been informed by the manufacturer that for these units, batteries are only intended to last into 2027, so replacements will be critical to avoiding increasing numbers of equipment failures in the system.	Bond	2,610,000	2,132,000	2,132,000		-	-
Pleasant St and Temple St Phase I Water Mains	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.	Bond	4,190,000					
Pleasant St Phase 2 & 3 Water Mains Replacement	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 (Phase 2) and on Pleasant St from Temple St to Vernon St (Phase 3).	Bond		400,000			2,710,000	4,250,000
Saxonville Intersection Water Mains Construction	This project will upgrade and increase the capacity of the existing 100-year-old 10-inch cast iron water distribution main at the north end of Saxonville Intersection prior to the intersection improvements. The project will connect new 12-inch ductile iron pipe to existing 12-inch pipe installed in 2008 at the intersection of Concord and Central Streets and extend that pipe to Chestnut Street. The existing pipe needs to be upgraded beyond that point, but the priority at this stage is to do work that is within the intersection before the intersection project begins. This work is relatively straightforward and can be completed efficiently and cost-effectively with DPW resources and the on-call utility contractor. The work will also include replacement of outdated and undersized main on Chestnut Street and will be completed through the use of temporary water main bypass.	Bond	700,000					
Walnut St., Warren Rd., Burdette Ave. Water Main Improvements	Sections of watermain on Walnut Street, Warren road and Burdette Ave are undersized and/or over 100 years old and past their useful life. This capital request is to fund the design for the replacement of these watermains with the construction intended to be contemporaneous with sewer construction for which the design has been previously authorized. This request will also fund the assessment of watermain in nearby roads such as Prindiville Ave.	Bond	355,000			4,000,000		



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Project Name	Project Description	Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Future Projects: FY 30-34
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