



**COMMUNITY**  
connectivity program

# Sprague

Sprague - Town Center Road Safety Audit

June 13, 2016



**AECOM**

Built to deliver a better world

Acknowledgements:

OFFICE OF INTERMODAL PLANNING  
BUREAU OF POLICY AND PLANNING  
CONNECTICUT DEPARTMENT OF TRANSPORTATION

With assistance from AECOM Transportation Planning Group

# Contents

1	Introduction to the Sprague (Baltic Village) RSA.....	5
1.1	Location.....	5
2	Pre-Audit Assessment.....	7
2.1	Pre-Audit Information.....	7
2.2	Prior Successful Efforts.....	11
2.3	Pre-Audit Meeting.....	11
3	RSA Assessment.....	12
3.1	Field Audit Observations.....	12
3.2	Post-Audit Workshop - Key Issues.....	15
5	Recommendations.....	17
5.1	Short Term.....	17
5.2	Medium Term.....	20
5.3	Long Term.....	22
6	Summary.....	24

# Figures

Figure 1.	Sprague Regional Context.....	6
Figure 2.	Sprague Town Center.....	6
Figure 3.	Crashes that Occurred in 2015 (Connecticut Crash Data Repository).....	8
Figure 4.	Sprague Geometrics.....	9
Figure 5.	Utility Pole in Sidewalk Creating Pinch Point.....	12
Figure 6.	Channelizing Device in Crosswalk.....	12
Figure 7.	Crosswalk with no Sidewalk Connection to the Firehouse.....	13
Figure 8.	Curvature in Roadway Prevents View of Crosswalk.....	13
Figure 9.	Lack of Crosswalk Across Park Avenue.....	13
Figure 10.	Pavement Cracking on Route 207.....	14
Figure 11.	Catch Basin With High Sediment Levels.....	14
Figure 12.	Do Not Enter Sign Blocked by Utility Pole.....	14
Figure 13.	Poor Sight Line From Route 138.....	14
Figure 14.	High Street.....	15
Figure 15.	Sidewalk Ramp Which Does Not Meet Current Standards.....	15
Figure 16.	Trim Tree or Relocate Sign.....	18
Figure 17.	Relocate Do Not Enter Sign.....	18

Figure 18. Property Owners to Cut Vegetation .....	18
Figure 19. Add Crosswalk.....	18
Figure 20. Yield To Pedestrians Channelizing Sign .....	18
Figure 21. Short Term Recommendations .....	19
Figure 22. Active Pedestrian Crossing Sign.....	20
Figure 23. Mid Term Recommendations .....	21
Figure 24. Long Term Recommendations .....	23

## Tables

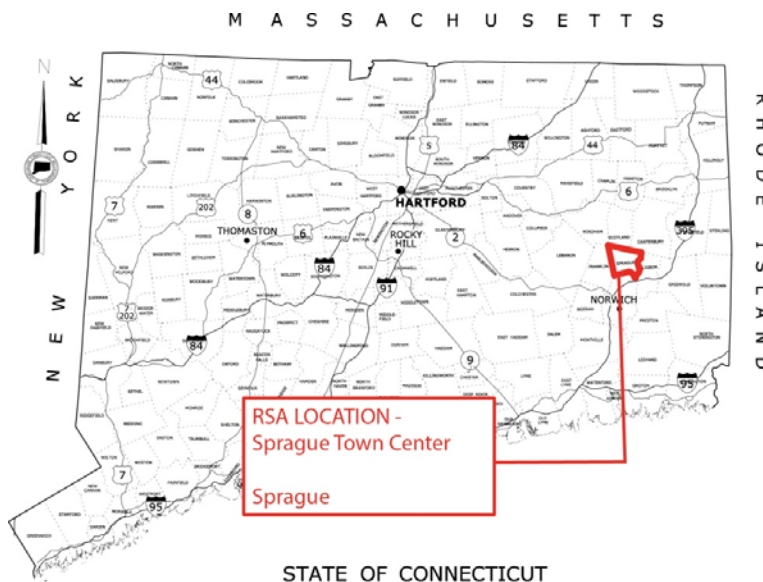
Table 1. Crash Severity .....	7
Table 2. Crash Type.....	7
Table 3. Street Inventory .....	10



The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at selected locations. An RSA is a formal safety assessment of the existing conditions of walking and biking routes and is intended to identify the issues that may discourage or prevent walking and bicycling. It is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency or severity.

The RSA team is made up of CTDOT staff, municipal officials and staff, enforcement agents, AECOM staff, and community leaders. An RSA Team is established for each municipality based on the requirements of the individual location. They assess and review factors that can promote or obstruct safe walking and bicycling routes. These factors include traffic volumes and speeds, topography, presence or absence of bicycle lanes or sidewalks, and social influences.

Each RSA was conducted using RSA protocols published by the FHWA. For details on this program, please refer to [www.ctconnectivity.com](http://www.ctconnectivity.com). Prior to the site visit, area topography and land use characteristics are examined using available mapping and imagery. Potential sight distance issues, sidewalk locations, on-street and off-street parking, and bicycle facilities are also investigated using available resources. The site visit includes a "Pre-Audit" meeting, the "Field Audit" itself, and a "Post-Audit" meeting to discuss the field observations and formulate recommendations. This procedure is discussed in the following sections.



## 1 Introduction to the Sprague (Baltic Village) RSA

The Town of Sprague submitted an application to complete an RSA in the Baltic Village area to improve safety for pedestrians and bicyclists. This area has been identified in several plans (The Baltic Village Center Master Plan, Town of Sprague Town Road Pavement Condition Report, and the Sprague Plan of Conservation and Development) as an area of concern. Baltic Village Center is an old mill town, and home to the former Baltic Mills, which burned down several years ago. The village center and mill site are separated by the Shetucket River. There are several local businesses, three schools, recreational fields, parks, and the senior center all within the village center. The village center is heavily populated, given the rural character of the area, with several multi-family homes originally built to house the mill workers.

Although the former mill site remains vacant, it continues to be the focus of redevelopment efforts. There are concerns that when the area is redeveloped there will be an increase in vehicle and pedestrian traffic, putting strain on the narrow roadways. The mill area is listed as a brownfield site and is being marketed for possible industrial use, which, when coupled with possible commercial development, would dramatically increase the traffic in the area.

The Town of Sprague's application contained information on traffic volumes, crash data, and mapping of the intersection. The application and supporting documentation are included in Appendix A.

### 1.1 Location

Sprague is located in east central Connecticut, just north of the City of Norwich. The village of Baltic is located in the southwest quadrant of Sprague. The study area consists of the major roads within the Baltic Village, including West Main Street (Route 207), Main Street (Route 97), Bushnell Hollow Road (Route 138) and High Street (Figure 2). Although the average daily traffic (ADT) is highest in the center of the village, volumes are generally low, with ADTs at or below 5,000 at all locations.



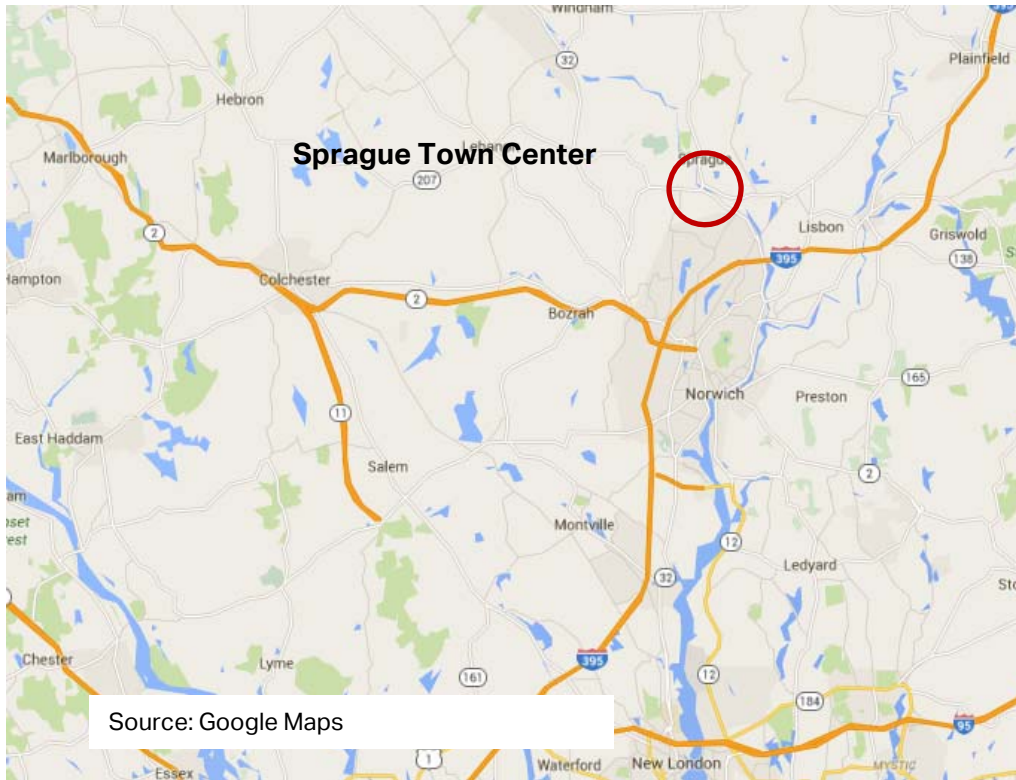


Figure 1. Sprague Regional Context

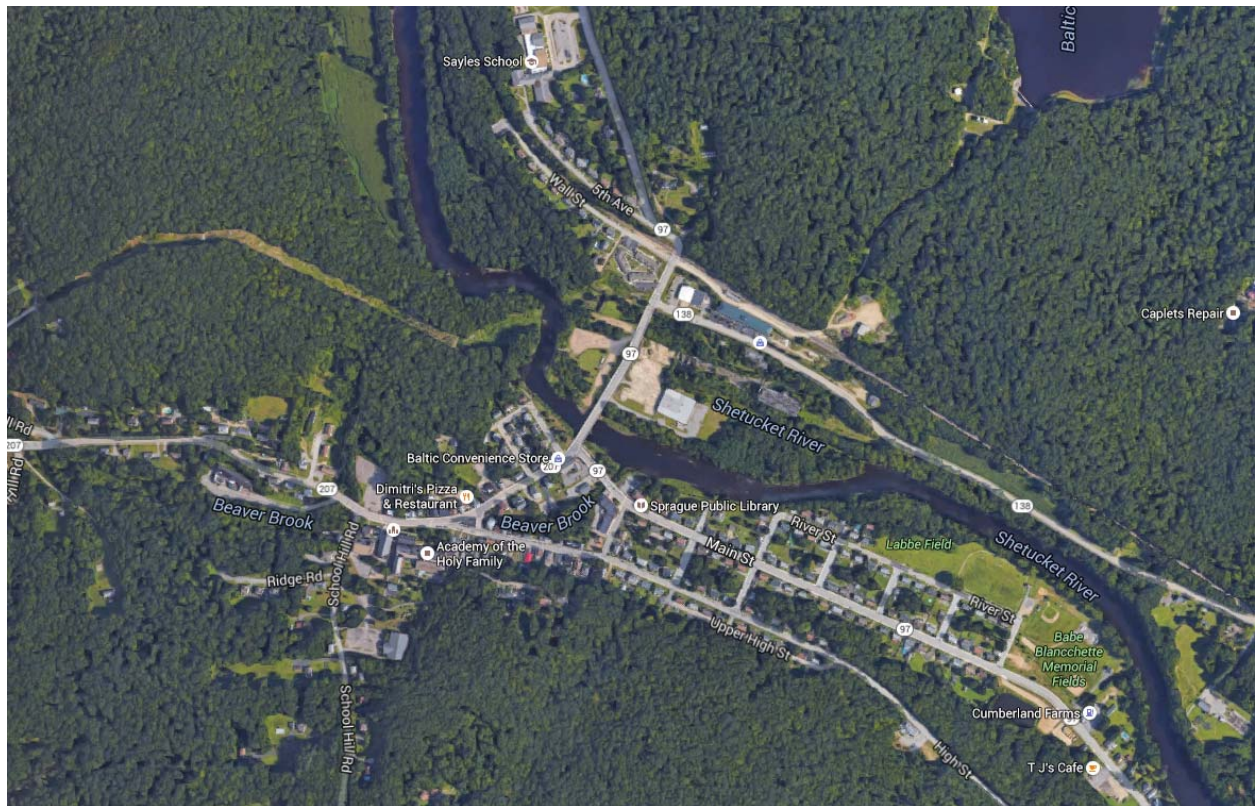


Figure 2. Sprague Town Center

## 2 Pre-Audit Assessment

### 2.1 Pre-Audit Information

As noted previously, although traffic volumes are presently low, there is potential for significant increases because of the nearby redevelopment potential. Crash history shows that the most frequent are fixed-object crashes, which can be an indicator of vehicles speeding (Table 1, Table 2, and Figure 3). The peak crash rate is in the afternoon, which can be attributed to the period during the day for commuting, shopping, and school activities.

Severity Type	Number of Accidents	
Property Damage Only	21	66%
Injury (No fatality)	10	31%
Fatality	1	3%
Total	32	

**Table 1. Crash Severity**

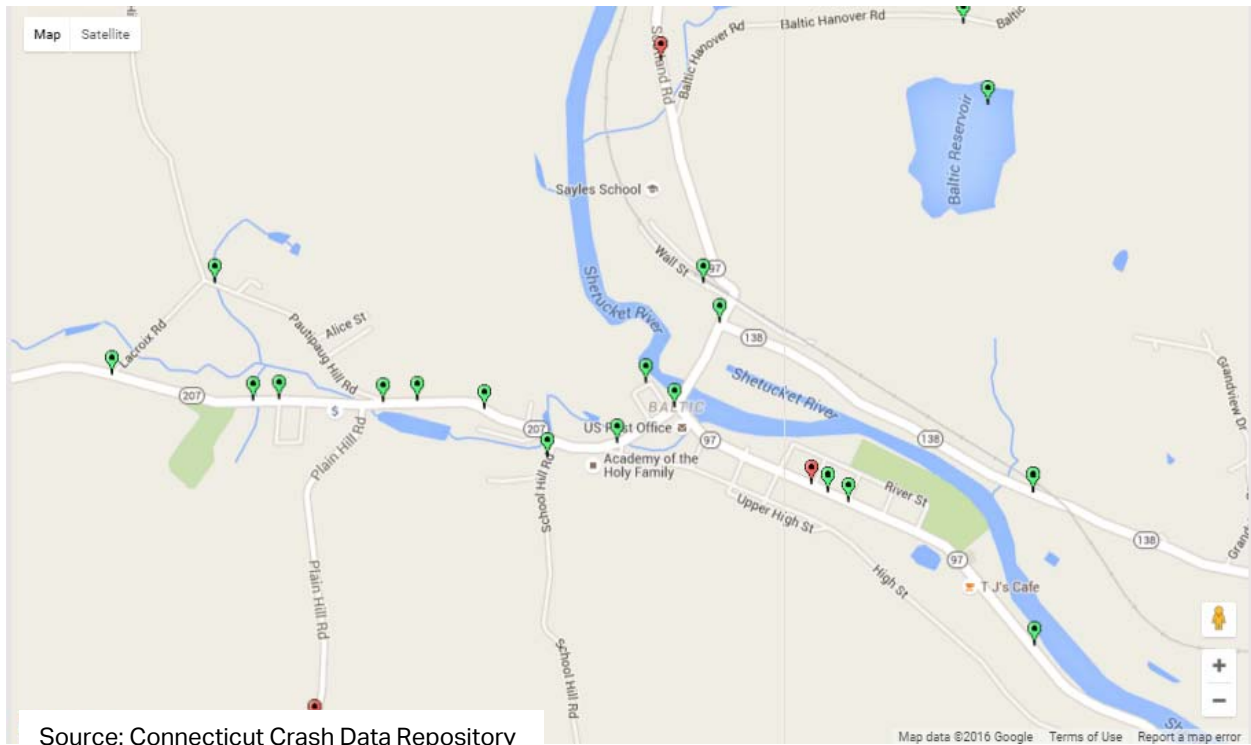
Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	1	3%
Rear-end	2	6%
Turning-Intersecting Paths	3	9%
Turning-Opposite Direction	0	0%
Fixed Object	16	50%
Backing	5	16%
Angle	2	6%
Turning-Same Direction	0	0%
Moving Object	1	3%
Parking	1	3%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	1	3%
Total	32	

**Table 2. Crash Type**

Source: UConn Connecticut Crash Data Repository





**Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)**

There are sidewalks along both sides of the road on over 75% of the RSA area (Figure 4 and Table 3). The sidewalks are relatively new, five (5) feet wide, concrete and in general have detectable warning strips. The speed limit within the village area is 25 miles per hour. Along Main Street the shoulder width varies between two (2) and four (4) feet. There are no shoulder lines on West Main Street or High Street. High Street, between West Main Street and Brookside Avenue, and Park Drive are one-way roads. There are no traffic signals within the study area but there is an all-way stop controlled intersection at Route 97 and Route 207. The at-grade rail crossing has flashing signals but no gates.

There are four bridges within the RSA area. The two bridges over Beaver brook (a tributary of the Shetucket River) have sidewalk on both sides, as well as the road leading up to them. Lords Bridge over the Shetucket River has Sidewalk on both sides but on the north end of the bridge the sidewalk on the east side ends immediately. The remaining bridge is over the old sluiceway for the former mill site, it has sidewalk on the western side only.

An inventory of existing conditions for the entire study area can be found in Table 3.

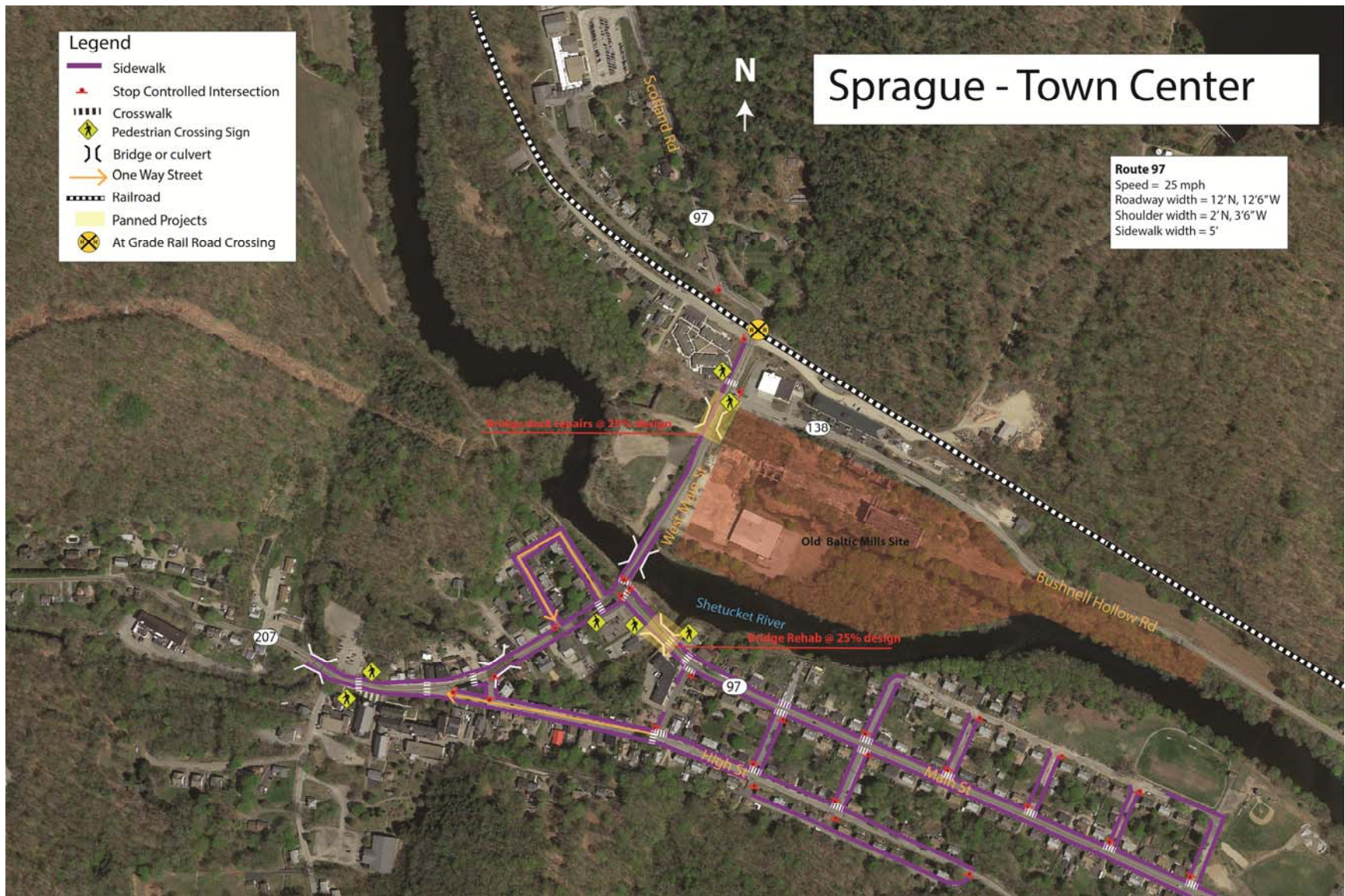


Figure 4. Sprague Geometrics

## Sprague- Baltic Town Center Street Inventory

Street	Lanes	Sidewalk				Curb	Parking	Shoulder	Ramps	
		Side	Type	Width	Condition				Exist	Compliant
West Main Street	1	NB	N/A	N/A	N/A	N/A	N/A	2'-12'	N/A	N/A
Baltic Mills Site to the Railroad tracks	1	SB	Concrete	4'-5'	Good	Granite	N/A	2'-4'	Yes	Yes
West Main Street	1	NB	Concrete	4'-5'	Good	Granite	No	N/A	Yes	Yes
Baltic Mills Site to Beaver Brook	1	SB	Concrete	4'-5'	Good	Granite	No	N/A	Yes	Yes
Main Street	1	EB	Concrete	4'-5'	Good	Granite	Yes	2'-3.5'	Yes	Yes
	1	WB	Concrete	4'-5'	Good	Granite	No	2'-3.5'	Yes	Yes
High Street	1	EB	Concrete	4'-5'	N/A	Granite	Yes	N/A	Yes	No
West of Elm Street	1	WB	Concrete	4'-5'	N/A	Granite	Yes	N/A	Yes	No

\*CONDITION – “Good” is Serviceable Condition that meets current design standards. “Fair” is generally serviceable, but may need minor repairs, or may not completely align with current design standards. “Poor” is not serviceable, and generally inadequate for continued long-term use.

Table 3. Street Inventory

## 2.2 Prior Successful Efforts

A number of best practices have already been put in place in the study area, many of which stem from projects associated with the Baltic Village Center Master Plan. In 2006 a Master Plan for Baltic Village was developed to understand what the community would like to see as part of the village restoration. Sprague recently installed sidewalks along almost all roads within the town center in an effort to make the area more pedestrian friendly. At the time of installation the sidewalks met ADA standards, and included ramps and detectable warning strips. The town has also added crosswalks to create connections between key areas; and has installed benches and bike racks as part of a streetscaping effort. In 2014 the town published a Pavement Conditions Report to understand the conditions of the local roadways and create a plan to improve sub-par segments. The plan includes redesigning certain roadways using permeable interlocking concrete pavers in order to solve drainage issues. Sprague has moved forward with the plan and upgraded several roadways with interlocking pavers.

## 2.3 Pre-Audit Meeting

The RSA was conducted on June 13<sup>th</sup>, 2016. The Pre-Audit meeting was held at 8:30 AM in the Town Hall 2<sup>nd</sup> Floor Conference Room located at 1 Main Street in Sprague.

The RSA Team was comprised of staff from CTDOT and AECOM, and representatives from several Sprague departments and organizations. The complete list of attendees can be found in Appendix B. Materials distributed to the RSA Team, including the agenda, audit checklist, ADT counts, crash data and road geometrics, can be found in Appendix C.

RSA Team members from Sprague presented relevant information for the audit, including:

- The whole downtown area has a speed limit of 25 mph but people drive at faster speeds.
- There are three primary areas of concern:
  - The intersection of Routes 97 and 207.
  - Route 97 as it comes into town by the ball fields.
  - Route 97 in front of Town Hall.
- There were very few sidewalks until a few years ago. The roads were recently completely rehabilitated and sidewalks added and upgraded to meet current standards. The town has a robust plan to create sidewalks and make the area more pedestrian friendly.
- The crosswalks were added 10 years ago, people only stop for pedestrians about 25% of the time.



- There is a resident trooper in town and report a continuing increase in the number of tickets being written.
- With the remaining Community Development Block Grant (CDBG) funding the town is hoping to install more sidewalks. They would like to finish Route 97 out of town.
- New sidewalks and a crossing were just added in front of the senior center. The crosswalk goes to the fire station.
- The sight lines from Route 138 are poor due to the sluiceway bridge railings.
- Most crosswalks were put in at the request of the first selectman's office.
- The town would like a pathway along the Shetucket River connecting the town hall to the athletic fields.
- The town has purchased a significant amount of acreage to increase open space and their trail network.
- There is a lot of bike traffic; many cycling groups ride through.
- The town has put "STOP FOR PEDESTRIANS" signs in the crosswalks in front of the Town Hall for the pedestrian crossing. CTDOT informed them the new standard is "YIELD" to pedestrians and they must be updated, since this is a state road.
- Where Route 97 crosses the railroad, there is steep grade before and after the crossing. There is also a driveway that drains into the road. This is a drainage issue.
- There are only lights (no gates) at the railroad crossing.

### 3 RSA Assessment

#### 3.1 Field Audit Observations

- Traffic volume is low.
- On-street parking along Route 97 is allowed on the Town Hall side of the road.
- Most of the catch basin grates are bicyclist friendly.
- The utility poles are in the sidewalk and create pinch points (Figure 5).
- There are "Stop for pedestrians" channelizing devices in the crosswalks in front of town hall (Figure 6).
- There is a substantial amount of signage/visual clutter.



Figure 5. Utility Pole in Sidewalk Creating Pinch Point



Figure 6. Channelizing Device in Crosswalk

- Route 97 has two (2) foot shoulders and a 12 foot lane on the north (westbound) side of the road. On the south (east bound) side, the travel lane is 12.5 feet and shoulder is 3.5 feet.
- The bridge over the Shetucket River has sidewalks on both sides. Heading away from town, the sidewalk ends immediately after the bridge.
- Between the Shetucket River and Sluiceway bridges the shoulder is very wide.
- Most of the sidewalk ramps in the study area have detectable warning strips.
- The railing on the sluiceway bridge blocks the sight line from Route 138.
- The grade of the driveway by the railroad crossing is steep; there are catch basins to collect the water before going over the tracks.
- There is a crosswalk on Route 97, north of Route 138. There is a sidewalk on the west side (with a ramp) and a ramp and landing area on the east side. There is no connection from the landing area to the fire station, which is the destination for most pedestrians at this location (Figure 7).
- Due to the curvature in the roadway you cannot see the crosswalk when heading south on Route 97 until after you have gone over the railroad crossing (Figure 8).
- The sluiceway does not flood or get any water.
- The 25 mph speed limit sign after the Shetucket River bridge is hidden by vegetation.
- Across Park Drive there are no crosswalks connecting the sidewalks. There are detectable warning strips (Figure 9).



Figure 7. Crosswalk with no Sidewalk Connection to the Firehouse



Figure 8. Curvature in Roadway Prevents View of Crosswalk



Figure 9. Lack of Crosswalk Across Park Avenue

- Route 207 pavement is beginning to crack (Figure 10).
- The crosswalk in front of the Baltic Convenience Store is about 100 feet behind the stop bar.
- Vegetation from private residences is encroaching on the sidewalks in places, particularly along Route 207.
- There are no shoulder lines painted on Route 207.
- The crosswalk at the Rodrick Block building is faded and does not have a ramp on one side.
- The bridge over Beaver Brook is new, it was reconstructed in 2014.
- Some of the catch basins on Route 207 need to be cleaned out; the sediment levels prevent proper drainage (Figure 11).
- The "DO NOT ENTER" sign for High Street (a one-way street) from Route 207 does not stand out. It is partially blocked by a utility pole and it is mounted on the left side of the street. This leads to some confusion as to which road is one way (Figure 12).
- From High Street to West Main Street there are visibility issues. It is difficult to see traffic heading west on Route 207. Due to the angle, taking a right hand turn is nearly impossible for large vehicles and very difficult for smaller ones
- The crosswalks in front of the Academy of the Holy Family do not stand out well.
- The connector street from High Street to Route 207 has a steep grade. During inclement weather it may be difficult to stop.
- The crosswalk ramps on High Street do not have detectable warning strips.



Figure 10. Pavement Cracking on Route 207



Figure 11. Catch Basin With High Sediment Levels



Figure 12. Do Not Enter Sign Blocked by Utility Pole





### 3.2 Post-Audit Workshop - Key Issues

- Just north of the railroad crossing at Route 97 there is a drainage issue from the driveway due to the grade.
- The sight line from Route 138 is poor due to the sluiceway bridge. Fixing this would be difficult without reconstructing the entire bridge (Figure 13).
- On West Main Street there is sidewalk only on one side.
- There is a crosswalk from the senior housing to the firehouse, but once you reach the firehouse side there is no sidewalk connection from the crosswalk to the firehouse.
- There is a sight line issue from High Street onto Route 207. High Street is a one-way street; does this have to be a one-way street? If so, can it be one-way the other way? (Figure 14)
- Most of the crosswalks are in good condition.
- Although many of the sidewalk ramps meet current standards, some do not, due to curb cut, tactile warning strip, grade issues, 4 foot landing areas, etc. These are new standards (Figure 15).
- There are non-active pedestrian crossing signs at the crosswalk in front of Saint Mary's Church.
- The roads are not wide enough to put in bike lanes.
- The state has no parking signs posted on one side of Route 207.
- CTDOT does not allow speed tables on state roads.



Figure 14. High Street



Figure 15. Sidewalk Ramp Which Does Not Meet Current Standards.

- Could you cut off High Street at the Flat Iron Building and use the steeper road that has better sight distance?
- The interlocking concrete used on High Street provides excellent drainage.

## 5 Recommendations

From the discussions during the Post-Audit meeting, the RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. For the purposes of the RSA, **Short-term** is understood to mean modifications that can be expected to be completed very quickly, perhaps within six months, and certainly in less than a year if funding is available. These include relatively low-cost alternatives, such as striping and signing, and items that do not require additional study, design, or investigation (such as right-of way acquisition.) **Mid-term** recommendations may be more costly and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two years or more when funding is available.

### 5.1 Short Term

1. Contact CTDOT to clean out the catch basins.
2. Either trim the trees around the 25 mph sign on Route 97 over the Shetucket River or move the sign to a better spot (Figure 16).
3. Relocate the "Do Not Enter" sign on High Street to the right side (Figure 17).
4. Coordinate with CTDOT on the bridge deck replacement for the sluiceway.
5. Maintain vegetation, and reach out to private property owners to trim it back where it encroaches on the sidewalk (Figure 18).
6. Add crosswalks across Park Drive (Figure 19).
7. Work with the local cycling groups to determine the most popular routes and install share the road signs along those routes on existing sign posts.
8. Update crossing signs to say yield to pedestrians (Figure 20).
9. Paint 11 foot travel lanes with yellow center lines in the middle to maximize shoulder width on either side.
10. Add shoulder striping to Route 207.
11. Monitor traffic speeds.

Figure 21 depicts these recommendations.



Figure 16. Trim Tree or Relocate Sign



Figure 17. Relocate Do Not Enter Sign



Figure 18. Property Owners to Cut Vegetation



Figure 19. Add Crosswalk



Figure 20. Yield To Pedestrians Channelizing Sign



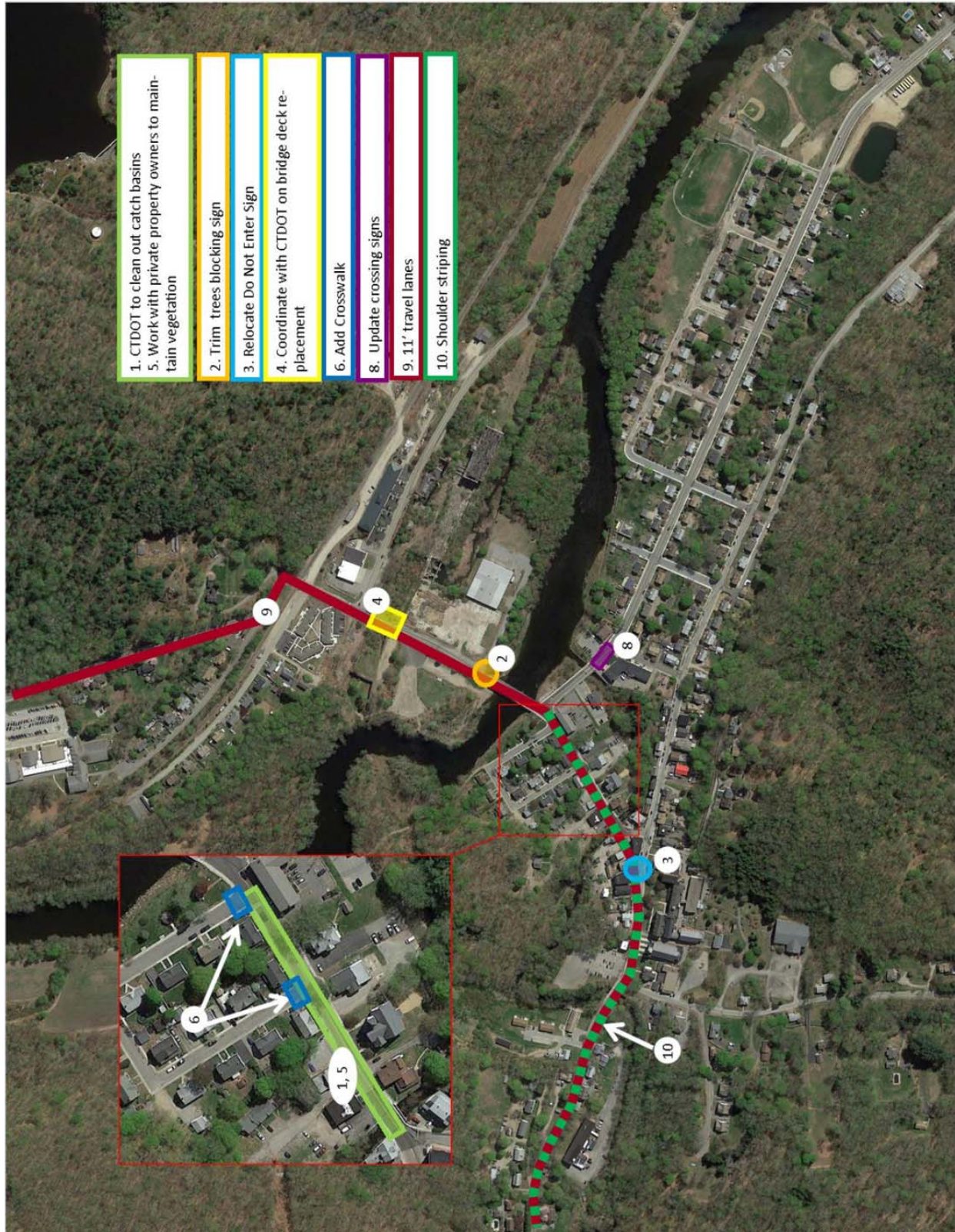


Figure 21. Short Term Recommendations

## 5.2 Medium Term

1. Add solar powered active pedestrian crossing beacons in front of Saint Mary's Church (Figure 22).
2. Add another catch basin to help with drainage at the driveway by the railroad tracks.
3. Eliminate the mid-block crosswalk on Route 207 in front of Rodrick Block building.
4. Switch High Street from its current one-way direction (West) to the opposite direction. This will eliminate poor sightlines at the current intersection of High Street and Route 207.
5. Add a sidewalk along Route 138 from the crosswalk landing pad on Route 97 to the firehouse.
6. Create a path connecting the town hall to the athletic fields



Figure 22. Active Pedestrian Crossing Sign

Figure 23 depicts these recommendations.



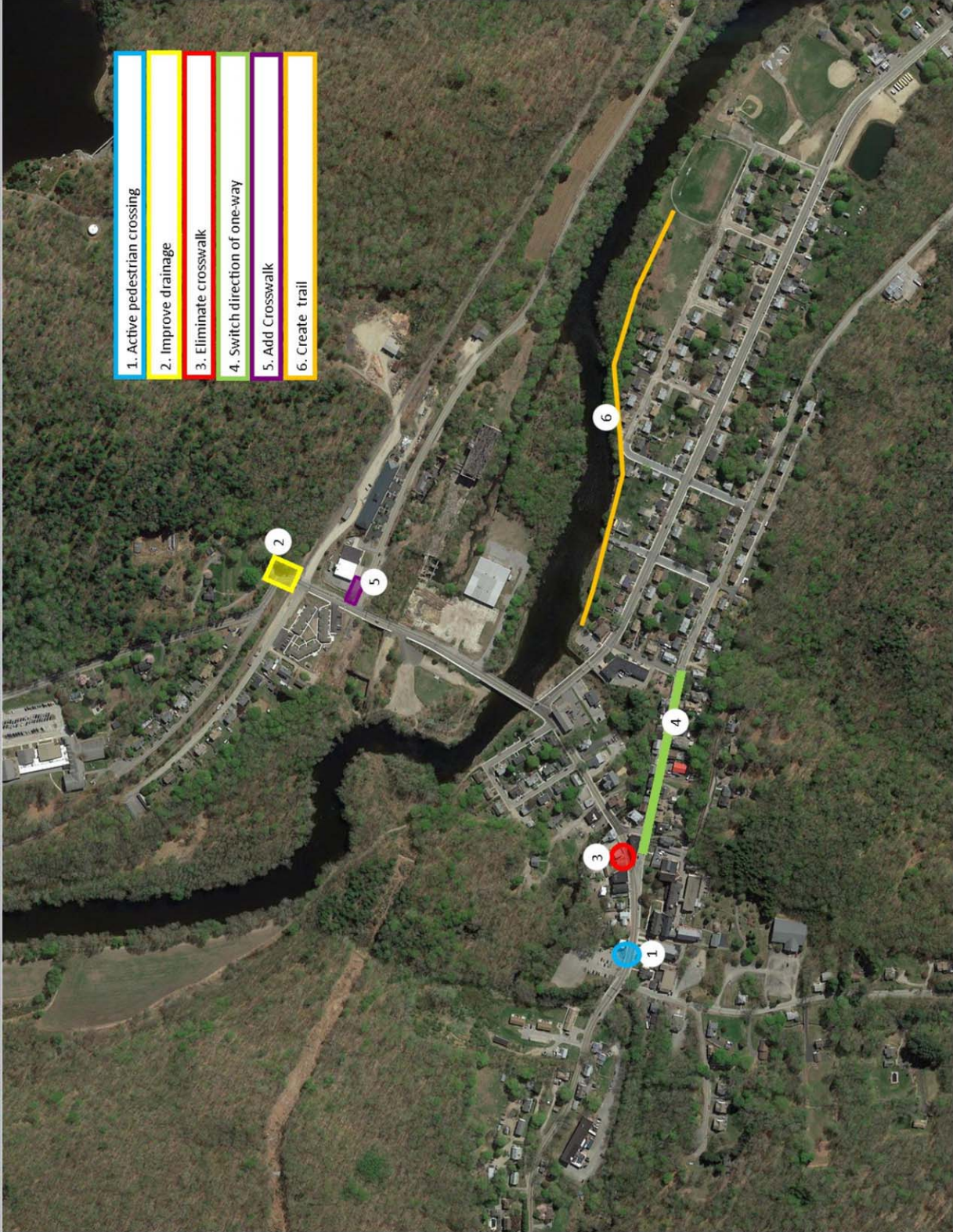


Figure 23. Mid Term Recommendations



### 5.3 Long Term

1. Reconstruct River Street to improve drainage using interlocking concrete.
2. Finish sidewalks on River Street.
3. Redesign the sluiceway bridge to improve sightlines.
4. Add sidewalks on the remaining streets where they are missing.
5. Update all sidewalks and ramps that are not ADA compliant.
6. Repave Route 207 (CTDOT).

Figure 24 depicts these recommendations.

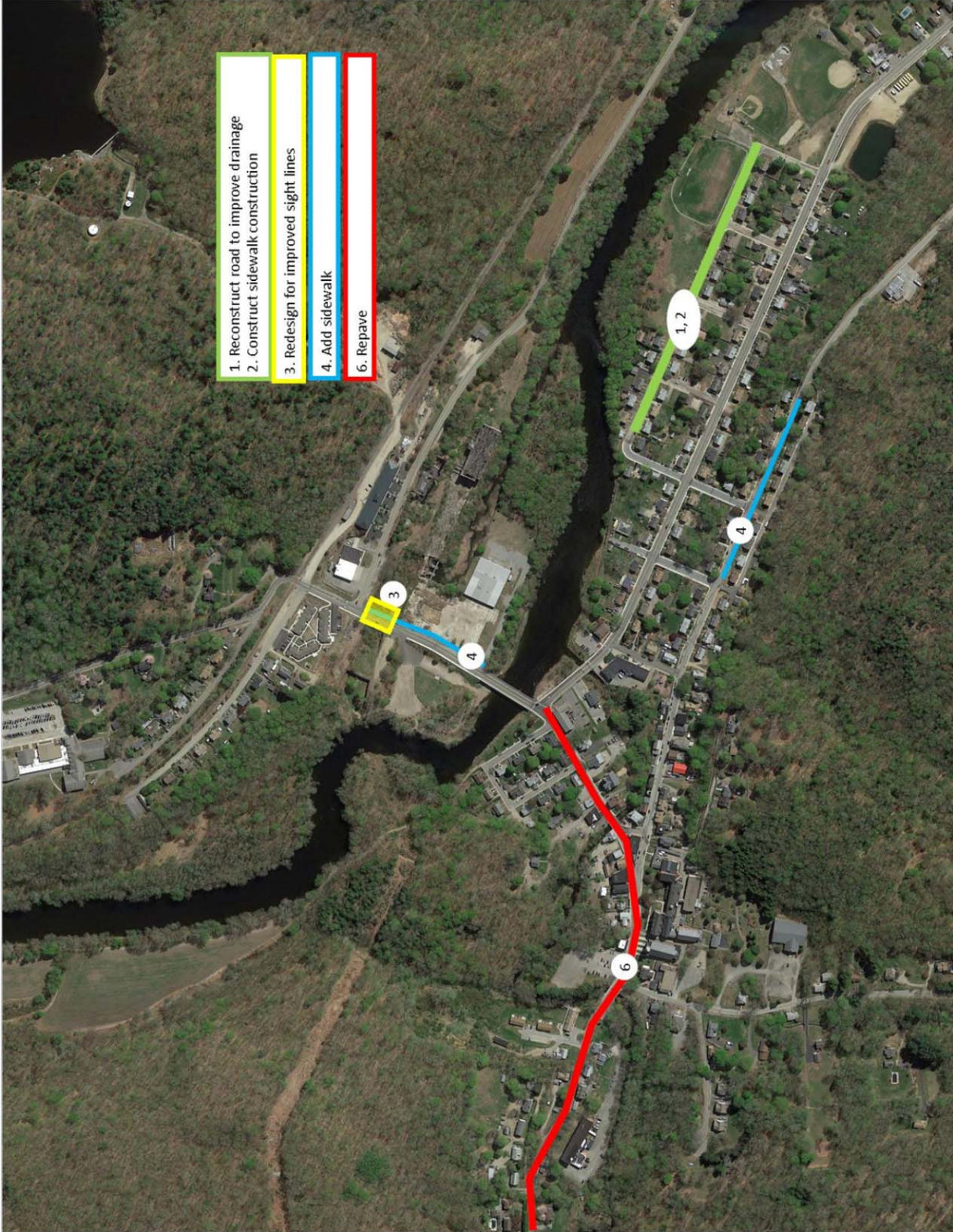


Figure 24. Long Term Recommendations

## 6 Summary

This report outlines the observations, discussions and recommendations developed during the RSA. It documents the successful completion of the Town of Sprague RSA and provides Sprague with an outlined strategy to improve the transportation network in the village of Baltic for all road users particularly focusing on pedestrians and cyclists. Moving forward, Sprague may use this report to prepare strategies for funding and implementing the improvements, and as a tool to plan for including these recommendations into future development in Baltic.



**COMMUNITY**  
connectivity program

# Appendix A



**AECOM**  
Built to deliver a better world

# Welcome to the Community Connectivity Program Application



Please fill in the following information to provide the Audit team leaders with a comprehensive description of the area contained in this application.

## 1. Applicant contact information

**Name**

**Title**

**Email Address**

**Telephone Number**

## 2. Location information

**Address**

**Description**

**City / Town**

**3. Roadway type**  
**(Please select all that apply)**

State road

Local road

Private Road

Other (please specify)

**4. Zoning**  
**(Please select all that apply)**

Industrial

Residential

Commercial

Mixed Use

Retail

N/A (not applicable)

Other (please specify)

River Park, town owned recreation area, Shetucket River walkway

**5. Approximate mile radius around the location**

Greater than a ½ mile

Other (Please Specify)

**6. Community Sites**  
**(Please select all that apply)**

Community Centers

Business Districts

Restaurant/Bar Districts

Churches

Housing Complexes

Proximity to Schools

Tourist Locations (examples – Casino, Malls, Parks, Aquarium, etc...)

N/A (not applicable)

Other (please specify)

River Park, town owned recreation area, Shetucket River walkway

**7. Employment Facilities**  
**(Retail, Industrial, etc...)**

Yes

No

If Yes please describe (please specify)



**8. Educational facilities**

(Please select all that apply)

Public, Parochial, Private Schools (more than 1 school within a ½ mile)

University / Community Colleges

N/A (not applicable)

Other (please specify)

\_\_\_\_\_

**9. Transit facilities**

(Please select all that apply)

Bus

Rail

Ferry

Airport

Park and Ride Lot

N/A (not applicable)

Other (please specify)

Senior transportation for medical appointments, limited bus transportation to Norwich

**10. Safety Concerns**

**(Please select all that apply)**

**Traffic (volumes & speed)**

**Collisions**

**Sidewalks**

**Traffic Signals**

**Traffic Signs**

**Parking Restrictions / Additions**

**Drainage**

**ADA Accommodations**

**Agricultural & Live Stock crossing**

**Maintenance issues (cutting grass, leaves, snow removal)**

**N/A (not applicable)**

**Other (please specify)**

**11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?**

Yes

**If Yes please describe and list all projects.**

12 acre parcel of land previousy owned by Baltic Mills, now vacant, Mill burnt down year ago. Area is being maketed as a possible industrial area, should the area be purchase and developed, traffic flow would be a problem due to current road widths.

**12. Environmental Concerns:**

Brownfield

**If Yes please describe and list.**

Baltic Mills area is listed as a Brownfield and has undegone some environmental clean up, issues still remain. Baltic Mills site abuts the Shetucket River

**13. Please explain why this location should be considered for an RSA**

Area is located in the Baltic Village area, pedestrian traffic is prevalent to the area with local businesses, three schools, one an elementary school, a parochial school and a Private High School, all within a 1/2 mile radius. Should the Baltic Mill area be developed both vehicular and pedestrian traffic would increase. Looking ahead now is the time to plan for safety of vehicular and pedestrian traffic. Area is also populated by old mill built two family homes.

**14. Are there plans to expand the area?**

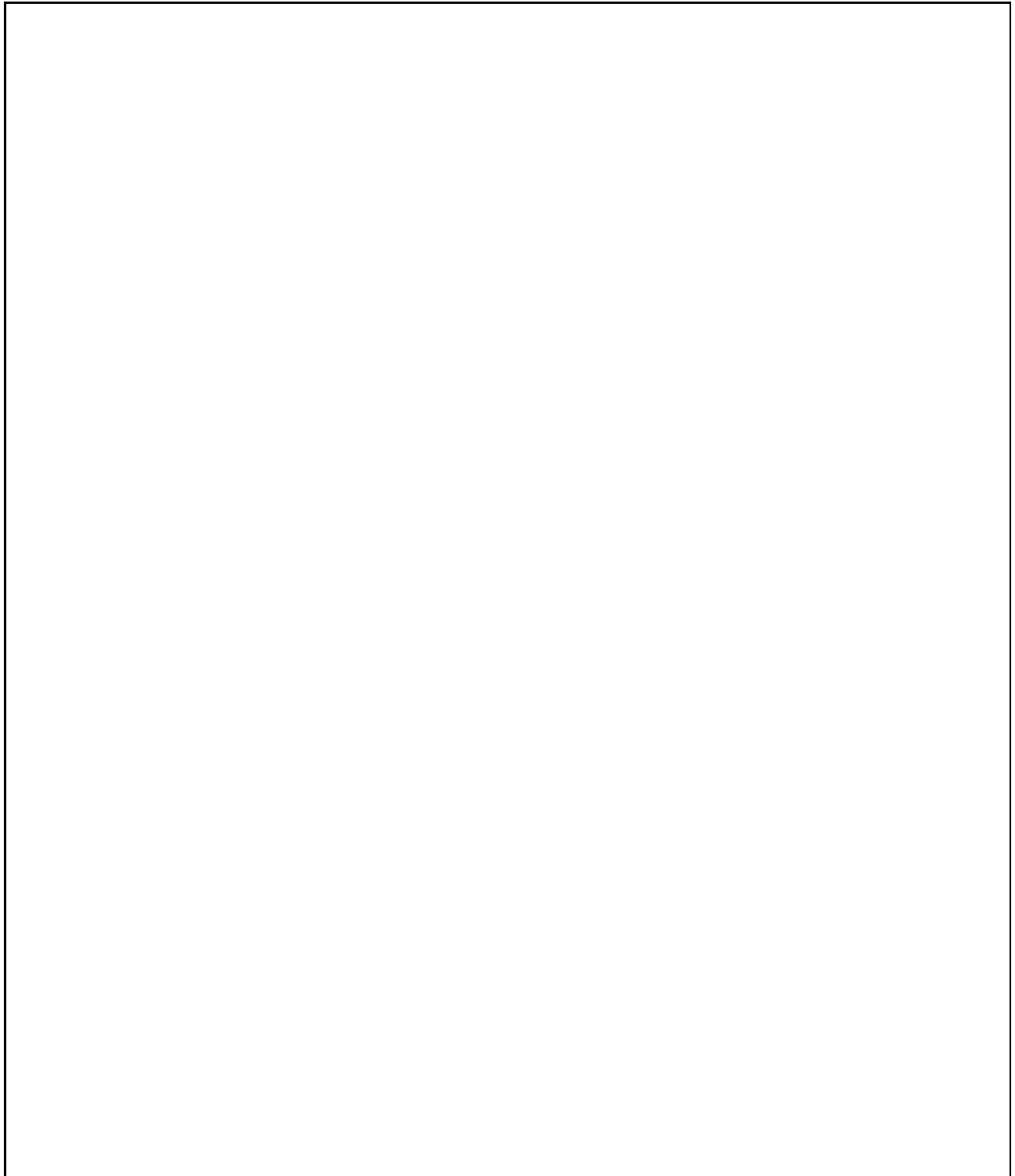
(Transportation Oriented Development, Economic Development, housing, etc...)

Yes

Industrial, Economic Development, possible Affordable Housing Development coupled with commercial development would dramatically change the Village of Baltic with prospective traffic and pedestrian traffic.

**15. Any other pertinent information that is unique to this location?**

No





**Thank you for completing the Community Connectivity application.**

**Please click on the "submit button" below and include the following attachments**

- 1 Location map (google, GIS) **(Required)**
- 2 Collision data (If available)
- 3 Traffic data (ADT or VMT) (If available)
- 4 Pedestrian/bicycle data (If available)



**Submit Application**



**COMMUNITY**  
connectivity program

# Appendix B



**AECOM**  
Built to deliver a better world



## Road Safety Audit

**Town:** Sprague  
**RSA Location:** Baltic Center  
**Meeting Location:** Town Hall  
**Address:** 1 Main Street  
**Date:** 6/13/2016  
**Time:** 8:30am

## Participating Audit Team Members

Audit Team Member	Agency/Organization
Krystal Oldread	AECOM
Steve Mitchell	AECOM
Patrick Zapatka	CTDOT
Andre Trudelle	Grants Write Sprague
<b>Catherine A. Osten</b>	Sprague First Selectman



**COMMUNITY**  
connectivity program

# Appendix C



**AECOM**  
Built to deliver a better world



## Road Safety Audit – Sprague

**Meeting Location:** Town Hall, 2<sup>nd</sup> Floor  
**Address:** 1 Main Street, Baltic, CT 06330  
**Date:** 6/13/2016  
**Time:** 8:30 AM

### Agenda

- Type of Meeting:** Road Safety Audit – Pedestrian Safety
- Attendees:** Invited Participants to Comprise a Multidisciplinary Team
- Please Bring:** Thoughts and Enthusiasm!!
- 8:30 AM**                      **Welcome and Introductions**
- Purpose and Goals
  - Agenda
- 8:45 AM**                      **Pre-Audit**
- Definition of Study Area
  - Review Site Specific Data:
    - Average Daily Traffic
    - Crash Data
    - Geometrics
  - Issues
  - Safety Procedures
- 10:00 AM**                      **Audit**
- Visit Site
  - As a group, identify areas for improvements
- 12:00 PM**                      **Post-Audit Discussion / Completion of RSA**
- Discussion observations and finalize findings
  - Discuss potential improvements and final recommendations
  - Next Steps
- 2:30 PM**                      **Adjourn for the Day – but the RSA has not ended**

#### Instruction for Participants:

- Before attending the RSA, participants are encouraged to observe the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.





## Audit Checklist

Pedestrians and Bicycles	Comment
<p><b>Pedestrian Crossings</b></p> <ul style="list-style-type: none"><li>• Sufficient time to cross (signal)</li><li>• Signage</li><li>• Pavement Markings</li><li>• Detectable warning devices (signal)</li><li>• Adequate sight distance</li><li>• Wheelchair accessible ramps<ul style="list-style-type: none"><li>○ Grades</li><li>○ Orientation</li><li>○ Tactile Warning Strips</li></ul></li><li>• Pedestrian refuge at islands</li><li>• Other</li></ul>	
<p><b>Pedestrian Facilities</b></p> <ul style="list-style-type: none"><li>• Sidewalk<ul style="list-style-type: none"><li>○ Width</li><li>○ Grade</li><li>○ Materials/Condition</li><li>○ Drainage</li><li>○ Buffer</li></ul></li><li>• Pedestrian lighting</li><li>• Pedestrian amenities (benches, trash receptacles)</li><li>• Other</li></ul>	



<b>Bicycles</b> <ul style="list-style-type: none"><li>• Bicycle facilities/design</li><li>• Separation from traffic</li><li>• Conflicts with on-street parking</li><li>• Pedestrian Conflicts</li><li>• Bicycle signal detection</li><li>• Visibility</li><li>• Roadway speed limit</li><li>• Bicycle signage/markings</li><li>• Shared Lane Width</li><li>• Shoulder condition/width</li><li>• Traffic volume</li><li>• Heavy vehicles</li><li>• Pavement condition</li><li>• Other</li></ul>	
--	--

<b>Roadway &amp; Vehicles</b>	
<ul style="list-style-type: none"><li>• Speed-related issues<ul style="list-style-type: none"><li>○ Alignment;</li><li>○ Driver compliance with speed limits</li><li>○ Sight distance adequacy</li><li>○ Safe passing opportunities</li></ul></li></ul>	
<ul style="list-style-type: none"><li>• Geometry<ul style="list-style-type: none"><li>○ Road width (lanes, shoulders, medians);</li><li>○ Access points;</li><li>○ Drainage</li><li>○ Tapers and lane shifts</li><li>○ Roadside clear zone /slopes</li><li>○ Guide rails / protection systems</li></ul></li></ul>	

<ul style="list-style-type: none"><li>• Intersections<ul style="list-style-type: none"><li>○ Geometrics</li><li>○ Sight Distance</li><li>○ Traffic control devices</li><li>○ Safe storage for turning vehicles</li><li>○ Capacity Issues</li></ul></li></ul>	
--	--

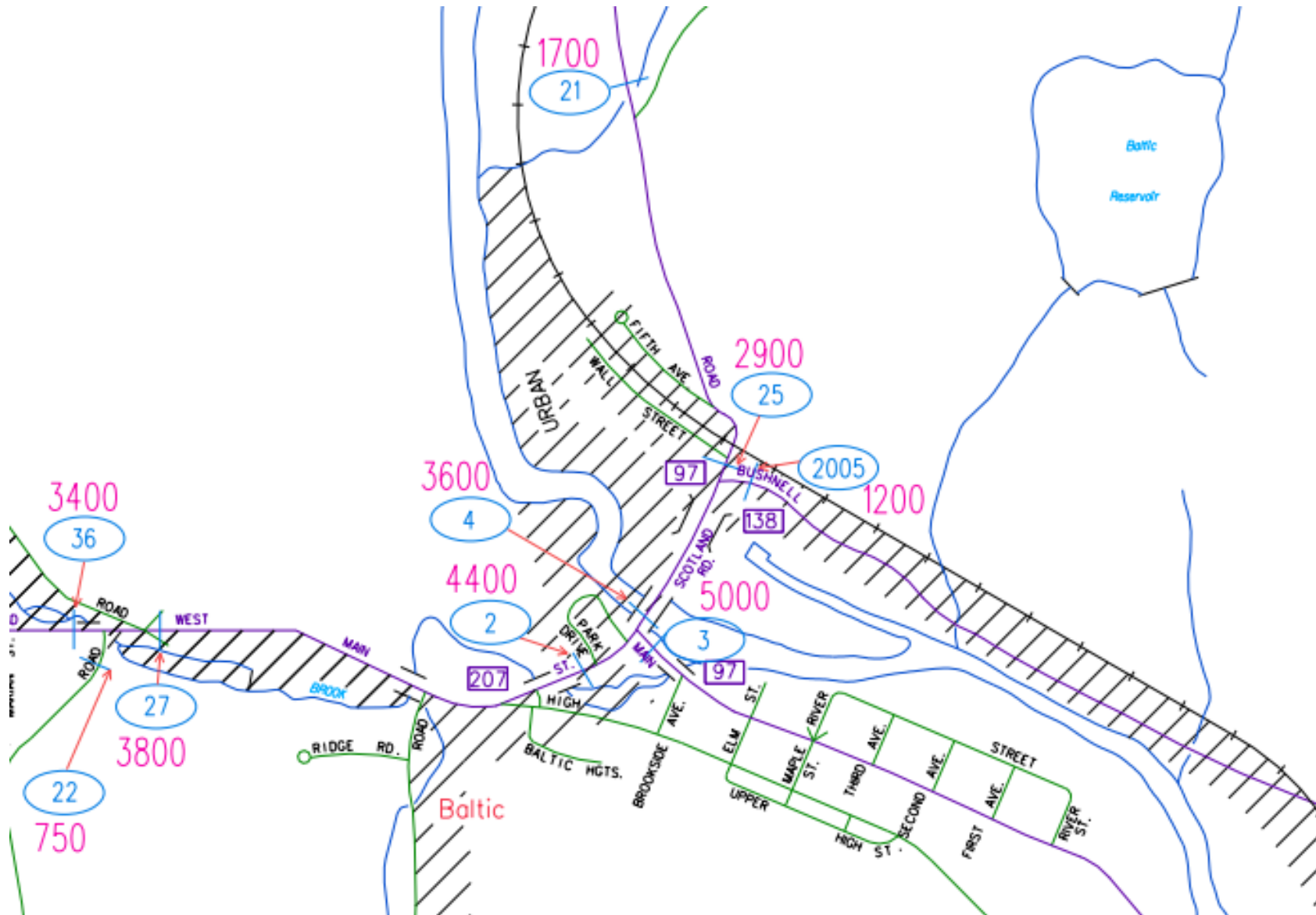


<ul style="list-style-type: none"><li>• Pavement<ul style="list-style-type: none"><li>○ Pavement Condition (excessive roughness or rutting, potholes, loose material)</li><li>○ Edge drop-offs</li><li>○ Drainage issues</li></ul></li><li>• Lighting Adequacy</li></ul>	
<ul style="list-style-type: none"><li>• Signing<ul style="list-style-type: none"><li>• Correct use of signing</li><li>• Clear Message</li><li>• Good placement for visibility</li><li>• Adequate retroreflectivity</li><li>• Proper support</li></ul></li></ul>	
<ul style="list-style-type: none"><li>• Signals<ul style="list-style-type: none"><li>○ Proper visibility</li><li>○ Proper operation</li><li>○ Efficient operation</li><li>○ Safe placement of equipment</li><li>○ Proper sight distance</li><li>○ Adequate capacity</li></ul></li></ul>	
<ul style="list-style-type: none"><li>• Pavement Markings<ul style="list-style-type: none"><li>○ Correct and consistent with MUTCD</li><li>○ Adequate visibility</li><li>○ Condition</li><li>○ Edgelines provided</li></ul></li></ul>	
<ul style="list-style-type: none"><li>• Miscellaneous<ul style="list-style-type: none"><li>○ Weather conditions impact on design features.</li><li>○ Snow storage</li></ul></li></ul>	





# Average Daily Traffic (ADT)





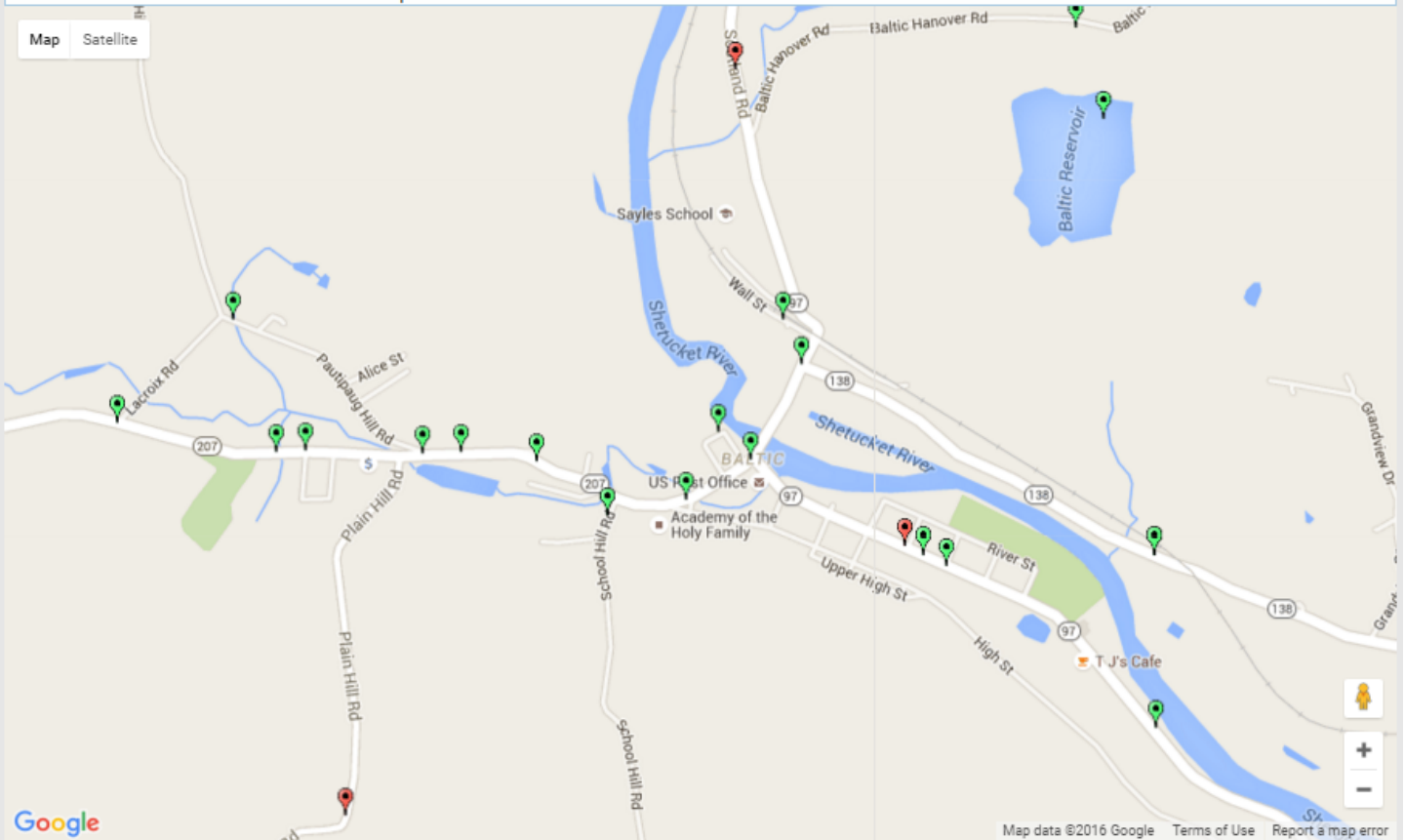
# 2015 Crashes

# UConn

## Connecticut Crash Data Repository

### Search Criteria:

**Dataset:** mmucc  
**Towns:** Sprague  
**Crash Severity:** Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only  
**Case Status:** Complete



Map data ©2016 Google Terms of Use Report a map error

**Markers** Heatmap Select & Query

Query Selection

Injury of any type (Serious, Minor, Possible) Fatal (Kill)  
 Property Damage Only

Select All  
Deselect All

This web site is exempt from discovery or admission under 23 U.S.C. 409.

Connecticut Crash Data Repository - [User Guide](#) [Contact Us](#)



## Road Safety Audit – Sprague

### Crash Summary

Data: 3 years (2012-2014)

One crash on Route 38 resulted in a fatality.

Three crashes involved cyclists: two resulted in injuries and one in property damage only.

Severity Type	Number of Accidents	
Property Damage Only	21	66%
Injury (No fatality)	10	31%
Fatality	1	3%
<b>Total</b>	<b>32</b>	

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	1	3%
Rear-end	2	6%
Turning-Intersecting Paths	3	9%
Turning-Opposite Direction	0	0%
Fixed Object	16	50%
Backing	5	16%
Angle	2	6%
Turning-Same Direction	0	0%
Moving Object	1	3%
Parking	1	3%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	1	3%
<b>Total</b>	<b>32</b>	



Weather Condition	Number of Accidents	
Snow	0	0%
Rain	1	3%
No Adverse Condition	30	94%
Unknown	1	3%
Blowing Sand, Soil, Dirt or Snow	0	0%
Other	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
<b>Total</b>	<b>32</b>	

Light Condition	Number of Accidents	
Dark-Not Lighted	9	28%
Dark-Lighted	3	9%
Daylight	19	59%
Dusk	0	0%
Unknown	1	3%
Dawn	0	0%
<b>Total</b>	<b>32</b>	

Road Surface Condition	Number of Accidents	
Snow/Slush	0	0%
Wet	4	13%
Dry	27	84%
Unknown	1	3%
Ice	0	0%
Other	0	0.0%
<b>Total</b>	<b>32</b>	



Time		Number of Accidents	
0:00	0:59	2	6%
1:00	1:59	2	6%
2:00	2:59	1	3%
3:00	3:59	1	3%
4:00	4:59	0	0%
5:00	5:59	1	3%
6:00	6:59	0	0%
7:00	7:59	0	0%
8:00	8:59	1	3%
9:00	9:59	4	13%
10:00	10:59	1	3%
11:00	11:59	1	3%
12:00	12:59	3	9%
13:00	13:59	2	6%
14:00	14:59	1	3%
15:00	15:59	1	3%
16:00	16:59	1	3%
17:00	17:59	4	13%
18:00	18:59	2	6%
19:00	19:59	0	0%
20:00	20:59	1	3%
21:00	21:59	1	3%
22:00	22:59	1	3%
23:00	23:59	1	3%
<b>Total</b>		32	



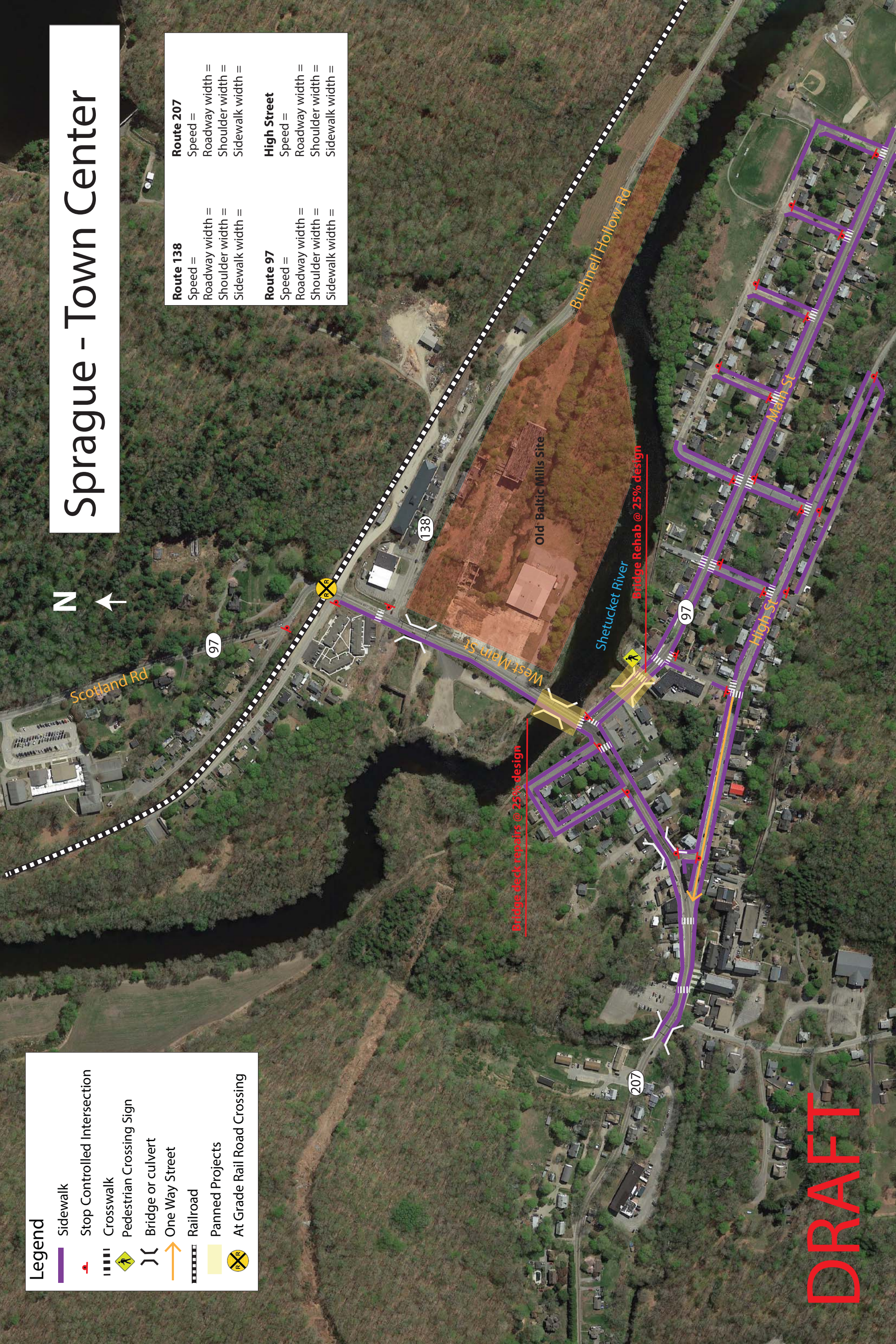
# Sprague - Town Center



**Legend**

- Sidewalk
- Stop Controlled Intersection
- Crosswalk
- Pedestrian Crossing Sign
- Bridge or culvert
- One Way Street
- Railroad
- Panned Projects
- At Grade Rail Road Crossing

<b>Route 138</b>	<b>Route 207</b>
Speed =	Speed =
Roadway width =	Roadway width =
Shoulder width =	Shoulder width =
Sidewalk width =	Sidewalk width =
<b>Route 97</b>	<b>High Street</b>
Speed =	Speed =
Roadway width =	Roadway width =
Shoulder width =	Shoulder width =
Sidewalk width =	Sidewalk width =



Bridge deck repairs @ 25% design

Bridge Rehab @ 25% design

**DRAFT**









# Road Safety Audit – Sprague

## Fact Sheet

### Functional Classification:

- West Main Street, Main Street and Scotland Road are classified as Collectors.

### ADT

- West Main Street: 3,800 – 4,400
- Main Street: 5,000
- Scotland Road: 1,700 -3,600

### Population and Employment Data (2014):

- Population: 2,993
- Employment: 584

### Urbanized Area

- This area is located within the Norwich-New London Urbanized Area

### Demographics

- The statewide average percentage below the poverty line is 10.31%. There are no areas in Sprague exceeding the state's average.
- The statewide average percentage minority population is 30.53%. There are no areas in Sprague exceeding the state's average.

### Air Quality

- Sprague's CIPP number 618
- Sprague is within the Greater CT Marginal Ozone Area
- Sprague is within a CO Attainment Area



**COMMUNITY**  
connectivity program

# Appendix D



**AECOM**  
Built to deliver a better world



**Capital Project Description**

		Estimated Cost of Project	
		by Town	by FD
*	Painting hall, kitchen, bathrooms, outside	\$25,000.00 cip-2	\$25,000.00
			completed
*	Diesel Fuel Tank	\$10,000.00 cip-4	\$10,000.00
*	Surveillance camera system	\$5,270.00 Steap	\$30,000.00
			completed
*	Seal parking lot and paint lines	\$80,000.00 Steap	\$10,000.00
*	Dishwasher	\$4,000.00 cip-1	\$0.00
			completed
*	Look into a new hood exhaust system for the kitchen to be in compliance to include a grease trap	\$16,000.00 cip-1	\$16,000.00
			completed
*	retaining wall	\$380,000.00 Steap	\$380,000.00
*	air conditioning offices	\$19,000.00 cip-3	\$0.00
			1/2 done
		<b>total</b>	<b>\$471,000.00</b>
*	solar panels	\$20,000.00 Grant	\$0.00
*	new Fire Station	\$4,500,000.00 Grant	\$0.00
	<b>Mezzanine</b>	<b>\$35,000.00 cip-2</b>	<b>\$30,000.00</b>
	<b>alcoves for the 2 entrance doors and replace doors</b>	<b>\$22,600.00 cip-1</b>	<b>\$16,000.00</b>
	<b>New phone system</b>	<b>\$5,236.00 cip-1</b>	<b>\$6,000.00</b>
		<b>\$62,836.00</b>	<b>\$52,000.00</b>
		planned for the 13/14 FY	

**Town Facilities**

**Capital Project Description**

Estimated Cost of Project

<b>Town Hall</b>		
* Office Furniture	\$13,665.00	\$4,340.00 rr
Re-point outside brick walls with mortar. Town Hall, Town Garage and Senior Center		
* Senior Center	\$5,000.00 rr-2015	\$1,500.00 rr
total	\$18,665.00	\$18,665.00
<b>Senior Center</b>		
<b>Town Garage</b>		
* Shadow Board	\$10,000.00 rr-2014	\$4,000.00 rr
total	\$10,000.00	\$9,840.00
<b>Grist Mill</b>		
* Alarm System	\$950.00 rr-2015	\$950.00
total	\$950.00	
<b>Library Section</b>		
<b>Historical Society</b>		
* Fireproof File Cabinets	\$2,500.00 donations	
* Technical Equipment	\$2,000.00 donations	
* Mannequins	\$500.00 donations	
total	\$5,000.00	\$5,000.00
<b>Transfer Station</b>		
* Solar System	\$14,000.00 STEAP	\$14,000.00
total	\$14,000.00	
<b>Salt Shed Area</b>		
* Cold Storage w/electric - 5 bay	\$320,000.00 STEAP	
* Electric Gate	\$25,000.00 STEAP	
* Fence	\$30,000.00 STEAP	
total	\$375,000.00	\$375,000.00
total	\$423,615.00	\$389,000.00 STEAP - year 15/16 \$80,000.00 STEAP - year 15/16 \$517,615.00 STEAP - year 15/16 Garage, Solar System Parking Lot at the Fire Department

# PROPERTY OF TOWN OF SPRAGUE

LOCATION	M/B/L	DESCRIPTION	Acres	Vol./Page	Date Conveyed	Purchase Price	Assessment	Map	Twn Mtg Minutes
* Baltic-Hanover Rd	9/4/13	Baltic Rez.	239.5	22/13	1/29/1968		706,800		
Baltic-Hanover Rd	10/4/18	Vacant - Municipal	63	22/13	1/29/1968		184,500		
Bushnell Hollow Rd	19/5/6	Vacant - Municipal	1.2	33/576	7/5/1985		35,600		
Bushnell Hollow Rd	19/6/2	Vacant - Municipal	1.2	33/577	7/5/1985		35,600		
Bushnell Hollow Rd	20/2/6	Vacant - Municipal (Old Town Dump)	16.3	16/229	3/11/1953		36,200		
			8.33	43/634	10/7/1991				
22 Bushnell Hollow Rd	26/5/1	Fire Station	1.2	29/433	11/3/1980		555,700		
29 Bushnell Hollow Rd	26/6/1	Baltic Mills	16.5	82/961	5/23/2007		150,900		
45 Bushnell Hollow Rd	13/4/4	Water & Sewer Treatment	10.6	23/472	4/8/1971		302,000		
112 Bushnell Hollow Rd	19/5/7	Transfer Station	1.2	33/579	7/5/1985		37,500		
Grandview Dr	14/1/5	Vacant - Recr/Cons	12.8	22/134			226,500		
Hanover-Versailles Rd	19/5/1	Lovett Cemetery	3.8	A/235			40,000		Ord. 1873-1
134 High St	25/2/10	Vacant - Municipal	0.1	89/352	7/13/2010	15,150	17,400		4/457
136 High St	25/2/11	Vacant - Municipal	0.1	89/352	7/13/2010		17,400		4/457
Main St	13/2/7	Bus parking lot, pond	6.3	21/280	6/3/1927		121,200	282	
Main St	16/6/30	Vacant - Municipal	0.1	23/310	9/2/1970		4,200		
Main St	26/7/1	Vacant - Exempt Dev. Land	0.2		11/18/1957		6,100		
1 Main St	25/2/16	Town Hall, town garage	1.7	22/437	4/21/1969		372,700		
76 Main St	25/12/1	Grist Mill, Library	1.2	15/483	11/18/1957		275,700	112	
North Main St	26/3/1	River Park	20	50/771	9/6/1995		164,500		
* 62 North Main St	9/4/3/A	Leased cell tower site	0.24		2/22/2007		122,000	761	4/266
Park Dr	26/1/18	Memorial Park - Gazebo	0.56	22/22	1/29/1968		33,000		
Parkwood Rd	16/5/9	Vacant-Municipal	3.5	90/359	4/3/2011		6,000		
Pautipaug Hill Rd	24/4/3	Vacant-Municipal	0.9	94/982	9/23/2013		32,200		
Pautipaug Hill Rd	6/1/3	Sprague Land Preserve (Mukluk)	26.6	78/324	12/12/2005		42,800	761	
** 239 Pautipaug Hill Rd	6/1/4	Sprague Land Preserve (Mukluk)	220.9	78/337	12/12/2005		449,200	761	
** Includes open space	6/1/4	exchange for Salt Shed @ Baltic Rez	6.0					761	4/266
241 Pautipaug Hill Rd	6/1/5	Sprague Land Preserve (Watson)	221.0	94/329	5/22/2013	294,000		842	May-56
Pinecrest Lane	4/3/9	Vacant - Municipal	0.9	91/409	12/19/2011		34,700		
River St	25/1/3/6	Ballfields	10.2	21/280	12/2/1966		158,100	282	
River St	25/1/3/9	Leased to American Legion	2.9	47/433	4/5/1993		38,900		
Scotland Rd	9/2/2	Vacant - Exempt Dev. Land	0.6	23/503	5/7/1971		5,000		
Scotland Rd	9/2/4	Vacant - Exempt Dev. Land	12.4				84,000		
25 Scotland Rd	9/2/3	Sayles School	5.5	17/71	9/13/1971		2,146,300		
Thomas Ave	24/6/11	Vacant - Municipal	0.4	91/418	12/19/2011		31,900		
Wall St	26/3/3	Exempt Commercial	0.14	12/457	12/2/1940		4,200		
8 Wall St	26/3/2	Housing Authority-Shetucket Village	1.7	23/506	5/12/1971		397,300		
Wendy Dr	19/2/10	Vacant - Municipal	0.6	22/596	9/4/1969		5,000		
23 West Main St	26/1/8	Parking Lot	0.1	92/933	9/5/2012		42,000		
41A West Main St	26/1/17	Apartments	0.35	92/56	4/19/2012		124,700		
Westminister Rd	22/1/12	Vacant-Municipal	2.06	94/950	9/16/2013		4,830		



# PROPERTY OF TOWN OF SPRAGUE

LOCATION	M/B/L	DESCRIPTION	Acreeage	Vol./Page	Date Conveyed	Purchase Price	Assessment	Map	Twn Mtg Minutes
<b>CONSERVATION EASEMENTS</b>									
Baltic Hanover Rd		Hastedt, Andrew	9.47 +/- ac.	76/961	8/1/2005	0		628	4/211
Hanover Versailles Rd		Cyr Construction	63.66 +/- ac.	80/401	7/1/2006	0		777	4/251
Pinecrest Lane		Ducharme/Chartier FKA Hatch	12.02 +/- ac.	85/860	8/1/2008	0		764	4/324
<b>DRAINAGE EASEMENTS</b>									
Bushnell Hollow Rd.		Sprague To Riverbend Realty	400 +/- sf	83/760	9/1/2007	0		V.83 Pg 762	4/285
Dows Lane		Mohegan Golf		90/736	6/1/2011	0		778	4/361
Main St Hanover		Hutchinson, W & D,	1055 +/- sf	93/889	6/19/2012	0		829	5/37
Main St Hanover		Krodel, Lucretia A	4485 +/- sf	93/892	3/6/2013			829	5/37
Pinecrest Lane		Hatch, Andrew & Heather	6,855 +/- sf	86/291	11/1/2008	0		766	4/352
Pinecrest Lane		Ricatta, Timothy & Anne	2,685 +/- sf	86/117	10/1/2008	0		767	4/346
Parkwood Rd		Cheney, Glenn	1,760 +/- sf	87/1057	10/1/2009	0		771	4/397
Parkwood Rd		Dunn, John & Diane	1,415 +/- sf	87/859	10/1/2009	0		772	4/397
Potash Hill/Main St Hanover		Robbins, John		89/355	7/1/2010	0		782	4/476
Potash Hill Rd		Foley, Francis & Judith	700 +/- sf	91/596	1/26/2012	0		in deed	
<b>QC TO TOWN - HIGHWAY PURPOSES</b>									
Franklin Rd		Pautipaug Estates, LLC	286.96'	93/250	11/19/2012	0		595	
Pinecrest Lane		Hatch, Andrew & Heather	3,053 +/- sf	85/991	9/1/2008	0		764	4/346
Salt Rock Rd.		Sundberg, Randy & Marilyn	.21 +/- ac.	78/362	12/1/2005	0		663	4/211
Salt Rock Rd.		Kraemer, Gary	.09 +/- ac.	78/412	12/1/2005	0		663	4/211
Hanover-Versailles Rd.		Rollband, Pearl & Taylor, Sandra	23,143 +/- sf	84/982	3/1/2008	0		757	4/310
Pautipaug Hill Rd.		Bernat, Charles & Edward		84/981	3/1/2008	0		570	4/310
Parkwood Rd		Baron, Roland (0.13ac)	5,766.2 +/-sf	88/687	2/10/2010	0		774	4/476
Salt Rock Rd.		Regan, Sean	6,334 +/- sf	89/247	6/1/2010	0		779	4/476
Potash Hill Rd		Robbins, John	2,580 +/- sf	89/357	7/10/2010	0		782	4/476
Salt Rock Rd.		Regan, Sean	11,371 +/- sf	tba		0			tba
<b>RIGHT OF WAY EASEMENTS</b>									
LaCroix Rd		Czaczkas, Edward & Morris	3085 +/- sf	92/34	4/11/2012	0			
Pautipaug Hill Rd.		Pogmore/Mukluk		85/988	9/1/2008	0		761	4/346
Dows Lane		Mohegan Golf LLC	14,659 +/- sf	90/736	6/1/2011	0		778	4/361
Potash Hill Rd		Robbins, John		89/355	7/10/2010	0		782	tba
<b>TEMPORARY EASEMENT</b>									
<b>DISCONTINUANCE BY TOWN OF SPRAGUE</b>									
Dows Lane (portion of)				88/126	11/1/2009	0		778	4/361



## Grants Plan

Grants to be written										
<b>CDBG - Community Development Block Grants</b>				<b>Town Portion</b>	<b>Grant Portion</b>	<b>Total Project Cost</b>				
1	15/16	LID roads - 1/2 River		\$60,000.00	\$500,000.00	\$560,000.00				
2	16/17	LID roads - 1/2 River		\$60,000.00	\$500,000.00	\$560,000.00				
3	17/18	Walls, Miscellaneous		\$50,000.00	\$500,000.00	\$550,000.00				
4	18/19	Sidewalks on North Main St		\$50,000.00	\$500,000.00	\$550,000.00				
5	19/20	Housing Rehabilitation		\$50,000.00	\$500,000.00	\$550,000.00				
6	20/21	Water Lines		\$50,000.00	\$500,000.00	\$550,000.00				
7	21/22	Water Lines		\$50,000.00	\$500,000.00	\$550,000.00				
8	22/23	Water Lines		\$50,000.00	\$500,000.00	\$550,000.00				
9	23/24	Water Lines		\$50,000.00	\$500,000.00	\$550,000.00				
10	24/25	Sewer Lines		\$50,000.00	\$500,000.00	\$550,000.00				
				\$520,000.00	\$5,000,000.00	\$5,520,000.00				
<b>Connecticut Main Street</b>				<b>Town Portion</b>	<b>Grant Portion</b>	<b>Total Project Cost</b>				
1	15/16	Bus Lot & Bus Shelter		\$50,000.00	\$500,000.00	\$550,000.00				
2	16/17	Sidewalks Main Street Baltic		\$50,000.00	\$500,000.00	\$550,000.00				
3	17/18	Sidewalks Main Street Versailles		\$50,000.00	\$500,000.00	\$550,000.00				
4	18/19	Lights for all the Rec Fields		\$50,000.00	\$500,000.00	\$550,000.00				
				\$200,000.00	\$2,000,000.00	\$2,200,000.00				
<b>STEAP Grant - Small Town Economic Assistance Grant</b>				<b>Town Portion</b>	<b>Grant Portion</b>	<b>Total Project Cost</b>				
1a	15/16	Road Sunrise, Grandview		\$400,000.00	\$500,000.00	\$1,300,000.00				
1b	15/16	Road Sunrise, Grandview		\$400,000.00	\$0.00					
2	16/17	Garage		\$0.00	\$500,000.00	\$500,000.00				
3	17/18	Road Riverside, Thomas, Alice & Amie		\$400,000.00	\$500,000.00	\$900,000.00				
4	18/19	Wall Fire Department		\$0.00	\$400,000.00	\$400,000.00				
5	19/20	Sewer Lines/Force Main		\$0.00	\$500,000.00	\$500,000.00				
6	20/21	Sewer Lines/Force Main		\$0.00	\$500,000.00	\$500,000.00				
7	21/22	Sewer Lines/Force Main		\$0.00	\$500,000.00	\$500,000.00				
8	22/23	Sewer Lines		\$0.00	\$500,000.00	\$500,000.00				
				\$1,200,000.00	\$3,900,000.00	\$5,100,000.00				
<b>Open Space Land Acquisition Grant Possibilities</b>				<b>Town Portion</b>	<b>Grant Portion</b>	<b>Total Project Cost</b>	<b>acres</b>	<b>Sprague</b>	<b>Franklin</b>	
1	15/16	Bombero Property		\$0.00	\$700,000.00	\$700,000.00	90	\$7,777.78	90	0
2	16/17	Pelletier Property		\$0.00	\$495,000.00	\$495,000.00	51	\$9,705.88	31	20
3	17/18	Czackes Property		\$0.00	\$1,200,000.00	\$1,200,000.00	77.5	\$15,483.87	77.5	0
				\$0.00	\$2,395,000.00	\$2,395,000.00			198.5	20
<b>Generator Grant - through USDA &amp; Homeland Security</b>				<b>Town Portion</b>	<b>Grant Portion</b>	<b>Total Project Cost</b>				
1	15/16	Grist Mill		\$0.00	\$45,000.00	\$45,000.00				
2	16/17	Transfer Station		\$0.00	\$15,000.00	\$15,000.00				
3	17/18	Sewer Plant		\$0.00	\$45,000.00	\$45,000.00				
4a	18/19	Pump Station 3		\$0.00	\$19,000.00	\$19,000.00				
4b	18/19	Pump Station 4		\$0.00	\$19,000.00	\$19,000.00				
4c	18/19	small generator sewer/water		\$0.00	\$1,500.00	\$1,500.00				
4d	18/19	small generator town garage		\$0.00	\$1,500.00	\$1,500.00				
				\$0.00	\$146,000.00	\$146,000.00				
				<b>Town Portion</b>	<b>Grant Portion</b>	<b>Total Project Cost</b>				
<b>Totals</b>				<b>\$1,920,000.00</b>	<b>\$13,441,000.00</b>	<b>\$15,361,000.00</b>				
This does not account for smaller grants for such things as Rec Trails, Urban Forestry, USDA _Community Funding, etc..										
This also leaves out for discussion the east dam at the reservoir , the filtration plant and the sewer treatment plant...										

Town of Sprague  
Property Inventory

Town Roads	miles	residential properties	business properties	farms
Amber Drive	0.1	4		
Baltic Heights	0.12	5	1	
Baltic-Hanover Road	1.56	37	2	
Bay Street	0.14	6		
Birchwood Terrace	0.13	6		
Brookside Avenue	0.06	3		
Church Street	0.34	18	3	
Cross Street	0.03	--		
Cydylo Drive	0.12	4		
Dows Lane	0.31	2	1	
Elm Street	0.1	2		
Fifth Avenue	0.18	9		
First Avenue	0.05	--		
Fortin Drive	0.11	4		
Franklin Road	0.27	8		
Fullertown Road	0.67	19		
Grandview Drive	0.54	12	1	
Hanover-Versailles Road	1.85	57	2	
Hazelwood Drive	0.24	11		
High Street	1.15	61	6	
Inland Road	0.96	6	6	
Kendall Road	0.03	--		
LaCroix Road	0.15	5		
Main Street, Hanover	1.01	59	1	
Maple Avenue	0.07	1		
Marion Street	0.09	2		
Mission Street	0.08	2	1	
Park Drive	0.16	13	1	
Parkwood Road	0.59	22		
Pautipaug Hill Road	2.41	89	2	
Pearl Street	0.47	18		
Pinecrest Lane	0.3	19	1	
Plain Hill Road	1.31	53		1
Pleasant View Terrace	0.05	--		
Potash Hill Road	1.76	34		2
Ridge Road	0.13	7		
River Street	0.36	24	2	
Riverside Drive	1.24	42		
Rose Street	0.09	7		
Saltrock Road	1.26	41	1	
School Hill Road	0.91	28	3	
Second Avenue	0.05	--		
Spruce Street	0.08	--		
Sunrise Drive	0.61	18		
Third Avenue	0.05	--		
Upper High Street	0.19			
Waldo Road	0.68	2	7	
Wall Street	0.23	13	2	
Wendy Drive #1	0.12	20	1	
Wendy Drive #2	0.2			

Town of Sprague  
Property Inventory

Town Roads	miles	residential properties	business properties	farms	
Westminister Road	1.51	22			
Whitehall Drive	0.19	4			
Woodland Lane	0.3	7			
total	25.71	826	44	3	873
<b>State Roads</b>					
Route #207-West Main, Willimantic		60	18		
Route #138-Bushnell Hollow Rd		53	16		
Route #97 - Main St, Baltic, Scotland		139	19		
Route #660 (see Inland Rd.)					
Main St, Versailles		12	3		
		264	56	0	320
<b>Private Roads</b>					
Aime		4			
Thomas		6	1		
Alice		--			
Lucier Heights		6			
Willow Lane (formerly Scalaro Drive)		2			
Noah's Way		22			
Wall St. Ext					
		40	1	0	41
					1234
from the assessor total parcel count 1189					
residential	904				
commercial	47				
vacant	145				
use assessments	89				
apartments	4				
	1189				

**Town of Sprague  
Road History**

Town Roads	Miles	Approved at Town Mtg.	Approved at B.O.S.Mtg.	Map Ref.	A/K/A	Land Rec.
Amber Drive	0.1					
Baltic Heights	0.12	5/2/1923 Bk 1904-1951 Pg.261				
Baltic-Hanover Road	1.56					
Bay Street	0.14				Depot Hill	
Birchwood Terrace	0.13	11/5/75 Bk 2 Pg. 375	10/1/1975		Gabby Alley	
Brookside Avenue	0.06	9/25/1939 Bk 1904-1951 pg 417		111-112	Birchwood Lane	
Church Street	0.34	5/14/51 Bk 1904-51 Pg. 506			Tin Can Alley	
		Addition Feet Bk 2 Pg. 93				
Country Club Dr. (Franklin's road)						
Cross Street	0.03	9/24/1945 Bk. 1904-1951 Pg. 447		83		Vol 13 Pg 240 12/4/1945
Cydylo Drive	0.12					
Dows Lane	0.31	5/11/53 Vol. 2 Pg. 24		778		Vol.16 Pg. 262 5/21/1953
Elm Street	0.1	9/25/1939 Bk 1904-1951 pg. 417		111-112	Mill Street	
Fifth Avenue	0.18	6/21/1940 Bk 1904-1951 Pg. 424			Depot Hill	
First Avenue	0.05	9/24/1939 Bk. 1904-1951 Pg. 417		111-112		
Fortin Drive	0.11	9/30/1963 Bk. 2 Pg. 129		262		Vol 21 Pg. 46 9/27/1965
Franklin Road	0.27					
Fullertown Road	0.67					
Grandview Drive	0.54	9/25/1933 Bk 1904-1951 Pg. 360				
		12" width from James Boko house on Bushnell Hollow Rd. to sharp turn in Rd. near house of John Ozga				
Hanover-Versailles Road	1.85					
Hazelwood Drive	0.24	9/7/1972 Authorized BOS to accept or reject.				
High Street	1.15	9/30/1940 Bk 1904-1951 Pg. 427 (15"ROW)			Big Flats	
Inland Road (Not Rt. 660)	0.96					
Kendall Road	0.03					
LaCroix Road #1	0.05					
LaCroix Road #2	0.1					
Main Street, Hanover	1.01					
Maple Avenue	0.07	9/24/1939 Bk 1904-1951 Pg. 417		111-112	Fourth Ave/Cooney Hill/Sim's Hill	
Marion Street	0.09	9/24/1945 Bk 1904-1951 Pg.447		83		Vol. 13 Pg. 240 12/4/1945
Mission Street	0.08	9/24/1951 Bk 1904-1951 Pg. 512				
Park Drive	0.16	9/25/1939 Bk 1904-1951 Pg. 417		111-112	Little Flats	
Parkwood Road	0.59				Woodchuck Hill Rd.	
Pautipaug Hill Road	2.41	6/18/1931 Bk 1904-1951 Pg.333 (18' wide)				
Pearl Street	0.47				Old Rd/Delaney Rd.	
Pinecrest Lane	0.3	11/5/75 Bk 2 Pg. 375	10/1/1975			
Plain Hill Road	1.31					
Pleasant View Terrace	0.05			521		see map #521
Potash Hill Road	1.76	3/23/1933 Bk 1904-1951 Pg. 355 (mentions repairs)				
Ridge Road	0.13	4/21/1954 Bk. 2 Pg. 36				
River Street	0.36	9/25/1939 Bk 1904-1951 Pg. 417		111-112	Water St/Big Flats	
Riverside Drive	1.24	6/18/31 - Bk 1904-1951 Pg. 333 - 18' wide			River Dr/Chicken Row	
Rose Street	0.09	9/24/45 Bk 1904-1951 Pg. 447		83		Vol 13 Pg 240 12/4/1945
Salt Rock Road	1.26					
School Hill Road	0.91	Bk 1904-1951 Pg. 343 (mentioned improvements - 14'Width)			Church Hill	
Second Avenue	0.05	9/25/1939 Bk 1904-1951 Pg. 417		111-112		
Spruce Street	0.08				Park Lane	
Sunrise Drive	0.61					
Third Avenue	0.05	9/25/1939 Bk 1904-1951 Pg. 417		111-112		
Upper High Street	0.19	9/30/1940 Bk 1904-1951 Pg. 427 (15"R.O.W.)				
Waldo Road	0.68					
Wall Street	0.23	6/21/1940 Bk 1904-1951 Pg. 424			Depot Hill	
Wendy Drive #1	0.12	8/28/1969 Bk 2 Pg 250				
Wendy Drive #2	0.2					
Westminster Road	1.51	3/24/1932 Bk 1904-1951 Pg. 343 "14' of Road" - Pg.333 18' wide			Wade Road	
Whitehall Drive	0.19	11/5/1975 Bk 2 Pg. 375	10/1/1975			
Woodland Lane	0.3	5/14/1951 Bk 1904-1951 Pg.506				
total	25.71					
<b>State Roads</b>						
Route #207 W.Main St & Willimantic Rd.					W.Main St.was Railroad St.	
Route #138 Bushnell Hollow Rd.		6/18/31 Bk 1904-1951 Pg. 333 - 18' wide			Old Jewett City Rd.	
Route #97- Main St Baltic & Scotland Rd.		6/24/1938 Bk 1904-1951 Pg. 410 & 429			Main St aka Big Flats	
Route #660 Main St Versailles & Inland Rd.						
<b>Private Roads</b>						
Amie						
Thomas				270		
Alice						
Lucier Heights						
Willow Lane (formerly Scalora Drive)						
Noah's Way				682-683		
Wall St. Ext.						
<b>Lots</b>						
Transfer Station						
Bus Lot						
TH Parking Lot						
River Park						
Library Parking Lot						
Head Race						
Baseball Lot						
Little League						
Mill Street						
Reservoir Alley						
Reservoir parking lot						
Sewer Treatment						
Municipal Parking West Main						
Versailles - Eagleville						









- 5 Willow Lane (formerly Scalora Drive) 2006
- 6 Noah's Way
- 7 Wall Street Ext

0  
0  
0  

---

172

**Lots**

- 1 Transfer Station 2016
- 2 Bus Lot 2015
- 3 TH Parking Lot 2008
- 4 River Park 2013
- 5 Library Parking Lot 2008
- 6 Head Race 2013
- 7 Baseball Lot 2015
- 8 Little League 2015
- 9 Mill Street 2014
- 10 Reservoir Alley 2015
- 11 Reservoir parking lot 2013
- 12 West Main St 2013
- 13 West Main St 2014
- 14 School Parking 2016
- 15 Fire Department Parking 2015
- 16 Sewer Treatment Parking 2015
- 17 future municipal parking 2015

tree overhang—pearl & fullertown  
 ribbon rail— fullertown rd, hanover versailles, potash hill rd  
~~drainage— fullertown(cut-de-seal), riverside drive (3), pearl (1), westminister (2)~~  
~~ribbon rail— 29 roads have no ribbon rail~~

46 roads done  
 5 planned for 2015 1st, 2nd, 3rd, Sunrise and Grandview  
 51 planned for 2016 1/2 River, Riverside  
 52.5 planned for 2017 1/2 River, Westminister  
 1.5 planned for 2018 Waldo  
 55 2 over includes the tail end of the road report on Waldo & Westminister  
 which calls for these 2 roads to have attention.

total of 5 miles of sewer lines  
 total of 3 miles of water lines

# Town of Prague Water and Wastewater

	needed funds	completed	next upgrade		needed funds	completed	next upgrade
<b>Baltic Reservoir</b>							
1 southwest dam	AS NEEDED						
2 east dam (spillway)	grants ++	2009	2059		\$2,400,000.00		
3 filtration plant	grants ++		2018		\$4,200,000.00		
3a. Southwest Dam Repair	?		2020		\$50,000.00		
3b. Dam Inspection (DEEP Required)			2015		\$2,000.00		
			2015		\$6,600,000.00		
			2015		\$2,400,000.00		
			2015		\$4,200,000.00		
			2015		\$50,000.00		
			2015		\$2,000.00		
			2015		\$6,600,000.00		
<b>Water System</b>							
4 remove abandoned fire hydrants 15 in total					\$37,500.00		
5 upgrade pipes					\$2,640,000.00		
5a Beaver Brook Watermain					\$0.00		
6 spare pumps					\$7,500.00		
7 storage tank 500,000 gallons					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		
					\$37,500.00		
					\$2,640,000.00		
					\$0.00		
					\$7,500.00		
					\$1,400,000.00		
					\$4,085,000.00		



# Town of Sprague Water and Wastewater

total sewer w/o papermill **\$14,350,000.00** needed funds **\$14,350,000.00** (miles of sewer lines (2 mile complete))

## Studies

- 1 water supply plan
- 2 EOP emergency action operation plan
- 3 safe yield & water quality
- 4 assimilation of cascades into Sprague
- 5 nodes
- 6 Supplemental FP-Nonwch Regionalization

done	next due 2022	completed	next upgrade	needed funds
in process	\$0.00	2012	2022	
in process	\$0.00	2015	2015	\$0.00
done	\$0.00	2015	2015	\$0.00
done		2010		
done	next due 2015	2010	2015	\$25,000.00
total studies	<b>\$25,000.00</b>			<b>\$25,000.00</b>

## FUTURES

- 1 expand services to Inland Road
- 2 expand services to Franklin
- 3 expand services to Lisbon
- 4 expand services to Occum (trailer park)

# Water and Wastewater Buildings

Capital Project Description	Estimated Cost of Project
<b>Sewer Treatment Plant</b>	
1 <b>Generator Shed</b>	
a Done	\$0.00
	<b>\$0.00</b>
2 <b>Dry Med Shed -- steel building (1994)</b>	
a Done	\$0.00
	<b>\$0.00</b>
3 <b>Grit Chamber (should be replace)</b>	
a comuntor -- chews up foreign material	\$14,000.00
	<b>\$14,000.00</b>
4 <b>Building Plant</b>	
a repoint bricks	\$5,000.00
b gutter heaters	\$1,200.00
c remote well house reader - ballfield	\$3,000.00
	<b>\$9,200.00</b>
5 <b>Parking Lot</b>	
b replace driveway	\$105,000.00
	<b>\$105,000.00</b>
6 <b>Decanter Tanks</b>	
a splitter box replacement	\$28,000.00
	<b>\$28,000.00</b>
7 <b>Grounds</b>	
a Done	\$0.00
	<b>\$0.00</b>
<b>Well House Reservoir</b>	
2 paint blue tank	\$5,000.00
5 dehumidifier	\$250.00
	<b>\$5,250.00</b>
<b>Well House Ball Fields</b>	
2 electrical upgrade	\$5,000.00
	<b>\$5,000.00</b>
<b>Equipment Shed</b>	
1 Done	\$0.00
	<b>\$0.00</b>
<b>Pump House #1</b>	
1 Done	\$0.00
	<b>\$0.00</b>
<b>Pump House #2</b>	
1 Done	\$0.00
	<b>\$0.00</b>
<b>Pump House #3 -- Main St</b>	
1 Done	\$0.00
	<b>\$0.00</b>
<b>Pump House #4 -- Bay St</b>	
1 Done	\$0.00
	<b>\$0.00</b>
<b>total</b>	<b>\$166,450.00</b>



Capital Project Description

Estimated Cost of Project		by FD
	by Town	
* Mezzanine	\$35,000.00 cip-2	needs engineers designs
* Diesel Fuel Tank	\$10,000.00 cip-4	not in fire department request
* Seal parking lot and paint lines	\$80,000.00 cip-1	not in fire department request
* ADA Bathrooms	\$60,000.00 cip-1	needs engineers designs not in fire department request
* retaining wall	\$380,000.00 Steap	
* air conditioning offices	\$28,000.00 cip-3	\$28,000.00
	<b>total</b>	<b>\$593,000.00</b>
* solar panels	\$20,000.00 Grant	
* new Fire Station	\$4,500,000.00 Grant	

Equip. Type	Make / Model	Year	Comment	Date of insp. 12/30/2014
Dump Truck	Ford L8000	1996	Truck cab showing signs of rust dump body in bad condition, rear body channels on both side are completely rusted through, bed rail on left side is crushed, rear body hinge point channel is cracked and bent. Dump body hydraulic hoist cylinder is bypassing internal causing body not to raise.	Recommend it be removed from service
Dump Truck	Sterling	2000	Showing some sign of cab and fender rust Overall chassis and body are in fair condition Plow good condition	Condition same as last year
Dump Truck	International	2003	Overall good condition Dump body side dump hydraulic cylinders leaking oil. ( note leaking more then last insp.)	Condition same as last year
Dump Truck	International	2012	Good condition both truck and plow	Condition same as last year
Mason body	Ford F550	2009	Good condition both truck and plow (note to have fuel system checked may be malfunctioning)	Condition same as last year
Chipper	Brush Bandit	1987	In repair shop for diagnosis	
Backhoe	John Deere	1998	Overall good condition	Condition same as last year
Road side mower	John Deere	2000	Tractor good condition, needs tires. The mower is operational but showing sign of wear. (should be replaced in the future )	Condition same as last year
Pay loader	Volvo	1996	Fair condition need of some repairs engine hood sheet metal rotten in spots , needs boot replaced on solenoid	Condition same as last year
Sweeper	Elgin	1996	Overall good condition	Condition same as last year
			Notes:	
			The 1996 Ford should be replaced and the 2000 Sterling be used as a spare truck.	
			The overall condition of equipment is good which is due to the town crew's effort regarding maintenance and upkeep.	
			The equipment is being kept clean. Air dryer filters need to be replaced every 2 years.	



Equipment Management      Fema #      Age      scheduled replacement      new replacement cost      replacement cost      new mileage      mileage usage      new hours      hours      usage      VIN #SERIAL #      maintenance total      attachments

**Public Works**

1	Dump Truck w/body	8cy-8720	1896 (ford)	L8000	2015-2016	\$175,000.00	\$155,000.00	56691	57916	775	6,281	6,281	1FDYR6E1SVA444831	\$98.58	plow/body
2	Dump Truck w/body	8cy-8720	2000 (sterling)		2020-2021	\$175,000.00	\$150,000.00	44718	41261	3,457	3,825	253	2FZHAJBB44AF58895	\$5,122.03	plow/body
3	Dump Truck w/body	8cy-8720	2003 (international)		2019-2020	\$175,000.00	\$165,000.00	49196	45943	3,253	4,851	389	1HTWDAAR6SJ069004	\$11,069.38	plow/body
4	Dump Truck w/body	8cy-8720	2012		2025-2026	\$200,000.00	\$160,000.00	7064	4054	3,010	414	378	1HTWEAAR6CJ677662	\$691.14	plow/body
5	550 Ford Mason	3cy-8805	2009 (ford - 550)		2018-2019	\$90,000.00	\$55,000.00	49658	40224	9,434	0	0	1FDAP5T96EA74046	\$1,543.06	plow/body
6	Blipper		1987 (brush banding)		2015-2016	\$43,000.00	\$20,000.00	0	0	0	565	569	444159	\$387.41	
7	John Deere Backhoe (310 SE)		1888 (john deere)		2016-2017	\$98,000.00	\$68,000.00	0	1,948	1,830	118	118	TO310SE640227	\$14,948.67	
8	John Deere Roadside Mower 6110		2000 (john deere)		2017-2018	\$143,000.00	\$125,000.00	0	0	0	0	0	LO81105279799		
8a	Alamo Grasshead		2003		as needed	\$12,000.00	\$6,000.00	0	0	0	0	0	1415		
8b	Alamo Brushhead		2004		as needed	\$12,000.00	\$6,000.00	0	0	0	0	0	1302		
9	PayLoader (L700)	3cy-8383	1986 (valve)		2018-2019	\$135,000.00	\$150,000.00	0	11,180	10,595	565	565	LC00V12688	\$2,215.09	plow/mower
10	Blipper		1999 (eagle)		2015-2016	\$163,000.00	\$105,000.00	0	10,021	9,258	433	433	F19400		
11	Lawn Mower (john deere) 455		1897		as needed	\$14,500.00	\$10,000.00	0	853	854	19	MM45C072578			
12	Lawn Mower (john deere) zero		2008		as needed	\$16,000.00	\$14,500.00	0	491	445	46	TC997SC031519			
13	Lawn Mower (john deere) 4 x 4		2010		as needed	\$14,500.00	\$2,000.00	0	7,135	583	6,552	MOX748A050861			
14	Brush Blazer		2012		as needed	\$12,000.00	\$2,000.00	0	13	9	4				
15	Van Cleve 4 x 4		2007		2017-2018	\$31,000.00	\$31,000.00	30337	23929	6,408	0	0	1GCFH15T471135840	\$113.16	
16	Ball Doser 450 (john deere)		1978		as needed	\$125,000.00	\$125,000.00	0	4,050	4,980	-300	TO40390328321			
17	Lawn Mower		new		2015-2016	\$187,000.00	\$155,000.00	0	0	0	0	0			
18	Bobcat Brush Hog		new		2015-2016	\$90,000.00	\$87,000.00	0	0	0	0	0			
19	Bucket - Payloader		2011		as needed	\$11,000.00	\$1,000.00	0	0	0	0	0			
20a	Snowplow - Wausau-V shaped		1847		as needed	\$7,000.00	\$8,000.00	0	0	0	0	0	no number		
20b	Snowplow - Everrest on 1996 Ford L8000		2003		as needed	\$7,000.00	\$7,300.00	0	0	0	0	0	JH0526		
20c	Snowplow - Wausau on 2000 Sterling		1999		as needed	\$7,000.00	\$8,300.00	0	0	0	0	0	76712		
20d	Snowplow - Wausau on 2012 International		1896		as needed	\$7,000.00	\$6,300.00	0	0	0	0	0	67329		
20e	Snowplow - Everrest on 2003 International		1987		as needed	\$7,000.00	\$6,300.00	0	0	0	0	0	35801		
20f	Snowplow - Everrest - spare		2011		as needed	\$7,000.00	\$7,300.00	0	0	0	0	0	1Y2347		
21	trailer - eager beaver		1885		as needed	\$18,000.00	\$8,000.00	0	0	0	0	0	1120HA206FT100027		
22	trailer - carmate		1998		as needed	\$1,600.00	\$3,600.00	0	0	0	0	0	4PKU612SSWL004690		
23	trailer - Bri-Mar		2011		as needed	\$4,300.00	\$3,500.00	0	0	0	0	0	43YDC227BC064528		
24	line painter - Speeflo		2009		as needed	\$2,500.00	\$2,500.00	0	0	0	0	0	316,600,056		
25	pressure washer - power america		2002		as needed	\$3,700.00	\$3,595.00	0	0	0	0	0	PA-132ZN		
26	Snowblower - Troy Bilt		1995		as needed	\$1,500.00	\$2,200.00	0	0	0	0	0	420120104699	\$126.50	
27	snowblower		new		as needed	\$2,000.00	\$2,000.00	0	0	0	0	0	4500A0616XH10032		
28	compressor - atlas copco		1999		as needed	\$15,000.00	\$5,000.00	0	0	0	0	0			
29	compressor -		new		as needed	\$2,000.00	\$2,000.00	0	0	0	0	0			
30	Blipper		new		2014-2016	\$150,000.00	\$150,000.00	0	0	0	0	0			
						\$2,146,600.00	\$2,042,395.00							\$38,304.90	

**Public Safety**

31	ATV-Polaris Sport 500		2009		as needed	\$4,500.00	\$4,500.00	145	142	3	0	0	4AGAUZ8163C035484		
32	Speed Trailer		2003		as needed	\$6,000.00	\$6,000.00	0	0	0	0	0	4XAMH50A59B790033	\$0.00	
33	ATV Trailer - emergency management		2009		as needed	\$600.00	\$600.00								
						\$10,500.00	\$10,500.00							\$0.00	

**Sewer and Water**

34 Chevy Express - Van	2007	2022-2023	\$18,000.00	\$18,000.00	57,022	51,025	5,997	0	1GCGG25VX71170980	57.49
35 F-350 pick-up	2012	2027-2028	\$22,000.00	\$23,000.00	22,372	15,647	6,725	0	1FT8X3980CEA09953	\$752.53 plow
36 Lawn Mower (John Deere) DMX300-42	2007	as needed	\$2,200.00	\$2,200.00				238.9	36 M0X300C067281	
37 trailer panno	1971	as needed	\$1,600.00	\$1,600.00				7327		
38 sewer pump	1970	as needed	\$14,000.00	\$14,000.00				275	HOMEMADE-NA	\$752.53
			<b>\$57,800.00</b>	<b>\$58,800.00</b>						

**Senior Services**

39 Van - Ford - E-350	2008	2023-2024	\$56,774.00	\$44,375.00	54,521	44,700	9,821	0	1FT2S34L08D008922	\$1,828.71
40 Van - Ford - E-150xl	2001	2015-2016	\$56,774.00	\$21,597.00	89717	82556	7,161	0	1FMRE1121HB32173	\$3,194.11
41 Bus - Ford/Cosken 350	2013	2033-2034	\$57,000.00	\$56,000.00	3,953	648	3,205	0	1FDEE3FL1D0B13170	\$0.00
			<b>\$170,548.00</b>	<b>\$121,972.00</b>						<b>\$5,022.82</b>

**Rahic Fire Department**

42 Marion Body Work, Pumper - ET 124	2007	2026-2027	\$380,000.00	\$380,000.00	6,151	5,948	203	642	544	88	4S7HT2B9X7C057122	\$2,542.72 1500 gal min.
43 Emergency One Pumper - ET 224	1996	2015-2016	\$470,000.00	\$360,000.00	15,123	14,684	439	1,714	1,641	72.9	1FV6JLGB1VH801663	\$2,284.05 1500 gal min.
44 US tank, Tanker - Tanker 124	2009	2029-2030	\$380,000.00	\$360,000.00	4,628	4,170	458	384	0	364.3	USZCV2D929C070628	\$3,723.89 1500 gal min.
45 Seagrave 100' Ladder - Ladder 124	1996	2017-2018	\$1,500,000.00	\$1,500,000.00	20,486	20,303	183	1,770	1,753	17.1	1F9FU2BHG6G5T2179	\$6,620.85 N/A
46 International, Rescue Truck - Rescue 124	1991	2015-2016	\$300,000.00	\$300,000.00	10,675	10,427	248	1580	1545	35	1HTSDNZAMH381600	\$1,603.11 N/A
47 Life Line, Ambulance	2001	2014-2015	\$220,000.00	\$220,000.00	55,750	51,899	3,851	3679	0	9678	1FDXE16F71H4S7203	\$6,618.91 N/A
48 Ford Van - Service 124 - Command	1996	2017-2018	\$90,000.00	\$50,000.00	142,713	142,140	573	100	0	0	1FBBSU31H4SHB96067	\$3,515.25 N/A
49 Jeep Brush Truck - Forestry 124	1968	2022-2023	\$100,000.00	\$100,000.00	29,661	29,506	155	0	0	0	2320-921-6365 #29129	\$971.97 250 gal min.
50 Gator & Trailer - emergency management	2008	as needed	\$20,000.00	\$20,000.00					74	-73.5	MOHXOP3035342	\$0.00
51 Honda Pump		as needed	\$1,000.00	\$1,000.00				58	58	WAF1001695		\$0.00
52 Homelite Pump		as needed	\$1,000.00	\$1,000.00				60	60			\$0.00
53 SCBA Compressor	1991	as needed	\$150,000.00	\$100,000.00				225	225	V118-19E3		\$0.00
54 Boat	2012	2027-2028	\$10,000.00	\$10,000.00							CN-DE10063BD212	\$0.00
55 Motor	1992	as needed	\$4,200.00	\$4,200.00				200	200	G03747481		\$0.00
56 Trailer	1990	as needed	\$1,000.00	\$1,000.00							6895900	\$0.00
57 Lawn Mower (push mower)	2009	as needed	\$2,000.00	\$2,000.00				100	100	125KK020138-E1		\$0.00
58 Lawn Mower (John Deere GT295)	2003	as needed	\$12,000.00	\$12,000.00				100	100	M0G235F096650		\$0.00
			<b>\$3,641,200.00</b>	<b>\$3,461,200.00</b>								<b>\$27,880.75</b>

\$5,026,648.00

\$5,894,067.00

item number	unit model	serial number	engine model	tank size	hp KW / Watts	generator model type	inventory number	new hours	hours	usage	year	replacement cost
1 Sewer Plant Generator	8313	D75FR84	D 4800	175	48	75	5095	845	835	10	1972	\$ 45,000.00
2 Reservoir Generator	8312	K960624934	8524EC	500	96	40	5030	337.8	337.5	0.3	1997	\$ 19,000.00
3 Main St Versailles Generator	8312	285349	4039DF001	250	72	25	5026	557	550.7	6.3	1994	\$ 19,000.00
4 Bay Street Generator	8312	293761	4039DF001	250	72	25	5024	643	644.2	1.8	1994	\$ 19,000.00
5 Pump House #1 Generator	8321	C130473496	PA - 189123 - 81	205	72	100	5043	20.4	9.5	10.9	2013	\$ 45,000.00
7 Well House Generator	8312	370179	PA - 189123 - 81	250	48	35	5043	446.1	433.5	12.6	1995	\$ 19,000.00
8 Sewer Treatment small use		TO40395E69720		2	5	1,850					1992	\$ 1,100.00
9 Hanover Pump Station						200						\$ 54,000.00
10 Town Hall Generator	8314	PE6068TF250	JD Power Tek 6.8 liter	250	72	100		745.3	685	60.3	2004	\$ 45,000.00
11 Town Garage small use		HMB0-556465N	Powermate 66400835	1	2	4,000					1994	\$ 1,700.00
12 Fire Department Generator	8313	2315336	PE4045L136470	1000	240	80	800 ECU	282.1	252	30.1	2010	\$ 54,000.00
13 Fire Department portable small use	Westpro	10731A0213109500156	WH7500E	6.6	10	7,500		5	3	1.7	2013	\$ 1,000.00
14 Fire Department portable small use	Westpro	10731A0213109500157	WH7500E	6.6	10	7,500		5	3	1.7	2013	\$ 1,000.00
15 Fire Department portable small use	North Star	0105 2562	Proven Performance	5	8	5,500		42	40	2	2008	\$ 1,599.99
16 Fire Department portable small use	North Star	0105 2560	Proven Performance	5	8	5,500		42	40	2	2008	\$ 1,599.99
17 Fire Department portable small use	Honda	EAAJ1398013	2000 EU	1	2	2,000		39	33.5	5.5	2008	\$ 1,149.99
18 Fire Department portable small use	Honda	EAAJ1255594	2000 EU	1	2	2,000		45	43	2	2005	\$ 1,149.99
19 Fire Department vehicle mounted	Harrison	K882231	KB 10000	off of truck		10,000						mounted on Ladder 124
20 Fire Department vehicle mounted	Vanner	3FM1	Brevia Inverter	off of truck		2,600						mounted on vehicle ET 224
21 Fire Department vehicle mounted	Ovan	HG 24334	Cummins Onan Generator HG15000	off of truck		15,000						mounted on vehicle ET 124
22 Fire Department vehicle mounted	Ovan	HG 170002	Generator Commercial HG 12500	off of truck		12,500						mounted on Rescue 124
23 Shetucket Village												\$ 50,000.00
24 Sayles School Generator	8314	100RE0ZIB	Deere Power Tech 6.8 model # 6068TF	238	72	105		617	587	30.6	2002	\$ 30,000.00
25 Transfer Station	To Be Done											\$ 45,000.00
26 Grist Mill	To Be Done											\$ 45,000.00
												\$ 499,239.96

Town of Sprague  
Emergency Preparedness

item (s)	amount	supplied by	Location
1 Shelter Box	1	Red Cross	
2 Ham Radio	1	Red Cross	trooper/em office
3 Antenna	1	Red Cross	trooper/em office
4 Sand Bags	1000	Town	em storage area
5 Cots	48	Town	em storage area
6 Blankets	48	Town	em storage area
7 PA system	1	Town	em storage area
8 portables radios (low band)	5		trooper/em office
9 portables radios (ultra high band)	2		trooper/em office
10 portables radios (high band)	21		see attached
11 mobile radios	1		trooper/em office
12 mobile radios	18		see attached
13 base station	6		see attached
14 Antenna	1		trooper/em office
15 Laptops	2		emergency management (Peter's office, trooper/em office, Bob Tardif)
16 Weather Station	2		First Selectman's Office/EMD Robert Tardif
17 Scanner	1		trooper/em office
18 Maps - Road	2		trooper/em office + court room
19 Grid Maps	1		First Selectman's Office
20 Hydrant Maps	1		First Selectman's Office
21 ATV - trailer -ems ready	1		Fire Department
22 Cameras	35		around Town
bioterrorism	\$3,094.74		618.95 grant
laptop	\$2,225.81		grant
atv-trailer	\$16,809.00		grant
weather station	\$1,846.50		
sand bags	\$3,787.90		
cots/blankets	\$2,287.90		
communications	\$25,309.25		grant
communications	\$38,145.69		
cameras	\$42,000.00		
	\$135,506.79		

## Miscellaneous Items

1	Solar lights	4	\$19,860.48
2	Inventory gun	1	\$6,309.95
3	Grease Gun		\$250.00
4	Tools		\$2,150.00
5	Extension Ladder		\$400.00
6	Shop Vac		\$200.00
			\$29,170.43



Costs	funding source	2015	2016	2017	2018	2019	2020+
<b>Soccer Fields</b>							
1 Lighting Upgrades	Grant						\$46,400.00
2 Bleachers x 4	Grant		\$4,000.00		\$4,000.00		
3 Trail Upgrade	Eagle Scout		\$1,000.00				
4 Park Benches x 6	Grant		\$5,154.00				
5 Score Board (Electronic)	Grant		\$5,600.00	\$5,600.00			
6 Bike Rack	Grant	\$249.00					
<b>total</b>		<b>\$249.00</b>	<b>\$10,154.00</b>	<b>\$5,600.00</b>	<b>\$4,000.00</b>	<b>\$0.00</b>	<b>\$46,400.00</b>
<b>Little League Fields</b>							
7 Lighting Upgrades	Grant	\$29,000.00					
8 Bleachers x 1	Grant	\$2,000.00		\$2,000.00			\$29,000.00
9 Batting Cages x 2	Grant	\$9,750.00		\$9,750.00			
10 Score Board (Electronic)	Grant	\$5,600.00		\$5,600.00			
11 Pave Parking Area	CIP - Town	\$15,000.00	\$15,000.00				
12 Bike Rack x 2	Grant	\$498.00					
<b>total</b>		<b>\$498.00</b>	<b>\$15,000.00</b>	<b>\$17,350.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$29,000.00</b>
<b>Softball Fields</b>							
13 Lighting Upgrades	Grant	\$40,600.00					
14 Bleachers x 1	Grant	\$2,000.00		\$2,000.00			\$40,600.00
15 Park Benches x 4	Grant	\$3,436.00	\$3,436.00				
16 Score Board (Electronic)	Grant	\$5,600.00		\$5,600.00			
17 Pave Parking Area	CIP - Town	\$35,000.00	\$35,000.00				
18 Bike Rack	Grant	\$249.00					
<b>total</b>		<b>\$249.00</b>	<b>\$38,436.00</b>	<b>\$7,600.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$40,600.00</b>
<b>Skateboard Park</b>							
19 Lighting Upgrades	Grant	\$11,600.00		\$11,600.00			
20 Park Benches x 2	Grant	\$1,718.00	\$1,718.00				
21 Bleachers x 2	Grant	\$4,000.00			\$4,000.00		
22 Extend Skate Park	Donations	\$30,000.00				\$30,000.00	
23 Pave Base	CIP - Town	\$6,000.00	\$6,000.00				
24 Bike Rack x 2	Grant	\$498.00					
<b>total</b>		<b>\$498.00</b>	<b>\$7,718.00</b>	<b>\$11,600.00</b>	<b>\$4,000.00</b>	<b>\$30,000.00</b>	<b>\$0.00</b>
<b>Ice Skating Rink</b>							
25 Lighting Upgrades	Grant	\$23,200.00		\$23,200.00			
26 Park Benches x 6	Grant	\$5,154.00	\$5,154.00				
27 Wooden Rink Rail	CIP - Town	\$25,000.00			\$25,000.00		
28 Fire Pit	Eagle Scout	\$129.00					
<b>total</b>		<b>\$129.00</b>	<b>\$5,154.00</b>	<b>\$23,200.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Basketball Court</b>							
29 Lighting Upgrades	Grant	\$40,000.00					\$40,000.00
30 Pave	CIP - Town	\$40,000.00	\$40,000.00				
31 Poles and Net	Grant	\$8,000.00		\$8,000.00			
<b>total</b>		<b>\$0.00</b>	<b>\$40,000.00</b>	<b>\$8,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$40,000.00</b>
<b>total</b>		<b>\$6,498.00</b>	<b>\$88,000.00</b>	<b>\$86,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$88,000.00</b>

costs	funding source	2015	2016	2017	2018	2019	2020+
<b>Miscellaneous</b>							
32 Trail Upgrade (From the GM to the Fields)	Grant	\$400,000.00		\$400,000.00			
33 Playground/Slide	Grant	\$5,600.00		\$5,600.00			
34 Roundabout	Grant	\$5,300.00		\$5,300.00			
35 Grills x 4	Grant	\$1,196.00	\$1,196.00				
36 Park Benches x 6	Grant	\$5,154.00	\$5,154.00				
37 Pavilion (Near the Soccer Fields)	Volunteers	\$25,000.00				\$25,000.00	
38 Sign	Grant	\$750.00					
total		<b>\$443,000.00</b>	<b>\$6,350.00</b>	<b>\$410,900.00</b>	<b>\$0.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>
<b>Hanover Playground</b>							
39 Bike Rack	Grant	\$249.00					
40 Pave	CIP - Town	\$4,000.00			\$4,000.00		
41 Poles and Net	Grant	\$3,998.00		\$3,998.00			
42 Park Benches x 3	Grant	\$2,577.00	\$2,577.00				
total		<b>\$10,824.00</b>	<b>\$2,577.00</b>	<b>\$3,998.00</b>	<b>\$4,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Baltic Playground</b>							
43 Completed		\$0.00					
total		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Veteran's Memorial Park</b>							
44 Memorial Statute	American Legion Funds	\$60,000.00				\$60,000.00	
total		<b>\$60,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$60,000.00</b>	<b>\$0.00</b>
<b>River Park</b>							
45 Bathroom	Grant	\$10,000.00			\$10,000.00		
46 Animal Waste Station	Grant	\$390.00		\$390.00			
47 Wooden Rail	Grant	\$16,000.00			\$16,000.00		
48 Fire Pit	Eagle Scout	\$129.00	\$129.00				
49 Park Benches x 6	Grant	\$5,154.00	\$5,154.00				
50 Steps & Sidewalk	Grant	\$300,000.00				\$300,000.00	
51 Trail Upgrade(Up to the Campground)	Eagle Scout	\$7,000.00			\$7,000.00		
52 Handicap Ramp for Fishing	Grant	\$250,000.00				\$250,000.00	
total		<b>\$588,673.00</b>	<b>\$5,283.00</b>	<b>\$0.00</b>	<b>\$33,000.00</b>	<b>\$550,000.00</b>	<b>\$0.00</b>
<b>Headrace</b>							
53 Steps & Sidewalk	Grant	\$50,000.00				\$50,000.00	
54 Signage	Grant	\$3,000.00				\$3,000.00	
total		<b>\$53,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$53,000.00</b>	<b>\$0.00</b>
<b>Old Hanover cemetery</b>							
55 Completed		\$0.00					
total		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Lovett cemetery</b>							
56 Stonewall	Grant	\$52,000.00		\$52,000.00			
total		<b>\$52,000.00</b>	<b>\$0.00</b>	<b>\$52,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Signage</b>							
total		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$52,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$52,000.00</b>

		2015	2016	2017	2018	2019	2020+
<b>costs</b>							
57 Economic Development	Grant	\$5,000.00					
58 Agricultural	Grant	\$4,000.00					
	total	\$9,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,000.00
<b>Miscellaneous</b>							
59 Kiosk - Hanover	Eagle Scout	\$2,000.00		\$2,000.00			
60 Kiosk - Versailles	Eagle Scout	\$2,000.00		\$2,000.00			
61 Flagpoles	Grant	\$6,000.00					
62 Ash Urn	Grant	\$410.00					
63 Post Clock - Baltic	Grant	\$19,980.00			\$19,980.00		
64 Post Clock - Hanover	Grant	\$19,980.00			\$19,980.00		
65 Post Clock - Versailles	Grant	\$19,980.00			\$19,980.00		
66 Hanover gazebo	Eagle Scout	\$9,199.00					
67 Versailles gazebo	Eagle Scout	\$9,199.00	\$9,199.00				
	total	\$88,748.00	\$9,199.00	\$4,000.00	\$59,940.00	\$0.00	\$88,748.00
<b>Open Space Acquisition</b>							
68 Bombero Property - 90 acres	Grant	\$700,000.00					
69 Pelletier Property - 51 acres	Grant	\$494,999.88		\$494,999.88			
70 Czackes Property - 77.5 acres	Grant	\$1,199,999.93			\$1,199,999.93		
	total	\$2,394,999.81	\$0.00	\$494,999.88	\$1,199,999.93	\$0.00	\$2,394,999.81
<b>Agricultural Improvements</b>							
71 Community Garden x 3	Eagle Scout	\$6,000.00					
72 Research & Funds saving Farmland	Grant	\$50,000.00					
	total	\$56,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$56,000.00
<b>Sprague Land Preserve</b>							
73 Signage	Grant	\$8,000.00				\$8,000.00	
74 Kiosk(Former Watson Property)	Eagle Scout	\$2,000.00					
75 hand pumps x 3	Grant	\$12,000.00					
76 Bathrooms x 2	Grant	\$20,000.00	\$12,000.00				
77 Pavilion (Near Cabin)	Eagle Scout	\$25,000.00		\$20,000.00			
78 Upgrade Cabin include Power	Volunteers	\$20,000.00		\$25,000.00			
79 Trail Upgrade	Eagle Scout	\$5,000.00		\$5,000.00		\$20,000.00	
	total	\$92,000.00	\$12,000.00	\$50,000.00	\$0.00	\$28,000.00	\$0.00
<b>Baltic Reservoir Preserve</b>							
80 Grills x 2	Grant	\$598.00				\$598.00	
81 Gazebo	Eagle Scout	\$9,199.00					
82 Park Benches x 6	Grant	\$5,154.00	\$5,154.00				
	total	\$14,951.00	\$5,154.00	\$0.00	\$0.00	\$598.00	\$0.00
<b>TOTAL</b>		\$4,273,630.81	\$207,025.00	\$1,089,247.88	\$1,329,939.93	\$746,598.00	\$4,273,630.81
Total		\$4,273,630.81	\$207,025.00	\$1,089,247.88	\$1,329,939.93	\$746,598.00	\$4,273,630.81
	funding source	Grant	2015	2016	2017	2018	2019
		\$17,883.00	\$100,697.00	\$560,248.00	\$93,940.00	\$811,598.00	\$156,000.00
			2020+				
			\$1,540,366.00				

costs	funding source	2015	2016	2017	2018	2019	2020+
	CIP - Town	\$0.00	\$96,000.00	\$0.00	\$29,000.00	\$0.00	\$125,000.00
	Open Space	\$700,000.00	\$0.00	\$494,999.88	\$1,199,999.93	\$0.00	\$2,394,999.81
	Eagle Scout	\$26,527.00	\$10,328.00	*\$34,000.00	\$7,000.00	\$0.00	\$77,855.00
	Volunteers/Donatic	\$0.00	\$0.00	\$0.00	\$0.00	\$135,000.00	\$0.00
		\$744,410.00	\$207,025.00	\$1,089,247.88	\$1,329,939.93	\$746,598.00	\$4,273,220.81