

# Infrastructure and Facilities

Infrastructure and facilities are at the heart of community life. Our town's roads and sidewalks must not only meet our circulation needs but must give us a level of safety and reassurance. Our police and fire fighting services, schools, library, senior center, community services center and other municipal buildings are all part of what keeps our community together. We pump water from wells and store it in tanks to meet daily needs. Our sewer system removes wastewater from homes and our industrial and commercial properties. As Franklin has continued to grow, maintenance of many of these systems has been deferred. To insure the continued upkeep and expansion of our infrastructure and facilities, the Town has set four infrastructure and facilities goals in the areas of capital planning, resource allocation, growth management, and cost and revenue allocation.

## Current Conditions and Trends

As Franklin has grown, the Town's requirements for infrastructure and facilities also have grown. This growth has resulted in the construction of new roads and sidewalks, expansion of the water and sewer systems, the addition of new schools and other Town buildings and in general, increased demand on the existing infrastructure and facilities. In many cases, the existing systems have not been rehabilitated or expanded to the extent required to meet these increased demands. This has occurred because insufficient resources have been allocated to planning and funding all the necessary maintenance and improvements of the Town's infrastructure and facilities. In the paragraphs which follow, the major areas of the infrastructure will be addressed.

**GOAL 1 - Capital Planning: Develop and maintain a current Capital Improvements Plan which includes the infrastructure and facilities requirements needed to support the Town's Master Plan.**

**Goal 1, Objective 1 - Capital Planning Process: Identify and prioritize all of the Town's capital improvement requirements and capital funding opportunities for a minimum of six years; annually budget capital projects consistent with this plan.**

**Goal 1, Objective 2 - Standardize Capital Investments: Establish a useful life for each of the Town's capital investments and program their replacement or rehabilitation accordingly.**

**Goal 1, Objective 3 - Studies and Reports: Change the capital improvement process to budget annually for phased studies and reports on project feasibility, site evaluation, concept plans, designs and cost estimates for**

**construction and operation for major capital projects scheduled within a three year window.**

In 1995, the Fire Service Expansion Committee appointed by the Town Council identified the need for two fire sub-stations and a new main fire station in the future. In the near future, it is anticipated that a building committee will be appointed to begin the planning for the construction of a new fire substation in the vicinity of the King Street and Interstate 495 Interchange. The present police station was dedicated in 1991 and is expected to meet Franklin's needs for the foreseeable future. The fire facility requirements should be periodically validated or updated along with future police facility needs and incorporated in the Capital Improvements Plan.

**Goal 1, Objective 4 - Financial Plan: Develop a financial plan to fund the capital plan identifying funding levels and sources proposed to fund the plan, including grants, impact fees, property taxes, bond proceeds, and liquidation assets.**

School Facilities

Jefferson-Remington School, a new elementary and middle school facility with a capacity of 1,100 students, opened in September 1996. A School Building Needs Committee projected demand for another elementary school housing 700-900 students within the next four to five years. This projected demand must be re-evaluated periodically and included in the Capital Improvements Plan.

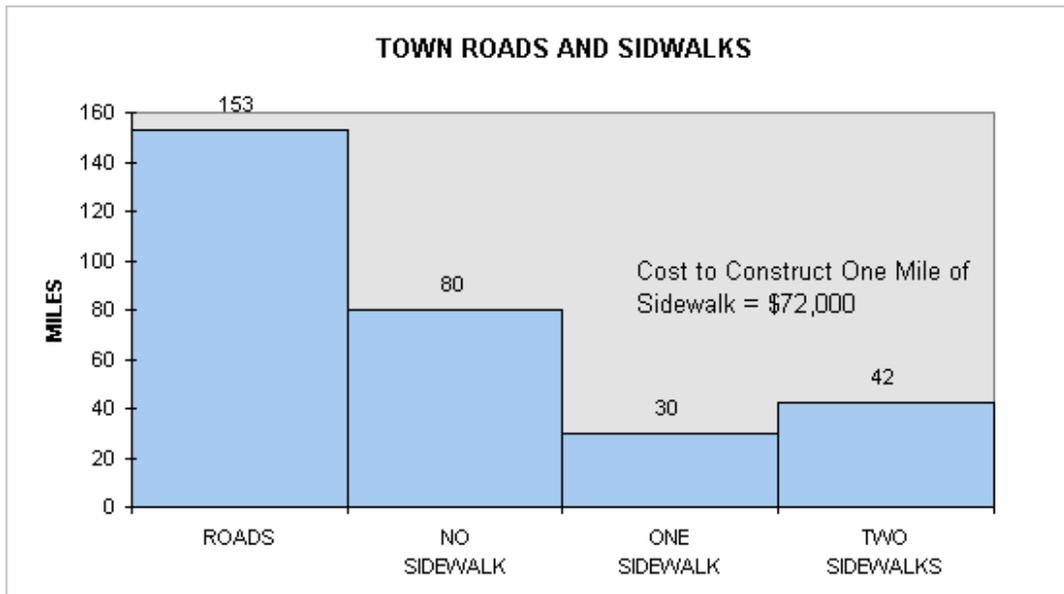
Other Utility Systems

Only the water and sewer utilities are operated by the Town. Of the remaining utilities, some are managed by commercial organizations supervised by the Massachusetts Department of Public Utilities while others are private companies. With expanded competition and deregulation in the utilities industry and emerging technologies, there will be many changes in how utility services are provided to the residents and businesses in Franklin. The Town must prepare for this changing environment by keeping Town By-laws current, comprehensive and germane.

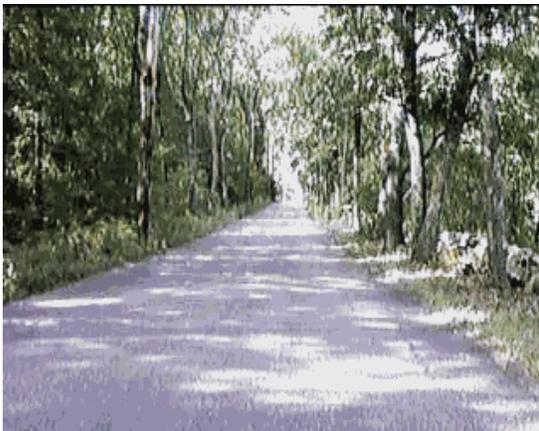
**GOAL 2 - Resource Allocation: Commit sufficient Town and regional resources to properly plan, maintain, rehabilitate and expand the Town's infrastructure and facilities to satisfy the demands of the Town in future.**

**Goal 2, Objective 1 - Road and Sidewalk Management: Maintain an accurate and complete inventory of roads and sidewalks in Town and condition of pavement to support the road rehabilitation program.**

In May 1996 the Massachusetts Highway Department Inventory of Roads listed 491 roads in Franklin, totaling 153 miles and a sidewalk inventory as shown in Figure 24.



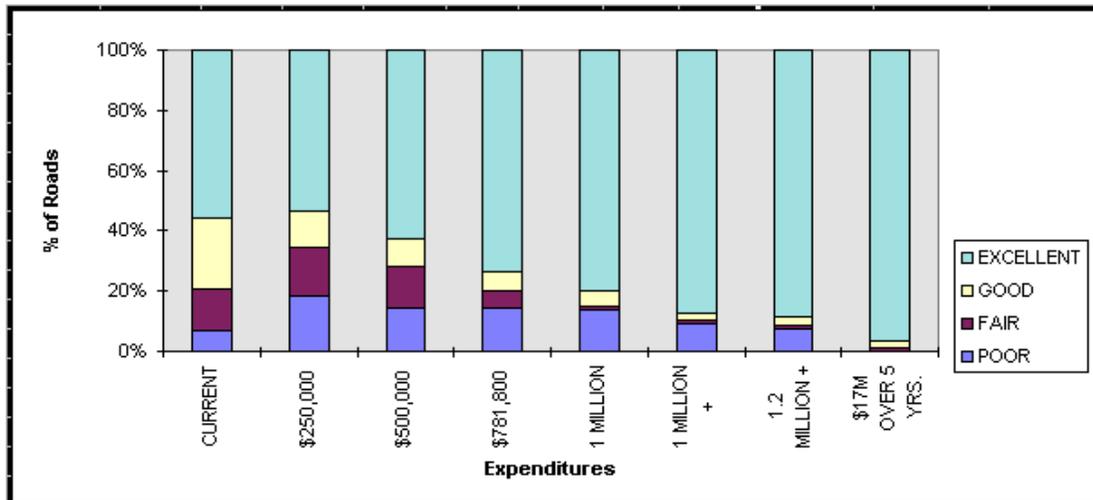
**Figure 24: Town Roads And Sidewalks**



Objectives must be set and increased funding made available in order to reduce the number Town roads without sidewalks. The road inventory includes State and Town roads that are essentially complete. It does not include roads in approved subdivisions that are under construction or in condominiums. Most new roads added to the inventory include sidewalks on at least one side of the street. Sidewalks along existing roads must be constructed by the Town

at a cost of approximately \$72,000 per mile for cement concrete. The fiscal year 1997 budget includes \$30,000 for the construction of new sidewalks.

**Figure 25: A Rural Street**



The majority of new Town roads are constructed by developers, but the Town is responsible for maintaining all Town-accepted roads. Sufficient funding must be appropriated to adequately maintain the increasing miles of Town roads and prevent an increase in the number of roads that are in poor condition. The 1994 Metropolitan Area Planning Council (MAPC) report of roadway conditions in the Town of Franklin categorized the condition of Franklin's roads. MAPC also projected the future road conditions if various levels of funding were allocated annually for road rehabilitation. Based on this analysis, Franklin should be spending \$1.2 million on road repairs in addition to state funded road reconstruction projects (Figure 26). This annual funding requirement will increase as the number and miles of town-accepted roads increases. In fiscal year 1997, \$300,000 of Town funds and \$654,000 of state funds were appropriated for road rehabilitation and design.

**Figure 26: Road Condition Versus Expenditures**



Adequate drainage systems are critical for protecting property from storm damage and key to obtaining the maximum useful life from roads and pavement. Newly reconstructed and subdivision roads include the installation of properly engineered drainage systems. Many of the Town's older roads have either inadequate or no drainage available. See Figure 27. As the opportunity

presents itself to reconstruct or complete other major maintenance on existing roads, drainage systems must be improved or installed. The Town does not have a Master Plan for its drainage system which is critically needed in order to properly review subdivision and site plans and improve existing roadways by installing or upgrading drainage systems. Additionally, with the increase in the number of catch basins, miles of drain pipe and number of detention basins in the Town, additional effort will have to be programmed and expended on

