

Provincetown Disability Commission  
Minutes of the Meeting  
July 28, 2011  
Meeting at Town Hall

Members Present: Michelle DeMarco, Randa Krise, Barbara Grasso,  
Vern Porter, Linda Loren

Members Absent: Jo-Ann DiOrio, Terri Nezbeth

Presentation by representatives of GHD, Russ Kleekamp & Doug Kress, regarding the paving and sidewalk repair of Commercial Street from Johnson Street to Court Street.

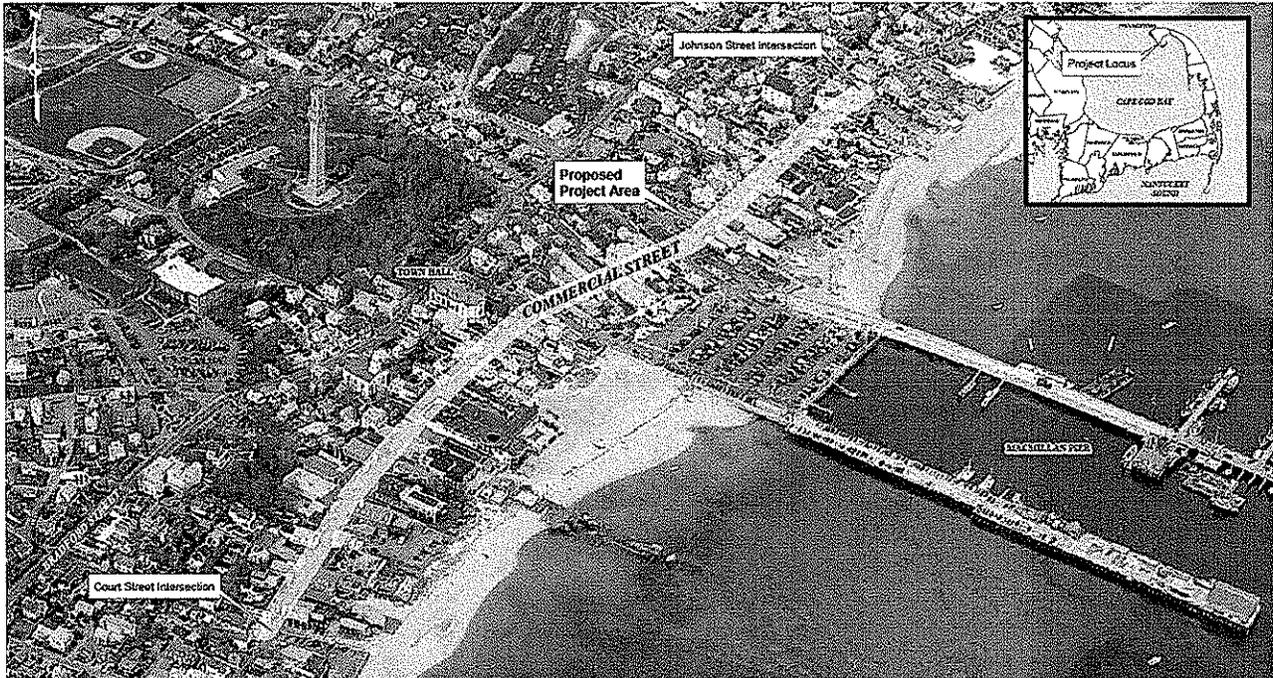
Initial discussion involved type of pavers. GHD presented various options, with photos, as well as the pros and cons of each type of paver. They stated the best option was to save as many of the existing pavers and repair all of the various issues with the sidewalk. This would be cost effective as only about 75% of the pavers will need to be replaced. The Commission representatives agreed with this option.

Unevenness of the pavers was questioned and the GHD representatives stated that there would be no greater than a 1/4 inch variance in the level of the pavers. Maintenance in case there are issues was discussed and the commission was guaranteed that they, GHD, would follow-up after wards for one year and then the town would be responsible for all up keep.

Barbara Grasso ask about additional sidewalk cuts in areas where the sidewalk is less than five feet. When the sidewalk is obstructed, especially by trucks, individuals need to walk in the street. It is difficult for those in wheelchairs or using walkers, crutches , etc. to navigate the curb. Discussion followed and it was agreed that in areas where the sidewalk is less than 5 feet wide there will be sidewalk cuts every 75 feet.

There will be a scheduled walk thru of the area to be paved with GHD and Town representatives and Jo-Ann DiOrio will represent the Disability Commission.

As the construction moves forward the Disability Commission will survey the work and asked for continued dialogue during the project.



# Commercial Street Reconstruction Project

## Project Summary

In September 2010, the Town of Provincetown received \$1 million through a Public Works Economic Development grant which is administered through the MassWorks Infrastructure Program for the reconstruction of Commercial Street.

Provincetown was awarded this grant based on the combined economic and environmental benefits of the project. The design approach for this area is two-fold;

- (1) to develop a solution that will effectively improve the water quality of Provincetown Harbor by limiting stormwater runoff and,
- (2) to reconstruct and pave a portion of Commercial Street.

The project will address two critical issues facing Provincetown; stormwater management and repaving of Commercial Street. The grant will help fund the cost of surveying, designing and constructing porous asphalt which will be used for paving.

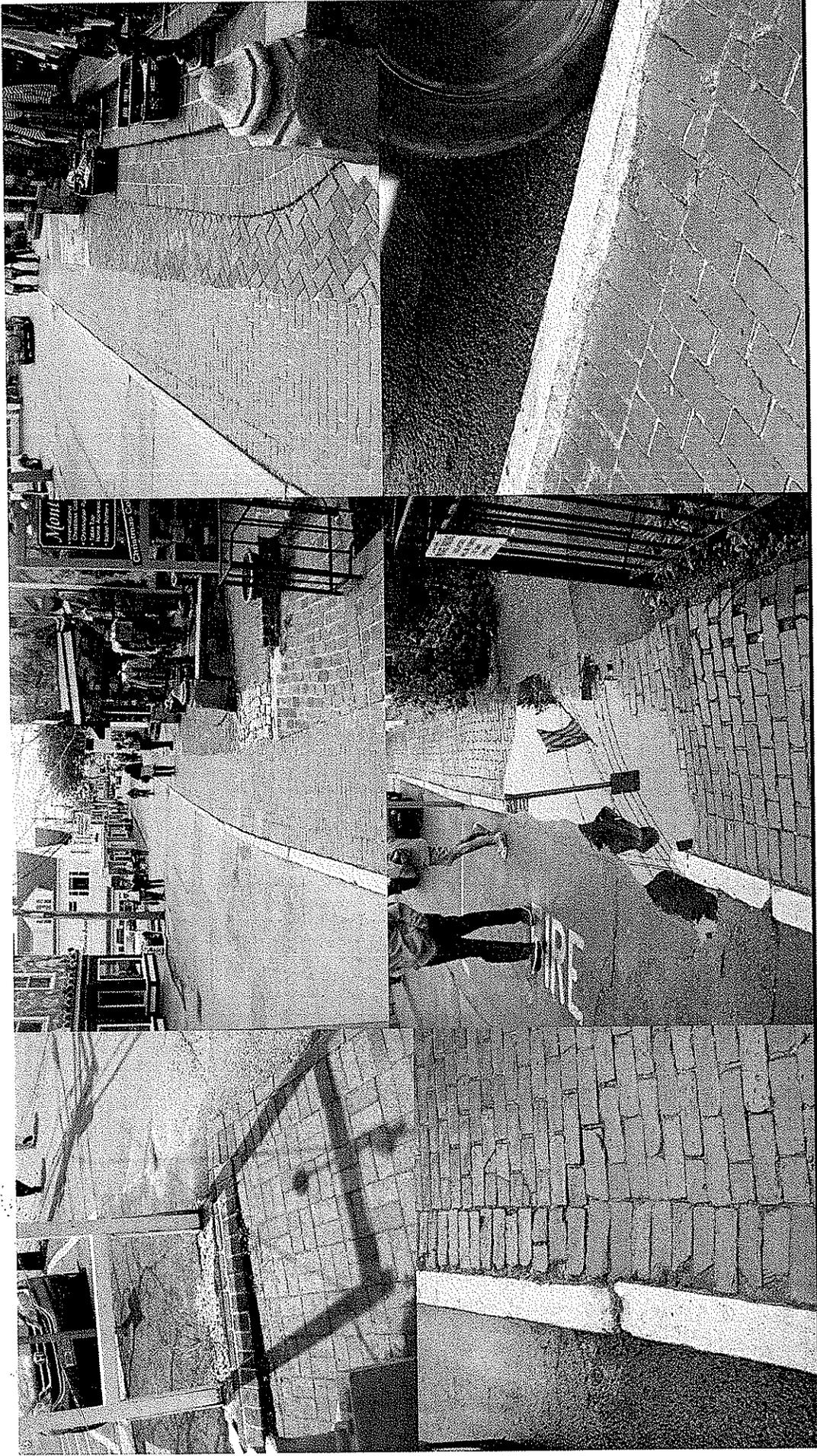
The complete Reconstruction of Commercial Street Project being proposed by the Town will include repaving, curbing, sidewalks replacement where needed, replacement of

water main, new water services to each property, and new drainage.

## Background

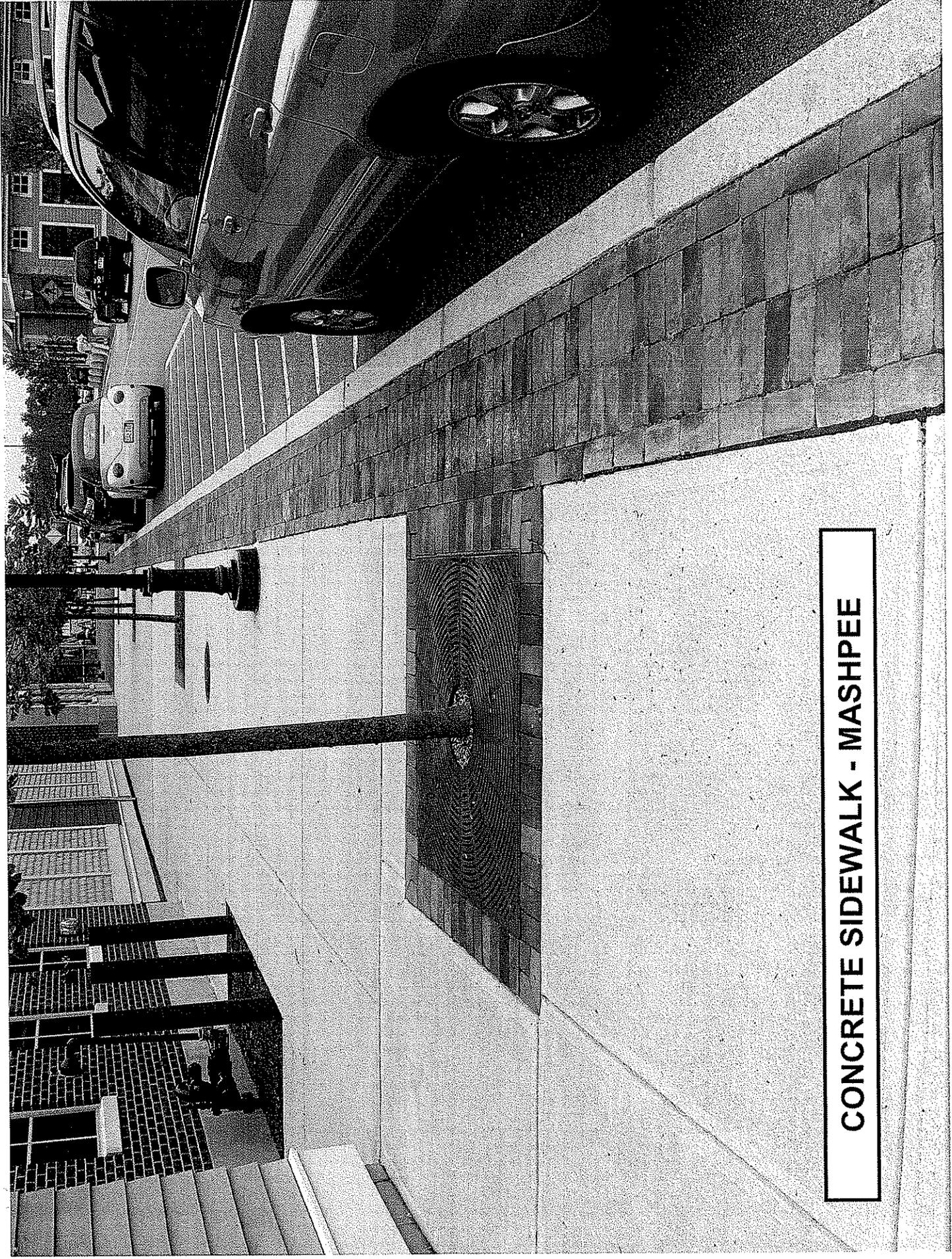
In an effort to remediate Provincetown Harbor's water quality issues, the Town was involved with numerous State Agencies that provided grant funding. The first step was identifying the 25 ocean outfalls that discharge untreated stormwater into Provincetown Harbor. The next step included prioritizing the outfalls by location and installing stormwater improvements at each outfall as funding became available. Although effective, this approach is costly to the Town and granting agencies. A more economic solution is to address the root problem, being the impervious surfaces on Commercial Street causing stormwater to flow into the harbor.

Through new technologies, the proposed design seeks to help Provincetown manage stormwater run-off and beach impairments occurring at many of the outfalls. A porous paving material being used will fully manage runoff from the highly used section of Commercial Street and where appropriate, rooftop drainage from adjacent buildings.



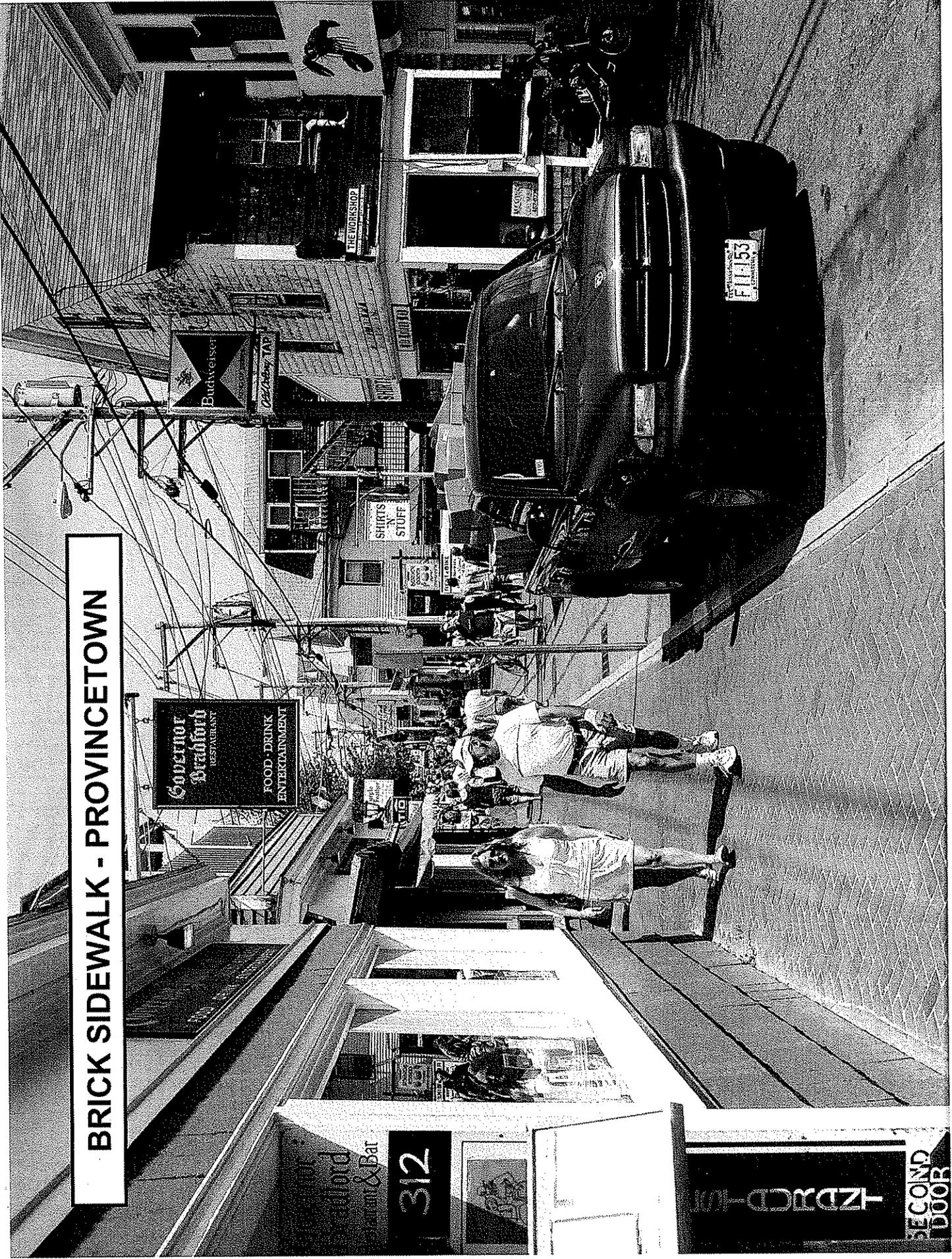
### WHAT WE HAVE EXISTING

- Mostly brick / paver with asphalt and concrete, stamped in some areas.
- Some areas in good conditions, other areas in poor condition.
- Will propose to fix depressions and pedestrian / handicapped hazards.
- Recommendation to leave good condition walks in place and "spot" repair poor sections with matching pavers, may need to replace longer sections to reduce visible "patch" repairs.



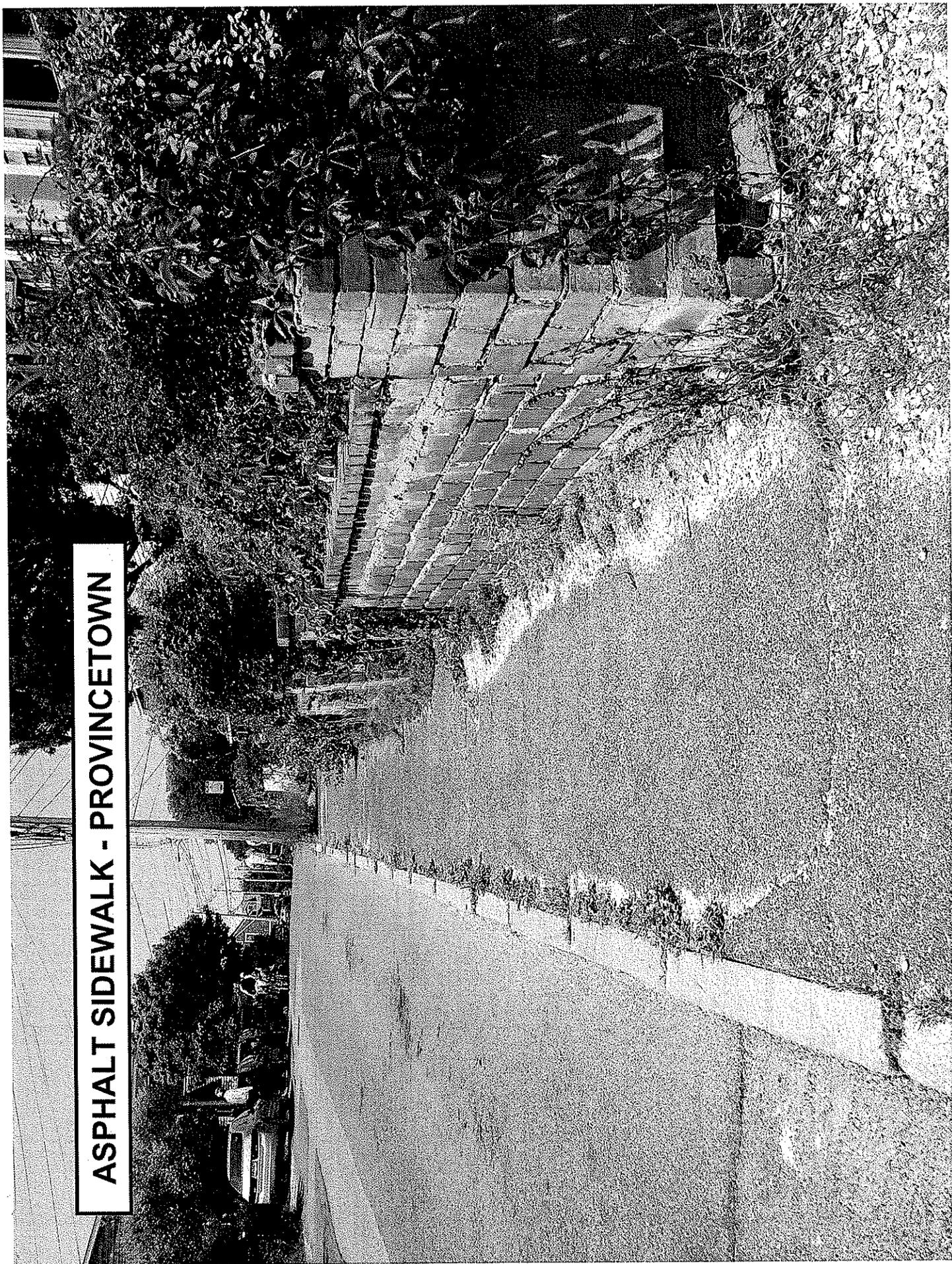
**CONCRETE SIDEWALK - MASHPEE**

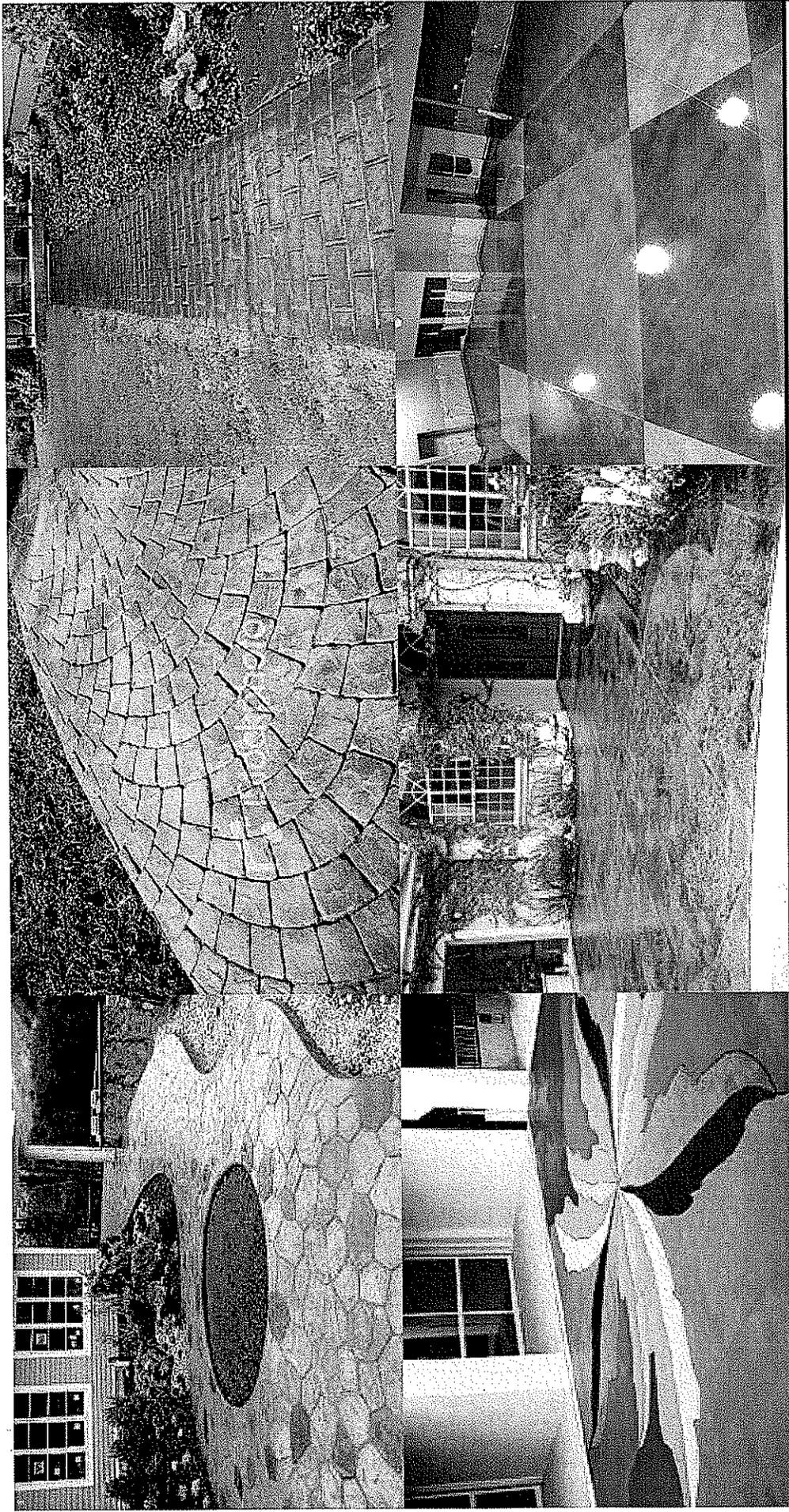
**BRICK SIDEWALK - PROVINCETOWN**



SECOND DOOR

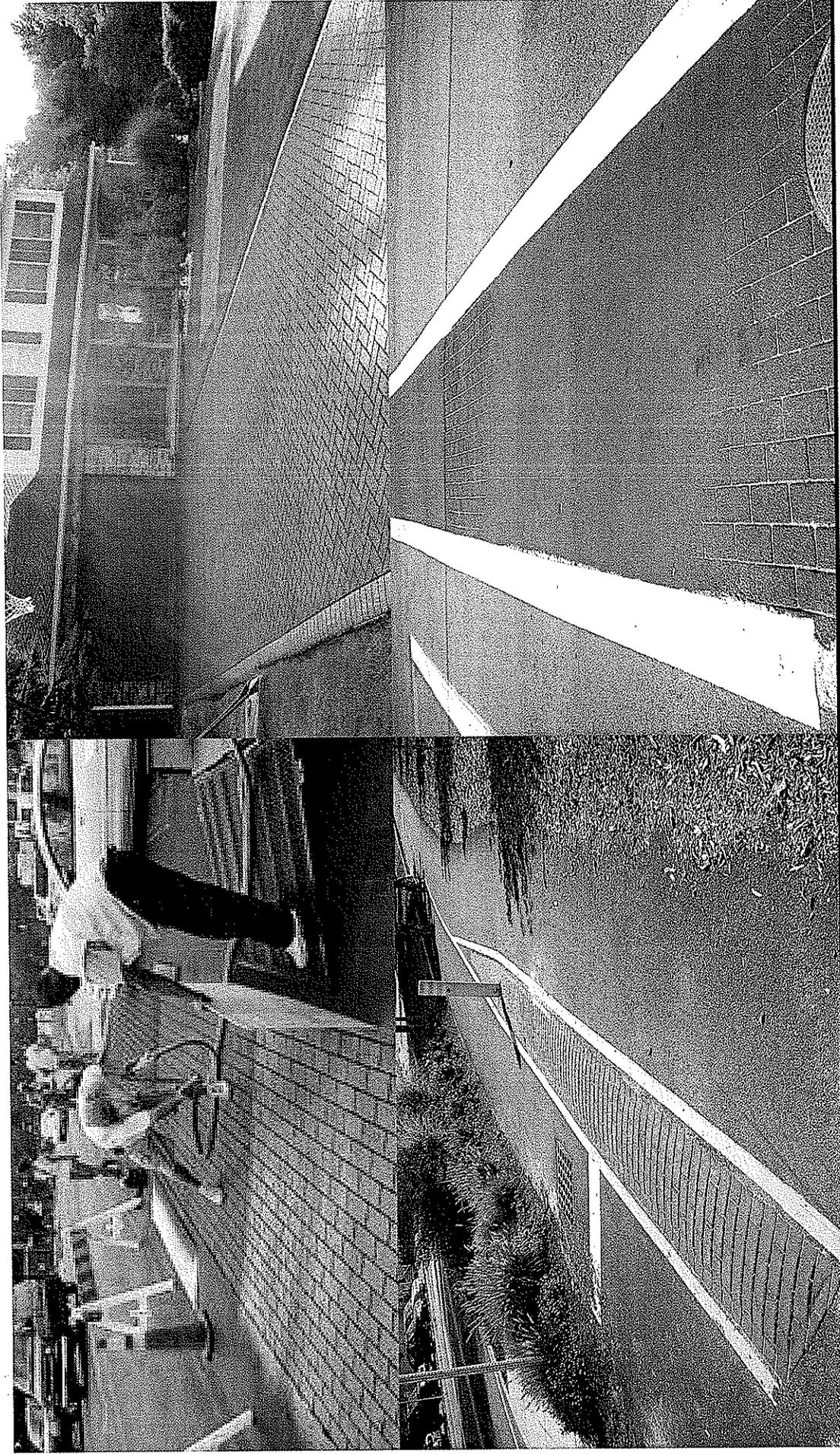
**ASPHALT SIDEWALK - PROVINCETOWN**





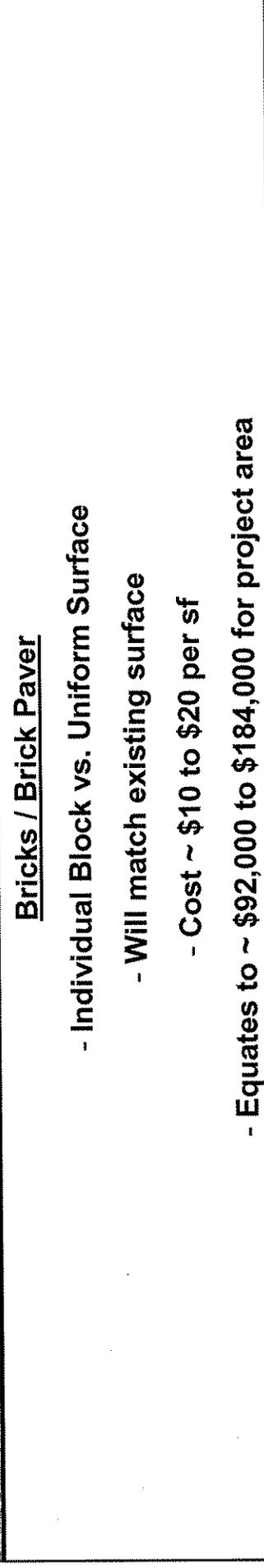
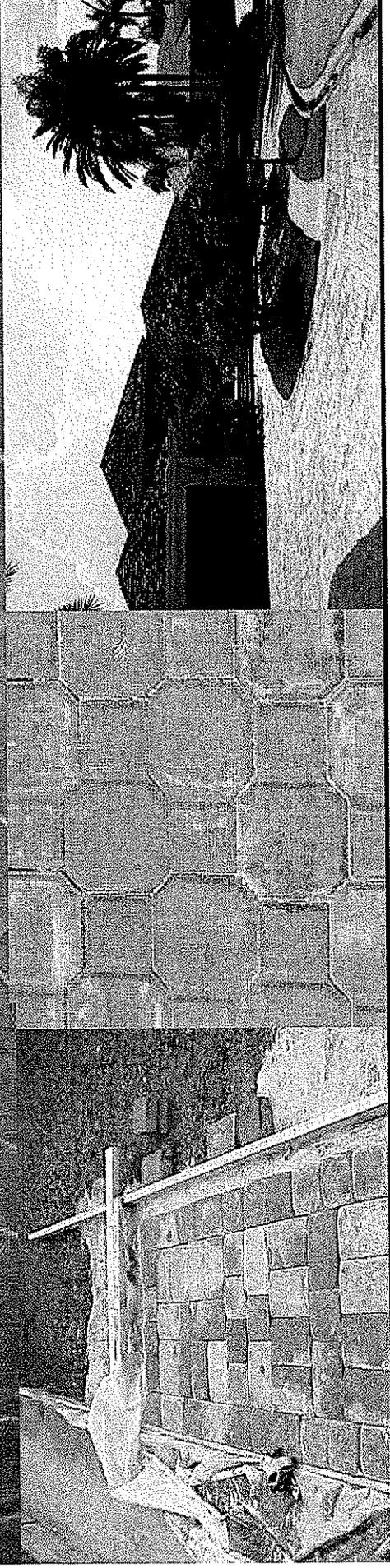
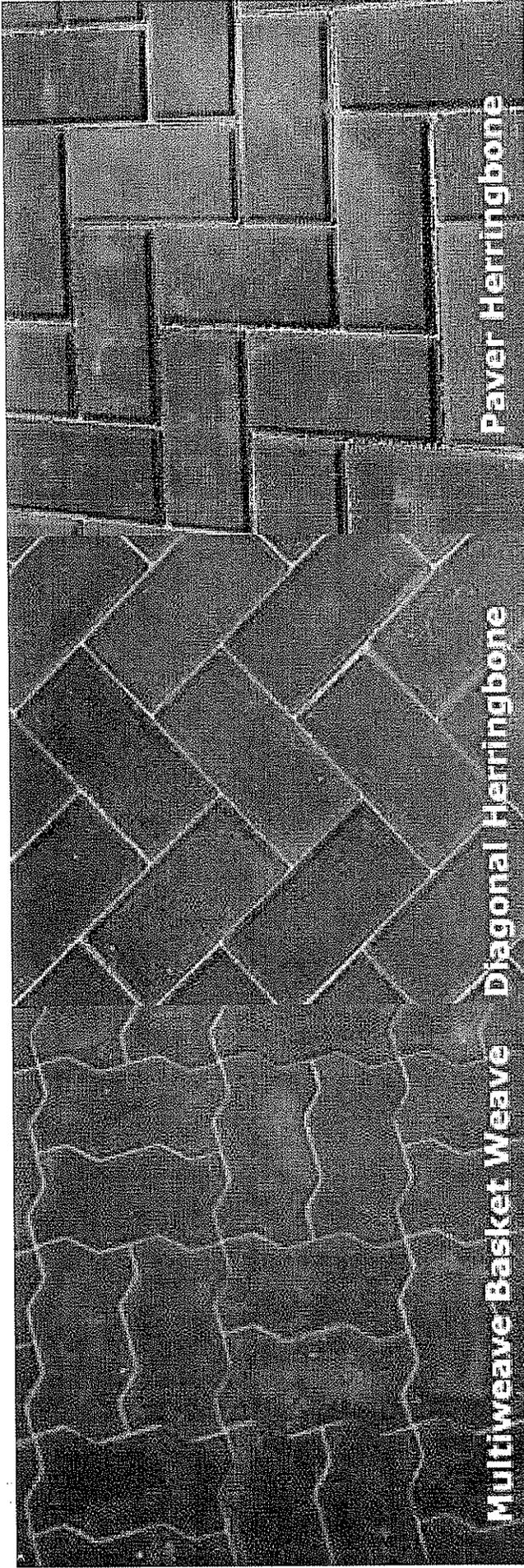
## Stamped Concrete

- Thousands of Color / Design Patters
- Cost \$8 - \$18+ per sf depending on complexity
- Equates to \$73,000 to \$165,000+ for project area



**Stamped Asphalt**

- Less color / design options than concrete
- More common in municipal applications
- Cost ~ \$10 per sf
- Equates to ~ \$90,000 for project area



**Bricks / Brick Paver**

- Individual Block vs. Uniform Surface
- Will match existing surface
- Cost ~ \$10 to \$20 per sf

- Equates to ~ \$92,000 to \$184,000 for project area

