



# *REPORT OF THE MUNICIPAL NEEDS STUDY TASK FORCE*

August 29, 2006

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## Introduction

The purpose of this report is twofold: (1) to provide the Selectmen with a concise overview of a comprehensive study of selected municipal facilities prepared for the Town by architectural and engineering consultants; and (2) to make recommendations to the Selectmen based on the information in the larger report as well as input from this Task Force.

For the purposes of this exercise, the group focused only on Town-owned land – again, with one exception, which will be discussed below. A map illustrating the parcels in question is presented on the following page. One of the decisions that will need to be made at the end of this process is whether or not the Town-owned parcels are entirely suitable for any or all of the municipal facilities, or whether we need to explore other options – an exercise that is beyond the scope of this report.

### **Municipal Needs Task Force**

The Municipal Needs Task Force was assembled to review a comprehensive study on municipal facility needs and report back to the Selectmen. The Task Force was headed by Chief Joseph Lenox of the Peterborough Fire Department, with participation from the following local business people and Town Officials:

- Patti Carrier, *New Hampshire Ball Bearings*
- Tom Humphrey, *Monadnock Community Hospital*
- Jay LaRoche, *Staff Development for Educators*
- Dick Reynells, *New Hampshire Ball Bearings*
- Beth Alpaugh-Cote, *Master Plan Steering Committee*
- Craig Hicks, *Master Plan Steering Committee*
- Peter LaRoche, *Master Plan Steering Committee*

Staff support was provided by Carol Ogilvie and Fash Farashahi of the Office of Community Development.

### **Background**

Under the direction of the Selectmen, all Department Heads were charged with evaluating their space facility needs. This came about because of a realization that the Capital Improvements Program included funding requests from several departments that would eventually result in significant capital expenditures. Therefore, a study was undertaken to determine if existing facilities were adequate to meet current needs and future needs, and if not, to recommend corrective action.

The firm of Weller & Michal was contracted to conduct an analysis of the Police, Fire, Highway and Recreation Departments. In November of 2005 the consultants submitted a report to the Selectmen entitled "Peterborough Municipal Facilities Needs Assessment & Feasibility Study." The report concluded that all departments within the scope of the study suffered from various levels of physical space restriction. In particular, the Fire and Highway Departments were judged to be the least adequate – in terms of both not meeting current needs, as well as the inability to meet future needs. The Study further concluded that the present facilities of those two departments were unsuitable for rehabilitation or reconstruction.

The Library was included in this process towards the end, and the reasons for this are explained in that section.

## **Process**

The Task Force began meeting in February of 2006, with August of 2006 as the deadline for reporting to the Selectmen. The Task Force initially was comprised of Chief Lenox and the representatives of the business community. Later, representatives of the Master Plan Steering Committee were invited to attend, since this issue is relevant to the development of a new Master Plan chapter. As the Task Force reviewed each of the facilities, department heads of those facilities and other staff were invited to provide further input on issues and potential solutions.

## **Task Force Analysis**

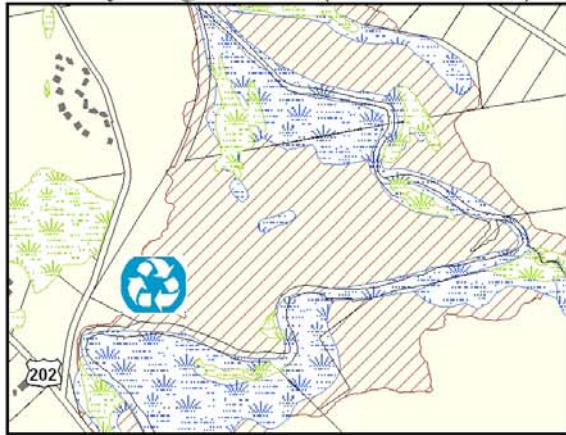
The approach taken by the Task Force was to examine each of the department facilities separately, in the following order: Police, Fire, Highway, Utilities, Recreation, and Library. The Task Force operated from the assumption that the analysis of the consultants' was correct in that the facilities are lacking in space, and that, with one exception, existing buildings were not suitable to retrofit, and a new building was called for. Therefore, the primary task for this group was to determine where to locate new facilities – either on the existing site, or a different site.

The Hospital is the only site under consideration for this analysis that is not town-owned land. It has been included because of a willingness on the part of the Hospital to work with the Town in addressing an issue of its own, which is a road into the Hospital property. The concept of a so-called Connector Road was presented in an engineering study prepared for the Town that analyzed 15 intersections and made recommendations for improvements. The Connector Road was suggested as part of a solution for the documented problems with the intersection at Route 202, Route 136, and Old Street Road, and at Sand Hill Road and Route 202 (Concord Street). To complete the project would entail a joint effort of the NH DOT, the Town, and the Hospital.

The Task Force developed a process for evaluating the sites for each of the facilities, as follows: each site was rated with a number from one to three based on the relative advantages or disadvantages of meeting various criteria, and the site with the highest number was judged to have the most advantages. The matrices for each analysis can be found in Appendix A. A further consideration was the potential use of the currently occupied sites – for example, Police, Fire, and Highway are all located on lands that could be generating tax revenue if put to another use.

**MAP #1: SELECTED PARCELS CONSIDERED FOR MUNICIPAL FACILITY LOCATIONS**

**Recycling Center (74 +/- Acres)**



**Evans Flats (26 +/- Acres)**



**Hospital (65 +/- Acres)**



**Treatment Plant (75 +/- Acres)**



**Police Station (3 +/- Acres)**



**Fire Station (10 +/- Acres)**





## ➤ Police and Fire

### Considerations:

The Task Force concluded that if there were to be new construction of either a Fire or Police Station, a joint Public Safety Facility should be considered. The joining of Police and Fire offers certain advantages for sharing, for example:

- Heating plant
- Training room
- Conference room
- Emergency Management Center
- Parking area
- Dispatch Center
- Maintenance and washing areas
- Custodial services/building maintenance

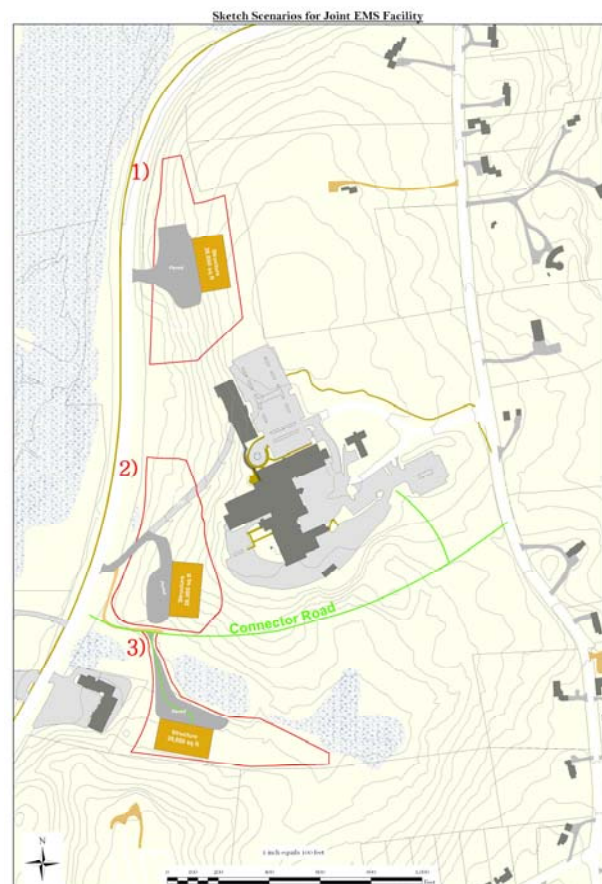
### Process:

The Study found that the Police Station is not suffering the same space constraints as some of the other departments; that it can, in fact, function well on its current site for the present and into the future. The Fire Station site, on the other hand, is unsuitable for its current use, and certainly not for a joint facility. The usable land is not large enough to accommodate a suitable building and parking areas and access in and out of the site for fire apparatus is extremely difficult given traffic in the Downtown at certain times of the day. In addition to the matrix score (see Appendix A), additional information was provided by the Fire Department in the form of response times and distances for ambulance calls, shown on Map #2 on the following page.

### Conclusions:

The Hospital site was selected as the most favorable, having scored the highest on the matrix. This site, on the Route 202 side, met a criterion that was considered important for emergency services, in that this site is in the geographic center of Town. For some facilities, this would not necessarily be of great importance, but for fire and ambulance it can make a difference. Further, since most of the vacant land south of Route 101 is protected, future development is expected to occur north of Route 101. And, there is enough land available along Route 202 to accommodate a building and parking areas. A joint facility that would serve the town for at least 25 years is estimated to require approximately five acres of land. The map shown on the right illustrates three sites on the Hospital land that were explored as potential locations.

A significant determinant for the Town is that the Hospital and the Town would come to an agreement on the land, so that there would not be extraordinary costs to the Town to locate here. Since this plan includes the construction of the Connector Road, this could dramatically change the financial equation. If location here should be financially unworkable, alternative possibilities could be Evans Flats or Pheasant Road.



## Time and Distance Logs: *Brady's and Evans Flats*



## ➤ Public Works

### Considerations:

Currently the Department of Public Works occupies three locations: Highway is on Evans Flats; Recycling is on Scott Mitchell Road; and Utilities is at the end of Pheasant Road. In addition, the office of the DPW Director is in the Town House. The Task Force, with input from the DPW Director and staff, concluded that there were a number of advantages in combining the functions of the Public Works Department, as much as possible (it was understood that the Recycling Center would not be moving). Many of the advantages for sharing are similar to those recognized for Police and Fire; in addition, the Public Works personnel would be able to share locker and shower rooms. Another component of this decision-making process is that there are plans for a new Wastewater Treatment Facility, which will be located on the town-owned land near where the current facility is located, providing opportunity to plan for the future of the DPW in conjunction with this project. The map to the right illustrates this location.

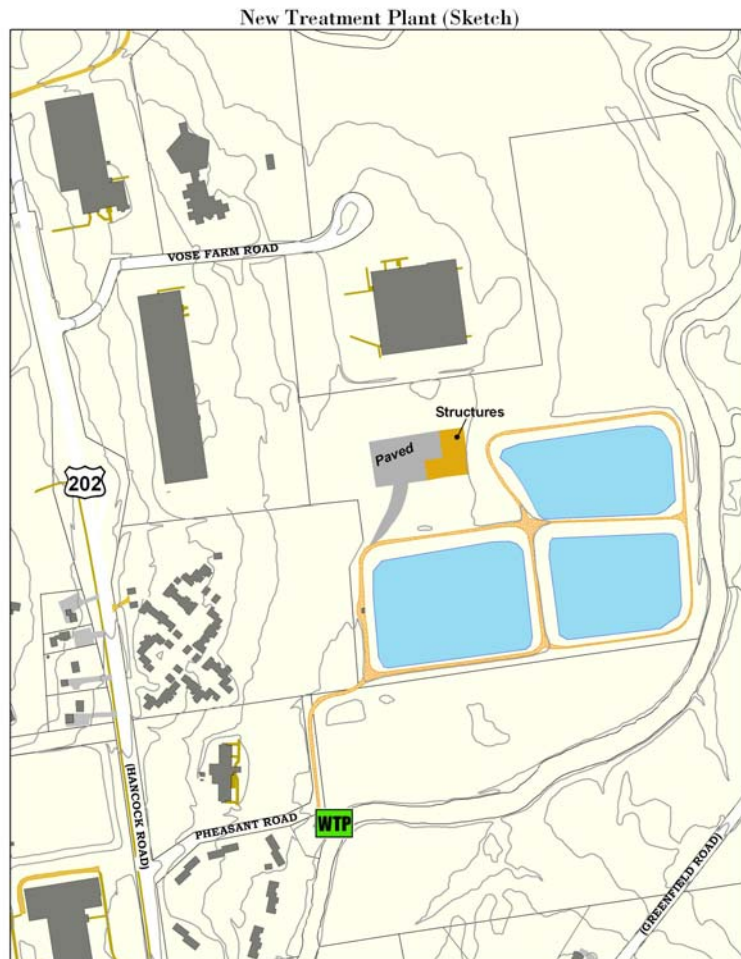
### Process:

The Task Force employed the same ranking exercise for Public Works as for Public Safety. Pheasant Road and Evans Flats ranked the highest; and although the Recycling Center had a relatively high score on the basic criteria, the concern over environmental issues at that site (formerly a landfill) precludes serious consideration at this time.

### Conclusion:

The process of ranking the six selected sites resulted in Pheasant Road scoring the highest. Pheasant Road appeared to be well-suited to the DPW for its long-term goals. An additional consideration is that the designs for the Plant are not complete, so there is an opportunity here to design for the combined functions in one building. There is more than adequate land area to accommodate all of the functions of the Highway, Water and Sewer Divisions.

The most troublesome issue for this site is the traffic, which currently passes by a nursing home and an apartment complex. Not only that, but Pheasant Road intersects Route 202 across from the Middle School, and traffic at certain times of the day is already challenging. The Task Force explored the possibility of creating a connector road over to Vose Farm Road, thereby taking the heavy traffic out of the residential area, and at the same time combining several intersections to generally improve traffic flow to and from Route 202. Map #3 on Page 13 illustrates this concept.





## ➤ Recreation

### Considerations:

The issues with the Recreation Department are different than with the other three Departments in that the deficiencies with Recreation are principally in playing fields and other outdoor facilities. The Study did, however, identify some improvements that could be made to the Administration Office and the pool house on Union Street that would enhance the Departments capacities. The Recreation Department works cooperatively with the School District to share some fields and facilities, which allows both entities to optimize their programs.

### Process:

The Task Force did not go through the same ranking exercise with Recreation as it did with the previous three Departments, since most of the Town-owned parcels would not be appropriate or adequate to serve the needs of the Recreation Department. Furthermore, the greatest needs of the Recreation Department are for playing fields. Of all the Town-owned parcels, Evans Flats and Pheasant Road seem the most likely to provide some opportunity for recreation. These two sites were evaluated as follows:

<b>Table #3: RECREATION OPTIONS</b>		
<b>SITES:</b>	<b>ADVANTAGES</b>	<b>DISADVANTAGES</b>
Evans Flats	<ul style="list-style-type: none"><li>· Opportunity for small-scale recreation use</li><li>· Proximity to Adams Playground</li><li>· Proximity to neighborhoods</li></ul>	<ul style="list-style-type: none"><li>· The land may have greater value if developed commercially, for housing, or a combination of the two.</li><li>· Presence and configuration of wetlands make the siting of larger facilities unlikely.</li></ul>
Pheasant road	<ul style="list-style-type: none"><li>· Adequate Land</li><li>· Proximity to ConVal</li><li>· Appropriate re-use of lagoons</li></ul>	<ul style="list-style-type: none"><li>· The land may have greater value for the DPW, and the two uses close together can make for conflicts.</li><li>· Traffic, especially on the weekends, could have a negative impact on the neighborhood.</li></ul>

### Conclusions:

In the end, the Task Force concluded that, of the two town-owned sites, there are possibilities at each, but each also has its limitations:

- Evans Flats: Evans Flats could probably accommodate both some recreation and other uses, especially if the Town is able to acquire the Armory property that is adjacent to the current Highway Garage. The Armory building could provide indoor recreation space, some parking could be accommodated on the property, and some of the 26 acres on which the Highway Garage sits could be designated for outdoor recreation. This scenario is, however, dependent on whether the Public Safety Complex should go to Evans Flats. In that case, opportunities for outdoor recreation become more limited.
- Pheasant Road: Allocating some of the land for recreation at this site is a possibility, as there is adequate land area, including the area that will be reclaimed for the current lagoons. This would probably only work if the connector road to Vose Farm were built, which would allow for some separation of traffic – for example, DPW using one access and Recreation another. The impacts on the neighborhood would also have to be considered.

## ➤ Library

### Considerations:

The Library was not a part of the original Study, but it was decided to include it here because a master plan has been developed for improvements to the building that will impact the capital budget of the Town and it seemed appropriate to consider those potential expenditures along with the other departments.

The Library Master Plan calls for three consecutive years of infrastructure repairs, to be followed by a major reconstruction effort, much of what would be focused on the addition. The Plan concluded that the existing space is actually adequate in terms of square footage, but the space is not being used to its fullest capacity. The reconstruction plan includes a reconfiguration of the internal space.

### Conclusions:

The Task Force recognizes that its job is not to rewrite the Library Master Plan, but only to provide for the inclusion of the project from a fiscal perspective into this report. On the other hand, discussions around the Library needs resulted in some consideration being given to an alternative to the consultant's recommendations. An alternative to reconstructing the addition is to completely demolish it and build a new addition. This option is appealing for several reasons: there is great concern today over energy efficiency, and new construction would allow for the greatest possible use of new energy technology; new construction would allow for better use being made of the original building and the site itself; and the cost of the reconstruction is likely not much different than new construction would be.

## Task Force Recommendations

Map #3 on page 13 illustrates the recommendations of the Task Force. These recommendations include suggestions for re-use of the town-owned properties that would be vacated if new facilities were located elsewhere. The Task Force also suggests a priority list for these facilities, and possible options for financing. The table below presents the "short version" of the recommendations; this table does not include the Library, since there is no plan to change its location. Note that this table represents "best case scenarios", understanding that there are limitations or challenges in every case.

**Table #4: TASK FORCE RECOMMENDATIONS**

<b>FACILITY:</b>	<b>Evans Flats</b>	<b>Fire Station</b>	<b>Police Station</b>	<b>Recycling Center</b>	<b>Pheasant Road</b>	<b>Hospital</b>
Combined Police/Fire						✓
Combined Highway/Water/Sewer					✓	
Recycling Center				✓		
Recreation	✓					

## ➤ *Re-Use of Town Properties*

Once consensus was reached on the location of the various facilities, the Task Force then turned its attention to potential re-use of the town-owned properties that would be vacated by this Plan. Suggestions for these properties are as follows:

**Table #5: RE-USE OF TOWN PROPERTIES**

<b>SITES:</b>	<b>SUGGESTED USES</b>
	<b>SCENARIO #1: <u>Mixed Use</u></b>
Evans Flats	The property is currently zoned as Commercial District. The results of a planning exercise focused on this area indicated that residents and abutters would be interested in seeing a mixed use district created here, that would accommodate an appropriate balance of residential, business, recreational (i.e. neighborhood parks), and civic uses. The Town-owned parcel is 26 acres, although parts are constrained by wetlands. If, however, the Armory property becomes available to the Town, this could create an entirely new opportunity for development consistent with the Master Plan.
	<b>SCENARIO #2: <u>Location of the Public Safety Complex</u></b>
Police Station	<b><u>Elderly Housing:</u></b> The Police Station occupies 3 acres in the General Residence District, within walking distance of Downtown in one direction, and the two shopping plazas in the other. Grove Street is a densely-developed mixed use area, with a combination of single-family, duplex and multi-family buildings, as well as a variety of office and commercial use. A three-story building with parking could easily be accommodated on this lot, with enough land area for screening and landscaping to ensure compatibility with the neighborhood.
Fire Station	<b><u>Municipal Parking Garage:</u></b> Parking issues in the Downtown have been the subject of much study over the years. The Fire Station is located on Summer Street, just a block from the Downtown. The parcel is over 10 acres, but most of it is steep slope, and the costs for private development would be expensive. A parking garage would be a relatively low-impact use for the street, and would address parking demand in the Downtown for many years to come.

One of the considerations of the Task Force regarding location of the facilities was the value of the Town-owned land, if it were available for private development. The three properties in question (Evans Flats, Fire Station, and Police Station) generate no tax revenue. One of them (Evans Flats) is zoned for commercial use and the other two are zoned primarily for residential, although there are possibilities in the zoning ordinance for certain non-residential uses to be established. In re-using these properties, the Town would receive the actual sales price of the properties, and then the annual tax revenues.

The table below presents information on possible tax revenues that could be anticipated if these properties were made available for development. The calculations and assumptions made in generating this table are as follows:

1. An average value per acre for commercial and residential properties was calculated by dividing the total assessed valuation for each category by the number of acres allocated to that use.
2. The average per acre value was then multiplied by the number of acres of the Town-owned parcel, resulting in a calculated value for that land, if used commercially or residentially.
3. The 2005 tax rate was then used to calculate the tax revenue that would be generated from these parcels assuming they were valued at the amount calculated.
4. The Fire Department land is included, even though the recommendation is to use it for a municipal parking facility. There is no guarantee this will happen; and if it does, it would generate some level of revenue.

**Table #6: ESTIMATED REVENUES FROM TOWN PROPERTIES**

		ASSESSED VALUATION	VALUE OF PARCEL*		POTENTIAL ANNUAL TAX REVENUE GENERATED	
PROPERTY	Acres	Land	Commercial Use	Residential Use	Commercial Use	Residential Use
Evans Flats	26.72	\$306,100	\$2,139,267	\$3,541,257	\$47,214	\$78,156
Police Department	2.99	\$104,400	\$239,387	\$396,271	\$5,283	\$8,746
Fire Department	10.54	\$96,100	\$843,858	\$1,396,888	\$18,624	\$30,829

Tax Rate (2005) \$22.07

\*Total Commercial Value \$147,154,664  
 Total Acres 1,838  
 Value per Acre \$80,062

\*Total Residential Value \$484,272,213  
 Total Acres 3,654  
 Value per Acre \$132,532

#### ➤ **Cost Estimates**

The Study provided cost estimates for each of the facilities assessed. Since the Study was submitted to the Selectmen in November of 2005, construction costs have risen dramatically, in large part due to the cost of concrete. At the time of the study, consultants were working with costs that averaged about \$145 a square foot, with some facilities having higher construction costs than others. The Task Force believes that today this number is closer to an overall average of \$250 a square foot.

The other change to be reflected here is that the consultant's study assumed separate Wastewater Treatment Plant and Public Works. The Task Force, on the other hand, recommends, to the extent possible, joining Highway and Utilities. Plans have already been developed for a new Wastewater Treatment Plant that includes Administrative Offices, locker room/showers. The recommendation of the Task Force is that the two functions at least share the same site if not the same building. There may be some cost savings in combining functions, but at this time no design plans have been prepared for any of these projects except for the Treatment Plant. The Task Force finds no real value in attempting to estimate costs for these projects but instead to underscore that given the time frames involved in beginning any of the projects, costs are likely to exceed the estimates provided by the Study.

## ► **Priorities**

The Task Force has attempted to prioritize the projects, based on concerns and issues raised by the initial needs study as well as from the meetings. These findings are presented in the table below. Note that the Library is included in this list even though it was not part of the needs study. Since the Library project has been brought to the Task Force for review, it seemed appropriate to include it in deliberations. The rationale for the order is as follows:

- The Wastewater Treatment Plant is already in process. There is an opportunity to plan for the addition of the Public Works Center at the same time the Plant is being designed. This planning extends to the exploration of the connector road to Vose Farm Road.
- If the Public Safety Complex should go to Evans Flats, this could obviously not happen until the Highway Department moves to Pheasant Road. If the Hospital site should become a reality, the planning of the connector road and the associated intersection improvements would make this a larger project that would need time to plan and implement.
- The order in which the Recreation and Library facilities are implemented are very much dependent on internal planning and prioritizing (for the Recreation Department) and private fundraising (for the Library).

**Table #7: PROJECT PRIORITY LIST**

<b>Number</b>	<b>Project</b>	<b>Cost Estimate</b>	<b>Rationale</b>
1	Admin. Building for Wastewater Treatment Plant	\$2.3 million	Plans are already underway for this project, and funds have been appropriated at Town Meeting. This project is expected to begin in 2007. The advantage to putting it first is that the Town can take advantage of the site work that must be done in any case to prepare the site for the eventual siting of a Public Works Center.
2	Public Works Center	\$3.7 million	In terms of logistics it is unlikely that the Highway Garage would be ready to relocate by the time the Treatment Plant is under construction.
3	Public Safety Complex	\$6.4 million	There was overall consensus that the Fire Station is in dire need of improvement. This is not the case for the Police Station but if the two are to be combined, as the Task Force recommends, then the Police Station would move forward sooner. Another advantage to putting this project next is that both pieces of property become available for redevelopment at the same time, generating some tax revenue that could be applied toward the project.
4	Recreation	\$1 million	These costs are for expansion/improvement of buildings only, as described in the Study. This is a project that has not yet been thoroughly explored by the Recreation Committee; therefore it seems prudent to postpone any construction/reconstruction to a later date.
5	Library	\$3.5 million	It is expected that the Library project will be funded, in part, by donations and grants. The schedule, therefore, will be somewhat driven by the rate at which funds can be raised.



### ➤ ***Options for Financing***

The only reasonable option for financing municipal projects such as these is bonding. The only question would be whether to bond for the entire program, or bond for the individual projects. For projects of this type, whether individually or combined, it is not practical to consider anything less than a 20-year bond, based on the amount of the annual payments. In terms of off-setting monies, the following options are feasible:

- The Town would potentially have the revenues raised from the sale and redevelopment of the three properties.
- There may be grant money available from the Department of Homeland Security or other sources for Police and Fire. Joining the two departments and creating an Emergency Operations Center increases the eligibility for those grants.
- There will be some level of funding from the NH Department of Environmental Services for the new Wastewater Treatment Plant. If the plant becomes part of the Public Works Complex, some of this funding can be applied to the design and construction of that building.

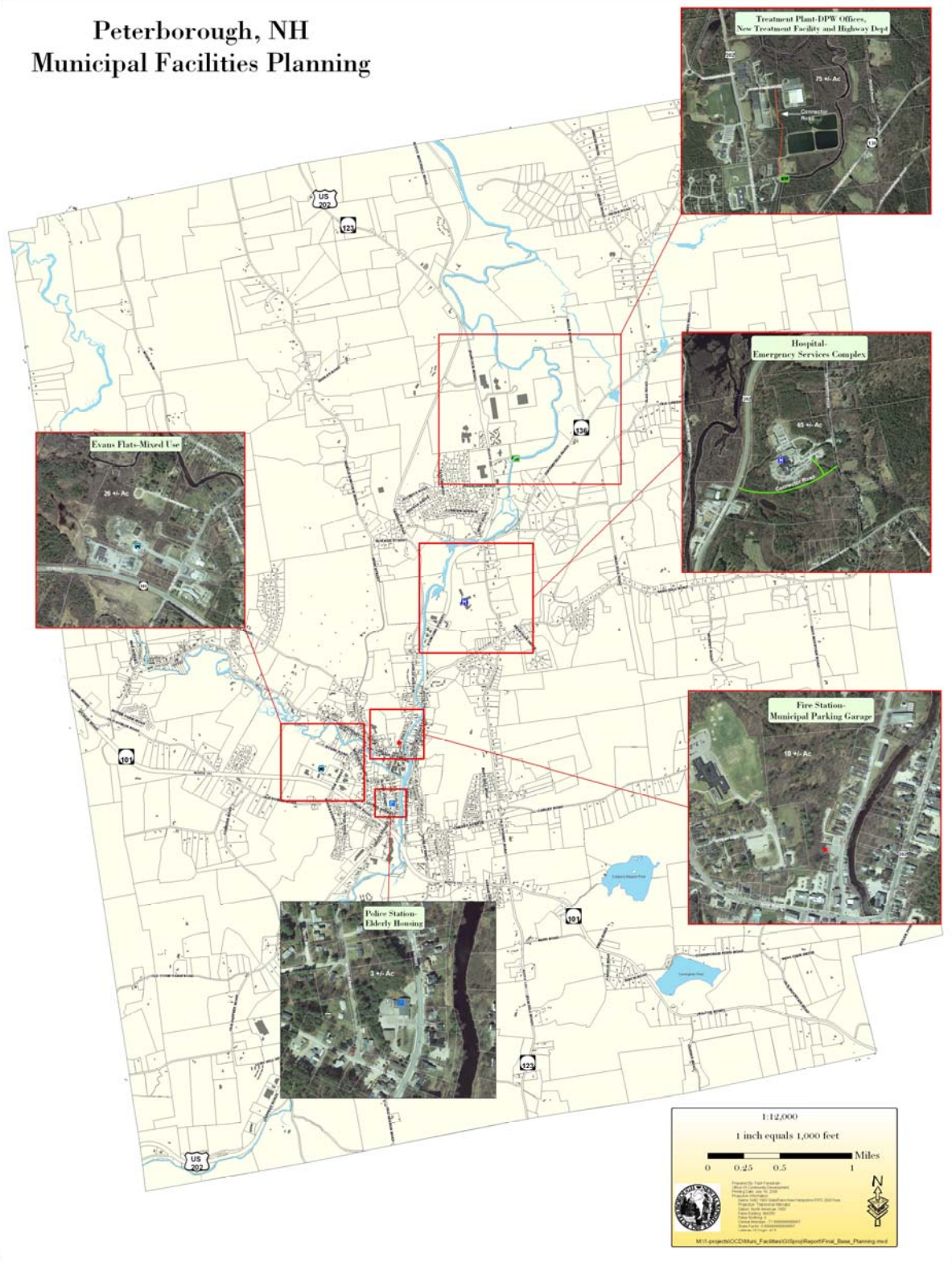
### ➤ ***Next Steps***

The Task Force is mindful that there are many variables effecting whether or not this Plan is implemented, and at what time. The Selectmen may conclude that the scope of the analysis needs to be broadened and that other sites should be considered. Of some relevance to this is the Master Plan process. The Master Plan does not yet include a chapter on Community Facilities. The Master Plan Steering Committee set that chapter aside while the consultant's study and the Task Force's review were on-going. It is logical and appropriate that the Master Plan process pick up where this report leaves off.

The Task Force is well aware that there could be a number of other options for these particular facilities – either alternative configurations for the Town-owned parcels, the inclusion of privately-owned land, or a combination of the two. Not only that, but there are the other municipal facilities the consultant's study did not address. The Master Plan process can broaden this study by examining all facilities, and by opening up a public dialogue to receive input that can then further guide the Selectmen in their efforts to address municipal facilities planning for the future.

### MAP #3: RECOMMENDED MUNICIPAL NEEDS PLAN

#### Peterborough, NH Municipal Facilities Planning



## APPENDIX A: Decision-Making Matrices

**Table #1: PUBLIC SAFETY MATRIX**

CRITERIA:	Evans Flats	Fire Station	Police Station	Recycling Center	Pheasant Lane	Hospital
<b>Location</b>						
· geographic center of town	1	2	1	1	2	3
· efficient access	2	1	1	3	1	3
<b>Land Area</b>						
· building	3	1	2	3	3	3
· parking	3	1	2	3	3	3
<b>Neighborhood Impacts</b>						
· noise	2	1	1	3	1	3
· lights	3	1	1	3	1	3
· traffic	3	1	1	3	1	3
<b>Environmental Issues</b>	2	3	3	1	2	3
<b>TOTAL SCORE:</b>	<b>19</b>	<b>11</b>	<b>12</b>	<b>20</b>	<b>14</b>	<b>24</b>

**Table #2: PUBLIC WORKS MATRIX**

CRITERIA:	Evans Flats	Fire Station	Police Station	Recycling Center	Pheasant Lane	Hospital
<b>Location</b>						
· geographic center of town	1	2	2	1	2	3
· efficient access	2	1	1	3	1	3
<b>Land Area</b>						
· building	3	1	1	3	3	1
· parking	3	1	1	3	3	1
· debris management	3	1	1	3	3	1
· snow dump	3	1	1	3	3	1
· salt and sand storage	3	1	1	3	3	1
· fuel depot	3	1	1	3	3	1
<b>Neighborhood Impacts</b>						
· noise	2	1	1	2	3	1
· lights	2	1	1	2	3	1
· traffic	3	1	1	1	2	1
<b>Environmental Issues</b>	2	3	3	1	3	3
<b>TOTAL SCORE:</b>	<b>30</b>	<b>15</b>	<b>15</b>	<b>28</b>	<b>32</b>	<b>18</b>

## APPENDIX B:

### Time and Distance Log

This study was conducted on Thursday April 20, 2006 and Friday April 21, 2006. The weather conditions on Thursday were sunny and warm, Temperature was 80 F and on Friday it was sunny and warm, Temperature was 62 F. The road conditions were clear and dry on both days. There was no school on either of these days and traffic was light to moderate. On Thursday the study was conducted during the hours of 1430 to 1540. On Friday the study was conducted between the hours of 0830 and 1030. The same driver and vehicle were used on both days. The vehicle was A2 and was driven with the "flow of traffic" and within the posted speed limits.

<b>Departure Point</b>	<b>Destination</b>	<b>Distance(Miles)</b>	<b>Time(Minutes)</b>
Brady's	Harborside	1.3	2
Rte 202 North	Hancock T/L	3.8	6
Brady's	Rte 101/Granite St	1.6	3
Rte 202 South	SDE/Sharon Road	3.1	6
	Long Hill Road	3.6	7
	Community Lane	4.8	8
	Jaffrey T/L	5.2	9
Brady's	Rte 202/136 Jct	0.7	1
Rte 136 East	Gulf Road	2.4	3
	Burke Road	3.1	5
	Old Bennington Rd	3.7	5.5
	Greenfield T/L	4.9	7
Brady's	Rte 101/Granite St	1.6	3
Rte 202 S to 101W	Grove St/101	1.8	3.5
	Elm Street	2.1	4
	Old Dublin Road	3	5.5
	Trinity Road	3.5	6
	Union Street	4	6.5
	Dublin T/L	4.2	7
Brady's	Main St Bridge	1	2
Rte 202S/101E	Rte 101/Granite St	1.6	3
	Old Street Rd/123	2.5	5
	Cunningham Pond	3.6	6
	Temple T/L	5.4	9
	Miller Tower	6.8	15
Brady's Rte 202S	Rte 101/Granite St	1.6	3
Sharon	Old Street Rd/123	2.5	5
	Sharon T/L	4.1	7
	McCoy Road	4.9	8
	Sharon Arts	6.1	10
	Jarmany Hill Rd	6.9	11
	Nashua Road	7.5	12
	New Ipswich T/L	8.0	13
Brady's Rte 202S	High Street	1.4	3
Windy Row	Windy Row	2.8	6
Brady's Rte 202 N	Middle Hancock Rd		
Brady's to Evans Flats	Rte 202 S to 101W	2.3	4

<b>Departure Point</b>	<b>Destination</b>	<b>Distance(Miles)</b>	<b>Time(Minutes)</b>
Evans Flats	Harborside	3.6	6
Rte 101E/202 North	Hancock T/L	6.1	10
Evans Flats	Rte 101/Grove St	0.4	1
Rte 202 South	SDE/Sharon Road	1.9	4
	Long Hill Road	2.4	5
	Community Lane	3.6	6
	Jaffrey T/L	4.0	7
Evans Flats	Rte 202/136 Jct	3.0	5
Rte 136 East	Gulf Road	4.7	7
	Burke Road	5.4	9
	Old Bennington Rd	6.1	9.5
	Greenfield T/L	7.2	11
Evans Flats	Old Dublin Road	0.7	1
Rte 101W	Trinity Road	1.4	1.5
	Union Street	1.9	2
	Dublin T/L	2.1	3
Evans Flats	Rte 101/Granite St	0.7	1
Rte 101E	Old Street Rd/123	1.6	3
	Cunningham Pond	2.7	4
	Temple T/L	4.5	7
	Miller Tower	5.9	13
Evans Flats to Brady's Rte 101 E to 202N		2.3	4
Evans Flats	Rte 101/Granite St	0.7	1
Sharon	Old Street Rd/123	1.6	3
	Sharon T/L	3.2	5
	McCoy Road	4.0	6
	Sharon Arts	5.2	8
	Jarmany Hill Rd	6.0	9
	Nashua Road	6.6	10
	New Ipswich T/L	7.1	11
Evans Flats	High Street	0.3	0.5
Windy Row	Windy Row	1.6	2
Evans Flats	Middle Hancock Rd	1.3	1.5
Via High Street			