

Downtown Attleboro

Pedestrian

Access Study

AUGUST 2024



Funded by MA Downtown Initiative Program of:



Commonwealth of Massachusetts
Executive Office of
Economic Development





Acknowledgements

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Project Introduction

Introduction

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This report was prepared on behalf of the City of Attleboro through a “Massachusetts Downtown Initiative Technical Assistance Program” competitive grant from the State Executive Office of Economic Development (EOED).

The City staff of Attleboro provided oversight and reviewed the pedestrian access study and final report. In addition, the Attleboro Infrastructure group, Public Safety group, Seniors and Disabilities group, and Elected Officials group provided insights for this study through a series of stakeholder meetings.

On behalf of EOED and the City of Attleboro, the study team would like to thank all stakeholders and participants for their constructive inputs to this process.



Introduction

Pedestrian access in Downtown Attleboro is key to economic growth as the city population grows and attracts more visitors. With the Attleboro commuter rail station in close proximity to Downtown Attleboro, this area is steadily evolving into a Transit Oriented District, attracting new housing developments, residents, jobs, and businesses. Improving multimodal transportation options and pedestrian access have become critical to accommodate this growth and foster a thriving, comfortable, and walkable downtown.

Downtown Attleboro has the potential to blossom into a walkable downtown where people of all ages and abilities can safely access the streets on their way to key destinations in downtown. In recent years, the City has invested in new pedestrian improvements, such as updated crosswalks, curb extensions, accessible ramps and pedestrian crossing signals. However, these elements have been implemented in pockets scattered around the downtown area. More work needs to be done to foster a cohesive, comfortable, and walkable environment that is safe, comfortable, and attractive for pedestrians in every part of the downtown.

The City of Attleboro approached the Massachusetts Executive Office of Economic Development (EOED) Massachusetts Downtown Initiative to seek technical assistance in fostering a pedestrian accessible downtown. The Stantec team was tasked to provide technical assistance by developing a comprehensive understanding of

the pedestrian infrastructure conditions, identifying specific impediments to seamless mobility for downtown visitors of all mobility levels, and recommending pedestrian access strategies and design concepts that will enhance the walking and rolling experience for all pedestrians.

The tasks for this pedestrian access study included:

- Conducting an inventory of existing crosswalks, ramps, tactile warning panels, and signals
- Identifying issues and opportunities in existing pedestrian access elements
- Developing design concepts for multiple intersections and streets and recommendations that can be implemented in the short-, mid-, and long-term.

At the initiation of this project, the Project Team identified a set of goals that directed and informed the process. The project goals are listed on the following page.

PROJECT GOALS

- ▶ Promote walkability by increasing pedestrian visibility, facilitating walking and rolling for all ages and abilities, and balancing delay for roadway users
- ▶ Support downtown activity by fostering comfort, safety, and accessibility
- ▶ Encourage resiliency
- ▶ Provide a comprehensive understanding of the condition of pedestrian infrastructure and specific impediments to seamless mobility for downtown visitors of all mobility levels

Technical Assistance Tasks

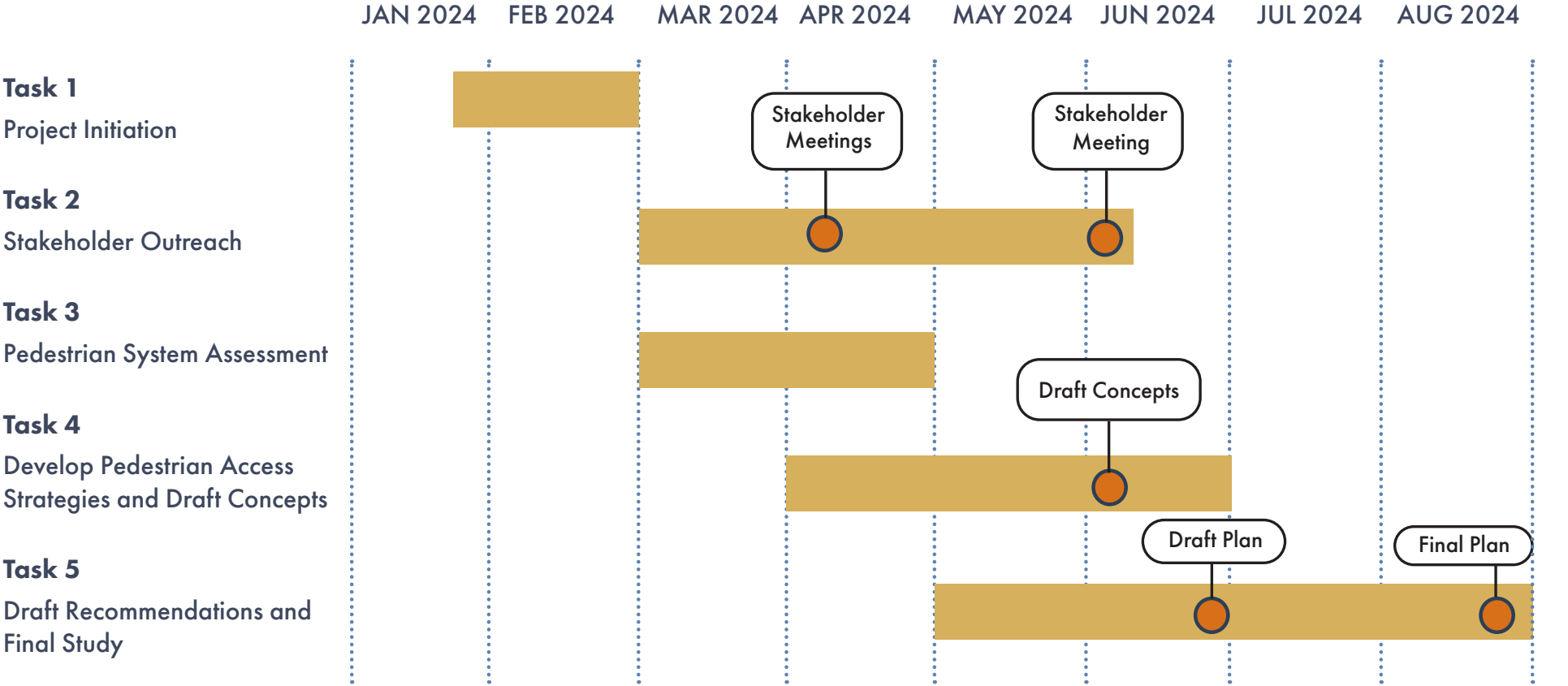


Outcomes of this Effort

- Develop an electronic inventory of sidewalks, curb cuts, crosswalks, ADA ramps, public lighting fixtures and other related amenities within the Downtown Attleboro study area.
- Develop a suite of pedestrian access strategies including but not limited to adjusted signal timings, re-location or addition of crosswalks, reconfigured parking, and enhanced safety measures for visitors with visual impairment.
- Develop simple concept drawings for improvements at up to three (3) priority locations
- Recommend pedestrian access improvement strategies in a final Pedestrian Access Study.



Project Timeline



Project Boundary

The Project Team identified the boundary for the Pedestrian Access Study to encompass the downtown area and areas with new and future housing developments. The project boundary includes the commercial areas along North Main Street up to Sanford Street and South Main Street up to Wall Street, the municipal parking garage by Bank Street, Park Street up to the Attleboro City Hall at Pine Street to the east, Pine Street to the South at Dunham Street, Mill Street, Wall Street, and County Street from Wall up to the main Downtown intersection at South Main Street.

Key intersections in the Study Area include the main Downtown intersection at County Street, Park Street and Main Street and the intersection with parking in the middle at Park Street and Union Street. Other pedestrian concerns include the misalignment of Mill Street and Dunham Street on Union Street, and the long crossings along South Main Street at Wall Street and Mill Street.









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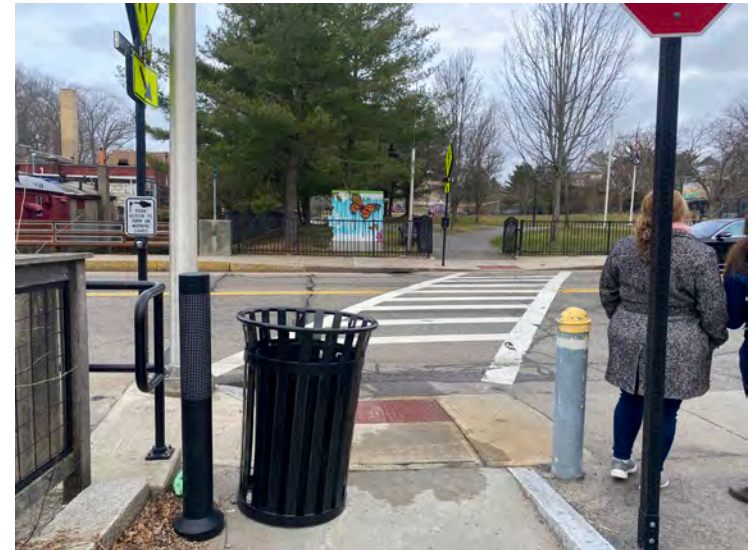
Stakeholder Engagement

Site Visit

Stakeholder Meetings

Site Visit

The initial site walk took place on Friday, March 15th 2024. The Project Team, along with the City Planning staff and the Attleboro Commission on Disabilities staff, walked the Study Area to make observations of pedestrian access issues and opportunities. The team also conducted a field audit of sidewalks and crosswalks to assess the condition and quality of pedestrian infrastructure at all street crossings. Additionally, the team noted other elements of pedestrian comfort and safety including but not limited to the width of traffic lanes, gaps in on-street parking, areas lacking lighting, and traffic signal phasing and timing. The field observations provided important context that informed strategies for improvements.



Stakeholder Meetings

Four stakeholder groups were established to give input to the Pedestrian Access Study and provide perspectives on pedestrian circulation from various points of view. Throughout the study, the Project Team engaged with the stakeholder groups to foster a transparent and engaged process.

The four stakeholder groups were comprised of individuals representing the following City constituencies:

- Infrastructure Group
 - Planning Department
 - Department of Public Works
- Public Safety Group
 - Police Department
 - Fire Department
 - Sturdy Hospital
- Attleboro Commission on Disabilities (ACoD)
- Elected Officials Group

Three stakeholder meetings were held on April 10, 2024 and one stakeholder meeting was held on April 17, 2024. These meetings were held virtually for 45 minutes per group. Each group highlighted various issues and opportunities which are reflected below:

- Infrastructure Group: Improve sidewalk pavement conditions and integrate improvements in consideration of current on-street parking and ongoing plans.
- Public Safety Group: Balance pedestrian access improvements and create a thriving and walkable street while maintaining access for fire trucks on key freight access routes throughout Downtown.
- ACoD: Widen sidewalks, remove obstructions on sidewalks, and meet ADA ramp compliance on all crosswalks.
- Elected Officials Group: Develop plans for pedestrian improvements that can be implemented in near term to bring vitality to Downtown Attleboro.





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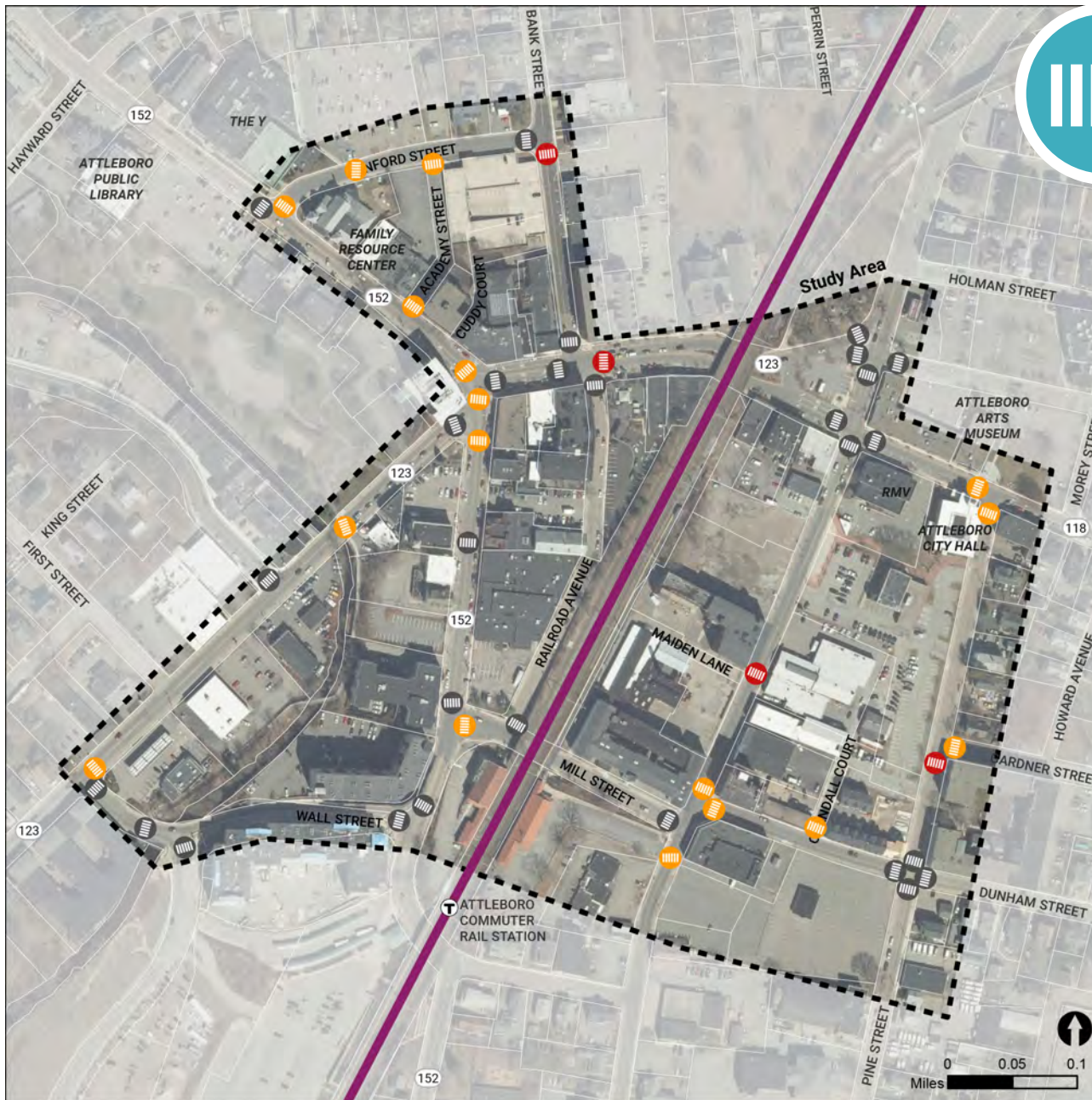
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Issues and Opportunities

Crosswalk
Curb Ramp & Tactile Warning Panel
Signal
Roadway
Lighting
On-Street Parking



Crosswalk

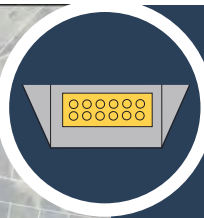
Issues

- Faded crosswalks
- Poor crosswalk visibility
- Long and exposed crosswalks
- Missing crosswalks

Opportunities

- Re-paint crosswalks
- Increase crosswalk visibility by moving crosswalks towards corners, removing parking, or extending the curb
- Add pedestrian crossing medians (aka pedestrian refuge islands)
- Add new crosswalks and curb extensions





Curb Ramp & Tactile Warning Panel

Issues

- Many crossings are not in compliance with the Americans with Disabilities Act (ADA)
- Many crossings are hard to navigate for people who are visually-impaired due to missing tactile warning panels
- Many challenging crossings for people in wheelchair due to missing ramps

Opportunities

- Add curb ramps and tactile warning panels to all curbs with crosswalks
- Move poles, trash bins, and other obstructions away from the curb ramps

-  Existing Curb Ramps & Tactile Warning Panels
-  Missing Tactile Warning Panels
-  Missing Curb Ramps & Tactile Warning Panels



Signal

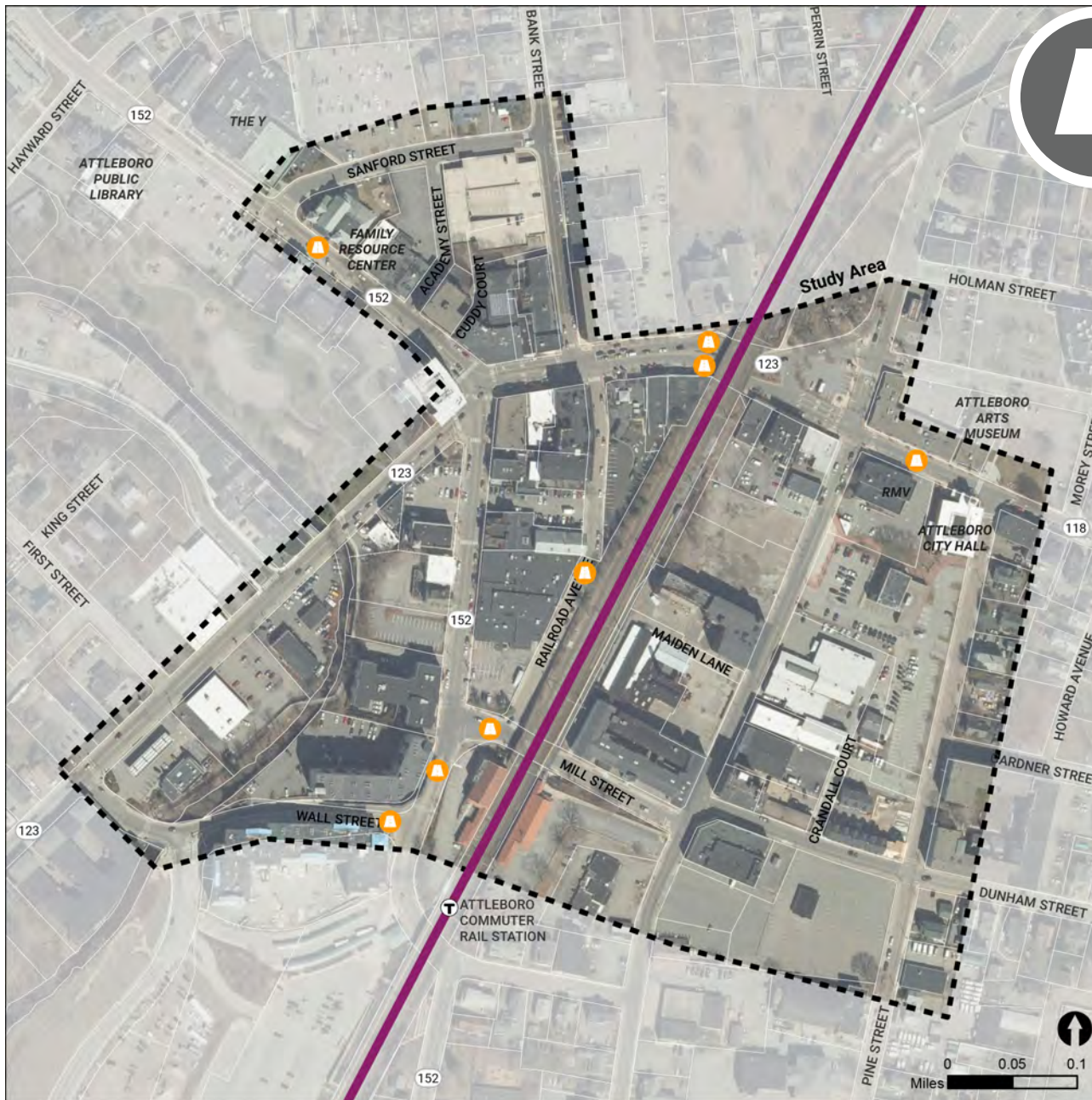
Issues

- Long pedestrian wait times and short pedestrian crossing times, especially at Main Street & Park Street/County Street and Park Street/Emory Street & Union St
- Drivers tend not to yield for pedestrians crossing the street at several unsignalized crossings
- Erroneous rectangular rapid flashing beacons (RRFB) activations occurring at Wall Street & South Main Street

Opportunities

- Adjust traffic signal timing to reduce pedestrian wait times and provide ample time for pedestrian crossing phase
- Install RRFBs at North Main Street & Sanford Street and South Main Street & Mill Street
- Unpair erroneous RRFB activation at Wall Street & South Main Street

	Existing Traffic Light		Existing RRFB
	Need Improvements on Traffic Lights		Missing RRFB
	Existing Stop Sign		



Roadway

Issues

- Wide traffic lanes
- Unnecessary turning lanes on Wall Street
- Unbuffered left-side bicycle lane on eastbound Park Street

Opportunities

- Narrow down wide traffic lanes to 11 ft
- Use remaining roadway space for on-street parking, wider sidewalks, curb extensions, or buffers
- Remove turning lanes at the Wall Street and South Main Street intersection
- Change the yellow shoulder marking on eastbound Park Street to either a white shoulder marking or add green paint and bike stencils to clearly mark the contraflow bike lane.



Corridor under review
for pedestrian access



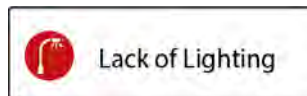
Lighting

Issues

- Lack of lighting on Academy Street and by Mill Street underpass
- Sparse lighting on Railroad Avenue

Opportunities

- Add more lighting on Railroad Avenue and Academy Street to make streets safer to walk, roll, and bike on
- Add LED lighting by Mill Street underpass, see precedents such as the Worcester Green Street Underpass





On-Street Parking

Issues

- On-street parking often obstructs views of crossing pedestrians and causes safety issues
- Several streets lacking on-street parking friction are too fast and uncomfortable to walk along
- There are several missed opportunities for wider sidewalks and crossings where on-street parking has been prioritized instead

Opportunities

- Add on-street parking on the Park Street underpass and along Railroad Avenue
- Replace some parking spaces with curb extensions to increase pedestrian crossing visibility
- Consider adjusting angled parking to parallel parking and re-purpose the space for curb extension and a new crosswalk on Park Street by Railroad Avenue







4

Concept Design Recommendations

Recommendations

Recommendations

This study recommends design improvements for multiple intersections and street segments, and discusses how these could be implemented in the short-, mid-, and long-term. Short-term recommendations require the least amount of time and finances as they are largely tactical and quick to implement. Mid-term recommendations include relocating curbs and expanding sidewalks. Long-term recommendations involve significant reconfiguration of roadways and traffic patterns, and require study, design, utility relocation and more. As such, these will require the most time and finances to implement.

Short-Term Projects

Short-term project recommendations include but are not limited to installing accessible sidewalk curb ramps to serve crossings where ramps are currently non-existent, painting faded or new crosswalks, adding advanced yield markings before un-signalized crossings, and painting curb extensions. Short-term curb extensions can be painted as an artwork piece in collaboration with the community and local artists or items such as flex-posts or planters can be placed in the interim.

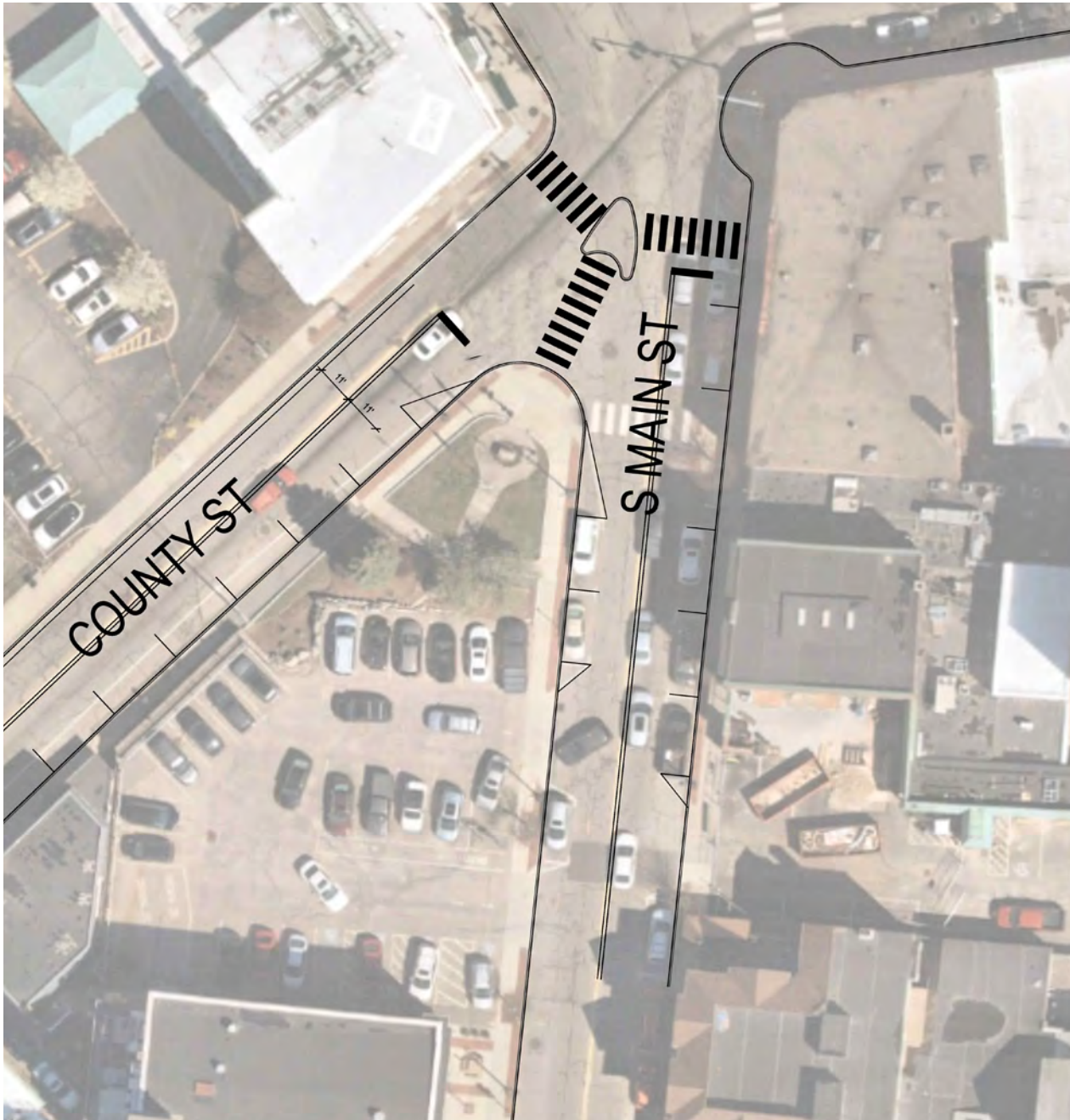
Mid-Term Projects

Mid-term project recommendations take the short-term projects and make them permanent. Elements such as curb extensions, removing slip lanes, raised crosswalks, and pedestrian refuge island are made permanent by adding concrete and doing small scale construction.

Long-Term Projects

Long-term projects require major reconstruction and reconfiguration of the roadway. Two locations, Park Street at Union Street and County Street at South Main Street, are selected for long-term recommendations.





County Street & S Main Street

Short-Term

The existing southerly crosswalk across South Main Street is in violation of the MUTCD, as the signalized crosswalk is behind the stop bar. The interim recommendation rectifies this by relocating the stop bar and both southerly crosswalks closer to the Park Street intersection, meeting a new crosswalk from the Memorial Park at a new refuge island. By shortening crossing distances at this location, walk times can be lengthened in the same cycle length, improving the quality of crossing at Main and County Streets. These improvements will require relocated and additional pedestrian signal poles and associated conduit in addition to new curb ramps.

The crossing island should ideally be installed in concrete with curbing for pedestrian protection.

Mid-Term

The curb extensions at Park Street should be installed to reduce vehicle speeds, further shorten crossing distances, and create a welcoming space in the center of Downtown.

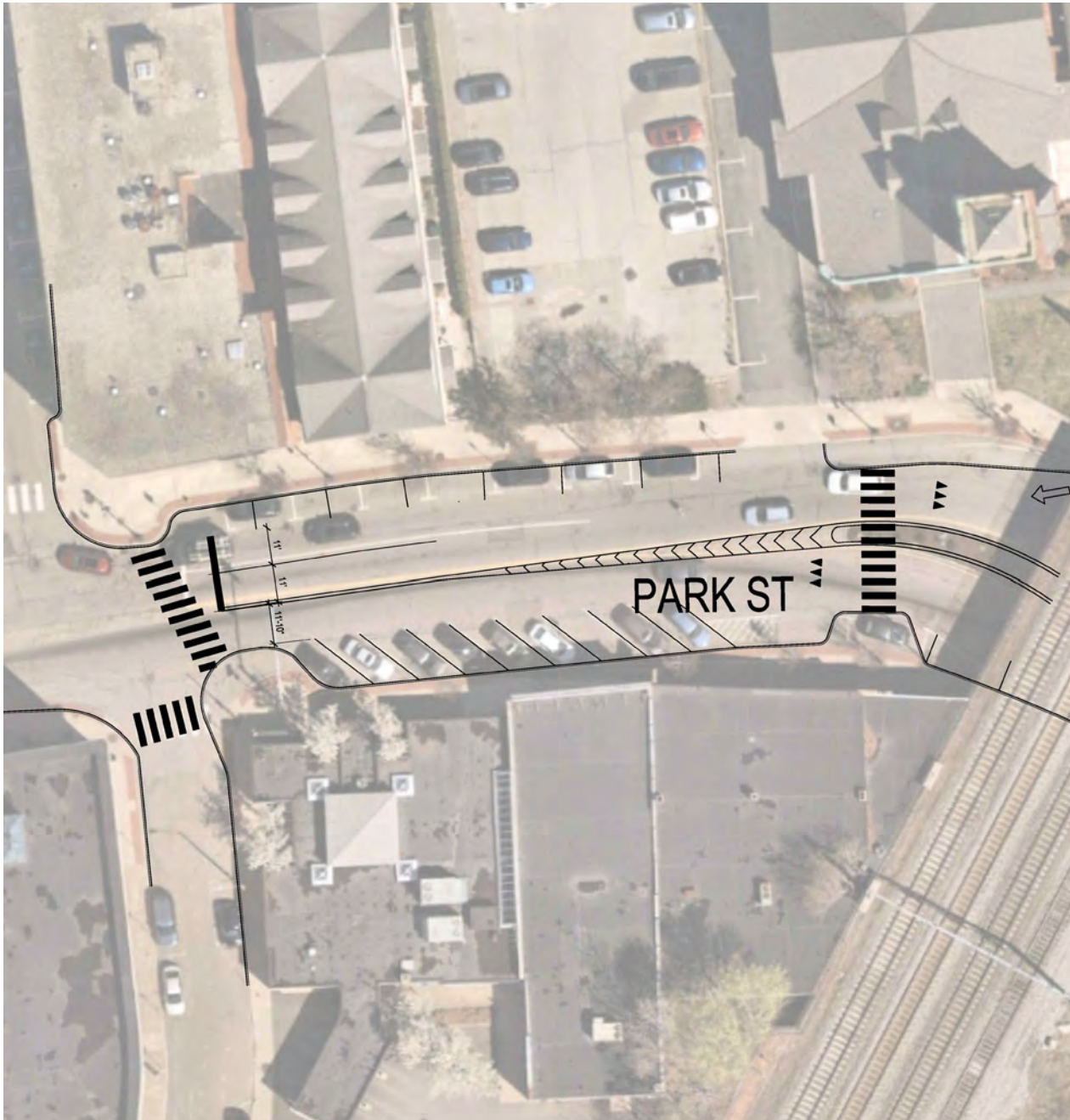
Park Street

Short-Term

Using curb extensions initially in paint and bollards, Park Street should be narrowed west of the underpass, and a crosswalk should be added to allow for safer pedestrian crossings where a strong desire line exists.

Mid-Term

The mid-term recommendation is to create a new crossing at the signalized intersection with Bank Street. Due to the offset, a new curb extension on the southeast corner with Railroad Street is needed. New pedestrian signal heads and conduit would be needed.



An aerial photograph of the intersection of Union St and Park St. The image shows the proposed layout for a transit stop at this location. Union St runs vertically, and Park St runs horizontally. A proposed stop area is outlined in black, featuring a curved boarding area on the left side of Union St, marked with a white arrow and a 11' dimension. The stop area is bounded by dashed lines, with 11' dimensions indicated for the width of the boarding area and the distance from the curb. A black and white striped barrier is shown at the intersection. The surrounding area includes a large green park area to the left, a parking lot with several cars to the bottom left, and various buildings and streets to the right and top. The text 'UNION ST' and 'PARK ST' are overlaid on the image to identify the streets.

Advanced yield markings, warning signs, and rumble strips should be installed in the southbound right-turn slip lane to slow turning vehicles and increase yielding to crossing pedestrians.

The slip lane should be removed entirely, eliminating the threat of high-speed turns through crosswalk to the Attleboro Veterans Memorial. This conveniently adds space and buffer from traffic to enhance this park space.

To accommodate right turns correctly at the intersection requires removing the existing slip lane island, widening the northerly approach, adding new curbing, relocating one signal post, and constructing expanded park area and paths behind the curb.

Park Street & Pine Street

Short Term

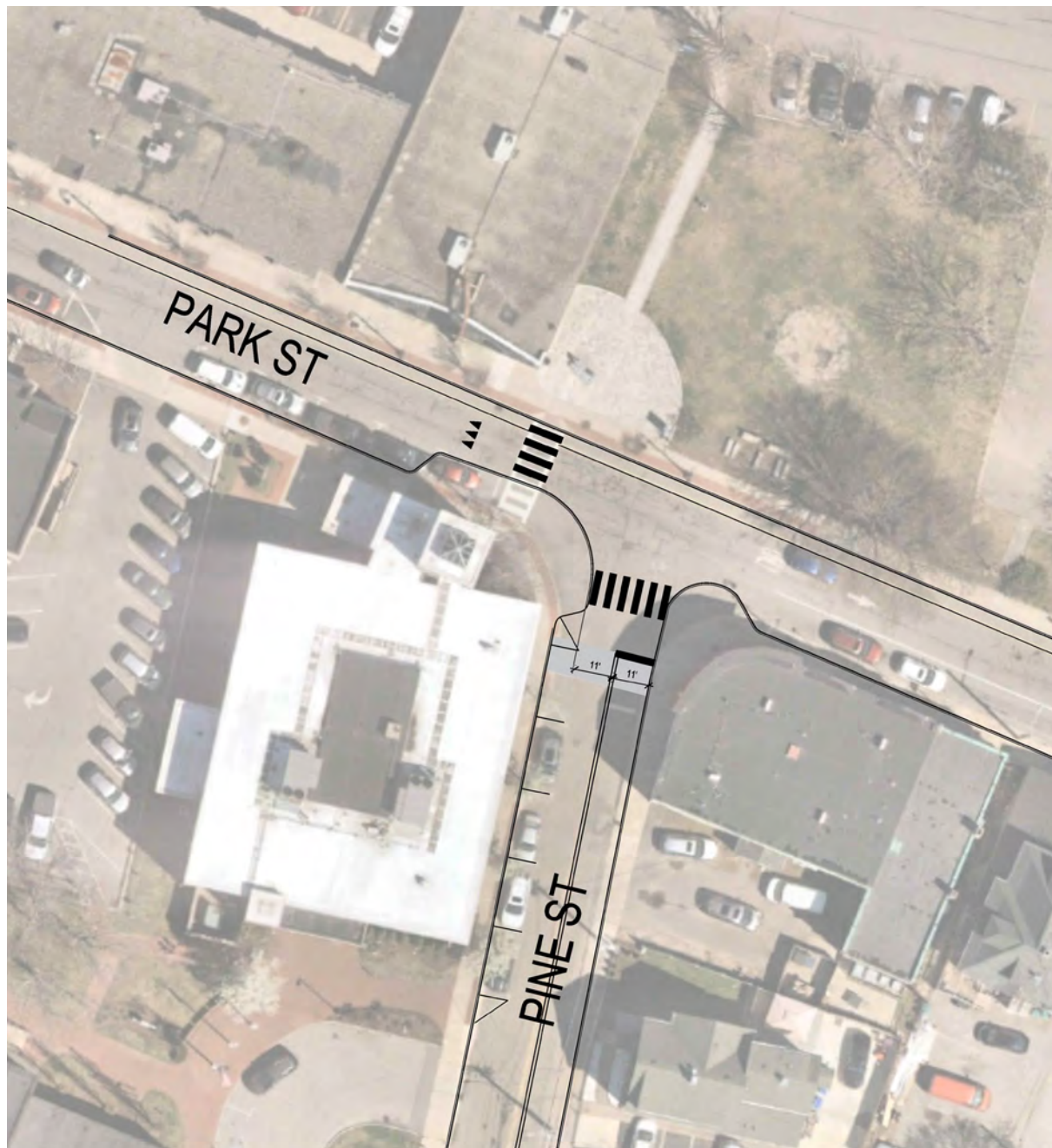
The pedestrian crosswalk directly in front of City Hall is an ideal location for a painted and buffered curb extension. Advance yield markings should be installed ahead of the crosswalk, to increase visibility. One (1) parking space directly adjacent to the Park Street crosswalk will be removed to daylight the crossing and shorten crossing distance.

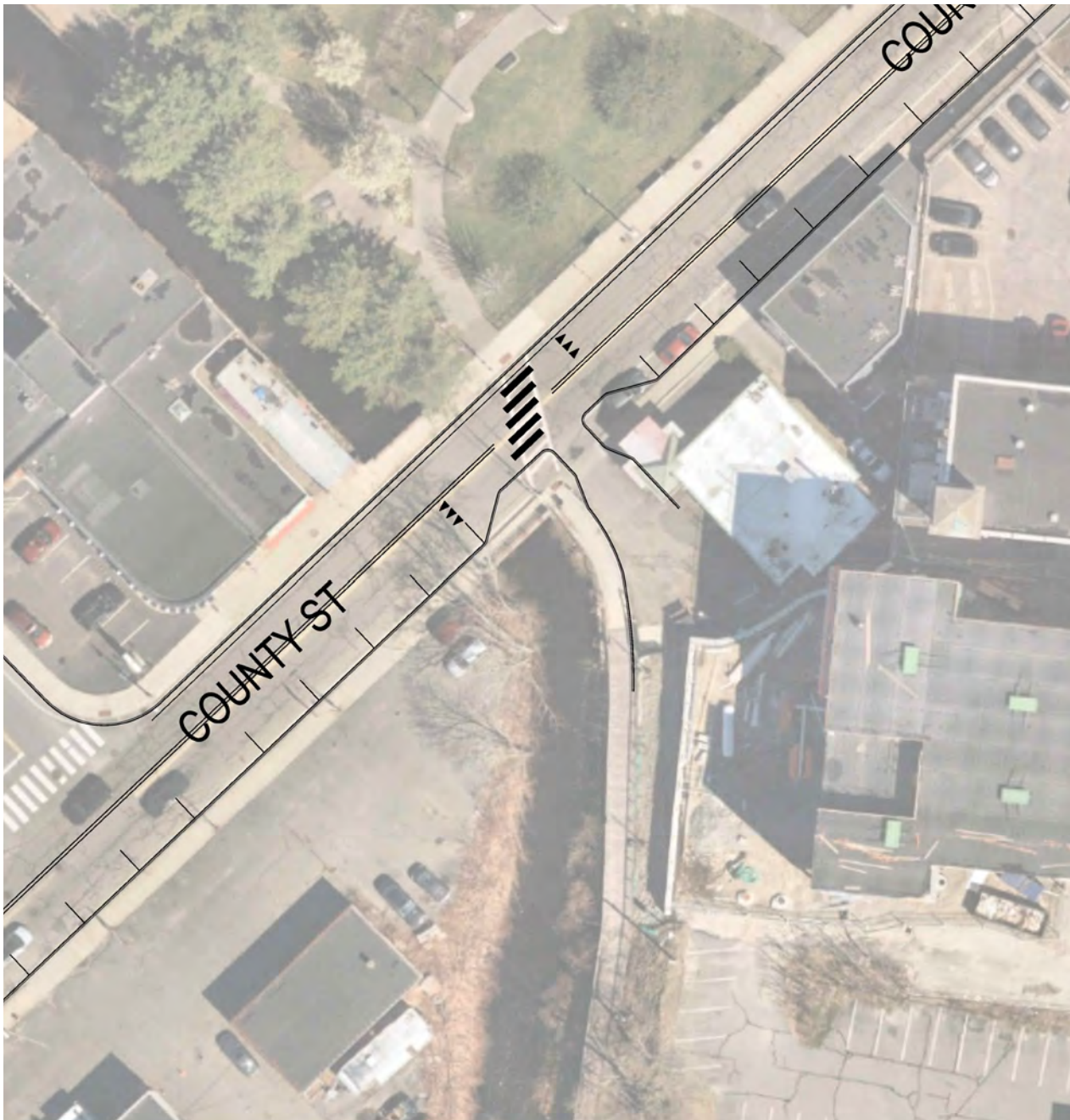
Paint should also be used to widen the Pine Street pedestrian crossing and move the crosswalk towards Park Street, ideally complimented by a relocation of the curb ramps northerly. The painted and buffered curb extension will make for shorter crossings, and pedestrians will be more visible to turning vehicles.

Mid-Term

The aforementioned curb extension should be made permanent with a reconfigured sidewalk and curb. This larger curb space could be a location for a parklet right outside of City Hall, which would be easily connected to the Attleboro Arts Museum via the shortened pedestrian crossing.

A second curb extension on the southeast corner protecting the Park Street parking lane should also be added.





County Street

Short Term

This Study identified that County Street has ample width to add parking on its east side near downtown, which can reduce vehicle speeds, buffer pedestrians, and improve customer access. During the course of this study, the City added this parking.

This plan also recommends adding advance yield markings at the existing trail crossing.

Mid-Term

A curb extension on the southeast side of County Street will increase pedestrian visibility at the midblock crosswalk and improve waiting space at the trail entrance. This recommendation will require coordination with the abutting property owner to improve the driveway curb cut, which will improve visibility for exiting drivers as well.

S Main Street & Mill Street

The intersection of Mill Street and South Main Street is limited as Mill Street is a major truck route in Downtown Attleboro with the highest clearance under the railroad tracks. Therefore, this intersection is designed for WB-50 vehicles. Turning movement diagrams are included as an appendix to this report.

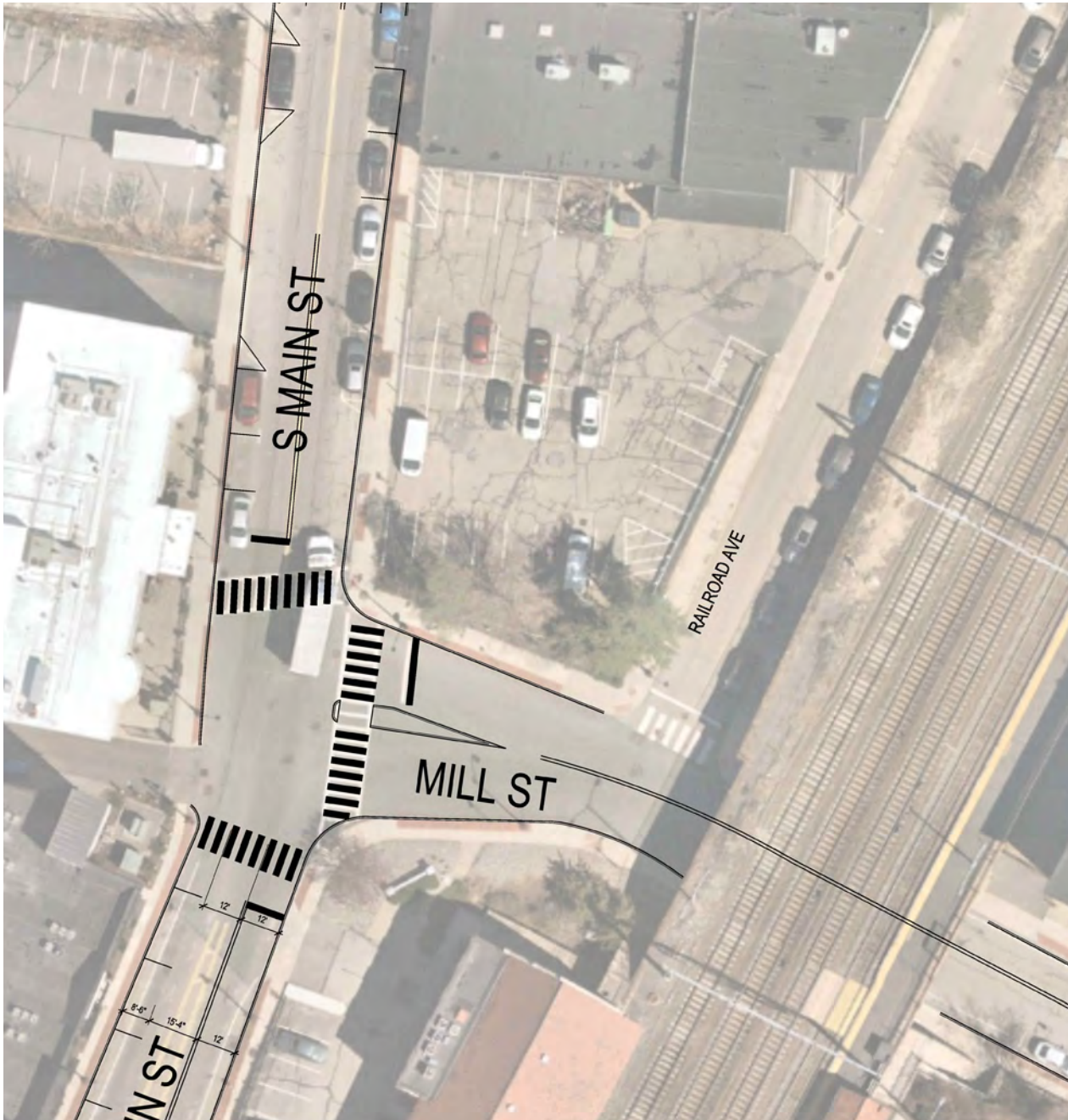
Short-Term

Mill Street intersects with South Main Street, creating a wide crossing, requiring pedestrians to cross over 60 feet.

To accommodate trucks, while improving the pedestrian experience, this plan recommends creating a pedestrian refuge island, breaking up the long crossing. The crossing island should be constructed with paint and bollards as a pilot project.

Mid-Term

After a pilot period, a permanent curb for the pedestrian refuge island can be constructed.



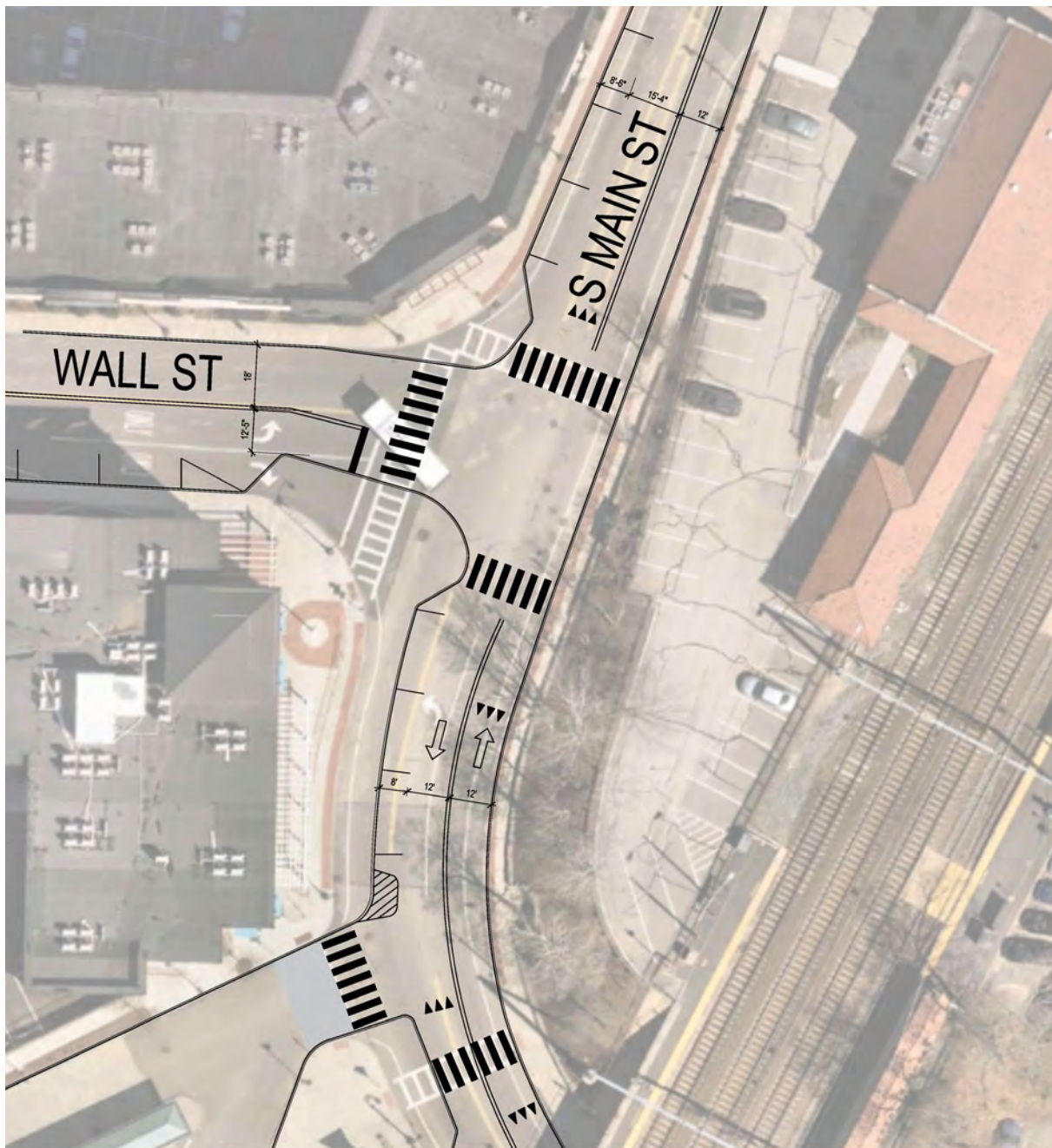
Wall Street & S Main Street

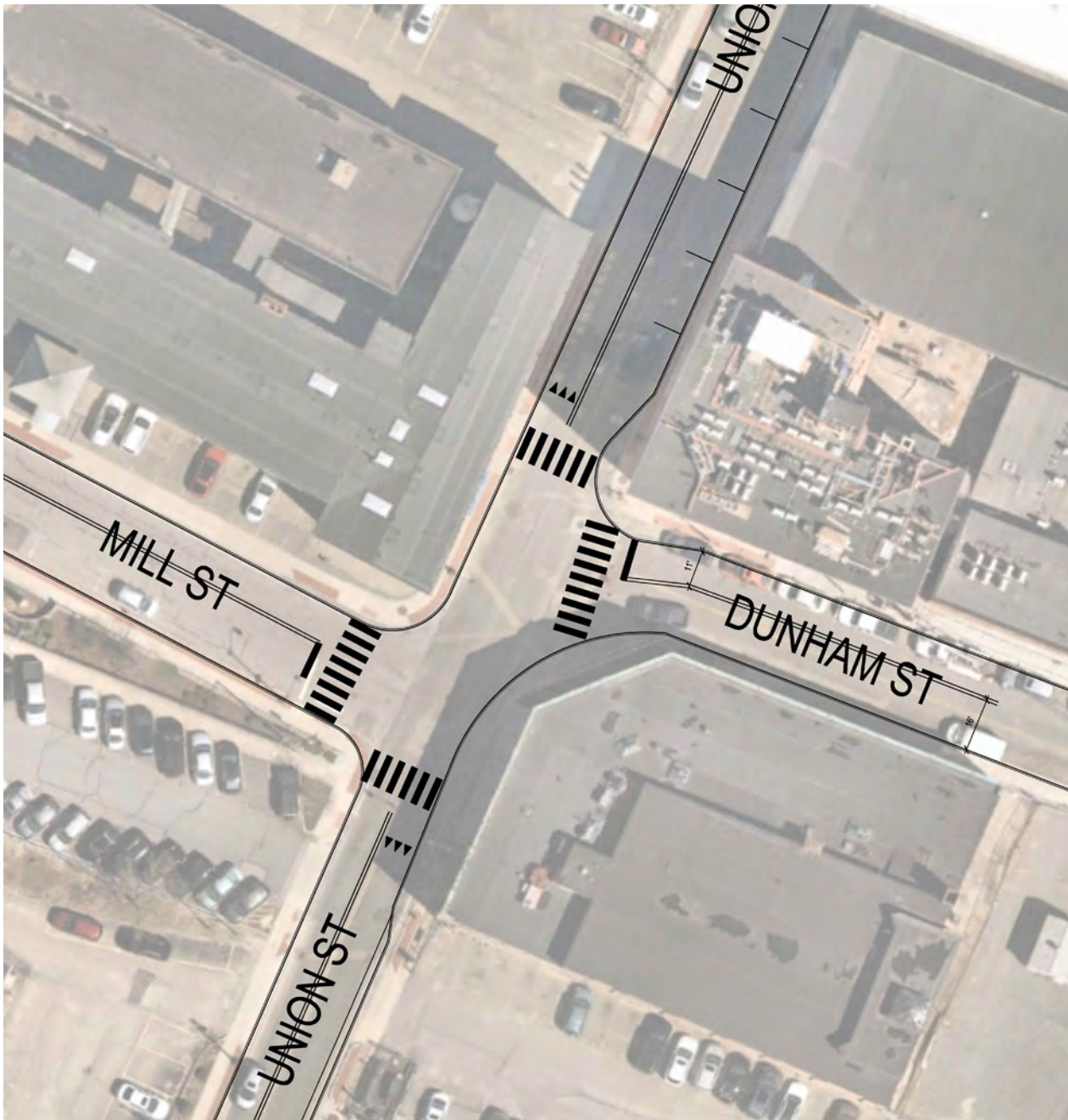
Short-Term

At the intersection of Wall Street and South Main Street, Wall Street has two turn lanes and South Main Street has a left-turn lane, resulting in long pedestrian crossings. While traffic counts were not conducted as part of this study, expected and observed vehicle volumes at this intersection do not warrant dedicated turn lanes, which may have been needed before Riverfront Drive was completed. The Project Team recommends using paint, barriers and bollards to construct a series of curb extensions that remove the excess vehicle capacity to improve the walking environment and safety. These extensions will significantly reduce crossing distances. Due to the curve and dip under the tracks just south of this intersection, pedestrian crossings should be made safer through the use of rectangular rapid flashing beacons on South Main Street by Attleboro T.C. bus stop.

Mid-Term

Following a successful pilot and after collecting traffic counts, these curb extensions should be made permanent. This reconfiguration will open up a significant amount of space right near the train station that can improve walking comfort and safety at this key gateway into downtown.





Mill St, Union St, & Dunham St

The intersection of Mill Street and Dunham Street at Union Street is limited by its existing geometry, with Mill Street offset from Dunham Street. These streets are an essential truck corridor in Attleboro due to Mill Street having downtown's only full-height truck clearance under the railroad to the west.

Short-Term

The interim recommendations include repainting crosswalks and installing advance yield markings to increase pedestrian visibility.

Mid-Term

In the mid-term, the City should consider paint or curb extensions alongside the Union Building in the northeast corner, as well as in front of the former theater in the southeast corner. Both will help shorten crossing distances and improve visibility of pedestrians waiting to cross the street. The narrow but broad southeasterly extension helps improve sidewalk waiting space in front of the theater. Due to the need to maintain truck movement, turning movement diagrams are included as an appendix to this report.



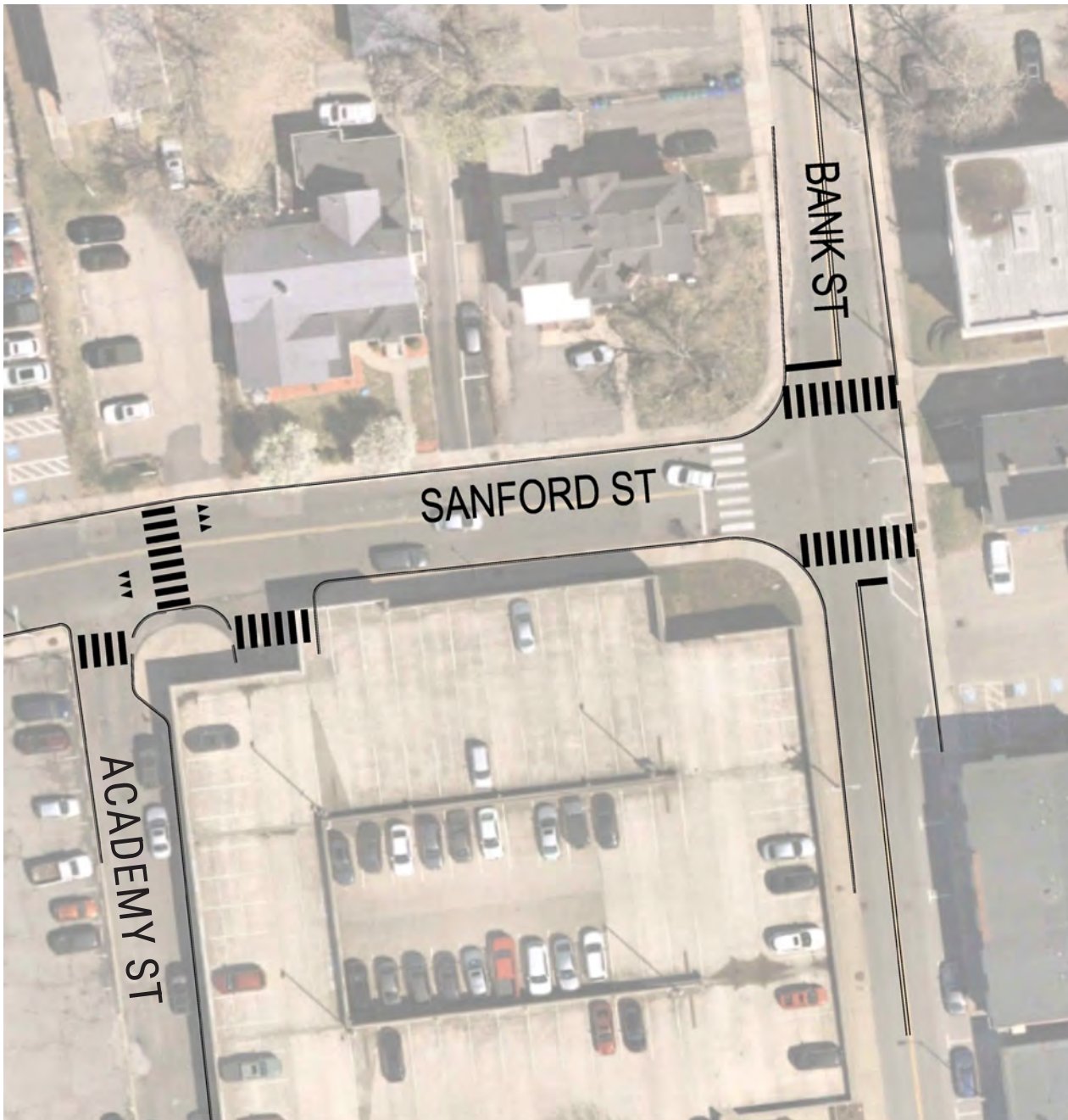
Union Street

Short-Term

Union Street is a long street and currently lacks crosswalks or other forms of friction, which encourages speeding and makes crossing the street difficult. This plan chicanes the parking lane (switches it between the east and west sides of the street) to slow down drivers and adds a safe pedestrian crossing mid-block at the chicane with curb extensions on both sides. The curb extensions can be done with paint for a quick build project.

Mid-Term

The chicane should be made permanent by constructing concrete curb extensions, and the crosswalk should be raised to help calm traffic on the corridor.



Bank Street & Sanford Street

Short-Term

The Sanford Street and Bank Street intersection lacks accessible curb ramps and should be improved by introducing two painted crosswalks across Bank Street. At the Sanford and Academy Street intersection, improved crosswalk markings were recently installed across Academy Street and the garage mouth, but the crossing is very long. A painted bump out should be added between the street and driveway to provide pedestrian refuge, as well as a new crossing across Sanford. Advance yield markings should be added on the new Stanford Street crossing to further increase pedestrian safety.

Temporary accessible curb ramps will be needed. It is also recommended that Bank Street should become stop-controlled at Sanford Street to improve operational and pedestrian safety.

Mid-Term

In the mid-term, the new pedestrian refuge should be installed in concrete with three accessible ramps serving each crosswalk.

Park Street & Union Street

Long-Term

The long-term recommendation for the Park/Emory Street and Union Street intersections is a significant reconfiguration to create a four-legged intersection at Park/Emory Street and Union Street, simplifying the traffic patterns in this key gateway to downtown while creating a large plaza for outdoor dining or other public amenities, while retaining or expanding the parking supply.

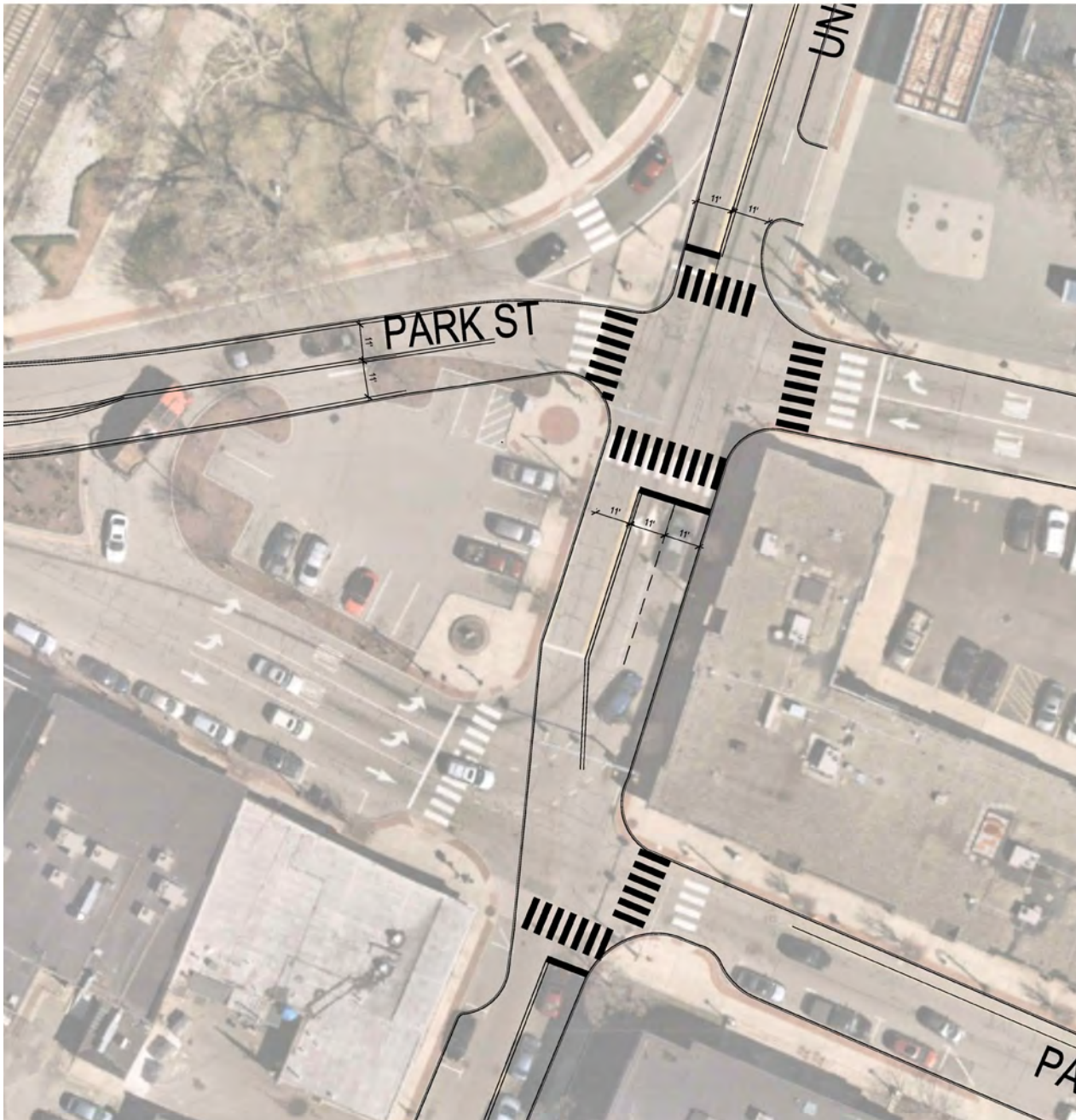
Paired with the recommended slip-lane removal on the northwest corner, this improvement has dramatic pedestrian safety and walkability benefits for Attleboro. From a traffic operations perspective, the relocation of eastbound Park Street traffic to the Emory Street and Union Street adds notable operational efficiencies. First, this eliminates the need for two left-turn lanes on eastbound Park Street because the need to maximize northbound throughput in the short block between Park Street and Emory Street has been eliminated. Instead of this short block processing northbound Union Street traffic and eastbound Park Street lefts, it only needs to process the Union traffic, which takes much less time. Park Street's lefts can go directly

north on Union Street, while eastbound flows to Park Street (an emergency route to the Sturdy Memorial Hospital) can have more green time than today and travel the short block between Emory Street and Park Street during the same signal phase, while northbound Union Street cars are held at Park Street.

Secondly, eliminating the need for two northbound lanes in the short block eliminates the need for two receiving lanes on Union Street north of Emory Street, since it is never fed by more than one lane of traffic. This allows Union Street to be dieted to a two-lane roadway with turn lanes, greatly improving the corridor's safety (which could be carried north several blocks).

Ultimately, a traffic study is recommended for these intersections to ensure and refine the feasibility of the long-term changes indicated in this study and determine if turn lanes are needed on certain approaches. The opportunity to re-purposed a large portion of this old rotary into usable public realm with more parking should not be overlooked as it can become a valuable asset to local businesses and downtown in general.

Park Street & Union Street



County Street & S Main Street

Long-Term

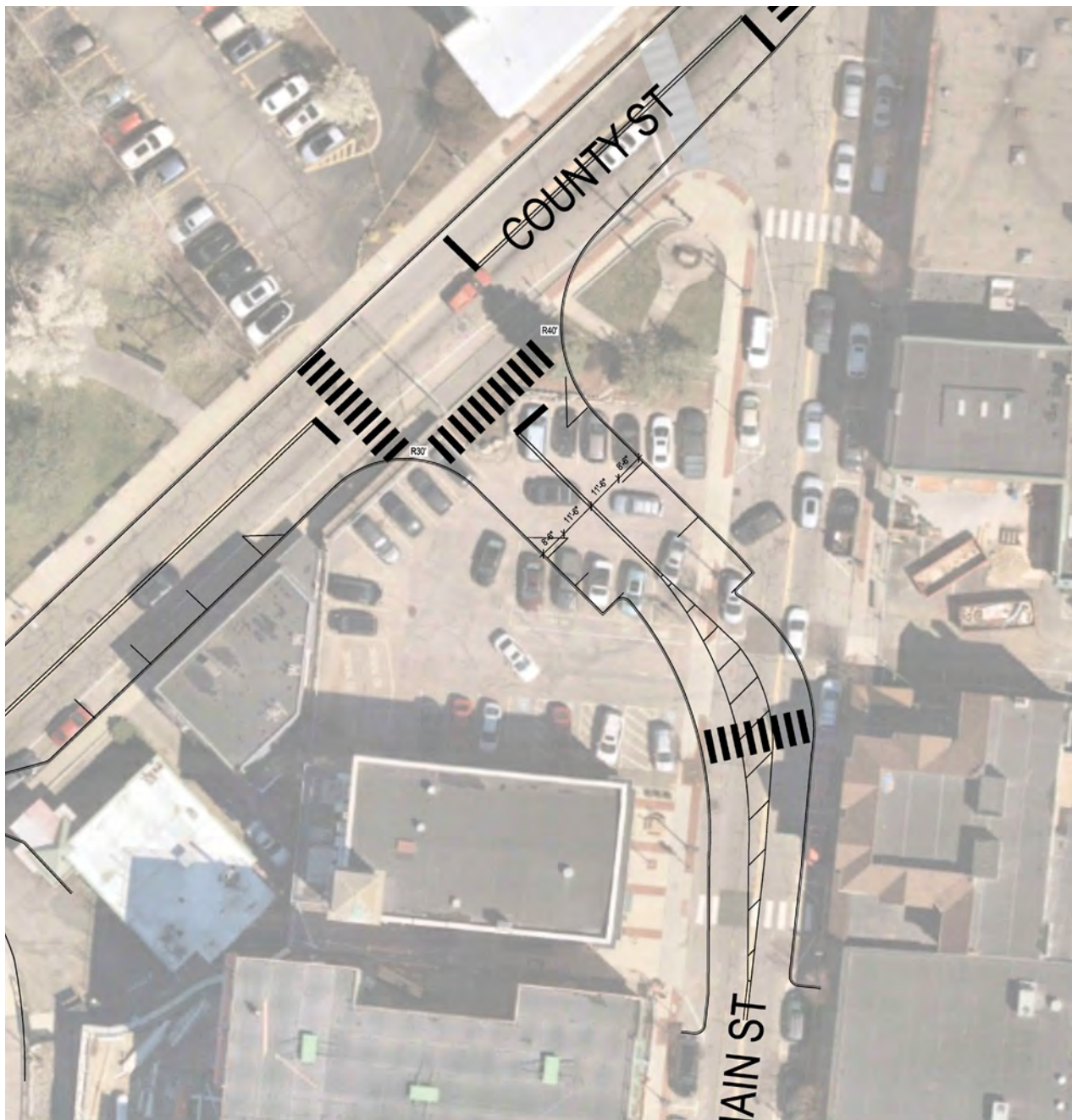
The current conditions of the County Street/Park Street and Main Street intersection has excessive roadway space to provide sufficient clearances for turning vehicles in this irregular intersection. The Charles O. Fiske Square is also surrounded by traffic and does not serve as a comfortable downtown open space.

The long-term recommendation calls for a re-routing of South Main Street through the Attleboro Senior Center parking lot to intersect with County Street, a block south of Park Street, creating a new public plaza and park that is nearly three times as large as the current square. The parking lot is removed and replaced with on-street parking spaces along the rerouted South Main Street and extended County Street. This new heart of downtown could feature outdoor dining, community events, or other pedestrian uses.

From an operations perspective, spitting the single complex intersection into two simple three-way signalized intersections would not impact vehicle delays significantly, but it would greatly reduce crosswalk lengths, notably improving pedestrian safety and the overall walkability of the heart of downtown Attleboro.

The extensive infrastructure work needed to accomplish this solution demands a thorough traffic study and broader community design process. However, the opportunity to greatly improve Attleboro's public realm deserves a study.

County Street & S Main Street







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Appendix

AutoTurn Exhibits

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Title

PARK ST

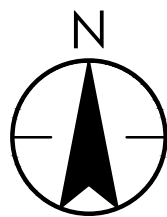
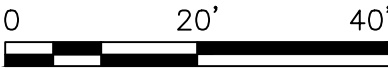
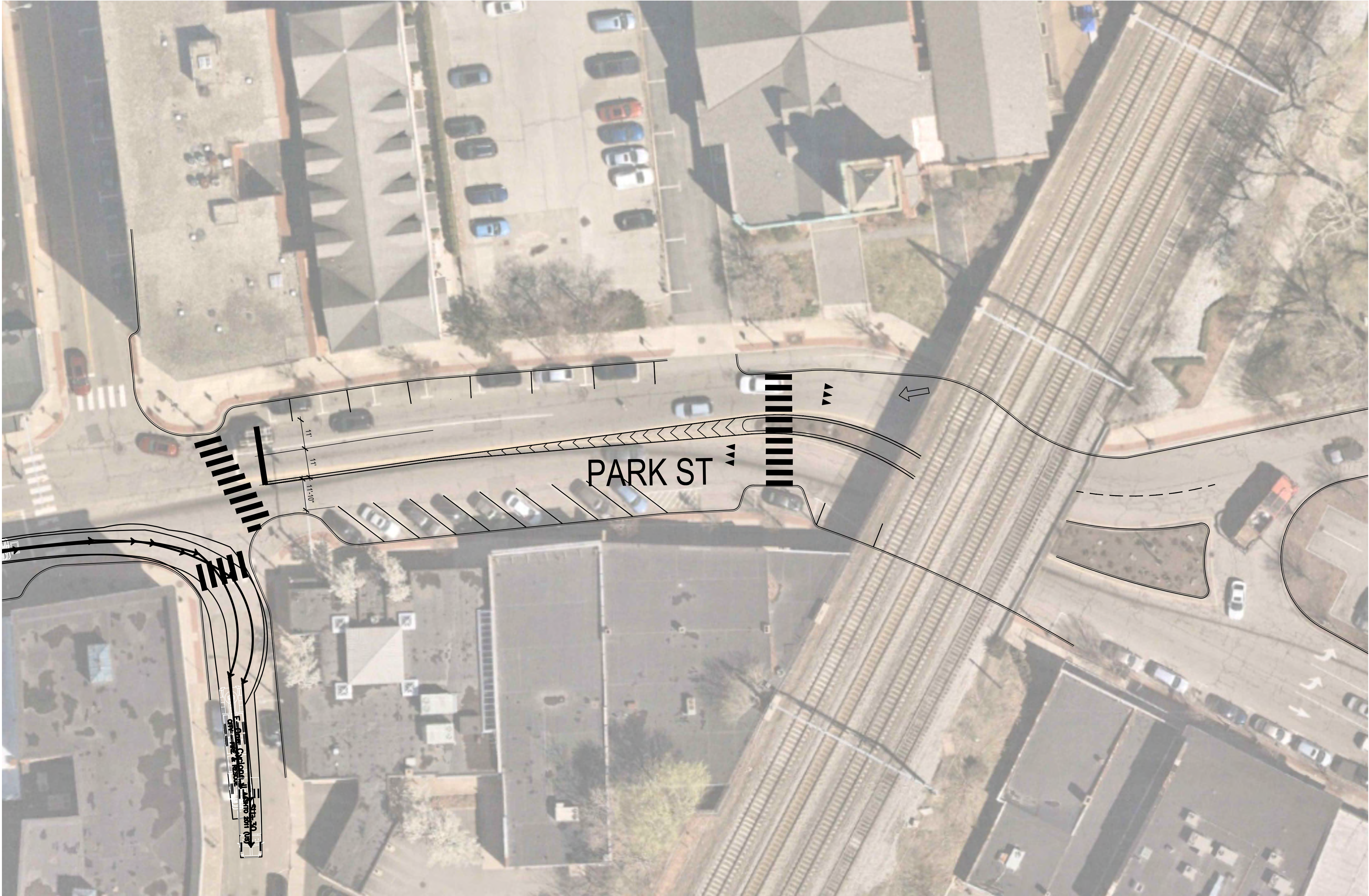
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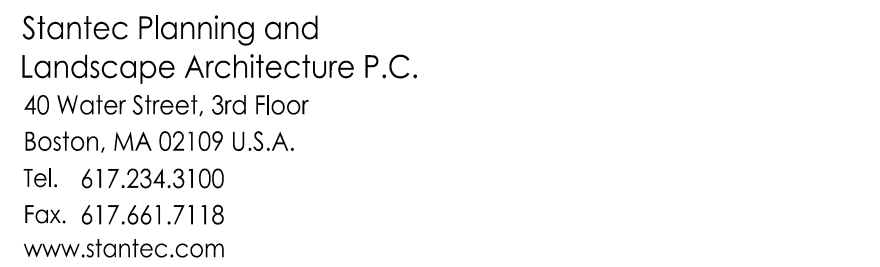
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Legend

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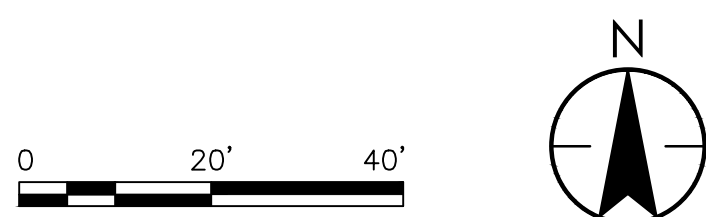
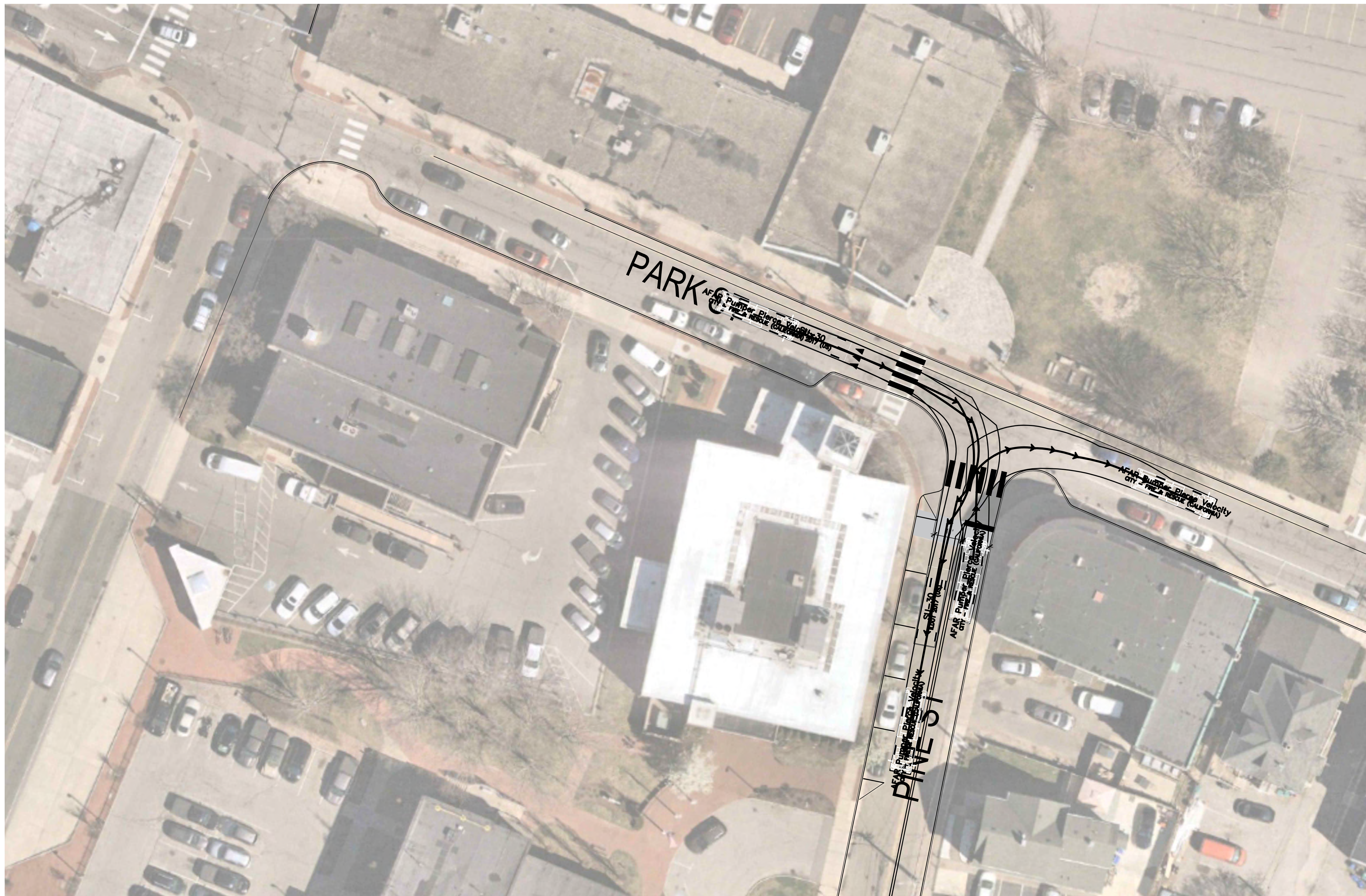
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PARK ST & PINE ST

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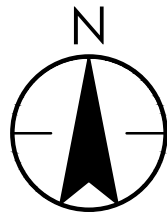
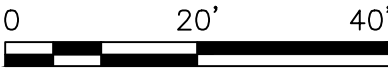
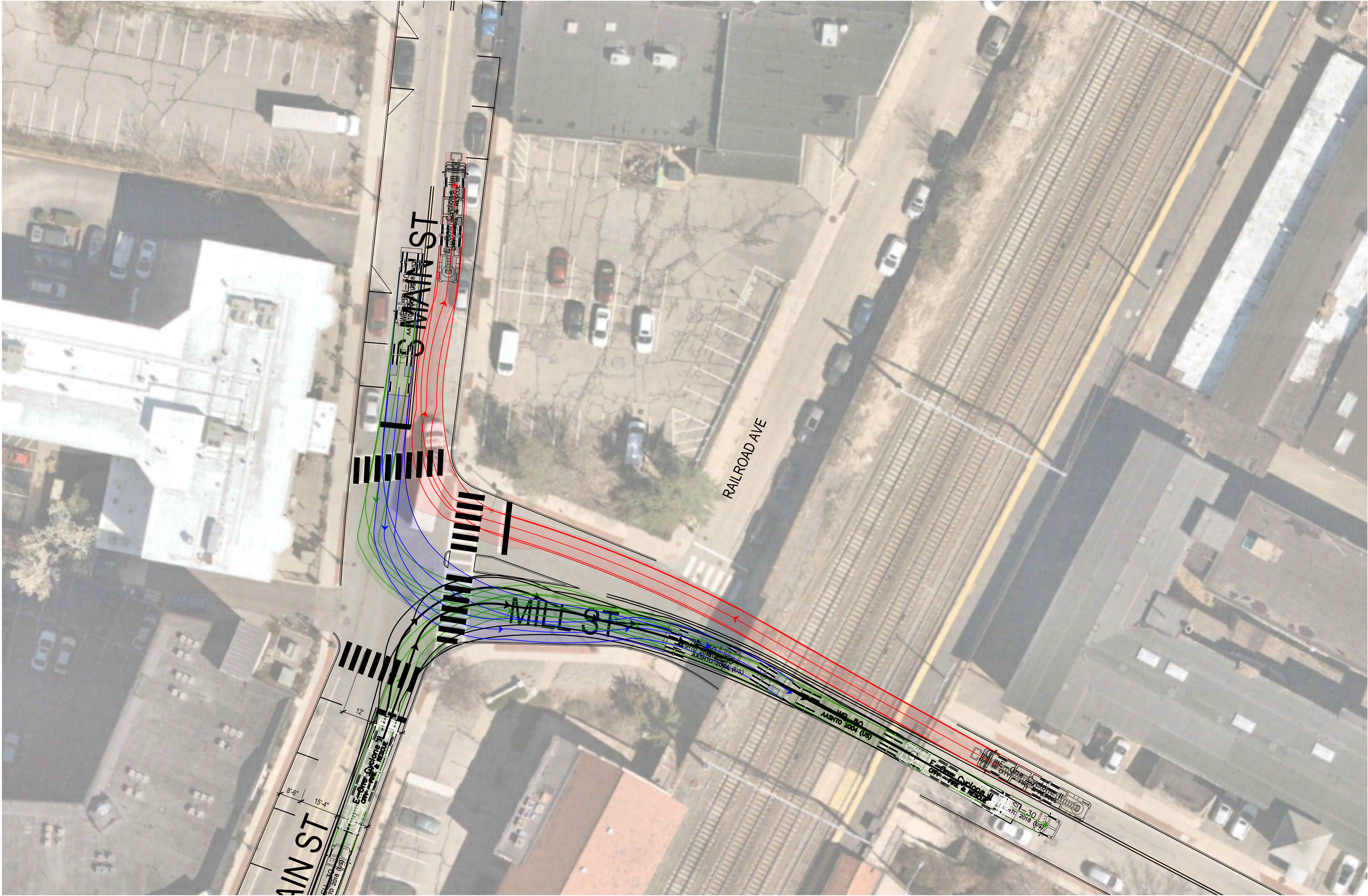
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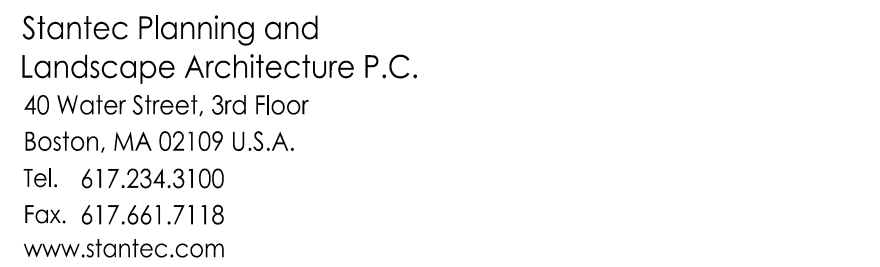
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Client/Project

CLIENT

ATTLEBORO DESIGN CONCEPTS

ATTLEBORO, MA

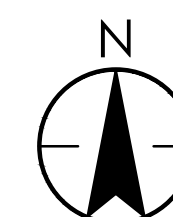
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UNION ST & DUNHAM ST

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Client/Project

CLIENT

ATTLEBORO DESIGN CONCEPTS

ATTLEBORO, MA

Title

SANFORD ST & BANK ST

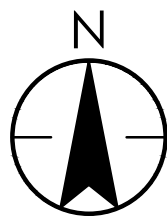
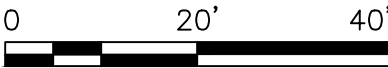
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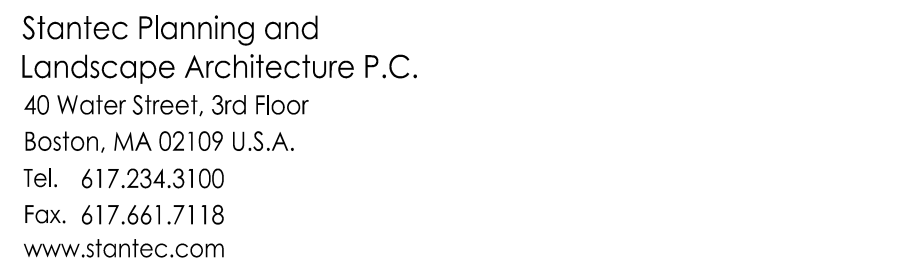
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Consultants

Legend

Notes

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Client/Project

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ATTLEBORO DESIGN CONCEPTS

ATTLEBORO, MA

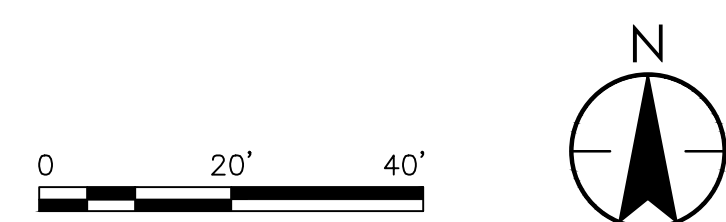
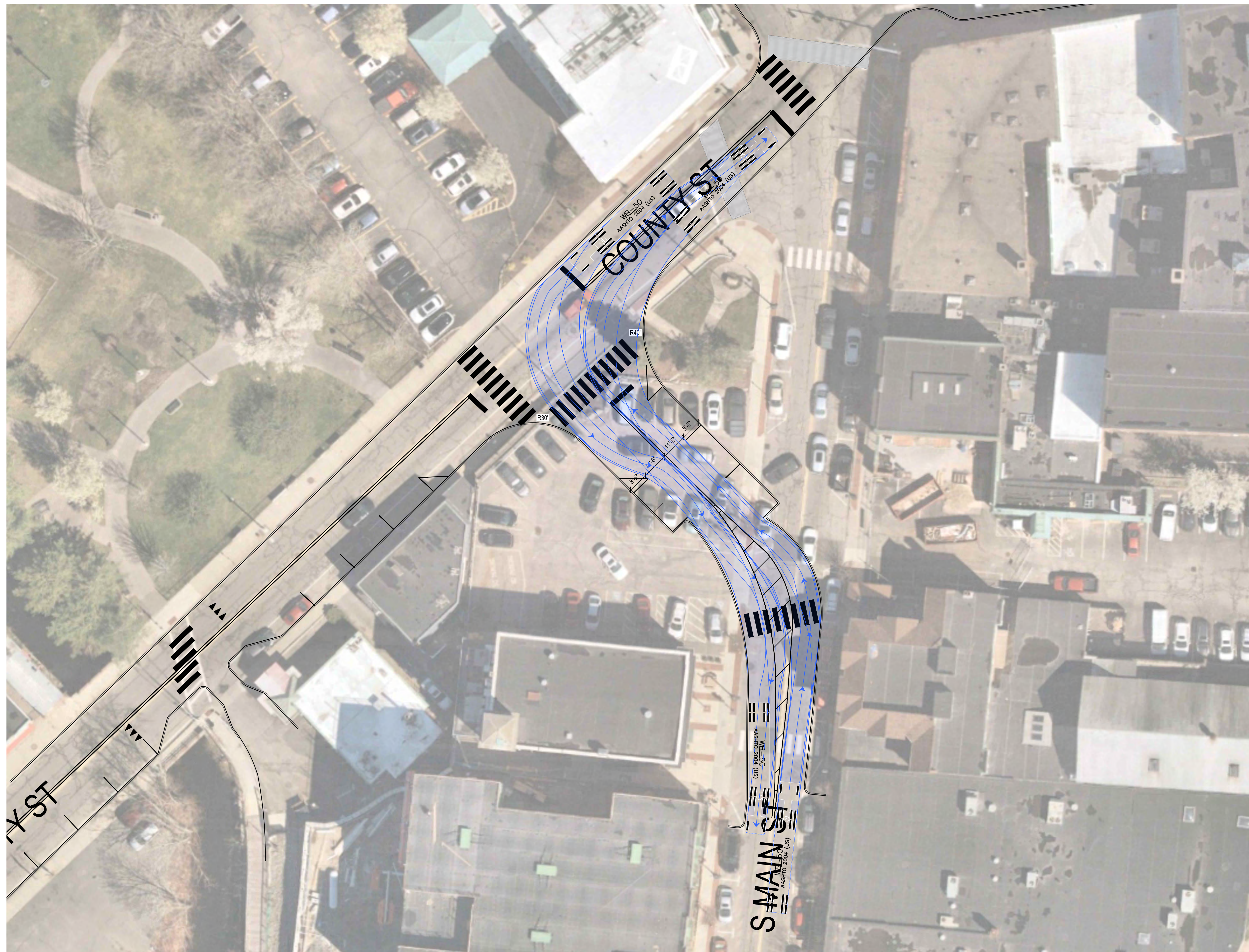
Title

COUNTY ST & S MAIN ST- OPTION 2

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Scale _____

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