

## **Public Comments Submitted to the Boston Region MPO by Project Proponents**

**March 19, 2020**

### **Comment Letters were Submitted for the Following Projects:**

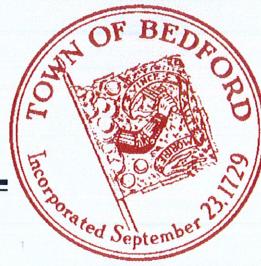
- **Town of Bedford:** Minuteman Bikeway Extension (#607738) (Programmed in FFY 2022)
- **Town of Dedham:** Pedestrian Improvements Along Bussey Street (#607899) (Programmed in FFY 2023)
- **Town of Norwood:** Intersection Improvements at Route 1A and Upland Road/Washington Street and Prospect Street/Fulton Street (#606130) (Programmed in FFY 2021)
- **City of Peabody:** Independence Greenway Extension (#609211) (Programmed in FFY 2024)
- **City of Peabody:** Multi-Use Path Construction of Independence Greenway at I-95 and Route 1 (#610544) (Unprogrammed)
- **City of Salem:** Boston Street Improvements (#609347) (Unprogrammed)
- **Town of Sudbury:** Bruce Freeman Rail Trail, Phase 2D (#608164) (Programmed in FFY 2022)
- **Town of Weston:** Intersection Improvements, Boston Post Road (Route 20) at Wellesley Street (#608940) (Unprogrammed)
- **Town of Wilmington:** Intersection Improvements at Lowell Street (Route 129) and Woburn Street (#609253) (Programmed in FFY 2024)

### **Comments were Submitted via Email for the Following Projects:**

- **Town of Hopkinton:** Signal and Intersection Improvements on Route 135 (#606043) (Programmed in FFY 2020)
- **City of Peabody:** Rehabilitation of Central Street (#608933) (Programmed in FFY 2023)
- **Town of Wakefield:** Main Street Reconstruction (#610545) (Unprogrammed)

**TOWN OF BEDFORD  
DEPARTMENT OF PUBLIC WORKS**

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314 THE GREAT ROAD  
BEDFORD, MASSACHUSETTS 01730

TEL: 781-275-7605  
FAX: 781-275-9010

March 18, 2020

Matt Genova  
Transportation Improvement Program Manager  
Central Transportation Planning Staff  
10 Park Plaza  
Suite 2150  
Boston, MA 02116

**Minuteman Bikeway Extension  
TIP I.D. 607738**

Dear Mr. Genova:

In response to your email dated March 14, 2020, this letter has been drafted to comment on the project readiness for the Minuteman Bikeway Extension project that was outlined during the MPO meeting held on March 5, 2020.

The Minuteman Bikeway Extension project is a very high priority for the Town of Bedford, and therefore the Town would like to ensure that the project remains on the FFY 2022 Transportation Improvement Program. The Town has worked diligently the past 15 years planning and designing this regionally significant project, which extends the Minuteman Bikeway from Bedford Center to the Concord Town Line. The Town of Bedford recently held the 25% Design Public Hearing for the project, and is scheduled to submit the 75% Design in May 2020. The Town of Bedford is committed to working with the Massachusetts Department of Transportation to secure the necessary right-of-way for the project's completion, and meet the project's anticipated construction contract advertisement date of November 6, 2021. To do so, the Town has extended the current consent article to authorize the Select Board to approve easement acquisitions without Town Meeting approval. The Town has also contracted a MassDOT prequalified appraiser to ensure the appraisals move forward promptly. These measures will allow the Town to have greater flexibility of the right of way acquisition process, which will ensure that the right of way for the project is secured in advance of the scheduled advertisement date. The Town is confident that the project will be ready for advertisement on the FFY 2022 Transportation Improvement Program.

Based on this information, the Town of Bedford requests that the MPO keep the Minuteman Bikeway Extension project on the FFY 2022 Transportation Improvement Program. This is a very important project for the community, and your support is greatly appreciated. If you have any questions regarding this request, or would like to discuss further, please call me at your convenience at (781) 275-7605. Thank you for your consideration.

Very Truly Yours,  
TOWN OF BEDFORD

*David Manugian*  
David Manugian, PE  
Director Department of Public Works

March 18, 2020

Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116  
Attn: Matt Genova

**RE: Pedestrian Improvements, Bussey Street, Dedham (TIP ID #607899)**

Dear Mr. Genova,

I hope this correspondence finds you staying safe during these uncertain times. Due to the current public health situation, I respectfully request you accept this electronic version and my office will follow up with a hard copy once we are allowed to return to the State House. Despite the circumstances, as State Representative, I remain committed to advocating for my community and appreciate the opportunity to support an important project.

Bussey Street is a major road in the East Dedham neighborhood. Frequently used by pedestrians, bicyclists and motorists to connect the neighborhood and many commercial districts. Many children in the neighborhood utilize the intersection of Bussey Street at Colburn Street as they walk to and from the Avery Elementary School, Dedham Middle School or Dedham High School. This neighborhood currently undergoing a major revitalization, something I've often referred to as a renaissance.

As you are aware, the project is proposed to make much needed safety improvements to sidewalk accessibility and to overall improve the functionality of the intersection. As a heavily travelled area by both pedestrians and vehicles, there is an imperative need for the aging infrastructure to be updated making it safer and more accessible continuing on our priorities of "complete streets" program throughout the Town. I am confident; including this project will have a significant positive impact to the neighborhood.

I appreciate your consideration and thank you for your continued interest and support of the citizens of Dedham. I look forward to meeting in person soon. In the meantime, I wish you good health and safety.

Sincerely,

Paul McMurtry  
State Representative  
11th Norfolk District

Dennis J. Guilfoyle, Chairman  
Dennis J. Teehan, Jr., Vice Chairman  
James A. MacDonald  
Sarah E. MacDonald  
Dimitria Sullivan

Leon I. Goodwin III  
Town Manager

Nancy A. Baker  
Assistant Town Manager



**TOWN OF DEDHAM**  
Board of Selectmen

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March 18, 2020

Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116  
Attn: Matt Genova

**RE: Pedestrian Improvements Along Bussey Street (TIP ID #607899)**

Mr. Genova,

I would first like to thank the MPO for allowing our consultants for the project (BETA Group) to attend your last meeting and providing information and advocating for our project to remain on the TIP schedule for FFY2023. I would have liked to have been present for this Thursday's meeting, but due to the pandemic ongoing across the country, there are other things that must be attended to. Our Director of Engineering, Jason Mammone, will coordinate with you to make himself available for your conference call meeting on Thursday.

Jason has provided me with the following summary of this project's progress since its approval by the Project Review Committee (PRC) in May of 2014.

- March 2015 – The 25% Design Plans were submitted to MassDOT. Preliminary Cost Estimate was approximately \$4 million
- December 2015 - The Town received 25% Design comments from MassDOT. MassDOT requested that additional information regarding the condition of the Bussey Street bridge be completed and submitted to MassDOT for review.
- December 2015 – Attended Utility meeting at District 6 Office
- March 2017 – The Bussey Street Bridge's Hydraulic Report, Preliminary Structures Report and Type Selection Worksheet were submitted to District 6 Bridge Engineer
- 2018 – Bridge Submission and 25% Design Plans approved by MassDOT
- March 2019 – Was informed from MassDOT that the 25% Design hearing would be held once they hold the field utility meeting.
- June 2019 – Field Utility Meeting with utility companies and MassDOT
- Oct 2019 – Meeting with DUCE to discuss updated utility relocation plan.

The project cost estimate when submitted in 2015 was for approximately \$4 million. After MassDOT concluded that the superstructure of the Bussey Street bridge needed to be reconstructed as part of this project, our consultants updated the project cost estimate with our supplemental 2018 submission which increased the project to its current cost estimate of

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James A. MacDonald, Vice Chairman  
Michael L. Butler  
Dennis J. Guilfoyle  
Brendan G. Keogh

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Town Manager

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Assistant Town Manager



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approximately \$5.5 million.

Since the end of 2019, the Town of Dedham is unaware of anything preventing MassDOT from holding its 25% Design Hearing. The Town of Dedham is eager to move forward with its design to stay on schedule and be shovel ready for FFY2023. Town Meeting approved funds several years ago to get the Town through 100% design and at this year's and next year's Town Meeting we will be requesting the remainder of the necessary funds to get us through ROW acquisitions, PS&E submission and construction administration to be ready for a project advertisement for FY2022.

As I am sure you are aware, Bussey Street is a major corridor in our East Dedham section of Town. It is used heavily by pedestrians, bicyclists and motorists to connect them to the neighborhood commercial area (East Dedham Square), playground/recreation fields (Condon Park) and passive recreational area (Mill Pond Landing) that exist on Bussey Street. Also situated on Bussey Street is one of our Town's Fire Stations as well as our Ambulance service. The intersection of Bussey Street at Colburn Street is crossed by many children in the East Dedham area that walk to the Avery Elementary School, Dedham Middle School or Dedham High School (all located within ½ mile).

Being such a busy corridor, there is a major need for its infrastructure to be updated to meet today's standards making it safer, more accessible and improve connectivity to all the amenities mentioned above. The project is proposed to make major improvements in sidewalk accessibility, incorporate bike lanes and sharrows, replace the obsolete Bussey Street bridge superstructure and improve the functionality/geometry of the Colburn Street at Bussey Street intersection.

The East Dedham section of Town is currently undergoing a major revitalization. In 2015, zoning changes were approved at Town Meeting in attempt to attract \$25 million in private investment. Since the approved re-zoning, three separate mixed-use projects with 59 apartments have started the planning and permitting process. The inclusion of this project will only serve to boost the economic turn within this part of Dedham.

We are consistently getting phone calls at our office as well as the Department of Public Works from various residents that have disabilities that have to stay in the street to get around since there is insufficient accessibility access to the sidewalks along this corridor. We continue to let them know that the Town has been programmed in FFY2023 to have the Bussey Street corridor reconstructed under the State's TIP to make all sidewalks ADA/AAB compliant.

Dennis J. Teehan, Jr., Chairman  
James A. MacDonald, Vice Chairman  
Michael L. Butler  
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Town Manager

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Assistant Town Manager



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Board of Selectmen

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The Select Board and myself are very grateful to have our project programmed for FFY2023 and respectfully seek your continued support and funding moving forward. We will continue to work hard with MassDOT to keep this project on schedule. I appreciate your time.

Sincerely,

Leon Goodwin, Town Manager  
Town of Dedham

Cc: Select Board



## TOWN OF NORWOOD DEPARTMENT OF PUBLIC WORKS

One Lyman Place, Norwood, MA 02062  
Phone 781-762-1413 Fax 781-762-9378  
Email [mryan@norwoodma.gov](mailto:mryan@norwoodma.gov)

**Mark P. Ryan**  
**Director of Public**  
**Works and**  
**Town Engineer**

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March 17, 2020

Matt Genova  
Transportation Improvement Program Manager  
Central Transportation Planning Staff  
10 Park Plaza  
Suite 2150  
Boston, MA 02116

Re: Intersection Improvements at Route 1A and Upland Rd/ Washington St  
and Prospect St  
TIP I.D. 606130

Dear Mr. Genova:

In response to your email dated March 3, 2020, this letter has been drafted to comment on the project readiness for the intersection improvement project that was outlined during the MPO meeting held on March 5, 2020.

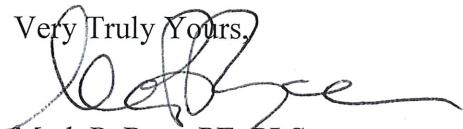
The project proposes a new traffic signal and roadway improvements at the intersection of Route 1A and Washington Street/Fulton Street/Prospect Street in Norwood, Massachusetts. The currently unsignalized intersection has a very high crash rate and does not provide adequate pedestrian and bicycle accommodation throughout. Improvements to the intersection and its approaches include the installation of a fully actuated traffic signal system, designated turn lanes, realignment of Fulton Street to separate it from the Route 1A intersection, pavement rehabilitation, installation of hot mix asphalt sidewalks, ADA/AAB compliant curb ramps, crosswalks, and striped shoulders. These improvements will achieve the following objectives:

- Accommodate existing vehicular traffic and projected traffic growth by constructing additional travel lanes.
- Improve vehicular and transit safety by providing signalization, left turn lanes where required and a bus bay.
- Pedestrian controls have been added, since none presently exist, to allow school children walking to the nearby Oldham Elementary School, MBTA bus passengers and everyday pedestrians to safely cross State Route 1A.
- Increase safety for bicyclists by providing a consistent 5-foot striped shoulder on both sides of Route 1A.
- Increase safety for pedestrians by providing ADA/AAB compliant sidewalks, curb ramps and crosswalks.

The Town of Norwood has worked diligently for over 10 years in the planning and design of this project. The project is the number one priority for the Town of Norwood, and therefore the Town would like to ensure that the project remains on the FFY 2021 Transportation Improvement Program. The Town recently received the MassDOT comments regarding the 75% Design Submission and is preparing to submit the 100% Design in June. The current design schedule includes a construction contract advertisement date of May 1, 2021.

Based on this information, the Town of Norwood requests that the MPO staff considers retaining the Route 1A at Upland Rd Intersection Improvement Project on the FFY 2021 Transportation Improvement Program. This is a very important project for the community, and your support is greatly appreciated. If you have any questions regarding this request, or would like to discuss further, please call me at your convenience at (781) 760-8341. Thank you for your consideration.

Very Truly Yours,



Mark P. Ryan PE, PLS  
Director of Public Works and Town Engineer



## Memorandum

To: Mark Ryan, P.E.  
DPW Director  
Town of Norwood

Date: March 17, 2020

Project #: 11334.01

From: Tracie Lenhardt, P.E.

Re: 606130 - Rte 1A at Upland Rd

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This memorandum has been prepared to give an update and explain the reasoning for the construction cost increase from \$4.0 million to the current \$7.9 million. It is important to note that the \$4.0 million cost estimate is from the 25% Design Submission date March 2012. The current estimate of \$7.9 mill is from the 75% design submitted in October 2019. In the seven years between the 25% Design and 75% Design Submissions, MassDOT has changed several policies including Healthy Transportation and MASH/Guardrail Standards which do impact the design of the intersection. VHB did not perform an extensive evaluation of each item but did pick out a few of the high cost items for review.

The items reviewed include:

- Full depth

At the request of the Pavement Section of MassDOT the full depth pavement reconstruction was extended over a larger area (Sta. 14+50 to Sta. 25+00) than was shown in 25% Design to remove the existing concrete roadway.

- Reinforced Concrete Excavation \$3k to \$152k
- Gravel borrow increased from \$85k to \$175k
- Pavement increased from \$465k to \$950k

- Drainage

The drainage at the 25% Design level was laid out as conceptual which is what is typically done at that stage. The drainage calculations (including gutter spread) are not usually done until the 75% design stage.

- Costs for drainage items increased from \$153k to \$450k
- 27 new structures were proposed at the 25% design, 44 new structures are proposed on the 75% design plans now that the drainage has been fully designed

- Retaining walls

At the 25% Design stage, there was a stone masonry retaining wall proposed on the east side of the roadway and an MSE wall on the west side. Prior to the 75% Design Submission, three (3) rounds of additional borings and geotechnical work was completed. The borings identified the extent of ledge along the east side of the roadway and organic material under the west wall. The final geotechnical report recommended to use of a permanent soldier pile and lagging walls for east and west walls in lieu of gravity and cantilever walls due to the support of excavation (SUE) that would be required for the two walls. The 25% design estimated cost for the stone masonry wall and the 75% design estimated cost for the soldier pile and lagging wall are nearly equal. The permanent soldier pile and lagging wall will reduce construction duration over the stone masonry option, by eliminating time associated with installation and

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Ref: 11334.01  
March 17, 2020  
Page 2

## Memorandum

removal of the temporary support of excavation. Additionally, by eliminating the temporary SOE, the wall construction and excavation will remain further away from the MBTA Right of Way.

- The cost of the walls increased from \$785k to \$2.33mil. The walls increased in length by 230 feet compared the 25% Design submission to mitigate flood plain impacts.
  - Ledge excavation increased from \$40k to \$110k
- 
- Construction staging  
At the 25% Design Submission, only basic traffic control details and setups were provided with the 25% design plans which was a consistent procedure in 2012. At the 75% Design Stage, detailed staging plans and work zones were established.
    - The cost of TTCP items increased from \$128k to \$208k.
  - Item bid prices  
Average bid prices in 2019 are markedly higher than prices from 2012. The item examples below show an average increase in cost of about 52%.

Item No	Unit	Description	Unit Price 2012	Unit Price 2019
120.	CY	EARTH EXCAVATION	\$20.00	\$30.00
151.	CY	GRAVEL BORROW	\$25.00	\$50.00
201.1	EA	CATCH BASIN - DEEP SUMP	\$2,500.00	\$3,700.00
202.	EA	MANHOLE	\$2,600.00	\$4,600.00
238.10	FT	10 INCH DUCTILE IRON PIPE	\$80.00	\$115.00
450.231	TON	SUPERPAVE SURFACE COURSE - 12.5 POLYMER (SSC - 12.5 - P)	\$95.00	\$125.00
472.	TON	ASPHALT MIXTURES FOR TEMPORARY WORK	\$160.00	\$200.00
504.	FT	GRANITE CURB TYPE VA4 - STRAIGHT	\$30.00	\$50.00
504.1	FT	GRANITE CURB TYPE VA4 - CURVED	\$38.00	\$55.00
627.83	EA	GUARDRAIL TANGENT END TREATMENT, TL-3	\$2,500.00	\$4,000.00
701.	SY	CEMENT CONCRETE SIDEWALK	\$40.00	\$50.00
701.1	SY	CEMENT CONCRETE SIDEWALK AT DRIVEWAYS	\$45.00	\$65.00
701.2	SY	CEMENT CONCRETE WHEELCHAIR RAMP	\$75.00	\$135.00
703.	TON	HOT MIX ASPHALT DRIVEWAY	\$175.00	\$225.00



# City of Peabody

## Department of Community Development and Planning

City Hall • 24 Lowell Street • Peabody, Massachusetts 01960 • Tel. 978-538-5700 • Fax 978-538-5987

March 18, 2020

Matt Genova, Transportation Improvement Program Manager  
Central Transportation Planning Staff  
Ten Park Plaza, Suite 2150  
Boston, MA 02216

Re: Peabody Bikeway Extension Project  
**(NEW Project #610544 and PROGRAMMED Project #609211)**

Dear Mr. Genova,

Please find below our brief comments and summary regarding Peabody's Independence Greenway Extension projects.

### **Project #610544 – Multi-Use Path Construction of Independence Greenway at 1-95, Route 1, and Lowell Street Connector Project**

This project was awarded the highest total score for Bicycle/Pedestrian projects being considered for FY25 funding. The City completed a feasibility study in Summer 2019 and selected a preferred alternative route alignment and this project is looking for funding to construct the preferred route alignment.

The City of Peabody is a Community Preservation Act community and since the CPA has been established in Peabody, the Community Preservation Committee has approved and committed approximately \$1 million dollars toward the design activities associated with the Independence Greenway. Those CPA funds were integral towards the completion of the existing segments of the Independence Greenway. The feasibility study for this work was funded with a portion of CPA money. The Community Development and Planning Department is submitting a fund request to the CPC in April 2020 to allocate funds to hire a consultant to conduct the 25% Preliminary Design work in accordance with the TIP program requirements. Mayor Bettencourt is confident the CPC will look favorably on the Community Development and Planning Department fund request proposal allowing the City to proceed with the 25% design phase in July 2020.

This project is a critical link for the regions trail network. It is the key connection for the northern and southern segments of the Border to Boston Trail, the East Coast Greenway trail, and the Danvers Rail Trail.

### **Project #609211 – Peabody Independence Greenway Extension Project**

The City is currently working on the 25% Design plans for this project and we anticipate this task to be complete by September 2020. We also anticipate meeting the April 2022 Advertise Construction Contract task on schedule.

The project cost has seen an \$1,086,675 increase. The City consultant, Green International Inc., reached out to our MassDOT Project Manager, Kim Sloan, regarding the increase in the project costs. Two additional costs have been factored in:

- There was a directive to add a contingency to all projects that had not yet completed the 25% submission; and
- MassDOT also added an additional contingency for potential utility impacts.

These two items are why there was a project cost increase. There is a possibility this increase could go down after the City completes the 25% design submission.

Thank you for your time and consideration on both of Peabody's Independence Greenway projects.

Sincerely,

Brendan Callahan, Assistant Director of Planning



## CITY OF SALEM, MASSACHUSETTS

Kimberley Driscoll  
Mayor

March 17, 2020

Matt Genova  
Transportation Improvement Program Manager  
Central Transportation Planning Staff  
10 Park Plaza  
Suite 2150  
Boston, MA 02116

Re: Salem, Boston Street Improvement Project  
MassDOT Project Number 609437

Dear Mr. Genova:

On behalf of the City of Salem, this letter has been drafted to request that the Boston Street Improvement project be considered for inclusion to the 2025 TIP.

The Boston Street Improvement project is the number one priority for the City; as it is a regionally significant roadway serving the public of the Cities of Salem and Peabody in many ways. It can be designated as an evacuation route for the region if needed, allowing for access to major roadway networks such as Route 128, Interstate 95, Route 114, and Route 107. It is an emergency route allowing for access to regional hospitals. It also has a Salem fire house within project limits. The Boston Street Improvement Project also has three bus routes along the corridor, allowing for residential connections to public transportation to travel locally and regionally, reducing dependency on single passenger vehicles. The enhancements planned as part of the referenced project will expand those connections by providing adequate and accessible pedestrian and bicycle access along the corridor.

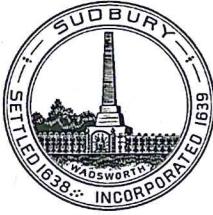
The City has adopted a Complete Streets policy and has made a commitment to everyone who travels in and around the area to have the option of multimodal travel. The Boston Street Improvement Project deepens that commitment with the design complying with the latest MassDOT Engineering Directive for the design of separated bike facilities and shared use paths adjacent to the roadway; as well as continuous sidewalks to allow for universally accessible travel for those who chose non-motorized transportation.

The project also promotes economic development by providing access to businesses from adjacent neighborhoods. It provides access to businesses from environmental justice areas that will allow for job growth and reduce local commercial property vacancy rates. The Boston Street project is adjacent to the Bridge Street project, an economic development project that the City secured funding for under the MassWorks program.

The 25 percent design for Boston Street is nearing completion, with an anticipated submittal date of April 3, 2020. The City has been meeting with Ward Councilors and residents to explain the project and will advance the right of way process once the NEPA process is cleared.

Based on this information, the City requests that the MPO staff consider including the Boston Street project on the 2025 Transportation Improvement Program. This is a very important project for the community, and your support is greatly appreciated. Thank you for your consideration.

Very Truly Yours,  
  
Kimberley Driscoll  
Mayor



## TOWN OF SUDSBURY

*Office of the Town Manager*

[www.sudbury.ma.us](http://www.sudbury.ma.us)

Maryanne Bilodeau.  
Interim Town Manager

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March 18, 2020

Secretary Stephanie Pollack  
Attn: Mr. Matt Genova, TIP Manager  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Bruce Freeman Rail Trail Project in Sudbury (608164) for the FY 2022 TIP

Dear Chair Pollack and Members of the Boston Region Metropolitan Planning Organization,

On behalf of the Town of Sudbury, I respectfully request continued support from the MPO for the Bruce Freeman Rail Trail (BFRT), Phase 2D project in Sudbury (MassDOT Project 608164) for programming in the FY 2022 TIP. The Town has worked for years to advance the design of the BFRT and as of November 2019 has completed the 25% Design for MassDOT review.

The construction of Phase 2D will involve 4.4 miles of rail trail, improve pedestrian facilities, provide bicycle accommodation, and offer healthy transportation options to reduce greenhouse gas emissions. The project is a statewide and regional priority which will continue the BFRT into Sudbury and advance the dream of a regional multi-use path from Lowell to Framingham. Nearly 15 contiguous miles of the BFRT north of Sudbury from Lowell to Concord are open or in construction. Additionally, negotiations are underway between Sudbury and CSX to potentially acquire the rail corridor currently owned by CSX south of the Phase 2D section in Sudbury.

Sudbury has demonstrated its support for the project at Town Meeting numerous times with more than one million dollars in municipal funds allocated to the design. Advancing the BFRT to meet the December 2021 advertising date is a high priority goal of the Select Board, and we hope to have comments from MassDOT to advance to the Design Public Hearing in short order. The funding for the final phases of design is available, having been supported at a 2018 Town Meeting.

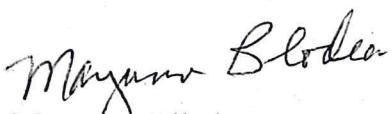
The Town of Sudbury is pleased to be making progress on the BFRT design, having submitted the Sketch Plans on November 27, 2019. The 25% Design of the trail had previously been submitted, and now the 25% package is complete and under review by MassDOT. Town staff have maintained close coordination with the MassDOT Project Manager and met with MassDOT to develop and review the project design submission. Our consultants will be ready to respond promptly to MassDOT comments when received, in order to rapidly advance to the Design Public Hearing and 75% Design.

The cost increase presented in the MPO spreadsheets is associated with the development of detailed sketch plans for two bridges and a boardwalk and the updated costs estimates associated with these structural elements. As the Town has discussed and determined in partnership with MassDOT, the boardwalk is a required component of the project so that environmental impacts can be avoided and minimized. The geotechnical findings associated with the boardwalk resulted in a significant change in the substructure and foundation of the boardwalk, which resulted in the majority of the price increase.

We are happy to answer questions regarding the schedule and cost increase following the detailed 25% structural design estimate update and any concerns about the project advancing by 2022. The Town has been and remains committed to this important priority regional project.

Please do not hesitate to contact me at [bilodeaum@sudbury.ma.us](mailto:bilodeaum@sudbury.ma.us) or 978-639-3385 or Beth Suedmeyer in our Planning and Community Development Department at [suedmeyerb@sudbury.ma.us](mailto:suedmeyerb@sudbury.ma.us) or 978-639-3363, if you have any questions or seek additional information.

Sincerely,



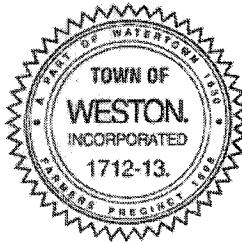
Maryanne Bilodeau  
Interim Town Manager

cc: Sudbury Select Board  
Senator Jamie Eldridge  
Senator Michael Barrett  
Representative Carmine Gentile  
Secretary Stephanie Pollack, MassDOT  
David Mohler, MassDOT OTP, Director  
Barry Lorion, District 3, District Highway Director

# TOWN OF WESTON

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LEON A. GAUMOND JR.  
TOWN MANAGER



March 17, 2020

Matt Genova  
Transportation Improvement Program Manager  
Central Transportation Planning Staff  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Re: Route 20 / Wellesley Street / Boston Post Road Intersection – Weston, MA  
TIP I.D. 608940

Dear Mr. Genova:

In response to your email dated March 14, 2020, this letter has been drafted to demonstrate the Town's support for the above reference project. The Town has just recently submitted the 25% design to MassDOT earlier this week.

The project is the number one priority for the Town of Weston, and therefore the Town would like to request that the project is placed on the FFY 2022 Transportation Improvement Program. The project includes installation of a new traffic signal system; geometric revisions to the intersection, particularly at Winsor Way; pavement mill / overlay; drainage modifications; installation of buffered bicycle lanes; sidewalk reconstruction and pavement markings/signage.

These proposed improvements will address significant safety and crash related incidents documented in the previous Road Safety Audit and included in the Functional Design Report. The project has gone through a significant planning process beginning in 2013 with interaction with various Town departments including the Town's Traffic and Sidewalk Committee, engineering and Department of Public Works. This planning process has informed the preliminary design and the Town's Select Board has endorsed this preliminary design at their January meeting. The design is funded by the Town.

The proposed intersection improvements have minor impacts to existing private properties such that only temporary construction easements will be required. Winsor Way is a private roadway and has been identified as one of the needed temporary easements. VHB and Town officials have previously discussed the project and its impacts with the Winsor Way residents on multiple occasions.

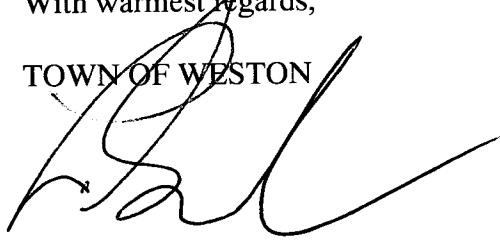
The project will need to be permitted through the local conservation commission as there is work within a buffer zone of an adjacent wetland. We would expect to begin that process at the 75% design

stage.

Based on this information, the Town of Weston requests that the MPO staff consider placing this project on the FFY 2022 Transportation Improvement Program. This is a very important project for the community, and your support is greatly appreciated. If you have any questions regarding this request, or would like to discuss further, please call me at (781) 786-5020. Thank you for your consideration.

With warmest regards,

TOWN OF WESTON



LEON A. GAUMOND JR.  
Town Manager



March 16, 2020

Ref: 14360.00

Marie J. Rose, P.E.  
Director, Project Management  
Massachusetts Department of Transportation  
10 Park Plaza  
Boston, MA 02111

Re: Preliminary (25%) Design – Project File No. 608940  
Route 20 / Wellesley Street / Boston Post Road Intersection  
Weston, Massachusetts

Dear Ms. Rose,

On behalf of the Town of Weston, VHB is pleased to submit the Preliminary (25%) Design for the above referenced project. The project includes the reconstruction of the intersection of Route 20 and Wellesley Street / Boston Post Road. The work includes installation of a new traffic signal system; geometric revisions to the intersection, particularly at Winsor Way; pavement mill / overlay; drainage modifications; installation of buffered bicycle lanes; sidewalk reconstruction and pavement markings/signage.

These proposed improvements will address significant safety and crash related incidents documented in the previous Road Safety Audit and included in the Functional Design Report. The project has gone through a significant planning process beginning in 2013 with interaction with various Town departments including the Town's Traffic and Sidewalk Committee, engineering and Department of Public Works. This planning process has informed the enclosed preliminary design and the Town's Select Board has endorsed this preliminary design at their January meeting. The design is funded by the Town.

The proposed intersection improvements have minor impacts to existing private properties such that temporary construction easements will be required. Winsor Way is a private roadway and has been identified as one of the needed temporary easements. VHB and Town officials have previously discussed the project and its impacts with the Winsor Way residents on multiple occasions. The Preliminary Right-of-Way plans delineate the proposed easement locations.

Proposed improvements do fall within the buffer zone of adjacent wetland areas. While there are no direct wetland impacts, the project will need to be permitted through the local conservation commission. We would expect to begin that process at the 75% design stage.

101 Walnut Street

PO Box 9151

Engineers | Scientists | Planners | Designers

Watertown, Massachusetts 02471

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MassDOT – Route 20 - 608940  
Ref: 14360.00  
March 16, 2020  
Page 2



The proposed intersection improvements will require the relocation of several existing utility poles. This has been identified on the preliminary plans.

The estimated construction cost of the proposed improvements, including typical MassDOT contingencies (15% plus 4.5% police) is approximately \$2,020,000.

The preliminary design submission and subsequent MassDOT review will be via Blue Beam. The Table of Contents for this submission is attached for reference. Please let me know if you would like hard copies of any of the submission documents.

If you should have any questions or require additional information, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Aleksandar Loncarevic".

FOR Timothy B. McIntosh, P.E.

Senior Project Manager - Transportation

CC: Thomas Cullen, Weston DPW Director  
Steve Fogg, Weston Town Engineer  
Leon Gaumond, Weston Town Manager  
Jay Doyle, Weston Traffic Advisory Committee  
Carrie Lavallee, MassDOT District 6  
Laura Castelli, Keith Wengers, Alex Loncarevic, VHB



**Town of Wilmington**  
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March 18, 2020

Boston Region Metropolitan Planning Organization (MPO) Board  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

RE: Intersection Improvements at Lowell Street and Woburn Street  
Wilmington, MA  
MassDOT Project Number: 609253

Dear MPO Board Members:

Serving as the Town of Wilmington's Town Manager, I am writing to offer full support for advancing the intersection improvement project at Lowell Street and Woburn Street into an earlier TIP year. This project is currently scheduled for TIP funding for Federal Fiscal Year (FFY) 2024; however the recent draft schedule indicates this project was recommended to move into an earlier year.

I'd like to strongly advocate for this project to precede other scheduled TIP projects that will result in increases in traffic to this already over-burdened and unsafe intersection. These projects include Main Street Complete Streets corridor improvements, and two (2) State bridge replacement projects that will require temporarily rerouting traffic patterns through the Lowell and Woburn intersection. The Town must also be prepared for the increase in transient traffic through this intersection from the New Boston Street Bridge opening in Woburn, which is scheduled for construction in 2021. We cannot safely sustain an increase in traffic without the scheduled improvements for the intersection.

The Town has secured 100% design funding to see this intersection project through advertisement and we will be advancing expeditiously through the MassDOT design development process. Through consultation with MassDOT, the Town's traffic consultant has projected the project to be ready for advertisement in April 2021.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey M. Hull".

Jeffrey M. Hull  
Town Manager

## **Additional Comments Submitted to the Boston Region MPO via Email 3/18/20**

### **Hopkinton**

#### **Matt Chase – VHB (on behalf of Town of Hopkinton)**

#### **Signal and Intersection Improvements on Route 135 (#606043)**

The Main Street Hopkinton project would like to be considered for the additional TIP funding under FFY 2020 in Scenario #1 and #2 as presented on your website. It appears that under these two scenarios there is between \$7.4M and \$2M, respectively.

VHB submitted the 100% design submission on February 3<sup>rd</sup> and the TIP eligible items at that time were estimated at \$10.5M. Last week we received comments from MassDOT on the 100% submission and there were recommendations to increase the costs of various items. The increase in cost on items that are TIP eligible would increase the previously noted \$10.5M to \$12.2M, an increase of \$1.7M.

The total project cost (including the cost escalations noted above) is \$21M. This includes the \$12.2M of TIP eligible costs and other non-participating costs that the Town is committed to funding.

Hopkinton is currently programmed in the spreadsheet at \$8.5M, so a \$3.7M increase in TIP funding for FFY 2020 under scenario #1 seems doable (total request \$12.2M). The remainder of the available funds could then be provided to the Green Line project from FFY 2021 to FFY 2020 and opening up the opportunity for a \$4M project to move into FFY 2021; which this shift in funding for the Greenway seems consistent with the other scenarios.

Environmental clearance for Main Street was received in January and the ROW certificate should be provided by MassDOT in the next few weeks. The Town is working on PS&E now.

We appreciate anything you can do to increase the funding for the Main Street project.

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### **Peabody**

#### **William Paulitz – City of Peabody**

#### **Rehabilitation of Central Street (#608933)**

The Rehabilitation of Central Street which has full support of Mayor Ted Bettencourt and the Peabody City Council is expected to be at 25% design within the next 30 days. We look forward to working with the MPO and MassDOT as we move forward on this vital project. Thank you for providing me this opportunity to comment at today's meeting.

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## **Wakefield**

### **Bill Renault – Town of Wakefield**

#### **Main Street Reconstruction (#610545)**

First the Town would like to thank the MPO for considering the Wakefield Downtown Revitalization Project (Project Number 610545) for the FY21-25 TIP. While we are disappointed the project was not programmed in any of the three draft scenarios, we understand that the project's scope of work as presented, and more importantly the project cost, would require an MPO amendment to the Long-Range Transportation Plan. The Town is committed to reviewing the project scope with our design consultant and MassDOT to reduce the cost to a level that would not require an LRTP amendment. We hope the updated project scope can be considered for programming in a future FY21-25 TIP amendment or during the FY22-26 TIP development.

The Town has overwhelming public support for the project and near unanimously voted to fund design to the 25% level at 2019 Regular Town Meeting. The Town anticipates advancing the project's design to the 25% level by early 2021. Again, the Town of Wakefield would like to thank the MPO for providing an opportunity to comment on the FY21-25 TIP. We look forward to working proactively with the MPO to obtain construction funding for this very important economic development project for the Town.

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