

## Cost and Readiness Notes for Projects Currently Programmed in the FFYs 2021-25 TIP

This table includes additional information on project readiness and cost for those projects currently funded in federal fiscal years 2021-2025 by the Boston Region MPO. Details presented here are subject to change in the coming weeks as TIP programming conversations continue and more information emerges on each project's status. This table is intended to be a supplemental guide to support the discussion of programming for the FFYs 2022-2026 TIP and does not represent any final decisions or actions taken by the MPO board. Projects that are programmed in FFYs 2021-2025 that do not have significant cost or readiness updates are not shown here.

Municipality	Project Proponent	Project Name	Project Number	MPO Evaluation Score	Year(s) Funded	Design Status (3/15/21)	TFPC (FFYs 2021-25 TIP)	TFPC (FFYs 2022-26 TIP)	Cost Change	Cost Change Notes	Readiness Flag	Readiness Notes
<b>FFY 2021</b>												
Everett	Everett	Reconstruction of Ferry Street	607652	75	2021-22	PS&E comments received 2/8/21	\$25,000,000	\$29,134,698	\$4,134,698	Cost used in FFYs 2021-25 TIP was an estimate based on evolving information during TIP programming in March 2020. Current cost represents a more accurate accounting of project.	N/A	N/A
Framingham	Framingham	Reconstruction of Union Avenue	608228	60	2021	PS&E submitted 2/5/21	\$10,218,923	\$11,168,596	\$949,673	Cost increase due to increasing unit prices as design has advanced	N/A	N/A
Littleton, Ayer	MassDOT	Intersection Improvements on Route 2A at Willow Road	608443	36	2021	25% resubmitted 11/17/20	\$2,287,523	\$3,226,285	\$938,762	Cost increase due to shared-use path being added to each side of corridor to align project design with MassDOT Healthy Transportation plan.	MassDOT recommended delay to 2022	Project cannot complete ROW or environmental permitting until 75% design approval. Because project is only at 25% design, it has been recommended to move to 2023.
Reading	MassDOT	Intersection Signalization at Route 28 & Hopkins Street	607305	33	2021	PS&E submitted 9/30/20	\$1,683,095	\$2,143,463	\$460,368	Cost increase due to adjustments to Summer Avenue signal as project's design advanced.	N/A	N/A
Boston	MassDOT	Roadway, Ceiling and Wall Reconstruction, New Jet Fans, and other Control Systems in Sumner Tunnel	606476	N/A	2021-22	100% submitted 4/20/16	\$126,544,931	\$133,272,750	\$6,727,819	MPO portion of TFPC remains consistent at \$22,115,687.	High risk	Public involvement process has been delayed, complicating NEPA approval. Project switching to design/build.
Woburn	Woburn	Bridge Replacement, New Boston Street over MBTA	604996	55	2021	100% comments received 10/23/20	\$18,280,891	\$23,514,385	\$5,233,494	Cost increase due to more stringent soil management standards being requested by EPA and the need to move utilities underground, which was not anticipated in earlier designs	High risk	Flagged as high risk due to the need for completion of a traffic study to confirm that project does not cause or exacerbate traffic issues north and south of the project area. This is required to complete MEPA approval process.
<b>FFY 2022</b>												
Bellingham	Bellingham	South Main Street (Route 126) - Douglas Drive to Mechanic Street Reconstruction (Route 140)	608887	45	2022	100% comments received 1/7/21	\$5,896,725	\$6,398,158	\$501,433	Cost increase due to minor changes in response to MassDOT comments on 100% design plans.	N/A	N/A
Chelsea	Chelsea	Reconstruction of Broadway, from City Hall to the Revere City Line	608078	61	2022	75% comments received 10/15/20	\$9,883,596	\$11,301,176	\$1,417,580	Cost increase due to increasing unit prices.	N/A	N/A
Lynn	Lynn	Reconstruction on Route 129 (Lynnfield Street)	602077	41	2022	25% approved (DPH 10/29/20)	\$6,235,321	\$6,349,537	\$114,216	Minor cost adjustment as design has advanced	MassDOT recommended delay to 2023	Project recommended for delay due to concerns about meeting ROW and environmental approval timelines on the project's current design schedule. Proponent believes project is on track for advertisement in 2022.
Watertown	Watertown	Rehabilitation of Mount Auburn Street (Route 16)	607777	75	2022-23	25% submitted 12/30/19	\$27,250,087	\$27,250,087	\$0	N/A	High risk	Proponent has requested the project be delayed from 2022 to 2023 due to concerns about meeting advertisement date. Project flagged as high risk due to complexity of project and need to coordinate with MBTA on catenary wires. Design public hearing was delayed from August 2020 to May 2021.
Acton	Acton	Intersection Improvements at Massachusetts Avenue (Route 111) and Main Street (Route 27) (Kelley's Corner)	608229	45	2022	100% comments received 1/6/21	\$14,122,517	\$15,311,125	\$1,188,608	Cost increase due primarily to unit price increases for the project's retaining wall	N/A	N/A
Norwood	Norwood	Intersection Improvements at Route 1A and Upland Road/Washington Street and Prospect Street/Fulton Street	606130	47	2022	75% comments received 1/8/20	\$7,952,280	\$7,952,280	\$0	N/A	MassDOT recommended delay to 2023	Project recommended for delay due to short turnaround time on ROW. Project needs revised 75% design plans to be submitted before ROW can move forward. Project also has Section 61 finding (environmental impact) that needs to be resolved.
Norwood	MassDOT	Intersection Improvements at Route 1 and University Avenue/Everett Street	605857	55	2022	25% resubmitted 1/5/21	\$9,413,450	\$22,998,028	\$13,584,578	Cost increase due to expanded project limits.	MassDOT recommended delay to 2024	Project recommended for delay due to need for extensive ROW and utility coordination. Current project schedule shows 2023 advertisement at earliest. Expanded scope of project and significant cost increase make 2024 a better timeline for this project. MassDOT has assumed design responsibility for project due to expanded limits.

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<b>FFY 2022</b>												
Sudbury, Concord	Sudbury, Concord	Bruce Freeman Rail Trail, Phase 2D	608164	40	2022	25% approved (DPH 7/16/20)	\$12,886,676	\$12,886,676	\$0	N/A	MassDOT recommended delay to 2023	Project recommended for delay due to concerns about ROW timeline (property is owned by MassDOT Rail and Transit) and environmental permitting (MEPA, Chapter 91 finding (waterway impact), and no-rise analysis needed for project to move forward). Proponent has recently made progress on ROW, has submitted complete no-rise analysis, and is actively working on Chapter 91 finding with DEP. Proponent is committed to keeping project on track.
Boston	Boston	Reconstruction of Rutherford Avenue	606226	59	2022-25	25% resubmitted 10/5/20	\$140,748,052	\$174,660,921	\$33,912,869	Cost increase due to advancing design. City of Boston may contribute local funds to offset most of cost increase.	High risk	The scale and complexity of the project make this high risk. Right-of-way includes easements on property of many stakeholders, including DCAMM, DCR, Massport, MBTA, public utility, and railroad.
<b>FFY 2023</b>												
Peabody	Peabody	Rehabilitation of Central Street	608933	61	2023	25% comments received 8/11/20	\$9,660,000	\$15,219,860	\$5,559,860	Cost increase due to proponent designing to programmed amount in TIP without inclusion of required project contingencies.	N/A	N/A
Framingham	Framingham	Traffic Signal Installation at Edgell Road and Central Street	608889	41	2023	75% comments received 1/21/21	\$1,885,344	\$2,553,733	\$668,389	Cost increase due to project changing from pavement mill and overlay to full-depth reconstruction as design has advanced.	N/A	N/A
Bedford	Bedford	Minuteman Bikeway Extension	607738	47	2023	75% submitted 11/3/20	\$6,788,000	\$11,000,168	\$4,212,168	Cost increase at 75% design caused by revisions to culvert design and related stormwater issues	MassDOT recommended move up to 2022	Project is moving forward ahead of schedule, with 100% design submission targeted for fall 2021. Project was moved from 2022 to 2023 during last year's TIP cycle. Proponent strongly supports move back into 2022.
<b>FFY 2024</b>												
Cohasset, Scituate	MassDOT	Corridor Improvements and Related Work on Justice Cushing Highway (Route 3A) from Beechwood Street to Henry Turner Bailey Road	608007	37	2024	75% submitted 2/10/21	\$8,010,388	\$12,028,640	\$4,018,252	No specific information available on cost increase.	N/A	N/A
Littleton	Littleton	Reconstruction of Foster Street	609054	38	2024	75% submitted 11/20/20	\$3,823,195	\$3,839,082	\$15,887	Minor cost adjustment as design has advanced	MassDOT made no recommendation on move	Proponent requesting consideration to be moved ahead to 2023 if possible. Design is moving forward ahead of schedule, but readiness is dependent on ROW submission showing no permanent easement on MBTA property. MassDOT recommends this project stay in 2024 unless this issue is resolved. Proponent working to address this before FFYs 2023-27 TIP cycle.
Ipswich	Ipswich	Resurfacing and Related Work on Central and South Main Streets	605743	48	2024	25% resubmitted 8/19/20	\$2,771,972	\$5,279,700	\$2,507,728	No specific information available on cost increase. Project originally PRC approved in 2009, so increasing unit costs may play a role.	High risk	Flagged as high risk due to design advancing slowly, but project not recommended for delay at this time.
Wilmington	MassDOT	Reconstruction of Route 38 (Main Street), from Route 62 to the Woburn City Line	608051	59	2024	75% submitted 1/18/21	\$17,499,559	\$22,743,951	\$5,244,392	Cost increase due to design change for an existing culvert, which must be reconstructed as a bridge due to environmental permitting requirements. MassDOT is leading design from 25% to construction.	N/A	N/A
Wilmington	Wilmington	Intersection Improvements at Lowell Street (Route 129) and Woburn Street	609253	53	2024	25% approved (DPH 11/25/20)	\$4,520,886	\$4,520,886	\$0	N/A	MassDOT recommended move up to 2023	75% designs are underway. Proponent interested in project moving up into an earlier year if possible to be good detour for New Boston St. Bridge and Route 38 corridor project.
<b>FFY 2025</b>												
Milford	MassDOT	Rehabilitation of Route 16, from Route 109 to Beaver Street	608045	50	2025	25% comments received 7/30/20	\$3,351,325	\$9,035,371	\$5,684,046	Cost increase is due primarily to inclusion of shared use paths on each side of project and the number of commercial driveway crossings the paths make.	N/A	N/A