

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, FEBRUARY 8, 2012

Present: Ald. Ciccone (Chair), Johnson, Swiston, Harney, Yates, Schwartz, Fuller and Kalis
City Staff: Josh Morse, Facilities & Operations Supervisor, Public Buildings Department; Clint Schuckel, Director of Transportation; Chief Matthew Cummings, Sergeant Frank Eldridge and Officer John Daly, Newton Police Department

REFERRED TO PUBLIC SAFETY AND FINANCE COMMITTEES

#364-10(2) HIS HONOR THE MAYOR requesting an appropriation in the amount of seventy-four thousand five hundred three dollars (\$74,503) from the Capital Stabilization Fund – Designated for Ordinary Capital Funding to provide additional funds to secure the entrance in the Police Department lobby. [01/30/12 @ 4:18 PM]

ACTION: APPROVED 8-0

NOTE: Josh Morse, Facilities & Operations Supervisor, Public Buildings Department, joined the Committee for discussion on this item. Mr. Morse said that the Police Station was renovated approximately 20 years ago prior to 9/11 when level 3 ballistic glass was acceptable. Since 9/11, specialists recommend public buildings increase ballistic glass to level 4, creating a safe area for visitors and employees. This appropriation is being requested due to the cost increase based on a change in the scope of the project to use level 4 ballistic bulletproof teller glass and necessary supports. The previous request of \$118,500 was for construction of level 3 ballistic glass.

Ald. Yates asked if there is an emergency button to summons additional help. Chief Cummings answered yes. Ald. Fuller asked why this appropriation was not included in the original design and cost estimates and if this new estimate was an appropriate increase. Mr. Morse said that level 4 ballistic glass is the way communities are moving towards because of heightened security based on recommendations. He feels this estimate is appropriate due to inflation and some specialized building details including special orders. Ald. Swiston asked if Newton is the first to use level 4 ballistic glass and if a list of communities who use this type of glass is available. Mr. Morse said that he did not know what level glass other communities use and is not sure they would provide him with this information.

Chief Cummings expressed his concern regarding employees' safety in the Police Department lobby. He said that he supports the installation of level 4 ballistic glass and is in favor of this project. Sgt. Frank Eldridge and Officer John Daly said that they fully support this project for safety reasons. They said the first public building to be attacked would be the Police Station.

Ald. Yates made the motion to approve this appropriation. Committee members agreed 8-0. Mr. Morse said that this project would be sent to bid when the Board of Aldermen approves this request.

#278-11 ALD. YATES, requesting a report from His Honor the Mayor on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. [09/26/11 @ 2:37 PM]

ACTION: **HELD 7-0, Ald. Fuller not voting on 01/04/12**
HELD 7-0, Ald. Johnson not voting

NOTE: Chairman Ciccone said that tonight's discussion is to gather questions and concerns from the public regarding the Add-A-Lane project and its potential impacts prior to inviting appropriate representatives in for discussion.

Clint Schuckel, Director of Transportation, joined the Committee for discussion on this item. He re-iterated this is a State project. He said that MassDOT was not required to notify Newton residents of their public hearing held in June 2011 because the project is not located in Newton. MassDOT was only required to notify residents of Needham and Wellesley.

Mr. Schuckel provided Committee members with a PowerPoint presentation, attached to this report. He said that this project is in the final phase of MassDOT ongoing work to reconstruct 14.3 miles of I-95 (widen to 8 full lanes) from Route 24 in Randolph to Route 9 in Wellesley. It is estimated the design work will be completed in fall 2012, construction to begin in 2013 and completed in 2016. The proposed project will include the three interchanges (Kendrick Street, Highland Street and Route 9). He reviewed the project schedule, scope of work, traffic projections, pedestrian/bicycle concerns, Needham/Wellesley bridge overview, exit/entrance ramps change, turns allowed, ramp removal, traffic counts, traffic projections and a new left-turn and a relocated ramp.

Mr. Schuckel briefly described future alternatives. "In an effort to determine the most appropriate interchange configuration for the Route 9 at I-95/Route 128 interchange, several alternatives were considered. A full technical analysis was completed as part of an Interchange Modification Report". He reviewed the following alternatives that were considered:

Alternatives Considered

- No Build Alternative: Full Cloverleaf with Collector-Distributor Roads to improve on/off weave at Highland Avenue.
- Build Alternative 1: Full Cloverleaf Interchange with Compliant Geometry
- Build Alternative 2: Diamond Interchange. Kendrick Street, partial diamond (new construction)
- Build Alternative 3: Diverging Diamond Interchange
- Build Alternative 4: Single Point Urban Interchange
- Build Alternative 5: Partial Cloverleaf Interchange on Route 9 to improve on/off weave

Mr. Schuckel summarized the following. He said that over the next 10 years, the new development and new I-95 access at Kendrick Street would impact Nahanton, Winchester and Needham Streets. Looking ahead it is necessary to understand MassDOT traffic projections and

analysis, participate in MassDOT hearings, etc., coordinate Needham Street and Highland Avenue projects, monitor New England Business Center projects (up to 2.5 million square feet), monitor changes by annual traffic counts and seek State funds for Nahanton Street mitigation.

Committee members expressed their concerns and questions regarding this project.

Concerns

Committee members stated that they are concerned regarding the impact of additional traffic on Winchester Street. They said that having proposed bike lanes on the overpass at Highland Avenue and Kendrick Street is unsafe. They feel that when the project begins it will become a 'nightmare' for all.

Questions

Committee members asked if signs would be installed in proposed bicycle lane areas. What exactly is being proposed in Newton? Can the City learn from surrounding communities regarding their traffic impacts on this project? Does the projected traffic impact warrants appear to be low? What is the likelihood that the State will revise their plans prior to construction? Would it be beneficial to request Mayor Warren to discuss this project with local communities and impacts they have endured, if any? How can small City streets handle additional traffic? They requested a project cost estimate to install a tunnel for bicyclists.

Ald. Ciccone opened the discussion for public comment. The ten e-mails received on this item and a list of speakers, are attached to this report. The discussion stressed their concerns, questions and requests regarding this project.

Concerns

Residents stated it is dangerous and unsafe for bicyclists and pedestrians to use the proposed lanes crossing the highway access ramps. They are concerned with speeding vehicles and the potential traffic increase with the proposed new interchanges. They feel traffic will only increase on Chestnut Street with the proposed stop light on Route 9. They said that drivers would use Chestnut Street or Quinobequin Road as cut-through streets bringing additional traffic.

Questions

Could mitigation funds be requested for Nahanton Street?

Requests

They requested a baseline traffic study be performed on Quinobequin Road, Winchester Street and Chestnut Street prior to the project beginning. They requested a storm water analysis. They also requested that the City advocate for the residents who will be impacted on this project by requesting project representatives to a meeting. They are hopeful McMahon Transportation Engineers & Planners will attend a future meeting to answer questions. Residents encouraged conversation with the DCR and the State regarding Quinobequin Road complications.

Mr. Schuckel said that it is his understanding the City has not received a written response from MassDOT as requested in June 2011 regarding the storm water management plans, analyses and related documents. He said the letter requested the following. "As the City of Newton is directly downstream along the Charles River, which is immediately adjacent to the Add-a-Lane project and the likely destination of roadway runoff, the City respectfully requests that MassDOT copy the City Engineer, Lou Taverna that is submitted to the Towns of Needham and Wellesley.

Mr. Schuckel said he would perform baseline traffic counts on Quinobequin Road and Chestnut Street. Committee members suggested writing letters to State Representatives, Mayor Warren, Newton Tab, Boston Globe and Newton Patch. Ald. Harney suggested that he and Chairman Ciccone write a letter to MassDOT, Governor Patrick and Lt. Gov. Murray to help citizens of the City to understand this project.

As requested, The Functional Design Report dated August 2010 provided by McMahon Transportation Engineers & Planners will be posted on the City's web page.

Ald. Yates made the motion to hold this item suggesting MassDOT and McMahon Transportation Engineers & Planners, Mayor Warren, Representatives Khan, Balser and Senator Creem be invited to a future meeting to answer additional questions. Committee members agreed 7-0, Ald. Johnson not voting.

At approximately 10:10 pm, the Committee adjourned.

Respectfully submitted,

Allan Ciccone, Jr. Chairman



SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

#364-10(2)

Telephone
(617) 796-1100

Facsimile
(617) 796-1113

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(617) 796-1089

E-mail
swarren@newtonma.gov

January 30, 2012

Honorable Board of Aldermen
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

RECEIVED
Newton City Clerk
2012 JAN 30 PM 4: 18
David A. Olson, CMC
Newton, MA 02459

Ladies and Gentlemen:

I write to request that your Honorable Board docket for consideration a request to appropriate the sum of \$74,503 from the Capital Stabilization Fund – Designated for Ordinary Capital Funding to supplement *Docket #364-10 HIS HONOR THE MAYOR requesting authorization to appropriate and expend the sum of one hundred eighteen thousand five hundred dollars (\$118,500) from the Reserve for Debt Funded Projects for the purpose of creating a secure entrance in the Police Department lobby. [11/29/10 @ 3:23 PM].*

The cost increase is based on a change in scope of the project to use a higher level bulletproof glass and the reinforced wall system required with such.

Thank you for your consideration of this matter.

Very truly yours,

Setti D. Warren
Mayor

1000 Commonwealth Avenue Newton, Massachusetts 02459

www.newtonma.gov



DEDICATED TO COMMUNITY EXCELLENCE



PUBLIC BUILDINGS DEPARTMENT

Stephanie Kane Gilman, Commissioner
Telephone (617) 796-1600
FAX (617) 796-1601
TTY: (617) 796-1089
52 ELLIOT STREET
NEWTON HIGHLANDS, MA 02461-1605

Setti D. Warren
Mayor

January 25, 2012

Mayor Setti D. Warren
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

Re: Additional funding request for the Police Lobby Security Project

Dear Mayor Warren:

The Public Buildings Department requests an additional \$74,503.00 to supplement the \$118,500.00 approved in docket item 364-10 to complete the Police Headquarters Lobby Security Project. The cost increase is based on the high material price associated with the level 4 bulletproof glass. Additionally the level 4 glass is extremely heavy, and therefore requires a much stronger wall system, which impacts the accessibility improvements.

Sincerely,

Stephanie Kane Gilman
Public Building Commissioner

CC: Robert Rooney, Chief Operations Officer
Maureen Lemieux, Chief Financial Officer

Police Lobby Security Renovation

Docket item 364-10:

The Police Lobby Security Renovation has been completely designed and is ready to go to bid. The cost estimates are above the \$118,500.00 that was initially appropriated. An additional \$74,503.00 is needed to fully fund the project.

The increased cost is due to a number of factors, but they are all based on the need to install level 4 ballistic glass. Level 3 ballistic glass is the most common application for Police Stations in this area. However, many of these stations were built before the tragic events of 9/11, and since then the way we approach security has dramatically changed. Level 3 will stop a standard handgun, but it will not stop a rifle. Level 4 glass will stop rounds up to and including 30 caliber. This also happens to be the caliber that is most common in hunting rifles. That said, the big concern with using level 3 glass is the ease at which one can obtain a gun that can pass through the glass.

Level 4 glass is not only much more expensive, but it's much heavier than level three glass. This means that the entire support structure not only needs to be rated at level 4, but it also must support the weight of the glass and framework. This also means that the inner door in the lobby must be rated at level 4. That means that the handicap door operator must be able to handle the extremely heavy door.

Due to all of the above, the cost is higher than anticipated. The Police Chief strongly supports this initiative, in the manner in which we are proposing.

Regards,

Josh Morse

Director of Operations

Public Buildings Department

Police Lobby Cost Breakdown

Design	\$33,925.00
Construction Estimate	\$159,078.00
Total	\$193,003.00
Budget	\$118,500.00
Additional Funding	\$74,503.00

City of Newton
Police Station Lobby/Entry Renovations

October 27, 2011 Cost Estimate

Prepared for:

Goldman Reindorf Architects
427 Watertown Street
Newton, Ma 02458

Prepared by:



319 Littleton Road
Suite 106A
Westford, MA 01886
phone 978-496-1139 . fax 978-719-6522
www.tortoraconsulting.com

October 27, 2011



Mitch Goldman
Goldman Reindorf Architects
427 Watertown Street
Newton, Ma 02458

Mitch,

Please find enclosed our construction cost estimates for the above project. The estimates include direct construction costs, contractor general conditions, overhead and profit.

Summary of Construction Costs

Current Construction Cost

\$159,078

If you have any questions and require further analysis, please do not hesitate to contact me.

Regards,

Tortora Consulting, Inc.

Gerry Tortora

City of Newton
Police Station Lobby/Entry Renovations
October 27, 2011 Cost Estimate



Qualifications and Assumptions

Introduction

This Cost Estimate was produced from drawings and specifications received 10-25-11 by GRA.

Basis For Pricing

Prices are based upon current prevailing wage rates and material and equipment costs.

Our costs assume chapter 149 bidding laws.

Items Excluded From This Estimate

Loose furnishings and equipment.
 Design fees and other soft costs.
 Owner's project administration.
 Legal fees.
 Builder's risk insurance
 Construction contingency (for change orders).
 Interest expense.
 Printing and advertising.
 Moving and storage expense.
 Mold remediation
 Asbestos
 Furniture systems
 Security equipment and devices
 Tel/Data equipment and devices

Markups:

Estimating and Design contingency is carried
 Contractor's General Conditions have not been carried
 Contractor's OH & Profit have not been carried
 Sub and Contractor's Bond have not been carried
 Escalation is not carried

Recommendations For Cost Control

TCI recommends that the Owner and Architect carefully review this document, including line item descriptions, unit prices, clarifications, exclusions, inclusions and assumptions, contingencies, escalation and mark-ups. Request for modifications of any apparent errors or omissions to this document must be made to TCI with in ten (10) days of receipt of this estimate. Otherwise, it will be understood that the contents have been concurred with and accepted.
 It is recommended that TCI using bid documents produce a final update estimate, to determine overall costs changes which have occurred since the preparation of the estimate. The final update estimate will address changes and additions to the document, as well as addenda issued during bidding process. TCI cannot reconcile bid results to an estimate not produced from bid documents.

Statement Of Probable Cost

TCI has no control over the cost of labor and materials, the general contractor's or any subcontractor's method of determining prices, or competitive bidding and market conditions. The opinion of construction is made on the basis of the experience, qualifications, and best judgment of the professional estimator familiar with the industry. TCI does not guarantee that bids will not vary from this estimate.

TCI staff of professional cost estimators has prepared this estimate in accordance with generally accepted principles and practices.

Acceptance of Report

With acceptance of this report, the holder shall indemnify and hold harmless Tortora Consulting from and against all claims, damages, losses and expenses, including but not limited to attorney fees and court costs arising out of or as a result of the performance of this work, including third party claims.

Project: **City of Newton**Location: **Police Station Lobby/Entry Renovations**Date: **October 27, 2011 Cost Estimate****CSI ESTIMATE TOTALS**

<i>Div</i>	<i>Section</i>	<i>Base Estimate</i>	<i>Area</i>
			545
2	02050-SELECTIVE DEMOLITION	\$2,730	\$5.01
4	04810-UNIT MASONRY	N/A	
5	05500-METAL FABRICATIONS	N/A	
6	06100-ROUGH CARPENTRY	\$1,000	\$1.83
	06200-FINISH CARPENTRY	\$12,605	\$23.13
7	07920-JOINT SEALANTS	\$780	\$1.43
8	08111/08114/08710-DOORS, FRAMES AND HARDWARE	N/A	
	08411-ALUMINUM-FRAMED ENTRANCE AND STOREFRONTS	\$13,500	\$24.77
	08800-GLAZING	Inc above	
9	09260-GYPSUM BOARD ASSEMBLIES	\$6,080	\$11.16
	09511-ACOUSTICAL PANEL CEILINGS	N/A	
	09651-RESILIENT FLOOR TILE	\$3,102	\$5.69
	09910-PAINTING	\$2,290	\$4.20
10	10440 -FIRE PROTECTION SPECIALTIES	N/A	
13	13070 -BULLET RESISTANT FRAMES AND WINDOWS	\$40,000	\$73.39
15	15300-FIRE PROTECTION	\$1,500	\$2.75
	15400-PLUMBING	N/A	
	15500-HVAC	\$1,500	\$2.75
16	16100-ELECTRICAL	\$14,460	\$26.53
	SUB-TOTAL DIRECT COSTS	\$99,547	\$182.66
	ESTIMATING / MARKET CONDITIONS CONTINGENCY - 5%	\$4,977	
	PERMITS	waived by city	
	GC & SUB BONDS	\$1,991	
	General Conditions/Requirements	\$31,780	
	Overtime premium	\$8,000	
	General Contractor overhead & profit	\$12,782	
	CONSTRUCTION TOTAL	\$159,078	\$291.89

City of Newton

Police Station Lobby/Entry Renovations

October 27, 2011 Cost Estimate



Base Estimate Detail

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
02-SITWORK				
02050-DEMOLITION				
Remove desk, conduits, flooring, soffit trim and door systems	4	md	\$520.00	\$2,080
Dumpsters	1	ea	\$650.00	\$650
DEMOLITION TOTAL				<u>\$2,730</u>
06-WOODS AND PLASTICS				
06100-ROUGH CARPENTRY				
Misc plywood and blocking	1	ls	\$1,000.00	\$1,000
ROUGH CARPENTRY TOTAL				<u>\$1,000</u>
06200-FINISH CARPENTRY				
10" plastic laminate transaction counter	3	lf	\$200.00	\$600
24" plastic laminate counter w/ grommets	14	lf	\$200.00	\$2,800
12" plastic laminate shelf	15	lf	\$140.00	\$2,100
6" plastic laminate wall cap	8	lf	\$55.00	\$440
Wood base to match				NIC
Wood paneling to match	252	sf	\$20.00	\$5,040
Pencil drawer	1	ea	\$125.00	\$125
24" 5 drawer base cabinets	3	ea	\$500.00	\$1,500
FINISH CARPENTRY TOTAL				<u>\$12,605</u>
07-THERMAL AND MOISTURE PROTECTION				
07900-SEALANTS				
Interior caulking	1	md	\$680.00	\$680
Materials	1	ls	\$100.00	\$100
SEALANTS TOTAL				<u>\$780</u>
08-DOORS AND WINDOWS				
08411-ALUMINUM-FRAMED ENTRANCE AND STOREFRONTS				
D1 - aluminum storefront single door w/ sidelights	1	ls	\$3,500.00	\$3,500
D1 - hardware	1	ls	\$2,500.00	\$2,500
D2 - aluminum storefront single door w/ sidelights	1	ls	\$3,500.00	\$3,500
D2 - hardware	1	ls	\$2,000.00	\$2,000
D3 - hardware	1	ls	\$2,000.00	\$2,000
ALUMINUM-FRAMED ENTRANCE AND STOREFRONTS TOTAL				<u>\$13,500</u>
09-FINISHES				
09260-GYPSUM BOARD ASSEMBLIES				
Low wall - 2 1/2" metal stud w/ 5/8" gwb each side	32	sf	\$20.00	\$640
2 1/2" Metal stud for w/ 1 layer 5/8' gwb	216	sf	\$15.00	\$3,240
Install bullet proof fiberglass panels provided by 13070	2	md	\$600.00	\$1,200
Cutting and Patch existing walls/ceilings	1	ls	\$1,000.00	\$1,000
GYPSUM DRYWALL TOTAL				<u>\$6,080</u>

Base Estimate Detail

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
09651-RESILIENT FLOOR TILE				
VCT	540	sf	\$4.00	\$2,160
Rubber base	201	lf	\$2.00	\$402
Floor prep	540	sf	\$1.00	\$540
RESILIENT FLOOR TILE TOTAL				<u>\$3,102</u>
09910-PAINTING				
Finish new wood paneling and base to match	2	md	\$600.00	\$1,200
Paint walls, ceilings and soffits	545	sf	\$2.00	\$1,090
PAINTING TOTAL				<u>\$2,290</u>
13000-SPECIAL CONSTRUCTION				
13070 -BULLET RESISTANT FRAMES AND WINDOWS				
Furnish, install, freight and tax)	1	ls	\$40,000.00	\$40,000
Level 4 -Transaction window w/ arch, ss tray and supports	60	sf		Inc above
Level 4 - Bullet resistant door and frame	1	lv		Inc above
Level 4 - Bullet resistant glazing and frame over existing windows	54	sf		Inc above
Supply level 4 bullet resistant fiberglass panels behind wood panels	65	sf		Inc above
Add dd for custom color powdercoat				NIC
BULLET RESISTANT FRAMES AND WINDOWS TOTAL				<u>\$40,000</u>
15500-MECHANICAL				
15300-FIRE PROTECTION				
New sidewall sprinkler to match (connect to existing main)	1	ls	\$700.00	\$700
Shutdown, drain and recalcs	1	ls	\$800.00	\$800
FIRE PROTECTION TOTAL				<u>\$1,500</u>
15500-HVAC				
Through wall 20cfm wall fan	1	ls	\$1,500.00	\$1,500
HVAC TOTAL				<u>\$1,500</u>
16-ELECTRICAL				
Demo/Make-safe	10	mh	\$85.00	\$850
Lighting and circuitry				
4' pendant	1	ea	\$350.00	\$350
Remove and reinstall lighting	4	mh	\$85.00	\$340
New Exit signs	2	ea	\$275.00	\$550
Lighting Circuitry and Power				
4000 wiremold	18	lf	\$95.00	\$1,710
Wall duplex outlet	5	ea	\$275.00	\$1,375
Ceiling duplex outlet	2	ea	\$275.00	\$550
New switches	1	ea	\$112.00	\$112
Wall fan wiring and connection	1	ea	\$350.00	\$350
Conduit, wire and tie-in to panel	1	ls	\$1,500.00	\$1,500

Base Estimate Detail

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
<i>Fire Alarm</i>				
MC FA Teflon Cable	40	lf	\$12.00	\$480
Horn/strobe	1	ea	\$343.00	\$343
Central Equipment (tie into exist)	1	ls	\$250.00	\$250
<i>Telecommunications System (rough-in)</i>				
Conduit	60	lf	\$14.00	\$840
Tel/Data Outlet Backbox w/ Stubup	2	ea	\$84.20	\$168
<i>Security System (rough-in)</i>				
Security conduit	275	lf	\$14.00	\$3,850
Junction backbox for card readers and cameras	10	ea	\$84.20	\$842
ELECTRICAL TOTAL				<u>\$14,460</u>

City of Newton

Police Station Lobby/Entry Renovations
 October 27, 2011 Cost Estimate



General Conditions and Requirements

DESCRIPTION	QUANTITY	UNIT	UNIT COST	COST
4 Week Schedule				
Project Staffing				
Superintendent	4	wks	\$3,600.00	\$14,400
Project Manager	2	wks	\$3,800.00	\$7,600
Temporary Facilities				
Field Office				with-in space
Copier				n/a
Fax Machine (Purchase)				n/a
Furniture				n/a
Drinking Water				n/a
Supplies for Office Trailer (Copies / Faxes)				n/a
Sanitation				n/a
Telephone				n/a
Field Office Computer				n/a
Portable phones	1	mth	\$200.00	\$200
First Aid / Safety	1	mth	\$150.00	\$150
Postage				n/a
Temp walls	12	lf	\$40.00	\$480
Temp signs	1	ls	\$800.00	\$800
Final cleaning	1	ls	\$1,000.00	\$1,000
Cleaning Dumpsters	3	ea	\$650.00	\$1,950
Cleaning / misc labor (1 laborer for 2 weeks)	10	md	\$520.00	\$5,200
GENERAL CONDITIONS AND REQUIREMENTS TOTAL				\$31,780

#278-11

letter mailed to 30 Quinobequin Rd. residents on 01/27/12

Board of Aldermen

2012-2013

City of Newton



PUBLIC SAFETY & TRANSPORTATION COMMITTEE
MEETING NOTICE

Dear Resident:

The Public Safety & Transportation Committee of the Board of Aldermen seeks public comment on the following item, which may be of interest to you, at its next meeting on Wednesday, February 8, 2012 at 8:00 pm in Room 202, Second Floor, City Hall. The meeting is open to the public and if you would like further information on the item, you are urged to attend.

#278-11 ALD. YATES, requesting a report from His Honor the Mayor on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. [09/26/11 @ 2:37 PM]
HELD 7-0, Ald. Fuller not voting on 01/04/12

This is not a public hearing, but written opinions will be accepted. If you would like to offer an opinion in writing, please send to the following address: Clerk of the Board, 1000 Commonwealth Avenue, Newton Centre, MA 02459 or e-mail to Danielle Delaney at ddeLANEY@newtonma.gov by February 7, 2012 reflecting docket item #278-11.

Sincerely,

Danielle Delaney
Committee Clerk
Public Safety & Transportation Committee

1000 Commonwealth Avenue ▪ Newton, MA 02459
617-796-1210 www.ci.newton.ma.us/aldermen

Newton Tab

2/1/12

**Wednesday,
Feb. 8**

PUBLIC COMMENT

SOUGHT The Public Safety & Transportation Committee of the Board of Aldermen seeks public comment on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. A meeting takes place on Feb. 8, 8 p.m., Room 202 at Newton City Hall. Individuals not able to attend the meeting may provide their written comments to: Board of Aldermen, Attn.: Danielle Delaney, Committee Clerk, Newton City Hall, 1000 Commonwealth Ave., Newton Centre, MA 02459 or ddelaney@newtonma.gov before Feb. 7.

2/8/12

**PUBLIC COMMENT ON
ADD-A-LANE PROJECT**

at Newton City Hall, 1000 Commonwealth Ave., Newton, on Feb. 8, 8 p.m. In Room 202. The Public Safety & Transportation Committee of the Board of Aldermen seeks public comment on the impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. Individuals not able to attend the meeting may provide their written comments to: Board of Aldermen, Attn.: Danielle Delaney, Committee Clerk, Newton City Hall, 1000 Commonwealth Ave., Newton Centre, MA 02459 or ddelaney@newtonma.gov.



[What will happen to traffic when I-95 grows wider?](#)

by Matt Cuddy

February 8, 2012

8:00 pm to 9:30 pm

As you may know, MassDOT is working to widen I-95 to include four travel lanes from Route 24 to Route 9. The design work will likely be completed in fall 2012, with construction to begin in 2013 and completed in 2016. The proposed 127 million dollar project will widen 3.3 miles of I-95 including the three interchanges (Kendrick Street, Highland Street and Route 9).

The Public Safety & Transportation Committee of the Board of Aldermen will hear a report from the City's Director of Transportation, Clint Schuckel, on Wednesday, February 8, in Room 202 of City Hall. The public is invited to ask questions about the project and its expected impacts.

February 1, 2012 [No Comments](#)

Draft Questions on Traffic Impact of Add-a-lane Project to Newton streets near intersection of Routes 9 and 128

What is the amount of traffic going southbound on 128 at the Route 9 intersection ?

How is it divided between through traffic, westbound on Route 9, and eastbound on Route 9?

What is the division expected to be after the compression of the two exits into one with a stop light?

What will the level of service be at the stop light? (How long will cars leaving 128 be stopped at the light, particularly during rush hours?)

How many drivers who anticipate a hold up at the light will be diverted to alternative routes through Newton such as Quinobequin Road, Chestnut Street, etc.?

What will the level of service be at the light for cars going westbound on Route 9?
How many cars will be diverted to other routes through Newton by delays at the light ?

What is the amount of traffic going northbound on 128 at the Route 9 intersection?

How is it divided between through traffic. Eastbound on Route 9, and westbound on Route 9?

What is the division expected to be after the compression of the two exits into one with a stop light?

What will the level of service be at the stop light? (How long will cars leaving 128 be stopped at the light, particularly during rush hours?)

How many drivers who anticipate a holdup at the light will be diverted to alternative routes through Newton (Highland Avenue/Needham Street to Oak Street, Centre Street, Chestnut Street, Quinobequin Road, Kenrick Street to Dedham Street to Parker Street, Centre Street, or Walnut Street)?

What will the level of service be at the light of cars going eastbound on Route 9?
How many cars will be diverted to other routes through Newton by delays at the light?

What are the reasons (accident rates, etc.) for the proposed unique solution of compression of two exits into one with a stoplight onto Route 9?

#278-11

Provided by Ald. Kalis on 01-10-12

Additional Questions:

1. Given the traffic implications to Newton on Nahanton St, is there any consideration, plans, or dollars to direct to traffic flow improvements at the intersection of Nahanton and Dedham as well as the intersection of Nahanton and Winchester?
2. What is the estimated shift of weekday and weekend, as well as commute trips from Needham St to Nahanton St?
3. Will a study be done to understand traffic flow differences on Winchester St and then downstream, implications to the traffic light at Dedham and Winchester?
4. What is the plan to review actual impact following implementation and will dollars be set aside to address any unforeseen impacts?
5. Is the new intersection at Kendrick intended to be a full intersection or only an entry from 128 South? Please specify the details of this intersection.
6. Will the new Kendrick St bridge continue to allow flow to and from Needham and Newton?



I-95 Add-A-Lane (Kendrick to Route 9)



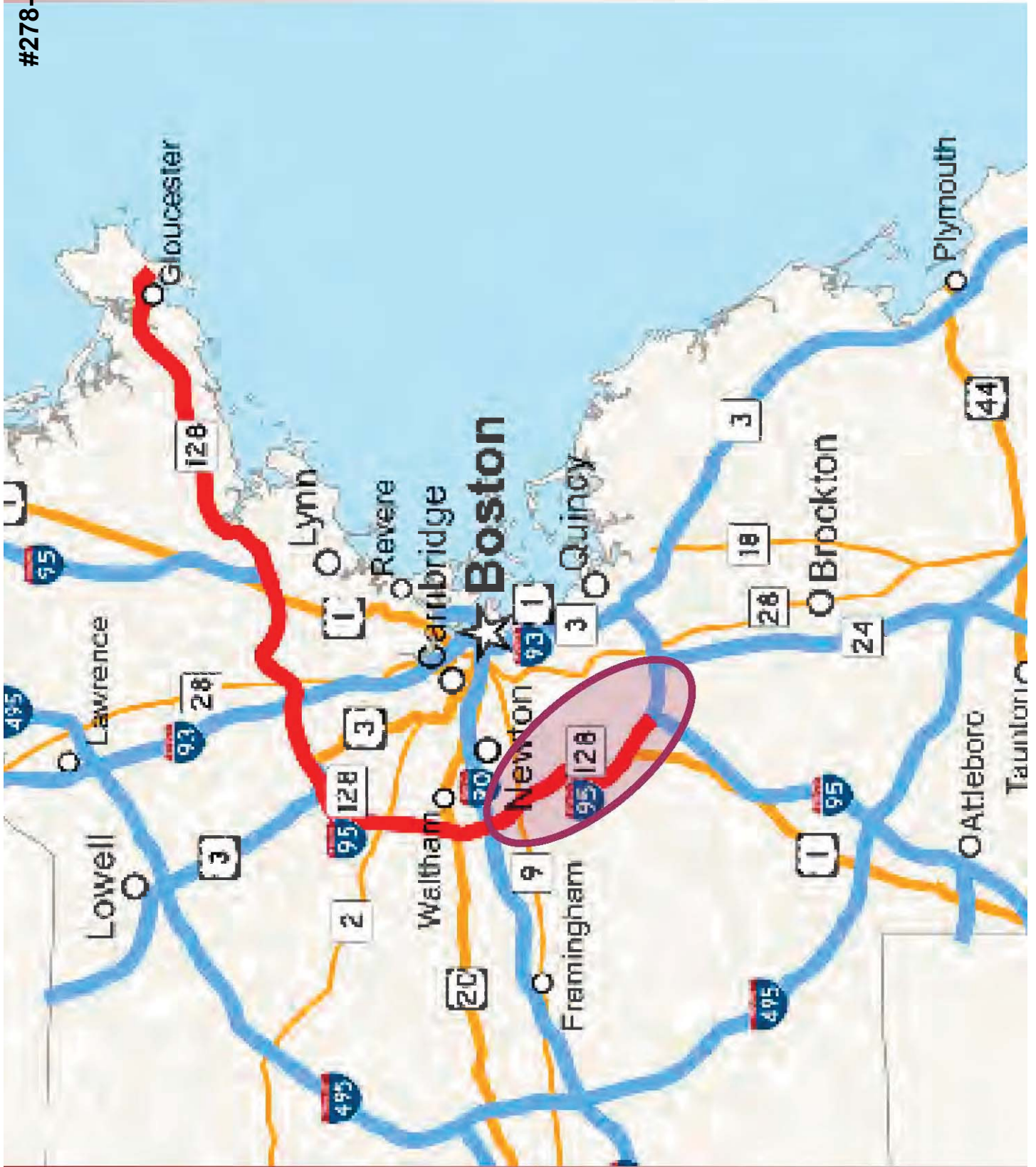
Clint Schuckel, PE
Director of Transportation
Division, Newton DPW



February 8, 2012

Outline

- Project scope & schedule
- Traffic projections
 - Basis
 - Do we believe them?
- Ped/Bike concerns
- How will this project impact the City of Newton and what can we do about it?



“Add a Lane” Overview



128

- Reconstruct
 - 14.3 miles of I-95 (widen to 8 full lanes) from Route 24 in Randolph to Route 9 in Wellesley
 - 22 bridges
- Cost= \$344 million (Source: BostonGlobe, April 2010)
- Sequence: from south (Rte 24) to north (Rte 9)
- Start: 2003
- Projected completion: 2016

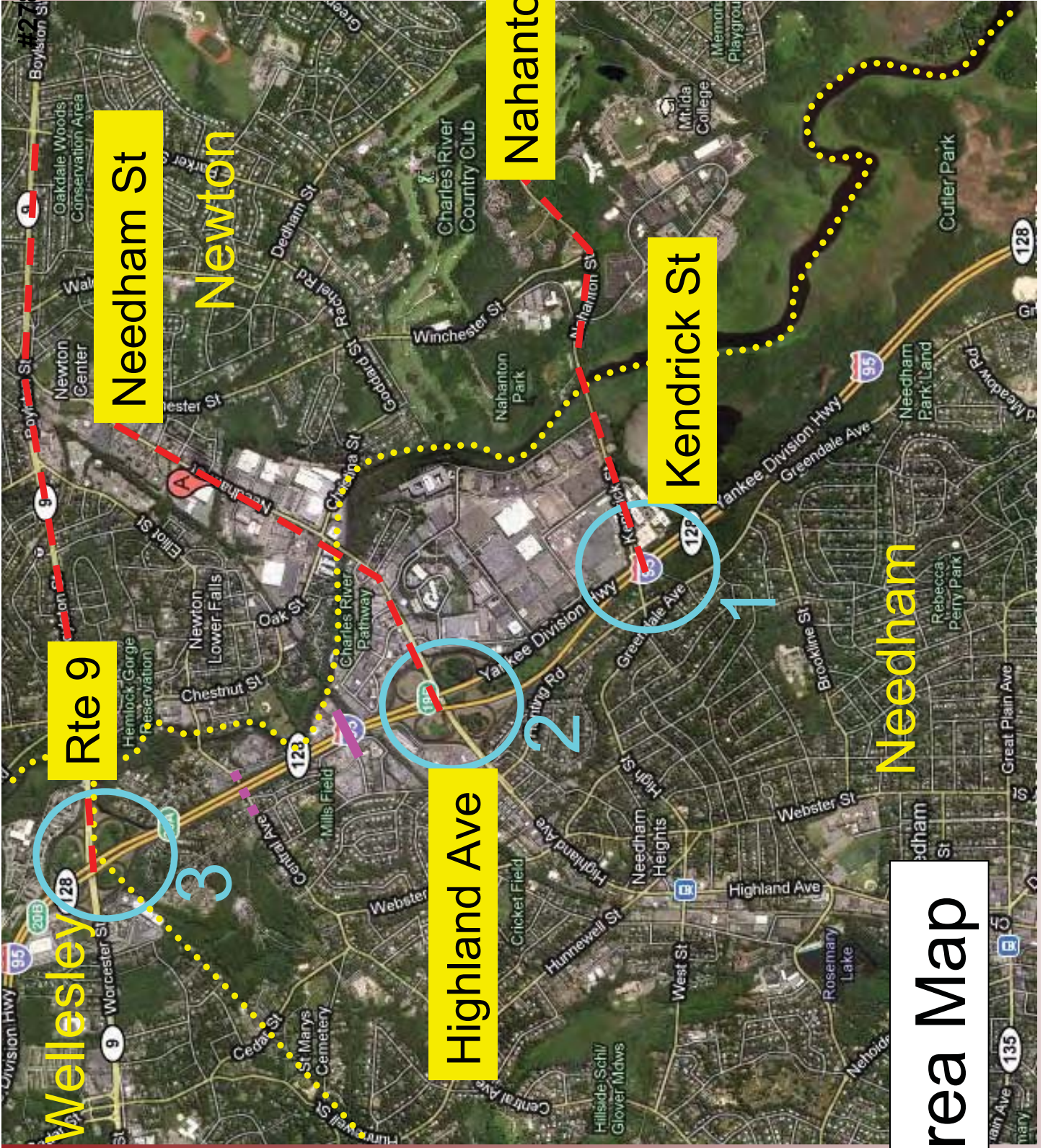
Needham/Wellesley Section Overview “Bridge V” or “Contract 5”



128

- Reconstruct
 - 3.3 miles of I-95 (widen to 8 full lanes)
 - 3 interchanges (Kendrick, Highland, Route 9)
 - MBTA bridge (center pier only)
 - Central St overpass (becomes Elliot St in Newton)
- Estimated construction cost: \$127 million
- Designer: Jacobs/HDR, McMahon (traffic)
- Estimated start date: 2013
- Estimated completion: 2016

278-11



Needham St

Newton

Nahantton St

Kendrick St

Rte 9

Highland Ave

Needham

Area Map

Wellesley

3

2

1

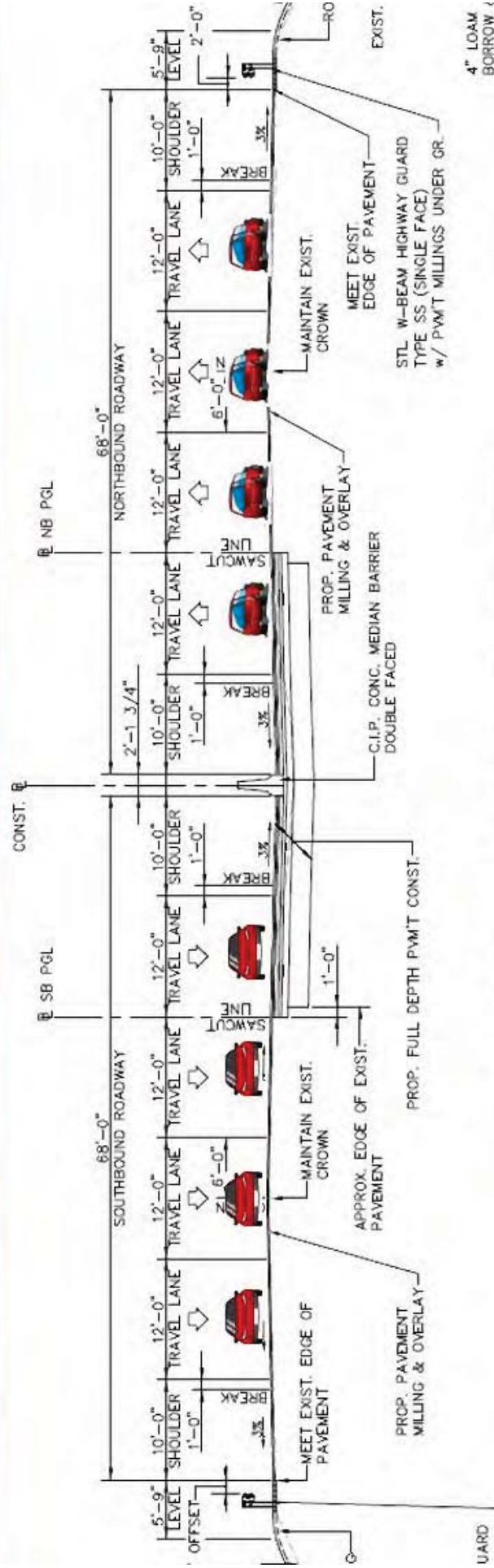
Add-a-Lane Trivia

- Route 128 is known as “America’s Highway” or the “ Division Highway”
 - A. Oldest... Patriot
 - B. Minuteman... Long
 - C. Technology... Yankee
 - D. Revolutionary... American League East

#278-11



Existing I-95 lanes



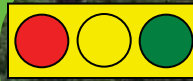
TYPICAL SECTION - I-95 (ROUTE 128) WIDENING NORMAL

STA. 581+00 TO STA. 605+50
 STA. 627+81 TO STA. 636+19
 SCALE: 1/8" = 1'-0"

#278-11

Newton →

Kendrick St



Turns allowed
Turns not allowed

#278-11

Newton →

Kendrick St

Exit To
Highland Ave

Exit To
Kendrick St

Enter From
Kendrick St

Enter From
Highland Ave

Exit/Entrance
Ramps Change

© 2010 Google - Imagery © 2010, DigitalGlobe, GeoEye, Mass

50 m

Traffic

More #278-11

Newton



Highland Ave



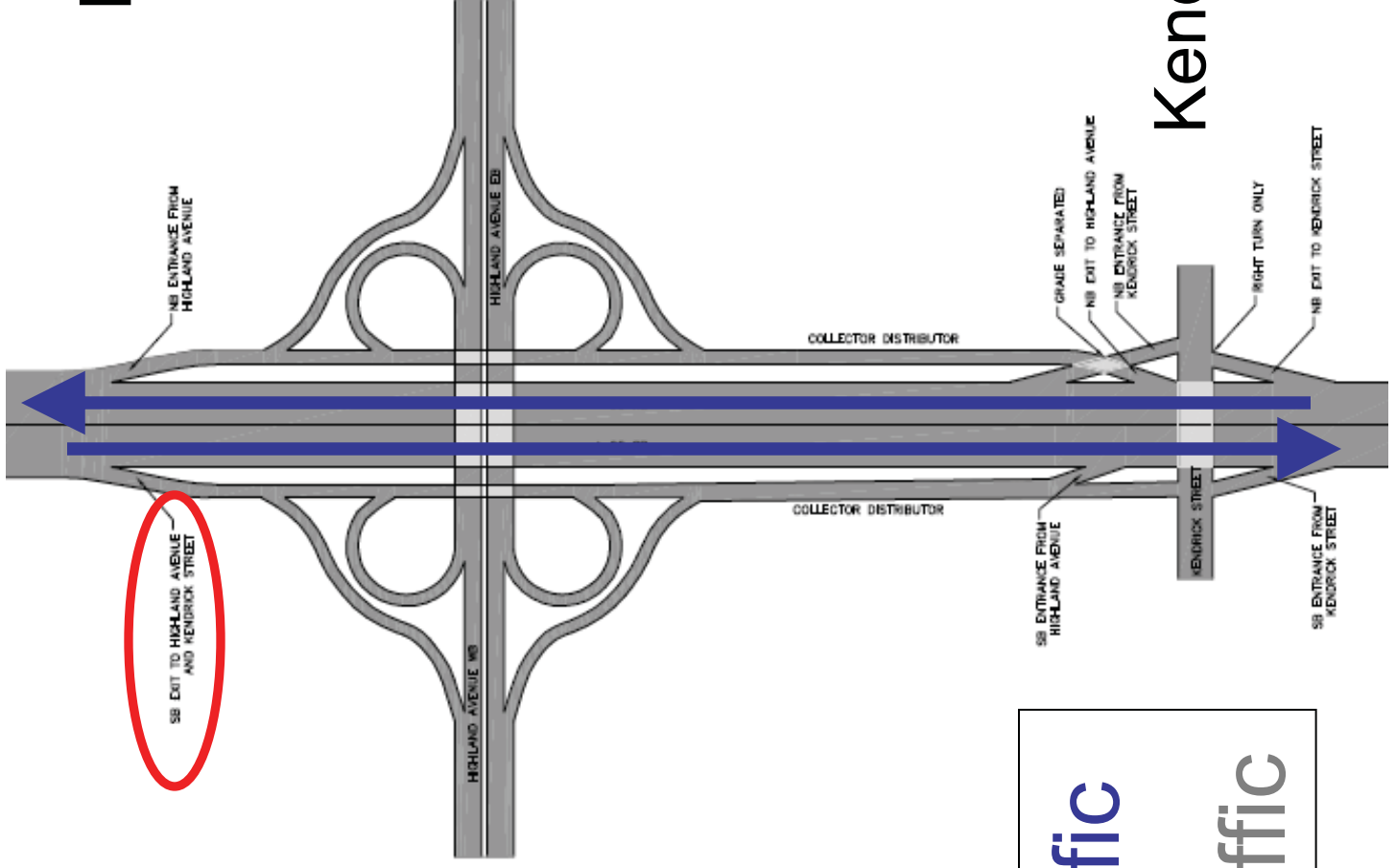
Weaving Areas

#278-11

Newton 

Highland Ave

Kendrick St



Thru Traffic

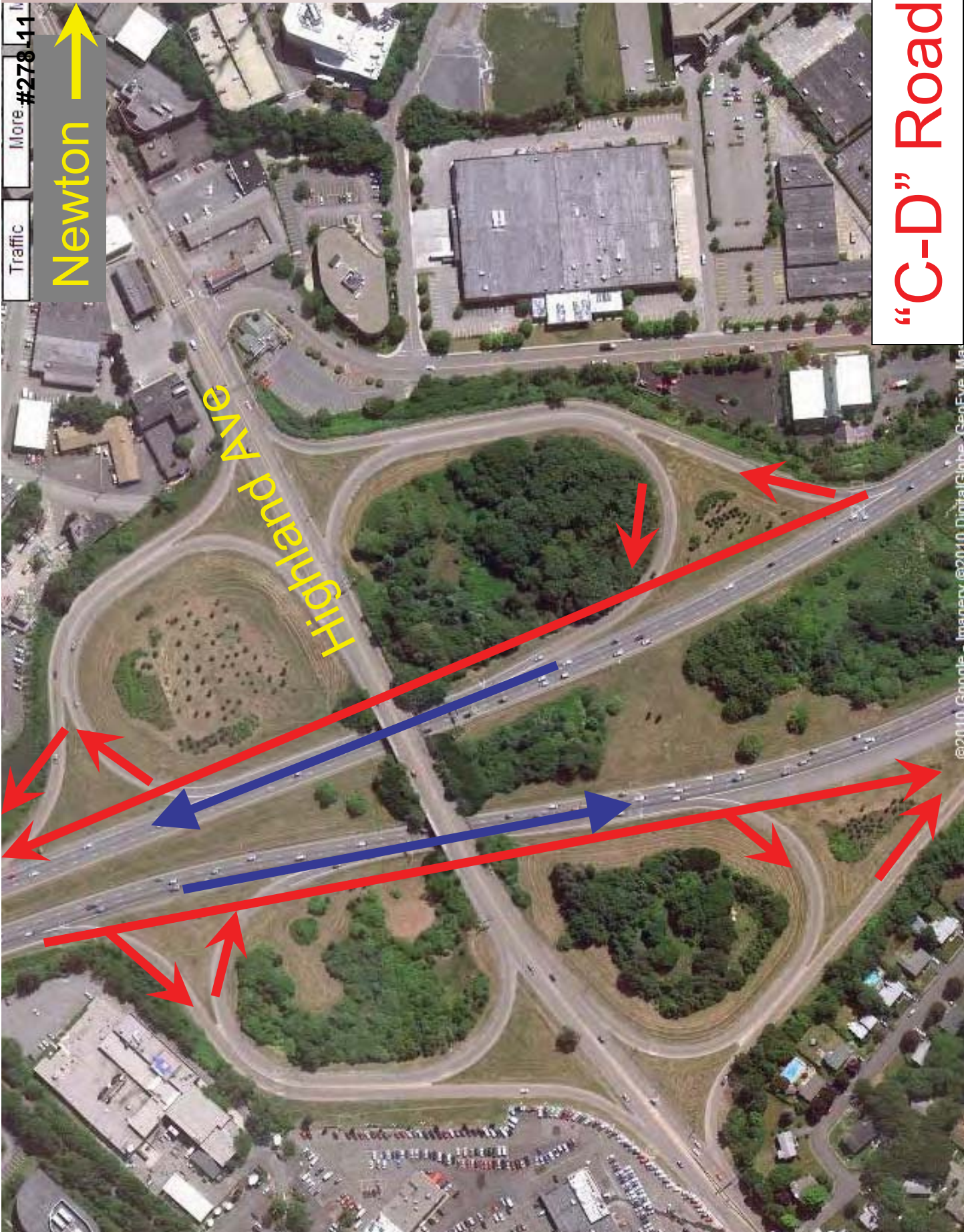
Ramp Traffic

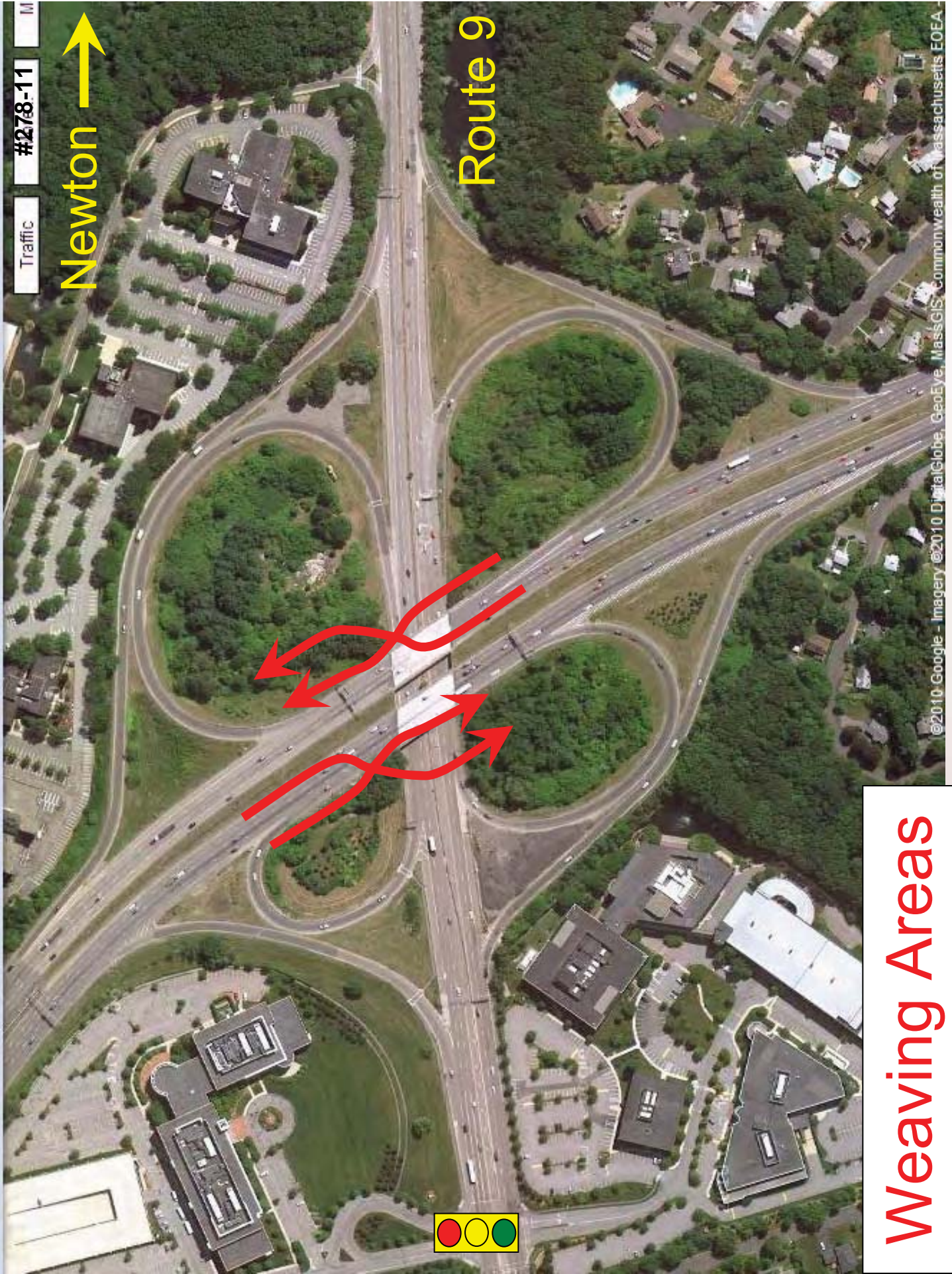
Traffic More #278-11

Newton 

Highland Ave

“C-D” Roads





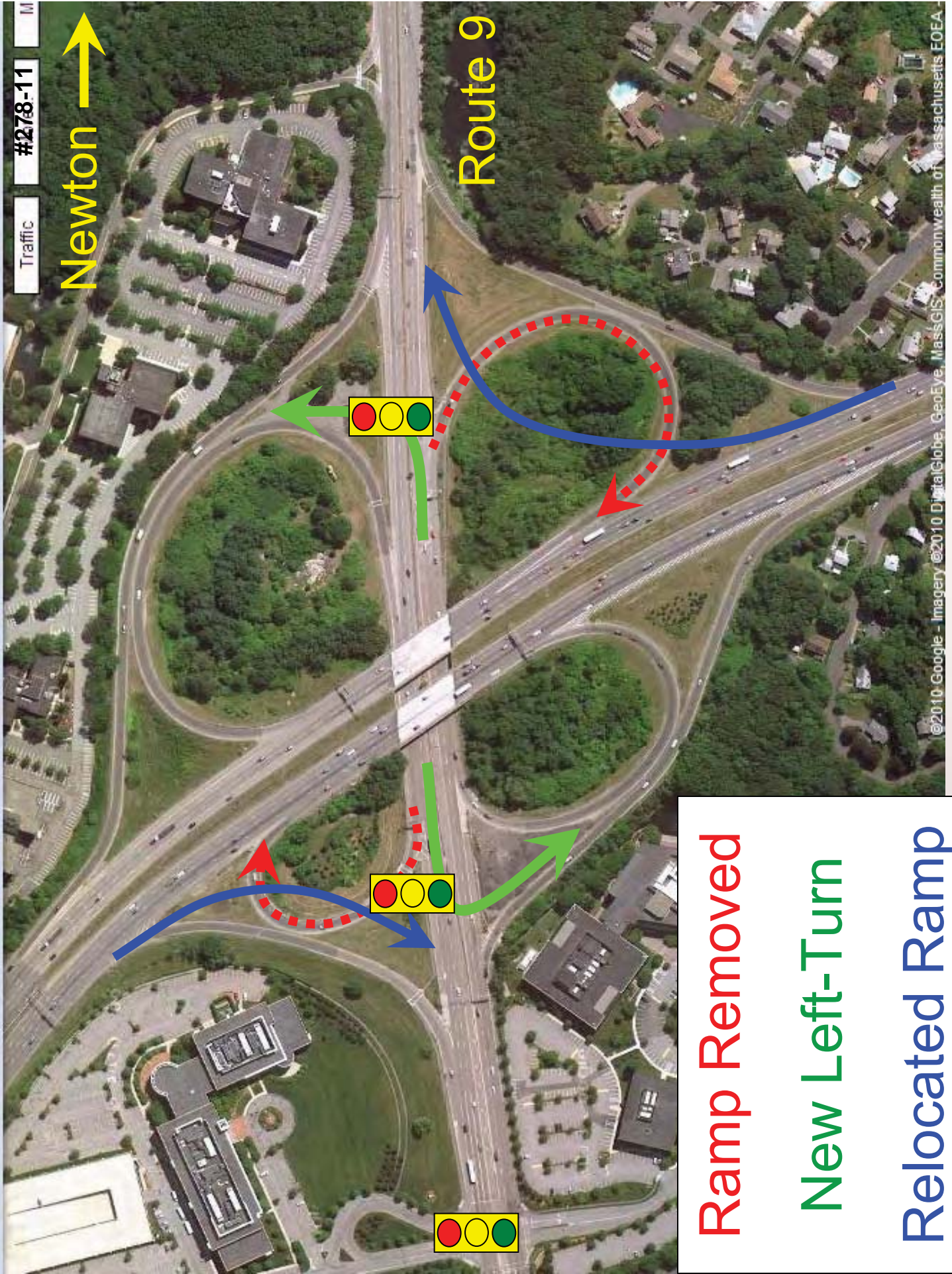
Traffic #278-11 M

Newton →

Route 9



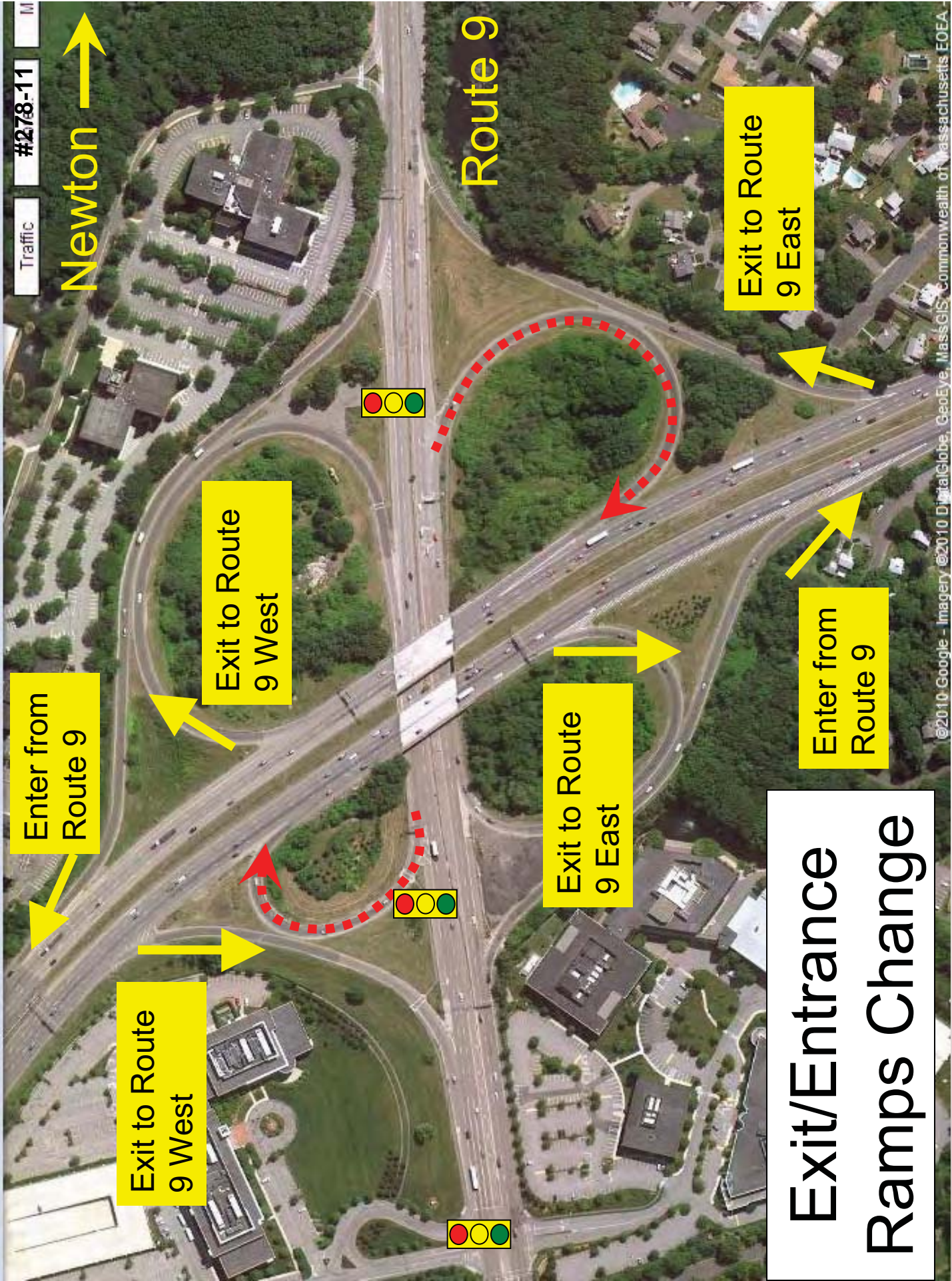
Weaving Areas



Ramp Removed

New Left-Turn

Relocated Ramp



Traffic #278-11 M

Newton →

Route 9

Exit to Route 9 East

Exit to Route 9 West

Enter from Route 9

Enter from Route 9

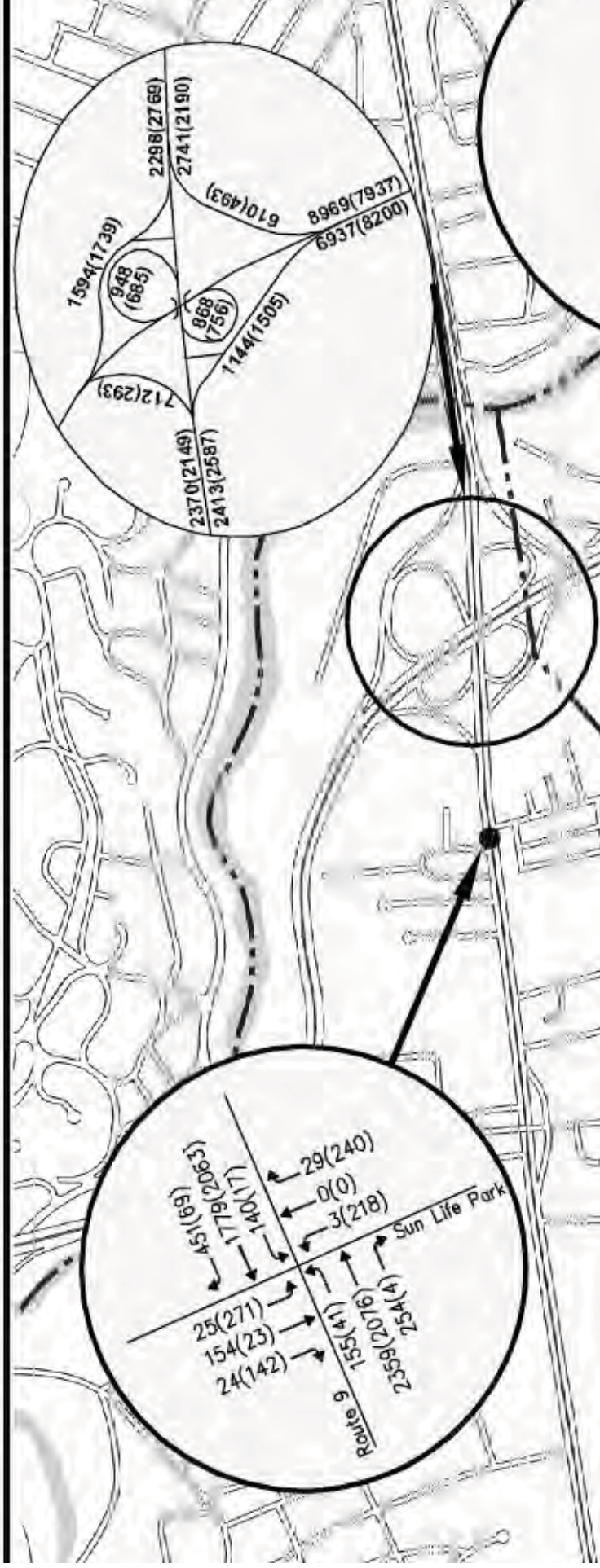
Exit to Route 9 East

Exit to Route 9 West

Exit/Entrance Ramps Change

Route 9/I-95 Peak Hour Traffic

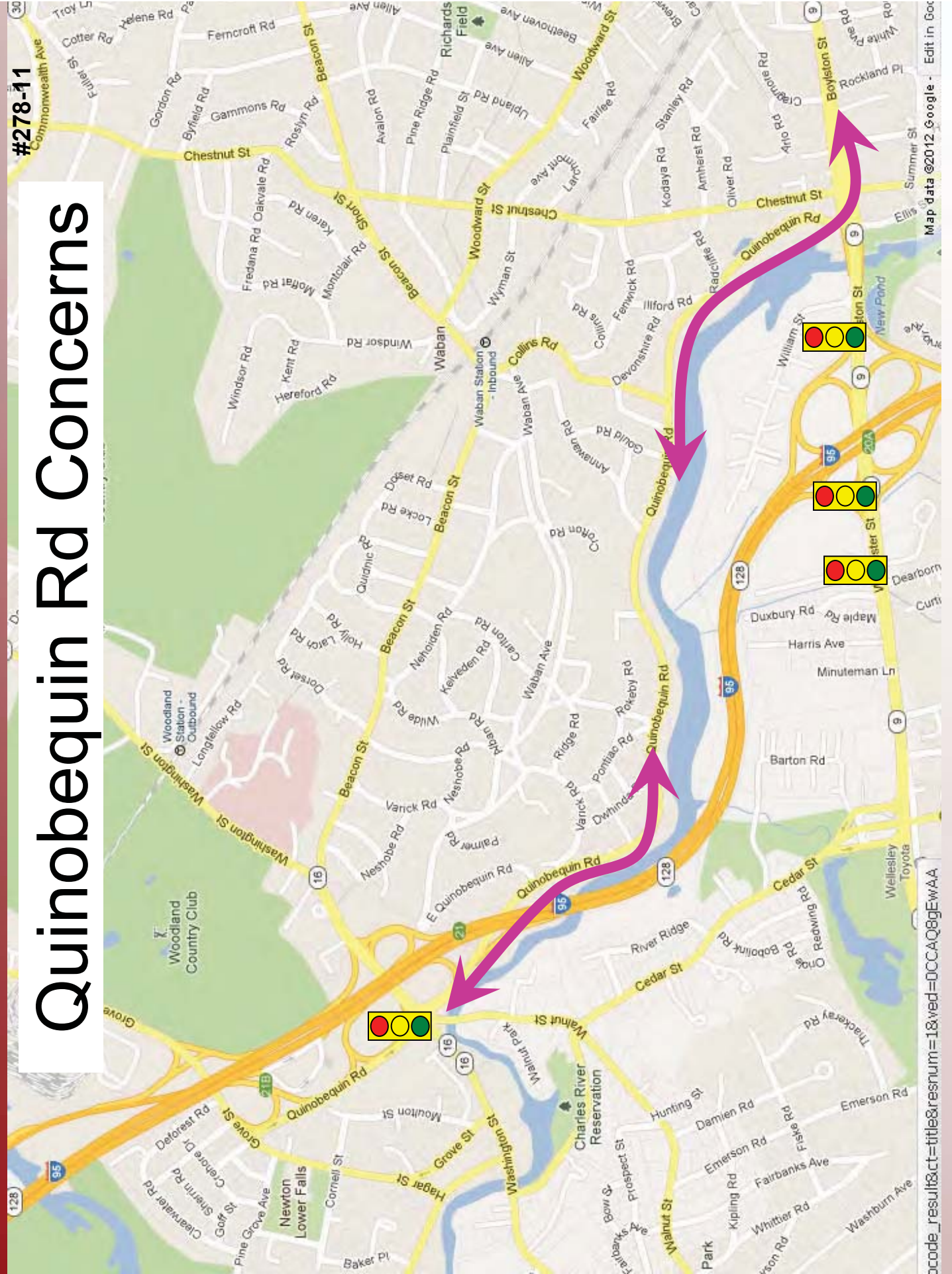
10\figure 15 - 2017 Build Volumes.dwg 08/13/10



AM (PM)

Quinobequin Rd Concerns

#278-11



acode_result&ct=title&resnum=1&ved=DCCAQ8gEwAA

Wellesley

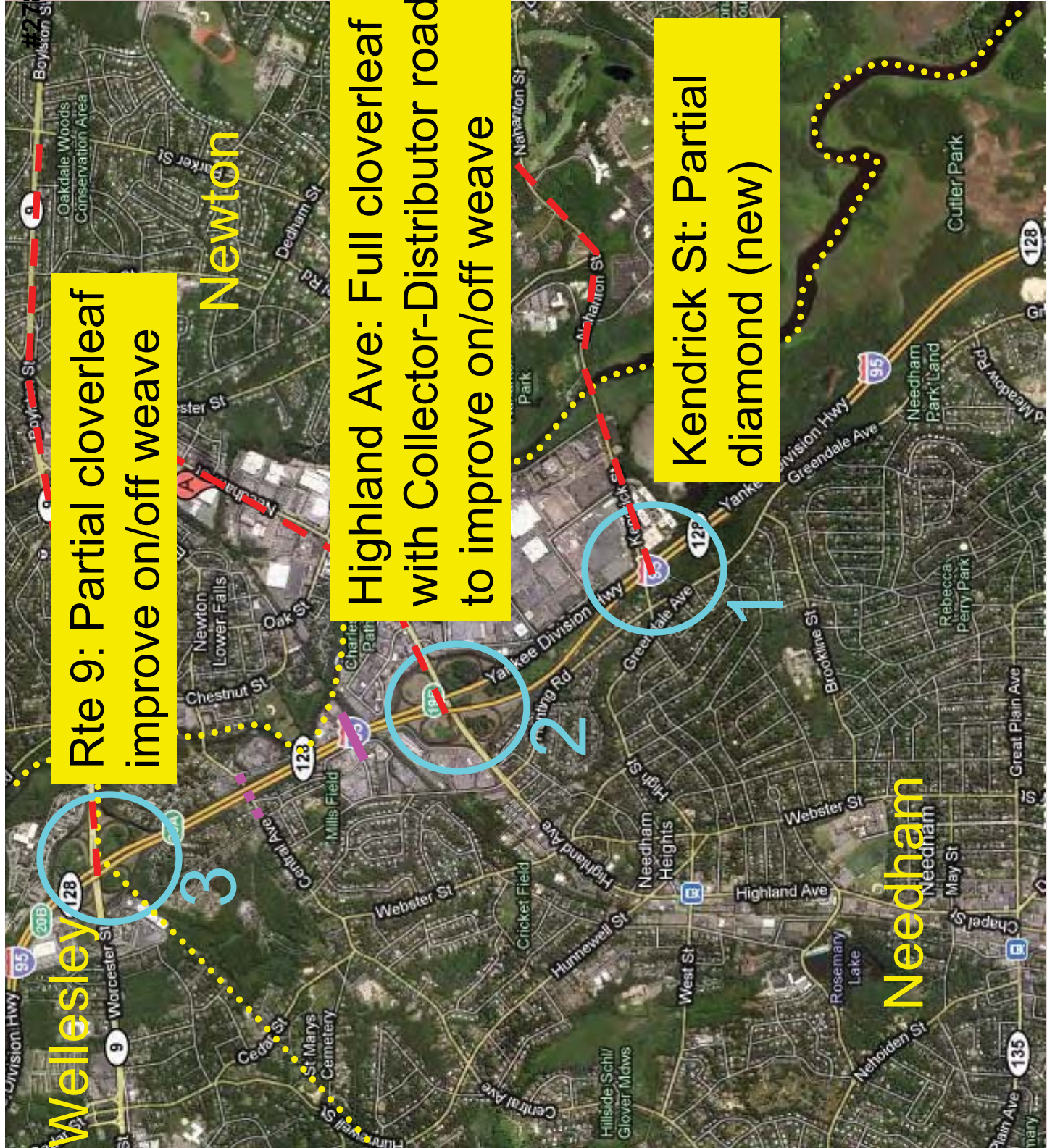
Newton

Needham

Rte 9: Partial cloverleaf improve on/off weave

Highland Ave: Full cloverleaf with Collector-Distributor roads to improve on/off weave

Kendrick St: Partial diamond (new)



3

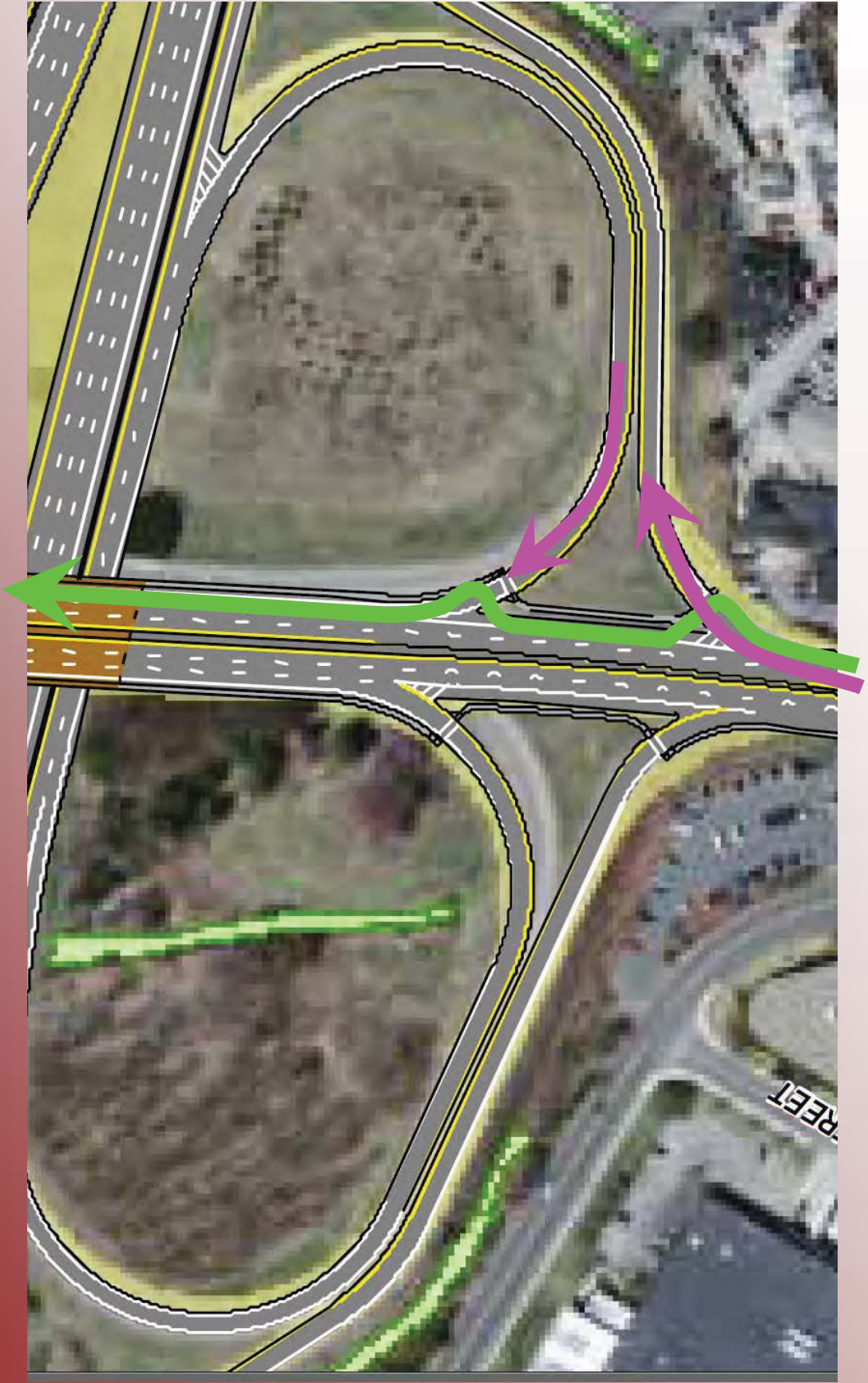
2

1

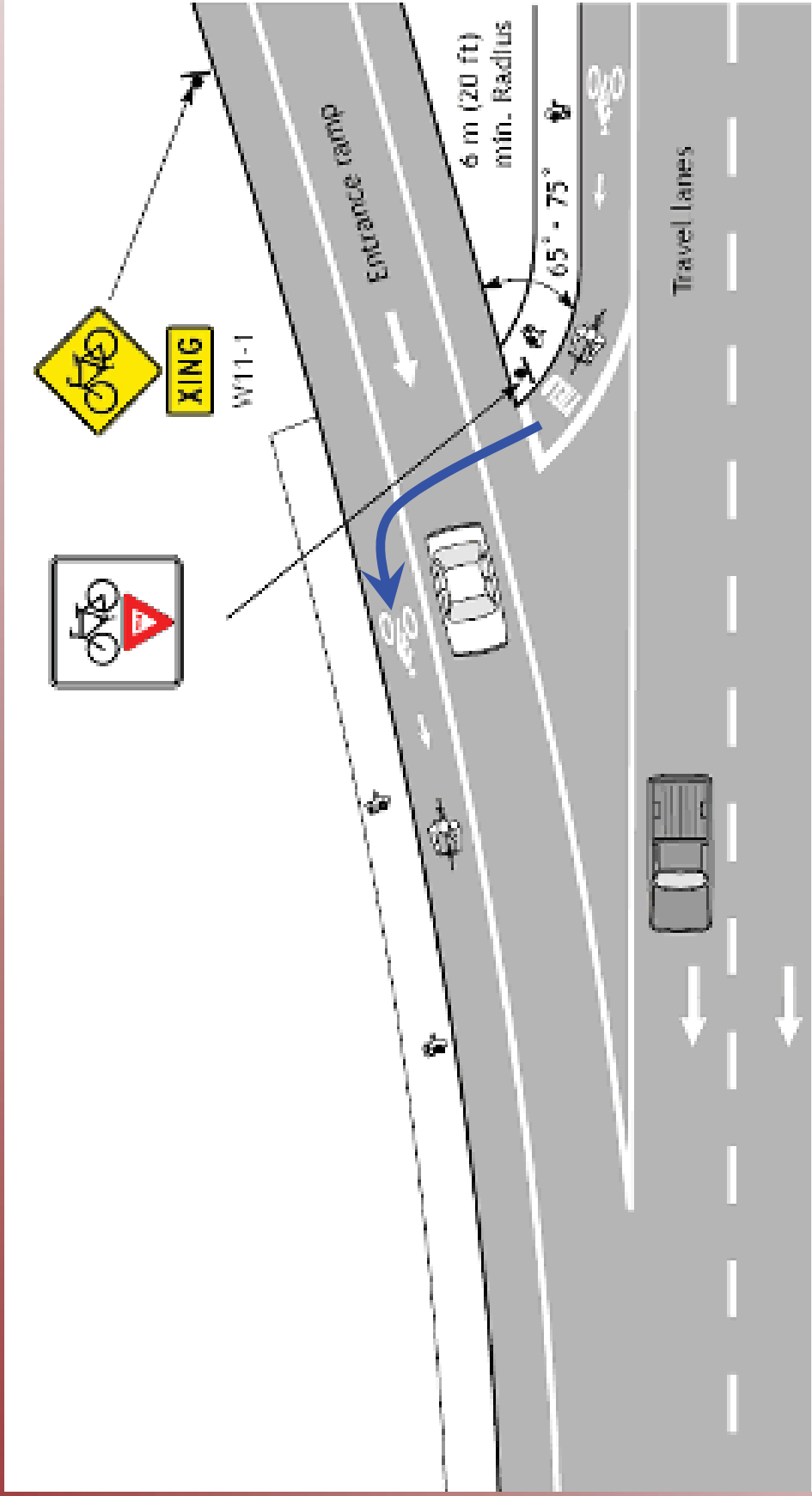
Bicycle Accommodation/Concerns

- Highland Ave & Kendrick St overpasses have proposed bike lanes, however...
 - Concerns about where bike lanes cross highway access ramps
 - Concerns about connections beyond project limits (Needham St, Kendrick/Nahanton)
- Project proposes foundation for possible “future” bridge where existing rail bridge is removed; no bridge or abutments

Bike lane/ramp intersection

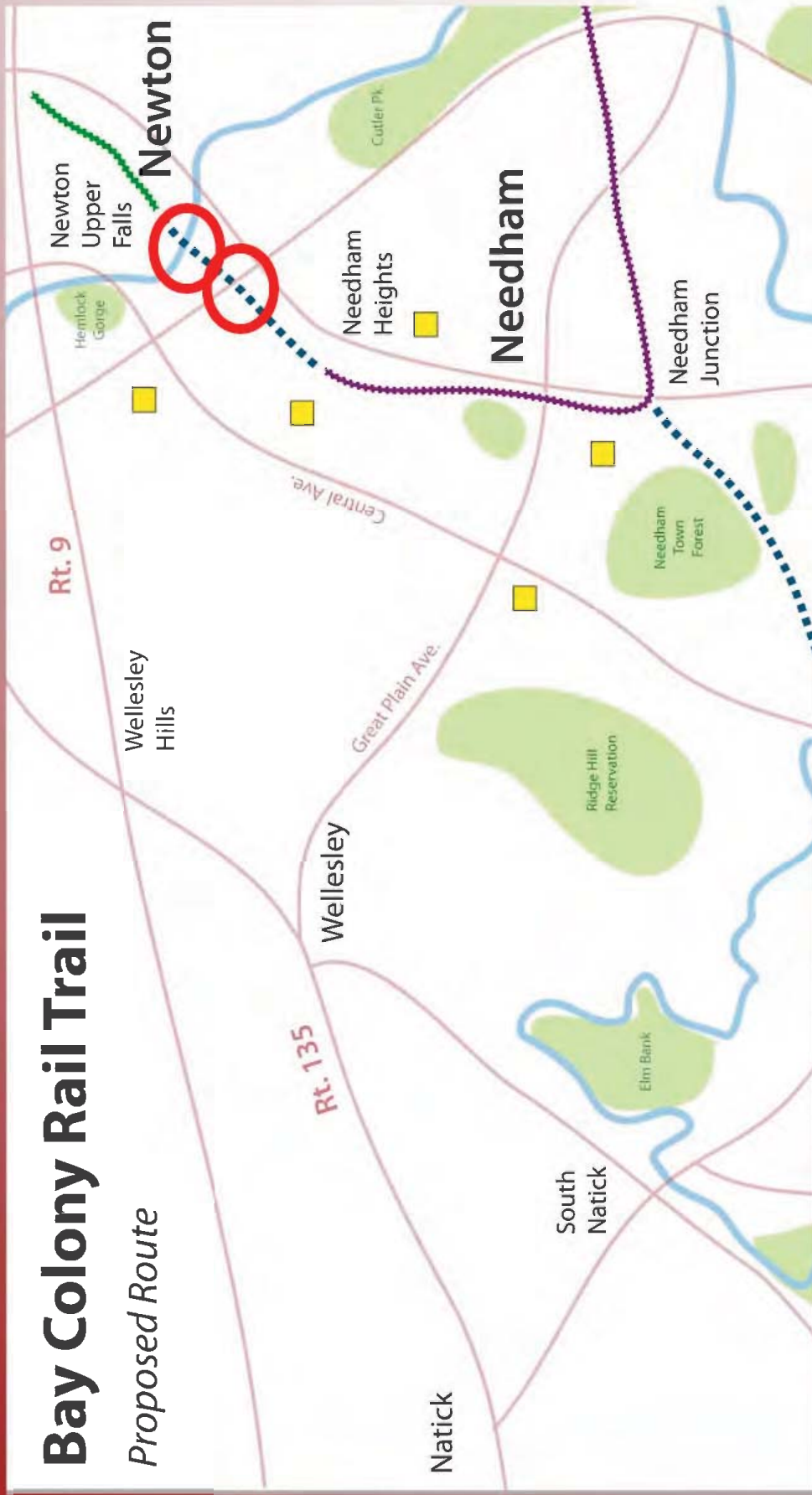


Bike lane/ramp intersection



Bay Colony Rail Trail

Proposed Route



Construction Staging



128

- Four lanes maintained on I-95 during weekday daytime hours
- Many details still to be determined, e.g., night work
- Impacts to Kendrick St, Highland Ave, Central St, Route 9?
- Impacts to Highland Ave, Needham St reconstruction?



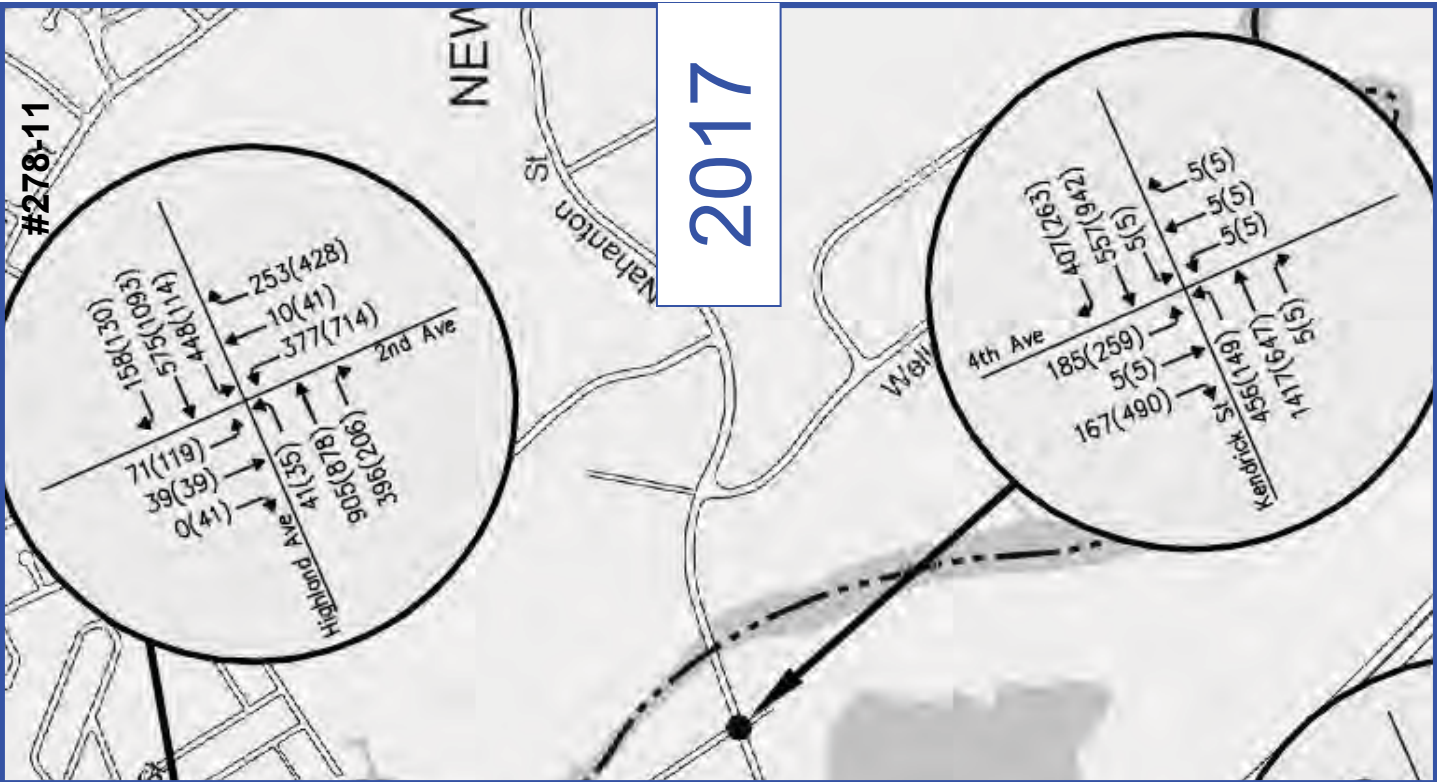
128

Traffic Forecasts

- Study forecasts traffic volumes in 2017
 - CTPS December 2003 study
 - 1% per year “background” growth over 10 years
 - Northland + NE Business Center
 - I-95 daily traffic increases 50% from 2007 to 2025
 - Waltham development
 - Westwood Station
- Forecasts include **BOTH** new development AND Kendrick St I-95 access

#278-11

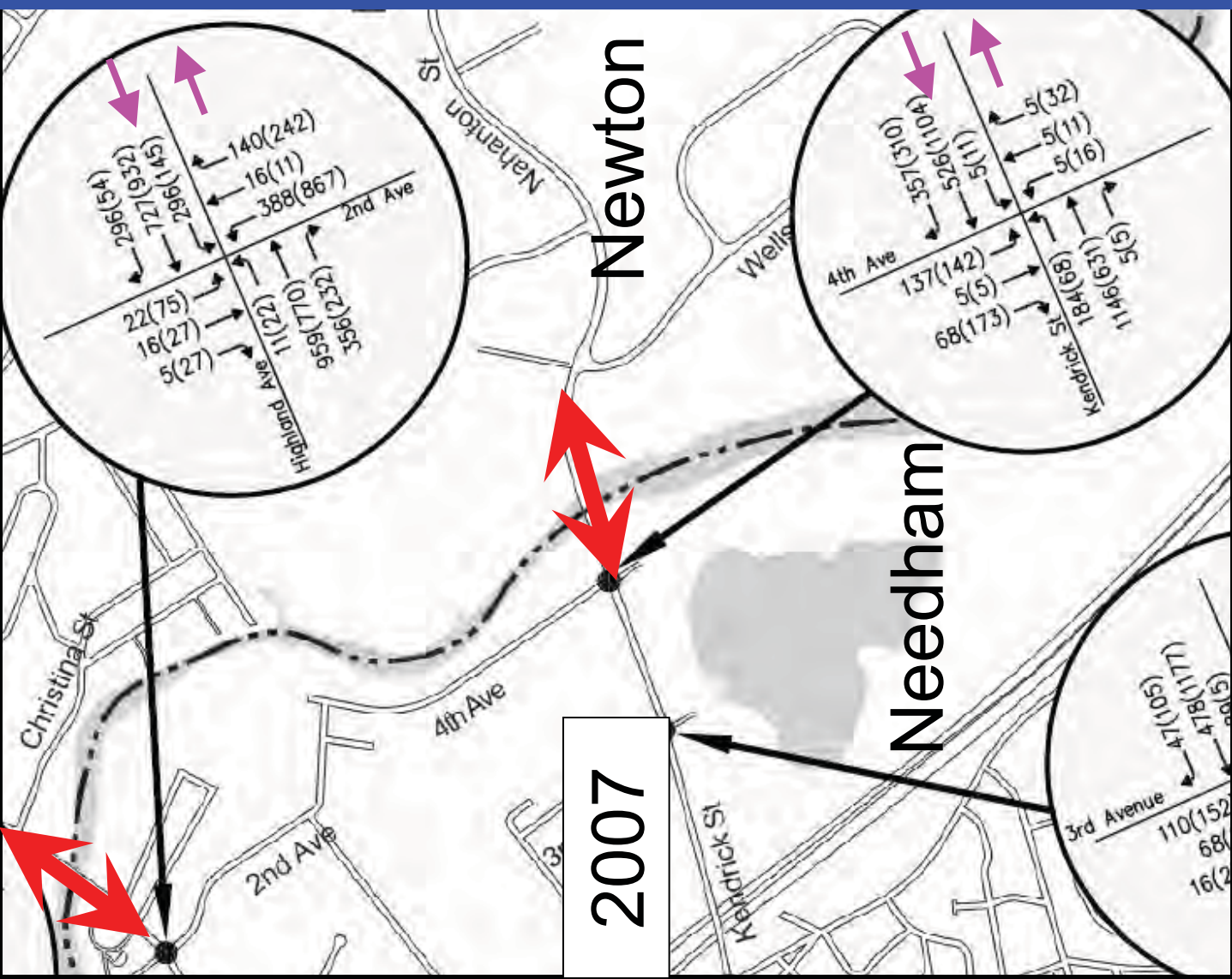
2017

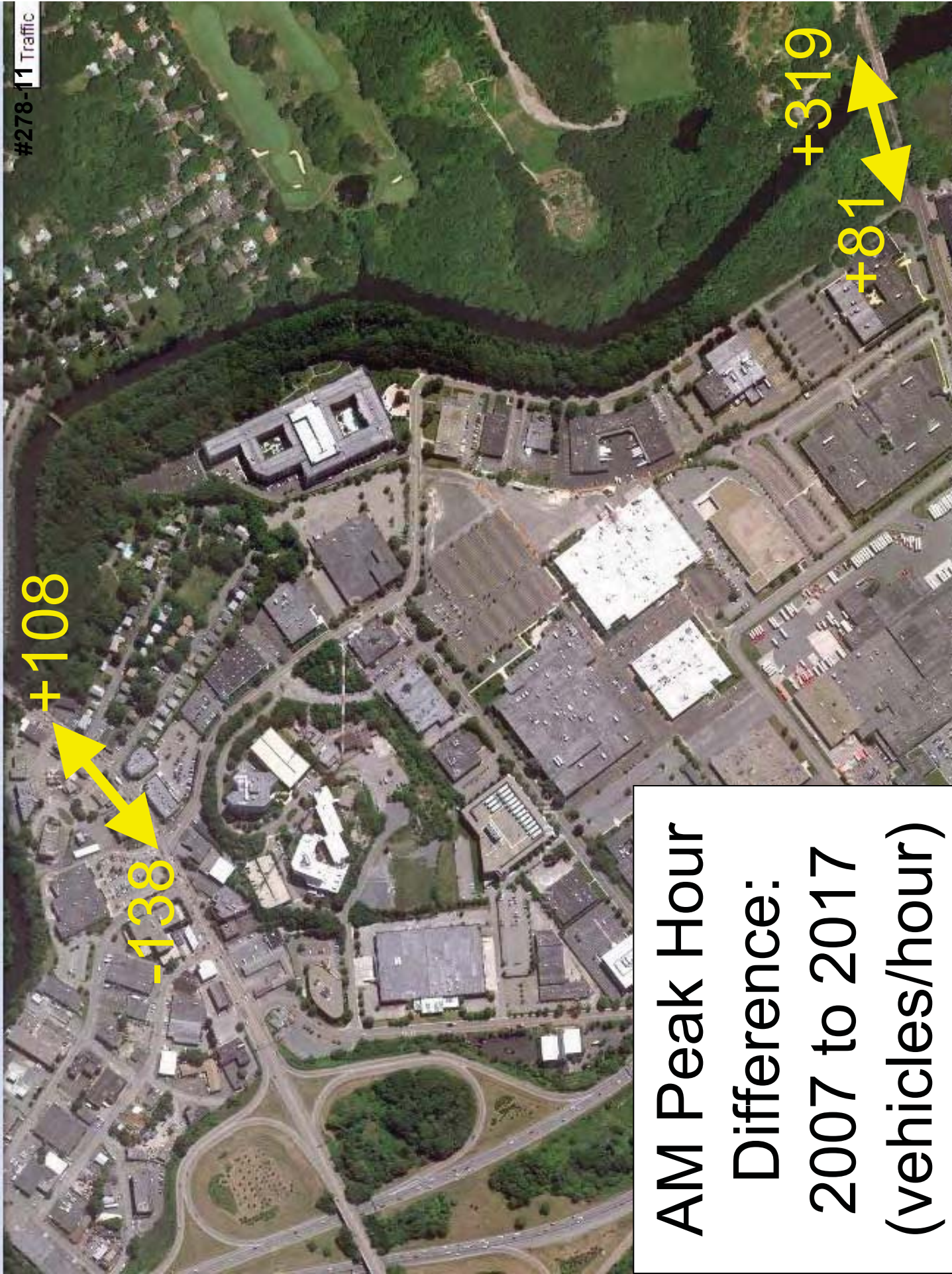


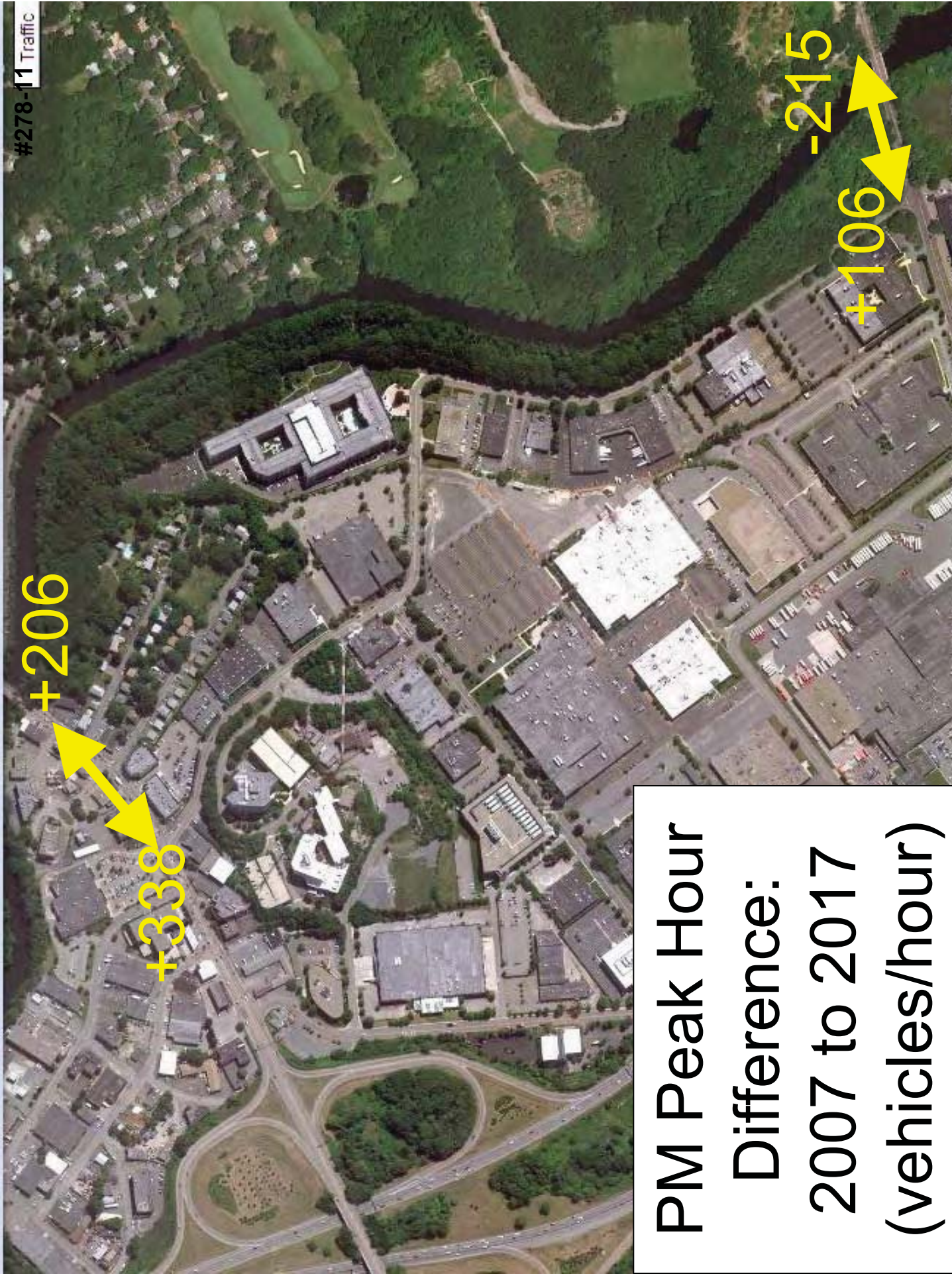
Newton

Needham

2007







#278-11



Northland

+2,500,000 sf

5,000,000 now

Development traffic

New access traffic

	2007		2017	DIFFERENCE		
	AM	PM	AM	AM	PM	
WB Highland @ 2nd Ave	1319	1131	1181	-138	206	FROM NEWTON
EB Highland @ 2nd Ave	1121	1087	1229	108	338	TO NEWTON
WB Kendrick @ 4th Ave	888	1425	969	81	-215	FROM NEWTON
EB Kendrick @ 4th Ave	1288	805	1607	319	106	TO NEWTON

City “25%” Comments: 6/16/11

- Traffic projections for Kendrick St/Nahanton may be low
- Sequencing with Chestnut Hill Square mitigation + Needham St/Highland Ave projects
- Bike/ped crossings on Highland/Kendrick
- Stormwater runoff, flows into Charles River



Summary

- Over the next 10 years, new development **AND** new I-95 access at Kendrick St will impact:
 - Nahanton St
 - Winchester St
 - Needham St
- Looking ahead...
 - Understand MassDOT traffic projections & analysis
 - Participate in MassDOT hearings, etc.
 - Coordinate Needham St, Highland Ave projects
 - Monitor NE Business Center projects (up to 2.5 million sf)
 - Monitor changes via annual traffic counts
 - Seek State funds for Nahanton St mitigation

Danielle Delaney

To: **ddelaney@newtonma.gov**
Subject: **(Fwd) PUBLIC SAFETY**
Date sent: **Tue, 07 Feb 2012 15:10:43**

----- Forwarded message follows -----

Date sent: **Tue, 07 Feb 2012 13:55:47 -0600 (CST)**
From: **r.ezrin**
To: **ddelaney@newtonma.gov**
Subject: **PUBLIC SAFETY**

For 52 years we have walked,jogged and biked on Quinobequin Rd. At this point it is full of fast cars and dangerous. Please do not add to our problems and safety by adding a by-pass road for an interstate Highway.

Rachel Ezrin
134 Annawan Rd.
Waban, MA

Danielle Delaney

To: **ddelaney@newtonma.gov**
Subject: **(Fwd) Public Comment for the Members of the Public Safety & Transportation Committee**
Date sent: **Tue, 07 Feb 2012 11:37:07**

----- Forwarded message follows -----

From:
Date sent: **Tue, 7 Feb 2012 11:13:05 -0500 (EST)**
Subject: **Public Comment for the Members of the Public Safety & Transportation Committee**
To: **ddelaney@newtonma.gov**

Dear Clerk of the Board,
Please forward this email as our comments to the members of the Public Safety & Transportation Committee, in regards to Item # 278-11 Alderman Yates, requesting a report from His Honor the Mayor, on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. Meeting on Wednesday 2/8/2012 at 8:00 pm in Room 202, Second Floor, City Hall.

As residents of Quinobequin Road and the surrounding area, we are very concerned about the proposed reconstruction of the ramps, and the addition of traffic lights to the Route 9/123 interchange. There is no question in our minds, this change will negatively impact Quinobequin Road and the surrounding streets. Quinobequin Road is a **recreational** road owned and maintained by DCR. It has few sidewalks and berms, and few poorly functioning drains. It was designed as a recreational road, winding to follow the footprint of the Charles River. **NOT as a by-pass road for an interstate Highway!** The abutting densely settled neighborhood cherishes the adjacent open space. We know all too well the negative impacts traffic can have on a neighborhood! We worked Diligently and relentlessly with local, state and federal officials, for over a decade to get the soundbarrier constructed, to decrease the impacts the traffic has on the river, the open space and the quality and **health** of the neighborhood. It is almost unimaginable to think we could be threatened with additional negative consequences from increased traffic in this area. We would be negligent if we did not ask you to have the foresight when considering this project, to consider the the additional impact from the Riverside project, as well. Although separate projects, they both will impose dramatic and permanent impacts to this area. Therefore, we trust you will carefully and methodically, consider these projects. Using all means possible to assess and avoid all negative impacts. And make a detailed plan and follow thru for all mitigation. Further we ask, you to advocate for us with **all** agencies involved, to protect the quality of our lives, our health, the stability of our property values and the beautiful river and slice of cherished open space we all enjoy. Please keep foremost in your minds, we are an established neighborhood. We deserve to have a good quality of life and live in a healthy surrounding environment.

Respectfully & Gratefully,

Thomas & Valerie Forte- 120 Quinobequin Rd.

Danielle Delaney

To: ddelaney@newtonma.gov
Subject: **(Fwd) Traffic Impact to Quinobequin Road - Rt 9/128 Intersections**
Date sent: **Mon, 06 Feb 2012 09:20:56**

----- Forwarded message follows -----

From: [Lisa Frank](#)
To: ddelaney@newtonma.gov
Subject: Traffic Impact to Quinobequin Road - Rt 9/128 Intersections
Date sent: **Fri, 3 Feb 2012 20:39:28 -0500**

We live at 350 Quinobequin Road and are greatly concerned about the increase in traffic to our road. It is already a cut through street with speeding traffic. Any changes that increase the traffic will actually make it extremely dangerous as many people enjoy walking along this road. There are no sidewalks...

A permanent road block should be made on Quinobequin rd at the ramp location to go on rt 128 south. I do believe the neighborhood would be saved from all the cut through traffic.

Lisa Frank

Danielle Delaney

To: ddelaney@newtonma.gov
Subject: **(Fwd) Comment to the Public Safety & Transportation Committee**
Date sent: **Tue, 07 Feb 2012 15:08:39**

----- Forwarded message follows -----

From: **Carole Grossman**
To: "ddelaney@newtonma.gov" <ddelaney@newtonma.gov>
Date sent: **Tue, 7 Feb 2012 14:52:00 -0500**
Subject: **Comment to the Public Safety & Transportation Committee**

Dear Clerk of the Board,

Please forward this email as comments to the members of the Public Safety & Transportation Committee, in regards to Item # 278-11, Alderman Yates, requesting a report from His Honor the Mayor, on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. Meeting on Wednesday 2/8/2012 at 8:00 pm in Room 202, Second Floor, City Hall.

I have been a resident of Quinobequin Road since 1966 and have experienced many changes since the construction of Wellesley Office Park and other nearby developments Traffic on this beautiful street has increased greatly, sometimes endangering those who walk and bike near the river. Now I am very concerned about the proposed reconstruction of the ramps, and the addition of traffic lights to the Route 9/128 interchange. This change will undoubtedly have a negative impact on Quinobequin Road and the surrounding streets. Quinobequin Road is a **recreational** road owned and maintained by DCR. It has few sidewalks as it winds along the Charles River. **It was NOT designed as a by-pass road for an interstate highway!** The abutting densely settled neighborhood places great value on the adjacent open space. We know all too well the negative impacts traffic can have on a neighborhood!

As Rte 128 has become more travelled, drivers have been exiting the highway at Rte 16 or Rte 9 to speed down Quinobequin Road towards Wellesley or Needham.

It is almost unimaginable to think of being threatened with additional negative consequences from increased traffic in this area. **We would be negligent if we did not ask you to consider the additional impact from the Riverside project as well.**

Although separate projects, they both will impose dramatic and permanent negative impacts to this area. We trust you will carefully and methodically assess both impending situations and do your best to mitigate the increased negative results.. We hope you will advocate for us with **all** agencies involved, to protect the quality of our lives, our health, the stability of our property values, and the beautiful river and open space we all enjoy.

Respectfully,

Carole Grossman
556 Quinobequin Road

Danielle Delaney

To: **ddelaney@newtonma.gov**
Subject: **(Fwd) Public Comment for the Members of the Public Safety & Transportation Committee**
Date sent: **Wed, 08 Feb 2012 08:45:19**

----- Forwarded message follows -----

Subject: **Public Comment for the Members of the Public Safety & Transportation Committee**
Date sent: **Tue, 7 Feb 2012 16:29:50 -0500**
From: **"Leven, Debra"**
To: **<ddelaney@newtonma.gov>, <ssullivan@newtonma.gov>**

Dear Clerk of the Board,

Please forward this email, in advance of the upcoming meeting on this matter, as comment to the members of the Public Safety & Transportation Committee, in regards to Item # 278-11 Alderman Yates, requesting a report from His Honor the Mayor on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. Meeting scheduled to be held on Wednesday 2/8/2012 at 8:00 pm in Room 202, Second Floor, City Hall.

As residents of Quinobequin Road and the surrounding area, we are very concerned about the proposed reconstruction of the ramps, and the addition of traffic lights to the Route 9/128 interchange. There is no question in our minds, this change will negatively impact Quinobequin Road and the surrounding streets, pushing increased volumes of traffic onto the side roads, and into our neighborhood. Quinobequin Road is a **recreational** road owned and maintained by DCR. It has very few sidewalks and berms, and few poorly functioning drains. It was designed as a recreational road, winding to follow the footprint of the Charles River, purposefully **NOT as a by-pass road for an interstate Highway!**

The abutting densely settled neighborhood cherishes the adjacent and protected open space. We know all too well the negative impacts traffic can have on a neighborhood! The neighborhood worked diligently and relentlessly with local, state and federal officials for over a decade to get the sound barrier constructed, to decrease the impacts the traffic has on the river, to maintain the open space and the quality and **health** of the neighborhood. It is almost unimaginable to think we could be threatened with additional negative consequences from increased traffic in this area.

We would be negligent if we did not ask you to have the foresight when considering this project, to also consider the additional impact from the Riverside project as well. Although separate projects, they both will impose dramatic and permanent impacts to this area. Therefore we trust you will, carefully and methodically, consider these projects together using all means possible to assess and avoid all negative impacts, and to also make a detailed plan and follow thru for all mitigation. Further we ask you to advocate for us with **all** agencies involved to protect the quality of our lives, our health, the stability of our property values and the beautiful river and slice of cherished open space we all enjoy. Please keep foremost in your minds, we are an established neighborhood, where our young families grow, our kids play and attend the local schools, and we enjoy and appreciate all our town offers. We deserve to have a good quality of life and live in a healthy surrounding environment.

Respectfully & Gratefully,
Debra, Georgia, Marnie and Isabella Leven
106 Quinobequin Road
Newton Lower Falls

Danielle Delaney

To: **ddelaney@newtonma.gov**
Subject: **(Fwd) Public Comment for the Members of the Public Safety & Transportation Committee**
Date sent: **Wed, 08 Feb 2012 08:44:22**

----- Forwarded message follows -----

From: **Bill Martin <**
Subject: **Public Comment for the Members of the Public Safety & Transportation Committee**
Date sent: **Tue, 7 Feb 2012 16:24:21 -0500**
To: **ddelaney@newtonma.gov**

Subject: Public Comment for the Members of the Public Safety & Transportation Committee

Dear Clerk of the Board,

Please forward this email as our comments to the members of the Public Safety & Transportation Committee, in regards to Item # 278-11 Alderman Yates, requesting a report from His Honor the Mayor, on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. Meeting on Wednesday 2/8/2012 at 8:00 pm in Room 202, Second Floor, City Hall.

As residents of Quinobequin Road and the surrounding area, we are very concerned about the proposed reconstruction of the ramps, and the addition of traffic lights to the Route 9/123 interchange. There is no question in our minds, this change will negatively impact Quinobequin Road and the surrounding streets. Quinobequin Road is a **recreational** road owned and maintained by DCR. It has few sidewalks and berms, and few poorly functioning drains. It was designed as a recreational road, winding to follow the footprint of the Charles River. **NOT as a by-pass road for an interstate Highway!** The abutting densely settled neighborhood cherishes the adjacent open space. We know all too well the negative impacts traffic can have on a neighborhood! We worked Diligently and relentlessly with local, state and federal officials, for over a decade to get the soundbarrier constructed, to decrease the impacts the traffic has on the river, the open space and the quality and **health** of the neighborhood. It is almost unimaginable to think we could be threatened with additional negative consequences from increased traffic in this area. We would be negligent if we did not ask you to have the foresight when considering this project, to consider the the additional impact from the Riverside project, as well. Although separate projects, they both will impose dramatic and permanent impacts to this area. Therefore, we trust you will carefully and methodically, consider these projects. Using all means possible to assess and avoid all negative impacts. And make a detailed plan and follow thru for all mitigation. Further we ask, you to advocate for us with **all** agencies involved, to protect the quality of our lives, our health, the stability of our property values and the beautiful river and slice of cherished open space we all enjoy. Please keep foremost in your minds, we are an established neighborhood. We deserve to have a good quality of life and live in a healthy surrounding environment.

Respectfully & Gratefully,

Bill & Chris Martin 91 East Quinobequin Rd.

Danielle Delaney

To: **ddelaney@newtonma.gov**
Subject: **Questions (Fwd) Public safety meeting**
Date sent: **Tue, 07 Feb 2012 15:05:53**

----- Forwarded message follows -----

Subject: **Public safety meeting**
From: **Maureen Reilly Meagher**
Date sent: **Tue, 7 Feb 2012 13:53:10 -0500**
To: **"ddelaney@newtonma.gov" <ddelaney@newtonma.gov>**

Hi Danielle,

Hope you are well.I have a couple of questions.

1)I would like to ask of our city officials,why intersection of Route 9 and 128 was left off comment letter sent by the mayor's office and Bob Rooney in June to DOT?

2)The current design at this intersection was originally seen as a temporary action taken for the duration of the project,when did it become a permanent change and why?

3)I am still wondering if there are existing traffic studies available for Quinobequin Road,Chestnut Street,Ellis street and can they be made available to residents at the meeting?

4)Can a discussion of stormwater design under highway be part of presentation.

Thanks Danielle

I will see you tomorrow night.

sincerely

Maureen

Sent from my iPad

Danielle Delaney

To: **ddelaney@newtonma.gov**
Subject: **(Fwd) re Quinobequin Road - Please forward to Public Safety and Transportation Committee**
Date sent: **Tue, 07 Feb 2012 12:39:21**

----- Forwarded message follows -----

Date sent: **Tue, 7 Feb 2012 16:41:25 +0000 (UTC)**
From: **nancypeterson**
To: **ddelaney@newtonma.gov**
Subject: **re Quinobequin Road - Please forward to Public Safety and Transportation Committee re 278-11**

Dear Clerk of the Board,

Please forward this email as our comments to the members of the Public Safety & Transportation Committee, in regards to Item # 278-11 Alderman Yates, requesting a report from His Honor the Mayor, on the likely impacts on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. Meeting on Wednesday 2/8/2012 at 8:00 pm in Room 202, Second Floor, City Hall.

As residents of Quinobequin Road and the surrounding area, we are very concerned about the proposed reconstruction of the ramps, and the addition of traffic lights to the Route 9/123 interchange. There is no question in our minds, this change will negatively impact Quinobequin Road and the surrounding streets. Quinobequin Road is a **recreational** road owned and maintained by DCR. It has few sidewalks and berms, and few poorly functioning drains. It was designed as a recreational road, winding to follow the footprint of the Charles River. **NOT as a by-pass road for an interstate Highway!** The abutting densely settled neighborhood cherishes the adjacent open space. We know all too well the negative impacts traffic can have on a neighborhood! We worked Diligently and relentlessly with local, state and federal officials, for over a decade to get the soundbarrier constructed, to decrease the impacts the traffic has on the river, the open space and the quality and **health** of the neighborhood. It is almost unimaginable to think we could be threatened with additional negative consequences from increased traffic in this area. We would be negligent if we did not ask you to have the foresight when considering this project, to consider the the additional impact from the Riverside project, as well. Although separate projects, they both will impose dramatic and permanent impacts to this area. Therefore, we trust you will carefully and methodically, consider these projects. Using all means possible to assess and avoid all negative impacts. And make a detailed plan and follow thru for all mitigation. Further we ask, you to advocate for us with **all** agencies involved, to protect the quality of our lives, our health, the stability of our property values and the beautiful river and slice of cherished open space we all enjoy. Please keep foremost in your minds, we are an established neighborhood. We deserve to have a good quality of life and live in a healthy surrounding environment.

Respectfully & Gratefully,

Joel and Nancy Peterson 328 Quinobequin Road Waban, MA 02468

Danielle Delaney

To: ddelaney@newtonma.gov
Subject: (Fwd) Concerns regarding traffic changes
Date sent: Wed, 08 Feb 2012 08:43:20

----- Forwarded message follows -----

Date sent: Tue, 7 Feb 2012 13:08:59 -0800 (PST)
From: Sona Petrossian
Send reply to: Sona Petrossian
Subject: Concerns regarding traffic changes
To: "ssullivan@newtonma.gov" <ssullivan@newtonma.gov>
Copies to: "ddelaney@newtonma.gov" <ddelaney@newtonma.gov>

Dear committee members,

Please forward this email and our comments to the members of the Public Safety & Transportation Committee, in regard to Item # 278-11 Alderman Yates, requesting a report from His Honor the Mayor, on the likely impact on traffic in Newton from the changes to the Route 9/128 intersection as part of the Add-A-Lane Project. Meeting on Wednesday 2/8/2012 at 8:00 pm in Room 202, Second Floor, City Hall.

As residents of Quinobequin Road and the surrounding area, we are very concerned about the proposed reconstruction of the ramps, and the addition of traffic lights to the Route 9/128 interchange. There is no question in our minds, this change will negatively impact Quinobequin Road and the surrounding streets. Quinobequin Road is a **recreational** road owned and maintained by DCR. It has few sidewalks and berms, and few poorly functioning drains. It was designed as a recreational road, winding to follow the footprint of the Charles River. **NOT as a by-pass road for an interstate Highway!** The abutting densely settled neighborhood cherishes the adjacent open space. We know all too well the negative impacts traffic can have on a neighborhood! We worked Diligently and relentlessly with local, state and federal officials, for over a decade to get the sound barrier constructed, to decrease the impacts the traffic has on the river, the open space and the quality and **health** of the neighborhood. It is almost unimaginable to think we could be threatened with additional negative consequences from increased traffic in this area. We would be negligent if we did not ask you to have the foresight when considering this project, to consider the the additional impact from the Riverside Development, as well. Although separate projects, they both impose dramatic and permanent impacts to this area. Therefore, we trust you will carefully and methodically, consider these projects using all means possible to assess and avoid all negative impacts and make a detailed plan and follow thru for all mitigation. Further we ask, you to advocate for us with **all** agencies involved, to protect the quality of our lives, our health, the stability of our property values and the beautiful river and slice of cherished open space we all enjoy. Please keep foremost in your minds, we are an established neighborhood. We deserve to have a good quality of life and live in a healthy surrounding environment.

Respectfully,

Vanik & Sona Petrossian 71 East Quinobequin Road

Danielle Delaney

To: **ddelaney@newtonma.gov**
Subject: **(Fwd) Regarding mtg on Rt.128 widening**
Date sent: **Tue, 31 Jan 2012 14:27:55**

#278-11

----- Forwarded message follows -----

From: **Jeanie Roper**
Subject: Regarding mtg on Rt.128 widening
Date sent: **Tue, 31 Jan 2012 14:23:19 -0500**
To: **ddelaney@newtonma.gov**

> **Dear Ms. Delany,**

Could you please let the Aldermen know that a big problem on route128 is that as soon as one gets on 128 N from rt.9 it is necessary to get over 2 lanes to avoid the back up from people trying to exit to get on the Pike. Route 128N curves steeply so that getting over to the left while the road curves right is very hard in terms of looking behind to check before changing lanes. Maybe if they expand it they could move the lanes that feed into the Pike over and make it a more gradual curve to get by that on the left for a mile or so south of the Pike exit.

I hope this makes sense to you. It really is a dangerous area with lots of people changing lanes to get over to get on the Pike or coming onto the highway and trying to get over to avoid Pike exiters between route 9 and the pike.

Thank you, Jean Roper

DOCKET # 278-11

PUBLIC SAFETY & TRANSPORTATION COMMITTEE

2/8/12

PUBLIC COMMENT - SPEAKERS LIST

- | NAME: (Please Print) | ADDRESS/AFFILIATION |
|--|---|
| ✓ 1. Valerius J Hutchins - Forte | 120 Quinobeguin Rd Newton |
| 2. TOM FORTE | 120 QUINOBEQUIN RD NEWTON |
| ↓ 3. Steve Maureen Bell Meagher | 342 Quinobeguin Rd Waban |
| 4. BOB CANTIN | 696 Quinobeguin Rd, Waban |
| 5. MARCEL LACHENMANN | 60 Stony Brae Rd, Newton |
| ↓ 6. THOMAS CONNORS | 75 Ridgeway Ave Needham Heights ^{TRAK} Bay Colony Rd |
| ✓ 7. BILL RENKE | 142 CORNELL ST |
| ✓ 8. RICK DINJIAN | 2a Byrd, W. Newton (Newton Community Farm) |
| 9. MARIE JACKSON | 12 Spring St. (UFNAC) |
| 10. | |