

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE REPORT

WEDNESDAY, JUNE 22, 2011

Present: Ald. Harney (Acting Chairman), Johnson, Swiston, Shapiro and Fuller

Absent: Ald. Ciccone, Yates and Freedman

City Staff: Clint Schuckel, Traffic Engineer and Officer Rocco Marini, Newton Police

Department

Others Present: Donald LaPlante, Don's Car Service

#201-11 DONALD LaPLANTE, 395 Lexington Street, Auburndale, requesting **(one) public auto license** for Don's Car Service. [06/02/11 @ 3:37 PM]

ACTION: **APPROVED 5-0**

NOTE: Donald LaPlante and Officer Marini joined the Committee for discussion on this item. Officer Marini reported Mr. LaPlante's Lincoln Town Car passed inspection and recommends approval and issuance of public auto license #14.

Ald. Johnson made the motion to approve this public auto license. Committee members agreed 5-0. Acting Chairman Harney reported the Board of Aldermen would vote to approve this public auto license on July 11, 2011.

DISCUSSION ITEM: Chairman's Note: At the Chair's request, Officer Rocco Marini, will provide an update on the semi-annual taxi license/public auto re-inspections as discussed on June 8, 2011 (#169-11).

NOTE: On June 8, 2011, Officer Marini reported that the following four vehicles did not pass the semi-annual inspection for reasons indicated. Newton Yellow Cab #32 needs an inspection sticker, #49 needs to be replaced and #36 had an internal fire. Weldon Executive Coach PA#4 has not been available for inspection.

Officer Marini provided Committee members with an updated semi-annual inspection report dated June 22, 2011, attached to this report. He reported Newton Yellow Cab vehicles are still outstanding. Vehicle #36 is in the process of being repaired. Officer Marini anticipates this vehicle will be available for inspection within a few weeks. Vehicle #49 is in the process of being replaced through an auction dealer. Officer Marini anticipates this vehicle will be purchased, painted and numbered within the next month and will be available for inspection. Vehicle #32 remains having transmission issues and is awaiting parts. Weldon Executive Coach passed inspection without issues.

Officer Marini stated he would provide the Committee Clerk with Newton Yellow Cab inspections as they become available for the City file.

#19-10 DAVID KOSES, Traffic Council Chair, requesting discussion of a stationary radar sign program. [01/11/10 @ 3:55 PM]

HELD 8-0 on 01/20/10

ACTION: NO ACTION NECESSARY 5-0

NOTE: Acting Chairman Harney said it is Chairman Ciccone's intention to entertain a motion to vote no action necessary on this item. He reviewed with members the Committee report from January 20, 2010, on why this item was initially held, attached to this report. The Committee Clerk indicated that Mr. Danila and Mr. Schuckel also support this vote because the City does not have the funds to complete a before and after study. It was suggested that Mr. Koses docket an item if the situation changes.

Ald. Swiston stated speed remains an issue in the City, she was hopeful stationary radar signs would be implemented to resolve speeding issues. She asked if there was another solution. Ald. Shapiro suggested docketing a resolution to the Executive Department requesting them to re-allocate funds to assist with speed control remedies.

Mr. Schuckel stated there is a "Bill" at Beacon Hill requesting the reduction of City speed limits from 30 mph to 25 mph. He stated the Public Works Department's opinion is to limit installing stationary radar signs to school zones only, the impact is only for a short time, drivers return to their regular driving patterns. Mr. Schuckel also supports the vote of no action necessary because the City does not have the funds to complete a before and after study to determine if there is a change in behavior during and after school zone times.

Ald. Johnson asked if grants were available to assist the City with safety issue needs for school-aged children. Mr. Schuckel answered that he did not know.

Ald. Shapiro made the motion for no action necessary on this item. Committee members agreed 5-0.

DISCUSSION ITEM: Chairman's Note: At the Chair's request, Clint Schuckel Associate City Engineer, will provide an update on the I-95/93 (Route 128) Transportation Improvement Project.

NOTE: Mr. Schuckel reviewed with Committee members this project. He provided a PowerPoint presentation and a letter from the City commenting on the I-95 Project dated June 16, 2011; both are attached to this report.

The project is currently at 25% design, MassDOT held a public hearing on June 1. Mr. Schuckel stated the City is concerned that the peak-hour traffic projections for the Kendrick Street-Nahanton Street corridor may underestimate the future traffic volumes resulting from the cumulative effect of ten years of annual growth in vehicle traffic, new development in Needham's New England Business Center, and new highway access. In the letter, the City made recommendations for the project. At a minimum, the project's traffic study should be expanded to four intersections in the City and examine at least three traffic scenarios.

This project is the final segment of MassDOT's ongoing work to widen I-95 to four travel lanes from Route 24 to Route 9. Mr. Schuckel reviewed the project schedule, scope of work, and traffic impacts. It is estimated the design work will be completed in fall 2012, construction to begin in 2013 and completed in 2016. The proposed 127 million dollar project will widen 3.3 miles of I-95 (Route 128) along the City of Newton's southwestern border. Three interchanges (Kendrick Street, Highland Street, Route 9), MBTA bridge (center pier only) and the Central Street overpass (becomes Elliot Street in Newton).

Acting Chairman Harney opened the discussion for public comment. Maureen Meagher, 342 Quinobequin Road, expressed her concerns. She asked if the City is satisfied with the design of the storm water retention and snow banks on the highway shoulder. Mr. Schuckel answered the storm water retention issue has been addressed in the letter to MassDOT on all storm water management plans and analyses. Ald. Fuller suggested Ms. Meagher write a letter to MassDOT addressing her concerns. Ald. Johnson then suggested she contact Senator Creem and Representative Kahn.

Mr. Schuckel suggested inviting McMahan Associates to a future meeting to answer additional questions. Ald. Fuller suggested inviting Senator Creem and Representative Kahn to attend that meeting. Acting Chairman Harney suggested Mr. Schuckel amend the letter to MassDOT in the Traffic Study section to include Quinobequin Road and Chestnut Street. He then suggested amending #5 section to include the Quinobequin Road issues. Ald. Johnson suggested carbon copying the amended letter to Senator Creem, Representative Kahn and courtesy copying Representatives Balsler and Lawn.

At approximately 9:10 pm, Ald. Johnson moved to adjourn. Committee members agreed 5-0.

Respectfully submitted,

Jay W. Harney, Acting Chairman

TAXI INSPECTION MEETING

6/22/2011

7:45pm

#	Newton Yellow Cab 25 Border St Newton, Ma 02465	Richard Johnston 617-332- 7700 617-527- 5555	Medallions 30-49 (Total 20)	(f)# 32 inspection sticker (f) # 49 needs replacemen t (f) # 36 internal fire
#	Weldon Executive Coach 253 Riverview Ave Newton Ma	Jerald Robbins 617-828- 4990 617-928- 1888	PA 4,5,9,10	PASSED
#201-11	Don's Car Service 395 Lexington St. Newton MA 02466	Don Laplante 617-962- 4446	PA 14	PASSED

Don's Car Service

395 Lexington Street
Auburndale, MA 02466
617-962-4446

6/2/11

Received \$25.00
Check # 1001

To Whom It May Concern:

I am writing in regards to obtaining and applying for a Medallion plaque in order to operate a livery business in the City of Newton.

If you need further information regarding this matter, please feel free to contact me.

Respectfully Submitted,

Don LaPlante

Donald B. LaPlante

11 JUN -2 P 3:31
CITY CLERK
NEWTON, MA 02159

**APPLICATION FOR OPERATION OF TAXI LICENSE/PUBLIC
AUTO/EXCLUSIVE TAXI STAND**

Applicant is required to keep current information on file with the City of Newton Board of Aldermen's office at all times. Changes or updated information may be sent by mail to Newton City Hall, Board of Aldermen, 1000 Commonwealth Avenue, Newton Centre, MA 02459.

- 1. Name of Applicant: *Donald LaPlante*
- 2. Name and Address of Business: *Don's Car Service 395 Lexington St. Auburndale ma. 02466*
- 3. Total number of Licenses: *1*

PUBLIC AUTOS = 1

TAXI LICENSE =

4. If applicable, list all addresses of EXCLUSIVE TAXI STANDS:

11 JUN -2 P 3:48
CITY CLERK
NEWTON, MA. 02159

5. Please specify the type of business entity (sole proprietorship, partnership or corporation)
sole proprietorship

6. If the business is a sole proprietor, please state the full name and address of the owner:
Donald S. LaPlante 395 Lexington St. Auburndale, ma. 02466

7. If the business is a partnership, please state the name and address of each partner:
no

8. If the business is a corporation, please state the full corporate name and list the officers of the corporation (President, Vice President, Treasurer or Clerk/Secretary)
no

9. Please provide the name, title and telephone number of the person to contact concerning complaints: *Donald LaPlante 617-962 4446*

TAXI LICENSE/PUBLIC AUTO RENEWAL APPLICATION

LICENSE HOLDERS: Donald S Laplante (Owner Name) Doh's Car Service 395 Lexington St. Chelmsford, Ma. (Address)

(Company Name)

Please list below each Taxi Registration Number and each Public Auto Number

MASS. REG.# TAXI/PA #	MEDALLION #	VEHICLE ID # (VIN)	ODOMETER READING	TAXI METER SERIAL #	1 ST INSPECTION (mileage & meter #)	2 ND INSPECTION (mileage & meter #)
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1. 1V57524 1LNHM84W27Y614155 110,000
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

CITY CLERK
NEWTON, MA. 02159

JUN - 2 P 3 48

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID DD DONSC-1 #201-11/16/10 DATE (MM/DD/YYYY)

PRODUCER
 O'Connell Insurance Group, Inc
 Dennis E. O'Connell
 451 D Street, Suite 101
 Boston MA 02210
 Phone: 617-399-9990 Fax: 617-399-9995

INSURED
 DON'S CAR SERVICE
 dba DONALD LAPLANTE
 395 LEXINGTON ST
 AUBURNDALE MA 02466-1515

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURERS AFFORDING COVERAGE	NAIC #
INSURER A: PILGRIM INSURANCE	
INSURER B:	
INSURER C:	
INSURER D:	
INSURER E:	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR ADD'L LTR INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS								
	GENERAL LIABILITY <input type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC				EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$								
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input checked="" type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS	TXC000010002660	11/12/10	11/12/11	COMBINED SINGLE LIMIT (Ea accident) \$ 1000000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$								
	GARAGE LIABILITY <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN EA ACC \$ AUTO ONLY: AGG \$								
	EXCESS/UMBRELLA LIABILITY <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE RETENTION \$				EACH OCCURRENCE \$ AGGREGATE \$ \$ \$ \$								
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below				<table border="1"> <tr> <td>WC STATU-TORY LIMITS</td> <td>OTH-ER</td> </tr> <tr> <td>E.L. EACH ACCIDENT</td> <td>\$</td> </tr> <tr> <td>E.L. DISEASE - EA EMPLOYEE</td> <td>\$</td> </tr> <tr> <td>E.L. DISEASE - POLICY LIMIT</td> <td>\$</td> </tr> </table>	WC STATU-TORY LIMITS	OTH-ER	E.L. EACH ACCIDENT	\$	E.L. DISEASE - EA EMPLOYEE	\$	E.L. DISEASE - POLICY LIMIT	\$
WC STATU-TORY LIMITS	OTH-ER												
E.L. EACH ACCIDENT	\$												
E.L. DISEASE - EA EMPLOYEE	\$												
E.L. DISEASE - POLICY LIMIT	\$												
	OTHER												

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS
LIVERY SERVICE

MASSPORT IS NAMED AS ADDITIONAL INSURED

CERTIFICATE HOLDER

MASSPORT
 ONE HARBORSIDE DR, SUITE 200S
 EAST BOSTON MA 02128-2929

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE
DENNIS E. O'CONNELL



CERTIFICATE OF REGISTRATION

Please keep this document in your vehicle at all times

#201-11

EOT

PLATE TYPE LVN	REGISTRATION NUMBER LV57524	REGISTRATION TYPE LIVERY	EFFECTIVE DATE 11/15/10	EXPIRES LAST DAY OF →	MONTH 04	YEAR 12	TRANSACTION NUMBER 01031906310110
MFRS MODEL YEAR 2007	MAKE LINC	MODEL TOWCAR	BODY STYLE/TYPE SEDAN	COLOR BLACK	Not valid without official signature of Registrar		IF VEHICLE CARRYING PASSENGERS FOR HIRE: MAXIMUM NUMBER OF PASSENGERS THAT CAN BE SEATED. 06
VEHICLE IDENTIFICATION NUMBER 1LNHM84W27Y614155			INSURANCE COMPANY PILGRIM INSURANCE	TITLE NUMBER	REGISTRAR <i>Rachel Kaprielian</i>		TOTAL REGISTERED WEIGHT FOR A COMMERCIAL VEHICLE OR TRAILER
RESIDENTIAL ADDRESS (IF DIFFERENT) #3				395 LEXINGTON ST AUBURNDALE, MA 02466-1515			
NAME(S) OF OWNER(S) AND MAILING ADDRESS LAPLANTE, DONALD S 395 LEXINGTON ST AUBURNDALE, MA 02466-1515				FEES REGISTRATION 90.00 TITLE 75.00 SPECIAL PLATES 0.00 SALES TAX 1281.19 TOTAL 1446.19			
THE COMMONWEALTH OF MASSACHUSETTS REGISTRY OF MOTOR VEHICLES The records of the RMV database constitute the official status of the vehicle registration.							

SPECIAL MESSAGE IF THIS VEHICLE IS NEWLY ACQUIRED, IT MUST BE INSPECTED WITHIN SEVEN (7) DAYS OF REGISTRATION.	CHANGE OF ADDRESS STREET ADDRESS _____ _____ CITY, STATE, ZIP CODE
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Important Information for Vehicle Owners

- If this vehicle is newly acquired, it must be inspected within seven (7) days of registration.
- By law, you must report any change of address to the RMV within 30 days in writing. Address changes can be made on the RMV website: www.mass.gov/rmv or by mail to: RMV, P.O. Box 55889, Boston, MA 02205-5889. Once you have reported the address change to the RMV, please write corrected address in box provided above.
- For Customer Service call: 1-800-858-3926 for area codes (351/413/508/774/978) or call 1-617-351-4500 for area codes (339/617/781/857).
- Return the registration plates to the RMV immediately if:
 - The vehicle has been sold or junked and the registration is not going to be transferred to another vehicle. Keep a copy of the *Bill of Sale*, *Title*, and completed *Reassignment of Title* for your records to document the transfer.
 - You move to another state and you register the vehicle in that state.
 - The insurance policy is not renewed or is cancelled and there is no plan to obtain a new policy.

Transferring Your Plates: Massachusetts law (G.L. Chapter 90, Section 2) allows you to transfer **valid registration plates from this vehicle to a newly acquired new or used motor vehicle or trailer** while you obtain insurance and a new registration. **All** of the following must be met: 1. You are at least 18 years of age and you own the motor vehicle or trailer identified on this *Registration Card*; 2. You transfer ownership of this vehicle to another person or permanently lose possession of it (such as through repossession, etc.); 3. The newly acquired vehicle is of the **same vehicle type** (passenger vehicle to passenger vehicle, trailer to trailer, etc.); the **same registration type** (passenger to passenger, commercial to commercial); and has the **same number of wheels**; and, 4. The **seller and buyer** properly complete the Assignment of the Certificate of Title (for the newly acquired "used" vehicle) or Certificate of Origin (if a "new" vehicle). If **all** of the above are met, you may operate the newly acquired vehicle with the transferred plates **up to 5:00 pm of the 7th calendar day** following the date of transfer (or loss of possession). The day of transfer or loss is day #1. During those 7 days, you **must** carry the *Bill of Sale* (or the dealer's *Purchase Contract*) for the newly acquired vehicle **and** this *Registration Card* when operating the vehicle. See *FAQs About the Seven-Day Registration Transfer Law* on the RMV's website at www.mass.gov/rmv.

No Insurance Card Required: Massachusetts's law does **not** require an insurance card. The law, M.G.L. Chapter 90, Section 34A and Chapter 175, Section 113A requires the vehicle's owner to maintain a compulsory motor vehicle liability insurance policy or bond for bodily injury coverage and property damage insurance. If an insurer is identified on the face of this *Registration Card*, it is required by law to electronically notify the RMV (Registry of Motor Vehicles) if coverage lapses. The vehicle owner is then notified by the RMV to obtain new insurance within 10 days or the registration will be revoked.

SAVE TIME IN LINE BY GOING ONLINE AT WWW.MASS.GOV/RMV

Change Your Address
Order Special Plates
Pay Citations
Registration Inquiry

Renew Your Driver's License
Renew Your Mass ID
Renew Your Registration
Replace your Driver's License

Replace Your Mass ID
Request Duplicate Registration
Title/Lien Inquiry
Verify Driver's Education Certificate

VISIT OUR WEBSITE FOR A FULL LIST OF AVAILABLE TRANSACTIONS

TAXI INSPECTION MEETING

6/22/2011

7:45pm

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	Don's Car Service 395 Lexington St. Newton MA 02466	Don Laplante 617-962- 4446	PA 14	PASSED



DESIGN PUBLIC HEARING

WEDNESDAY, JUNE 1, 2011

AT

BROADMEADOW ELEMENTARY SCHOOL

NEEDHAM, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

**I-95/93 (Route 128) Transportation Improvement Project
Bridge V Contract
Project No. 603711
Project Management**

IN THE TOWNS OF NEEDHAM & WELLESLEY, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**FRANCIS A. DEPAOLA, P.E.
ACTING HIGHWAY ADMINISTRATOR**

**THOMAS F. BRODERICK, P.E.
ACTING CHIEF ENGINEER**

I-95/93 (Route 128) Transportation Improvement Project
THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION

NOTICE OF A PUBLIC HEARING
Project File No. 603711

A Design Public Hearing will be held by MassDOT to discuss the final design contract for the proposed I-95/93 (Route 128) Transportation Improvement Project in Needham & Wellesley, MA.

WHERE: Broadmeadow Elementary School
120 Broad Meadow Road
Needham, MA 02492

WHEN: **Wednesday, June 1, 2011 @ 7:00 PM**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed bridge & roadway construction project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The final design contract includes six bridge locations and approximately 3.5 miles of I-95 roadway reconstruction. The roadway work on I-95, just north of the Needham Branch RR Bridge and continues to just north of Route 9, includes the installation of an additional 12 foot travel lane and 10 foot shoulder in each direction toward the median. A new interchange with I-95 will be constructed at Kendrick Street. New collector/distributor roads in each direction between Highland Avenue and Kendrick Street are proposed. Modifications to the I-95/Route 9 interchange are also proposed. The bridge modification locations include Kendrick Street over I-95, a new ramp bridge at Kendrick Street, Highland Avenue over I-95, MBTA RR over I-95, I-95 over Central Avenue, and also I-95 over Route 9 in Wellesley. The work also includes noise barrier construction, stormwater management improvements, new sign installations, bicycle accommodation on the bridges over I-95 and ADA compliant access on the sidewalks.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The Commonwealth of Massachusetts is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Thomas F. Broderick, P.E., Acting Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, ATTN: Project Management Section, Project File No. 603711. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

The community has declared that this facility is accessible to all in compliance with the ADA / Title II. However, persons in need of ADA / Title II accommodations should contact Angela Rudikoff by phone at (617) 973-7005 or email to angela.rudikoff@state.ma.us. Requests must be made at least 10 days prior to the date of the public hearing.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

FRANCIS A. DEPAOLA, P.E.
ACTING HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.
ACTING CHIEF ENGINEER

Boston, Massachusetts



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Jeffrey B. Mullan, Secretary & CEO
Luisa Paiewonsky, Administrator

I-95/93 (Route 128) Transportation Improvement Project



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Luisa Paiewonsky
Highway Administrator

I-95/93 (Route 128) Transportation Improvement Project

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

RIGHT-OF-WAY ISSUES: SAFEGUARDING THE PROPERTY OWNER

If your property, or a portion of it, must be taken by the State for a highway in the interest of all people of the Commonwealth, your rights are fully protected under the law. Below are some answers to questions you might ask.

Who Contacts Me?

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

What is the Fair Price for My Property?

Every offer is made to insure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date on all impacts.

Must I Accept the Departments Offer?

No. If, after the figure established as a market value has been offered to the owner, the owner feels he or she is not being offered a fair prices, he or she has the right within three years to appeal to the courts. Pending a court decision, he or she can be paid on a "pro tanto" basis (or "for the time being") that in no way prejudices the court appeal.

What Will Happen to My House?

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved; and the proper permits for its renewal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house. Otherwise, the structure will be slated for demolition.

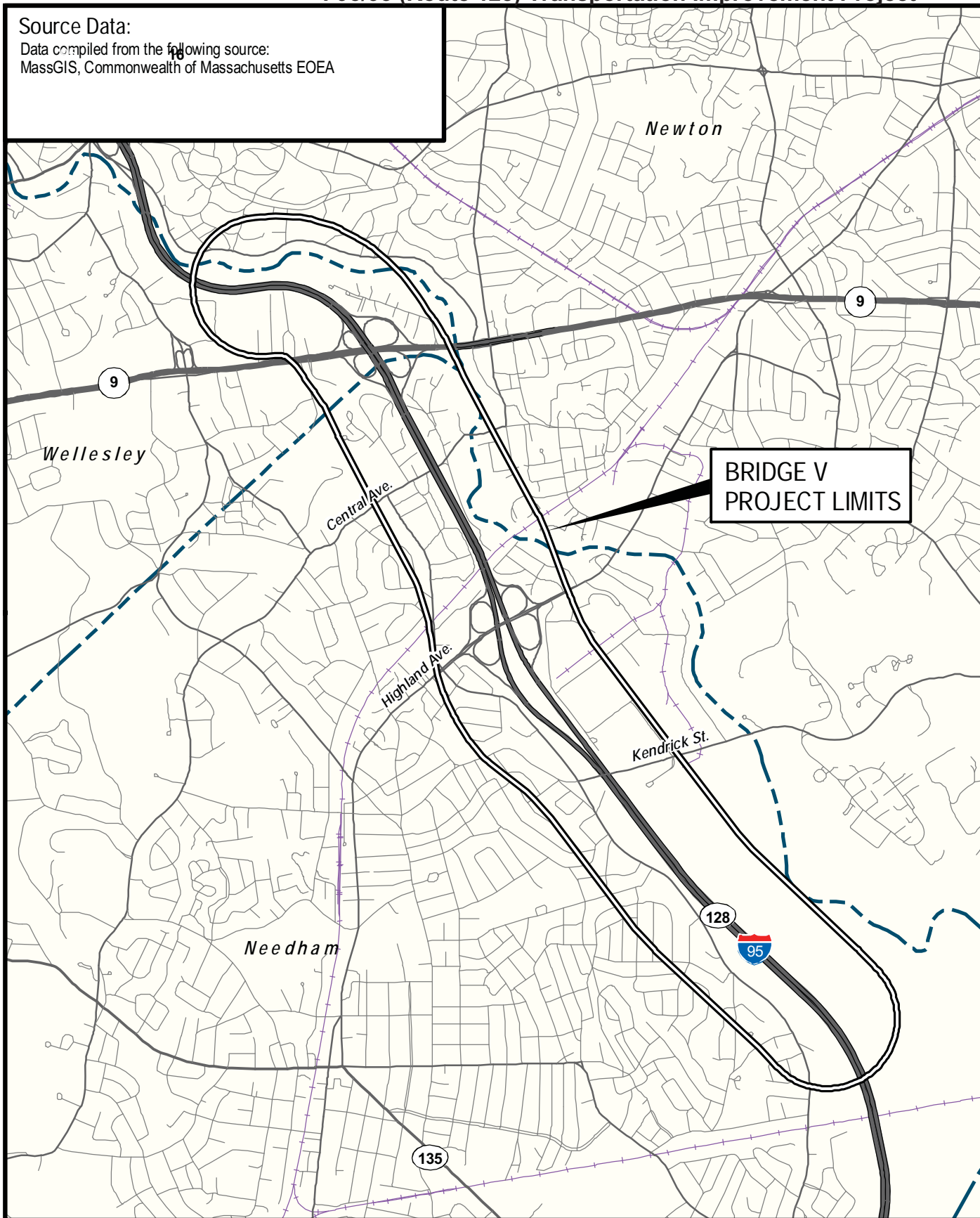
What Happens if I Must Relocate?

In addition to the market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.

I-95/93 (Route 128) Transportation Improvement Project

Source Data:

Data compiled from the following source:
MassGIS, Commonwealth of Massachusetts EOE



J:\2007 Projects\070013.157\GIS\Public-Hearing_Figure 2_Bridge V.mxd



Approx. Scale: 1" = 2,500'

Project Locus - Bridge V
I-95/I-93 (Route 128)
Transportation Improvement Project
Wellesley to Randolph

Figure 2

I-95/93 (Route 128) Transportation Improvement Project

PROJECT LOCATION

The proposed project represents the last and most northerly segment of the overall I-95/93 (Route 128) Transportation Improvement Project (formerly called the “Route 128 Add-a-Lane”) improvements that extend from Route 24 in Randolph to just north of Route 9 in Wellesley. This section of I-95/Route 128 is the last remaining section that has a six lane cross section. Completion of this project will result in I-93/ I-95 providing a consistent eight-lane cross section from Route 3 in Braintree to I-93 in Woburn. The final design contract includes six bridge locations and approximately 3.5 miles of I-95 roadway reconstruction. The roadway work on I-95 for this contract begins just north of the Needham Branch RR Bridge and continues to just north of Route 9 (See Figure 2), which includes the installation of an additional 12 foot travel lane and 10 foot shoulder in each direction toward the median. A new interchange with I-95 will be constructed at Kendrick Street. New collector/distributor roads in each direction between Highland Avenue and Kendrick Street are proposed. The collector roads will provide safer weaving movements between the interchanges and provide improved traffic movements to and from the adjacent business park. Modifications to the I-95/Route 9 interchange are also planned. The bridge locations include Kendrick Street over I-95, a new ramp bridge at Kendrick Street, Highland Avenue over I-95, MBTA RR over I-95, I-95 over Central Avenue in Needham, and also I-95 over Route 9 in Wellesley.

PROJECT PURPOSE

The purpose of the I-95/I-93 Transportation Improvement Project is:

- To add an additional travel lane in each direction which will restore a functional breakdown lane for both the northbound and southbound barrels,
- To relieve traffic congestion along the corridor,
- To reduce diversion of traffic to parallel local routes,
- To provide safety improvements to the interchanges, and to
- To replace the functionally obsolete and structurally deficient bridges.

PROPOSED IMPROVEMENTS

The proposed project will add a new 12-foot travel lane and 10-foot shoulder in both the northbound and southbound direction of I-95. This will improve roadway capacity and emergency response time, allow safe refuge for disabled vehicles, increase clear zones, and provide for temporary snow storage.

Included in this contract is a new diamond style interchange at Kendrick Street at the New England Industrial Park. This interchange will provide for a better distribution of traffic and more direct access to destinations in the area, alleviating congestion on Highland Avenue. Additionally, due to the proximity of the Highland Avenue interchange to the north, a Collector-Distributor (C-D) road is proposed for both the northbound and southbound traffic flows.

I-95/93 (Route 128) Transportation Improvement Project

The I-95 Interchange with Route 9 is being reconfigured from a full cloverleaf style to a partial cloverleaf. The proposed modifications are primarily intended to improve safety through the elimination of substandard weave areas. The new configuration will also facilitate replacement of the I-95 bridges over Route 9. Two existing loop on ramps to I-95 will be eliminated:

- The Route 9 westbound to I-95 southbound on ramp loop located in the northwest quadrant of the interchange will be eliminated. The westbound-to-southbound movement will be completed through the use of dual left-turn lanes to be constructed on Route 9 westbound connecting to the existing eastbound-to-southbound on ramp via a new signalized intersection on Route 9.
- The Route 9 eastbound to I-95 northbound on ramp loop located in the southeast quadrant of the interchange will also be eliminated. That movement will be completed through the use of dual left-turn lanes to be constructed on Route 9 eastbound connecting to the existing Route 9 westbound to I-95 northbound on ramp via a new signalized intersection on Route 9.

A proposed auxiliary lane will be constructed in each direction between the Route 9 and Highland Avenue interchanges to improve the acceleration and deceleration movements.

BRIDGE STRUCTURES

The existing structures being replaced, rehabilitated or removed include:

- **Kendrick Street over Route I-95/128, Needham:** The existing 2-span bridge will be replaced with a wider new 2-span bridge to accommodate the new Kendrick Street interchange.
- **Highland Avenue over Route I-95/128, Needham:** The existing two separate single span bridges over I-95 NB and SB will be replaced with one new 3-span bridge on a new alignment slightly south of the existing bridges,
- **MBTA Newton Upper Falls Branch Railroad over Route I-95/128, Needham:** The existing 2-span railroad bridge will be removed and provisions for a future bridge at this location will be provided including a new pier foundation in the median of I-95.
- **Route I-95/128 over Central Avenue, Needham:** The two existing single span bridges will be modified. The open median between the two bridges will be closed in and each bridge will be widened to accommodate the new auxiliary lanes between Route 9 and Highland Avenue.
- **Route I-95/128 over Route 9, Wellesley:** Both existing 2-span bridges will be replaced with one wider 2-span bridge on a slightly revised alignment.

Additionally, a new bridge is included as part of the preferred alternative that will carry the new northbound I-95 on-ramp from Kendrick Street over the I-95 northbound off ramp (Collector/Distributor C-D Roadway).

IMPACTS AND BENEFITS

Wetland Impacts and Mitigation: Impacts include filling Bordering Vegetated Wetlands and an intermittent stream channel. Both off-site and on-site wetland replacement areas are being proposed to mitigate these impacts. The mitigation would primarily be constructed in the loop ramps and in the median between Kendrick Street and Highland Avenue.

Stormwater Management: The project includes the construction of stormwater BMPs in conformance to current MADEP and MassDOT stormwater management polices.

Noise Impacts and Mitigation: Noise barriers have been found to be reasonable and feasible for four locations within the project limits. If the immediate abutters agree, then they will be included as part of the construction contract. The four locations are:

- Reservoir Street: This barrier would be located along the NB side of I-95 beginning adjacent to the Off Ramp from I-95 NB to Rte. 9 EB. It is approximately 1,100 feet long.
- Saint Mary Street: This barrier would be along the SB side of I-95 beginning adjacent to the On Ramp from Rte. 9 EB and continuing south for approximately 1,750 feet.
- River Park Street: This barrier would also be along the SB side of I-95 beginning approximately 600 ft. north of Central Ave and continuing south 2,150 feet stopping adjacent to Crawford Street, just a little north of where the existing MBTA RR Bridge crosses I-95.
- Hunting Road: This barrier would begin just south of Highland Avenue and extend south along I-95 SB to approximately 400 feet south of Kendrick Street. There would be a break in the barrier at Kendrick Street.

TRAFFIC MANAGEMENT

Three lanes of traffic on I-95 plus the active breakdown lanes will be maintained during the peak hour travel times through construction. Traffic on Kendrick Street, Highland Avenue and Route 9 and access to on/off ramps would be maintained with lane restrictions and temporary roadway segments.

BICYCLE ACCOMMODATION

Proposed bicycle accommodation over I-95 will be provided for both the Kendrick Street and Highland Avenue Bridges. The proposed shoulder widths can be found on the attached bridge cross sections.

I-95/93 (Route 128) Transportation Improvement Project

RIGHT OF WAY IMPACTS

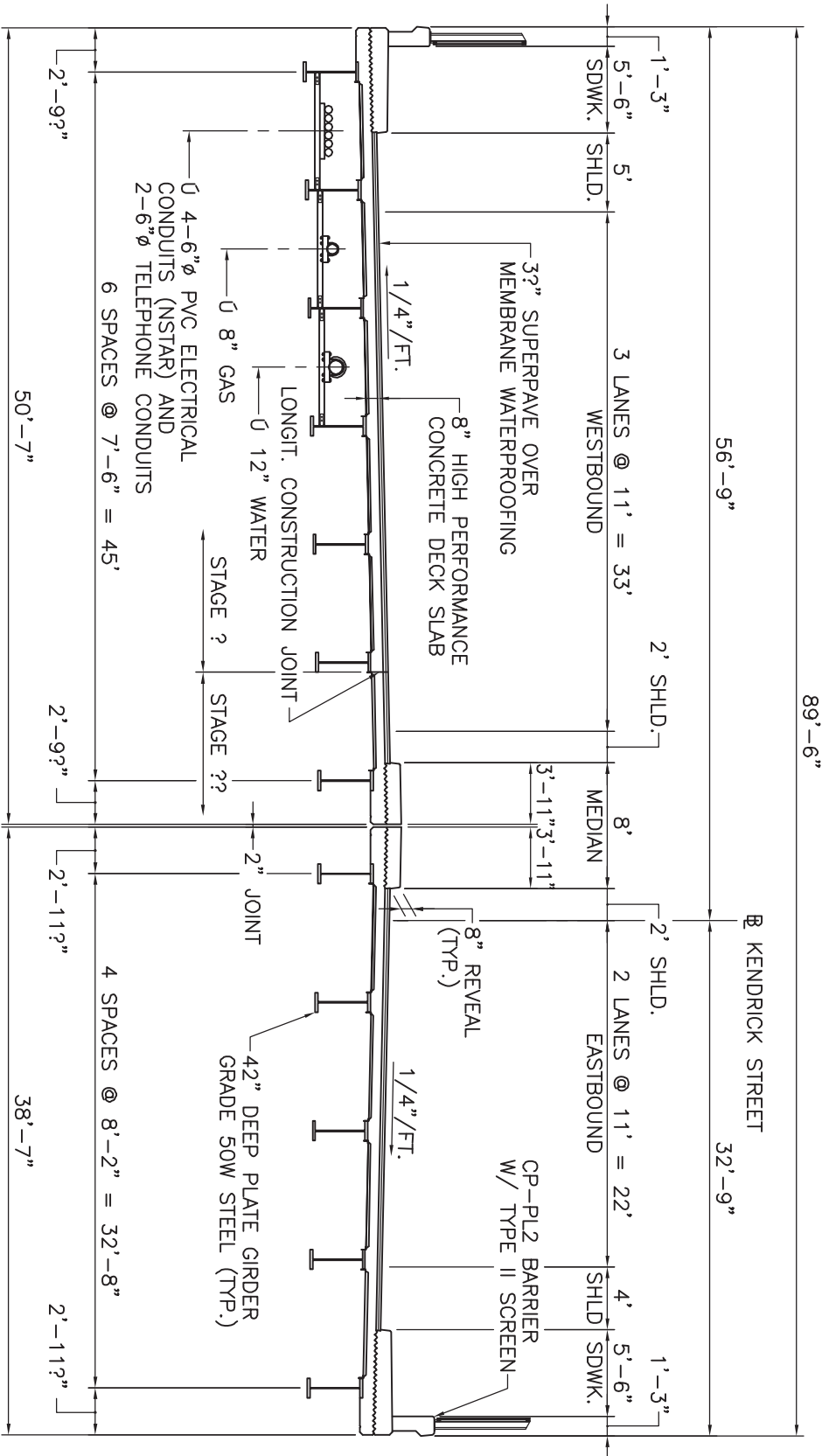
The proposed project requires a number of partial permanent takings and temporary easements from commercial, residential and public properties. One residential property on Kendrick Street has been acquired.

PROJECT COST

The current total participating construction cost is approximately \$125 million.

PROJECT SCHEDULE

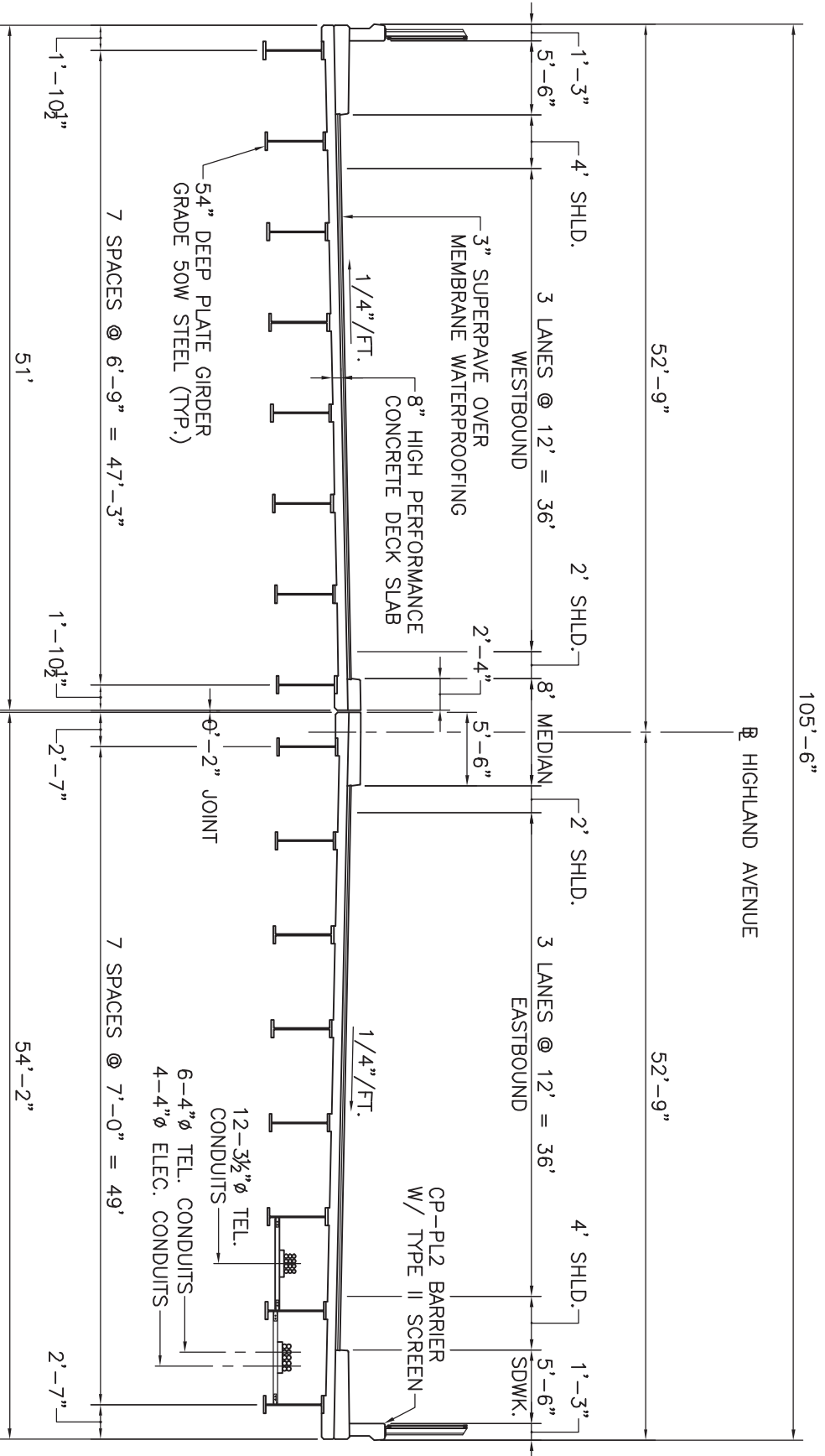
Construction will take approximately 4.5 years and is estimated to begin in 2013. Currently the project is finishing the 25% design phase.



KENDRICK STREET BRIDGE
PROPOSED CROSS SECTION

Approx. Scale: NTS

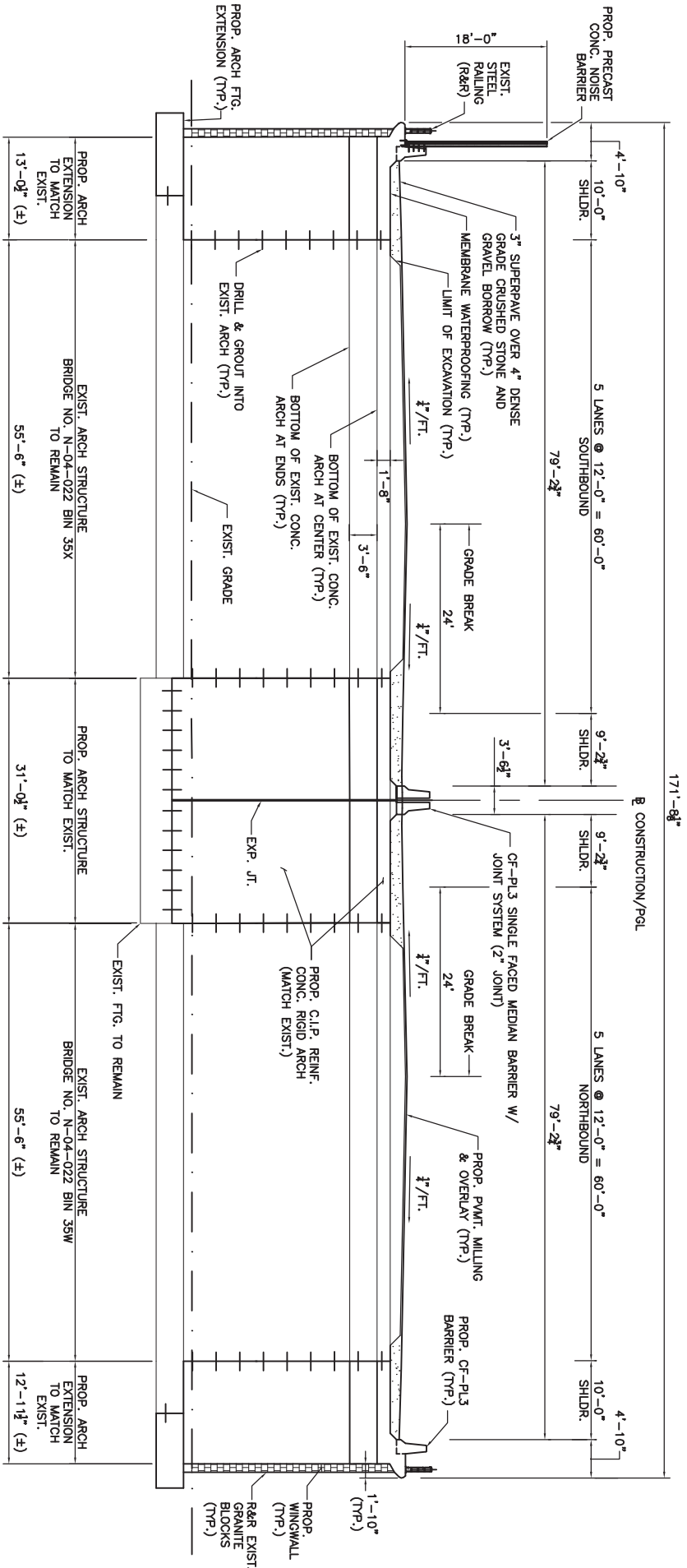
DESIGN PUBLIC HEARING
PROJECT NO. 603711
I-95/93 (ROUTE 128) TIP - BRIDGE V
NEEDHAM, MA



HIGHLAND AVENUE BRIDGE
PROPOSED CROSS SECTION

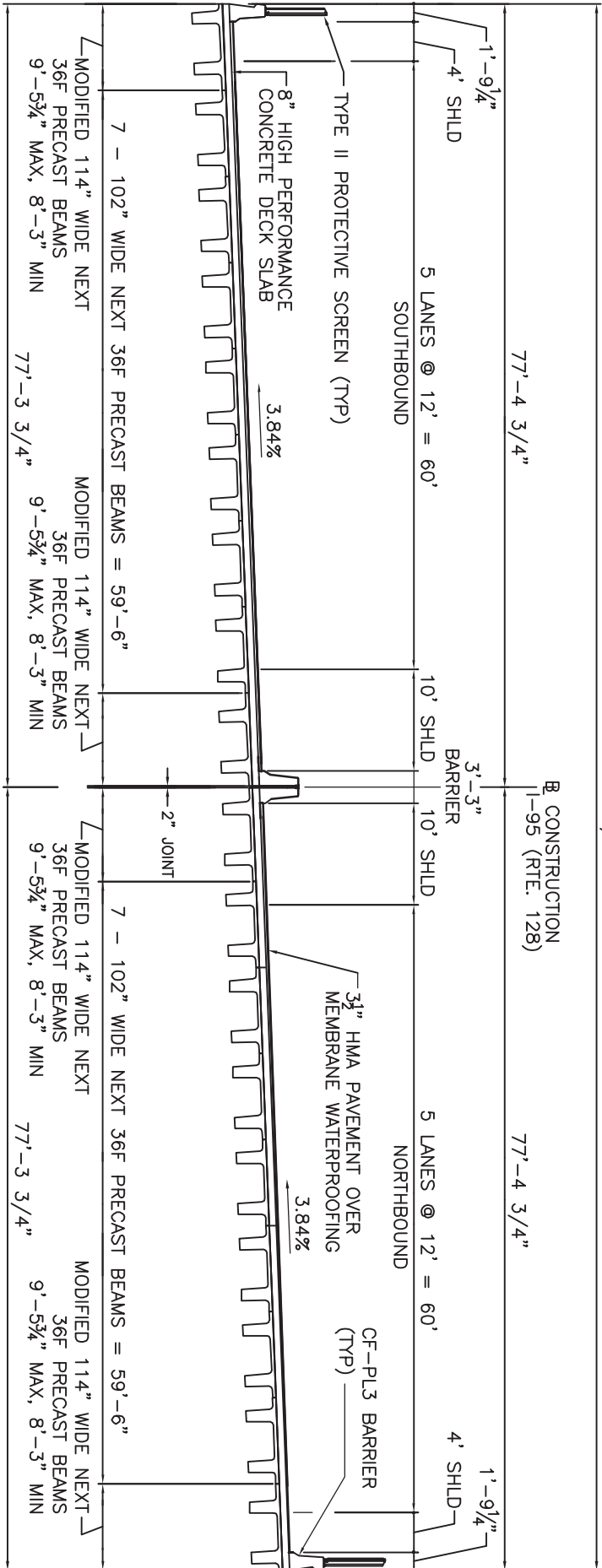
Approx. Scale: NTS

DESIGN PUBLIC HEARING
PROJECT NO. 603711
I-95/93 (ROUTE 128) TIP - BRIDGE V
NEEDHAM, MA



CENTRAL AVENUE BRIDGE
PROPOSED CROSS SECTION
Approx. Scale: NTS

DESIGN PUBLIC HEARING
PROJECT NO. 603711
I-95/93 (ROUTE 128) TIP - BRIDGE V
NEEDHAM, MA



ROUTE 9 BRIDGE
 PROPOSED CROSS SECTION
 Approx. Scale: NTS

DESIGN PUBLIC HEARING
 PROJECT NO. 603711
 I-95/93 (ROUTE 128) TIP - BRIDGE V
 WELLESLEY, MA

I-95/93 (Route 128) Transportation Improvement Project

Please Fold and Tape



Please Place
Appropriate
Postage Here

Thomas F. Broderick, P.E.
Acting Chief Engineer
MassDOT, Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: **Public Hearing**
I-95/93 (Route 128) Transportation Improvement Project; Bridge V Contract
NEEDHAM/WELLESLEY
Project File No. 603711
Project Management





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

Clint Schuckel

Associate City Engineer

November 3, 2010



I-95 Add-A-Lane



Lowell

Lawrence

Gloucester

Lynn

Revere

Cambridge

Boston

Newton

Quincy

Framingham

Brockton

Plymouth

Attleboro

Taunton

“Add a Lane” Overview



- 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”



- 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: Fall 2012 or 2013
- Estimated completion: 2016

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

Wellesley

Rte 9

Needham St

Newton

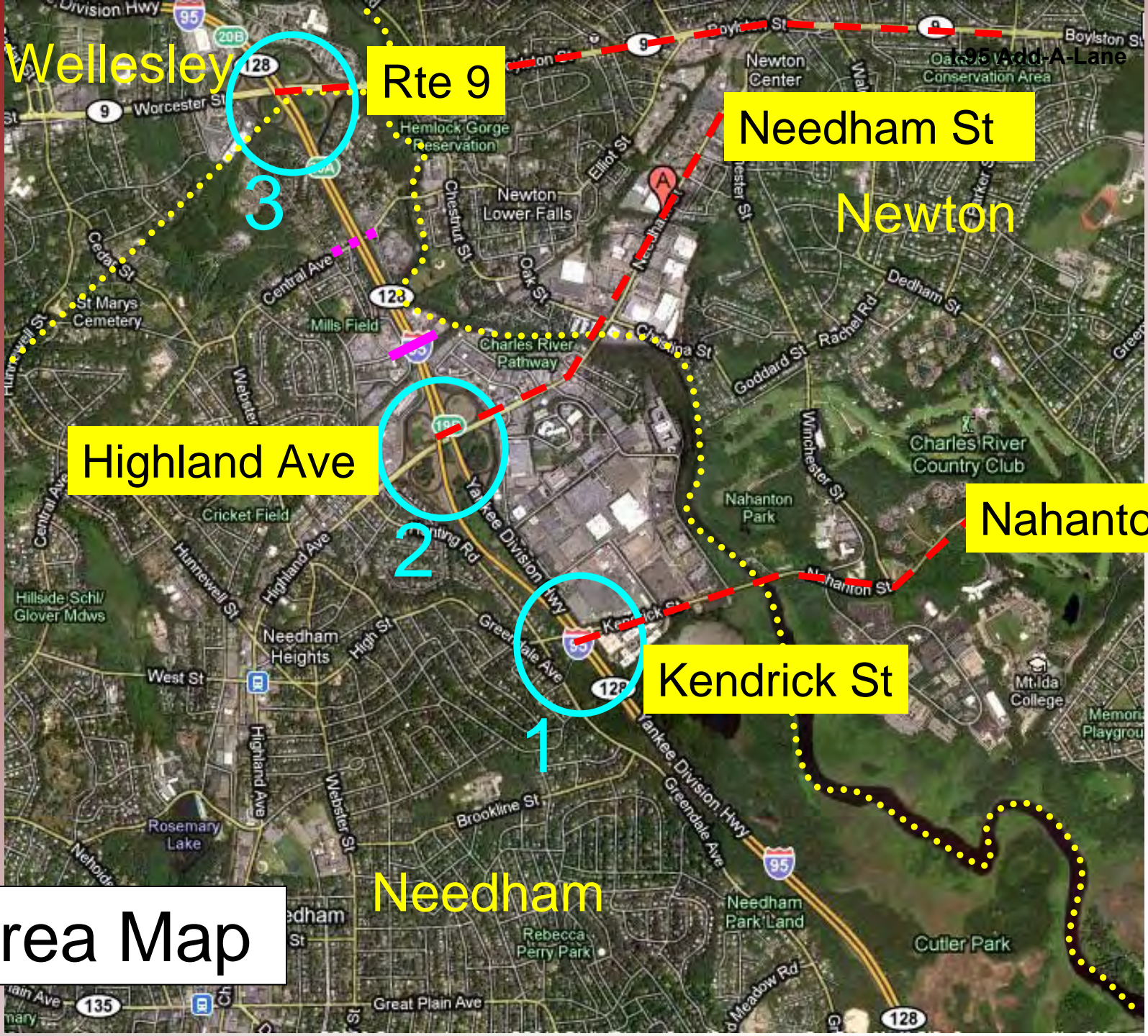
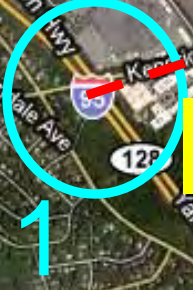
Highland Ave

Nahanton St

Kendrick St

Needham

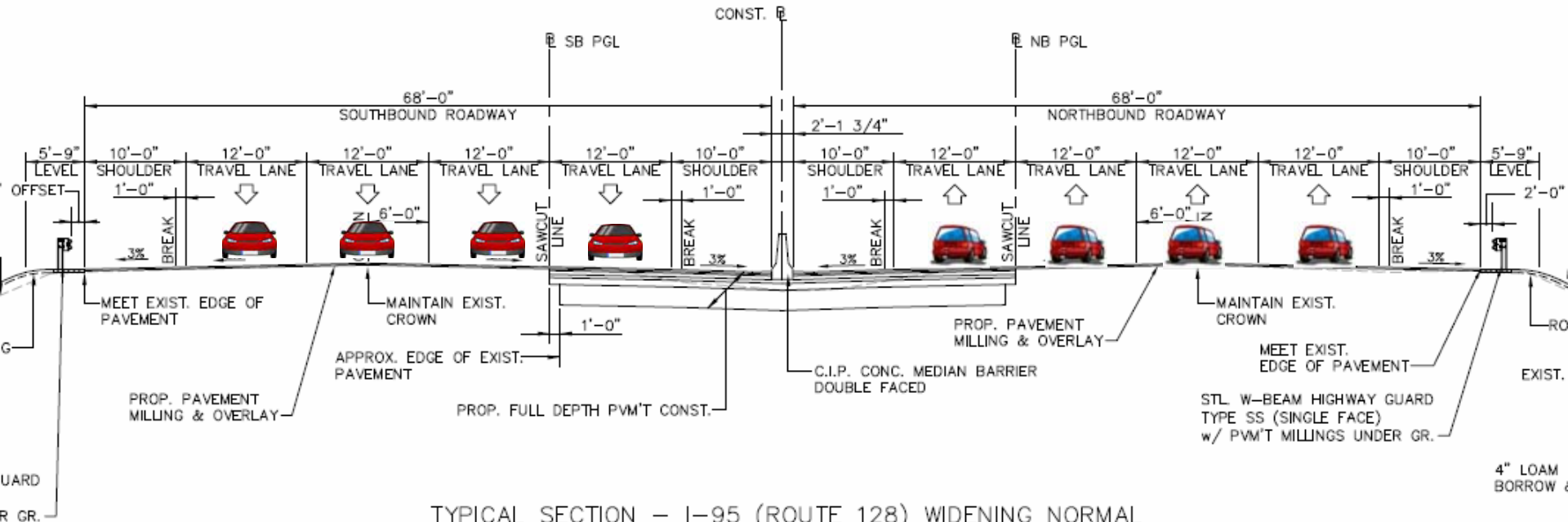
Area Map





Existing I-95 lanes

I-95 Add-A-Lane



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"

Add-a-Lane Trivia

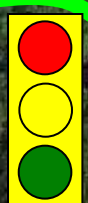
Name this character and state what he shares with this presentation...





I-95 Add-A-Lane
Newton →

Kendrick St



Turns allowed
Turns not allowed





I-95 Add-A-Lane
Newton →

Exit To
Highland Ave

Enter From
Highland Ave

Kendrick St

Exit To
Kendrick St

Enter From
Kendrick St

Exit/Entrance
Ramps Change

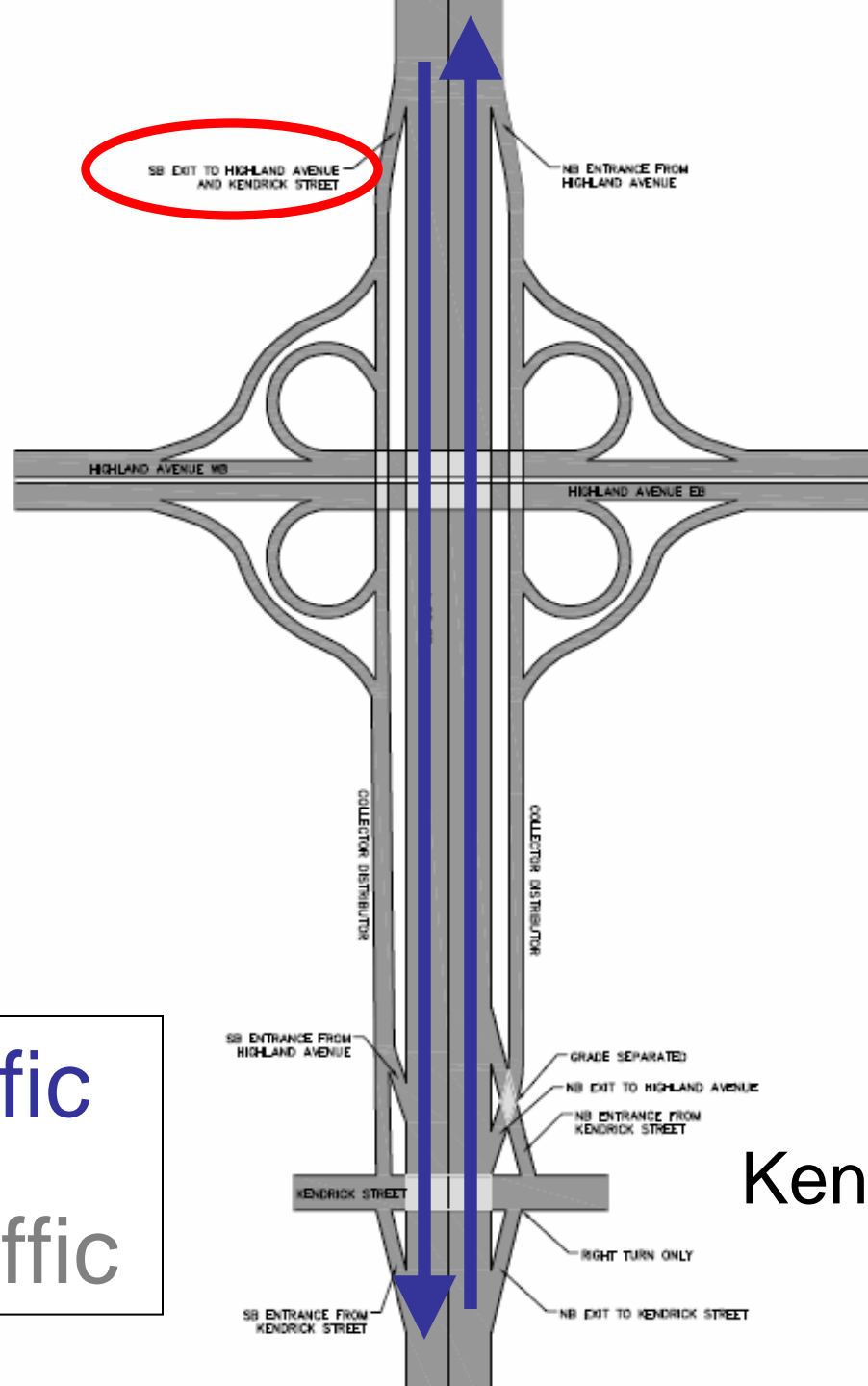
I-95 Add-A-Lane
Newton →

Highland Ave



Weaving Areas

Thru Traffic
Ramp Traffic



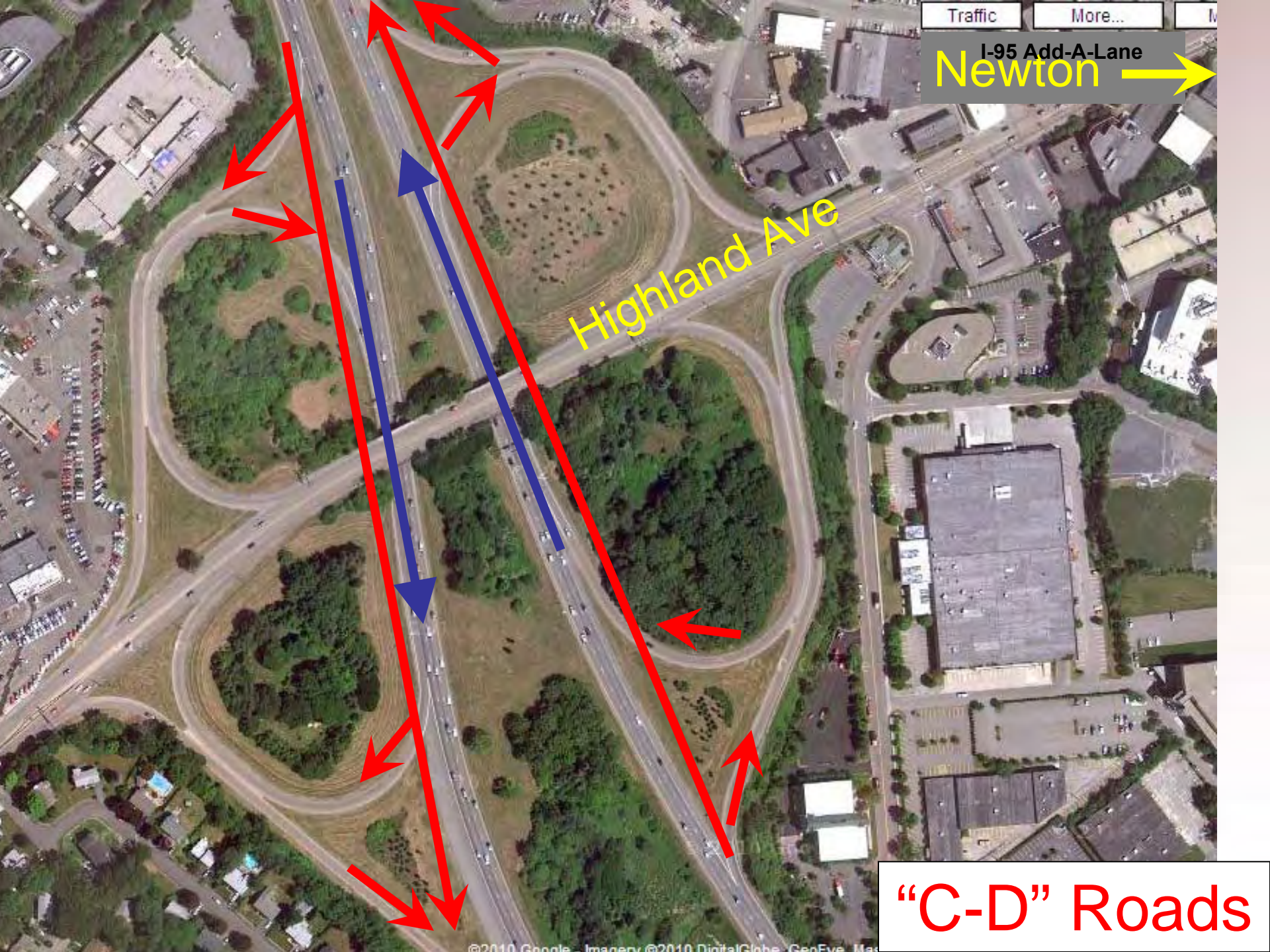
I-95 Add-A-Lane
Newton →

Highland Ave

Kendrick St

I-95 Add-A-Lane
Newton →

Highland Ave



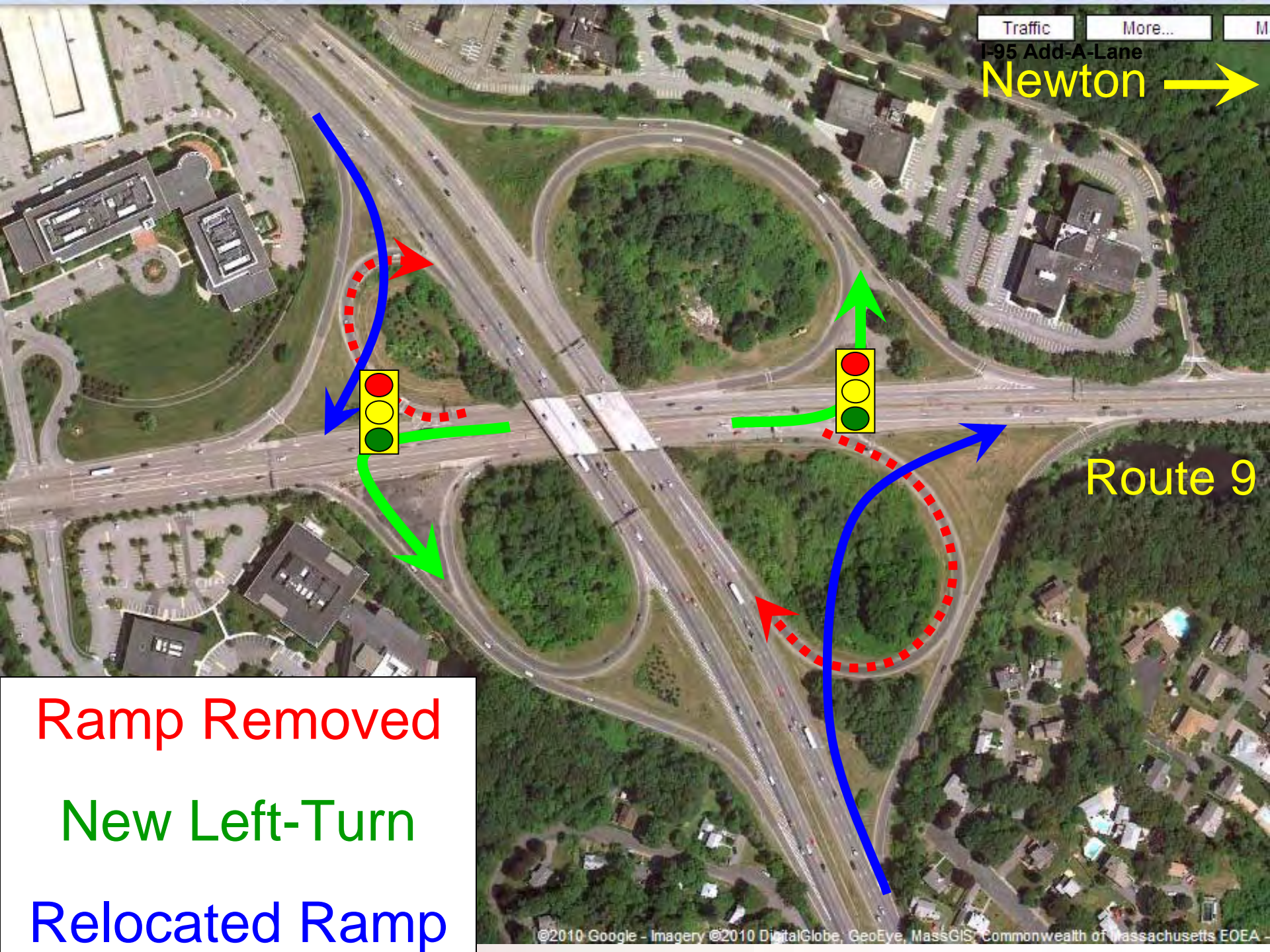
“C-D” Roads

I-95 Add-A-Lane
Newton →

Route 9



Weaving Areas



Ramp Removed

New Left-Turn

Relocated Ramp

Enter from
Route 9

Exit to Route
9 West

Exit to Route
9 West

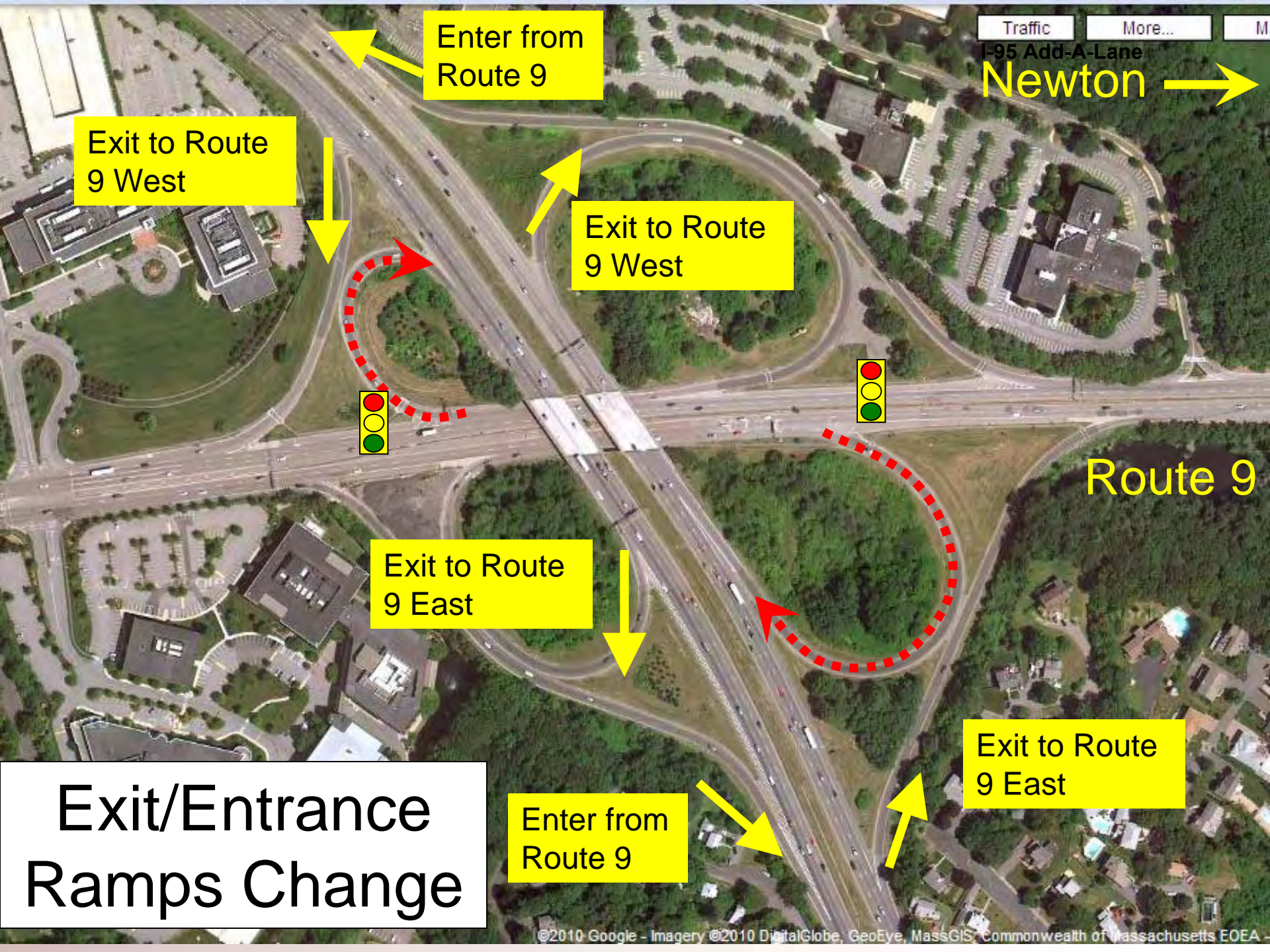
Exit to Route
9 East

Route 9

Exit to Route
9 East

Enter from
Route 9

**Exit/Entrance
Ramps Change**



Wellesley

Newton

Needham

Rte 9: Partial cloverleaf
improve on/off weave

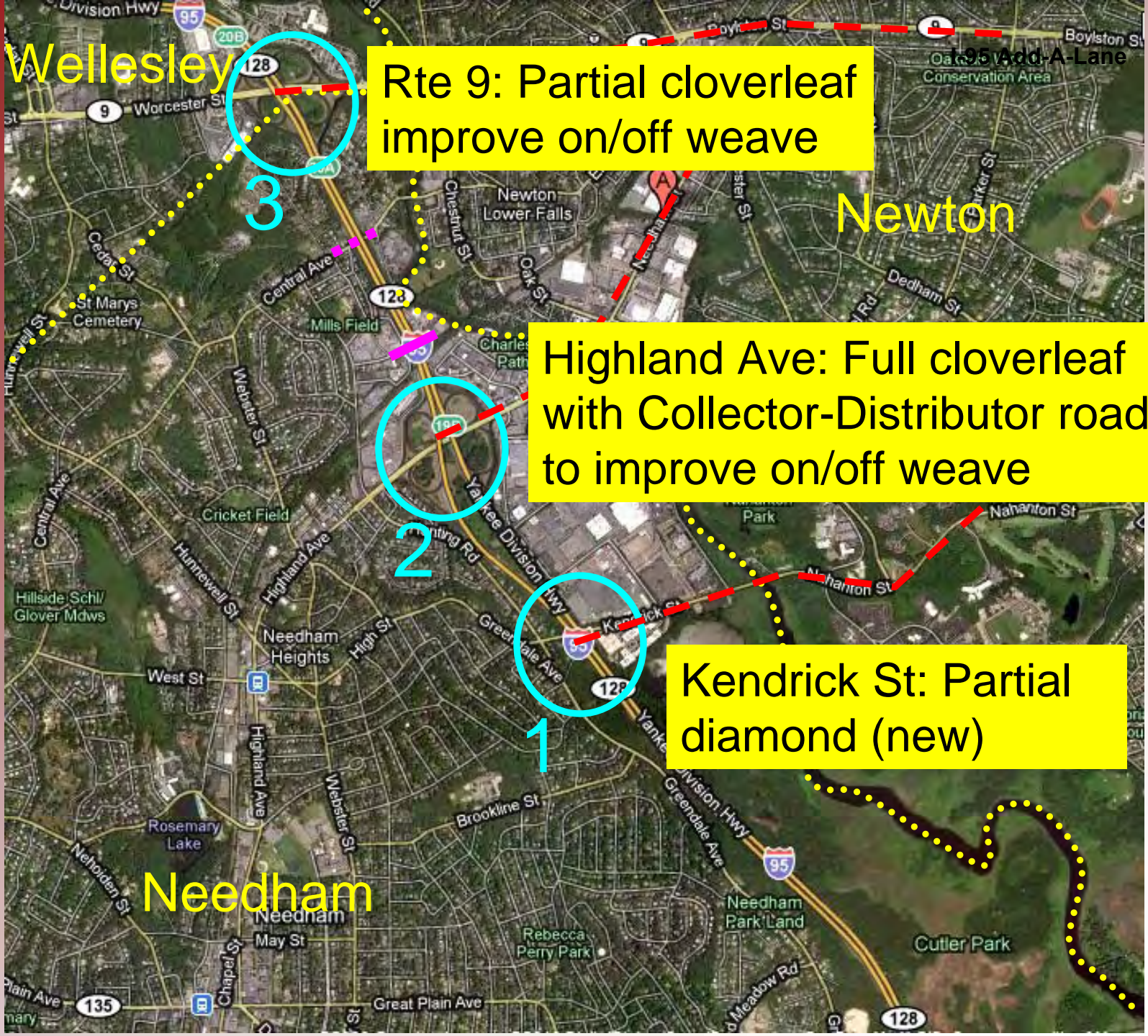
Highland Ave: Full cloverleaf
with Collector-Distributor roads
to improve on/off weave

Kendrick St: Partial
diamond (new)

3

2

1



Construction Staging



- 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?

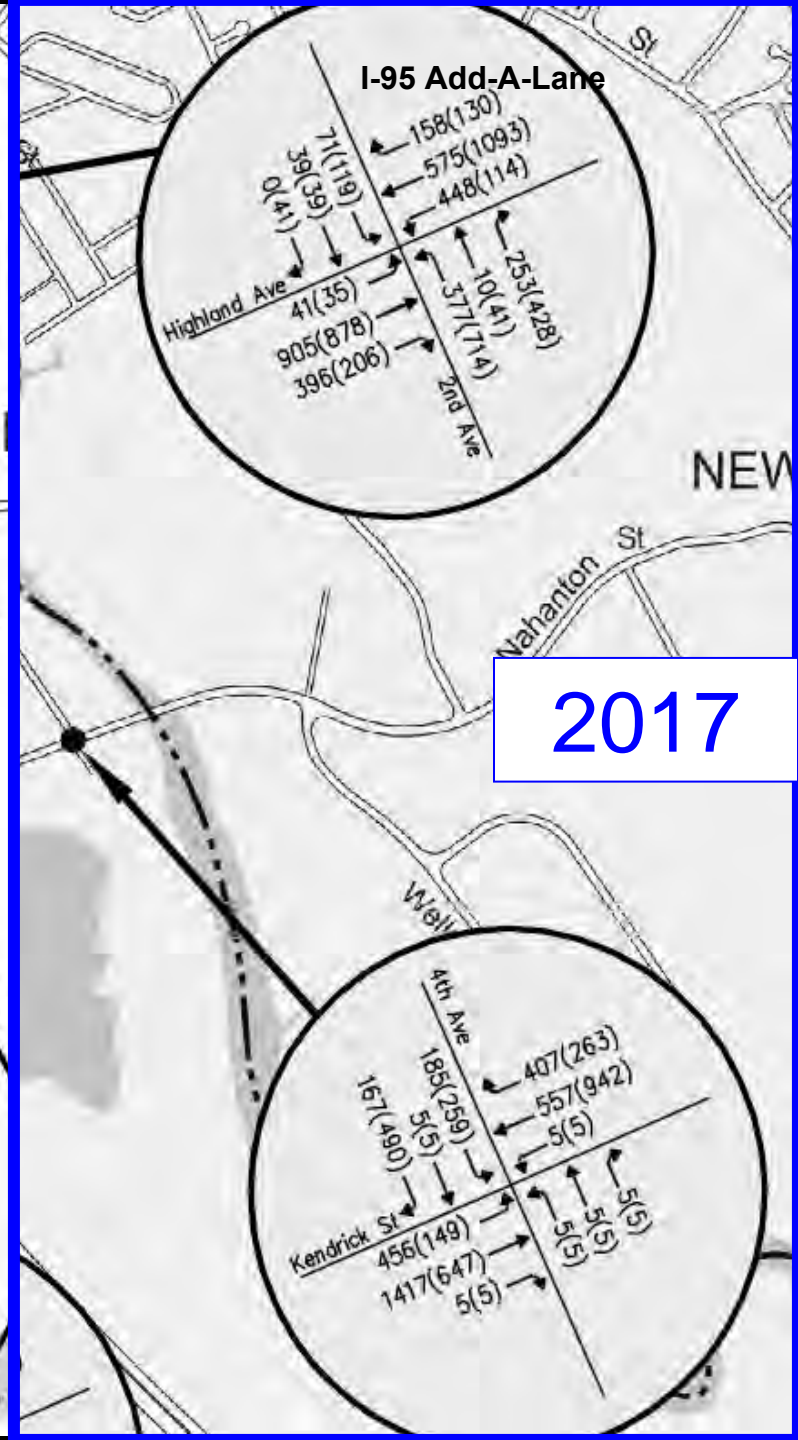
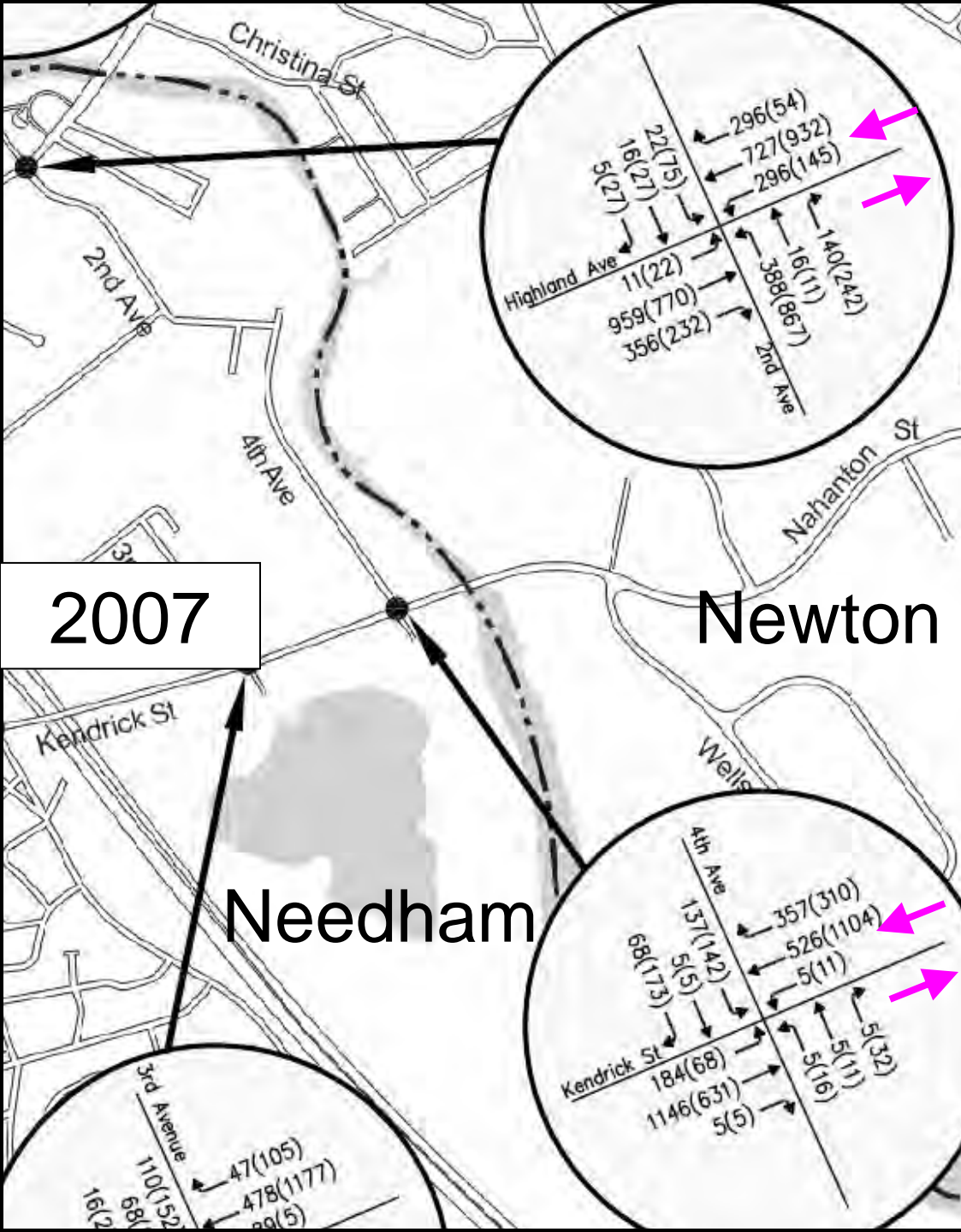
Add-a-Lane Trivia

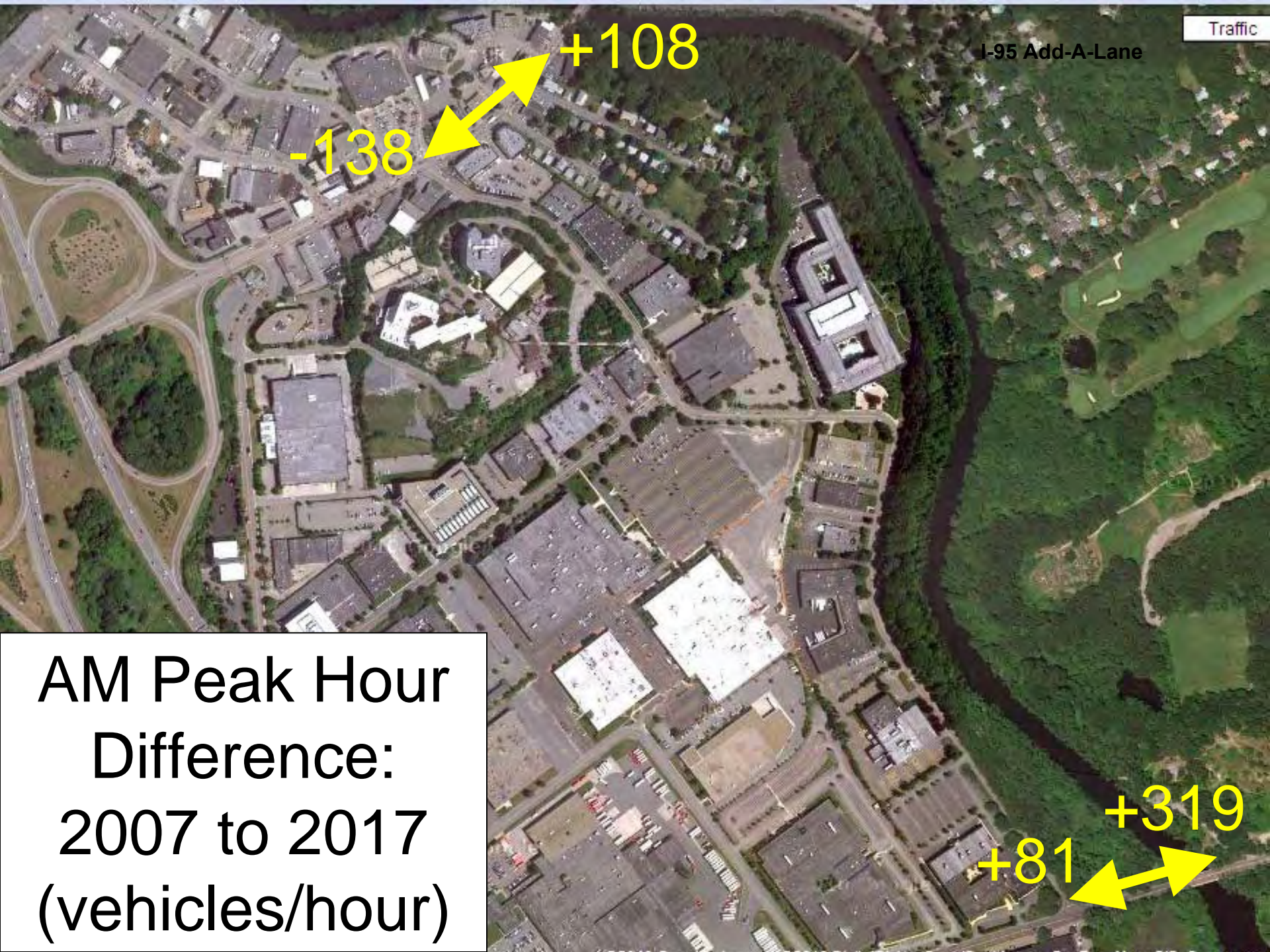
- The average number of vehicles per day (both directions) on I-95 near Newton is approximately:
 - 25,000
 - 50,000
 - 100,000
 - 150,000

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

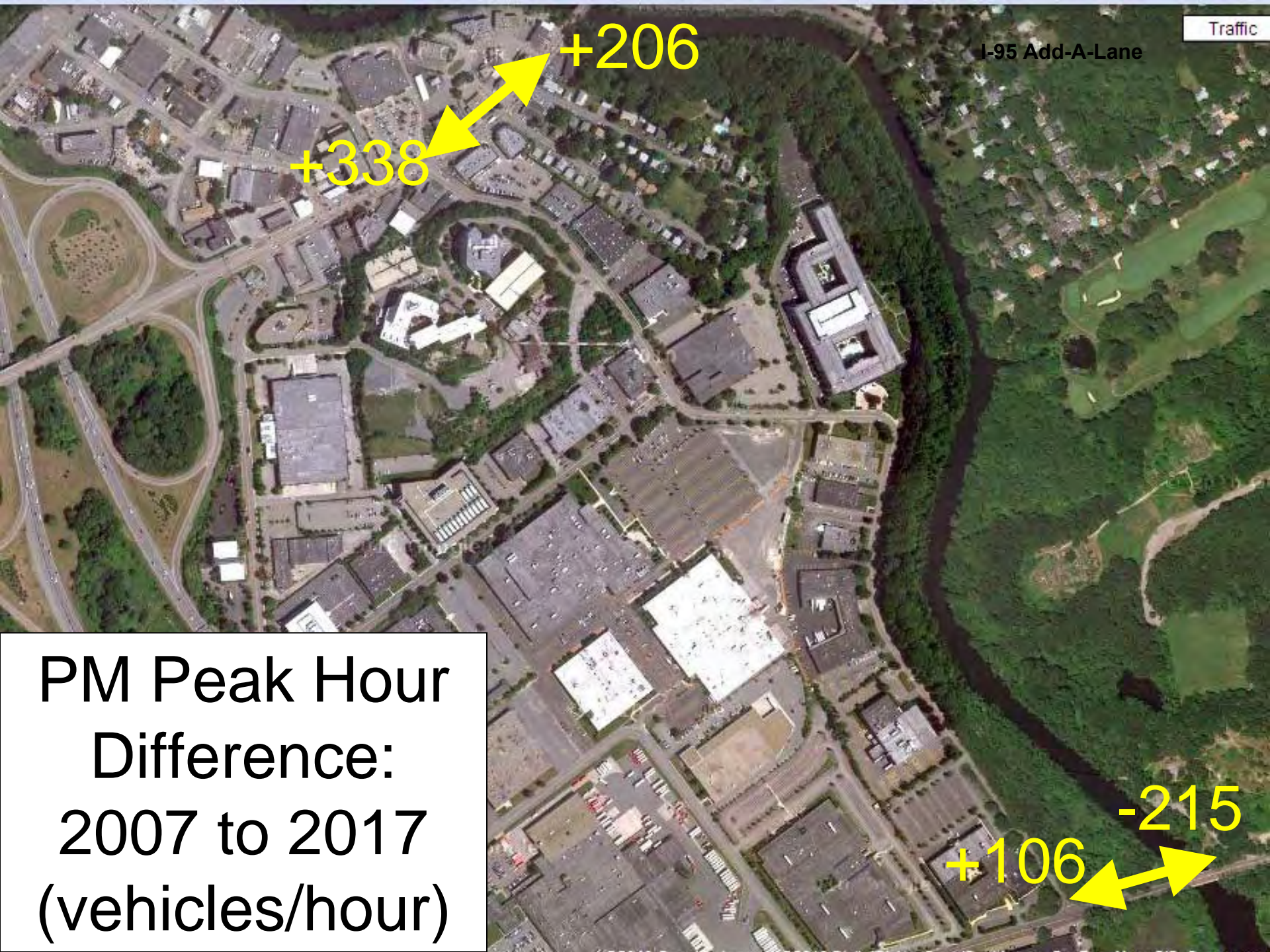




+108
-138

+81
+319

AM Peak Hour
Difference:
2007 to 2017
(vehicles/hour)



+338

+206

-215

+106

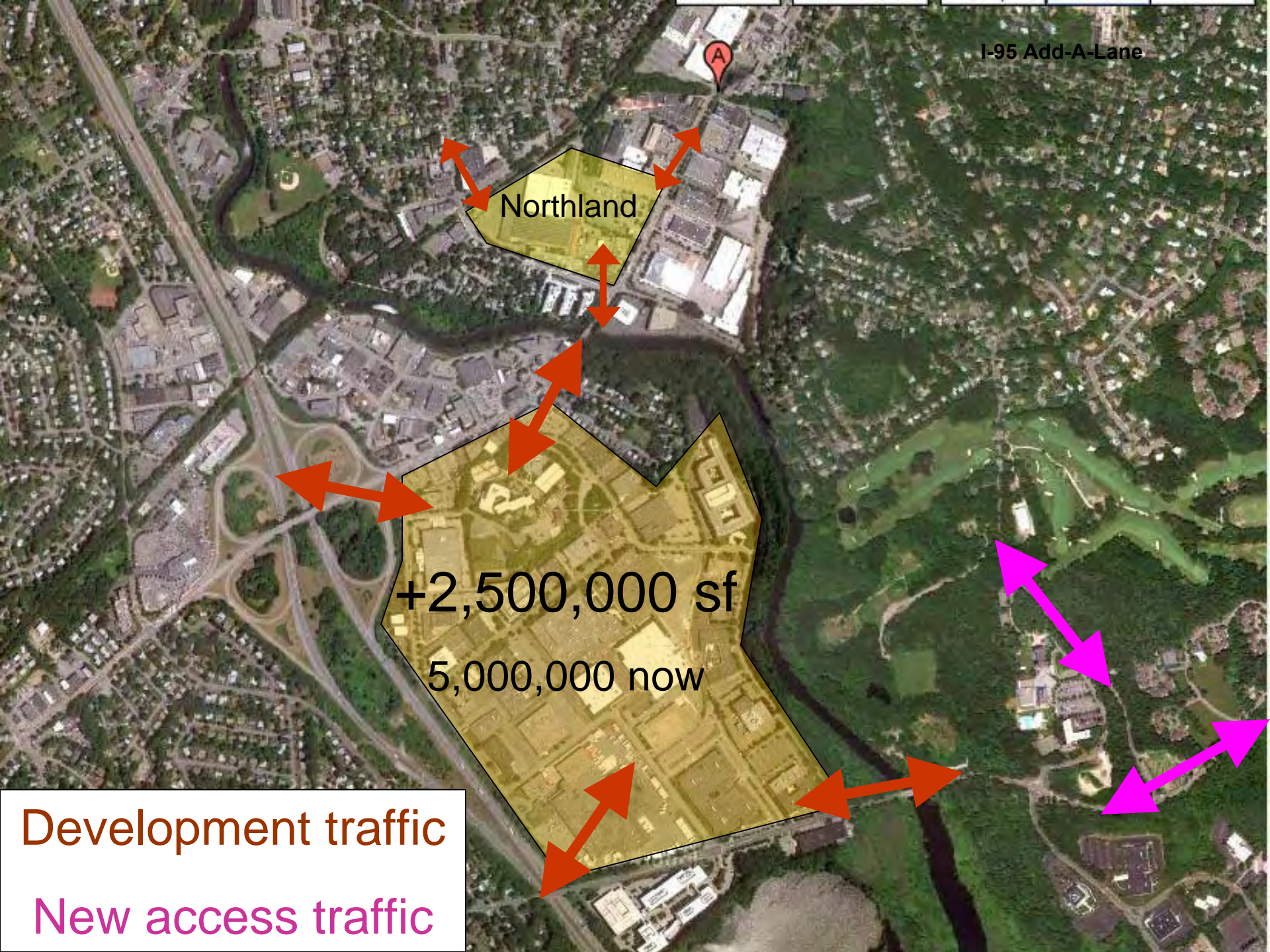
PM Peak Hour
Difference:
2007 to 2017
(vehicles/hour)

I-95 Add-A-Lane

Northland

+2,500,000 sf
5,000,000 now

Development traffic
New access traffic



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

I-95 Add-A-Lane

	2007		2017		DIFFERENCE		
	AM	PM	AM	PM	AM	PM	
WB Highland @ 2nd Ave	1319	1131	1181	1337	-138	206	FROM NEWTON
EB Highland @ 2nd Ave	1121	1087	1229	1425	108	338	TO NEWTON
WB Kendrick @ 4th Ave	888	1425	969	1210	81	-215	FROM NEWTON
EB Kendrick @ 4th Ave	1288	805	1607	911	319	106	TO NEWTON

City of Newton



DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

Setti D. Warren
Mayor

Date: June 16, 2011
To: Larry Cash, MassDOT Project Manager
From: David F. Turocy, Commissioner of Public Works
Subject: City of Newton Comments on I-95 Project # 603711, 25% Design Hearing

On behalf of Mayor Setti Warren, I submit the following comments and concerns regarding the Massachusetts Department of Transportation (MassDOT) I-95 "Add-a-Lane" project, located in Wellesley and Needham. The City of Newton supports MassDOT's efforts to improve safety throughout the corridor by eliminating travel in the breakdown lane, creating standard width breakdown lanes on both sides of the highway, and by improving merging areas at the existing Highland Avenue and Route 9 interchanges. However, there are elements of the projects which generate some concerns which the City asks MassDOT to address as the design moves forward. The concerns listed below are representative of the testimony provided by the four City officials who spoke at the MassDOT design public hearing on June 1: Chief Operating Officer Robert Rooney, Alderman Cheryl Lappin, Alderman Deborah Crossley, and Associate City Engineer, Clint Schuckel.

1. The City is concerned that the peak hour traffic projections for the Kendrick Street-Nahanton Street corridor may underestimate the future traffic volumes resulting from the cumulative effect of ten years of annual growth in vehicle traffic, new development in Needham's New England Business Center, and new highway access.

At a minimum, the project's traffic study should be expanded to the following intersections in the City of Newton:

- Nahanton Street at Wells Avenue;
- Nahanton Street at Winchester Street;
- Nahanton Street at Dedham Street; and
- Dedham Street at Brookline Street.

The study should examine at least three traffic scenarios: 1) existing, 2) the project's current traffic projections, and 3) a "worst case" scenario in which future traffic increases to a level where mitigation measures (e.g., signalization, geometric improvements, etc.) are required to maintain an acceptable level of service at each of the four intersections above. The City would collaborate with the State's traffic consultant, McMahon Associates, on the methodology and the peak period traffic volumes requiring improvements.

City of Newton Comments on I-95 Project

For each of the three conditions, the proposed traffic study would identify the most cost-effective intersection improvements and estimated costs. Based on the study findings, the City requests that MassDOT create a reserve fund within the project budget that is dedicated for future traffic monitoring and mitigation at the above four locations should the peak period volumes reach the thresholds established for Condition 3. This fund would be available for up to two years following project completion, during which time the monitoring program would determine if the traffic thresholds have been met to require the study's recommended mitigation.

2. Please explain how the sequencing of this project will intersect with other projects in the area, including but not limited to, the Route 9 improvements associated with the Chestnut Hill Square project and the Needham Street/Highland Avenue reconstruction project.

3. For the Kendrick Street and Highland Avenue interchanges, it appears that while additional vehicle travel lanes are provided to accommodate increased traffic, accommodations for bicycles are limited to striped four foot shoulders. Vehicles utilizing the bridges are both maneuvering to access/egress the interstate and traveling at speeds often exceeding 40 miles per hour. This condition necessitates greater design considerations to provide safe bicycle accommodations such as raising the elevation of the bicycle lane to that of the sidewalk throughout the project limits. Utilizing curbing will provide added protection from errant vehicles and will help to keep roadway detritus off the bicycle lane, another key factor in bicycle crashes.

4. The location of pedestrian crosswalks at the Highland Ave on-ramps to I-95 (northbound and southbound) are currently located too far down the ramp. The result is that a pedestrian attempting to cross has limited sight distance to on-coming traffic due to the ramp curvature and adjacent property obstructions such as shrubs, guardrail, and signage. Given the speeds vehicles travel approaching these on-ramps combined with the limited sight distance, the distance a pedestrian can achieve crossing the ramp is estimated to be the mid-point of the roadway before a vehicle reaches the crosswalk; a potentially very dangerous situation. Therefore, greater sight distance of approaching ramp traffic needs to be provided at the curb line of the crosswalk.

5. 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 (ltaverna@newtonma.gov), on all stormwater management plans, analyses, and related documents that are submitted to the Towns of Needham and Wellesley.

Thank you for your consideration of these comments. I look forward to working with MassDOT on these issues, and to the successful completion of the Add-a-Lane project.

Cc: Robert Rooney, Chief Operating Officer
Alderman Cheryl Lappin
Alderman Deborah Crossley
Lou Taverna, City Engineer
Clint Schuckel, Associate City Engineer