

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC SAFETY & TRANSPORTATION COMMITTEE AGENDA

WEDNESDAY, OCTOBER 19, 2011

7:45 pm  
Room 202

**ITEMS SCHEDULED FOR DISCUSSION:**

- #288-11      ALD. SWISTON & HESS-MAHAN, requesting the Mayor act on the recommendations made on September 22, 2011 by the Traffic Council relative to item TC5-11 recommending a series of speed humps between Chestnut and Forests Streets to address speeding on Otis Street. [10/07/11 @ 3:28 PM]
- #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]

**REFERRED TO PUBLIC SAFETY & TRANSPORTATION COMMITTEE on 05/04/09**

**REFERRED TO PUBLIC FACILITIES & FINANCE COMMITTEES on 02/17/09**

- #60-09      ALD. SANGIOLO, GENTILE AND HARNEY requesting the installation of traffic islands on CONCORD STREET to be funded with the Cabot, Cabot and Forbes Traffic Mitigation Fund for Lower Falls (Ward 4). [02/03/09 @ 1:01 PM]  
**FINANCE NO ACTION NECESSARY 7-0 on 03/08/10**  
**HELD 6-0 (Ald. Freedman not voting) on 04/06/11**
- #235-09      ALD. SANGIOLO, HARNEY & GENTILE on behalf of residents on  
TC2(2)-08      Wolcott Street requesting that the traffic control signal located at Wolcott and Lexington Streets be moved to a different location or removed altogether. (Ward 4) [3/28/08 @ 9:59 AM]

**It is the Chairman's intention to entertain a motion to vote No Action Necessary on the following two items:**

- REFERRED TO PUBLIC SAFETY/TRANSPORTATION & FINANCE COMMITTEES**
- #54-11(2)      ALD. YATES, CICCONE, HARNEY, FREEDMAN AND SHAPIRO requesting that Chapter 19 MOTOR VEHICLES AND TRAFFIC of the Revised Ordinances be amended by reinstating the Community Parking Program in a manner that charges the participants for the full cost of the program. [05/01/11 @ 10:05AM]  
**HELD 6-0 (Ald. Freedman not voting) on 05/18/11**

The location of this meeting is handicap accessible and reasonable accommodations will be provided to persons requiring assistance. If you have a special accommodation need, please contact the Newton ADA Coordinator Trisha Guditz at 617-796-1156 or [tguditz@newtonma.gov](mailto:tguditz@newtonma.gov) or via TDD/TTY at (617) 796-1089 at least two days in advance of the meeting.

- #261-09      ALD. JOHNSON requesting a review of the City of Newton Ordinances Chapter 24, Sections 26–34 Alarm System Regulations to more clearly express the fines and penalties to residential and commercial property owners for false alarms. [08/19/09 @ 9:53 AM]

**ITEMS NOT SCHEDULED FOR DISCUSSION:**

- #289-11      ALD. HESS-MAHAN, SWISTON, SALVUCCI, requesting a discussion with the Animal Control Department regarding the presence of coyotes in Newton and the recent attack on a dog in West Newton. [10/06/11 @ 9:07 AM]

**REFERRED TO PUBLIC SAFETY & TRANS. AND FINANCE COMMITTEES**

- #262-11      HIS HONOR THE MAYOR requesting amendments to Chapter 17 of the City of Newton Ordinances, 2007 to increase fees for permits issued by the Fire Department. [08/29/11 @ 3:50 PM]
- #233-11      ALDERMEN CROSSLEY, YATES AND RICE requesting a discussion with the Massachusetts Department of Conservation & Recreation (DCR) regarding design and location of the recently created pedestrian access from Quinobequin Road to the revised DCR trail parallel to the Charles River, where pedestrians are concealed and unprotected from oncoming traffic, and further to consider redesign and/or relocation to make access points to the trail safe for both pedestrians and drivers. [08/01/11 @ 4:18 PM]
- #156-11      ALD. YATES requesting a report from the Massachusetts Bay Transportation Authority on the physical condition of the bridge that carries the MBTA Green Line over Route 9 near Eliot Station. [05/02/11 @ 10:51 PM]
- #137-11      ALD. DANBERG AND FULLER requesting possible changes to City Ordinance 19-191, Parking Meter Fees, to require a minimum purchase at long-term parking meters in order to discourage short-term use. [4/26/11 @ 9:52 AM]  
**HELD 6-0 (Ald. Freedman not voting) on 05/18/11**
- #97-11      PARTNERS HEALTHCARE applying for a bus license to operate a fixed route shuttle service with stops in Newton. [03/28/11 @ 2:19 PM]
- #85-11      ALD. CICCONE AND FULLER requesting a discussion of the financial impact of adding Police Department personnel on the overtime account. [03/14/11 @ 9:17 AM]  
**HELD 4-0 on 03/23/11**

**REFERRED TO PS&T AND PUBLIC FACILITIES COMMITTEE**

- #41-11 ALD. JOHNSON, LENNON AND DANBERG requesting discussion of the elimination, except during snow emergencies, of the overnight parking ban which is in effect from November 15 through April 15. [01/18/11 @ 9:00 PM]  
**PUBLIC FACILITIES HELD 6-0 (Ald. Salvucci not voting) on 02/09/11**  
**HELD 6-0 on 02/09/11**
- #371-10 ALD. CICCONE on behalf of Annette Kaplan, 2 Washington Street, Newton Corner, requesting amendment to Section 19-309, *Requirements as to vehicles generally*, of the City of Newton Revised Ordinances to require taxi companies to display the company name, telephone number, and medallion number in all vehicles, visible from the back seat. [12/13/10 @ 4:10 PM]  
**HELD 7-0 on 01/05/11**

**REFERRED TO PUBLIC SAFETY & TRANS. AND FINANCE COMMITTEES**

- #363-10 ALD. ALBRIGHT & DANBERG, proposing a trial of parking meter free Saturdays between Thanksgiving and New Year for the shopping areas to support shopping at local businesses in Newton. [11/15/10 @ 6:30 PM]  
**HELD 5-0 (Ald. Yates and Swiston not voting) on 01/05/11**  
**HELD 6-0 (Ald. Yates not voting) on 10/05/11**
- #279-10 ALD. JOHNSON, ALBRIGHT & LINSKY, requesting the development of a comprehensive traffic and parking plan for the Newton North High School neighborhood with the following streets as its borders: Commonwealth Avenue, Washington, Harvard and Valentine Streets. This plan to be completed by November 30, 2010 will include a fix to short term (immediate needs) and longer term needs to effectively manage the traffic circulation within the neighborhood, provide pedestrian and vehicular safety, and preserve quality of life for the neighborhood, school staff and faculty. [10/06/10 @ 12:33 PM]  
**HELD 6-0 on 02/09/11**
- #49-10 NEWTON BICYCLE/PEDESTRIAN TASK FORCE seeking a discussion on a proposal to make changes to the City of Newton's bicycle-related ordinances in order to better align them with State Law and to make it possible for Newton's Safe Routes to School program to develop bike routes suitable for children. [02/09/10 @ 9:11 AM]  
**HELD 4-0 (Ald. Fuller not voting) on 03/03/10**

**REFERRED TO PS&T COMMITTEE by TRAFFIC COUNCIL on 10/23/08**

- #21-08 ALD. LINSKY AND DANBERG requesting discussion with appropriate personnel from the Massachusetts Bay Transportation Authority (MBTA) relative to ongoing service levels and conditions on mass transit and rail lines affecting Newton residents. [01/04/08 @ 10:19 AM]

Respectfully submitted,  
Allan Ciccone, Jr. Chairman

CITY OF NEWTON  
BOARD OF ALDERMEN  
TRAFFIC COUNCIL REPORT

THURSDAY, SEPTEMBER 22, 2011

Present: Ald. Ciccone, James Danila (Transportation Engineer), Jerome Grafe (Resident member), David Koses (Transportation Planner), Sgt. James Norcross (Police Department) and Clint Schuckel (Director of Transportation)

Also present: Ald. Johnson, Linsky, Merrill and Swiston

City Staff: Robert DeRubeis (Commissioner Parks & Recreation Department) and Danielle Delaney (Clerk)

Mr. Schuckel and Mr. Danila provided a PowerPoint presentation on these items, attached to this report.

TC5-11      ALD. SWISTON, on behalf of Joshua Klevens, 351 Otis Street, requesting speed calming measures on Otis Street between Chestnut and Forest Streets as the posted speed limit and “children” signs are not preventing speeding motorists. (Ward 3) [01/24/11 @ 9:25 AM]

**ACTION:**    **Approve 4-0, Grafe not voting. Recommend a series of speed humps on Otis Street between Chestnut and Forest Street.**

**NOTE:**      Ald. Swiston said that she docketed this item due to ongoing high volume and high-speed issues. Safety is a top priority, as children must cross Otis Street to attend school. She said that last year, the Police Department clocked drivers speed and found that they were excessive. The road grade is also an issue because people tend to speed. She then said that she was advised that “stop signs” were approved but were never installed. Mr. Koses said that he would check the Traffic Parking Regulations to determine this.

Mr. Schuckel agreed with Ald. Swiston that the speed limit and “children” signs are not effective. He said that stop signs are not considered to be traffic calming measures. Mr. Koses said that the City’s Law Department has advised Traffic Council that they cannot approve stop signs unless they meet the necessary warrants. Mr. Schuckel provided Council members with recent photos, traffic counts, street data, street grades and minimum traffic calming thresholds. He stated that Otis Street is 23’-24’ wide. He then said that speed humps could be installed as possible traffic calming devices because the required criteria are met. Traffic volume on the street is greater than 1,000 vehicles per day, the measured 85<sup>th</sup> percentile speeds are equal to or greater than 9 mph above the speed limit, and Otis Street is a local street (The City has determined that speed humps can be installed on minor collectors or local streets). Chicanes, raised intersections, crosswalks and mini roundabouts should not be considered at this location for various reasons. He said speed that humps are installed approximately 50’ from driveways perhaps making it difficult to park. Mr. Schuckel provided the following speed hump information:

Speed Hump Information

Length of Otis St. (Chestnut to Lowell): 3500'

Maximum speed hump spacing: 500'

Number of speed humps required: 6

Approximate cost per speed hump: \$7,500

Cost to install on Otis between Chestnut and Lowell: \$45,000

Mr. Koses opened the discussion for public comment. He asked residents to focus on the traffic calming ideas presented. Brian Mazmanian, 354 Otis Street, said that his major concern is speed. Joshua Klevens, 351 Otis Street, said that he petitioned this item for children's safety, concerns and excessive speeds. He is hopeful the most appropriate solution would be considered made before bigger problems arise. He supports the installation of speed humps but does not want to upset neighbors and asked that the best alternative be considered. Patty Egan, 346 Otis Street, said that some cars have been hit and side mirrors removed. Another resident agreed - her major concern regards speed and accidents. She is hopeful that the correct alternative will be decided. Robert Arone, 351 Otis Street, said that he is also concerned about speed. He would support speed humps but is concerned about the noise that is due to people accelerating before approaching the next hump. A resident asked if directed patrols could be provided. Sgt. Norcross answered that he would request that the Police Department to perform directed patrols on Otis Street. A resident asked if neighbors could receive permission to place temporary speed humps on the street. Mr. Schuckel said that the Board of Aldermen would have to approve temporary speed humps.

Ald. Johnson asked for clarification on the process if Traffic Council makes a recommendation. Mr. Schuckel answered that once Traffic Council favorably votes on a petition, it is referred to the Public Facilities Committee for construction review and Finance Committee for funding approval. The Mayor has the authority to initiate funding requests. Ald. Johnson asked if it would be easier to install speed humps when Otis Street is scheduled for repaving. Mr. Schuckel then said based on the photos he does not anticipate Otis Street being repaved for at least five years.

Mr. Grafe suggested altering Otis Street with planters to deter speeding. Mr. Schuckel answered that speed humps are more cost effective because drainage and road modifications do not have to change.

Ald. Ciccone made the motion to approve this item recommending speed humps. Council members agreed 4-0, Grafe not voting. Mr. Koses said that this item could not be appealed and that the recommendation of speed humps would have to be docketed for the Board of Aldermen's consideration.

TC15-11      ALD. JOHNSON, ALBRIGHT & LINSKY requesting the removal of the "No Right Turn on Red" sign at the intersection of Crafts and Watertown Streets.  
(Ward 2) [04/14/11 @ 8:25 PM]

**ACTION:**      **Approve 3-1, Ciccone opposed, Grafe not voting removal of "No Right on Red" sign from southbound Crafts Street to westbound Watertown Street.**

**Approve 3-1, Ciccone opposed, Grafe not voting removal of "No Right on Red" sign from eastbound Watertown Street to southbound Crafts Street.**

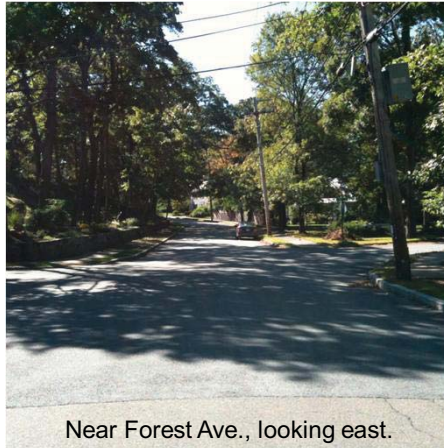
## TC5-11

Requesting speed calming measures on  
Otis Street between Chestnut and  
Forest Streets. (Ward 3)

### Study Area



## Approach Photos



## Traffic and Road Info

- ADT: 1,227 vehicles per day (September, 2010).
  - 2% trucks.
- Speed Limit: 25 mph.
  - Median speed: 29 mph.
  - 85<sup>th</sup> percentile speed: 35 mph.
- Road width: 23'-24'.
- Hill peaks near Balcarres Rd.
  - Max grade of 6% between Balcarres and Forest.
  - Max grade of 9% between Forest and Lowell.
  - Max grade of 7% west of Balcarres.
  - MassDOT recommended maximum grade: 7%.



## Minimum Traffic Calming Thresholds

- ✓ Traffic volume on street is greater than 1,000 vehicles per day.
- ✓ Measured 85<sup>th</sup> percentile speeds are equal to or greater than 9 mph above the speed limit.
- ✓ For vertical deflections, street classification shall be minor collector or local street.
  - ◇ For raised crossings, the minimum criteria established by the city crosswalk policy shall be met.

## Possible Traffic Calming Devices: Speed Humps





## Not considered: Chicanes



- Otis St. too narrow.

## Not considered: Raised Intersections & Crosswalks



- Pedestrian volumes likely aren't high enough.

## Not considered: Mini Roundabout



- Grade and right-of-way limitations.

## Speed Hump Information

- Length of Otis St. (Chestnut to Lowell): 3500'
- Maximum speed hump spacing: 500'
- Number of speed humps required: 6
- Approximate cost per speed hump: \$7,500
- Cost to install on Otis between Chestnut and Lowell: \$45,000.

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](mailto: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



**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](mailto: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](mailto: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. Mullian, 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



## **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.

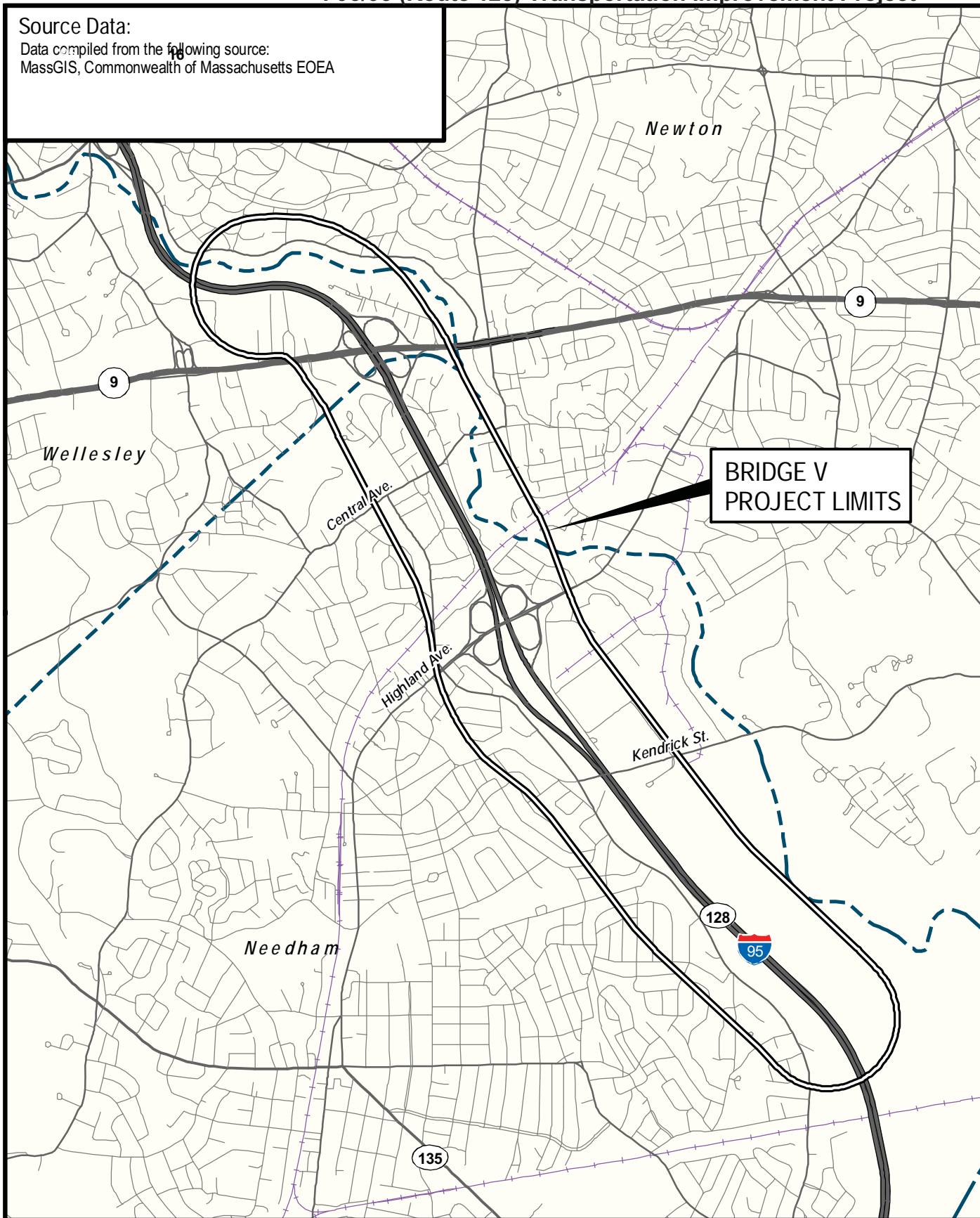
#### **What Happens if I Must Relocate?**

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 EOEA



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**

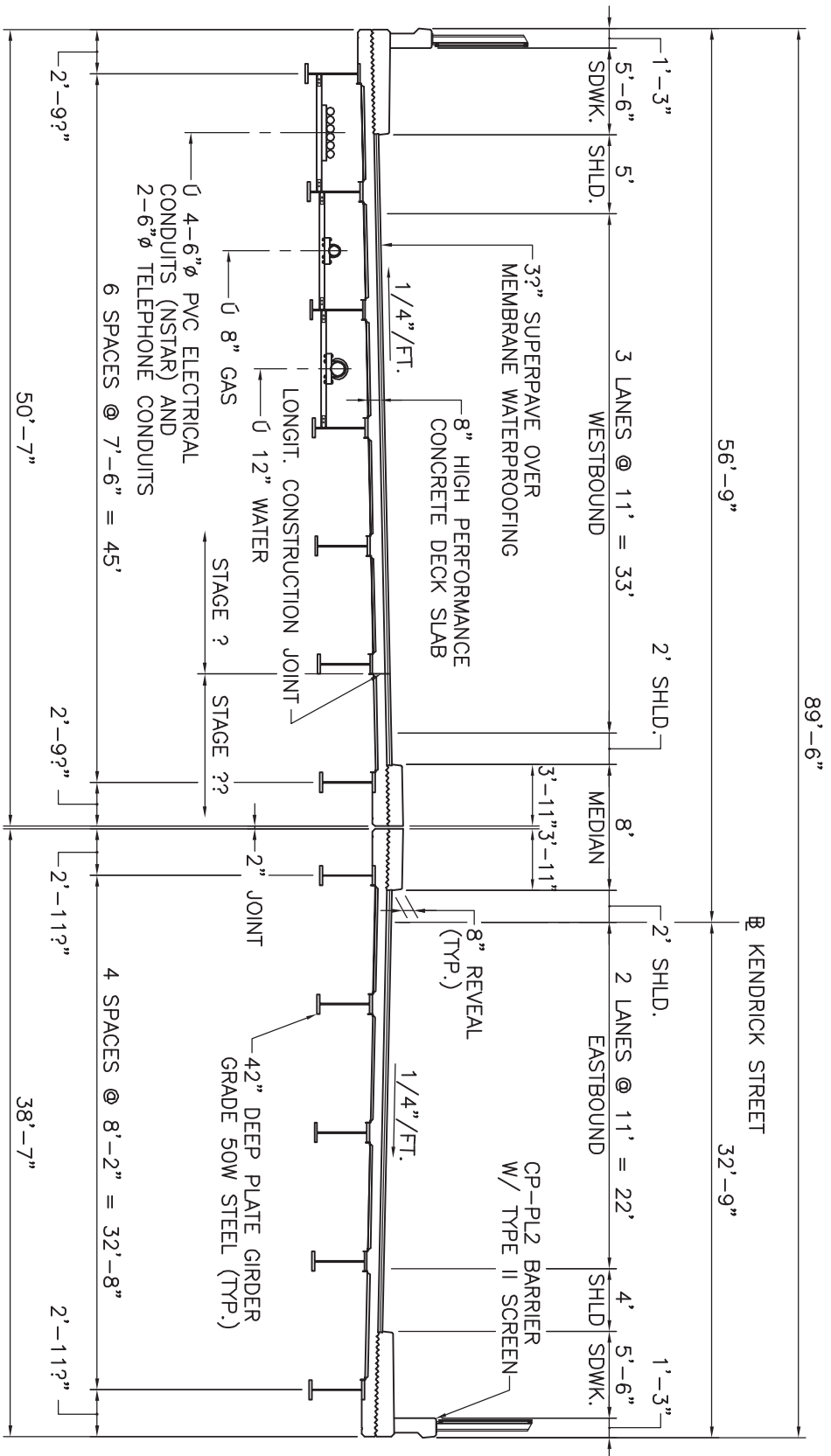
Construction will take approximately 4.5 years and is estimated to begin in 2013. Currently the project is finishing the 25% design phase.



# KENDRICK STREET BRIDGE PROPOSED CROSS SECTION

Approx. Scale: NTS

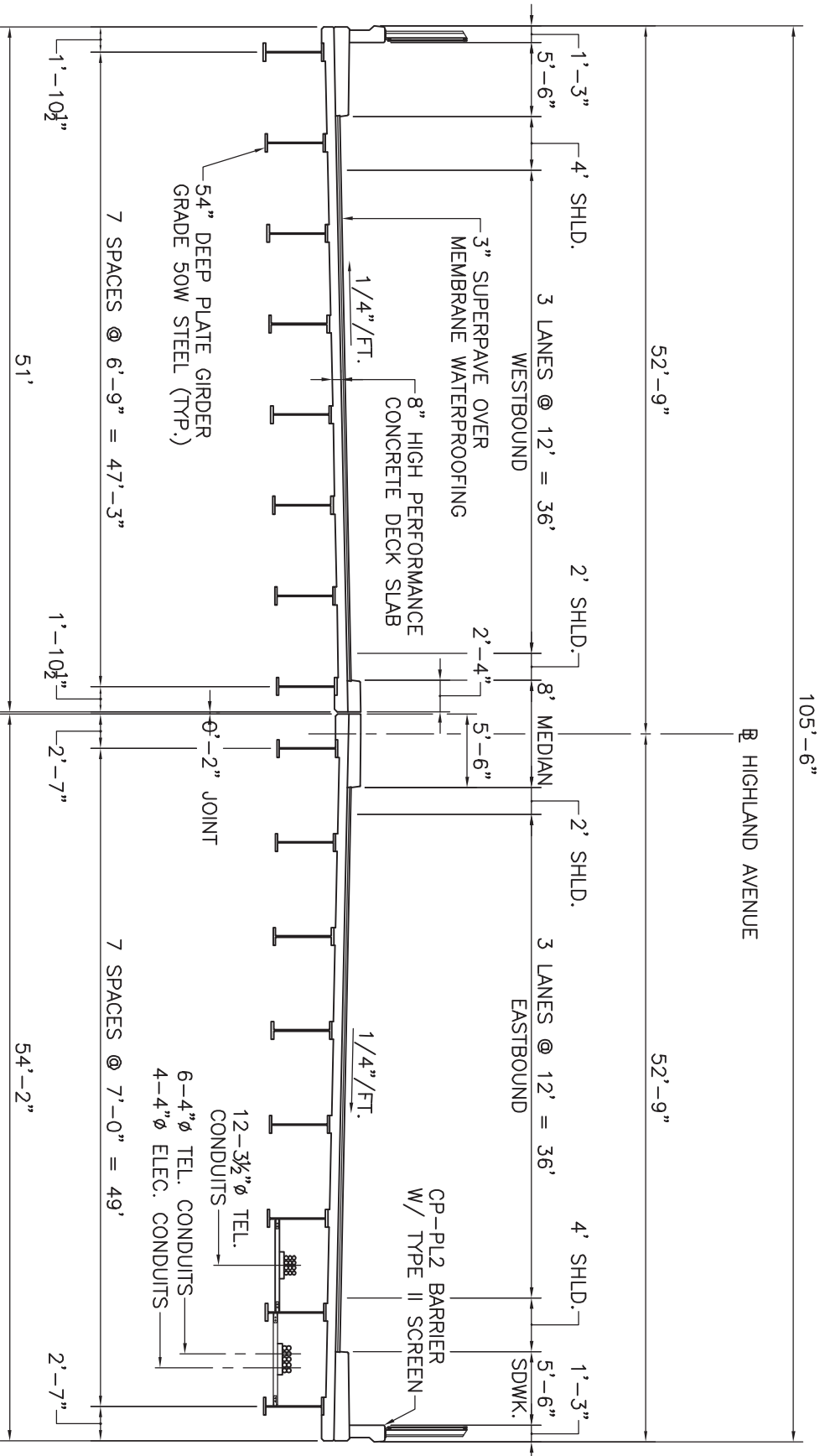
DESIGN PUBLIC HEARING  
PROJECT NO. 603711  
1-95/93 (ROUTE 128) TIP - BRIDGE V  
NEEDHAM, MA

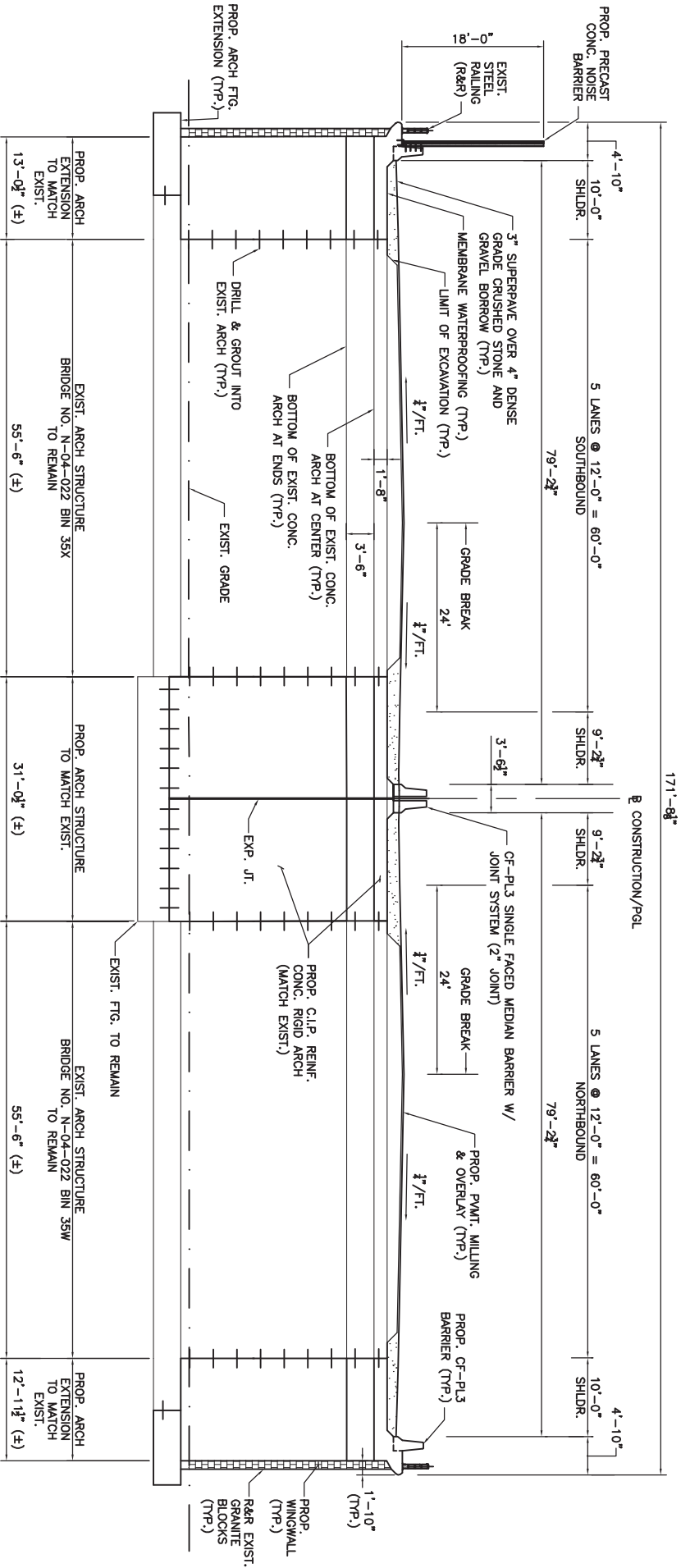


# HIGHLAND AVENUE BRIDGE PROPOSED CROSS SECTION

Approx. Scale: NTS

DESIGN PUBLIC HEARING  
PROJECT NO. 603711  
1-95/93 (ROUTE 128) TIP - BRIDGE V  
NEEDHAM, MA

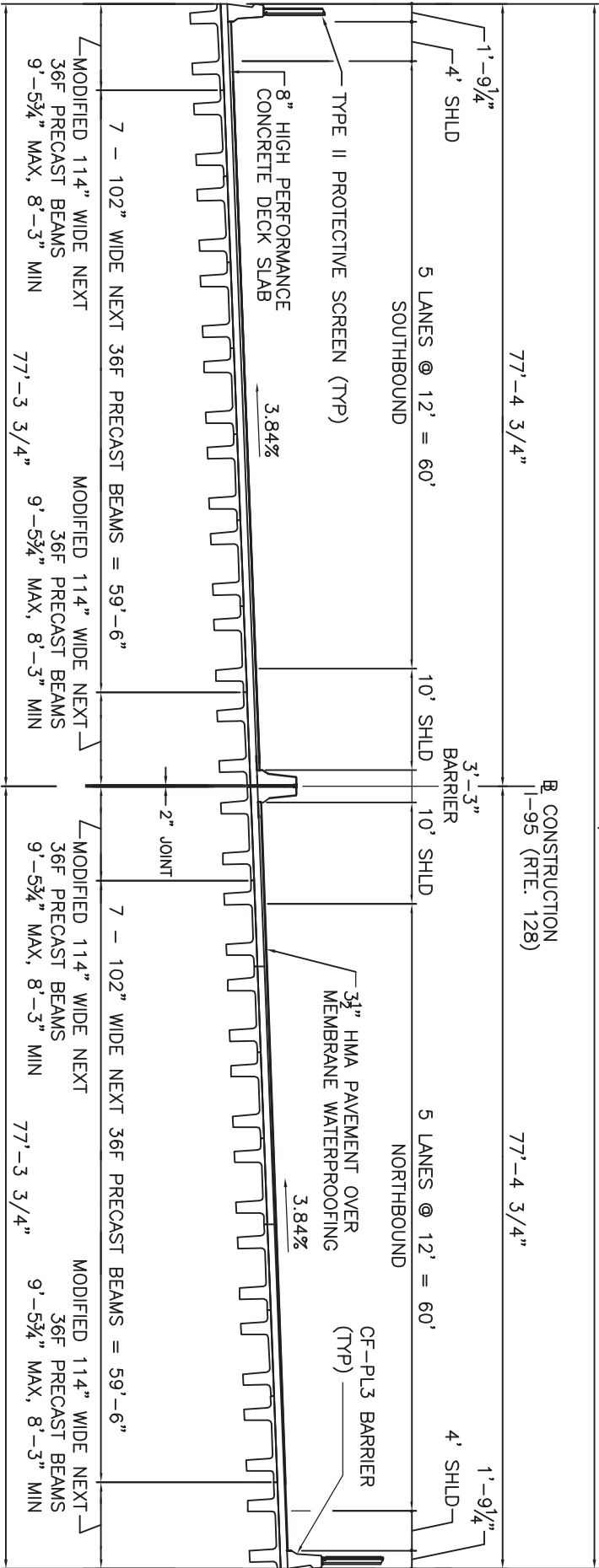




CENTRAL AVENUE BRIDGE  
PROPOSED CROSS SECTION

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) TYP - BRIDGE V  
WELLESLEY, MA

Name \_\_\_\_\_ Title \_\_\_\_\_  
 Organization \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_

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

Please Fold and Tape

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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







# “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”

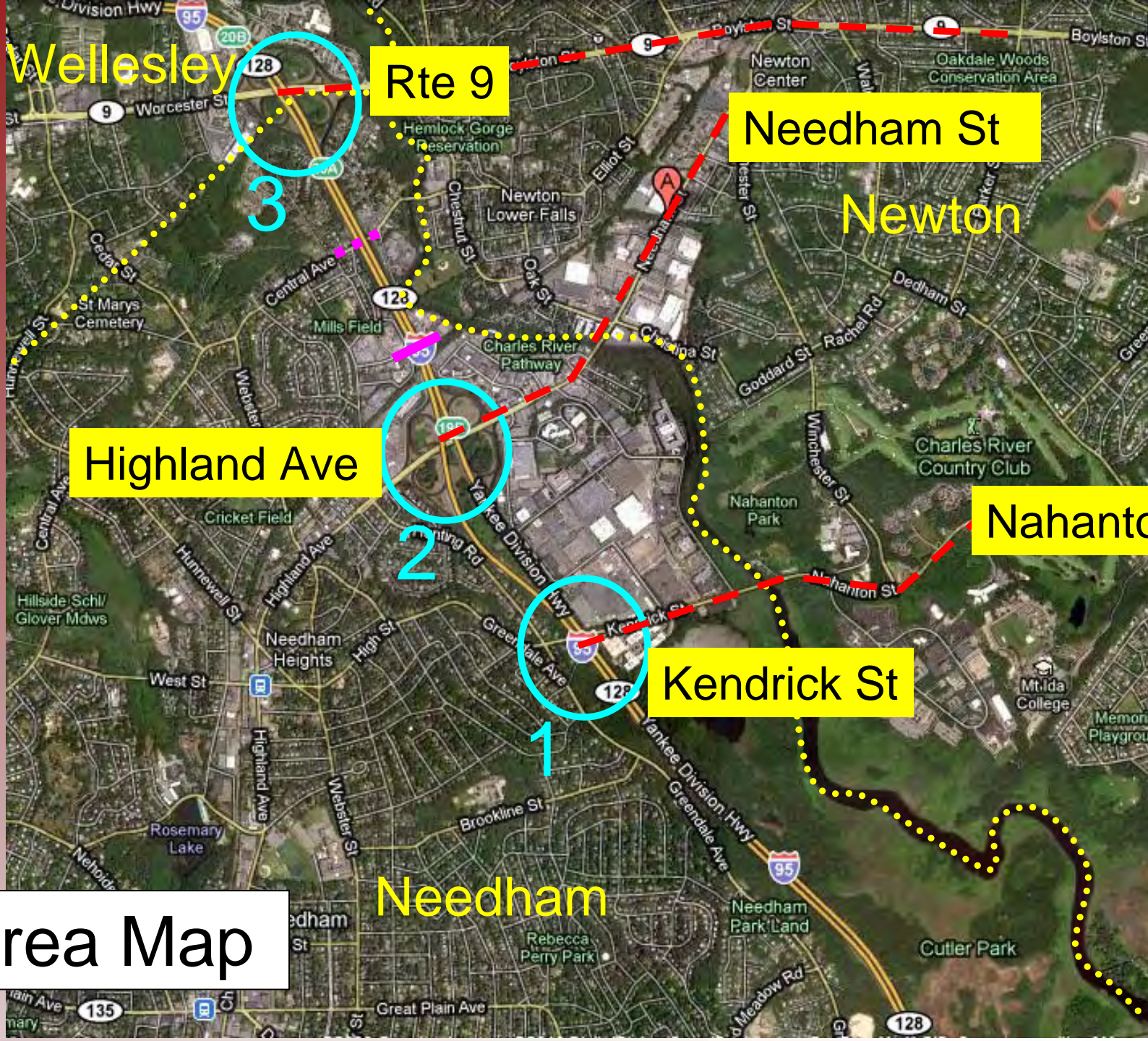


- Reconstruct
  - 3.3 miles of I-95 (widen to 8 full lanes)
  - 3 interchanges (Kendrick, Highland, Route 9)
  - MBTA bridge (center pier only)
  - Central St overpass (becomes Elliot St in Newton)
- Estimated construction cost: \$127 million
- Designer: Jacobs/HDR, McMahon (traffic)
- Estimated start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

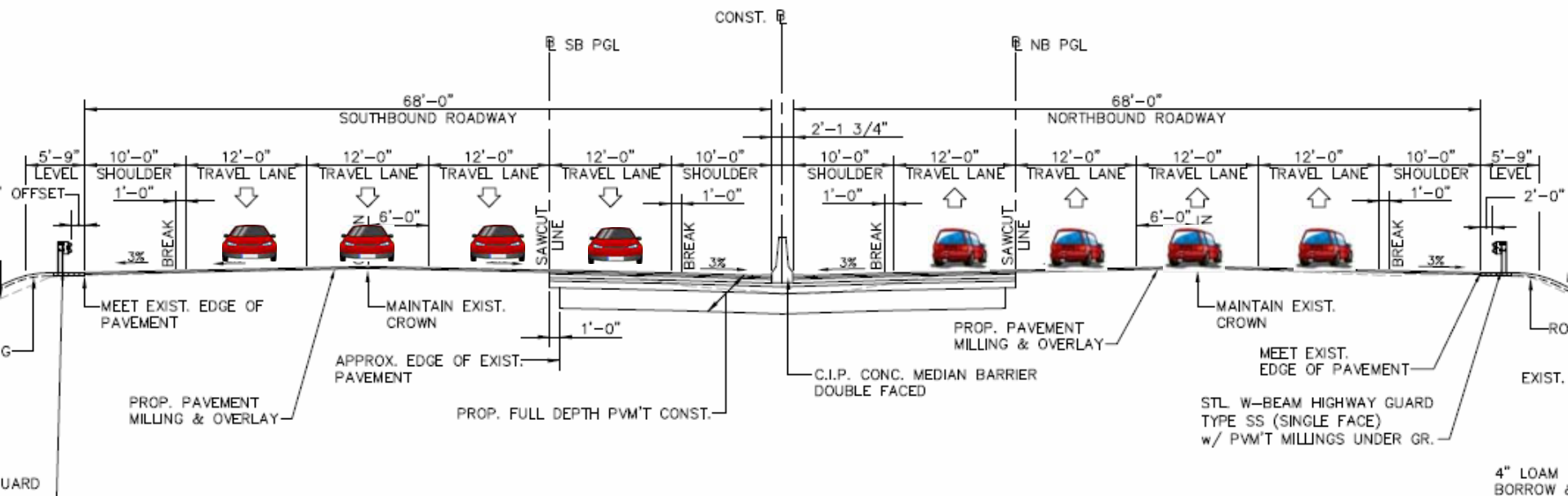
Needham

Area Map





Existing I-95 lanes



### 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...





Newton →

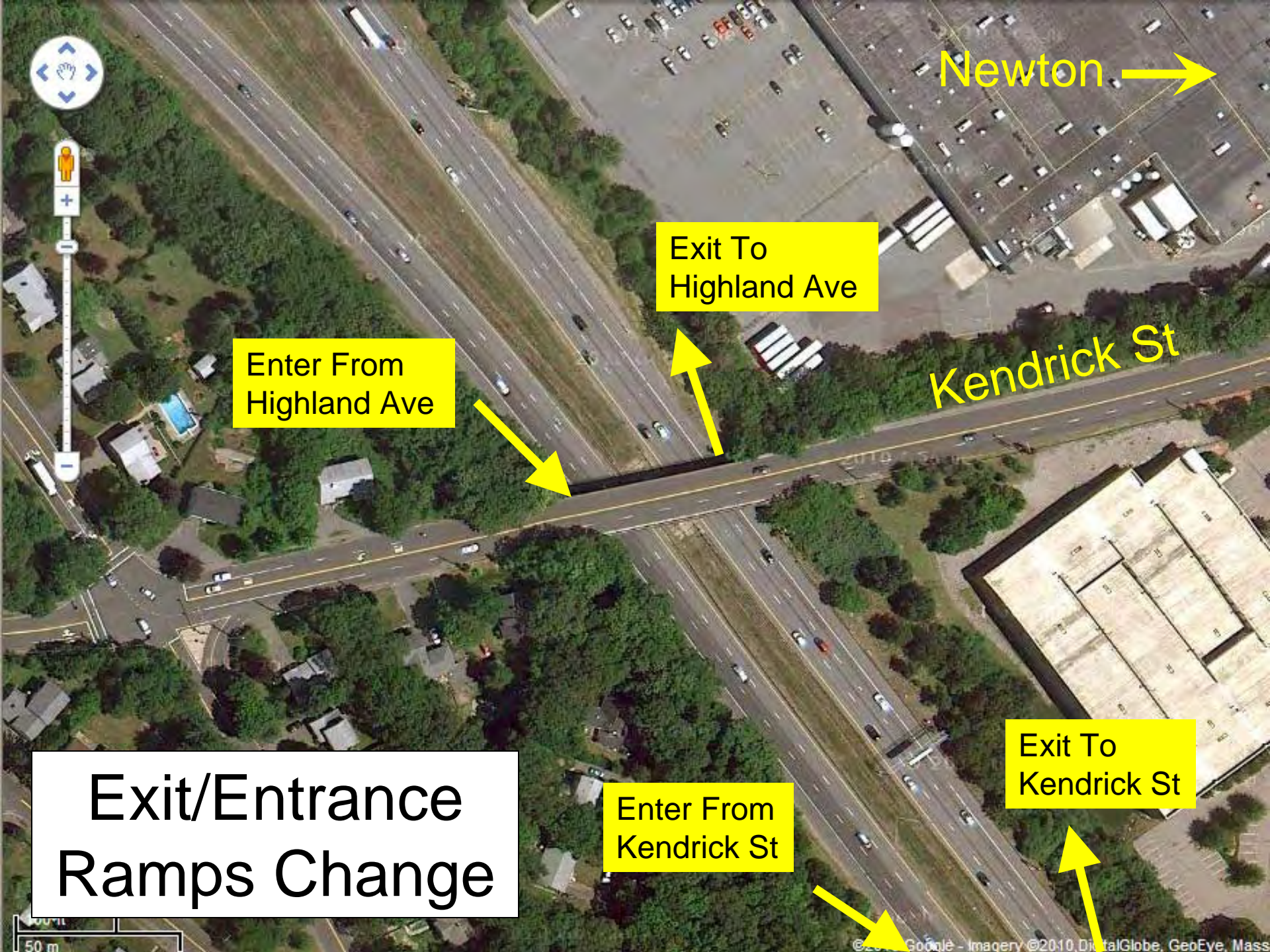
Kendrick St



Turns allowed  
Turns not allowed

500 ft  
50 m





Newton →

Exit To  
Highland Ave

Enter From  
Highland Ave

Kendrick St

Exit To  
Kendrick St

Enter From  
Kendrick St

Exit/Entrance  
Ramps Change

50 m

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



Traffic

More...

Map

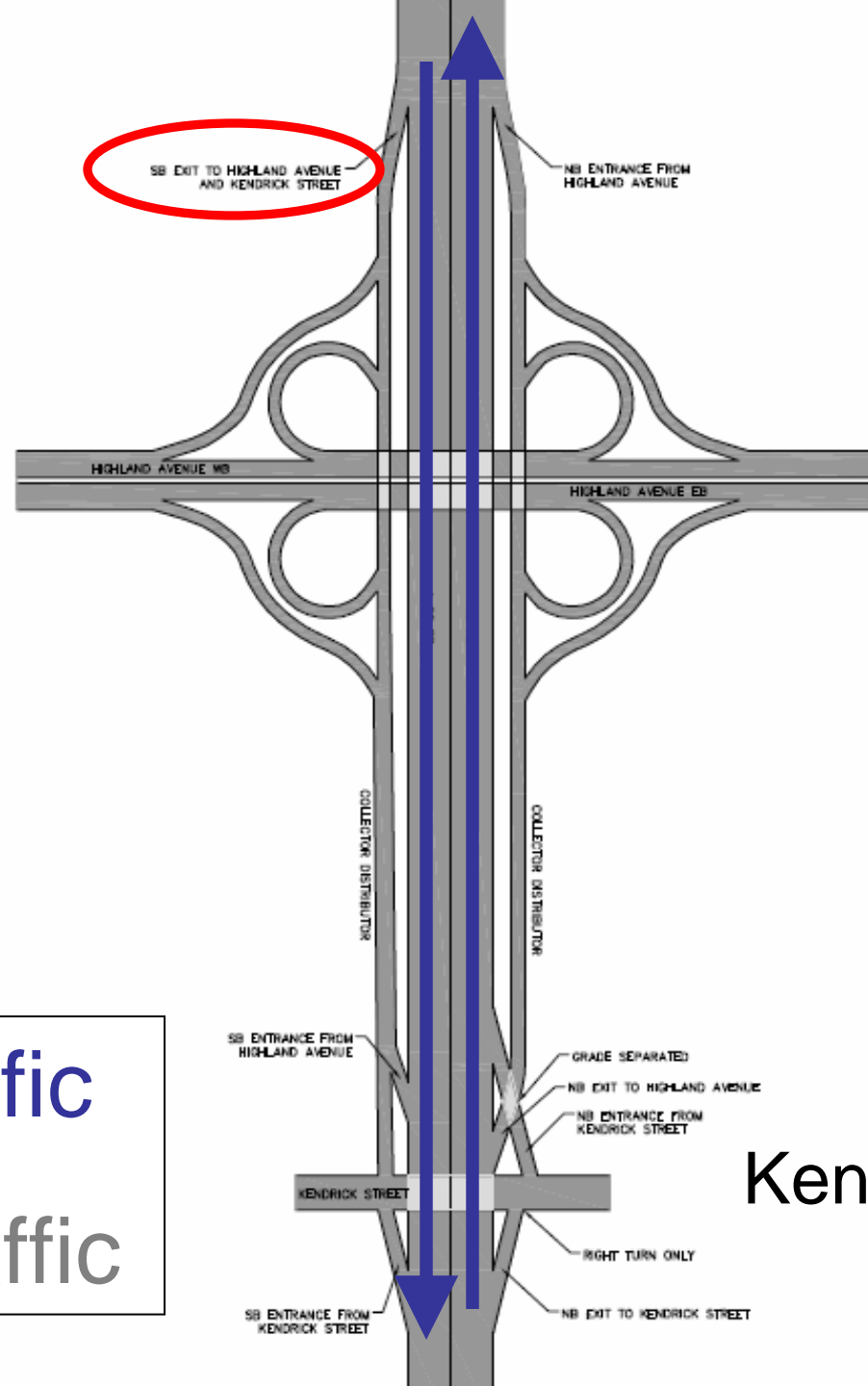
Newton



Highland Ave



Weaving Areas



Thru Traffic  
Ramp Traffic





Traffic More...

Newton →

Highland Ave

“C-D” Roads



Traffic

More...

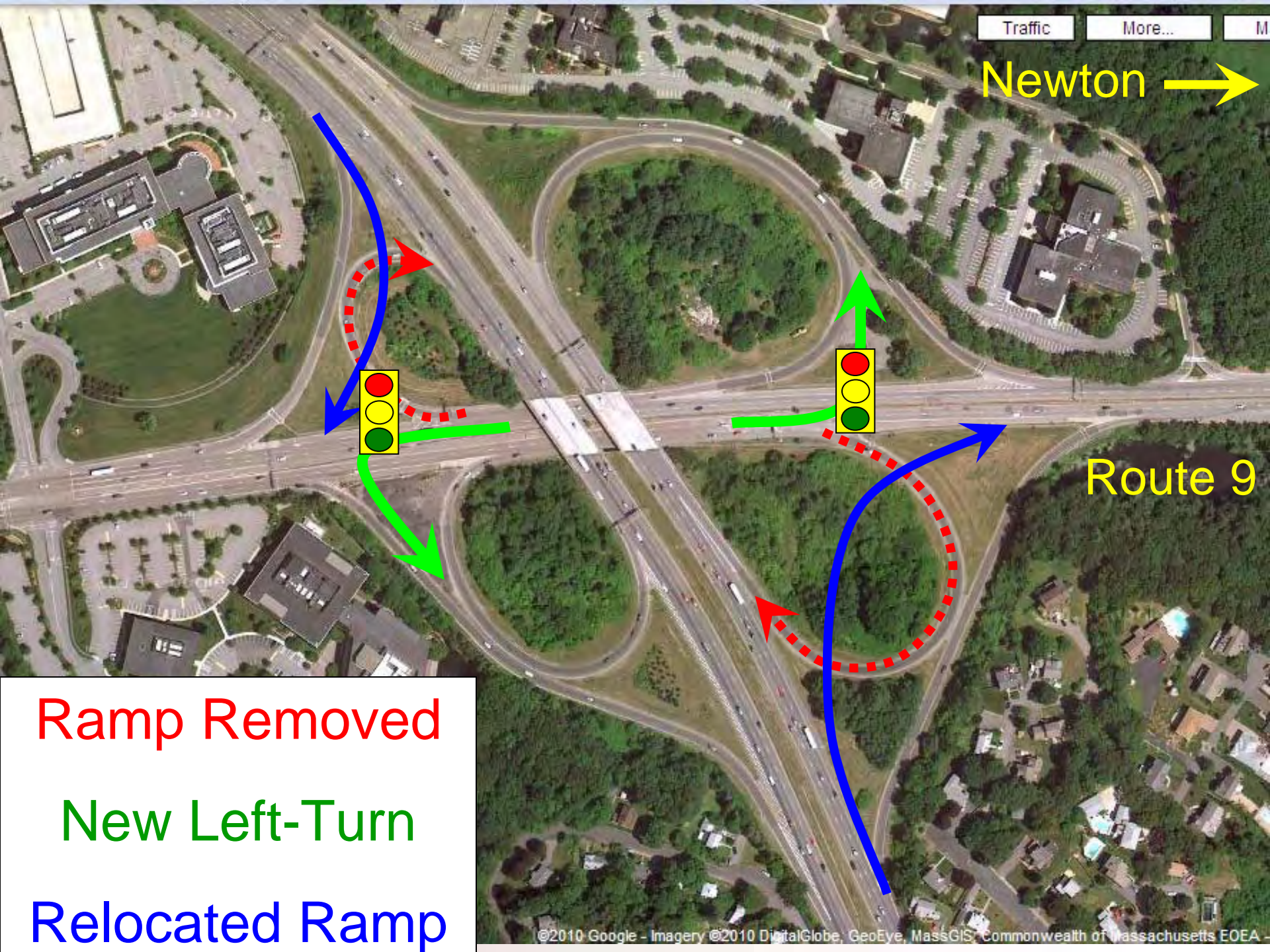
M

Newton →

Route 9

Weaving Areas





Traffic

More...

M

Newton →

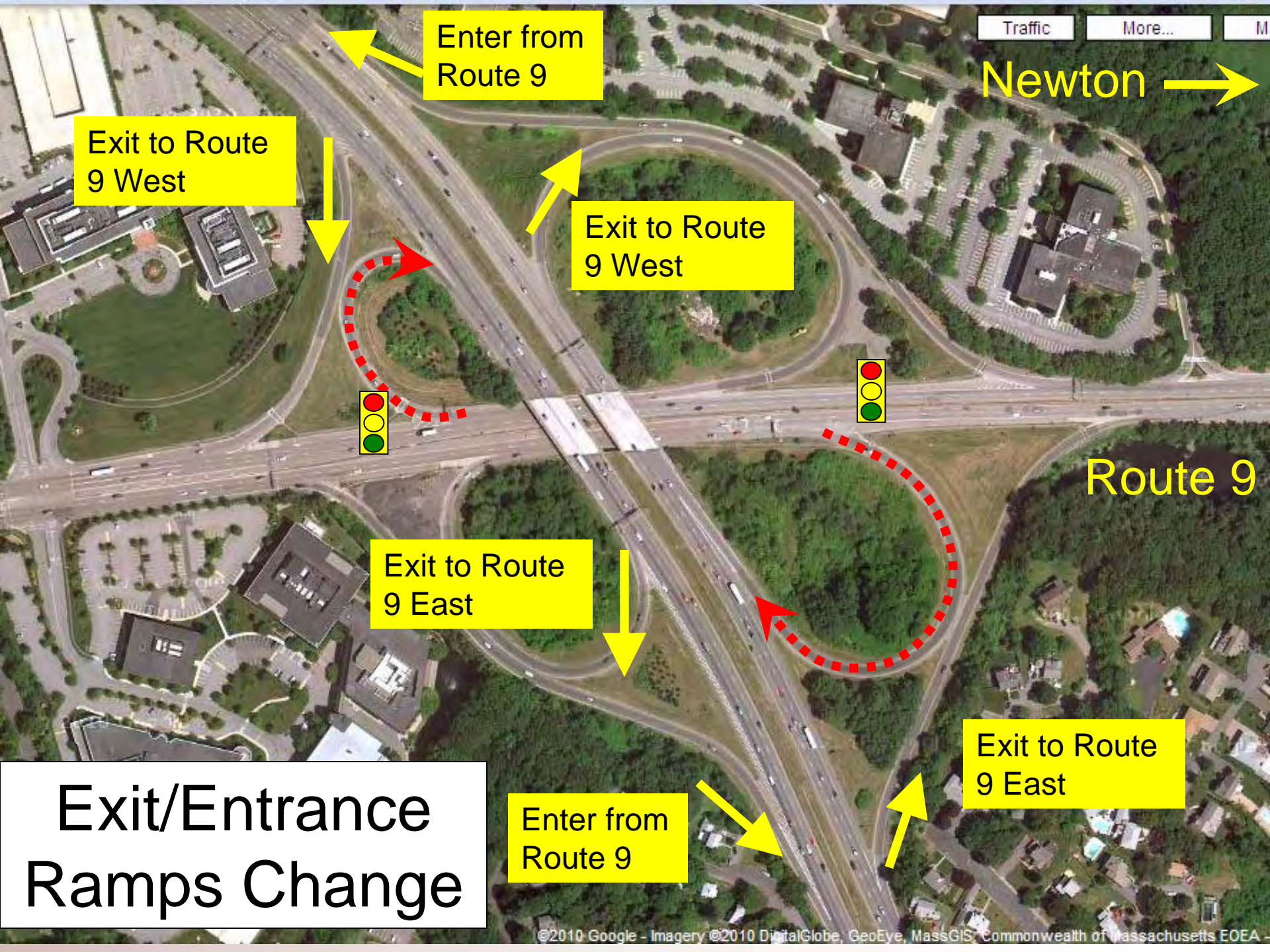
Route 9

Ramp Removed

New Left-Turn

Relocated Ramp





Enter from  
Route 9

Newton →

Exit to Route  
9 West

Exit to Route  
9 West



Route 9

Exit to Route  
9 East



Exit to Route  
9 East



Enter from  
Route 9



Exit/Entrance  
Ramps Change



Wellesley

Rte 9: Partial cloverleaf  
improve on/off weave

3

Newton

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

2

Kendrick St: Partial  
diamond (new)

1

Needham



# 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

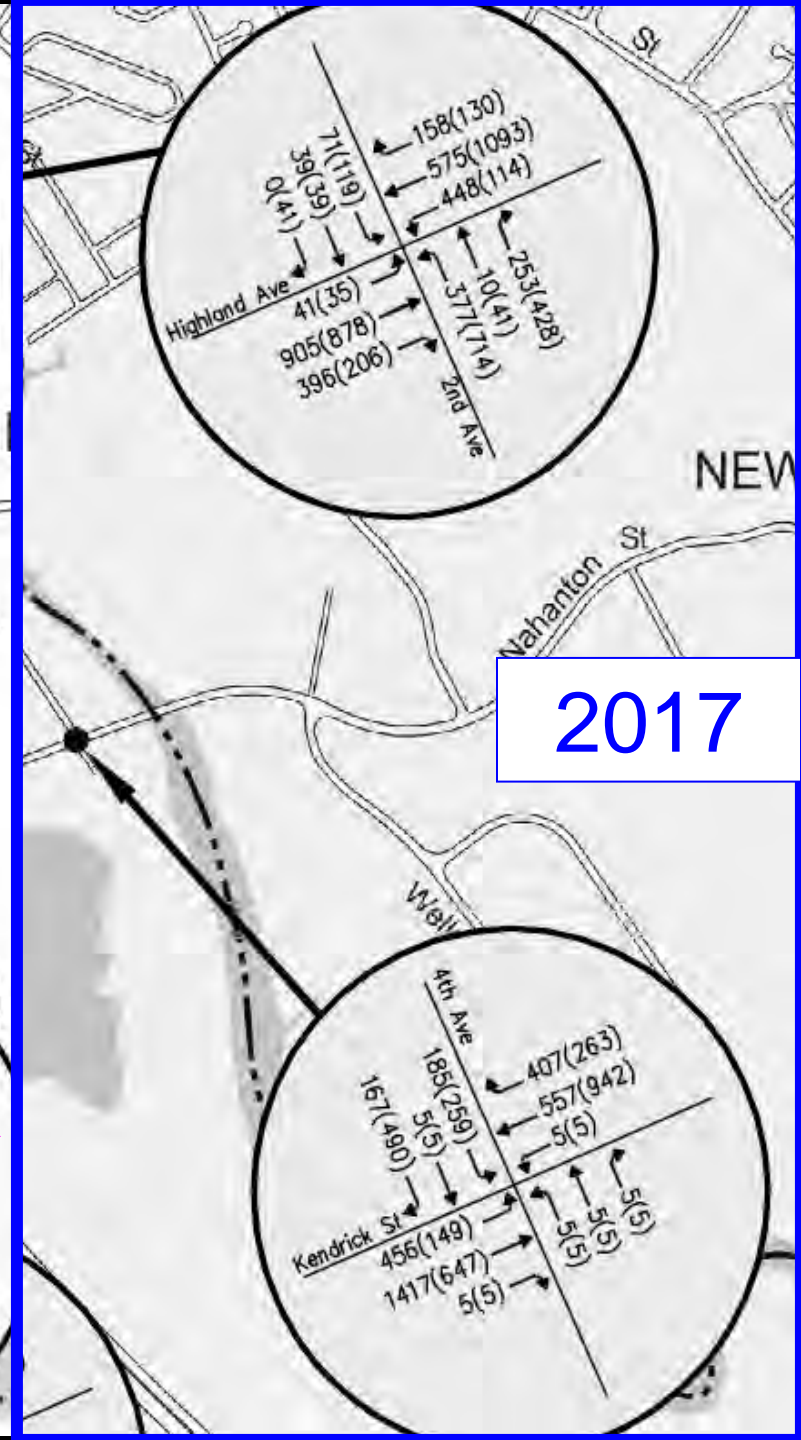
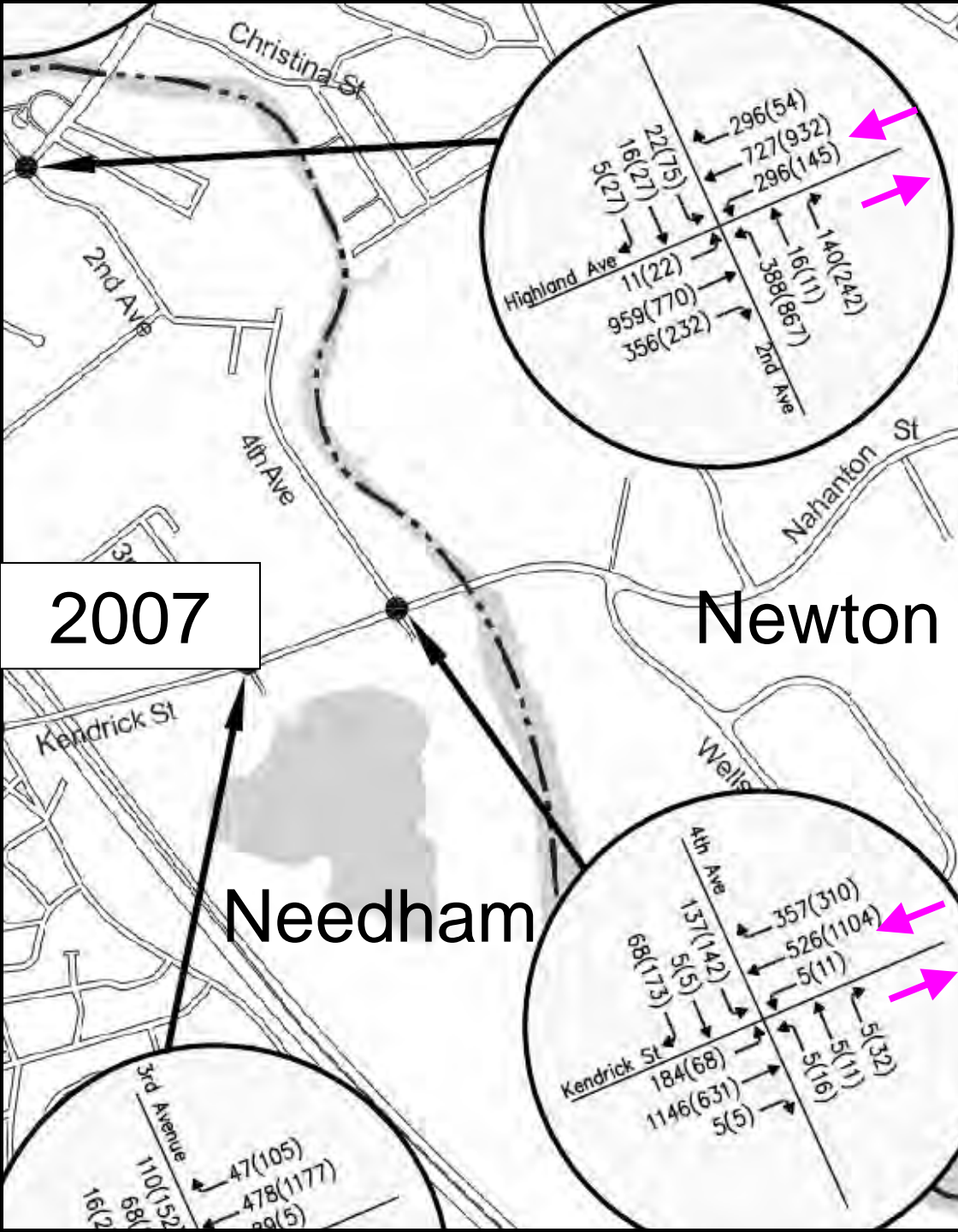
- The average number of vehicles per day (both directions) on I-95 near Newton is approximately:
- 25,000
- 50,000
- 100,000
- 150,000



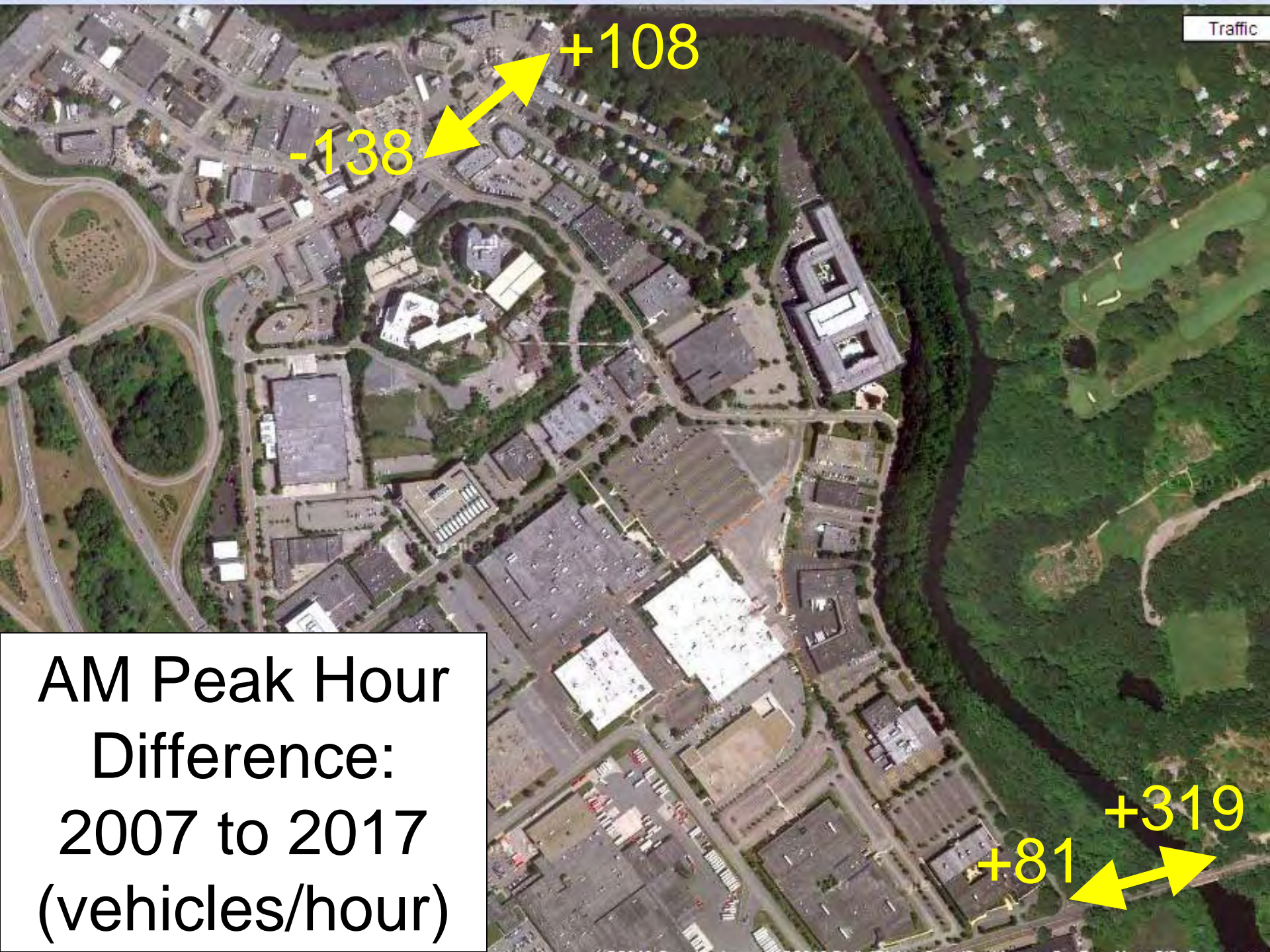
# Traffic Forecasts



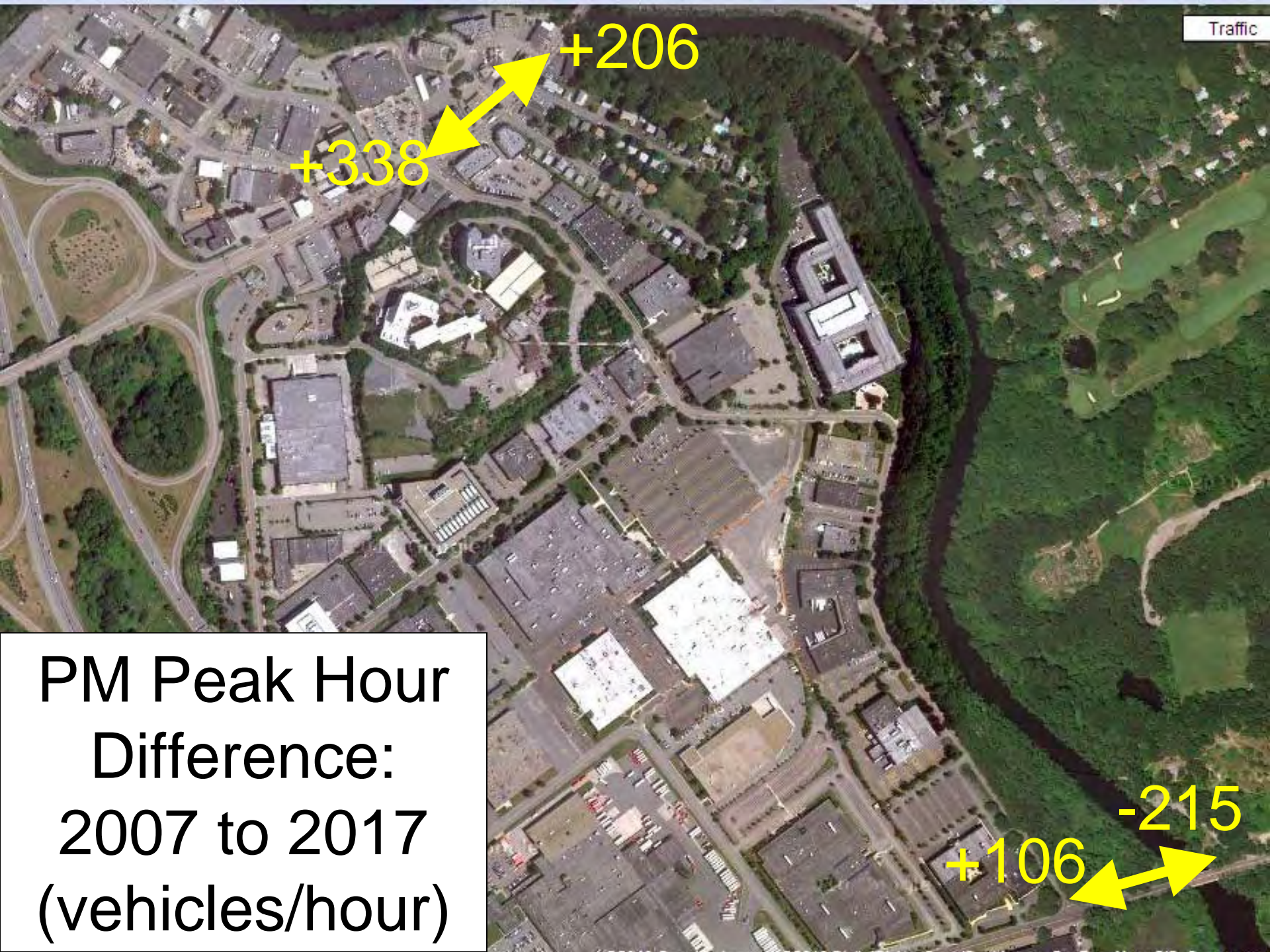
- Study forecasts traffic volumes in 2017
  - CTPS December 2003 study
  - 1% per year “background” growth over 10 years
  - Northland + NE Business Center
  - I-95 daily traffic increases 50% from 2007 to 2025
    - Waltham development
    - Westwood Station
- Forecasts include **BOTH** new development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





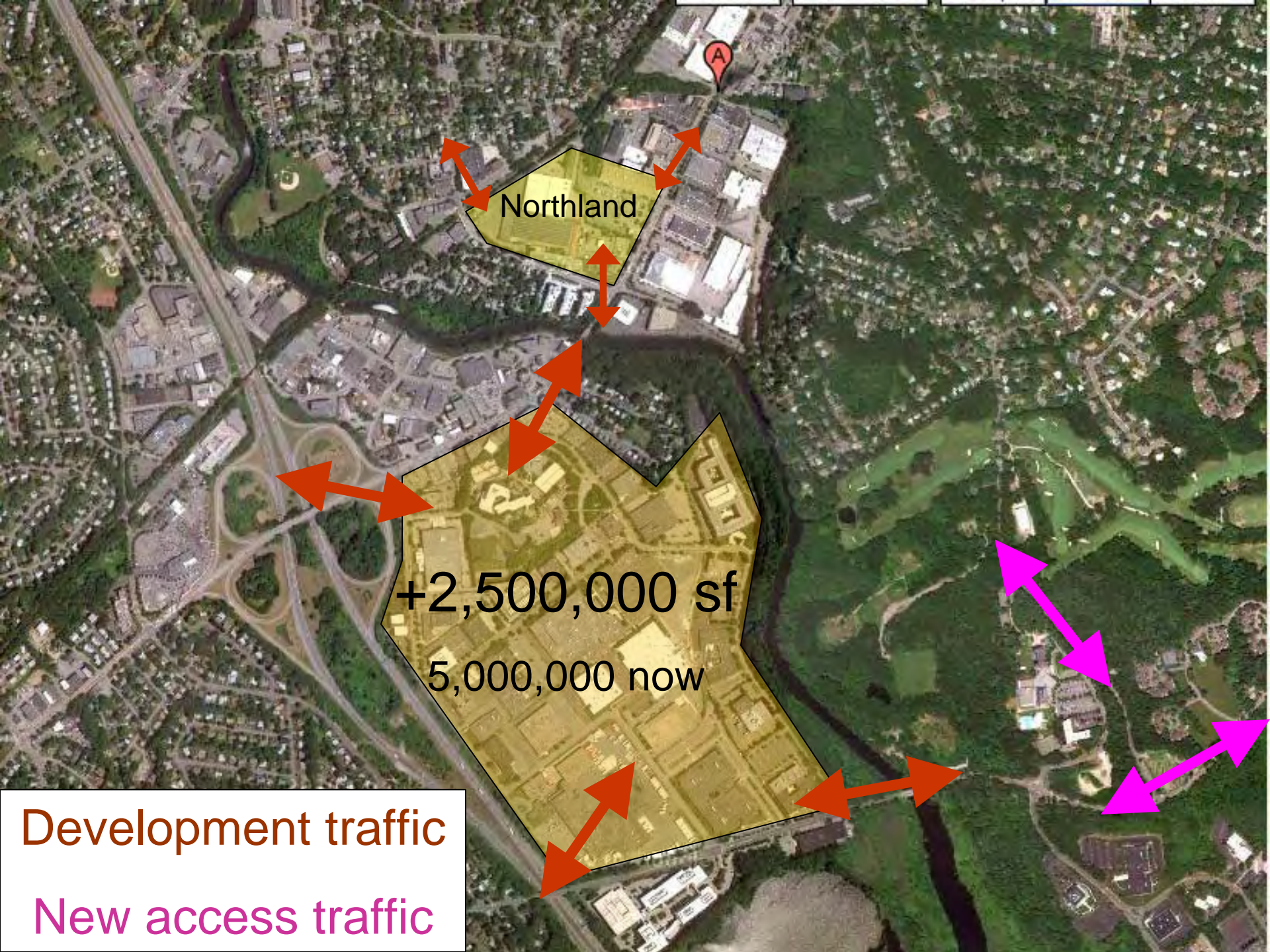






PM Peak Hour  
Difference:  
2007 to 2017  
(vehicles/hour)





Northland

+2,500,000 sf

5,000,000 now

Development traffic

New access traffic



# Summary



128

- 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

	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

# # 60-09 Concord St Traffic Islands

PS&T April 6, 2011



# Questions

- Should the City put traffic islands on Concord St?
- Should the City construct traffic calming (e.g., speed humps) on Concord St?
- How should traffic calming on Concord St be paid for?
- Should this docket item be “NAN’d?”

# What's changed since July 2009

- Speed humps can now be considered by Traffic Council
- Following petition receipt, a traffic study is done and criteria are established to determine if a hearing will be held
- Traffic Council recommendation
  - Approval goes to PF
  - Appeal goes PS&T
- Mayor/Board determine if funded



# Riverside Center Mitigation Funds

- \$150,000 appropriated for
  - Grove St @ Hagar intersection redesign (built 2010)
  - Grove St @ Cornell raised intersection (built 2010)
  - Grove St @ Pine Grove raised ? (Fall 2011)
- ~\$35,000 remaining in appropriation
- ~\$15,000 for “Lower Falls”
- ~\$135,000 for “Auburndale”





DEPARTMENT OF PUBLIC WORKS  
ENGINEERING DIVISION - TRANSPORTATION  
1000 Commonwealth Avenue  
Newton Centre, MA 02459-1449

#60-09

David B. Cohen  
Mayor

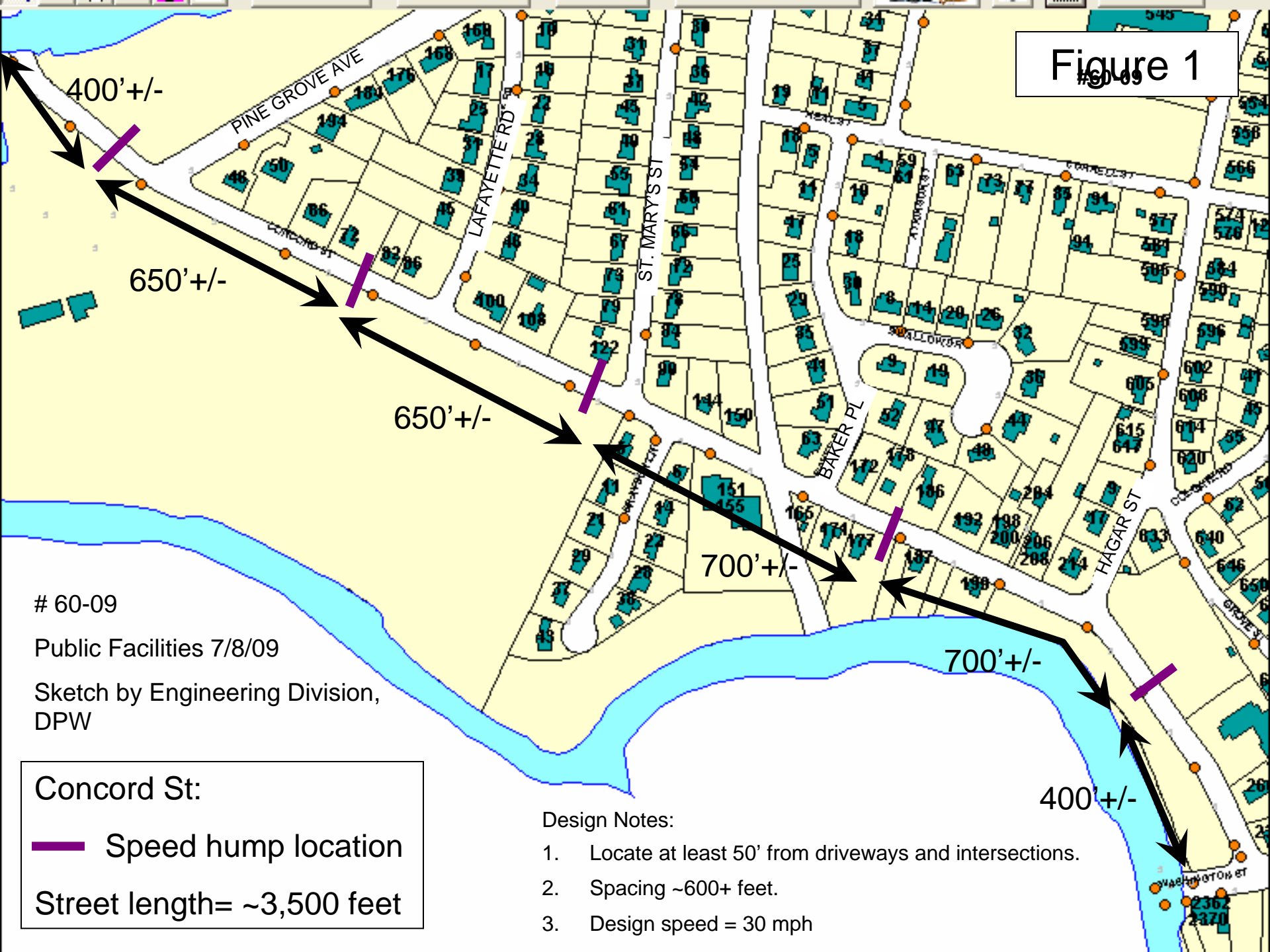
**DATE:** July 2, 2009  
**TO:** Public Facilities Committee  
**THRU:** Lou Taverna, City Engineer  
**FROM:** Clint Schuckel, City Traffic Engineer  
**RE:** **Docket Item # 60-09, Concord Street**  
**CC:** Tom Daley – DPW Commissioner  
Assistant Chief Bruce Proia – Fire Department  
Captain Howard Mintz – Police Department  
File

---

At its June 17, 2009 meeting, the Public Facilities Committee requested a concept level design and cost estimate for the installation of speed humps on Concord Street. In response, I have prepared this memo and the two attached figures. **Figure 1** shows approximate locations of five speed humps with a spacing of 650 to 700 feet, which is at the maximum recommended spacing to encourage vehicle speeds at or near 30 mph. The options for speed hump locations are very limited on Concord Street given the street alignment with vertical and horizontal curves as well as the numerous locations of intersections and driveways on either side of the roadway. I attempted to locate speed humps at least 50 feet from a driveway or intersection, which means only sections of the street with no driveways or intersections for 122 feet can be considered. Per the request of the Committee, I have also attached a standard detail for 22' speed humps copied from the City of Portland, Oregon Traffic Manual as **Figure 2**.

DPW's cost estimate for a 12' speed hump is \$ 7,500 (City Engineer memo to PF Committee December 2008). The labor cost for a 22' speed hump is very similar, however, increased asphalt is needed for the additional 10 feet of 3" raised surface. Therefore, the DPW estimate for 22' speed hump is \$10,000 each, which is significantly less than a raised crosswalk (\$25,000) or raised intersection (\$60,000) where sidewalk, curbing, and street drainage improvements are required. The total estimated cost of the five 22' speed humps on Concord Street is \$50,000.

Figure 1



# 60-09

Public Facilities 7/8/09

Sketch by Engineering Division,  
DPW

Concord St:

— Speed hump location

Street length= ~3,500 feet

Design Notes:

1. Locate at least 50' from driveways and intersections.
2. Spacing ~600+ feet.
3. Design speed = 30 mph

# Figure 2

— 100' DESIRABLE —  
AT START OF PROJECT



PARABOLIC SECTION (±0.5%)

5'

3.0'

2.9'

2.7'

2.3'

1.7'

0.9'



**TITLE OF STANDARD PLAN**  
**22' ASPHALT ARTERIAL SPEED BUMP**

100

### SHOULDER DETAIL FOR STREETS WITHOUT CURBS

TCP/IP SOLUTIONS STD 22 FT ASPH BUMP