



DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION

110 Crafts Street
Newton, MA 02460

Setti D. Warren
Mayor

DATE: September 18, 2013
TO: Maureen Lemieux, Chief Financial Officer
FROM: William G. Paille, P.E., Director of Transportation
RE: Riverside MBTA Station Redevelopment Project – Intersection Impacts

The following is a summary of the anticipated impacts to various intersections within the limits of the traffic impact study area established by VHB:

- Washington Street (Route 16) at Concord Street
 - Signal timing upgrades performed by City
- Route 16 at Quinobequin Road/I-95 Southbound On-Ramp
 - Signal timing upgrades performed by MassDOT with coordination from City
- Route 16 at Commonwealth Avenue (Route 30)
 - Signal timing upgrades performed by City
 - Analysis of the northbound approach along Commonwealth Avenue is required to improve capacity of the left turn lane
 - Estimated cost is \$75,000 performed by others
- Route 16 at Perkins Street/I-90 Eastbound On-Ramp
 - Signal timing upgrades performed by City
- Route 30 at Auburn Street
 - Signal timing upgrades performed by City
 - New mast arm, implementing additional video detection, updated signal timing and coordination, new controller with LPI's & Dynamic Max functions, replace pedestrian signal heads and pushbuttons, updated ADA compliant wheelchair ramps, repave intersection, and install new markings. In addition, install a new 100-foot left-turn lane along Commonwealth Avenue (SB)
 - Estimated cost is \$150,000 performed by others
- Riverside Office (South, Center - signalized, North) drive at Grove Street (Int. # 4, 5, 6 of TIAS)
 - Installation of "do not block intersection" pavement markings and associated signs in order to discourage drivers from blocking the north driveway
 - Incidental cost to City and performed by City's road painting contractor
- Hagar Street at Concord Street – currently non-signalized (Int. #9 of TIAS)
 - Installation of a three-way stop condition and minor geometric modifications to the

- intersection to improve sight distance and ADA compliance.
 - Estimated cost is \$50,000 performed by others
- Washington Street at I-90 Exit 16 WB off-ramp – currently signalized (Int. #28 of TIAS).
 - Signal timing upgrades performed by City
 - New mast arms, replacing 8” signal heads with 12” heads, updated signal timing and coordination, new controller with LPI’s & Dynamic Max functions, new pedestrian countdown signal heads and pushbuttons, and updated ADA compliant wheelchair ramps.
 - Estimated cost is \$125,000 performed by others
- Washington Street at Perkins St./I-90 Exit 16 WB off-ramp – currently signalized (Int. #27 of TIAS).
 - Signal timing upgrades performed by City
 - New mast arms, replacing 8” signal heads with 12” heads, updated signal timing and coordination, new controller with LPI’s & Dynamic Max functions, replace pedestrian signal heads and pushbuttons, updated ADA compliant wheelchair ramps, repave intersection, and install new markings.
 - Estimated cost is \$125,000 performed by others
- Washington Street at Prospect Street – currently signalized
 - Signal timing upgrades performed by City
 - New mast arms, replacing 8” signal heads with 12” heads, updated signal timing and coordination, new signal cabinet, new controller with LPI’s & Dynamic Max functions, replace pedestrian signal heads and pushbuttons, updated ADA compliant wheelchair ramps, repave intersection, and install new markings.
 - Estimated cost is \$125,000 performed by others
- Washington Street at Auburn Street – currently signalized (Int. #26 of TIAS)
 - Signal timing upgrades performed by City
 - New mast arms, replacing 8” signal heads with 12” heads, updated signal timing and coordination, new controller with LPI’s & Dynamic Max functions, replace pedestrian signal heads and pushbuttons, updated ADA compliant wheelchair ramps, closing the unused curb cut in the intersection, repave the intersection, and install new markings.
 - Estimated cost is \$150,000 performed by others
- Grove at Moulton – currently under stop control at Moulton
 - Major geometry modifications to better control vehicles entering/exiting Moulton, updated ADA compliant wheelchair ramps, full-depth reconstruction of the entire length of road, install new signs and markings.
 - Estimated cost is \$250,000 performed by others
- Grove at Auburn/Central – currently signalized (Int. #19 of TIAS)
 - Signal timing upgrades performed by City
 - New mast arms, replacing 8” signal heads with 12” heads, updated signal timing, new controller with LPI’s & Dynamic Max functions, replace pedestrian signal heads and pushbuttons, updated ADA compliant wheelchair ramps, closing the unused curb cut in the intersection, repave the intersection, and install new markings.
 - Estimated cost is \$150,000 performed by others

- Lexington/Commonwealth Avenue/Wolcott – currently signalized (Int. #19 of TIAS)
 - Signal timing upgrades performed by City
 - New mast arms, replacing 8” signal heads with 12” heads, updated signal timing and coordination, new controller with LPI’s & Dynamic Max functions, replace pedestrian signal heads and pushbuttons, updated ADA compliant wheelchair ramps, closing the unused curb cut in the intersection, geometry modifications, repave the intersection, and install new markings.
 - Estimated cost is \$500,000 performed by others

- Williams School – Grove Street
 - Analysis and evaluation of this section of Grove Street to explore various options to facilitate traffic and pedestrian flow in/out of the school with consideration to student dropoff/pickup. Options may include modifications to the dropoff area in front of the school, Myrtle Avenue and implementation of pedestrian activated or fully actuated traffic signals.
 - Estimated cost is \$150,000 performed by others

- Grove Street at Woodland Road – currently four-way stop control (Int. #16 of TIAS)
 - Analysis and evaluation of this intersection to explore various options to facilitate traffic flow yet maintain a safe crossing environment for pedestrians.
 - Estimated cost is \$150,000 performed by others

Cc: Dave Turocy, DPW Commissioner, File