

NOTICE OF PROJECT CHANGE (PURSUANT TO 301 CMR 11.00)

EEA #5072
I-95/I-93 (Route 128)
Transportation Improvement Project
Wellesley to Randolph, Massachusetts

Massachusetts Department of Transportation
Highway Division

June 2011



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Jeffrey B. Mullan, Secretary & CEO
Frank DePaola, Acting Administrator



June 13, 2011

Mr. Richard K. Sullivan, Jr., Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, Massachusetts 02114

Attn: Mr. William Gage, MEPA Analyst

RE: Notice of Project Change
EEA # 5072 – I-95/I-93 (Route 128) Transportation Improvement Project
Wellesley to Randolph, Massachusetts

Dear Secretary Sullivan:

The Massachusetts Department of Transportation (MassDOT-Highway Division) is pleased to submit for your review a Notice of Project Change (NPC) for the Route 128 Transportation Improvement Project (EEA # 5072). This project includes improvements to I-95/I-93 (Route 128) between Route 9 in Wellesley and Route 24 in Randolph. The proposed project changes presented in this NPC are primarily a result of more detailed analyses and designs conducted since the FEIR document and the last NPC submitted in 2002. The 2002 NPC provided details on the project design changes since the FEIR, primarily concerning the southern portions of the I-95/I-93 project from Route 24 in Randolph through Routes 1 and 1A in Dedham and Westwood. Those portions of the project have advanced into and through final design and permitting, and construction activities have been underway. There are two portions of the project north of Routes 1 and 1A: Bridge IV has recently started construction, which is scheduled for 5 years; and Bridge V is at 25% design. Since changes in the other phases were presented in prior Notices of Project Change, the primary focus of this NPC is on the final phase - Bridge V.

It is MassDOT's opinion that the proposed project changes have insignificant environmental consequences as noted at the end of the Notice of Project Change form. MassDOT has distributed the NPC in accordance with MEPA guidance and expects the NPC to be published in the *Environmental Monitor* for a 20-day public comment period.

Thank you for your consideration of this NPC and please contact me at (617) 973-7484 if you have any questions or require additional information.

Sincerely,

Kevin M. Walsh
Director of Environmental Services

cc: Distribution List (Section B)

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Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs ■ MEPA Office

Notice of Project Change

For Office Use Only
 Executive Office of Environmental Affairs

MEPA Analyst:

Phone: 617-626-

The information requested on this form must be completed to begin MEPA Review of a NPC in accordance with the provisions of the Massachusetts Environmental Policy Act and its implementing regulations (see 301 CMR 11.10(1)).

| | | |
|--|--|-----------------------------------|
| EEA # 5072 | | |
| Project Name: I-95/I-93 (Route 128) Transportation Improvement Project | | |
| Street Address: I-95/I-93 (Route 128) from Route 24 to Route 9 | | |
| Municipality: Randolph to Wellesley | Watershed: Charles/Neponset/Blue Hill Rivers | |
| Universal Transverse Mercator Coordinates: | Latitude: N/A Longitude: N/A | |
| Estimated commencement date: 2004 | Estimated completion date: 2016 | |
| Project Type: Transportation Improvement | Status of project design: ~70%complete | |
| Proponent: Massachusetts Department of Transportation Highway Division | | |
| Street Address: 10 Park Plaza | | |
| Municipality: Boston | State: MA | Zip Code: 02116 |
| Name of Contact Person: James Cerbone | | |
| Firm/Agency: MassDOT Highway Division | Street Address: 10 Park Plaza, Room 4260 | |
| Municipality: Boston | State: MA | Zip Code: 02116 |
| Phone: (617) 973-7529 | Fax: (617) 973-8879 | E-mail: James.Cerbone@state.ma.us |

With this Notice of Project Change, are you requesting:

a Single EIR? (see 301 CMR 11.06(8)) Yes No

a Special Review Procedure? (see 301CMR 11.09) Yes No

a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No

a Phase I Waiver? (see 301 CMR 11.11) Yes No

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)? A mandatory EIR was required for several thresholds, including 1(a) creation of 10 or more acres of impervious area; 3(a) alteration of more than 1 acre of bordering vegetated wetland and a variance under the Massachusetts Wetlands Protection Act; and 6(a) widening of an existing roadway by one or more travel lanes for 2 or more miles.

Which State Agency Permits will the project require?

- Variance under the Wetlands Protection Act
- Section 401 Water Quality Certification

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres: The project is being funded in part by the Commonwealth of Massachusetts, who will fund 20% of the construction costs. The balance of 80% is being funded by the Federal Highway Administration.

PROJECT INFORMATION

In 25 words or less, what is the project change? **Since the 2002 NPC, design has advanced for the final portion of this Route 128 Add-a-Lane project. The Highland Ave/Kendrick Street interchange designs have been modified to reduce wetland impacts and project costs, as well as to improve interchange operations. The Route 9 interchange work has been expanded to include the entire interchange, compared to just the southern quadrants in the previous filings, and to replace the existing Route 9 bridge over I-95. Construction continues on other sections. In addition, more than 3 years have elapsed since the last Notice of Project Change was filed.**
See full project change description beginning on page 3.

Date of publication of availability of the ENF in the Environmental Monitor: January 9, 1984

Was an EIR required? Yes No; if yes,
was a Draft EIR filed? Yes (Date: 5/15/96) No
was a Final EIR filed? Yes (Date: 3/15/99) No
was a Single EIR filed? Yes (Date:) No

Have other NPCs been filed? Yes (Date(s): 5/29/92; 2/02) No

If this is a NPC solely for lapse of time (see 301 CMR 11.10(2)) proceed directly to **ATTACHMENTS & SIGNATURES.**

PERMITS / FINANCIAL ASSISTANCE / LAND TRANSFER

List or describe all new or modified state permits, financial assistance, or land transfers not previously reviewed: **dd w/ list of State Agency Actions (e.g., Agency Project, Financial Assistance, Land Transfer, List of Permits) None.**

Are you requesting a finding that this project change is insignificant? A change in a Project is ordinarily insignificant if it results solely in an increase in square footage, linear footage, height, depth or other relevant measures of the physical dimensions of the Project of less than 10% over estimates previously reviewed, provided the increase does not meet or exceed any review thresholds. A change in a Project is also ordinarily insignificant if it results solely in an increase in impacts of less than 25% of the level specified in any review threshold, provided that cumulative impacts of the Project do not meet or exceed any review thresholds that were not previously met or exceeded. (see 301 CMR 11.10(6)) **Yes** **No; if yes, provide an explanation of this request in the Project Change Description below.** See also the summary justification at the end of this form.

FOR PROJECTS SUBJECT TO AN EIR

If the project requires the submission of an EIR, are you requesting that a Scope in a previously issued Certificate be rescinded?
 Yes **No; if yes, provide an explanation of this request**_____.

If the project requires the submission of an EIR, are you requesting a change to a Scope in a previously issued Certificate?
 Yes **No; if yes, provide an explanation of this request**_____.

SUMMARY OF PROJECT CHANGE PARAMETERS AND IMPACTS

| Summary of Project Size & Environmental Impacts | Previously reviewed | Net Change | Currently Proposed |
|--|--------------------------|----------------------------------|--------------------------------|
| LAND | | | |
| Total site acreage | 13.7 mi | 0 * | 13.7 mi * |
| Acres of land altered | ~60ac | 0ac. | ~60ac. |
| Acres of impervious area | ~55ac. | 0ac. | ~55ac. |
| Square feet of bordering vegetated wetlands alteration | 128,937 s.f. (2.96ac) | -99,699s.f. - (-2.29ac) | 29,239 s.f. (0.67ac) |
| Square feet of other wetland alteration** | 9,225 sf LUW | +1,273 lf Bank, -3,304 sf LUW | 1,273 lf Bank, 5,921 sf LUW |
| Acres of non-water dependent use of tidelands or waterways | 0 | 0 | 0 |
| STRUCTURES | | | |
| Gross square footage | 0 s.f. | 0 s.f. | 0 s.f. |
| Number of housing units | 0 units | 0 units | 0 units |
| Maximum height (in feet) | | 0 | . |
| TRANSPORTATION | | | |
| Vehicle trips per day | 165,000*** | 0 | 165,000*** |
| Parking spaces | 0 | 0 | 0 |
| WATER/WASTEWATER | | | |
| Gallons/day (GPD) of water use | 0 gpd | 0 gpd | 0 gpd |
| GPD water withdrawal | 0 gpd | 0 gpd | 0 gpd |
| GPD wastewater generation/ treatment | 0 gpd | 0 gpd | 0 gpd |
| Length of water/sewer mains (in miles) | 0 mi. | 0 mi. | 0 mi. |

* Linear configuration best expressed in miles

** Was 1,585 sf LUW at Charles River and 7,640 sf LUW at Highland-Kendrick; change at Highland-Kendrick resource is to 1,273 lf of bank and change at Charles River is to 5,921 sf LUW permanent impacts for temporary water control work

*** As estimated in the FEIR for the base year (1991) and supported by 2007 MassDOT traffic counts.

Does the project change involve any new or modified:

1. conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97? Yes No

2. release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction? Yes No

3. impacts on Rare Species? Yes No

4. demolition of all or part of any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes No

5. impact upon an Area of Critical Environmental Concern? Yes No
If you answered 'Yes' to any of these 5 questions, explain below:

See Section C Project Description for Rare Species and Historical details.

PROJECT CHANGE DESCRIPTION (attach additional pages as necessary). The project change description should include:

- (a) a brief description of the project as most recently reviewed
- (b) a description of material changes to the project as previously reviewed,
- (c) if applicable, the significance of the proposed changes, with specific reference to the factors listed 301 CMR 11.10(6), and
- (d) measures that the project is taking to avoid damage to the environment or to minimize and mitigate unavoidable environmental impacts. If the change will involve modification of any previously issued Section 61 Finding, include a draft of the modified Section 61 Finding (or it will be required in a Supplemental EIR).

See Section C for complete project change description.

Justification that project change is insignificant:

Per 301 CMR 11.10 (6)

- a) *Expansion of the Project.* While the project's northern limit has extended just north of Route 9, it is well under a 10% expansion.
- b) *Generation of further impacts:* "A change in a project is ordinarily insignificant if it results solely in an increase of impacts of less than 25%." In this case, bordering vegetated wetland impacts have been reduced from 2.96 acres to 0.67 acres and no other categories of impact have increased significantly, nor do cumulative impacts of the changes meet or exceed any review thresholds that were not previously met or exceeded.
- c) *Change in expected commencement and completion dates.* To meet project funding availability limitations, but to continue to advance the project, and at the same time not to unduly inconvenience the traveling public, the project phases have been advanced expeditiously. Please see page D-2 for project completion status – two contracts have completed construction, two are more than 70% complete and, of the last two, one is approximately 10% complete, while Bridge V, the last phase, is scheduled to begin construction in late 2012.
- d) *Change of the project site.* The project site has not changed.
- e) *New application for a permit or new request for financial assistance or a land transfer.* For this federally-funded project, the change in historical status of the Central Avenue Bridge was addressed through Section 106 of the National Historic Preservation Act. The Section 106 process is completed.
- f) *For a project with net benefits to environmental quality...* Not applicable.
- g) *For a project involving lapse of time, changes in the ambient environment or information concerning the ambient environment.* As noted on page D-5, the addition of Priority Habitat of two state-listed species has occurred since the last NPC in 2002 in the southern portion of the project. An investigation of the area noted that habitat for both species – *Scirpus longii* (Long's Bulrush) and *Viola brittoniana* (Britton's Violet) – are outside the limits of the proposed construction.

ATTACHMENTS & SIGNATURES

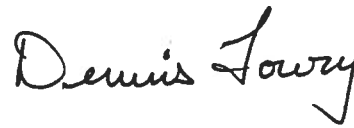
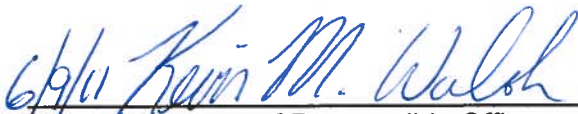
Attachments:

1. Secretary's most recent Certificate on this project
2. Plan showing most recent previously-reviewed proposed build condition
3. Plan showing currently proposed build condition
4. Original U.S.G.S. map or good quality color copy (8-1/2 x 11 inches or larger) indicating the project location and boundaries
5. List of all agencies and persons to whom the proponent circulated the NPC, in accordance with 301 CMR 11.10(7)

Signatures:



Francis A. DePaola, P.E.
Acting Highway Administrator

6/2/11

Date Signature of Responsible Officer
or Proponent

Date Signature of person preparing
NPC (if different from above)

Kevin M. Walsh
Name (print or type)

Dennis Lowry
Name (print or type)

MassDOT Highway Division
Firm/Agency

AECOM
Firm/Agency

10 Park Plaza
Street

2 Technology Park Drive
Street

Boston, MA 02116
Municipality/State/Zip

Westford, MA 01886
Municipality/State/Zip

(617)-973-7484
Phone

(978)-589-3000
Phone

SECTION B: DISTRIBUTION LIST

Agencies, organizations, and persons to whom the Environmental Assessment/Final Environmental Impact Report was sent:

Federal Agencies

Army Corps of Engineers
Center for Disease Control
Department of Agriculture
Department of Commerce
Department of the Interior

- Office of the Secretary
- Fish and Wildlife Service
- Geological Survey
- National Park Service

Department of Transportation

- Office of the Secretary
- Federal Highway Administration
- Federal Railroad Administration
- Federal Transit Administration

Environmental Protection Agency

- Office of Federal Activities
- Region I - Regional Administrator
- Air Division
- Wetlands Protection

Federal Emergency Management Agency
Housing and Urban Development
National Marine Fisheries Service

State Agencies

Office of the Governor, Commonwealth of Mass.
Executive Office of Housing and Economic Development

- Division of Housing and Community Development

Executive Office of Administration and Finance

- Office of the Secretary
- Division of Capital Asset Management

Executive Office of Energy and Environmental Affairs

- Office of the Secretary
- Department of Environmental Protection
- Division of Air Quality Control
- Division of Water Supply
- Division of Watershed Management
- Environmental Strategic Priorities
- Division of Wetlands and Waterways
- Department of Conservation and Recreation
- Department of Environmental Protection, Northeast Regional Office
- Department of Fish and Game
- Division of Fisheries and Wildlife
- Division of Marine Fisheries
- Massachusetts Natural Heritage Program
- Riverways Program
- Division of Conservation Services
- Massachusetts Environmental Policy Act Unit

Department of Agricultural Resources
Department of Public Utilities
Executive Office of Public Safety
Massachusetts Department of the State Auditor, Budget Director
Massachusetts Hazardous Materials Emergency Response Program
Massachusetts Historical Commission
Massachusetts Office of the Inspector General
Massachusetts Port Authority
Massachusetts Water Resources Authority

Regional Agencies

Metropolitan Area Planning Council
MetroWest Growth Management Committee
North Middlesex Council of Governments
North & South Rivers Watershed
Associations

Local Agencies

Town of Canton
Board of Selectmen
Conservation Commission
Department of Public Works
Planning Board

Town of Dedham
Board of Selectmen
Conservation Commission
Department of Public Works
Planning Board

Town of Milton
Board of Selectmen
Conservation Commission
Department of Public Works
Planning Board

Town of Needham
Board of Selectmen
Conservation Commission
Department of Public Works
Planning Board

Town of Newton
Office of the Mayor

Town of Randolph
Board of Selectmen
Conservation Commission
Department of Public Works
Planning Board

Town of Wellesley
Board of Selectmen
Conservation Commission
Natural Resources

Town of Wellesley (continued)
Department of Public Works
Planning Board

Town of Westwood
Board of Selectmen
Conservation Commission
Department of Public Works
Planning Board

Elected Public Officials

Federal Officials

U.S. Senator Scott P. Brown
U.S. Senator John F. Kerry

Representative Barney Frank
Representative Stephen Lynch

State Officials

Governor Deval Patrick
Senator Michale Rush
Senator Cynthia Stone Creem
Senator Brian A. Joyce
Representative Alice Hanlon Peisch
Representative Denise C. Garlick
Representative William C. Galvin
Representative Paul McMurtry
Representative Walter F. Timilty
Representative Linda Dorcena Forry
Representative Angelo M. Scaccia
Representative Mark J. Cusack
Representative Bruce J. Ayers

Libraries

State Transportation Library
State Library (State House, Room 442)
Canton Public Library
Dedham Public Library
Endicott Library, Dedham
Milton Public Library
East Milton Branch Public Library
Needham Public Library
Turner Free Library, Randolph
Newton Public Library
Wellesley Free Library
Westwood Public Library

Interested Parties

Anderson & Kreiger
Association for Public Transportation
Bayside Engineering Associates
BSC Group
CAA Inc.
Caravan for Commuters
Cat Cove Marine Lab
Charles River Watershed Association
Conservation Law Foundation
Dedham - Westwood Water District
Fay, Spofford, & Thorndike
Friends of the Blue Hills
GEI Consultants
Hines
HNTB Corporation
Mass. Association of Conservation
 Commissions
Massachusetts Audubon Society
McDonough & Scully
Masterman Culbert & Tulley
Neponset River Watershed Association
Neponset Valley Chamber of Commerce
Newton - Needham Chamber of Commerce
Norfolk County Commissioner's Office
Parsons Brinckerhoff
North Suburban Chamber of Commerce
R.D. Vannase
Route 128 Business Council
Sierra Club

Tutela Engineering Association, Inc.
Mr. Bobbie Alicen
Mr. Jack Alwood
Mr. George Babcock
Mr. Cameron Beck
Mr. Thomas Costello
Mr. Marc Cutler
Mr. Keith Davison
Mr. Christopher & Ms. Katherine Giovino
Ms. Mary Haggerty
Ms. Elizabeth Houghton
Mr. Steven Kaiser
Mr. Tom Lake
Ms. Mary Jeanne Langevin
Mr. Maurice Medoff
Mr. Steven Olanoff - Friends of the Blue
Hills Protection & Preserve
Ms. Mary Snyder
Mr. David Tannozi
Mr. T. Michael Killion
Mr. F. Timothy Hegarty, Jr.,
Mr. John Craine PowerNet Division of
Madison Capital, LLC
Ms. Gian Luca Fiori, Marble and Granite,
Inc.
Mr. John H. Nardozi, CPA Gray, Gray &
Gray, LLP
Mr. Timothy J. Barrett, Barrett Distribution
Centers

SECTION C – PROJECT DESCRIPTION AND STATUS

The I-95/I-93 (Route 128) Transportation Improvement Project (formerly the “Add-a-Lane project”) was defined in 1985 as the widening of the section of the highway between Route 9 in Wellesley and Route 24 in Randolph (Figure 1) to incorporate a fourth 3.66-meter (12-foot) travel lane and a 3.05-meter (10-foot) shoulder in each direction within the median area. The purpose of the project is to restore a functional breakdown lane in each direction of I-95/I-93 (Route 128), relieve traffic congestion along the corridor, and reduce diversion of traffic to parallel routes. Given the capacity being provided by breakdown lane usage for general travel during peak traffic periods, the additional effective capacity provided by the project with the addition of a full-service travel lane would be less than a full travel lane in each direction. The addition of the new general-purpose travel lanes will provide continuity with the section of I-95 (Route 128) to the north of the project area and the section of I-93 (Route 128) to the south of the project area, both of which provide four travel lanes and a breakdown lane in each direction.

The I-95/I-93 (Route 128) Transportation Improvement Project has been reviewed in conformance with the process specified in the Massachusetts Environmental Policy Act Regulations. The review process has involved the following:

- Environmental Notification Form (ENF) filed on January 9, 1984. Certificate on the ENF issued on March 19, 1984, which provided a scope for a Draft Environmental Impact Report.
- Notice of Project Change (NPC) filed on May 29, 1992 for lapse of time. Certificate on the NPC issued on September 9, 1992.
- Environmental Assessment/Draft Environmental Impact Report filed on May 15, 1996. Certificate on the DEIR issued on August 2, 1996, indicating that the Draft Environmental Impact Report adequately and properly complied with the Massachusetts Environmental Policy Act and provided requirements for the Final Environmental Impact Report.
- The Environmental Assessment/Final Environmental Impact Report was filed in March of 1999. The Secretary of Environmental Affairs issued a Certificate on April 29, 1999 (Appendix 1) which found that the Final Environmental Impact Report adequately and properly complied with the Massachusetts Environmental Policy Act.
- In January 2002, MassDOT submitted a second NPC to address design changes in the project. The 2002 NPC provided details on the project design changes since the FEIR, primarily concerning the southern portions of the project from Route 24 north to Route 1. The NPC described design changes to certain bridges based on more detailed analyses; the addition of auxiliary lanes near the I-95 interchange in Canton/ Dedham and between Route 135 and Great Plain Avenue in Dedham/Needham; and the modification of a double lane off-ramp merging onto I-95 South. The NPC also described the proposed construction phasing with logical termini to facilitate construction funding, traffic management, construction staging and permitting. On April 8, 2002, the Secretary of Environmental Affairs issued a Certificate on the NPC that determined that the project did not require further MEPA review (Appendix 2).

The proposed project changes presented in this NPC are primarily for the northern section of the project and a result of more detailed analyses and designs conducted since the FEIR document and the 2002 NPC.

Current Overall Project Status

At the time of the 2002 NPC, the overall Transportation Improvement Project was separated into three stages or components for design, permitting, and construction implementation purposes (see Figure 2). Descriptions of the three project components are summarized below, and Table 1 summarizes the current status of each project component. The projects have been phased into one (1) Roadway Contract and five (5) Bridge Contracts, described below.

Table 1: Status of Stages and Contracts

| Stage | Contract | Towns | Design Status | Construction Status |
|-------|------------|-------------------------|---------------|--|
| 1 | Bridge I | Canton/Dedham | Complete | Complete |
| | Bridge II | Westwood | Complete | Complete |
| | Roadway I | Randolph to Westwood | Complete | 70% complete |
| 2 | Bridge III | Dedham/Westwood | Complete | 95% complete |
| | Bridge IV | Dedham/Needham/Westwood | Complete | NTP issued May 2010; completion anticipated in 2015 |
| 3 | Bridge V | Needham/Wellesley | At 25% design | Advertisement for construction anticipated in July 2012, with construction completion anticipated in 2016. |

Stage 1

Bridge I: Canton/Dedham – Improvements included bridges at University Avenue, MBTA/Amtrak, and Neponset River; removal of an abandoned ramp over I-95/Route 128; and construction of a double lane off-ramp to I-95 South.

Bridge II: Westwood – Improvements included I-95/Route 128 over the MBTA Franklin Line.

Roadway I: Randolph to Westwood – Improvements include the reconstruction and additional travel lane on I-93 & I-95/Route 128 between Route 24 in Randolph and the MBTA Franklin Line in Westwood. Proposed northbound and southbound auxiliary lanes to improve weaving conditions between the I-95 Interchange and the Route 138 ramps will also be installed as an early action item to the I-95 Canton Interchange Project.

Stage 2

Bridge III: Dedham/Westwood – Improvements included the Route 1 & 1A Bridges over I-95/Route 128 and the reconstruction and widening of I-95/Route 128 from the MBTA Franklin Line to north of Route 1A in Dedham.

Bridge IV: Dedham/Needham/Westwood – Improvements include bridges at Routes 109 and 135, the Charles River and Great Plain Avenue; and reconstruction and widening of I-95/Route 128 from south of the Route 109 interchange in Dedham to south of Kendrick Street in Needham (just north of MBTA Needham Line bridge).

Stage 3

Bridge V: Needham/Wellesley – The Bridge V portion of the I-95/Route 128 Transportation Improvement Project involves the following improvements:

- Construction of an additional general purpose travel lane and shoulder in each direction along a 3.25-mile section of I-95/Route 128 from south of Kendrick Street in Needham to (and including) the Route 9 interchange in Wellesley (see Figure 3).
- Addition of a new interchange on I-95/Route 128 at Kendrick Street (Figure 4), including modification of the Kendrick Street Bridge over I-95 (Route 128) in Needham (N-04-027) and construction of a new bridge to carry the proposed northbound I-95 on-ramp from Kendrick Street over the proposed northbound collector/distributor road.
- Addition of collector/distributor roadways between Highland Avenue and Kendrick Street interchanges (see Figures 4 and 5), which will improve safety by increasing storage lengths for exiting and entering traffic.
- Reconstruction of the Highland Avenue Interchange in Needham (see Figure 5) including replacing the Highland Avenue Bridge over I-95/Route 128 in Needham.
- Demolition of the abandoned MBTA Newton Upper Falls Branch Bridge over I-95/Route 128 and construction of replacement foundations (see Figure 5).
- Widening of the I-95/Route 128 bridges over Central Avenue (see Figure 6 and Appendix 3).
- Addition of an auxiliary lane between the Highland Ave. and Route 9 interchanges and modifications to the I-95/Route 9 interchange with the replacement of the Route 128 Bridge over Route 9 (see Figure 6). The addition of auxiliary lanes and modifications to the Route 9 interchange will improve safety on the I-95/Route 128 mainline by eliminating weaving movements due to the current Route 9 interchange cloverleaf configuration and the close proximity of the two interchanges which are approx. 0.6 mile apart.
- Implementation of TSM/TDM measures will also be included: funding will be provided for employer-based Transportation Management Organizations in the project area and for implementation of an improved incident management program.
- Construction of four noise barriers are proposed (see Figures 5 and 6). MassDOT's noise policy requires neighborhoods that would receive noise barriers to accept them by a 67% weighted vote during continued public involvement which will occur later in final design. There are three noise barriers proposed southbound on I-95/Route 128: 1) along the Route 9 on-ramp to Route 128 at St. Mary Street to Sherman Street; 2) from Daley Street to Crawford Street; and 3) from Highland Avenue over Kendrick Street along David and Hunting Roads past Cheney Street; and one northbound on I-95/Route 128 from south of Carter Street between Reservoir Ave and the eastbound Route 9 off-ramp.

Project Changes Since the 2002 NPC

Bridge V is the primary focus of this NPC as a result of more detailed design and analyses conducted since the last NPC in 2002; changes to Bridge V are discussed on the next page. All of the phases in construction except for the changes discussed below in contracts for Bridge IV and Roadway I, have been implemented in substantial conformance with the information provided in the 2002 NPC. However, there was a minor re-location of the Poplar Street noise barrier in Bridge III to avoid blocking a business's sign.

The design of Bridge IV, which received construction Notice to Proceed in May 2010, includes a change to the vertical clearance for the MBTA Needham Branch Commuter Rail Bridge over I-95. The existing substandard vertical clearance of 14'-2" has resulted in several collisions by overheight vehicles. To increase the vertical clearance to 15'-0", the I-95 profile will be lowered

by a full-depth reconstruction in both directions. There are no wetland or other environmental impacts associated with this change.

A change is also being made in the construction methods at the Route 128 bridge over the Charles River, where steel cofferdams for pier work were determined to be infeasible due to shallow bedrock in the area. Instead, temporary cofferdams of large polyethylene sand bags will be utilized on fabric placed on the river's edge with an extension of fabric being anchored on the river bed temporarily. The NPC table reflects permanent land under water (LUW) impacts; however, permanent impacts will likely be slightly reduced by an unknown amount for revised riprap placement. Additionally, there will be 31,043 sf of temporary LUW impacts, an increase of 25,278 sf in temporary LUW impacts. Permit amendments are being obtained for this change.

Identified as an early action item for the I-95/I-93 Interchange Project in Canton, an auxiliary lane less than a mile long is proposed in each direction in the Roadway I contract between I-95 and Route 138 in Canton. The auxiliary lane will improve weaving operations in this congested location and can be accomplished without any wetland impacts. This change was reviewed with MEPA in a meeting on March 5, 2009.

Bridge V Phase

Changes or recent advancements in bridge study and design within the Bridge V portion of the project since the FEIR and 2002 NPC focus on five primary aspects (described in greater detail below):

Keeping I-95 mainline on its existing alignment through the Kendrick St/Highland Ave area, requiring configuration changes to the proposed Kendrick Street interchange and restricting certain movements at that location.

- Providing a substantial reduction (approx. 2 acres less) in wetland impacts, I-95 will be maintained on its existing alignment through the Kendrick Street/Highland Ave. area, compared with being re-aligned into the median as previously proposed. The additional lane widening will be toward the median.
- The Kendrick Street Interchange diamond proposed in the EA/FEIR to provide all movements was found on the east side of I-95 to provide failing levels of service. Two traffic movements have been eliminated: the left turn from I-95 northbound ramp to Kendrick Street westbound and the left turn from Kendrick Street eastbound to I-95 northbound.
- More detailed design of the Kendrick Street Interchange revealed that a 5 to 6-foot high retaining wall and a 2:1 embankment would be required to avoid a residential structure at 249 Kendrick Street. Since this change would make the property dysfunctional and was cost prohibitive, MassDOT has completed the taking of the property.
- Collector/distributor roads have been proposed along both directions of I-95 (Route 128) through this area. The collector/distributor roads will provide access to the reconstructed full cloverleaf interchange at Highland Avenue and the new diamond interchange at Kendrick Street.

Removal and partial replacement of the MBTA Railroad bridge versus a total replacement.

- The MBTA single railroad line over I-95 was in active service at the time of the EA, but that service has lapsed and its future use is not yet decided. The MBTA (owner of ROW) and Bay Colony Railroad (owner of rights for freight service) agreed that MassDOT would remove the existing railroad bridge as part of Bridge V and construct new pier foundations for a future bridge, avoiding excavation in the median when the new railroad bridge is built.

Change in the historical status of the Central Avenue bridges.

- Bridge N-04-022, which carries I-95 over Central Avenue in Needham, was identified in 2006 on the “List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System” and is eligible for listing in the National Register. When initially reviewed under Section 106 of the National Historic Preservation Act in 1988, the bridge, constructed in 1953, was found “Conditionally Not Eligible” due to its age. The bridge consists of a pair of parallel, reinforced-concrete rigid frame structures separated by a 24-foot wide open well. The bridge will be substantially widened under the current proposal. Details of the proposed work are included in the Adverse Effect Finding dated June 23, 2010, which resulted in a signed Memorandum of Agreement, both attached (Appendix 3).

Adding an auxiliary lane in each direction between the Route 9 and Highland Avenue interchanges.

- A 12-foot auxiliary lane and increased shoulder width (from 6 to 10 feet) will be added in each direction between Route 9 and Highland Avenue interchanges to the outside of the existing shoulders. To minimize side slope impacts, retaining walls will be constructed.

Adding the replacement of the Route 9 bridge and changing the configuration of the interchange

- Due to structural deficiencies noted since the EA/FEIR, the I-95 Bridges over Route 9 (W-13-023 2FQ and A7V) will be replaced and the Route 9 interchange has been re-designed. The I-95 alignment will be shifted to the east, retaining but improving the existing reverse curve alignment. The north and southbound barrels will be combined into a single structure increasing the clearance over Route 9 to 15'-0". The current cloverleaf configuration at the interchange will be changed to a partial cloverleaf. Two on-ramps will be eliminated (Route 9 westbound to Route 128 southbound and Route 9 eastbound to Route 128 northbound) and replaced by two new signalized intersections, with some minor widening of Route 9 to accommodate the additional turning lanes. The other interchange ramps will have minor alignment changes to improve geometry and safety.
- The changes at the Route 9 Interchange will result in wetland resource impacts to a stream within the cloverleaf of approximately 3,076 sf of bordering vegetated wetland, along with 124 feet of bank and 582 sf of land under water.

Other Bridge V Changes

One change has occurred in the ambient environment: the state Natural Heritage and Endangered Species Atlas now shows a small portion of the southern portion of the project as Priority Habitat of state-listed species, but not any federal species. An investigation of the area noted that habitat for both species – *Scirpus longii* (Long's Bulrush) and *Viola brittoniana* (Britton's Violet) – are outside the limits of the proposed construction. In addition, stormwater management measures are being updated to comply with the latest requirements, such as the TMDL for the Charles River.

Mitigation for Bridge V wetland impacts have not yet been finalized, although MassDOT is actively coordinating with the US Army Corps of Engineers and MassDEP. Some off-site mitigation may be required and several locations being considered are within the 700-acre Cutler Park Reservation, which borders I-95 from Kendrick Street south to Great Plain Ave. Bridge V is at 25% design and permitting will commence with the completion of the 25% design phase.

Significance of Proposed Changes

The proposed project changes will not significantly affect the environmental impacts or mitigation measures originally identified in the FEIR or the 2002 NPC. The stormwater management measures and design concepts identified in the FEIR are being maintained and advanced through the design phase in full compliance with current stormwater standards including the TMDL for the Charles River. Wetland impacts are being avoided where practicable, and have decreased significantly versus those presented in the FEIR. For example, changes in project design features since the FEIR have reduced direct wetland impacts by more than two acres over the entire length of the project. In addition, initial wetland resource area impacts were calculated prior to Orders of Resource Area Determinations being obtained. Since the original FEIR, the Towns of Needham and Wellesley have ruled on the jurisdiction of resource areas and have found some areas to be non-jurisdictional, further reducing the wetland impacts (Needham Conservation Commission Order of Resource Area Determination 12/2008, Wellesley Wetland Protection Committee Order of Resource Area Determination 11/2008).

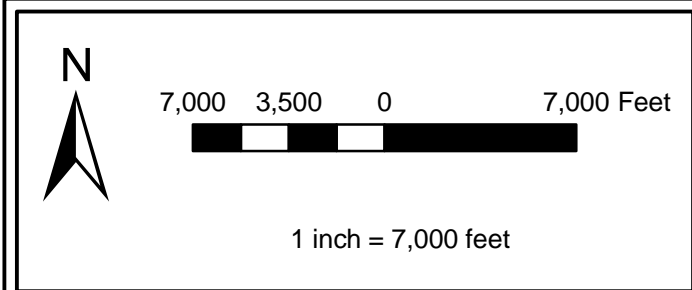
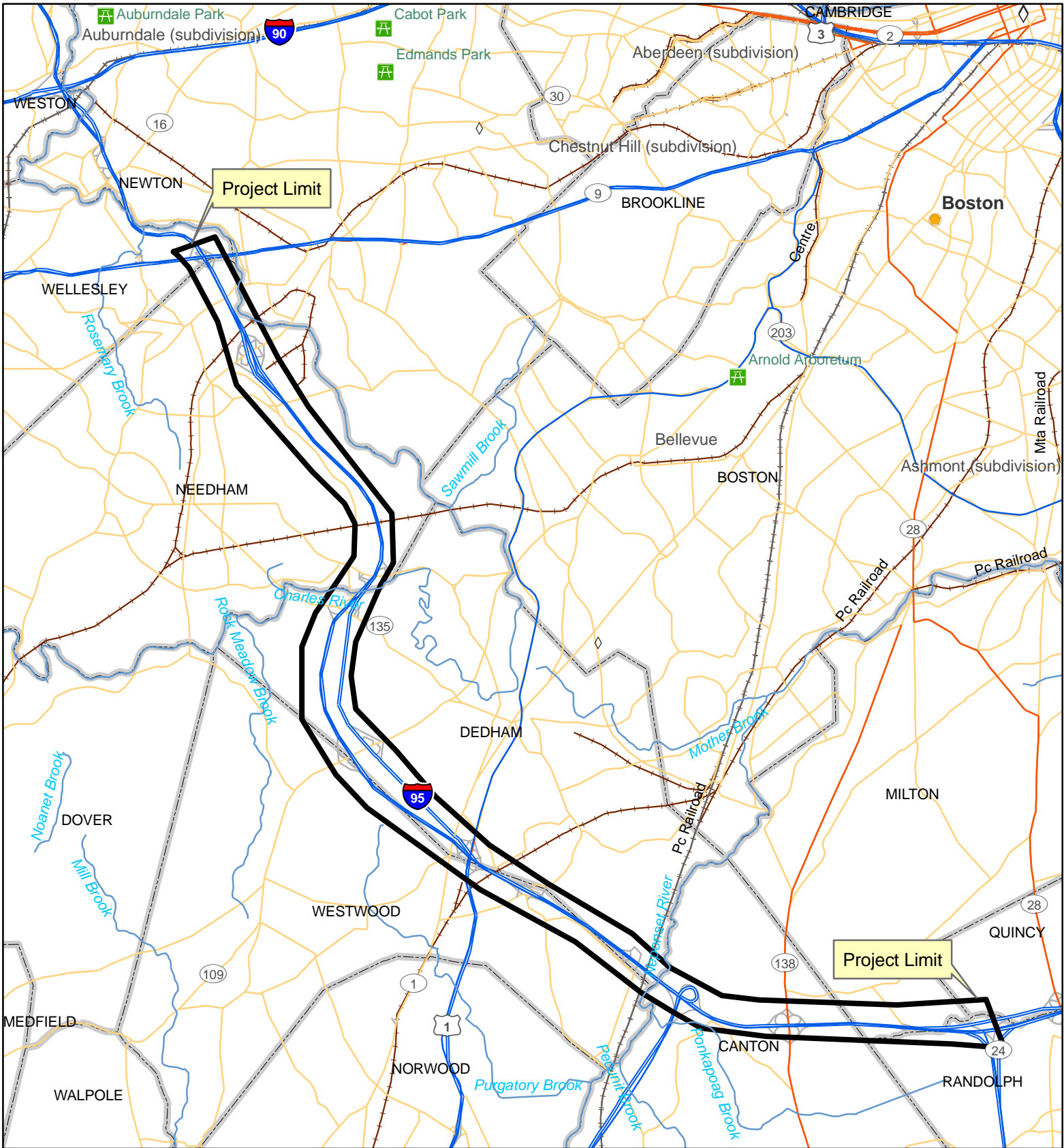
Table 2 summarizes the effect of the project changes on key environmental issues. Overall, the proposed project changes have insignificant adverse environmental consequences, and actually pose less impact in some instances and present additional mitigation measures to be implemented in other cases. MassDOT will provide all mitigation measures that it has made a commitment to in the FEIR, and will continue to coordinate with other public agencies concerning mitigation measures as it has throughout the project development process. No aspects of the proposed changes are inconsistent with the Certificates issued by the Secretary of Energy and Environmental Affairs for the project, and all directives of the Secretary in the Certificates will continue to be followed. Accordingly, no further MEPA review in the form of supplemental submittals is warranted relative to these proposed changes.

Table 2: Summary of Potential Environmental Impacts Related to Project Changes


| Issue | Effect of Project Changes |
|--|---|
| Alteration of Land | No significant increase or decrease in land area altered; the roadway widening will continue to be within the existing median. The proposed auxiliary lanes added will be along existing shoulders and/or side slope embankments. Some additional land will be impacted in I-95/I-93 ramp widening. |
| Traffic | Traffic flow in the travel lanes will be improved by the addition of the necessary auxiliary lanes between the on and off-ramp movements. Safety and operational conditions will be substantially improved by the changes, particularly at certain interchanges. |
| Increase in impervious area | Increase in impervious area will be offset by treatment of all new areas of pavement by Best Management Practices, and treatment of existing pavement will be improved on in many places. |
| Impacts to wetland resource areas | Wetland impacts have been substantially reduced since the conceptual designs presented in the FEIR. Direct wetland filling has been reduced by nearly two acres over that anticipated in the FEIR. Wetland mitigation will be provided in compliance with MDEP requirements, and additional off-site wetland mitigation will be assessed as part of the Section 404 review of the project. |
| Stormwater Management | The stormwater management system will continue to include detention basins with pre-treatment in swales or sediment forebays to handle paved surface runoff and provide water quality renovation. Runoff characteristics will be maintained. Post-development peak runoff rates will be less than or equal to pre-development peak runoff rates. The stormwater system design will meet the MassDEP Stormwater Management Standards as regulated in the Wetland Protection Act. |
| Impacts to ACEC/Rare Species Habitat | No significant change; designation of a Priority Habitat along the Cutler Park area is not anticipated to affect the project design which has little encroachment off the mainline roadway in this area. |
| Historical/Archaeological Significance | Central Avenue Bridge modifications were reviewed in coordination with FHWA and MHC. It has been determined proposed project will have an unavoidable adverse effect upon the bridge, but that the impacts are acceptable provided measures are implemented that include the historically sensitive design and archival documentation. |
| Noise and Air Quality | Noise abatement measures will continue to be addressed as presented in the FEIR; proposed changes do not affect noise or air quality conditions adversely, and may have positive effects by improving traffic flow and safety. The additional noise barriers will have a positive impact. |

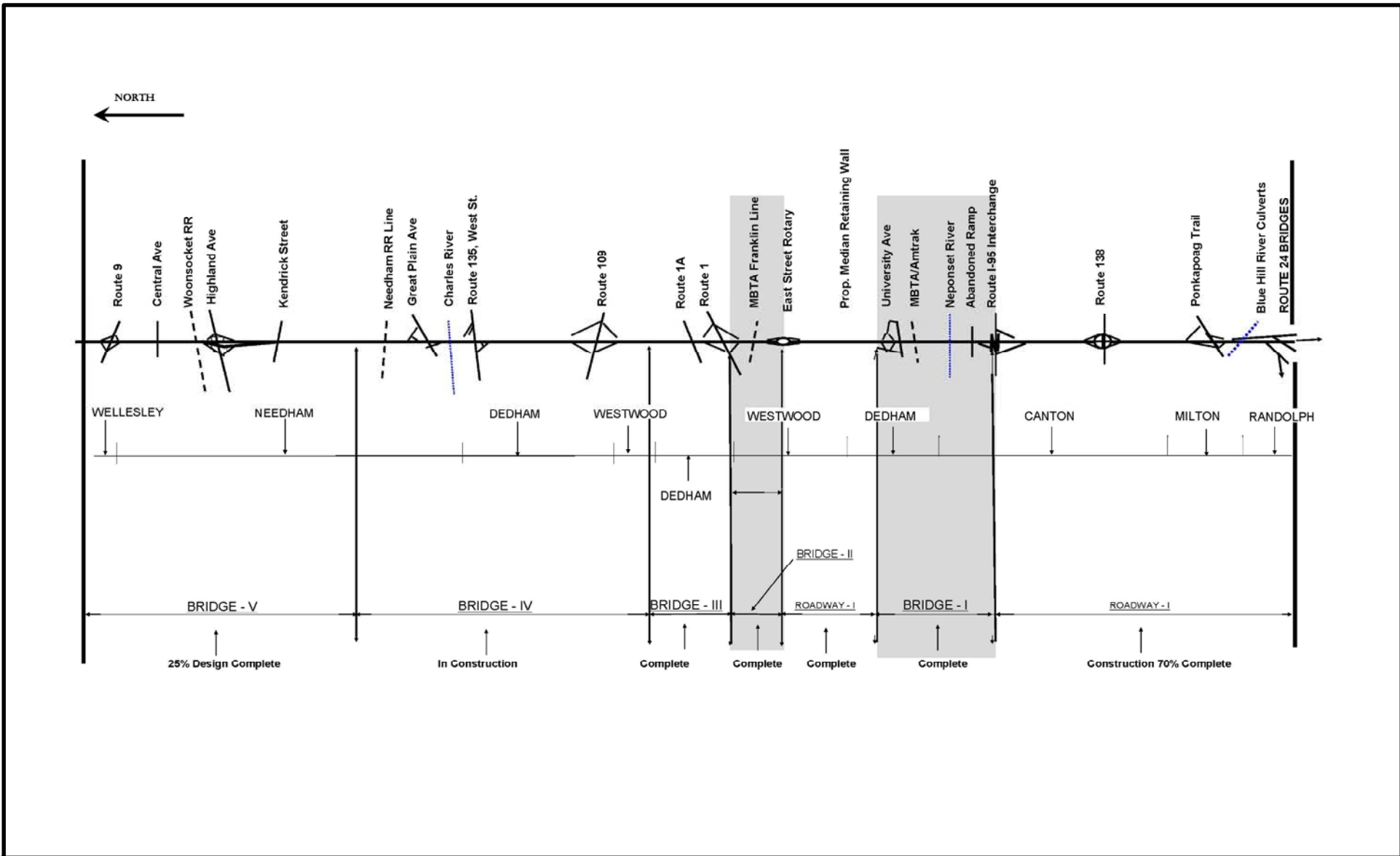
SECTION D


FIGURES AND PLANS

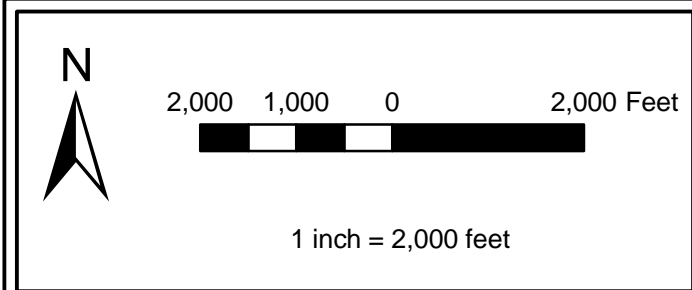
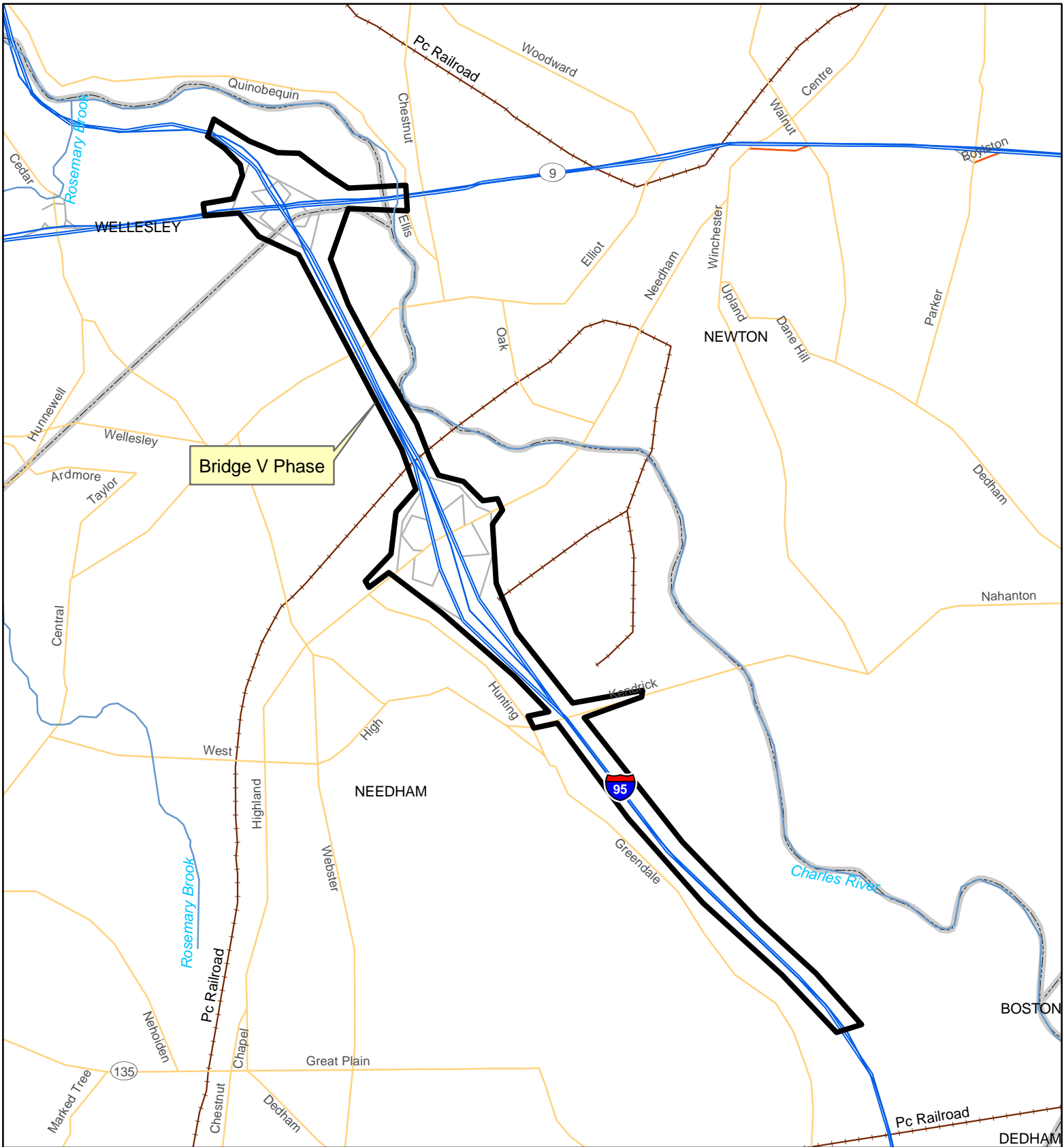


| | | |
|--|-----------|-------------|
| Locus Map | | |
| Notice of Project Change I-95/I-93 (Route 128) Transportation Improvement Project Wellesley to Randolph | | |
| SCALE | DATE | PROJECT NO. |
| 1"=7000' | June 2011 | 12731-001 |


| |
|--|
|  Massachusetts Department of Transportation Highway |
| Figure Number |
| 1 |



| | | |
|---|---|---|
| <p>Not to Scale- Limits Subject to Change</p> <p>June 2011 Project Number:12731-001</p> | <p>Project Segments and Contracts (Entire Length 23.1 km, approx. 13.2 miles)</p> <p>Notice of Project Change I-95/I-93 (Route128) Transportation Improvement Project Wellesley to Randolph</p> |  <p>Figure Number:</p> <p style="text-align: center; font-size: 24pt;">2</p> |
|---|---|---|

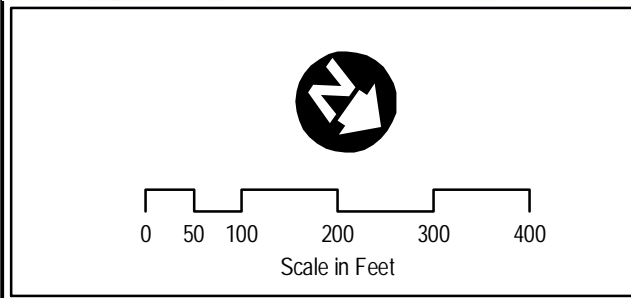


| | | |
|--|-----------|-------------|
| Bridge V Phase | | |
| Notice of Project Change I-95/I-93 (Route 128) Transportation Improvement Project Wellesley to Randolph | | |
| SCALE | DATE | PROJECT NO. |
| 1"=2000' | June 2011 | 12731-001 |

| |
|---|
|  <small>Moving Massachusetts Forward</small> <small>of Highway</small> |
| Figure Number |
| 3 |



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Legend:

Flagged Wetlands

Kendrick Street Interchange

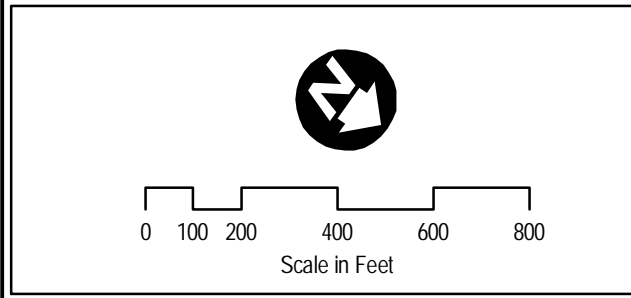
I-95 / I-93 Transportation Improvement Project
Notice of Project Change

| | | |
|------------------|-------------------|-----------------------|
| SCALE 1"=200' | DATE June 2011 | PROJECT NO. 603711 |
|------------------|-------------------|-----------------------|


Figure Number

4

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Legend:

 Flagged Wetlands

Kendrick Street to Highland Avenue

I-95 / I-93 Transportation Improvement Project
Notice of Project Change

| | | |
|------------------|-------------------|-----------------------|
| SCALE 1"=400' | DATE June 2011 | PROJECT NO. 603711 |
|------------------|-------------------|-----------------------|


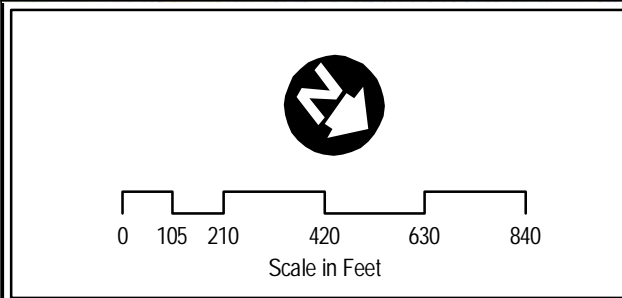



Figure Number
5



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Legend:

 Flagged Wetlands

**Central Avenue
to
Route 9 Interchange
and Northern Limits of Project**

I-95 / I-93 Transportation Improvement Project
Notice of Project Change

| | | |
|------------------|-------------------|-----------------------|
| SCALE 1"=400' | DATE June 2011 | PROJECT NO. 603711 |
|------------------|-------------------|-----------------------|



Massachusetts Department of Transportation
Highway Division

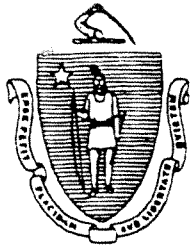
Figure Number

6

SECTION E – APPENDICES

APPENDIX 1

**SECRETARY'S CERTIFICATE ON THE FEIR
APRIL 29, 1999**



The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

100 Cambridge Street, Boston, MA 02202

ARGEO PAUL CELLUCCI
GOVERNOR

April 29, 1999

JANE SWIFT
LIEUTENANT GOVERNOR

Tel. (617) 727-9800

Fax (617) 727-2754

BOB DURAND
SECRETARY

<http://www.magnet.state.ma.us/envir>

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : Route 128 Transportation Improvement Project

PROJECT MUNICIPALITY : Wellesley, Newton, Needham, Dedham, Westwood, Canton, and Randolph

PROJECT WATERSHED : Charles, Neponset, and Blue Hill Rivers

EOEA NUMBER : 5072

PROJECT PROPONENT : Massachusetts Highway Department

DATE NOTICED IN MONITOR : March 23, 1999

As the Secretary of Environmental Affairs, I determine that the Final Environmental Impact Report (FEIR) submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00).

The Massachusetts Highway Department (MHD) proposes to widen 13.7 miles of the existing six lane Interstate Route-95/I-93 (State Route 128) between Route 24 in Randolph and Route 9 in Wellesley. Parts of the project are located within the Fowl Meadow and Ponkapoag Bog Area of Critical Environmental Concern (ACEC). The widening to eight lanes would also include modifications to some interchanges and bridges. Six bridges over Route 128 would need to be relocated and replaced to allow for two additional lanes in the median. Several bridges would be widened by closing off the openings between separate bridge spans. A section of Route 128 in Needham, the Highland Avenue interchange, is proposed for relocation to provide for the construction of an industrial access road at Kendrick Street. All twelve interchanges between Route 24 and Route 9 were reviewed, and the proponent has determined that only minor modifications would be made to ramp geometries and access.

This project was initiated by the proponent in 1984 and was scoped for an EIP in that same year. On May 29, 1992, the

proponent filed a Notice of Project Change (NPC) because more than three years had elapsed since the filing of the Environmental Notification Form (ENF). A Certificate was issued on September 14, 1992, which updated the scope of work for the DEIR. The DEIR was found to be adequate in a Certificate issued on August 2, 1996. The FEIR was submitted and noticed in the Environmental Monitor on March 23, 1999.

The alternatives considered for improving Route 128 include a No-Build Alternative, a Transportation Systems Management (TSM)/Transportation Demand Management (TDM) Alternative, variations of a High-Occupancy Vehicle (HOV) Lane Alternative, and variations of a general-purpose Single-Occupancy Vehicle (SOV) Lane/Add-a-Lane Alternative. In addition, several design options for the Highland Avenue interchange were considered, such as no interchange redesign; redesign of the Highland Avenue interchange only; and an interchange redesign which includes frontage roads and new access ramps to Kendrick Street and the New England Industrial Center, as well as Highland Avenue. A local street modification (the construction of a connecting roadway between Reservoir Street and Charles/Wexford Streets in Needham) was also evaluated at the Highland Avenue interchange.

The Preferred Alternative is the Added General-Purpose Lane alternative. This alternative consists of the addition of a 12-foot travel lane and a 10-foot shoulder within the median area in each direction of the 13.7 mile corridor. It includes the necessary bridge widening and replacements to accommodate the proposed widening. The Preferred Alternative incorporates a fully redesigned interchange at Highland Avenue and Kendrick Street, which includes additional collector/distributor roadways and a diamond interchange at Kendrick Street. It includes funding of the TSM/TDM measures as part of MHD's Congestion Management Plan. MHD will continue to provide for employer-based Transportation Management Organizations in the project area and for implementation of an incident management program to speed up detection and clearing away of accidents and vehicle breakdowns.

The FEIR adequately responds to the Certificate on the DEIR issued by this office. I believe that any remaining issues can be addressed in the Final Section 61 Findings for the various state permits. The Final Section 61 Findings must resolve the remaining issues, as outlined below.

Wetlands, Flooding and Wildlife

The Preferred Alternative is estimated to alter 2.97 acres

River that is a source of existing shading. In addition, as part of its permitting process, I ask DEP to consider requiring MHD to provide additional wildlife passageways at wetland and waterway crossings. MHD should examine alternatives to the use of standard Jersey barriers (for example, guard rails or barriers with cutouts) in its Draft Section 61 Finding for DEP.

Planning for Growth (Executive Order 385)

In my Certificate on the Draft EIR, I required the proponent to address the potential effect of increased highway capacity upon regional growth and land use patterns, consistent with Executive Order 385 (Planning for Growth). Authority over local land use planning lies with the municipalities in the Route 128 corridor, and not MHD. I am also aware that the affected communities all favor the proposed project, in order to relieve the congestion caused by existing levels of development. However, I am concerned that if we expand Route 128's capacity without planning for the secondary growth impacts that the project may cause, we run the risk of starting a new cycle of unplanned development and resultant congestion.

The time to start planning for the future, and the next potential cycle of growth in the Route 128 corridor, is now. I encourage MHD to work closely with the Metropolitan Area Planning Council (MAPC), the Three Rivers Interlocal Council (TRIC), the watershed associations, the affected communities, and others, to undertake a planning effort that investigates existing land use patterns within the corridor, makes recommendations regarding connections to the expanded Route 128, and develops a specific action plan to promote appropriate land uses, green space preservation, and rezoning within the Route 128 corridor that would support the congestion relief offered by this project. Such recommendations would assist the Route 128 communities in promoting growth in appropriate areas, while protecting valuable natural resources and open space. I urge MHD, the MAPC, TRIC, and the corridor municipalities to undertake such a program of proactive planning.

Mitigation Measures

The FEIR included a separate chapter on mitigation measures. This chapter on mitigation included a Draft Section 61 Finding that was prepared for MHD's signature. I ask the proponent to prepare a Final Section 61 Finding to fulfill its obligations under the MEPA regulations.

of bordering vegetated wetlands (BVW), 1,760 linear feet of bank, 9,200 square feet (sf) of land under water (LUW) and 1,190 sf of bordering land subject to flooding. The project will also result in the loss of about 285.4 cubic yards of flood storage below the 100-year flood elevation.

The proponent is proposing to create four replication areas, totaling 5.33 acres of BVW within the reconstructed Highland Avenue Interchange and at the crossings of the Charles and Blue Hill Rivers. This is a replication ratio of about 1.8:1. The replication areas also include a minimum of 9,610 sf of LUW and 720 linear feet of bank. The project includes the temporary alteration of about 25,710 sf of BVW. The affected areas will be restored following completion of the project. Replacement wetlands will be provided by the proponent in the vicinity of each affected area. A variance from the Wetlands Protection Act will be required for the project from the Department of Environmental Protection (DEP).

The project will increase roadway runoff. MHD will reduce the proposed number of existing drainage outfalls from 202 to 144. Drainage outfalls will incorporate the following Best Management Practices (BMPs): extended detention facilities; water quality swales; water quality inlets; deep sump/hooded catch basins; drainage channels; sediment traps or forebays; overland flow; and manufactured treatment systems. All drainage outfalls not meeting the 80 percent average annual removal rate of total suspended solids will be treated through the use of one or more BMPs. A flood weir is also proposed for construction within the loop ramp of Route 109 in Dedham, which will prevent the flooding of the Robert Road neighborhood. MHD should consider the recommendation of the Dedham Conservation Commission to provide an additional detention pond at Lyons Street. The proponent should also coordinate this project to respond to the Metropolitan District Commission's (MDC) concerns regarding proposed drainage outfalls #17.1 and #216. I ask MHD to continue to look for stormwater improvements to reach the 80 percent total solids removal rate at more drainage outfalls.

The FEIR identified MHD's efforts to improve the surface area under the Neponset River bridge as a passageway for wildlife. MHD proposes a small benched plateau with a natural surface on the existing riprap surface. The proponent proposes to mitigate the shading on the Neponset River caused by widening of the Route 128 Neponset River bridge. This shading may act as deterrent to wildlife passage under the bridge. MHD will remove the superstructure of the unused ramp bridge over the Neponset

April 29, 1999

The proponent has stated that the bridge modifications and the proposed cross sections for the Preferred Alternative do not preclude the opportunity to incorporate a HOV lane into the roadway in the future. MHD should develop greater incentives and programs for reducing single occupancy vehicle travel through the use of intense TDM strategies, as part of its Section 61 Findings. In addition, the comment letter from MAPC indicates that the HOV alternative may deliver equal or greater congestion and air quality benefits. Therefore, when the Final Section 61 Finding for MHD is ready, I urge MHD to consider adopting a HOV lane initially rather than the proposed general purpose lane. If the HOV lane proves inadequate during the initial trial period, it could be converted back to a general purpose lane.

As part of its Final Section 61 Finding, MHD should develop a construction phasing schedule for the project, with input from abutting communities. The Final Section 61 Finding should ensure that the Kendrick Street roadway improvements are designed to improve bicycle and pedestrian access and safety.


MHD should prepare a Draft Section 61 Finding for DEP's potential wetlands Variance. The DEP Section 61 Finding should contain a clear commitment to mitigation, an estimate of the individual costs of the proposed mitigation and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of mitigation should also be included.

The proponent should respond to noise mitigation recommendations from the Needham Board of Selectmen.

I urge the proponent to continue to work closely with the municipalities and the other state agencies to resolve remaining issues before the Section 61 Findings are finalized. The Final Section 61 Findings should be forwarded to this office.

April 29, 1999

DATE



Bob Durand

cc: David Murphy, DEP/Boston
John Felix, DEP/NERO

Comments received :

DEP/Boston, 4/5/99

EOEA #5072

FEIR Certificate

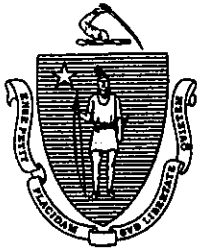
April 29, 1999

David Strauss, 4/7/99
Canton Planning Dept., 4/15/99
MDC, 4/19/99
David J. Friend, 4/15/99
Needham Board of Selectmen, 4/21/99
Dedham Conservation Commission, 4/21/99
Thomas J. Gardella, 4/22/99
Three Rivers Interlocal Council, 4/22/99
Stephen H. Kaiser, 4/22/99
Massachusetts Audubon Society, 4/22/99
Metropolitan Area Planning Council, 4/22/99
Association for Public Transportation, 4/22/99
Neponset River Watershed Association, 4/22/99
DEP/NERO, 4/22/99

F5072
BD/WTG/wg

APPENDIX 2

SECRETARY'S CERTIFICATE ON THE NPC
APRIL 8, 2002



The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

251 Causeway Street, Suite 900

Boston, MA 02114-2119

JANE SWIFT
GOVERNOR

BOB DURAND
SECRETARY

April 8, 2002

Tel. (617) 626-1000

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<http://www.magnet.state.ma.us/envir>

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
NOTICE OF PROJECT CHANGE

PROJECT NAME : Route 128 Transportation Improvement Project

PROJECT MUNICIPALITY : Wellesley, Newton, Needham, Dedham, Westwood, Canton, and Randolph

PROJECT WATERSHED : Charles, Neponset, and Blue Hill Rivers

EOEA NUMBER : 5072

PROJECT PROPONENT : Massachusetts Highway Department

DATE NOTICED IN MONITOR : March 9, 2002

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.10 of the MEPA regulations (301 CMR 11.00), I have reviewed the Notice of Project (NPC) submitted on this project and determine that it does not require further MEPA review.

On February 28, 2002, the proponent submitted the following NPC. The proponent proposes to make design changes to certain bridges based on more detailed analysis, the addition of auxiliary lanes near the I-95 interchange in Canton/Dedham and between Route 135 and Great Plain Avenue in Dedham/Needham, and the modification of a double lane off-ramp merging onto I-95 south. The proponent will divide the project into three phases for constructability, traffic management, logical termini, manageable construction funding, and DEP wetland permitting.

The first two phases of the project encompass the stretch from the Route 24 interchange to just south of the Kendrick Street overpass. The proponent is undertaking detailed design for the first two phases. These two phases will be designed to meet all performance standards of the Massachusetts Wetlands Protection Act. The third phase encompasses the stretch from Kendrick Street to Highland Avenue. The design and implementation of the third phase will likely require a variance from the Wetlands Protection Act. According to the proponent, the time



frame for the final design for Phase III is uncertain and may likely exceed five years from now. DEP has agreed to permit the project via a Notice of Intent for each phase and within each community, with a variance expected for Phase III only.

Project Background

The project originally consisted of the widening of 13.7 miles of the existing six-lane Interstate Route-95/I-93 (State Route 128) between Route 24 in Randolph and Route 9 in Wellesley. Parts of the project are located within the Fowl Meadow and Ponkapoag Bog Area of Critical Environmental Concern (ACEC). The widening to eight lanes would have included modifications to some interchanges and bridges. Six bridges over Route 128 would need to be relocated and replaced to allow for two additional lanes in the median. Several bridges would be widened by closing off the openings between separate bridge spans. A section of Route 128 in Needham, the Highland Avenue interchange, was proposed for relocation to provide for the construction of an industrial access road at Kendrick Street. All twelve interchanges between Route 24 and Route 9 were reviewed, and the proponent had determined that only minor modifications would be made to ramp geometries and access. On April 29, 1999, the Final EIR was determined to be adequate.

The project was initiated by the proponent in 1984 and was scoped for an EIR. The alternatives considered for improving Route 128 included a No-Build Alternative, a Transportation Systems Management (TSM)/Transportation Demand Management (TDM) Alternative, variations of a High-Occupancy Vehicle (HOV) Lane Alternative, and variations of a general-purpose Single-Occupancy Vehicle (SOV) Lane/Add-a-Lane Alternative. In addition, several design options for the Highland Avenue interchange were considered, such as no interchange redesign; redesign of the Highland Avenue interchange only; and an interchange redesign which includes frontage roads and new access ramps to Kendrick Street and the New England Industrial Center, as well as Highland Avenue. A local street modification (the construction of a connecting roadway between Reservoir Street and Charles/Wexford Streets in Needham) was also evaluated at the Highland Avenue interchange.

The proponent's Preferred Alternative was the Added General-Purpose Lane alternative. This alternative consisted of the addition of a 12-foot travel lane and a 10-foot shoulder within the median area in each direction of the 13.7-mile corridor. It includes the necessary bridge widening and replacements to

accommodate the proposed widening. The Preferred Alternative incorporates a fully redesigned interchange at Highland Avenue and Kendrick Street, which includes additional collector/distributor roadways and a diamond interchange at Kendrick Street. It includes funding of the TSM/TDM measures as part of MHD's Congestion Management Plan. MHD will continue to provide for employer-based Transportation Management Organizations in the project area and for implementation of an incident management program to speed up detection and clearing away of accidents and vehicle breakdowns.

Conclusion

Since the proponent has stated that the project changes have insignificant environmental consequences, and will result in a decrease in impacts in some instances and improved mitigation in other cases, I am not requiring a Supplemental EIR. I am viewing this NPC as necessary for the proponent to prevent the lapse of time before the commencement of construction, in accordance with 301 CMR 11.10(2). The proponent will be required to submit new Section 61 Findings for the various state permits to reflect any significant changes from the FEIR's Preferred Alternative.

The comment letters describe a number of specific opportunities by which this project can improve the quality of adjacent recreational and open space resources. As part of its permitting process, I ask DEP to consider requiring MHD to provide additional wildlife passageways at wetland and waterway crossings (barriers with cutouts). For the replacement of the bridge over the Neponset River on the Dedham/Canton line, MHD should consider removing the old bridge piers down to the riverbed. The old bridge piers are a boating hazard. The proponent should also consider setting the floor of the wildlife passage under the new bridge to the 3 to 5 year flood level in order to increase the headroom and provide more flood storage. MHD should consider the construction of trails connecting the above passageway to the Burma Road Trail on the north and to Greenlodge Street on the south and the Metropolitan District Commission (MDC) Reservation. This connection would act as a replacement for MHD's plans to remove the unused bridge over Route 128, which is being used for the Warner Trail. The guardrail on Greenlodge Street would also need to be cut to provide access. The proponent should work with the Department of Environmental Management (DEM), the MDC, and the Friends of the Blue Hills to resolve the trail issues before removing the existing bridge over Route 128.

April 8, 2002

As suggested in my FEIR Certificate, I continue to encourage MHD to work closely with the Metropolitan Area Planning Council (MAPC), the Three Rivers Interlocal Council (TRIC), the watershed associations, the affected communities, and others, to undertake a planning effort that investigates existing land use patterns within the corridor, makes recommendations regarding connections to the expanded Route 128, and develops a specific action plan to promote appropriate land uses, green space preservation, and rezoning within the Route 128 corridor that would support the congestion relief offered by this project. Such recommendations would assist the Route 128 communities in promoting growth in appropriate areas, while protecting valuable natural resources and open space. I urge MHD, the MAPC, TRIC, and the corridor municipalities to undertake such a program of proactive planning. The work of EOEA's Community Preservation Initiative has highlighted the value of a proactive and coordinated approach to state-level infrastructure investments and local land use planning. Otherwise, we run the risk that increases in roadway capacity will spark a new cycle of development, leading to renewed traffic congestion.

Based on a review of the information provided by the proponent and after consultation with the relevant public agencies, I find that the potential impacts of this project do not warrant the preparation of a Supplemental EIR and can properly be addressed in the DEP, federal, and local permitting processes.

April 8, 2002

DATE


Bob Durand

cc: David Murphy, DEP/Boston
John Felix, DEP/NERO

Comments received :

Friends of the Blue Hills, 3/26/02
DEM, 3/27/02
Timothy J. Barrett, 3/28/02
Keohane Construction C., 3/28/02
Gray, Gray, & Gray, 3/28/02
Gian Luca Fiori, 3/28/02
Neponset Valley Chamber of Commerce, 3/28/02
Neponset River Watershed Assoc., 3/29/02
Charles River Watershed Assoc., 3/29/02
Randolph Savings Bank, 3/29/02

EOEA #5072

NPC Certificate

April 8, 2002

John Craine, 3/29/02
Norfolk & Dedham Group, 3/29/02
Nancy Wluka, 3/30/02

PCC5072
BD/WTG/wg

APPENDIX 3
CENTRAL AVENUE BRIDGE INFORMATION

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE MASSACHUSETTS STATE HISTORIC PRESERVATION OFFICER
REGARDING THE
EXTENSION/REHABILITATION OF THE CENTRAL AVENUE BRIDGE
AS PART OF THE I-95 (ST 128) ADD-A-LANE PROJECT
(BRIDGE V CONTRACT)
IN NEEDHAM, MASSACHUSETTS**

WHEREAS, the Federal Highway Administration (FHWA), in consultation with the Massachusetts State Historic Preservation Officer (SHPO), pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. Part 470(f)], has determined that the extension/rehabilitation of the Central Avenue Bridge (Bridge N-04-022), in Needham, Norfolk County, Massachusetts will have an adverse effect upon the Central Avenue Bridge, which has been determined to be eligible for listing in the National Register of Historic Places; and

WHEREAS, the FHWA has defined the undertaking's area of potential effect (APE) as all areas within 50' of the bridge; and

WHEREAS, the Massachusetts Department of Transportation (MassDOT) has participated in the consultation process and has been invited to sign this Memorandum of Agreement (MOA) as an invited signatory; and

WHEREAS, the Needham Historical Commission has not responded to a detailed request for comments on the undertaking, solicited by MassDOT's design consultant in a letter dated January 5, 2010; and

WHEREAS, the area of potential effect is not within the ancestral homelands of any federally recognized American Indian tribe; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii);

NOW, THEREFORE, FHWA and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the proposed undertaking on historic properties.

STIPULATIONS

FHWA shall ensure that MassDOT carries out the following measures:

I. HISTORICALLY SENSITIVE DESIGN

- A. The concrete rigid frames of the two existing structures will be retained; the proposed extensions that will join and widen them will utilize the same structural system and have the same gently arched soffit profile as the existing.
- B. The exterior faces of the proposed, extended structure will be designed to recreate the character-defining elements of the existing historic bridge. Salvaged, existing metal bridge railings and elements of the existing stone veneer will be re-erected as the outer faces of the extended bridge, and the distinctive, bull-nosed profile of the existing concrete coping that caps the veneered walls will be replicated. Any new materials required as substitutes for stones or railings that cannot be salvaged shall match the original materials as closely as is feasible.

II. ARCHIVAL DOCUMENTATION

- A. Archival photographic documentation shall be prepared in the form of 35mm 5" x 7" black and white archival-quality prints on archival-quality photographic paper, accompanied by negatives. All photographs shall be identified on the back in pencil, with no affixed labels, unmounted but sleeved in archival-quality, unbuffered envelopes, the contents of each envelope identified and numbered in pencil on the envelope. The negatives shall be sleeved in a stable polypropylene negative holder; the negative holder shall be suitably labeled. All photographs shall be keyed by number to a site plan printed on archival-quality paper.
- B. Photographs shall include, but not be limited to, views of the bridge's elevations, wingwalls, retaining wall, railings, and the stone-faced, open median area between the bridge structures.
- C. MassDOT shall ensure that all photographic documentation described in Subsections A and B is completed prior to the commencement of construction on the Central Avenue Bridge. MassDOT shall submit one original set of the paper and photographic documentation (with negatives) to the SHPO for subsequent transmittal to the Massachusetts State Archives and one original set (without negatives) to the Needham Historical Commission for transmittal to an appropriate local repository. All paper documentation described in Sections A and B shall be enclosed in an archival-quality file folder. Each set of documentation, including photographs, shall be enclosed in a suitably sized archival-quality box (e.g. 12" x 11" x 2").

III. DURATION

This MOA will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with 36 CFR § 800.6(c)(7).

IV. DISPUTE RESOLUTION

Should any signatory or concurring party to this MOA object in writing to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

- A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
- C. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

V. TERMINATION

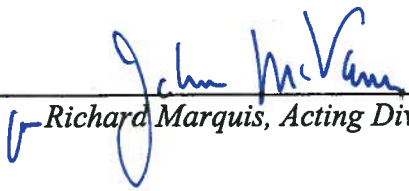
If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per 36 CFR § 800.6(c)(7). If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by FHWA and the SHPO and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

SIGNATORIES:

FEDERAL HIGHWAY ADMINISTRATION

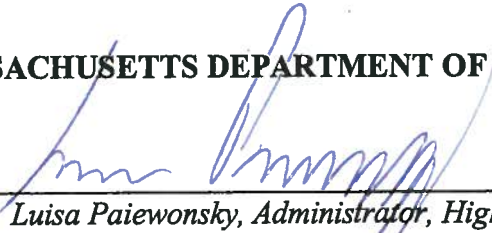
By:  Date: 12/14/2010
Richard Marquis, Acting Division Administrator

MASSACHUSETTS STATE HISTORIC PRESERVATION OFFICER

By:  Date: 12/9/10
Brona Simon, Massachusetts State Historic Preservation Officer

INVITED SIGNATORY:

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

By:  Date: 12/15/10
Luisa Paiewonsky, Administrator, Highway Division

Memorandum

343 Congress Street
Boston, MA 02210 USA
1.617.242.9222 Fax 1.617.242.9824

Date July 22, 2010
To Steve Roper
From Darren Conboy
Subject I-95/I-93 Transportation Improvement Project (Bridge V) – Updated Description of Impacts to the I-95 over Central Avenue Bridges (Br. No. N-04-022)

As part of the review of the 25% highway plans for the project, it has been decided that, for safety reasons, the median shoulders need to be increased from the previously proposed 4 feet to 10 feet. This will result in the Central Avenue bridges being widened by an additional 6 feet on each side. We have updated the figures originally sent to the Needham Historical Commission to reflect the proposed change.

The overall width of the combined Central Avenue bridges will increase from 159'-6" to 171'-6" as shown in the attached revised Figure 1. The length of the widening on each side will increase from 6'-11" to 12'-11". Figure 2 has also been updated to reflect the proposed additional widening. There are no other changes to the details of the proposed bridge alterations.

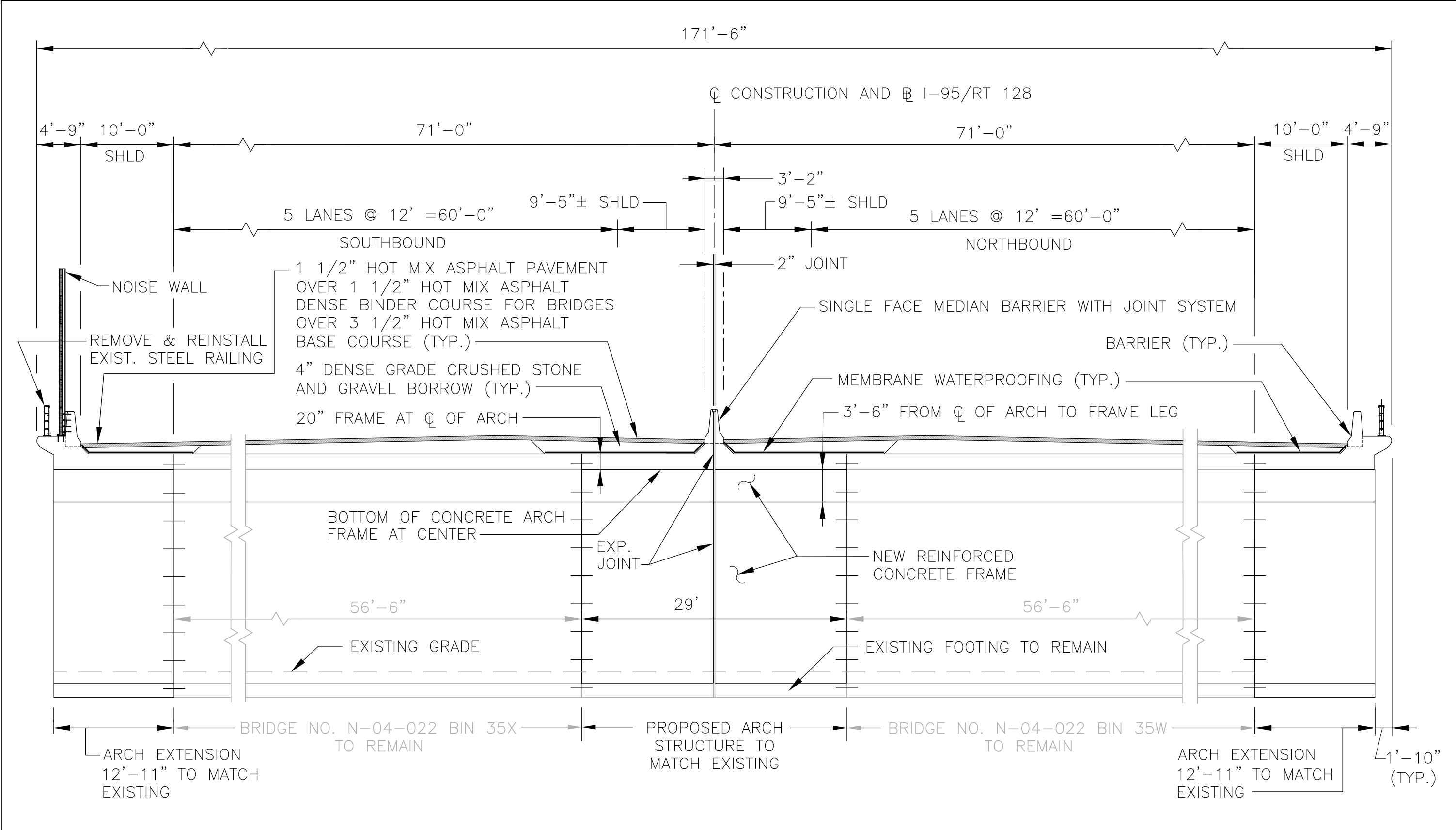
It should be noted, as shown in Figure 1, that actual median shoulder width over the bridge will be 9'-5" to accommodate the additional width of the split median barrier required on the bridge. The overall width of the median will be 22 feet (9'-5" shoulder + 3'-2" barrier + 9'-5" shoulder), which is the same as the approach roadway median section (10'-0" shoulder + 2'-0" barrier + 10'-0" shoulder).

If you have any questions concerning this proposed update, please contact me at 617-532-4228.

Cc: Lawrence Cash, MassDOT
James Cerbone, MassDOT
Paul Nardone, MassDOT
Loretta Girard Doughty, HDR

FILENAME: S:\New Folder Organization\007188_Massachusetts_Highway_Department\00000035294_MHD_Highland_Avenue\design\struct\25%Central_Ave\PROP_X-SEC_ALT_1-4.dwg

DATE: 20100720.10305706



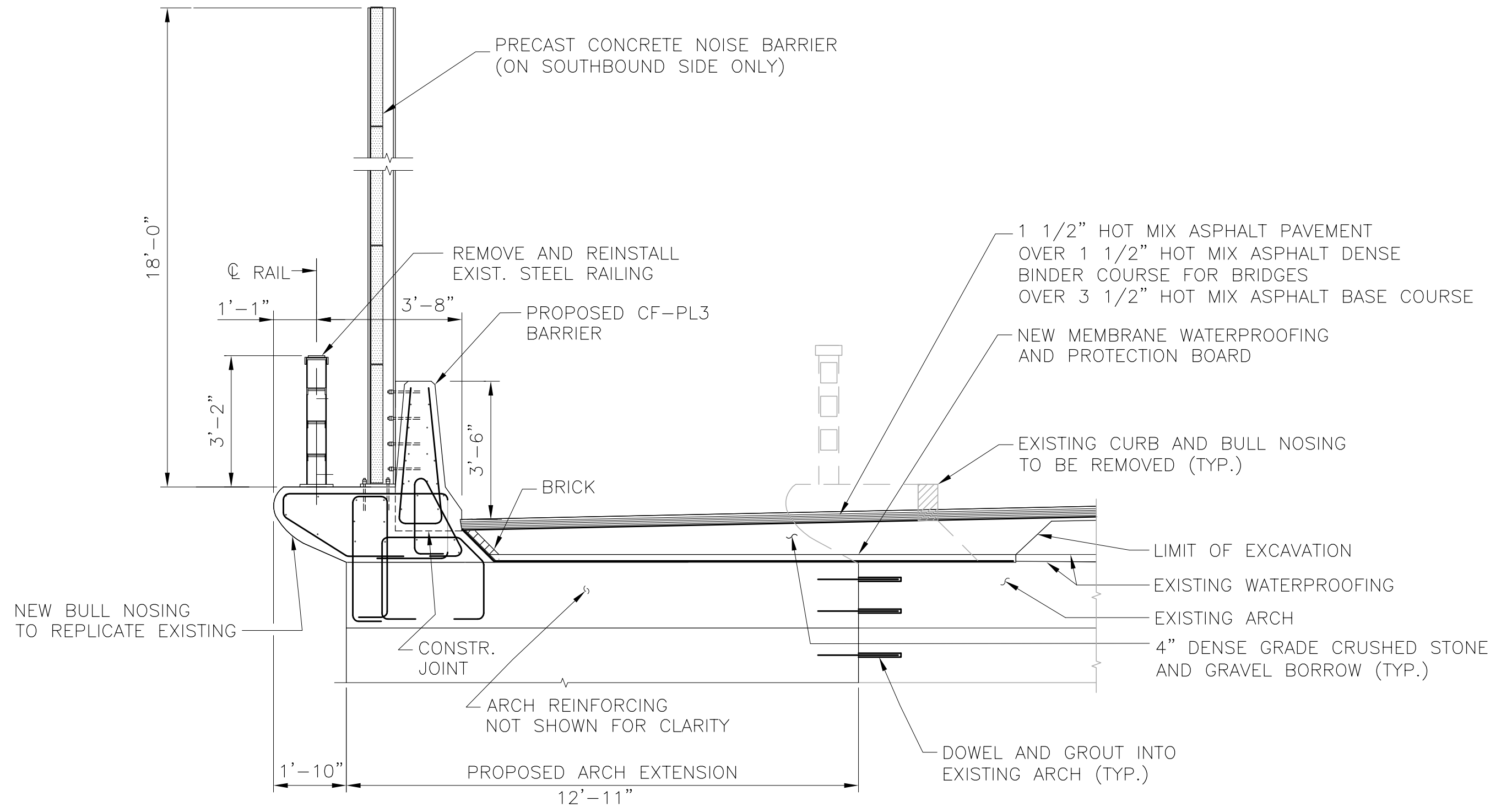
Rev 1 7-19-10



Proposed Cross Section
Approx. Scale: 1"=10'-0"

**I-95/I-93 (Route 128) Transportation Improvement Project (Bridge-V)
I-95/Route 128 Over Central Avenue
Needham, MA**

Figure 1



PROPOSED TYPICAL SECTION AT NOISE BARRIER

SCALE 1/2" = 1'-0"

Rev 1 7-19-10



**Proposed Typical Section
at Noise Barrier**

Approx. Scale: 1" = 2'-0"

**I-95/I-93 (Route 128) Transportation
Improvement Project (Bridge-V)
I-95/Route 128 Over Central Avenue
Needham, MA**

Figure 2