

TOWN OF WELLESLEY



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HANS LARSEN
EXECUTIVE DIRECTOR OF GENERAL GOVERNMENT

July 28, 2016

Mr. Walter Heller, P.E.
MassDOT District 6 Highway Director
185 Kneeland Street
Boston, Massachusetts 02111

RE: Route 9 (Worcester Street) at Kingsbury Street

Dear Mr. Heller,

In response to the electronic plans, specifications and estimates sent to the Town on July 14, 2016 please find the Town's top concerns below, along with an attached list of comments for your consideration. The primary concerns are as follows:

1. Video detection is considered an important tool to the Town and particularly the Police Department. We understood from previous communication that video, while not preferred for vehicle queuing, could be used for the dilemma zone detection. The necessary fiber optic lines are present in the intersection, however, the plans reference radar. The Town would prefer video detection to be installed at the intersection with the feed made available to the Town.
2. Pedestrian safety is a primary consideration at this location. Safety can be improved by extending the guard rail on the west bound side of Route 9, between the pedestrian crosswalk and Sprague Street, excepting the bus stop area and the driveway for 645 Worcester Street.
3. The plans call for a slight widening of Kingsbury Street and a reduction on the westerly curb cut radius. The Town recently reconstructed this portion of Kingsbury Street and consideration was given in the current design to accommodate larger delivery trucks, including vehicle carriers that access Linden Street from the intersection. Further, Kingsbury Street was designed as a wide aisle, shared lane (12' travel lane with 1' FOG) road, which was considered an appropriate and safe design measure to deal with the high percentage of middle school age children using the street, particularly bicyclists

who may have a varied riding confidence level. The Town believes a design with 10.5' aisles and 5' FOG lines is awkward and inconsistent with our recent work.

4. The grading associated with the partial relocation of sidewalks, particularly along the northerly right of way between Sprague and Audubon, may require some special attention to assure fences, steps and vegetation are protected.
5. The cost estimate is a concern for Wellesley, specifically the lump sum for the signals, which appears modest given the equipment specified on the plans; and the lack of geotechnical information for the mast arm supports. Wellesley has authorization from Town Meeting to spend a specified amount of funds for this project, with no ability to adjust for cost increases due to change orders without returning to Town Meeting for an additional appropriation.
6. Lack of coordination with National Grid is very concerning. It is our understanding that two projects are required to upgrade lines in Route 9 that are consistently being repaired. The Town believes both upgrades should be completed prior to any Route 9 resurfacing.

In addition to the primary concerns identified above, please find attached a detailed list of questions and possible edits compiled by our DPW Engineering Division and the Town's traffic consultant, VHB, for your consideration. We thank you for your consideration of these items and are grateful for the open and supportive positions District 6 has shown on this project.

Sincerely,



Hans Larsen

CC: Representative Alice H. Peisch
Patricia A. Levenworth, P.E., Chief Engineer, MassDOT
Terrence M. Cunningham, Chief of Police
Mike Pakstis, DPW Director
David Hickey, Town Engineer

Intersection Improvements, Route 9 (Worcester Street) at Kingsbury Street, 100% submittal
Date: July 26, 1016

Plan Comments

General comments

- Limits of work on interesting streets should be shown
- We believe the referenced standard for detectable panels allows for cast in place or precast panels and may allow for fiber or reinforced plastic panels, due to issues with sidewalk plowing, which includes some of the ramps at this intersection, we strongly recommend specifying painted cast iron panels
- Can the work on Kingsbury St be limited to within 50' of the RoW, with limited alignment, curbing and striping adjustments
- Confirm the use of sotted pavement markers

Sheet 13

- Consider tangent end treatment on median EB guardrail, approx. station 291+10

Sheet 14

- Consider increasing (or maintaining) curb radius on easterly side of Kingsbury
- Consider rounding / smoothing pedestrian sidewalk within median area
- Provide grading or other detail to accommodate abrupt grade changes at the back of sidewalk along the northerly RoW

Sheet 24

- Investigate options for EMH within ADA ramp, the depth of the vault is shallow and a specialty structure or different grading plan may be required

Sheet 26 & 27

- Show location of proposed trees
- Consider modifying tree detail to remove 2/3 of burlap and wire basket

Sheet 35 & 37

- Add R3-2 in median across from Roberts Road
- Clarify that thermoplastic paint will be reflectorized
- Consider R5-1 and R6-1 signs at the turn around
- Consider using ladder style crosswalk pattern, to comply with Town standard and be consistent with Kingsbury

Sheet 38

- Add border color "Black" to detail for sign R6-7
- Correct spelling of "Worcester" sign, D3-2
- Consider a partial yellow background for sign AP-1
- Update sign matrix any changes to sheets 35, 36 or 37 (R3-2, R5-1 and R6-1)

Sheet 40 & 41

- Show connection to Wellesley Fiber Optic
- Change radar detection to video detection

Specifications

- Electric conduit spec indicates sch 40, and the plans show sch 80, consider sch 80 for all conduit
- Confirm mast arm specification and wind speed (90 mph)
- APS, please define what audible sound / message will be used and confirm that the system will have an ambient noise feature