

# CONCEPTUAL DESIGNS AND IMPLEMENTATION

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04

## 4.1 Conceptual Design and Implementation Summary

Conceptual Plans (see Attachment B) and an implementation strategy complete this project. A topographic survey was conducted for the full length of each proposed SUP along with the flagging and surveying of environmental resource areas. This more detailed information allowed for a proof-of-concept plan set to be developed. These plans are considered preliminary and will need further development before proceeding with construction documents. As explained below, portions of the SUP shown on the Conceptual Plans have been vetted to a greater level than others. These differences influenced the recommended potential construction projects and cost breakdowns. The narrative below expands on that breakdown and includes potential impacts, permitting and next steps for each project.

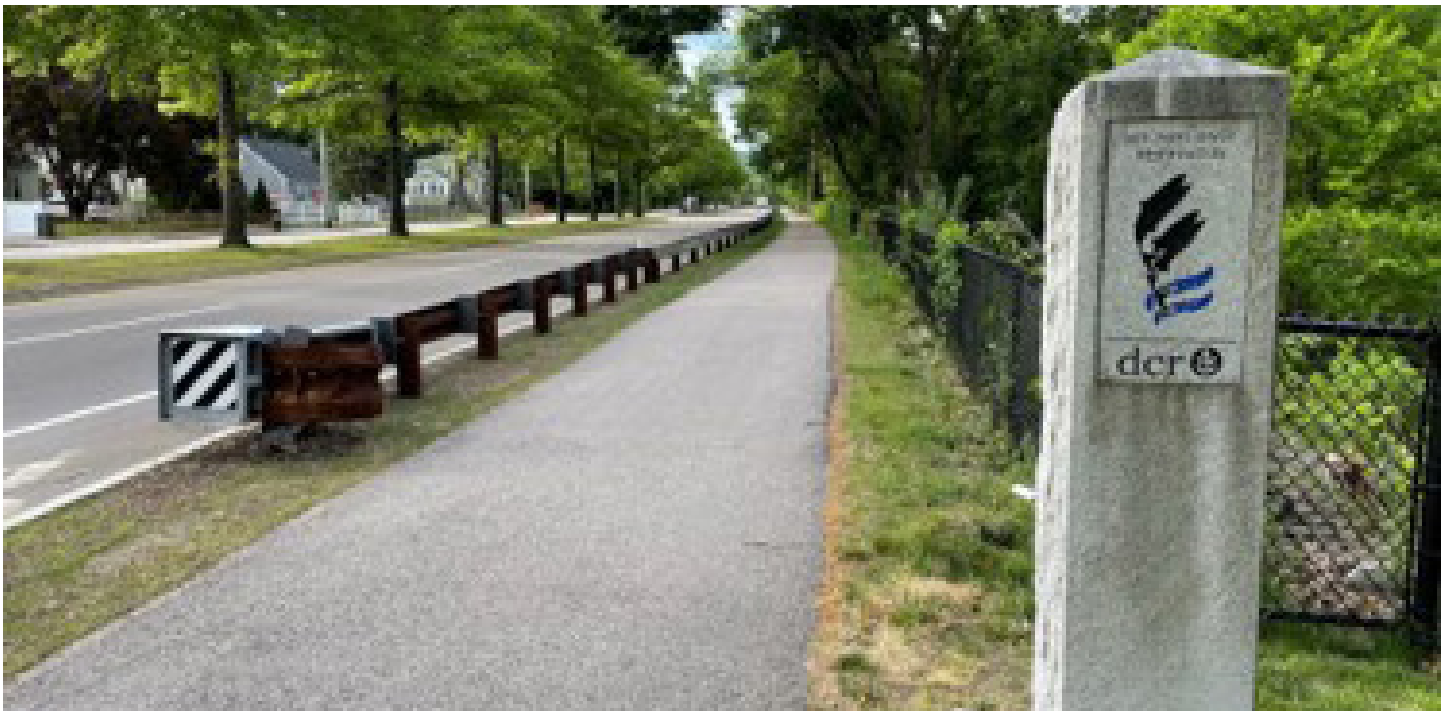


Photo: Existing Neponset River Greenway

# Opinion of Probable Construction Costs

## Conceptual Level Cost Estimate Process

The opinion of probable construction cost was developed by identifying pay items and establishing quantities based on the current Conceptual Design. The cost estimating process at the Conceptual Design level includes unit quantities and unit costs, as well as allowances to account for the level of design and for the unknown. Because a survey was completed at this point in the process available information was expanded from the Feasibility Level.

The estimate does not include future design fees, additional survey costs, costs associated with right-of-way acquisitions, permitting, wetland mitigation, inspection, construction management, the cost for ongoing maintenance, public outreach, funding planning, or client management services. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost.

## Cost

The opinion of probable construction costs for the full length of the project is approximately \$17.5 million (see Attachment C).

## Allowances

This estimate includes costs that the client should anticipate in executing the project including: a 20% design contingency to cover items that are undefined or are typically unknown prior to final design, a 10% contingency for change orders during construction, 15% construction engineer of record and a 3-year escalation. The attached opinion of probable construction costs includes the

assumptions made for its development – some of the more relevant include:

- The Boardwalk price per square foot is an average of recently constructed local projects employing hardwood decking, helical piers, and railings.
- The Bridge price per square foot includes substructure (foundations, columns, abutments, etc.), superstructure (beams, girders, truss, deck slab), wearing surface, and railings, and is based on an average of recently constructed local bridge costs per square footage of the assumed bridge deck.
- The Traffic Signal Modifications lump sum unit price assumes new traffic signal equipment for the reconfigured intersection of Neponset Valley Parkway and Truman Parkway and the new rectangular rapid flashing beacons on the northern leg of the intersection of NVP at Brush Hill Road.

Due to the variability in context, further public engagement needs, and costs for different areas of the project, three Potential Construction Projects have been identified and are summarized below with associated cost estimates.



Photo: Neponset Valley Parkway looking east to Truman Parkway

# Potential Impacts and Permitting

## Existing Infrastructure

The proposed shared use paths and corresponding roadway changes will impact some existing infrastructure in the project area as summarized below.

### Right of Way

The proposed shared use paths fall completely within DCR property and parkways. However, there are changes proposed for some adjacent spaces:

### Intersecting Streets

Minor adjustment are proposed for streets intersecting with the DCR parkways that are necessary for smooth transitions back to existing conditions.

### MBTA Commuter Rail Parking Lot Entrance

A pedestrian space is proposed in this area which includes bicycle parking, seating, signage and a kiosk to provide information, maps, etc. This space will serve both transit users and those using the shared use path.

### Town of Milton Recreation Fields

A small space is proposed in this area for a walkway connection and bicycle parking.

## Drainage System

The proposed shared use paths will impact the existing drainage systems on Truman Parkway and Neponset Valley Parkway (west and east) for two types of situations:

- Where existing travel lanes are reclaimed as landscape, the existing patterns of stormwater runoff will change and necessitate new catch basins along both parkways.
- Green stormwater management is proposed along both parkways which will need associated underdrainage and connections, as well as upgrading some catch basins to also serve as inlets to the rain gardens or water quality swales.

## Traffic signals

As discussed above, several intersections will be upgraded as part of the proposed paths necessitating changes to the traffic signals at the following locations:

### Truman Parkway / Neponset Valley Parkway Intersection

Upgrades to this signalized intersection will include new mast arms, signal equipment, and signal retiming to account for the changed geometry.

### Wolcott Square

The new traffic signals in this area will likely need retiming to accommodate the share use path movements.



Photo: Truman and Neponset Valley Parkway Intersection



## Neponset Valley Parkway / Brush Hill Road Intersection

Rectangular rapid flashing beacons are proposed on both sides of the shared use path road crossing.

### Utility Poles

There are around 5 existing utility poles that the paths intersect. During the next design phases, adjustments to the alignment can be examined to remove these impacts, or new locations for the poles will be identified.

### Environmentally Sensitive Areas

As described above in the Existing Conditions section of this report, delineation of jurisdictional wetland resource areas was performed along the selected project alignment site and an environmental permitting assessment was done for the work shown on the Concept Plans. The study area has been evaluated for ecological resources and environmental permitting implications in an attempt to identify the level of effort and permit programs necessary to build the trail alignment. Attachment D presents the existing conditions on the site and then summarizes the ecological/ environmental permitting programs and thresholds expected to be encountered.

In summary, environmental permitting for the construction of the full length of the shared use paths in the project area will require a minimum of:

- A Notice of Intent with the both the Boston and Milton Conservation Commissions (filed jointly with MassDEP).
- A License with the MassDEP Chapter 91 Waterways Program for a new pedestrian/ trail bridge crossing the Neponset River in Fowl Meadow. Reconfiguration of the travel lanes and accommodation of the trail on the existing bridge on the Truman Parkway may be classified as a Minor Modification or exempt maintenance, depending on the extent of any changes to the bridge structure.

- An Environmental Impact Report (EIR) under the Massachusetts Environmental Policy Act (MEPA). As a project undertaken by an agency of the Commonwealth, the Greenway extension meets the initial jurisdiction for the Executive Office of Energy and Environmental Affairs (EEA) for review under MEPA. Any project greater than ½ acre in an Area of Critical Environmental Concern, will be expected to exceed review thresholds and require an Environmental Notification Form (ENF). Recent changes to regulations will require that any ENF filing be elevated to an EIR due to the presence of Environmental Justice communities directly at, or within one mile of the project site.
- A Self Verification Notification Form under the US Army Corps of Engineers (USACE) Section 404 of the Clean Water Act for less than 5,000 square feet of impact to Waters of the United States. This permit application may elevate to a Pre-Construction Notification (PCN) if USACE determines that the Neponset River is a Navigable River under the Section 10 Rivers and Harbors Act, since a new crossing is proposed. Either permit category will be submitted under the Massachusetts General Permit.



Photo: Neponset River tributary east of Truman Parkway

- Project Review with Massachusetts Natural Heritage and Endangered Species Program (NHESP) under Massachusetts Endangered Species Act (MESA) and implementing regulations (321 CMR 10.00) for activities within mapped Priority Habitat of Rare Species and Estimated Habitat of Rare Wildlife. This may be streamlined with the NOI submittal under WPA or may elevate to a Conservation and Management Permit with NHESP.
- Federal permits and/or MEPA review will require various consultations including federal endangered species such as the Northern Long-eared bat with US Fish and Wildlife Service, Section 106 and State Chapter 254 Cultural/ Archeological review with Massachusetts Historical Commission (MHC), and Essential Fish Habitat or Time of Year restrictions with MA Division of Marine Fisheries and National Marine Fisheries Service.
- Electronic Notice of Intent (eNOI) Coverage under the EPA National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) for land disturbance greater than one acre.



Photo: Historic Paul's Bridge Sign

## Areas of Archaeological Sensitivity

As described above in the Existing Conditions section of this report, cultural resources due diligence, including an archaeological sensitivity assessment and identification of aboveground historic resources was conducted within the project area as part of a feasibility study of the project. While the full report has been provided to DCR, it is not included herein because it contains confidential information that is not for public distribution. However, summary mapping can be found in Attachment E, Existing Conditions Inventory and Site Analysis Report.

Along the proposed shared use paths, there are zones of high, moderate, and low archaeological sensitivity. As design progresses for each of the potential project areas, consultation with the Massachusetts Historical Commission (MHC) and with local, state, and federally-recognized Native American tribes should be had regarding the potential for these projects to affect both known and unrecorded cultural resources.

Future actions that may or may not be subsequently recommended could include a comprehensive historic architectural and/or archaeological reconnaissance survey to refine the preliminary archaeological sensitivity assessment. A reconnaissance survey and tribal consultations should be conducted in advance of construction activities that involve ground disturbances and in coordination with the DCR's Office of Cultural Resources (OCR).

## 4.2 Potential Construction Projects

As mentioned above, portions of the SUP shown on the Conceptual Plans have been vetted to a greater level than others. Due to the late inclusion to the project, the shared use path from Meadow/Truman/NVP intersections west to the Readville Commuter Rail Station has not had as rigorous a public and stakeholder engagement process as the rest of the project. Additionally, the nature of each project is different. For example, the western SUP

and the stretch of Greenway along Truman Parkway are, in large part, roadway projects opposed to a trail project, which may better describe the off-road eastern section from Meadow/Truman/NVP intersections to Blue Hill Avenue. These differences influenced the three recommended potential construction projects and cost breakdowns below.

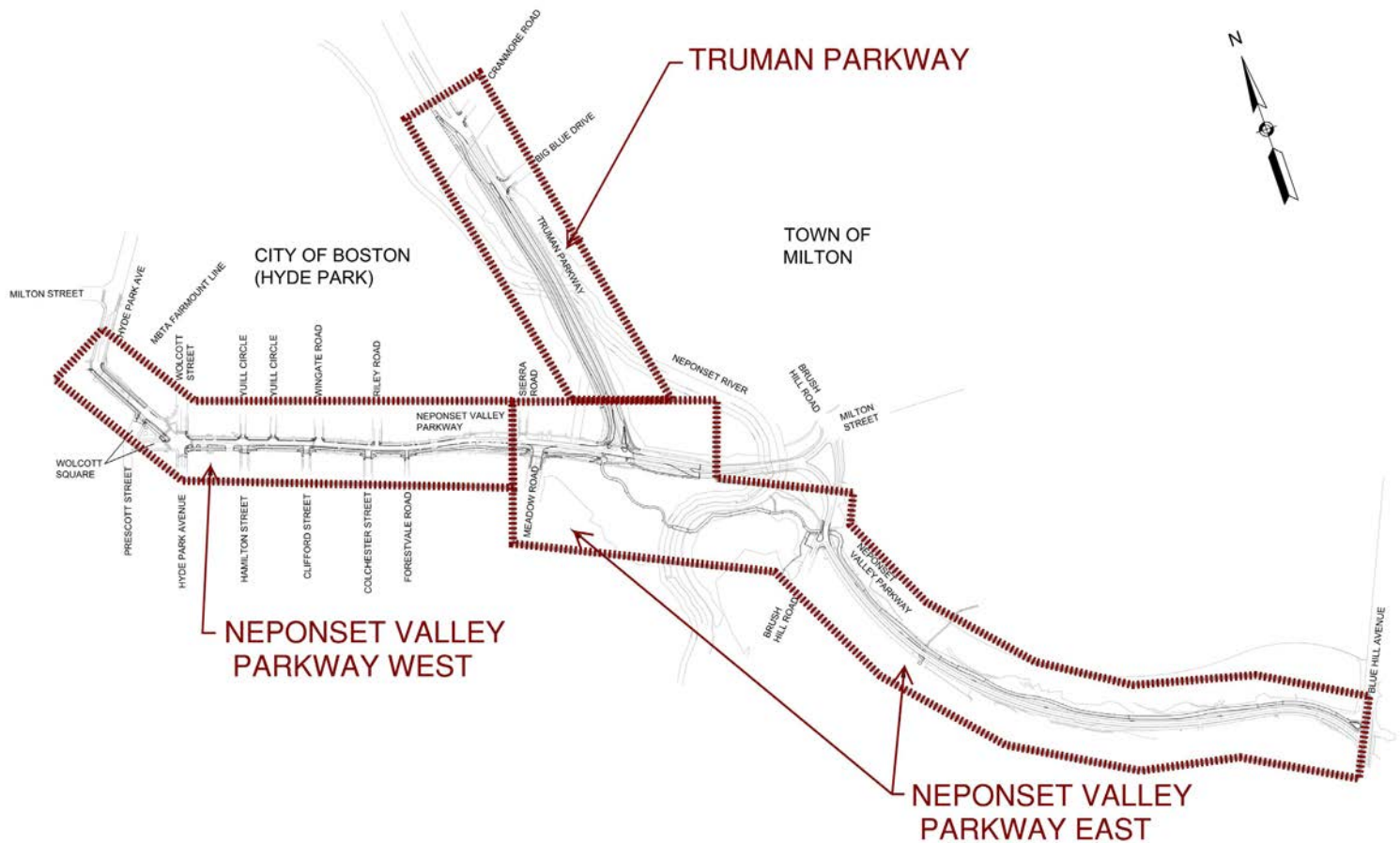


Figure 53: Potential Construction Projects



## Neponset Valley Parkway East

This potential project would start at the current terminus of the Neponset River Greenway to the north and Meadow Road to the east, and includes the Truman/NVP intersection, through Fowl Meadow, the NVP intersection at Brush Hill Road and east to Blue Hill Avenue at which point it will meet a future SUP planned by MassDOT that will connect to the Blue Hills Visitor Center. This connection received support from the community and stakeholders and was positively vetted with the various DCR departments. It is also a priority connection for the DCR and as such it will likely move forward towards implementation before the other projects. This shared use path is the longest of the three sections with the highest estimated construction costs and the most complicated environmental permitting and various potential impacts, all of which are described below. As such, it is recommended to be constructed in phases (refer to the inset plan).

### Phase 1:

Area A Wooded trail and Neponset River crossing  
Area B Burma Road Trail parking lot and Brush Hill Road /Neponset Valley Parkway intersection

### Phase 2:

Area C Intersection of Truman Parkway and Neponset Valley Parkway  
Area D Meadow Road to Truman Parkway

### Phase 3:

Area E Neponset Valley Parkway between Brush Hill Road and Blue Hill Avenue

## Opinion of Probable Construction Costs

The opinion of probable construction costs for this stretch of SUP is approximately \$9.9 million (see Attachment C), with the following breakdown by Phase:

Phase 1 Total: \$2,763,800  
Area A: \$1,773,800  
Area B: \$ 990,000

Phase 2: \$2,937,420  
Area C: \$2,206,350  
Area D: \$ 731,070

Phase 3/Area E: \$4,219,530

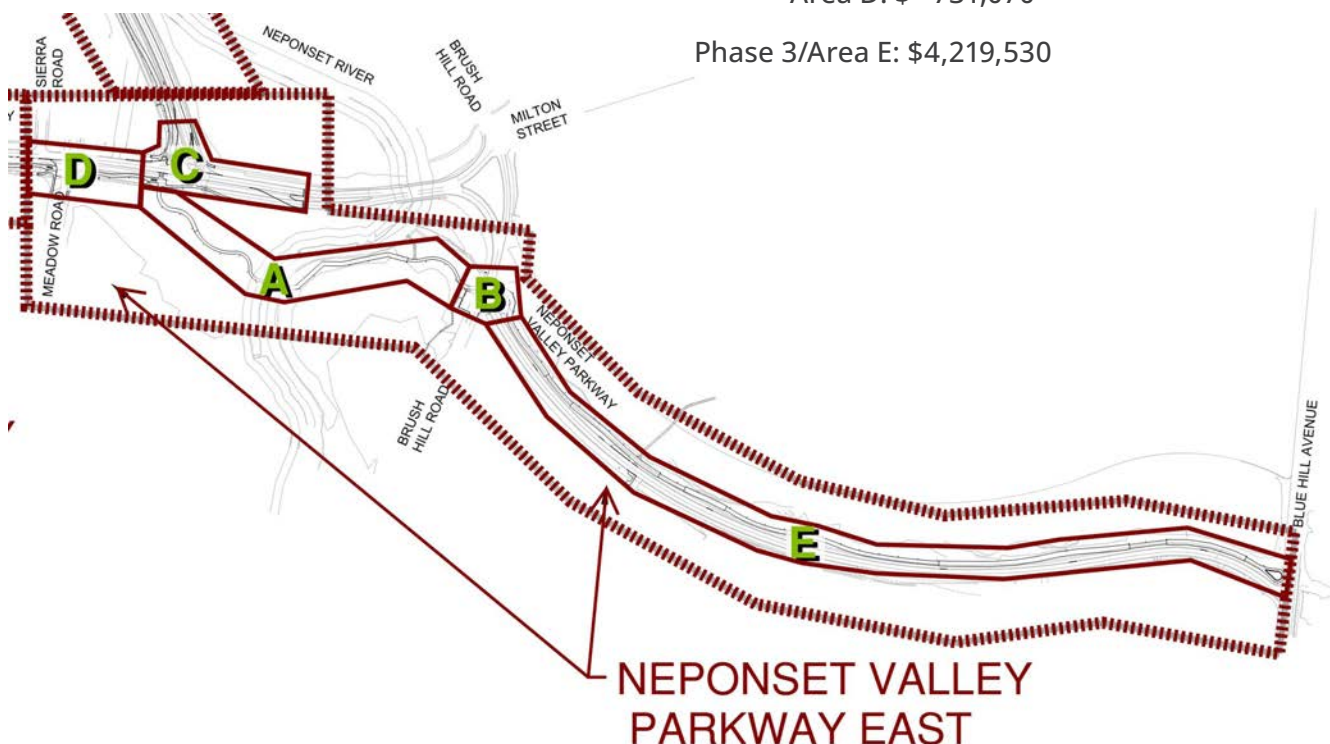


Figure 54: Potential NVP East Project



## Environmental Permitting

Several conditions within the project scope influence the need for environmental permitting: the presence of Environmental Justice communities within one mile of the project site; the proposed pedestrian/trail bridge crossing the Neponset River in Fowl Meadow; the project is greater than ½ acre in an Area of Critical Environmental Concern; likely less than 5,000 square feet of impact to Waters of the United States; work within mapped Priority Habitat of Rare Species and Estimated Habitat of Rare Wildlife; greater than one acre of land disturbance; and the project will be undertaken by an agency of the Commonwealth. As such, this shared use path project will minimally require the following environmental permitting (see detailed descriptions above):

- A Notice of Intent with the both the Boston and Milton Conservation Commissions (filed jointly with MassDEP).
- A License with the MassDEP Chapter 91 Waterways Program
- An Environmental Impact Report (EIR)
- A Massachusetts General Permit Self Verification Notification Form or Pre-Construction Notification (PCN)
- Project Review (or Management Permit) with Massachusetts Natural Heritage and Endangered Species Program (NHESP)
- Consultations including: federal endangered species such as the Northern Long-eared bat with US Fish and Wildlife Service, Section 106 and

State Chapter 254 Cultural/Archeological review with Massachusetts Historical Commission (MHC), and Essential Fish Habitat or Time of Year restrictions with MA Division of Marine Fisheries and National Marine Fisheries Service.

- Electronic Notice of Intent (eNOI) Coverage under the EPA National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP)

## Truman Parkway

As described above, the Neponset River Greenway will meander along the west side of Truman Parkway which will be converted to an enlarged landscaped area. This change along Truman Parkway was received with strong support from the community and positively vetted with the various DCR departments. With that, this stretch of the shared use path is ready to move into design development towards implementation in a relatively short time span.

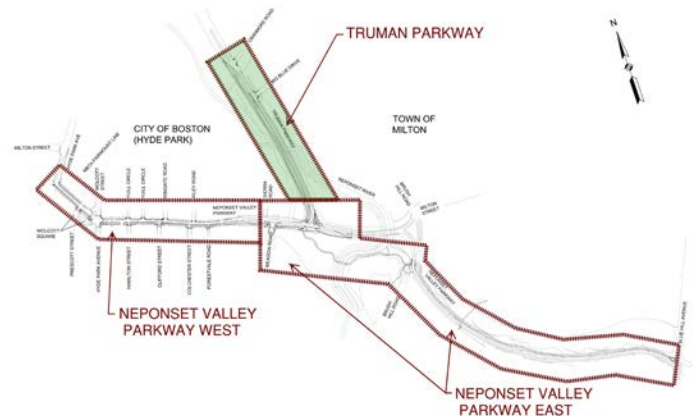


Figure 55: Potential Truman Parkway



Photo: Neponset Valley Parkway



Photo: Existing Neponset River Greenway along Truman Parkway

## Opinion of Probable Construction Costs

The opinion of probable construction costs for this stretch of SUP is \$4 million (see Attachment C).

## Environmental Permitting

While this project will not fall within the ACEC boundaries, influencing the need for environmental permitting is the reconfiguration of the travel lanes and accommodation of the SUP on the existing bridge on the Truman Parkway, the presence of Environmental Justice communities within one mile of the project site, greater than one acre of land disturbance and the project will be undertaken by an agency of the Commonwealth. As such, this shared use path project will minimally require the following environmental permitting (see detailed

descriptions above).

- A Notice of Intent with the both the Boston and Milton Conservation Commissions (filed jointly with MassDEP).
- A License with the MassDEP Chapter 91 Waterways Program
- An Environmental Impact Report (EIR)
- Consultations including federal endangered species such as the Northern Long-eared bat with US Fish and Wildlife Service, Section 106 and State Chapter 254 Cultural/Archeological review with Massachusetts Historical Commission (MHC), and Essential Fish Habitat or Time of Year restrictions with MA Division of Marine Fisheries and National Marine Fisheries Service.

## Neponset Valley Parkway West

Due to the late inclusion of this connection to the project, it is the least developed and has had less public input and stakeholder vetting. The study found it feasible to implement a SUP along NVP to the Readville Commuter Rail Station, and the proposed cross-sections and the Conceptual Plan show the recommended approach. However, there are some additional alternatives that should be considered, and public and stakeholder support should be gathered for the project to move forward.

## Opinion of Probable Construction Costs

The opinion of probable construction costs for this stretch of SUP is \$5.5 million (see Attachment C).



Photo: NVP looking west at Meadow Road

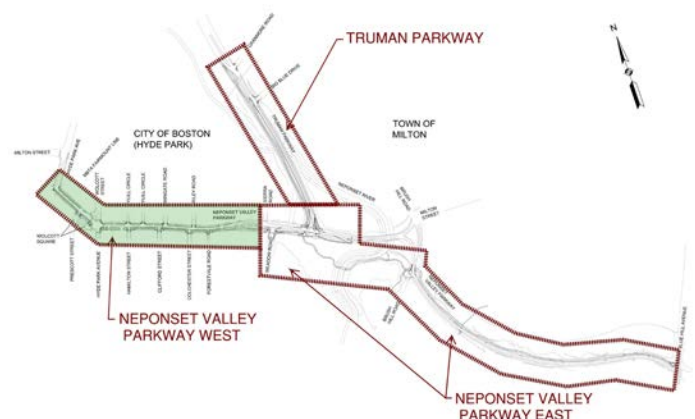


Figure 56: Potential NVP West Project



## Environmental Permitting

Influencing the need for environmental permitting is the presence of Environmental Justice communities within one mile of the project site, the project is greater than ½ acre in an Area of Critical Environmental Concern, work within mapped Priority Habitat of Rare Species and Estimated Habitat of Rare Wildlife, greater than one acre of land disturbance and the project will be undertaken by an agency of the Commonwealth. As such, this shared use path project will minimally require the following environmental permitting (see detailed descriptions above).

- A Notice of Intent with the Boston Conservation Commission.
- An Environmental Impact Report (EIR)
- Project Review with Massachusetts Natural Heritage and Endangered Species Program (NHESP) under Massachusetts Endangered Species Act (MESA)

- Consultations including: federal endangered species such as the Northern Long-eared bat with US Fish and Wildlife Service, Section 106 and State Chapter 254 Cultural/Archeological review with Massachusetts Historical Commission (MHC), and Essential Fish Habitat or Time of Year restrictions with MA Division of Marine Fisheries and National Marine Fisheries Service.
- Electronic Notice of Intent (eNOI) Coverage under the EPA National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) for land disturbance greater than one acre.



Photo: Proposed Neponset River Greenway along Neponset Valley Parkway

## 4.3 Next Steps

This feasibility study and conceptual design was the first step towards implementing an extension of the Neponset River Greenway to the Blue Hills and Readville. Each of the potential construction projects identified above will move forward along separate timelines but should generally move through similar design phases: Design Development, 25% Design, 75%, 100% and BID Construction Documents.

### MassDOT Design Process

If one of the potential construction projects is administered through the MassDOT Highways program, phases of design will include a 25% design package with preliminary cost estimate, and a functional design report (FDR) documenting the safety analysis, operational analysis, and design justification for elements such as modified geometry, changes in traffic control, and bicycle and pedestrian accommodations. At that stage in the design, direct abutters are identified and informed of their proximity to the proposed project. An Abutters Meeting may be held separate from the design public hearing as part of a continued public engagement effort. After approval of the 25% design package, the project can advance to final design, with typical milestones being 75% plans, 100% plans, and Plan, Specification, and Estimates (PS&E).

### Permitting and Agency Coordination

Environmental permitting and archaeological reconnaissance surveys should be done during the development of the construction documents. The following additional steps are also recommended prior to or during the development of construction documents.

### Traffic Counts

As part of a previous DCR project, traffic volumes were obtained by others in 2021 for the 'Triangle' intersection of Neponset Valley Parkway at Milton Street and Brush Hill Road. As part of this project,

traffic counts were obtained at Wolcott Square in 2023. As part of the next phase of design, additional current traffic counts should be obtained for the following locations:

- Truman Parkway / Neponset Valley Parkway intersection
- Meadow Road / Neponset Valley Parkway intersection
- Brush Hill Road / Neponset Valley Parkway intersection

### Survey

Along the Neponset River additional detailed resource area delineation will be needed suitable for design of the stream crossings to determined impact areas.

### Test Pits

Additional borings and/or test pits will be needed in the same areas along the Neponset River as the additional survey mentioned above for a geotechnical analysis for structural design of the proposed bridge. Soil profiles will also be needed in areas proposed for green stormwater management, and traffic signals.

### Public Engagement

Input and feedback from elected officials, stakeholders and the public are needed to confirm and further develop the design for the shared use path along Neponset Valley Parkway west from Meadow Road to the Readville Commuter Rail Station. For all projects, additional public engagement should minimally include outreach at the beginning of construction documents and prior to bidding the project.



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