

Categorical Exclusion (CE) Determination Project Narrative

Project Information

Project Name: WESTFORD – REHABILITATION OF BOSTON ROAD

Route or Road Name: Boston Road

MassDOT Project Number: 609035

City/Town: Westford

Project Cost/Programming:
\$ 10,678,894.00 (75% Submittal TFPCC)
\$ 9,249,040.00 (NMCOG)

MassDOT District: 3

Project Manager or Preparer:
Jonathan E. Freeman, EIT, RSP1

Project Description

This proposed project encompasses a 1.05-mile section of Boston Road from Main Street (Westford Town Center) to the Interstate 495 (I-495) interchange within the Town of Westford. The improvements include redefining the cross-section to include a 5-foot bicycle lane and 11-foot travel lane in each direction through the project limits. The improvements also include the construction of sidewalks with vertical granite curbing along the easterly side of Boston Road from Main Street to the I-495 SB Ramps and along the westerly side of Boston Road from the Westford Fire Station to the I-495 SB Ramps; construction of ADA/AAB-compliant curb ramps at corridor intersections; modifying traffic signal timings, phasing, and accessible pedestrian signal infrastructure at the I-495 SB Ramps and I-495 NB Ramps; reconstruction of the existing storm drain infrastructure; water line replacement; full depth pavement reclaim throughout the corridor; and new pavement markings and signs.

A. Purpose and Need

Boston Road is classified by MassDOT as an urban minor arterial roadway and links commuters from Main Street and Depot Street within Westford Town Center to I-495 and the Route 110 commercial corridor to the south. Improvements along the Boston Road corridor will help improve safety and mobility for residents, bicyclists, and pedestrians within the area and commuting vehicles passing through headed to I-495 and Route 110. The existing corridor presents several deficiencies including poor pavement and sidewalk conditions, non-continuous pedestrian accommodations, lack of bicycle accommodations, unsafe pedestrian crossings, excessive vehicle speeds (85%=40 to 43 mph; statutory/posted=30 mph), and insufficient/degraded stormwater infrastructure with inadequate treatment. The purpose of the project is to address these deficiencies

B. Alternatives

Alternatives considered include the *No-Build Alternative*, *Alternative 1* (sidewalk and bike lanes each side); *Alternative 2* (sidewalk one side; bike lanes both sides), *Alternative 3* (shared-use path one side), and *Alternative 4* (sidewalk one side).

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- No-Build Alternative – The No-Build Alternative would result in continued lack of accessibility and unsafe conditions for pedestrians and bicyclists, allow for continuation of excessive vehicle speeds, and further degradation of the pavement surface. Poor performance of the stormwater drainage system would also continue, which results in exacerbating erosion and discharge of untreated stormwater runoff to adjacent wetland resources.
- Alternative 1 – Alternative 1 includes 5.5-foot sidewalks and 5-foot bicycle lanes on each side of the roadway, resulting in a 42-foot wide footprint. This alternative was dismissed from further consideration due to the magnitude of impacts to trees, stone walls, and right-of-way.
- Alternative 2 – Alternative 2 includes a 5.5-foot sidewalk on the east side of the roadway and 5-foot bicycle lanes on both sides, resulting in a 37.5-foot wide footprint. This alternative was identified as the preferred alternative and was generally viewed as the best compromise between providing improved accommodations for pedestrians and bicyclists, and limiting impacts.
- Alternative 3 – Alternative 3 includes an 8-foot to 10-foot shared-use path with variable width grass buffer on the east side of the roadway and 2-foot shoulders on both sides, resulting in a 37 to 41-foot wide footprint. While the narrow shoulders were preferred by some due to a belief that they would result in slower travel speeds, they were considered by others to be a concern due to potential off-tracking of large vehicles, given the horizontal curvature of the roadway, and the likelihood of parked delivery or landscaper vehicles to obstruct traffic. Concerns were also raised about the potential conflict between bicycles travelling at high speed and pedestrians on the shared-use path, given the steep vertical grades along the corridor. These concerns, combined with the magnitude of impacts, and anticipated challenges obtaining design exceptions, resulted in this alternative being dismissed from further consideration.
- Alternative 4 – Alternative 4 includes a 5 to 5.5-foot sidewalk with variable width grass buffer on the east side of the roadway and 2-foot shoulders on both sides, resulting in a 31.5 to 34-foot footprint. While this alternative was attractive to many, given the minimal impacts beyond the current corridor footprint, it was dismissed from further consideration primarily because it was believed that it would not be a viable candidate to receive funding through the State Transportation Improvement Program (STIP), due to the lack of bicycle accommodations.

C. Existing Conditions, Environmental Impacts and Mitigation Measures

1. Wetlands and Waterways

Three areas of Bordering Vegetated Wetland (BVW) were identified in proximity to the project limits. The A-series BVW is a forested swamp and freshwater marsh behind 70 Boston Rd. The B-series BVW is a dense scrub shrub swamp delineated just north of the A-series BVW, that connects off site to the A-series BVW. The C-series BVW designates an additional section of the A and B-series wetland complex, extending from the rear of 66 Boston Rd. All three BVW areas are jurisdictional under both state and local wetland regulations and have associated 100-foot buffer zones extending from their delineated boundaries. No direct impacts are proposed within the above-described BVW, but construction of a portion of the proposed stormwater wetland BMP will occur within the local 50-foot no-work setback and 100-foot buffer zone to the A-series and B-series BVW. Construction operations will employ erosion control measures including, but not limited to, sediment control barrier, erosion control matting, and seeding.

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An intermittent stream was also identified between 44 Boston Rd and 1 Crown Rd. This drainage channel conveys stormwater runoff (originating from Boston Rd and upgradient slopes) from a culvert beneath Boston Rd and continues eastward toward Kings Pine Rd and eventually to the C-series BVW described above. Because the channel originates at Boston Rd and does not derive from another wetland resource, it is considered an upgradient non-jurisdictional stream under the Massachusetts Wetland Protection Act (WPA). However, it is considered to be jurisdictional under the Westford Wetlands Protection Bylaw and has an associated 100-foot buffer zone extending from its delineated banks. The proposed stormwater system will upgrade the outlet at this location with a new 15-inch flared-end section and outlet sediment trap to improve total suspended solids (TSS) removal, mitigating stormwater quality and potential erosion. A new manhole within Boston Rd, with two outlet pipes at different elevations, will allow for diversion of stormwater to manage peak flows that outlet to this stream consistent with the existing condition. Associated with the construction of improvements to this outlet, approximately 261 square feet of fill is proposed within the delineated banks of the intermittent stream.

2. Threatened and Endangered Species

According to the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) online mapping tool, the Northern long-eared bat (NLEB) (*Myotis septentrionalis*) may be found within the project limits. A NLEB Streamlined 4(d) submittal form was sent to the USFWS on xx/xx/xx to satisfy informal consultation requirements under Section 7 of the Endangered Species Act (see attached). No response from USFWS was received after the passage of 30 days; therefore, the project has satisfied informal consultation requirements under Section 7.

3. Section 4(f) Properties

The project will result in the following impacts to Section 4(f) protected properties, which are listed or eligible for listing in the National Register of Historic Places:

- WSR.D – Westford Center Historic District – One fee taking and several permanent and temporary easements are required on various properties within the District.
- WSR.7 – 10 Lincoln St – A permanent utility easement and a temporary construction easement are proposed at this property.
- WSR.9 – 2 Hildreth St – Hildreth Street is also designated a Scenic Road under Westford's Scenic Roads Bylaw pursuant to MGL Section 15C, Chapter 40. A permanent utility easement and three temporary construction easements are proposed at this property.
- WSR.58 – 20 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.59 – 24 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.137 – 2 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.138 – 5 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.139 – 6 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.140 – 7 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.141 – 8 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.142 – 10 Boston Rd – A temporary construction easement is proposed at this property.

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- WSR.143 – 11 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.144 – 12 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.145 – 13 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.146 – 14 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.147 – 15 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.148 – 16 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.149 – 17 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.150 – 18 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.151 – 19 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.152 – 21 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.153 – 22 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.154 – 23 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.155 – 25 Boston Rd – A temporary construction easement is proposed at this property.
- WSR.907 – The William Metcalf Civil War Memorial is located within the triangular raised island at Boston Rd & Main St. Proposed work within the island consists of temporary tree protection and minor grading. The size of the island is increasing, which will increase the buffer between the roadway and the memorial. No direct impacts to the memorial are proposed.
- WSR.913 – A Town Layout Alteration, resulting in a small fee taking, and a temporary construction easement are proposed on Westford Common. The Layout Alteration is required to include a segment of existing public sidewalk that is currently outside of the public way.
- WSR.914 – The Westford Common Iron Watering Trough is located at the edge of the Common, approximately 4-feet behind the existing sidewalk. Proposed work in the vicinity of the trough consists of the installation of temporary tree protection fence and minor grading. No direct impacts to the trough are proposed.

One publicly-owned parcel within the project is also used for recreational purposes and may be considered a Section 4(f) protected property:

- Peace Trail – An access point to the Cub Scout Pack 95 Peace Trail currently exists on the Town-owned parcel opposite and just south of Blake's Hill Rd. The access to this area will be modified to serve as maintenance access for the proposed stormwater wetland BMP. A permanent drainage easement, permanent utility easement, and two temporary construction easements are proposed on this parcel.

4. Historic Properties

The northerly end of the project extends through the National Register-listed Westford Center Historic District. MassDOT has reviewed the proposed project under the Massachusetts Statewide Programmatic Agreement for Section 106 of the National Historic Preservation Act of 1966, as amended [36 CFR 800], and determined that the proposed work will have **No Adverse Effect** on any properties that are listed or eligible for listing in the National Register of Historic Places. Known historical resources within the project limits include:

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- WSR.D – Westford Center Historic District
- WSR.7 – 10 Lincoln St – Union Congregational Church
- WSR.9 – 2 Hildreth St – Old Fletcher Tavern
- WSR.37 – 48 Main St – First Parish Church United
- WSR.54 – 1 Hildreth St – Nathan S. Hamlin House
- WSR.58 – 20 Boston Rd – Tadmuck Club - Westford District Schoolhouse #1
- WSR.59 – 24 Boston Rd – Theodore Wells House
- WSR.137 – 2 Boston Rd – Westford Fire Cottage
- WSR.138 – 5 Boston Rd
- WSR.139 – 6 Boston Rd
- WSR.140 – 7 Boston Rd
- WSR.141 – 8 Boston Rd
- WSR.142 – 10 Boston Rd
- WSR.143 – 11 Boston Rd
- WSR.144 – 12 Boston Rd
- WSR.145 – 13 Boston Rd
- WSR.146 – 14 Boston Rd – J.H. Fletcher House
- WSR.147 – 15 Boston Rd
- WSR.148 – 16 Boston Rd
- WSR.149 – 17 Boston Rd
- WSR.150 – 18 Boston Rd
- WSR.151 – 19 Boston Rd
- WSR.152 – 21 Boston Rd
- WSR.153 – 22 Boston Rd
- WSR.154 – 23 Boston Rd
- WSR.155 – 25 Boston Rd
- WSR.189 – 45 Main St – Northern Bank and Trust Company
- WSR.907 – Boston Rd – William Metcalf Civil War Memorial
- WSR.913 – Main St – Westford Common
- WSR.914 – Main St – Westford Common Iron Watering Trough

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5. Noise

According to the descriptions provided in the "Massachusetts Department of Transportation Type I and Type II Noise Abatement Policies and Procedures" document, this project is not a Type I action requiring a noise assessment. The proposed work will take place within the existing disturbed footprints of roadways. Operation of heavy equipment during the construction phase may cause a temporary increase in noise levels, however, noise levels will return to normal upon completion of the project.

6. Right-of-Way Requirements

The construction of the pedestrian sidewalk, bicycle lanes, and flush cobblestone islands will provide increased safety and accessibility for all users of the roadway. With these improvements and associated stormwater drainage improvements, slope impacts, and utility relocations, three (3) fee takings, thirty-one (31) permanent easements, and fifty-seven (57) temporary easements will be required (see attached Parcel Summary Sheets in Appendix A). The Preliminary Right-of-Way plans are currently under review by the MassDOT Right of Way Bureau. As part of the project, all right of way acquisitions within Town/County Layout (northern half of project) are the responsibility of the Town of Westford, and all right of way acquisitions within State Highway Layout (southern half of project) are the responsibility of MassDOT. All right of way acquisitions will be completed in accordance with the Uniform Relocation Assistance and Property Acquisition Act of 1970, as amended.

Two impacted properties are subject to Article 97 legislative action. An Agricultural Preservation Restriction (APR) is in place on 66-68 Boston Rd. Unavoidable impacts to that parcel will require a State Highway Layout Alteration, resulting in a small fee taking, and require acquisition of permanent slope and utility easements, and a temporary construction easement. A Conservation Restriction is in place on the Orchard Hill property abutting Boston Rd opposite Crown Rd (address identified as Blake's Hill Rd). Unavoidable impacts to that parcel will require acquisition of three permanent utility easements and five temporary construction easements.

7. Other Environmental Impacts

FEMA indicates that portions of the A-series BVW described above are within mapped 100-year floodplain. There is no elevation provided on the FEMA maps; however, the portion of the floodplain which extends beyond the limits of the delineated BVW is regulated as Bordering Land Subject to Flooding (BLSF) under state and local wetland regulations. In addition, the local bylaw prescribes a 100-foot buffer zone to BLSF. All work will occur outside of the mapped BLSF, based on the MassGIS FEMA National Flood Hazard Layer polygons

D. Public Outreach

A number of public outreach meetings were conducted through the initial project development process to better understand the project needs, help develop the project goals, and obtain feedback on the alternatives considered. Consensus was ultimately reached, and the Select Board endorsed Alternative 2 to proceed to 25% Design.

A virtual Design Public Hearing was publicly noticed and published on MassDOT's website on January 4, 2021. A summary of the public feedback received following the meeting, and the responses provided, are included in Appendix A.

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A series of additional virtual public meetings were held in September and October 2021, prior to the 75% Design Submittal. These include a project update meeting hosted by the Westford Pedestrian Safety Committee on September 9, 2021 and Select Board meetings on September 28, 2021 and October 5, 2021. The primary concerns raised and ultimately resolved through these meetings related to the perception of excessive vehicle speeds. In response, additional measures intended to calm traffic were implemented into the project at the 75% design stage.

E. Permitting and Regulatory Review

Permit/Review	Agency	Status	Comments
4(d) Consultation	USFWS	To be Filed by MassDOT Environmental	
4(f) Consultation	MassDOT Cultural Resources Unit (CRU)	Programmatic Evaluation Underway	De minimis impacts to be confirmed
Section 106 Clearance	Massachusetts Historic Preservation Officer	Evaluation by MassDOT Cultural Resources Unit (CRU) Underway	No Adverse Effect to be Confirmed
Notice of Intent (NOI)	Westford Conservation Commission	To be submitted prior to 100% Design Submittal	
Environmental Notification Form (ENF)	MEPA	To be submitted prior to 100% Design Submittal	Required for Article 97 action per 301 CMR 11.03(1)(b)3.

Appendix A – Supporting Documentation

Attached:

- Project Location Map
- Streamlined 4(d) Consultation Form
- Section 106 Clearance
- EPA EJSCEEN Report
- Preliminary ROW Parcel Summary Sheets
- Notice of Design Public Hearing
- Design Public Hearing Comments & Responses

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Starting with Section 1, answer the questions by checking Yes or No.

After each of the following sections, there will be instructions that direct the preparer to continue to the next appropriate section of the checklist. The source(s) of the information used should be listed at the bottom of the response to each question and supporting documentation should be attached to the checklist. The preparer should refer to MassDOT's *Categorical Exclusion Project Narrative and Checklist Detailed Instructions* for further information and guidance on completing this checklist.

SECTION 1-CATEGORICAL EXCLUSIONS

YES

NO

1. Is the project on the list of CEs?

☒☐

If "Yes," the preparer should check the CE that is being considered and then complete Section 2 below. If "No," the preparer should complete Section 2 below.

List of Categorical Exclusions

Categorical Exclusions in 23 CFR 771.117(c) (The "C" List)

1. ☐ Activities that do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-Aid system revisions that establish classes of highways on the Federal Aid highway system. A feasibility study would be an example of this CE.
2. ☐ Approval of utility installations along or across a transportation facility.
3. ☐ Construction of bicycle and pedestrian lanes, paths, and facilities. Examples include walkways, sidewalks, shared-use paths and facilities, and small passenger shelters provided no new disturbance will occur.
4. ☐ Activities included in MassDOT's highway safety plan under 23 USC 402.
5. ☐ Transfer of Federal lands pursuant to 23 U.S.C. 107(d) and/or 23 U.S.C. 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.
6. ☐ Installation of noise barriers or alterations to existing publicly-owned buildings to provide noise reduction. Examples include maintenance and/or replacement of existing noise wall panels and/or posts.
7. ☐ Landscaping. Examples include herbicidal spraying; mowing or brush removal/trimming projects; and beautification or facility improvement projects (e.g., landscaping, curb and gutter replacement, installation of park benches, or decorative lighting).
8. ☐ Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur. Examples include the installation or maintenance of signs, pavement markings/raised pavement

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markers/sensors, traffic calming activities, new or replacement right-of-way fencing, and general pavement marking or "line painting" projects.

9. ☐ The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of Massachusetts and concurred by the Secretary of the United States Department of Transportation (the Secretary), or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):
- (a) [Emergency repairs](#) under the FHWA Emergency Relief Program (23 U.S.C. 125); and
 - (b) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or [transit facility](#), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:
 - (i) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and
 - (ii) Is commenced within a two-year period beginning on the date of the declaration.
10. ☐ Acquisition of scenic easements. Examples include conservation easements and mitigation easements.
11. ☐ Determination of payback under 23 USC 156 for property previously acquired with Federal Aid participation.
12. ☐ Improvements to existing rest areas and truck weigh stations. Examples include resurfacing of existing parking areas, truck stop electrification, and construction/installation of alternative energy facilities at existing facilities.
13. ☐ Ridesharing activities. Examples include transportation corridor fringe parking facilities and park and-ride lots.
14. ☐ Bus and rail car rehabilitation.
15. ☐ Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
16. ☐ Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.
17. ☐ The purchase of vehicles whose use can be accommodated by existing facilities or by new facilities which themselves are categorically excluded. An example would be the purchase or conversion of vehicles to alternative fuel uses.
18. ☐ Track and rail bed maintenance and improvements when carried out within the existing right-of-way.
19. ☐ Purchase and installation of operating or maintenance equipment to be located within the [transit facility](#) and with no significant impacts off the site.

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20. [Not Applicable]
21. ☐ Deployment of [intelligent transportation systems](#).
22. ☐ [Projects](#), as defined in 23 U.S.C. 101, that would take place entirely within the [existing operational right-of-way](#). Examples include:
- ☐ Tower lighting.
 - ☐ Guardrail installation and replacement (including median cable barriers) where roadway ditches and backslopes will not be relocated.
 - ☐ Improvements to existing MassDOT maintenance facilities.
 - ☐ Construction of new MassDOT maintenance facilities within an existing operational right-of-way.
 - ☐ Work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals.

(For CE C-22, see *Categorical Exclusion Determination Project Narrative and Checklist Detailed Instructions*).

23. Federally-funded projects:
- ☐ (a) That receive less than \$5 million of Federal funds (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor); or
 - ☐ (b) With a total estimated cost of not more than \$30 million (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor) and Federal funds comprising less than 15 percent of the total estimated project cost.

(For CE C-23, see *Categorical Exclusion Determination Project Narrative and Checklist Detailed Instructions*).

24. ☐ Localized geotechnical and other investigation to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archaeological investigations for archaeology resources assessment or similar survey; and wetland surveys. (This CE only applies to stand alone projects, not for environmental surveys being conducted as part of a project with an environmental document).
25. ☐ Environmental restoration and pollution abatement actions to minimize or mitigate the impacts of any existing transportation facility carried out to address water pollution or environmental degradation. These actions include retrofitting and construction of stormwater treatment systems to meet Federal and State requirements under Sections 401 and 402 of the Federal Water Pollution Control Act (33 USC 1341; 1342).
26. ☒ Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding [auxiliary lanes](#) or parking lanes. Examples include:
- ☐ Construction of highway safety and truck escape ramps.
 - ☐ Construction of bicycle lanes and pedestrian walkways, sidewalks, shared-use paths, or facilities and trailhead parking that do not otherwise qualify for a CE C-1 designation.
 - ☐ Beautification or facility improvement projects (e.g., landscaping, curb and gutter

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- installation and replacement, ADA ramps/curb ramps, installation of park benches, or decorative lighting).
- ☒ Implementation of Complete Street elements to improve safety and/or pedestrian, bicycle, transit, vehicular, or freight mobility.
27. ☐ Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting. Examples include lane reduction changes, provided that traffic analyses are completed.
28. ☐ Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
29. ☐ Purchase, construction, replacement, or rehabilitation of ferry vessels (including improvements to ferry vessel safety, navigation, and security systems) that would not require a change in the function of the ferry terminals and can be accommodated by existing facilities or by new facilities which themselves are within a CE.
30. ☐ Rehabilitation or reconstruction of existing ferry facilities that occupy substantially the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facility's capacity. Example actions include work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals.

Categorical Exclusions in 23 CFR 771.117(d) (The "D" List)

1. to 3. [Reserved]
4. ☐ Transportation corridor fringe parking facilities.
5. ☐ Construction of new truck weigh stations or rest areas.
6. ☐ Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7. ☐ Approvals for changes in access control.
8. ☐ Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and is located on or near a street with adequate capacity to handle anticipated and support vehicle traffic.
9. ☐ Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10. ☐ Construction of [bus transfer facilities](#) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11. ☐ Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

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12. ☐ Acquisition of a particular parcel or a limited number of parcels for [hardship](#) or [protective](#) purposes where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed. An example is right-of-way acquisition only for a bikeway/pedestrian facility (no construction).

SECTION 2-CE AND UNUSUAL CIRCUMSTANCES QUESTIONS		YES	NO
2.	Does the project induce significant impacts to planned growth or land use for the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	Does the project require the relocation of significant numbers of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.	Does the project have a significant impact on any natural, cultural, recreational, historic, or other resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Does the project involve significant air, noise, or water quality impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.	Does the project have a significant impact on travel patterns?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.	Does the project involve substantial controversy on environmental grounds?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.	Does the project have a significant impact on Section 4(f) properties or on historic properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.	Is the project inconsistent with any Federal or state requirement or administrative determination relating to the environmental aspects of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If the answer for any of the questions within Section 2 is "Yes," then the project does not qualify as a CE and an EA or EIS is required. If the answer for all the questions within Section 2 is "No," the preparer should complete Section 3 below.

SECTION 3-SEGMENTATION QUESTIONS		YES	NO
10.	Is the action a linear project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "Yes," the preparer should complete Questions 11 through 13. If the answer is "No," the preparer should not respond to Questions 11 through 13 and advance to Section 4 below.

11.	Does the project have independent utility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12.	Does the project connect logical termini?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13.	Does the project allow further consideration of alternatives for other reasonably foreseeable transportation improvements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If any of the answers for Questions 11, 12, and 13 is "No," then the project does not qualify as a CE and consultation between MassDOT and FHWA is required. If the answers for Questions 11, 12, and 13 are "Yes," the preparer should complete Section 4 below.

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SECTION 4-PROGRAMMATIC CE CONDITION QUESTIONS		YES	NO
14.	Does the project involve the permanent acquisition of more than minor amounts of right-of-way or involve non-residential or residential displacements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15.	Does the project have a substantial environmental impact from the intended future use of land involved in the sale, transfer, or lease of state-owned property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16.	Does the project have a finding of adverse effect on historic properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17.	Does the project have a disproportionately high and adverse impact on minority or low income populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18.	Is the project a Type I project requiring a noise analysis?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19.	Does the project require the use of Section 4(f) properties necessitating the preparation of an Individual Section 4(f) Evaluation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20.	Does the project require the use of Section 6(f) properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21.	Does the project require an Army Corps of Engineers Section 10 permit or Individual Section 404 permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22.	Does the project require a U.S. Coast Guard bridge permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23.	Does the project adversely affect Federally-listed threatened or endangered species or critical habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24.	Does the project involve a floodplain encroachment other than for functionally dependent uses or actions that facilitate open space use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25.	Does the project involve construction in, across, or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26.	Does the project convert prime or unique agricultural land to nonagricultural uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27.	Does the project affect a known Superfund site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28.	Does the action involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29.	Does the project involve the construction of temporary access or closure of existing road, bridge, or ramps?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Categorical Exclusion Determination Project Narrative and Checklist

MassDOT Project No. 609035

If the answers to Question 14 through 29 are "No" then the project qualifies as a Programmatic CE. If any of the answers to Questions 14 through 28 are "Yes" then the project cannot be classified as a Programmatic CE and an Individual CE approval from FHWA is required. If the answer to Question 29 is "Yes", the preparer should complete Question 30 below.

	YES	NO
30. Does the project meet the following conditions for construction of temporary access or closure of existing road, bridge, or ramps?	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none">• Provisions have been made for access by local traffic and are posted;• There will be no adverse effects on through-traffic dependent business;• The temporary access or closure of existing road, bridge, or ramps will not interfere with a local special event or festival;• The temporary access or closure of existing road, bridge, or ramps will not substantially change the environmental consequences of the project; or• There is no substantial controversy associated with the temporary access or closure of existing road, bridge, or ramps.		

If the answer to Question 30 is "Yes", then the project qualifies as a Programmatic CE. The checklist and all supporting information should be submitted to the MassDOT Project Manager.

If the answer to Question 30 is "No", then the project cannot be classified as a Programmatic CE and an Individual CE approval from FHWA is required. The preparer should attach to this checklist all supporting information to clearly establish that there is little or no potential for significant impact. The Individual CE and supporting information will be submitted to the FHWA Massachusetts Division for approval.

I concur with this categorical exclusion determination:

Director of Environmental Services
(or designee)

Date

For Individual CEs, the FHWA Division Administrator's signature is also required.

Division Administrator
(or designee)

Date

FHWA Comments/Conditions:

APPENDIX A

SUPPORTING DOCUMENTATION

PROJECT LOCATION MAP



1" = 1000'

Boston Road Improvements - Westford, Massachusetts
Project Notification Form

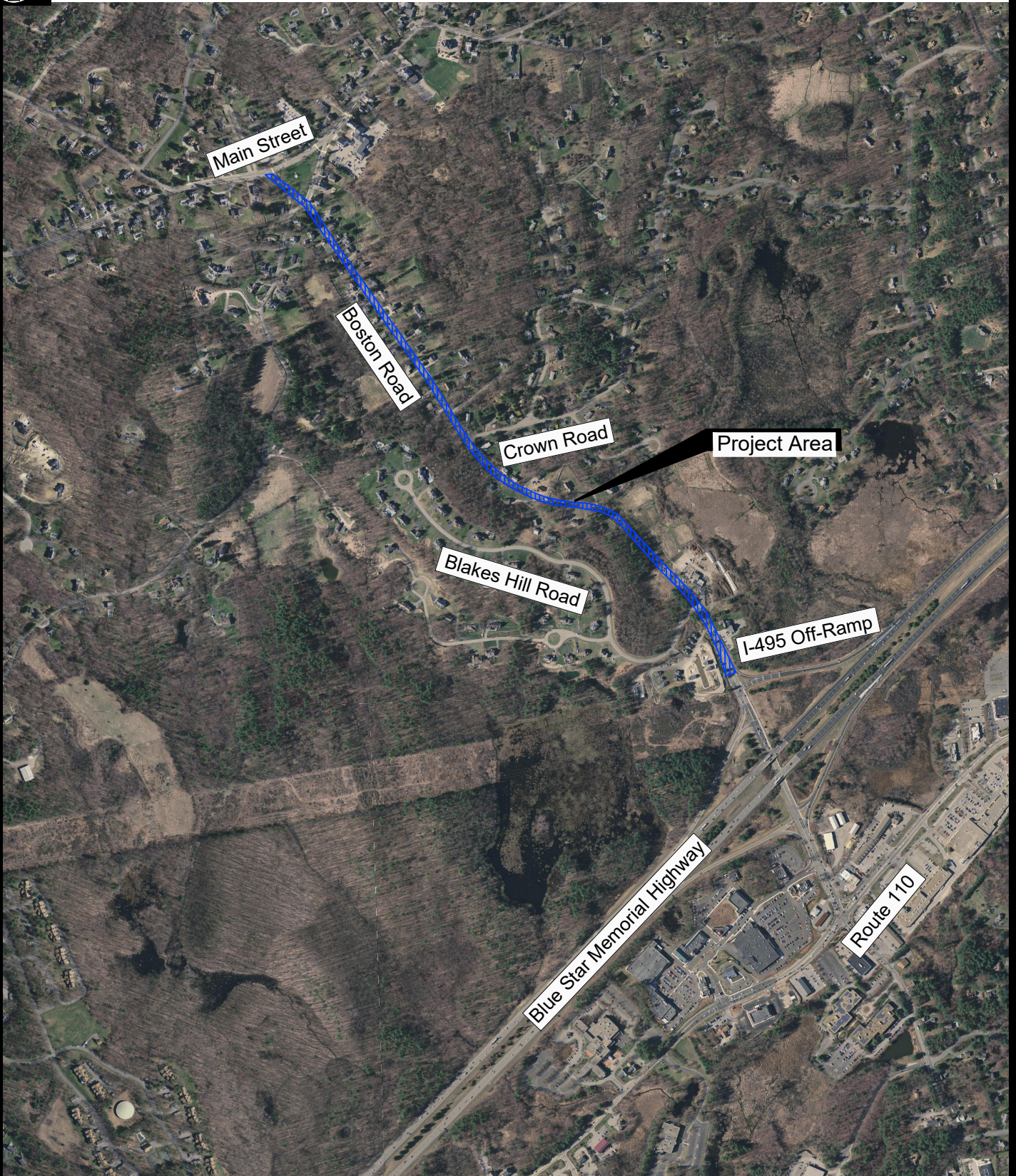


Figure 1

Project Location Map



STREAMLINED 4(d) CONSULTATION FORM

SECTION 106 CLEARANCE

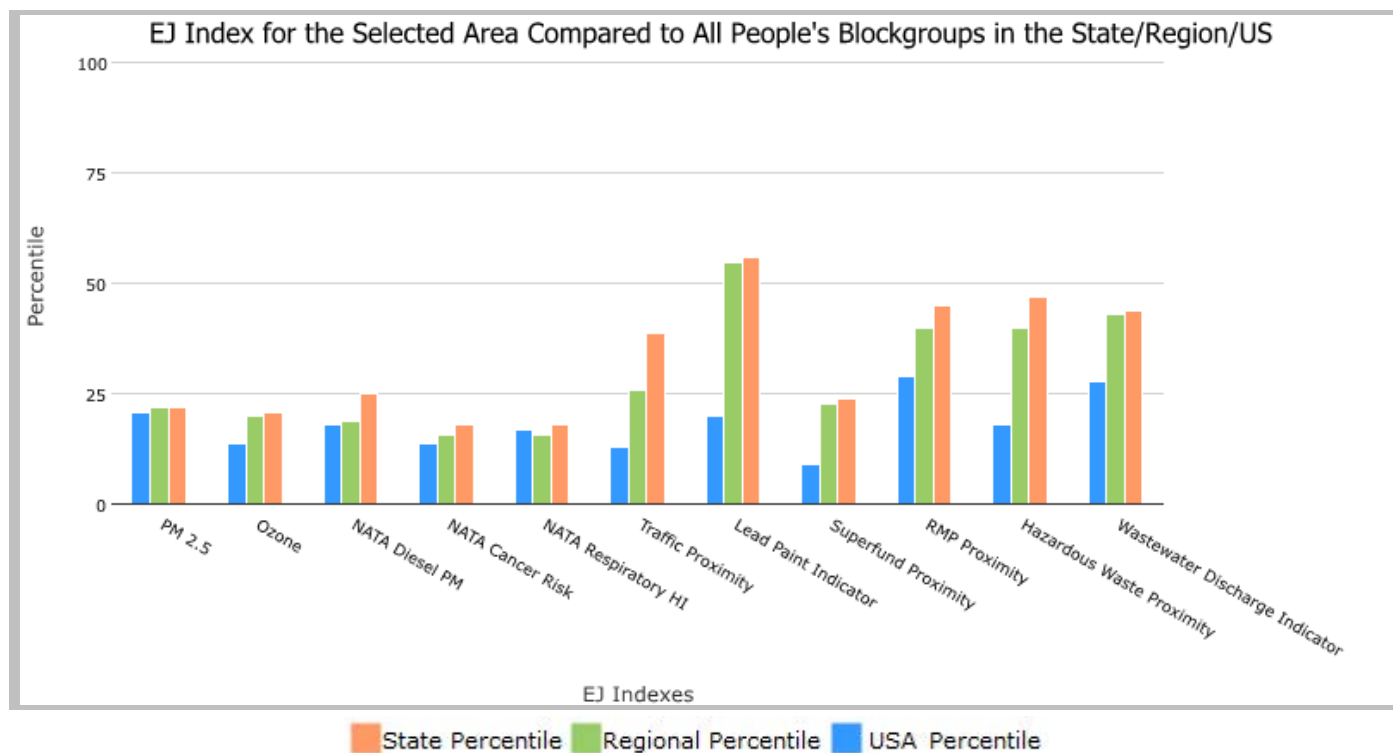
EPA EJSCREEN REPORT

1 mile Ring around the Corridor, MASSACHUSETTS, EPA Region 1

Approximate Population: 4,627

Input Area (sq. miles): 5.58

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	22	22	21
EJ Index for Ozone	21	20	14
EJ Index for NATA* Diesel PM	25	19	18
EJ Index for NATA* Air Toxics Cancer Risk	18	16	14
EJ Index for NATA* Respiratory Hazard Index	18	16	17
EJ Index for Traffic Proximity and Volume	39	26	13
EJ Index for Lead Paint Indicator	56	55	20
EJ Index for Superfund Proximity	24	23	9
EJ Index for RMP Proximity	45	40	29
EJ Index for Hazardous Waste Proximity	47	40	18
EJ Index for Wastewater Discharge Indicator	44	43	28

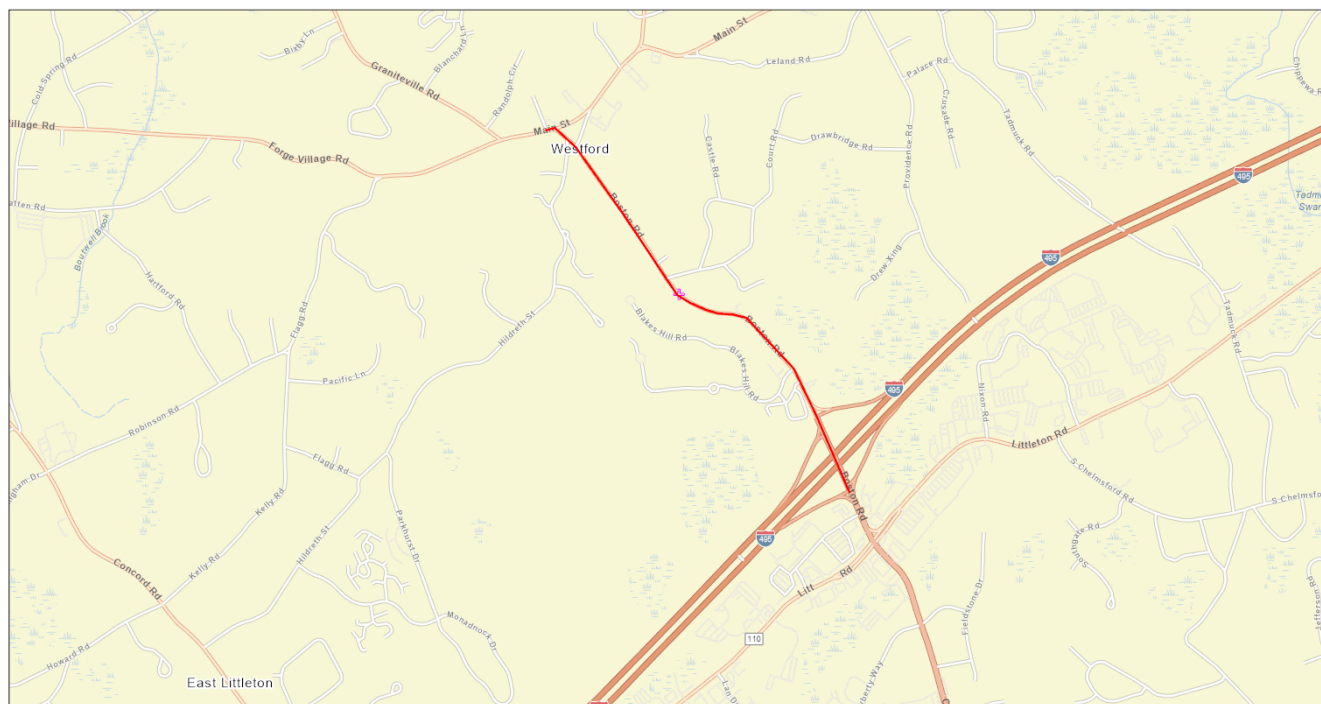


This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

1 mile Ring around the Corridor, MASSACHUSETTS, EPA Region 1

Approximate Population: 4,627

Input Area (sq. miles): 5.58



November 16, 2021

— Project 1

✚ Search Result (point)

1:18,056
0 0.15 0.3 0.6 mi
0 0.25 0.5 1 km

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, OpenStreetMap contributors, and the GIS User Community

Sites reporting to EPA

Superfund NPL

0

Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)

1

EJSCREEN Report (Version 2020)

1 mile Ring around the Corridor, MASSACHUSETTS, EPA Region 1

Approximate Population: 4,627

Input Area (sq. miles): 5.58

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in $\mu\text{g}/\text{m}^3$)	5.63	6.14	14	6.14	22	8.55	2
Ozone (ppb)	38.1	39.6	3	39.5	22	42.9	20
NATA* Diesel PM ($\mu\text{g}/\text{m}^3$)	0.279	0.413	32	0.345	<50th	0.478	<50th
NATA* Cancer Risk (lifetime risk per million)	26	26	47	25	50-60th	32	<50th
NATA* Respiratory Hazard Index	0.31	0.33	43	0.31	50-60th	0.44	<50th
Traffic Proximity and Volume (daily traffic count/distance to road)	260	1400	30	930	46	750	54
Lead Paint Indicator (% Pre-1960 Housing)	0.13	0.5	9	0.44	10	0.28	43
Superfund Proximity (site count/km distance)	0.1	0.16	59	0.15	59	0.13	67
RMP Proximity (facility count/km distance)	0.12	0.69	16	0.58	25	0.74	20
Hazardous Waste Proximity (facility count/km distance)	0.73	6.1	19	4.1	30	5	44
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	2.3E-05	0.27	35	0.7	36	9.4	47
Demographic Indicators							
Demographic Index	16%	25%	44	24%	46	36%	22
People of Color Population	23%	28%	55	24%	63	39%	40
Low Income Population	10%	23%	27	24%	24	33%	14
Linguistically Isolated Population	2%	6%	45	5%	53	4%	53
Population With Less Than High School Education	6%	10%	46	9%	44	13%	32
Population Under 5 years of age	6%	5%	62	5%	64	6%	51
Population over 64 years of age	17%	16%	60	17%	56	15%	64

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: <https://www.epa.gov/national-air-toxics-assessment>.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

PRELIMINARY ROW PARCEL SUMMARY SHEETS

PROJECT TOTALS			
AFFECTED PROPERTIES	FEE TAKINGS	PERMANENT EASEMENTS	TEMPORARY EASEMENTS
49	3	31	57

WESTFORD BOSTON ROAD			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	10	26
PROJECT FILE NO.		609035	

PRELIMINARY RIGHT OF WAY
PARCEL SUMMARY - 1 OF 4

PARCEL NO.	PLAN SHEET NO.	TITLEHOLDER	TITLE REFERENCE				AREA (S.F. +/-)						TOTAL PROPERTY AREA (S.F.)	FRONTAGE ON ROW PLAN (FT.)	PROPERTY ADDRESS	REMARKS	LAND RESTRICTION FROM THE DEED
			DEED BOOK	PAGE NO	LCC NO	CERT NO	TAKEN		EASEMENT		TOTAL TAKEN	REMAINING					
							TOWN	STATE	TYPE	AREA							
20-3	15, 21	LEAH HARRINGTON	27466	47				294			294	39,781	40,075	200	46 BOSTON ROAD	LAYOUT ALTERATION, SITE GRADING (2:1), & SIDEWALK CONSTRUCTION	
20-TE-2	15, 21	LEAH HARRINGTON	27466	47						TEMP	1,604					SITE GRADING (2:1), TREE REMOVAL, TREE PROTECTION, BOULDER REMOVAL, LOAM & SEED, & SIDEWALK CONSTRUCTION	
20-4	15, 21	VINODKUMAR RAGHAVAN BIJY VINODKUMAR	31507	70				277			277	41,976	42,253	200	48 BOSTON ROAD	LAYOUT ALTERATION, SITE GRADING (3:1 MAX), SIDEWALK CONSTRUCTION, & R&S BALANCE STONE WALL	
20-TE-3	21, 22	VINODKUMAR RAGHAVAN BIJY VINODKUMAR	31507	70						TEMP	2,937					SITE GRADING (3:1 MAX), LOAM & SEED, SIDEWALK CONSTRUCTION, R&S BALANCE STONE WALL, & CLEARING & GRUBBING	
20-6	15, 22, 23, 24	WESTFORD GATEWAY, LLC	29812	168				4,116			4,116	386,617	390,733	1,088	66-68 BOSTON ROAD	LAYOUT ALTERATION, TREE REMOVAL, SIDEWALK CONSTRUCTION, DRIVEWAY RECONSTRUCTION, LOAM & SEED, GUARDRAIL INSTALLATION, REMOVE & REBUILD BALANCE STONE WALL	ARTICLE 97 (APR)
20-S-6	22, 23, 24	WESTFORD GATEWAY, LLC	29812	168						PERM	21,855					SITE GRADING (2:1 MAX), SIDEWALK CONSTRUCTION, DRIVEWAY RECONSTRUCTION, LOAM & SEED, & REM OVE AND REBUILD BALANCE STONE WALL	
20-PUE-3	15, 22, 23, 24	WESTFORD GATEWAY, LLC	29812	168						PERM	4,039					UTILITY POLE, GUY WIRE, OVERHEAD WIRE INSTALLATION, TREE REMOVAL, SITE GRADING (2:1 MAX), & LOAM & SEED	
20-TE-13	26	WESTFORD GATEWAY, LLC	29812	168						TEMP	886					SITE GRADING (3:1 MAX)	
20-S-1-T	15, 21	DANIEL L. NEWBOWER VANESSA M. NEWBOWER	36268	170						PERM	394			200	45 BOSTON ROAD	SITE GRADING, MODIFIED ROCKFILL SLOPE WITH COMPOST TOPSOIL & SEED (2:1 MAX) & CLEARING & GRUBBING	
20-S-2-T	21	DANIEL L. NEWBOWER VANESSA M. NEWBOWER	36268	170						PERM	389					SITE GRADING, MODIFIED ROCKFILL SLOPE WITH COMPOST TOPSOIL & SEED (2:1 MAX) & CLEARING & GRUBBING	
20-S-2	21	DANIEL L. NEWBOWER VANESSA M. NEWBOWER	36268	170						PERM	472					SITE GRADING, MODIFIED ROCKFILL SLOPE WITH COMPOST TOPSOIL & SEED (2:1 MAX) & CLEARING & GRUBBING	
20-S-3	21	DANIEL L. NEWBOWER VANESSA M. NEWBOWER	36268	170						PERM	330					SITE GRADING, MODIFIED ROCKFILL SLOPE WITH COMPOST TOPSOIL & SEED (2:1 MAX) & CLEARING & GRUBBING	
20-PUE-S-1-T	15, 21	DANIEL L. NEWBOWER VANESSA M. NEWBOWER	36268	170						PERM	227					UTILITY POLE, OVERHEAD WIRE, GUY WIRE INSTALLATION, CLEARING & GRUBBING, & MODIFIED ROCKFILL SLOPE WITH COMPOST TOPSOIL & SEED (2:1 MAX)	
20-PUE-S-2	15, 21	DANIEL L. NEWBOWER VANESSA M. NEWBOWER	36268	170						PERM	347					UTILITY POLE, OVERHEAD WIRE, GUY WIRE INSTALLATION, CLEARING & GRUBBING, & MODIFIED ROCKFILL SLOPE WITH COMPOST TOPSOIL & SEED (2:1 MAX)	
20-S-4	15, 21	SHIRLEY E. MACDOUGALL	1766	318						PERM	440			233	47 BOSTON ROAD	SITE GRADING, CLEARING & GRUBBING, MODIFIED ROCKFILL SLOPE WITH COMPOST TOPSOIL & SEED (2:1 MAX), & DRIVEWAY RECONSTRUCTION	
20-PUE-11	15, 21	SHIRLEY E. MACDOUGALL	1766	318						PERM	18			233		GUY WIRE INSTALLATION	
20-PUE-2	15, 22	VINU I. PAUL JUBIE VINU	30934	168						PERM	72			313	49 BOSTON ROAD	GUY WIRE INSTALLATION	
20-PUE-12	22	VINU I. PAUL JUBIE VINU	30934	168						PERM	52					OVERHEAD WIRES & STONE WALL REMOVAL	
20-TE-5	22	VINU I. PAUL JUBIE VINU	30934	168						TEMP	2,442					SITE GRADING (FLAT), TREE PROTECTION, R&S STONE WALL, LOAM & SEED, & DRIVEWAY RECONSTRUCTION	
20-S-5	15, 22	JULIETTE T. MOUNT	7723	0033						PERM	1,209			232	51 BOSTON ROAD	SITE GRADING, TREE REMOVAL, TREE PROTECTION, MODIFIED ROCKFILL SLOPE WITH LOAM & SEED (2:1 MAX) & R&S FENCE	
20-PUE-10	15, 22	JULIETTE T. MOUNT	7723	0033						PERM	37					GUY WIRE INSTALLATION	
20-TE-6	22	JULIETTE T. MOUNT	7723	0033						TEMP	159					SITE GRADING (6:1), & DRIVEWAY RECONSTRUCTION	
20-D-1	15, 24, 26	TOWN OF WESTFORD (SELECT BOARD)	5117	0304						PERM	17,439			0	BOSTON ROAD	STORMWATER TREATMENT WETLAND & PLANTINGS, DRAINAGE INSTALLATION, FLARED END, CHAIN LINK FENCE, GRAVEL DRIVEWAY, SITE GRADING (MAX 2:1), LOAM & SEED, & CLEARING & GRUBBING	
20-PUE-7	15, 24	TOWN OF WESTFORD (SELECT BOARD)	5117	0304						PERM	274			50	BOSTON ROAD	UTILITY POLE & GUY WIRE INSTALLATION & OVERHEAD WIRES	
20-TE-16	15, 24, 26	TOWN OF WESTFORD (SELECT BOARD)	5117	0304						TEMP	3,680					LOAM & SEED, & CLEARING & GRUBBING	
20-TE-17	15, 24, 26	TOWN OF WESTFORD (SELECT BOARD)	5117	0304						TEMP	2,533					LOAM & SEED, & CLEARING & GRUBBING	

PARCEL NO.	PLAN SHEET NO.	TITLEHOLDER	TITLE REFERENCE				AREA (S.F. +/-)						TOTAL PROPERTY AREA (S.F.)	FRONTAGE ON ROW PLAN (FT.)	PROPERTY ADDRESS	REMARKS	LAND RESTRICTION FROM THE DEED
			DEED BOOK	PAGE NO	LCC NO	CERT NO	TAKEN		EASEMENT		TOTAL TAKEN	REMAINING					
							TOWN	STATE	TYPE	AREA							
20-D-2	15, 26	INHABITANTS OF THE TOWN OF WESTFORD (SELECT BOARD)	4446	0228					PERM	4,621				0	BOSTON ROAD	STORMWATER TREATMENT WETLAND & PLANTINGS, SITE GRADING (MAX 2:1), LOAM & SEED, & CLEARING & GRUBBING	
20-D-3	15, 26	INHABITANTS OF THE TOWN OF WESTFORD (SELECT BOARD)	4446	0228					PERM	47,779						STORMWATER TREATMENT WETLAND & PLANTINGS, CHAIN LINK FENCE, SITE GRADING (MAX 2:1), LOAM & SEED, & CLEARING & GRUBBING	
20-PUE-9	15, 23	INHABITANTS OF THE TOWN OF WESTFORD, MASSACHUSETTS (FIRE DEPARTMENT)	7366	211					PERM	58				1,274	65 BOSTON ROAD	UTILITY POLE & GUY WIRE INSTALLATION	
20-TE-9	24	INHABITANTS OF THE TOWN OF WESTFORD, MASSACHUSETTS (FIRE DEPARTMENT)	7366	211					TEMP	2,431						SITE GRADING (FLAT)	
20-PUE-8	15, 24	THE DEWOLFE COMPANY, INC.	7048	0249					PERM	349				404	70 BOSTON ROAD	OVERHEAD WIRE INSTALLATION, TREE REMOVAL, SIDEWALK CONSTRUCTION, DRIVEWAY RECONSTRUCTION, SITE GRADING (3:1 MAX), & LOAM & SEED	
20-TE-11	24	THE DEWOLFE COMPANY, INC.	7048	0249					TEMP	2,157						SITE GRADING (3:1 MAX), DRIVEWAY RECONSTRUCTION, SIDEWALK CONSTRUCTION, & LOAM & SEED	
20-TE-12	26	THE DEWOLFE COMPANY, INC.	7048	0249					TEMP	1,570						SITE GRADING (3:1 MAX), & LOAM & SEED	
20-TE-15	24	THE DEWOLFE COMPANY, INC.	7048	0249					TEMP	100						GUY WIRE REMOVAL	
20-TE-1-T	21	PETER J. POZERSKI JESSICA L. POZERSKI	31062	275					TEMP	2,447				268	44 BOSTON ROAD	SITE GRADING (6:1) , LOAM & SEED, SIDEWALK CONSTRUCTION, DRIVEWAY RECONSTRUCTION, & EROSION CONTROL BARRIER	
20-TE-1	21	PETER J. POZERSKI JESSICA L. POZERSKI	31062	275					TEMP	465						SITE GRADING (6:1) , LOAM & SEED, SIDEWALK CONSTRUCTION, DRIVEWAY RECONSTRUCTION, & EROSION CONTROL BARRIER	
20-TE-4	22	KRISHNAKUMAR VELMURUGAN THUSLASI KRISHNAKUMAR	27639	51					TEMP	3,467				203	50 BOSTON ROAD	SITE GRADING (3:1 MAX), CLEARING & GRUBBING, DRIVEWAY RECONSTRUCTION, SIDEWALK CONSTRUCTION, R&S BALANCE STONE WALL, & LOAM & SEED	
20-TE-10	24, 25	COTTAGES IN THE WOODS CONDOMINIUM TRUST	25988	158					TEMP	3,000				871	LOT G-1 BOSTON ROAD	SITE GRADING (3:1 MAX), DRIVEWAY & SIDEWALK RECONSTRUCTION, LOAM & SEED, & TREE REMOVAL	
E-3	16	TOWN OF WESTFORD (PARKS DEPT.)	0240	127					PERM.	442				291	59-1 MAIN STREET	SITE GRADING (6:1), & SIDEWALK RECONSTRUCTION	
TE-1	16	TOWN OF WESTFORD (PARKS DEPT.)	0240	127					TEMP	2,826				291	59-1 MAIN STREET	SITE GRADING (6:1), TREE PROTECTION & SIDEWALK RECONSTRUCTION	
PUE-3	14, 16	WESTFORD HISTORICAL SOCIETY, INC.	9792 19324	167 138					PERM	48				200	10 LINCOLN STREET	UTILITY POLE INSTALLATION	
TE-4	16	WESTFORD HISTORICAL SOCIETY, INC.	9792 19324	167 138					TEMP	1,068					10 LINCOLN STREET	SITE GRADING (6:1), TREE PROTECTION & SIDEWALK RECONSTRUCTION	
PUE-2	14, 16	INEZ CHESHIRE BUCHKO JUSTIN DANIEL BORICK	36233	188					PERM	63				177	2 HILDRETH STREET	GUY WIRE INSTALLATION	
TE-6	17	INEZ CHESHIRE BUCHKO JUSTIN DANIEL BORICK	36233	188					TEMP	334					2 HILDRETH STREET	SITE GRADING (6:1) & BARK MULCH	
TE-40	16	INEZ CHESHIRE BUCHKO JUSTIN DANIEL BORICK	36233	188					TEMP	176					2 HILDRETH STREET	SITE GRADING (6:1) & BARK MULCH	
TE-41	16	INEZ CHESHIRE BUCHKO JUSTIN DANIEL BORICK	36233	188					TEMP	26					2 HILDRETH STREET	SITE GRADING (6:1) & BARK MULCH	
D-1	14, 20	NAGA VENKATA LAKSHMI SANDEEP INAMPUDI & PALLAVI DORADLA	35945	125					PERM	988				405	1 CROWN ROAD	SITE GRADING (6:1), DRAINAGE PIPE OUTLET, STONE FOR PIPE ENDS, SEDIMENT FOREBAY INSTALLATION, SIDEWALK CONSTRUCTION, & CLEARING & GRUBBING	
SL-1	14, 20	NAGA VENKATA LAKSHMI SANDEEP INAMPUDI & PALLAVI DORADLA	35945	125					PERM	1,476						VEGETATION TRIMMING, TREE REMOVAL, TREE PROTECTION, SITE GRADING (6:1), SIDEWALK CONSTRUCTION, & EROSION CONTROL BARRIER	
TE-36	20	NAGA VENKATA LAKSHMI SANDEEP INAMPUDI & PALLAVI DORADLA	35945	125					TEMP	6,136						SITE GRADING (6:1), LOAM & SEED, DRIVEWAY RECONSTRUCTION, TREE & SHRUB REMOVAL, CLEARING & GRUBBING, & EROSION CONTROL BARRIER	

PARCEL NO.	PLAN SHEET NO.	TITLEHOLDER	TITLE REFERENCE				AREA (S.F. +/-)						TOTAL PROPERTY AREA (S.F.)	FRONTAGE ON ROW PLAN (FT.)	PROPERTY ADDRESS	REMARKS	LAND RESTRICTION FROM THE DEED
			DEED BOOK	PAGE NO	LCC NO	CERT NO	TAKEN		EASEMENT		TOTAL TAKEN	REMAINING					
							TOWN	STATE	TYPE	AREA							
PUE-9	14, 20	ROBERT M. HICKS, INC., TRUSTEE OF THE ORCHARD HILL TRUST	7473	0318					PERM	63				590	BLAKE'S HILL ROAD	GUY WIRE INSTALLATION	ARTICLE 97 (CR)
PUE-6	14, 20	ROBERT M. HICKS, INC., TRUSTEE OF THE ORCHARD HILL TRUST	7473	0318					PERM	341						OVERHEAD WIRES, GUY WIRE INSTALLATION	
PUE-7	14, 20	ROBERT M. HICKS, INC., TRUSTEE OF THE ORCHARD HILL TRUST	7473	0318					PERM	50						GUY WIRE INSTALLATION	
TE-46	20	ROBERT M. HICKS, INC., TRUSTEE OF THE ORCHARD HILL TRUST	7473	0318					TEMP	181						SITE GRADING (4:1 MAX) & LOAM & SEED	
TE-43	20	ROBERT M. HICKS, INC., TRUSTEE OF THE ORCHARD HILL TRUST	7473	0318					TEMP	451						SITE GRADING (4:1 MAX) & LOAM & SEED	
TE-47	20	ROBERT M. HICKS, INC., TRUSTEE OF THE ORCHARD HILL TRUST	7473	0318					TEMP	510						SITE GRADING (4:1 MAX), CLEARING & GRUBBING, & LOAM & SEED	
TE-35	20	ROBERT M. HICKS, INC., TRUSTEE OF THE ORCHARD HILL TRUST	7473	0318					TEMP	924						SITE GRADING (4:1 MAX), LOAM & SEED, & CLEARING & GRUBBING	
TE-48	20	ROBERT M. HICKS, INC., TRUSTEE OF THE ORCHARD HILL TRUST	7473	0318					TEMP	426						SITE GRADING (4:1 MAX), CLEARING & GRUBBING, & LOAM & SEED	
S-5	14, 20, 21	JING LEI ZHANG JIAN PING GE	25112	73					PERM	75						MODIFIED ROCKFILL SLOPE WITH LOAM & SEED (2:1 MAX), & DRIVEWAY RECONSTRUCTION	
S-6	14, 20, 21	JING LEI ZHANG JIAN PING GE	25112	73					PERM	543						MODIFIED ROCKFILL SLOPE WITH LOAM & SEED (2:1 MAX), & CLEARING & GRUBBING	
PUE-8	14, 20, 21	JING LEI ZHANG JIAN PING GE	25112	73					PERM	92				99	43 BOSTON ROAD	GUY WIRE INSTALLATION	
TE-39	20, 21	JING LEI ZHANG JIAN PING GE	25112	73					TEMP	299						SITE GRADING (2:1 MAX), DRIVEWAY RECONSTRUCTION, & LOAM & SEED	
TE-5	17	TOWN OF WESTFORD (WESTFORD HISTORICAL SOCIETY)	0558	0227					TEMP	989				75	55-13 BOSTON ROAD	SITE GRADING (6:1) & SIDEWALK & DRIVEWAY RECONSTRUCTION	
TE-7	17	KELLY H. OLSON WESLEY A. OLSON	21587	244					TEMP	1,149				116	5 BOSTON ROAD	SITE GRADING (FLAT), TREE PROTECTION, DRIVEWAY RECONSTRUCTION, & LOAM & SEED	
TE-8	17	JULIE R. TENINBAUM BRANDSGAARD SCOTT A. BRANDSGAARD	28975	239					TEMP	1,381				108	6 BOSTON ROAD	SITE GRADING (6:1), TREE PROTECTION, SIDEWALK, DRIVEWAY, & BRICK WALK RECONSTRUCTION	
TE-9	17	NEWELL F. TILLMAN, TRUSTEE OF THE NEWELL FREDERICK TILLMAN LIVING TRUST	28598	82					TEMP	832				53	8 BOSTON ROAD	SITE GRADING (6:1), TREE PROTECTION, LOAM & SEED, & HEDGE TRIMMING	
TE-10	17	DAVID ALLAN KEELE KRISTEN L. KEELE	8375	0213					TEMP	953				69	10 BOSTON ROAD	SITE GRADING (6:1), HEDGE TRIMMING, & SIDEWALK, DRIVEWAY, BRICK WALK RECONSTRUCTION	
TE-45	17	7-9 BOSTON ROAD CONDOMINIUM TRUST	9901	230					TEMP	989				112	7-9 BOSTON ROAD	DRIVEWAY RECONSTRUCTION, & TREE PROTECTION	
TE-44	17	ROBERT S. JEFFERIES ANN R. JEFFERIES	6779	0247					TEMP	512				116	11 BOSTON ROAD	SITE GRADING (FLAT) & DRIVEWAY RECONSTRUCTION	
TE-11	17	ANDREW J. MACBETH DEBORAH WOLFE MACBETH	11720	195					TEMP	1,494				102	12 BOSTON ROAD	SITE GRADING (6:1), TREE PROTECTION, & SIDEWALK, DRIVEWAY, CEMENT CONCRETE WALK RECONSTRUCTION, & HEDGE TRIMMING	
TE-12	17	ALLEN T. HORNOTA AMY E. BAILEY	202	143	5798	39942			TEMP	789				87	13 BOSTON ROAD	SITE GRADING (FLAT), DRIVEWAY RECONSTRUCTION, & LOAM & SEED	
TE-13	17, 18	ROBERT S. JEFFERIES ANN R. JEFFERIES	2297	0496					TEMP	2,294				154	14 BOSTON ROAD	SITE GRADING (6:1), TREE PROTECTION, & SIDEWALK & DRIVEWAY RECONSTRUCTION	
TE-14	18	ROBERT KRANKIEWICZ ELIZABETH O'KEEFE	197	47	5798	38823			TEMP	685				135	15 BOSTON ROAD	SITE GRADING (FLAT), DRIVEWAY RECONSTRUCTION, BARK MULCH	
TE-15	17, 18	DANIEL H. DRINKWATER MARIA A. MARTIN	10894	042					TEMP	2,794				130	16 BOSTON ROAD	SITE GRADING (6:1), TREE PROTECTION, HEDGE TRIMMING, & SIDEWALK, DRIVEWAY, & BRICK WALK RECONSTRUCTION	

PARCEL NO.	PLAN SHEET NO.	TITLEHOLDER	TITLE REFERENCE				AREA (S.F. +/-)						TOTAL PROPERTY AREA (S.F.)	FRONTAGE ON ROW PLAN (FT.)	PROPERTY ADDRESS	REMARKS	LAND RESTRICTION FROM THE DEED
			DEED BOOK	PAGE NO	LCC NO	CERT NO	TAKEN		EASEMENT		TOTAL TAKEN	REMAINING					
							TOWN	STATE	TYPE	AREA							
TE-16	18	MICHAEL SCHIAVONE KELLY SCHIAVONE	222	80	5798	43857			TEMP	123				82	17 BOSTON ROAD	SITE GRADING (FLAT), DRIVEWAY RECONSTRUCTION, & BARK MULCH	
TE-18	18	MICHAEL B. CHISHOLM KATHLEEN L. CHISHOLM	167	241	5798	32921			TEMP	332					19 BOSTON ROAD	SITE GRADING (FLAT), TREE PROTECTION, BARK MULCH & LOAM & SEED	
TE-19	18	BRIAN G. AL CORN ANDREA REID GRAHAM	25/98	151					TEMP	1,633				120	18 BOSTON ROAD	SITE GRADING (6:1) , SHRUB REMOVAL, SIDEWALK & DRIVEWAY RECONSTRUCTION, & R&R BALANCE STONE WALL	
TE-20	18	WILLIAM MORGAN STAIR CYNTHIA JO. BEELER	11162	215					TEMP	681				100	20 BOSTON ROAD	SITE GRADING (6:1) & SIDEWALK & DRIVEWAY RECONSTRUCTION	
TE-21	18	MYRLANDE EMANUEL YOURI EMANUEL	36205	292					TEMP	140				62	21 BOSTON ROAD	SITE GRADING (FLAT), DRIVEWAY RECONSTRUCTION, & LOAM & SEED	
TE-22	18	BRIAN C. MCDONALD NICOLE A. MCDONALD	30208	17					TEMP	1,260				117	22 BOSTON ROAD	SITE GRADING (6:1), SIDEWALK & DRIVEWAY RECONSTRUCTION, & SHRUB REMOVAL	
TE-23	18	KIMBERLY O. SCHWAB	28551	267					TEMP	636				182	23 BOSTON ROAD	SITE GRADING (FLAT), DRIVEWAY RECONSTRUCTION, & STUMP REMOVAL	
TE-24	18, 19	ROBERT J. WASKIEWICZ	31571	155					TEMP	1,299				121	24 BOSTON ROAD	SITE GRADING (6:1), SIDEWALK, BRICK WALK, STEPS, & DRIVEWAY RECONSTRUCTION	
TE-25	18, 19	MELIESSA G .HENNESSY	32262	185					TEMP	682				150	25 BOSTON ROAD	SITE GRADING (FLAT), DRIVEWAY RECONSTRUCTION, & LOAM & SEED	
TE-26	18, 19	ANDREW D. PILLA LORI A. PILLA	8919	282					TEMP	1,730				150	26 BOSTON ROAD	SITE GRADING (6:1), SIDEWALK & DRIVEWAY RECONSTRUCTION, TREE PROTECTION	
TE-27	19	NALINI BECK DENIS SORENG	32197	219					TEMP	751				66	28 BOSTON ROAD	SITE GRADING (3:1 MAX), SIDEWALK & DRIVEWAY RECONSTRUCTION, TREE PROTECTION & LOAM & SEED	
TE-28	19	LIMMOCH BUN	35111	281					TEMP	1,270				188	27 BOSTON ROAD	SITE GRADING (FLAT), DRIVEWAY RECONSTRUCTION, & LOAM & SEED	
TE-29	19	PATRICK P. MCGINN JILL A. MCGINN	8800	114					TEMP	614				87	30 BOSTON ROAD	SITE GRADING (3:1 MAX), SIDEWALK & DRIVEWAY RECONSTRUCTION, & BARK MULCH	
TE-30	19	PAUL J. ROYTE	20735	291					TEMP	650				139	29 BOSTON ROAD	SITE GRADING (6:1 MAX), DRIVEWAY RECONSTRUCTION, & LOAM & SEED	
TE-31	19	RICHARD J. GENDREAU & ELLEN A. GENDERAU, TRUSTEES OF THE RICHARD J. GENDREAU TRUST	28917	201					TEMP	913				243	32 BOSTON ROAD	SITE GRADING (6:1), TREE PROTECTION, & SIDEWALK RECONSTRUCTION	
TE-42	19	RICHARD J. GENDREAU & ELLEN A. GENDERAU, TRUSTEES OF THE RICHARD J. GENDREAU TRUST	28917	201					TEMP	632						MAMIE LANE DRIVEWAY RECONSTRUCTION & GRADING (6:1)	
TE-32	20	JOHN RUSSELL SCOTT, JR.	25831	51					TEMP	3,464				150	36 BOSTON ROAD	SITE GRADING (MAX 4:1), DRIVEWAY RECONSTRUCTION, TREE PROTECTION, TREE REMOVAL, & LOAM & SEED	
TE-33	20	DAVID B. ANDERSON & MARY E. ANDERSON TRUSTEE OF THE ANDERSON NOMINEE TRUST	11298	56					TEMP	1,384				150	4 CROWN ROAD	SITE GRADING (MAX 4:1)) , LOAM & SEED, & DRIVEWAY RECONSTRUCTION	

NOTICE OF DESIGN PUBLIC HEARING



NOTICE OF A VIRTUAL PUBLIC HEARING

PROJECT FILE NO.

PURPOSE:

PROPOSAL:

Please submit any written statements regarding the proposed undertaking to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02216, Attention:

Project inquiries may also be emailed to dot.feedback.highway@state.ma.us.

DESIGN PUBLIC HEARING COMMENTS & RESPONSES

Commenter						Response to Commenter
Number	Name	Address	Paraphrased Comment	Detailed Comment	Preliminary Response for Discussion at DPH CRM	
1	David Burrows	31 Crown Road	Can we propose a signalized intersection at Crown Road?	<p>I'm writing regarding project number 609035, Rehabilitation of Boston Road.</p> <p>I'm a resident of Crown Rd which intersects Boston Rd and is impacted by this project. I appreciate that one of the goals of the project is to address the challenge we face currently exiting Crown onto Boston Rd. That said, I do not believe shifting the road by approximately 15 feet to improve the sight lines will help. Currently the primary challenge turning left onto Boston Rd is the volume of traffic, not the sight line. The view left is obscured by trees but you can see though those trees and can tell when traffic is approaching. Shifting the intersection will only provide less than an additional second to notice traffic for vehicles traveling the 35mph speed limit, hardly worth spending the money to move the road.</p> <p>The only way to fix this dangerous intersection is to add a traffic light at the Boston Rd/Crown Rd intersection. This project will make a light even more necessary since it adds two additional travel lanes that have to be taken into account when turning left (a new bike lane and a new sidewalk). Taking into account two vehicle travel lanes is hard enough, I can't imagine also having to take into account pedestrians and cyclists that are traveling at a much reduced speed.</p> <p>Thank you for your consideration.</p>	Not likely warranted for volumes	<p>Dear Mr. Burrows,</p> <p>Thank you for reaching out about the Boston Road improvement project. This letter is being provided in response to the questions and comments that you raised in response to the Design Public Hearing webinar published on January 4, 2021. In addition to shifting the alignment of Boston Road south of Crown Road, the proposed improvements include the installation of a 5' sidewalk and 5' bike lane, as well as the removal of vegetation south of the intersection to provide additional sight distance and advance visibility for cars exiting the intersection. Additionally, the Crown Road approach to the intersection will be reconstructed so that vehicles exiting Crown Road will be on a more level platform for improved maneuverability and reduced delay when departing the stopped position. The installation of a traffic signal would not meet the traffic volume thresholds that MassDOT requires to allow the installation of a traffic signal, based on federal warrants detailed in the Manual on Uniform Traffic Control Devices (MUTCD).</p>
2a	Cynthia Beeler William Stair	20 Boston Road	Will the sidewalk north of Crown Road be widened?	We were told that the sidewalks north of Crown Road would not be widened, but that is not specifically addressed in this virtual presentation. If the sidewalk in front of our property were widened, our stone wall would be have to be moved (see photo). Will the sidewalk north of Crown Road be widened, and if so how will affected walls be handled?	The sidewalk north of crown will be widened but the stone wall will be retained. The back of walk will actually be slightly further from the wall at this property than it is today due to the elimination of the existing grass buffer between the road and the sidewalk.	
2b	Cynthia Beeler William Stair	20 Boston Road	Will runoff from driveway and sidewalks go into drains?	The driveway apron and sidewalk in front of our driveway is currently inadequate, in that it does not send runoff on the street down toward the nearest drain. Instead, it enters our sidewalk and sometimes enters our driveway (see photo). Will this project replace the sidewalks and driveway aprons in a way that directs runoff into storm drains?	Stormwater form the sidewalks and roadway will be captured in the new drainage system.	
2c	Cynthia Beeler William Stair	20 Boston Road	Will snow be plowed onto the sidewalks and will it be homeowners responsibility to clean?	Snow removal: Currently, when the road is plowed, the street plows dump the snow onto the grass strip between the sidewalk and the road. This new plan eliminates that area (replacing it with the bike path). Under the new plan, will that 16 feet of heavily packed snow, sand, and salt end up on the sidewalk instead of the side of the road? If so, that will create an unreasonable burden on homeowners responsible for removing that 16 feet of snow, ice, dirt, and salt. If there is no plan for the town or state to remove that snow, at a minimum, Boston Rd would need to become a salt free zone as part of this project. If the snow which previously went between the sidewalk and the road had to go into our yard, it would destroy our wall, trees, garden, and lawn.	There is currently no Town regulation that sidewalks must be cleared by the homeowner.	
2d	Cynthia Beeler William Stair	20 Boston Road	What is the plan for mailboxes along Boston Road?	Mailboxes: All of the mailboxes along Boston Rd are currently in what will become the bicycle path (see photo). What is the plan for the mailboxes along Boston Rd? Will they be re-installed between the bicycle path and the sidewalk as part of the project?	The mailboxes will be relocated to within the new sidewalk and oriented parallel to the street.	
3	Leah Harrington	46 Boston Road	Concerned that project is close to property, but wants to learn more about project.	I write today to express my concerns about the impact of the proposed Rehabilitation of Boston Road project. Unlike many of the residences along Boston Road, the front door of #46 sits a mere 20 steps to the road. The "Project Area" arrow on the Study Area Intersection map cuts very close to my property, just below Crown Road. As a long-time resident of Westford familiar with Boston Road, I accepted the reality of living in a home built in 1850 on a road with major highway access when I purchased it in 2013. It's always been my desire to be a good neighbor and an asset to our charming community. I've made sacrifices in order to make improvements both to buildings and landscaping. Despite the hum of the tires, bangs of the trucks, sounds of revved up mufflers, and necessary sirens, it's home. And I intended that it be my last home. To town residents (myself included), the project clearly addresses safety, travel and access issues. As the particular homeowner of 46 Boston Road, the project likely has a negative impact. With respect to carefully planned landscaping, frontage, property value, and quality of life issues during and after completion, the project only takes way. I would appreciate the opportunity to learn more by speaking directly to a project representative from either the Town of Westford, or DOT. Please advise.	The Town will coordinate directly with the homeowner.	<p>Dear Ms. Harrington,</p> <p>Thank you for reaching out about the Boston Road improvement project. This letter is being provided in response to the questions and comments that you raised in response to the Design Public Hearing webinar published on January 4, 2021. We have reviewed your concerns with the Town of Westford. It is our understanding that the Westford Town Engineer has already been in contact with you about the particulars of your property. If this is not the case, you may contact Paul Starratt directly at 978-360-0498 or pstarratt@westfordma.gov.</p>
4a	Thomas Sparks	53 Cold Spring Road	Boston Road/Main St intersection dangerous, what will be done to fix this?	1). The intersection of Boston Rd with Main St is quite dangerous, especially for those traveling Northbound on Boston Rd turning left onto Main St. There should be at least a 3-Way Stop at this intersection. The only existing traffic control is the Stop Sign at the end of Boston Rd. The opposing Main St traffic is predominantly going West on Main St turning left onto Boston Rd South. Due to traffic traveling East on Main St turning Right onto Boston Rd South, this Westbound traffic tends to block the intersection, preventing Northbound Boston Rd traffic from turning left even if all the Eastbound traffic is turning onto Boston Rd. Additionally, the turning traffic in both directions on Main St interferes with the line of sight for Northbound Boston Rd vehicles so that turning left onto Main St is difficult. The existing Right-hand Turning Lane on Main St Eastbound approaching Boston Rd is not sufficiently long to allow approaching traffic to determine if an Eastbound vehicle is turning or going straight (turn signals are seldom used). The existing Right-hand Straight-through Lane on Main St Westbound is not extended through the intersection across Boston Rd presenting a danger to any vehicle turning left from Boston Rd on those rare occasions when a Westbound vehicle, turning left onto Boston Rd stops while waiting for turning Eastbound traffic and allows a Boston Rd vehicle to proceed. I suggest that a 3-Way Stop be implemented at this intersection. If that is not feasible, I would recommend extending the length of the Westbound Main St Right-hand Turning Lane. Also, the Eastbound Straight-through Lane Markings should be extended through the intersection past Boston Rd. Finally, signage should be added to remind people not to block the intersection while waiting to turn.	The intersection will be improved with additional crosswalk markings. The installation of a traffic signal was rejected at Town meeting. The intersection was previously improved as a Complete Streets project.	

Commenter					Preliminary Response for Discussion at DPH CRM	Response to Commenter
Number	Name	Address	Paraphrased Comment	Detailed Comment		
4b	Thomas Sparks	53 Cold Spring Road	Is the maintenance of lane markings the responsibility of town or state?	The increased reliance of Boston Rd on multiple lanes for traffic management, as at the Main St, Rte 495 On/Off Ramps, and Rte 110 Intersections only work if the Lane Markings are well maintained. The existing Lane Markings, especially at the Rte 110 intersection, are very worn such that keeping in the proper lanes while turning is a challenge and can be dangerous. Is the maintenance of these Lane Markings the responsibility of the Town of Westford or of the State?	Shared/split ROW	required to extend the right-turn lane) is beyond the scope of this project. Lane marking maintenance responsibility along the corridor is currently split between the Town and MassDOT, as the road ownership changes just south of Crown Road. North of Crown Road is maintained by the Town, and the section south of Crown Road is maintained by MassDOT.
5	Donald Galya		Supports the project	I'm a member of the town of Westford's Pedestrian Safety and Healthy Westford Committees, and I am writing in support of the Boston Road project – particularly the proposed sidewalk and bike lanes. Currently, walking or cycling on Boston Road is dangerous. This project will allow residents to walk and cycle safely between neighborhoods and to the town center (with the town hall, library, and community center) and a commercial district (with stores, restaurants, and office parks). In addition, our town committees are working on a plan for a long-distance walkway that will connect many of the most populated neighborhoods in town with each other and with numerous desirable destinations. The sidewalk proposed as part of the Boston Road project is a vital link in that walkway. I urge approval of the project.		Dear Mr. Galya, We are in receipt of the comments that you raised in response to the Design Public Hearing webinar published on January 4, 2021. Thank you for reaching out to express support for the project.
6	Chris Barrett Chair of Pedestrian Safety Committee	3 Porter Road	Supports the project	In 2016, Westford became one of the first communities to adopt a Complete Streets policy and has remained committed to making the town's roadways more accessible to all users. Because Boston Rd serves as the key link between the Town of Westford's historic and cultural center, and the town's main commercial district, it has been on the town's Complete Streets prioritization plan since its inception. Every year Westford officials host a strategic planning retreat at which officials and residents discuss topics of importance to the town. At the 2015 retreat pedestrian safety was one of the topics and the over 200 residents in attendance were asked to rank their top 5 areas of concern. Boston Rd was ranked by far as the top concern for pedestrian and bicycle safety by residents at the retreat. The Core Westford Walkway (CWW) features Boston Rd as an important lynch pin in its design. The CWW was started in 2019 by the Healthy Westford Committee in conjunction with the Pedestrian Safety Committee. When completed the CWW, using a combination of sidewalks, bike paths, and ADA accessible trails, will allow users to safely traverse the length of Westford. The CWW would also serve as the backbone for numerous other pedestrian and bicycle connections throughout the town of Westford. However, this ambitious project can only become a reality with the construction of sidewalks and bike lanes on Boston Rd. In closing, it has been most gratifying to see the Boston Rd project reach the 25% design stage. While it will undoubtedly be a few more years before shovels hit the ground, the Town of Westford is very appreciative of MassDOT's support on the Boston Rd improvement project.		Dear Mr. Barrett, We are in receipt of the comments that you raised in response to the Design Public Hearing webinar published on January 4, 2021.Thank you for reaching out to express support for the project.
7	Richard Gendreau	32 Boston Road	Turns from Mamie Lane and Crown Road are dangerous. Supports median strips, demands roadway to be safer.	First, some background. My wife and I have lived in Westford for 46 years and at 32 Boston Rd. for 19 years. While our house faces Boston Rd., our driveway is off Mamie Lane. Shortly after moving into Boston Rd. I was in a serious car accident while traveling from Main Street towards 495 on Boston Rd. I was stopped, waiting for traffic to pass so that I could make a left turn onto Mamie Lane, when I was hit in the rear by a car traveling at high speed towards I-495. Both cars were totaled. Thankfully, no one was seriously injured. My wife took me to Emerson Hospital where they diagnosed neck and back trauma that was treated with pain medication and physical therapy for 3 to 4 months after the accident. Even today, I am very leery every time I have to make that turn. We understand that Boston Rd. is dangerous and gets more dangerous every day. We have watched the speed of the cars escalate to the point that it is dangerous just to put out the trash and the Westford Police don't appear to be able to do anything. So, it was with great interest that my wife and I attended the October 2018 public meeting on the Boston Rd. improvements. We were particularly pleased to see that the design included median strips to try and slow down the traffic. When the 25% drawing were posted I checked the location of the median strips. I am a Professional Engineer in MA so reading and understanding these drawings is not an issue. You can imagine my surprise when I did not find the median strips, any median strips or any other safety measures on the latest drawings. I had to laugh at the reference to Safety in the MassDOT documents and video. This project has nothing to do with safety for the residents; it is about moving traffic as fast as possible to 495. Adding new granite curbing and guardrails to try and keep the cars from leaving the road and some paint on the road does not improve safety. MassDOT has created nothing more than a newly paved dragstrip from Main Street to I-495 that is going to kill or seriously injure people in the future. What has the MassDOT done to make it safer for my family to exit Manie Lane onto Boston Rd. or to turn onto Manie Lane from Boston Rd? I agree that something needed to be done about Crown Rd., but Mamie Lane is just as dangerous. Making a left out of Mamie Lane onto Boston Rd. is very dangerous. Cars come flying around the corner. What analysis was done on the intersection of Mamie Lane and Boston Rd.? What can be done to make it safer? If a fix for Crown Rd. can be found, a fix for Mamie Lane should also be included in the design. Where can I get access to the record copies of the drawings, showing all the changes from the 15% to the 25% versions, including the record of all changes, engineer's notes, notes of conference and supporting documentation, etc.? Please confirm receipt. When can I expect a response?	The improved sight lines and level turning area at Crown Road are expected to help movements at Crown Road. Mamie Lane (Private) has a much lower volume and is being treated as a driveway.	Dear Mr. Gendreau, We are in receipt of the comments that you raised in response to the Design Public Hearing webinar published on January 4, 2021. We have reviewed your concerns with the Town of Westford. It is our understanding that the Westford Town Engineer has already contacted you about the particulars of your property. The proposed improvements will shift the edge of the northbound travel lane approximately 4 feet west, and provide improved sight distance when departing Mamie Lane. Additionally, the increased pavement width created by the installation of 5-foot shoulders will afford additional maneuverability for vehicles slowing and turning into private drives, such as Mamie Lane. The project team will evaluate the possible removal of a section of stone wall from each side of Mamie Lane for additional intersection visibility and improved sight lines. The previously considered medians were not incorporated into the 25% design plans primarily due to concerns about potential impacts to emergency vehicle response. In addition, a median in the vicinity of Mamie Lane/Crown Road would result in permanent impacts to a property with a conservation restriction, triggering Article 97 and State legislative action.
8	Bill Harman	N/A	Supports the project	I'm very interested in the proposed improvements to Boston Road in Westford. I'm particularly interested in the sidewalks and the ability to walk from the center of town to the commercial area —that would be great !		Dear Mr. Harman, We are in receipt of the comments that you raised in response to the Design Public Hearing webinar published on January 4, 2021.Thank you for reaching out to express support for the project.
9	Katie Russell		Supports the project	I think the Boston Road rehabilitation project would be beneficial to the people of Westford, giving us the much needed improvements for the availability to walk safely between Westford Common almost all the way to the commercial area on Route 110.		Dear Ms. Russell, We are in receipt of the comments that you raised in response to the design public hearing on January 4, 2021.Thank you for reaching out to express support for the project.

Commenter						
Number	Name	Address	Paraphrased Comment	Detailed Comment	Preliminary Response for Discussion at DPH CRM	Response to Commenter
10	Maureen George	3 Porter Road	Can the left lane at Blakes Hill Road be a designated turning lane?	Paul, I viewed the proposed rehabilitation of Boston Road. I appreciate your work, thank you, and I have a few comments. The plan (as I understand it) is to have two lanes heading north into town center from 495, which become one lane just past Blakes Hill Road. Can the left lane at Blakes Hill be designated as a turning lane? Otherwise, the left turn onto Blakes Hill remains a risk. As I have said before, some drivers show great impatience when my car is turning left. It makes them stop, and some indicate in demonstrable ways that I have no right to make them stop. It is well known also that cars speed when traveling from town center to 495. Unless this is dealt with, bikers using the bike lanes are at high risk.	Both lanes needed to accommodate through traffic and avoid a trap condition.	Dear Ms. George, We are in receipt of the comments that you raised in response to the design public hearing on January 4, 2021. Regarding your concern turning onto Blakes Hill Road, both lanes are needed to accommodate through traffic for a sufficient distance departing the I-495 interchange prior to merging safely. This is to avoid a trap condition where drivers might inadvertently and unexpectedly be caught in a dedicated left turn lane, potentially resulting in crashes. We expect that the additional travel lane will improve access to Blakes Hill Road.
11	Scott MacKay	7 Crown Road	Drainage issue on hill by Crown Road. What will be done to address this?	My name is Scott MacKay and I reside at 7 Crown Rd. I am happy to see that the proposed median strip in the middle of Boston Rd. has been removed. Of greater concern to me is the run off from Boston Rd. I did attend the in person meeting and brought a picture of the drainage easement that runs parallel to Crown Rd. down the hill. This open swale presents a problem for 8 houses who's property abuts this. All of our septic systems are in proximity to this. The video talks about drainage improvements, what are they. Is this area being fixed. I have attached a photo of this swale showing the amount of water that runs off Boston Rd. you can white water raft down it during a significant storm. Can some one contact me with the details for this drainage area?	Drainage discharge consistent with the existing conditions is proposed. A sediment forebay will be added. There is opportunity to divert additional stormwater to the bottom of the hill at an additional cost to the project.	Dear Mr. MacKay, We are in receipt of the comments that you raised in response to the Design Public Hearing webinar published on January 4, 2021. Regarding your concern about the stormwater runoff from Boston Road that discharges just south of Crown Road, the stormwater that discharges in this location is from both the roadway and the surrounding hillside. The proposed drainage system has been designed to maintain stormwater discharge volumes consistent with the existing condition. The additional stormwater runoff generated by the newly paved areas north of this outlet will be conveyed to a new stormwater treatment area to be located near the southerly project limit. The conveyance of additional stormwater to this treatment area was evaluated and determined to be infeasible. A sediment forebay is proposed at the discharge to this drainage easement; the forebay will serve to reduce the velocity and improve the quality of the stormwater outflow.
12a	Robert Jefferies	66 Boston Road	Do the APRs on Drew Farm require modification for the slope easement?	Do the APRs on the Drew Farm parcel require modification prior to a taking given that the slope easement (although temporary) obviates use of the land under the new slope unusable as farmland? This would appear to violate the APRs as would permanent land taking also planned for the Drew farm section of the road.	Previous response from Westford: Please see attached draft opinion from Town Counsel. Our design team has made every effort to minimize project impacts to all properties, but at 66 Boston Road, we need to expand the existing slope on the edge of the road to install a sidewalk and guard barriers. We are working with Town Counsel, the MassDOT Right of Way Bureau and our legislative representatives to acquire the necessary takings and easements through the Article 97 process. The right-of-way process usually begins sometime after the Design Public Hearing, so we have not yet determined who will be responsible for property acquisition on the State Layout portion of the project. I anticipate that the MassDOT Right of Way Bureau is going to want the town to deal with the Article 97 takings and easements at 66 Boston Road.	The Town previously provided a response.
12b	Robert Jefferies	66 Boston Road	Who will do the takings?	Who would do the takings?	Previous response from Westford: We have not determined who will do takings and easements at this early stage. We have a few more years to get that information to the Select Board for their preference.	
12c	Robert Jefferies	66 Boston Road	Will state highway be turned over to town after takings?	Or is the State Highway portion to be turned over to the Town prior to the easements and takings?	Previous response from Westford: After the project is complete and we are satisfied with the result, we plan to go to Town Meeting for a vote to accept a portion of Boston Road as a public way.	
12d	Robert Jefferies	66 Boston Road	What is the extent of new state highway proposed at the I-495 intersection? Is it maintained by the town or state?	What is the extent of the new state highway proposed at the 495 intersection? Is the entire length of Boston road down to Minot's corner to be turned over and plowed and maintained by the town or is the state still in control within 600' of the ramps?	Previous response from Westford: After we have addressed the public hearing comments, our design team will begin to focus on more of the details like stormwater drainage. In our conversations with MassDOT, we would like the State Layout to terminate somewhere between the ramps and Blakes Hill Road where there is a drainage divide. We want to create a clean break between the town's stormwater responsibilities and the responsibilities of MassDOT.	
13a	Robert Shaffer	N/A	Will the stone wall at Blakes Hill be removed or retained?	I noticed that there's no annotations to indicate the presence, retention or removal of the stone wall with "Blakes Hill Rd" sign at the corner of Blakes Hill and Boston Roads. This should probably be clarified with Mass DoT.	Previous response from Westford: The Blakes Hill Road wall and sign are outside of the project limits and will not be touched. The plan becomes too busy and unreadable if we have notes for everything, but this is clearly not a work item for the Contractor.	
13b	Robert Shaffer	N/A	Will the WFD HQ granite sign be removed and stacked, then reinstalled?	Am I correct that the WFD HQ granite sign will be removed and stacked and then be re-installed by the Town of Westford and not by the state contractor(s)?	Previous response from Westford: The Remove & Stack (R&S) notation was for a highway delineator that has since been removed. The WFD sign is outside the work limits and will not be disturbed.	The Town previously provided a response.
13c	Robert Shaffer	N/A	Property ownership appears to be based on old data.	It appears that the property ownership indicated on the plans is based on old data. For example, 24 Boston Rd is shown as owned by Ralph and Jane Hinckley. Both have passed away and the property has been sold and converted into 3 condos. This is a minor concern and only is an issue if the information on the plans is used for notification of abutters.	Previous response from Westford: You are looking at the 25% plans, but just before we issue the final plans in a couple of years from now, all the property ownership will be updated. When we work on the Order of Taking for easements, Town Counsel will also clear title.	

Commenter					Response to Commenter	
Number	Name	Address	Paraphrased Comment	Detailed Comment		Preliminary Response for Discussion at DPH CRM
13d	Robert Shaffer	N/A	Handicap accessible path should be retained or replaced on sheet 6 of 25% plan.	Thank you for the responses, all which make sense to me. Another item I identified during my review of the plans prior to the Planning Board discussion applies to the Westford Common. From my work in support of the Bandstand Project, I am aware that there is a special underlayment material that runs from the handicap lift to the sidewalk along Boston Rd. to establish the grassy handicap accessible path to the bandstand. From page 6 of the 25% plan, it does appear that the terminus of this special handicap-accessible path falls within the project limits and should be identified for retention, restoration or replacement.	Will incorporate with 75%	Dear Mr. Berlinski, We are in receipt of the comments that you raised in response to the Design Public Hearing webinar published on January 4, 2021.Thank you for reaching out to express support for the project.
14	Michael Berlinski	Crown Road	Supports the project	Thank you for the information on the Boston Road Rehabilitation project in Westford, MA. As a resident of Crown Road, and a frequent user of Boston Road, the proposed improvements are very important to me and my family and I support them. Constructing a sidewalk along Boston Road connecting the existing sidewalk segments and upgrading the pedestrian signal equipment at the I-495 Southbound off ramp will greatly improve pedestrian access and safety, and should be prioritized. Improving access to and from Crown Road will also greatly improve safety and should be prioritized. Lastly, accommodating bicycle use along Boston Road will also greatly improve safety and should be prioritized.		
15a	Diane Hendricks	Crown Road	Recommends traffic signal at Main Street intersection.	1. I live on Crown Road and it is almost impossible to turn left out of Crown Rd to proceed southbound on Boston Road. I have waited as long as 6 minutes trying to get out of Crown Road. Can a traffic light at the common be considered even though it was narrowly defeated at Town Meeting?	This was previously voted on and rejected at Town meeting.	Dear Ms. Hendricks, We are in receipt of the comments that you raised in response to the Design Public Hearing webinar published on January 4, 2021. Regarding your request for a traffic signal at the intersection of Boston Road and Main Street, a citizens petition for the installation of a signal at this intersection was voted on and rejected at a previous Town meeting. Regarding your concern about safety at Crown Road, the proposed improvements include the installation of a 5' sidewalk and 5' bike lane, as well as removal of vegetation south of the intersection to provide additional sight distance and advance visibility for cars exiting the intersection. Additionally, the Crown Road approach to the intersection will be reconstructed so that vehicles exiting Crown Road will be on a more level platform for improved maneuverability and reduced delay when departing the stopped position. The proposed roadway will also have narrower striped travel lanes, which is expected to result in a minor speed reduction. Addressing the APR land, the town is currently following the appropriate steps to minimize impacts to this property and address permanent impacts through the Article 97 land disposition process. On street bicycle lanes are required on both sides of the roadway to meet design guidelines and allow for bicycles to travel safely with the corresponding direction of vehicular traffic.
15b	Diane Hendricks	Crown Road	Fear of increased speed due to widening.	2. My fear is the widening of this road will only increase traffic speeds making it even more difficult to exit Crown Road. How will the increase of speed and traffic be addressed?	Narrower striped travel lanes are proposed and can be attributed to some minor speed reduction. The improved sight lines and level turning area at Crown Road are expected to help movements as this intersection.	
15c	Diane Hendricks	Crown Road	Will MEPA negotiations be open to the community?	3. The APR land (about a half an acre) affected by this project is of deep concern to me. I want to ensure that land is released according to the law. (Unanimous Conservation Commission vote, 2/3 town meeting vote, state legislature votes). Only the land absolutely required for this project to be released. Will the MEEPA negotiations with the landowner be open and transparent to the community?	The Town will follow the appropriate steps for right of way acquisition.	
15d	Diane Hendricks	Crown Road	Why do we need a second bike lane, why not one?	4. A bike lane on the westerly side of Boston Road seems excessive and dangerous. One bike lane with crosswalks to the west side of road should suffice.	The on-street bike lanes need to follow the appropriate direction of traffic.	
16a	Brian McDonald	22 Boston Road	Speeding is a major issue along the corridor.	Speeding - The presentation today did not list "Speeding" as an existing issue this project can improve. It is an important public safety aspect of why the project is also needed - please include in future information. My family walks Boston Road very frequently. Sadly, we shake our heads on most walks because of the speed at which some vehicles blow by us on this heavily populated, residential road. I speak more on this issue in my other comments below.	The large sidewalks and increased shoulders will improve pedestrian safety.	
16b	Brian McDonald	22 Boston Road	Suggests VGC along both sides of the road.	Granite - It sounded to me like there is a discrepancy regarding granite curbing between the written project proposal and the verbalized proposal in the public hearing. The written proposal reads: "The improvements also include the construction of sidewalks with vertical granite curbing along the easterly side of Boston Road from Main Street to the I-495 SB ramps and along the westerly side of Boston Road from Blakes Hill Road to the I-495 SB ramps." However, at multiple times, I heard the design consultant state that vertical granite curbing will run the length of both sides of the	Vertical granite is proposed on both sides of Boston Road.	Trees along Boston Road will be reviewed with an arborist to identify measures to protect the trees to preserve as many as possible. Several trees are expected to be directly impacted by construction, and will have to be removed. The project will aim to mitigate tree impacts with new tree plantings where appropriate.
16c	Brian McDonald	22 Boston Road	Supports the use of traffic calming islands along the corridor.	3) Center Islands - At earlier presentations for abutters, I recall discussion of narrow, center islands being added at intervals for another psychological deterrent to speeding by making the road feel tighter. It was stated that emergency vehicles would NOT be adversely impacted by these narrow islands. I support this feature along Boston Road. I believe Concord Street in Weston, MA, between Intervale Rd and Washington St, has these features that, I agree, make me drive slower. Please try to implement narrow, center islands where possible.	The Town emergency services departments raised concern about the islands. For this reason, they were not included in the 25% design.	
16d	Brian McDonald	22 Boston Road	Recommends the retaining as many trees as possible.	4) Trees - Tall, old trees make the suburbs suburban. High on the list of why we moved to Westford were its land and trees. There is a disturbing trend/fashion that has accelerated in the last 5 years of removing trees as an inconvenience, a safety hazard, or just unsightly. What a tragedy. Please retain as many trees as possible along Boston Road.	Trees will be reviewed with an arborist to identify measures to protect trees. Several trees are expected to be impacted.	
17a	Jessica Pozerski	44 Boston Road	The driveway in front of garage is shallow and dangerously short when exiting house.	I hope you are having a safe, healthy and happy holiday season. We received the note regarding the Boston road project. I wanted to know specifically how this impacts the length of our driveway In front of our garage and the one next to our house at 44 Boston road. The driveway In front of the garage is too shallow as it is and pulling in and out is dangerous. Also I almost get rear ended every time I pull into our driveway because I have to slow down. Making it shorter will only make that worse.	Previous response from Westford: Please see attached plan. We have made some improvements to the plans at your driveway since we last talked. As you have suggested below, we were able to shift the new design to the other side of the road and hold the existing condition on your side of the road. Although we could not find a way to improve your condition, it will not be any worse. The 5 foot bike lane will give you a little more distance to enter and leave Boston Road, so that should help.	The Town previously provided a response.
17b	Jessica Pozerski	44 Boston Road	What will happen to the trees in my front yard?	Also, what will happen to the trees in the front yard?	The tree nearest to the barn is scheduled to be removed, but we will work	