



Vanasse Hangen Brustlin, Inc.

101 Walnut Street
P. O. Box 9151
Watertown, MA 02471-9151
617 924 1770
FAX 617 924 2286

Memorandum

To: Edmund Tarallo, Planning Director
John E. Corey, PE, City Engineer

Date: November 14, 2006

Project No.: 08363

From: Donald Cooke, P.E.

Re: Trade Center Executive Park

This memorandum summarizes VHB's review of the most recent documentation and analysis provided in support of the proposed Trade Center Executive Park. VHB previously reviewed provided reports, studies and analysis, with our conclusions detailed in an October 17, 2006 memorandum to the City.

Subsequent to the initial review, numerous iterations of data, analysis and documentation have been prepared and reviewed, including a November 1, 2006 memorandum prepared by Edwards & Kelcey (E&K) for presentation at the November 2, 2006 Planning Board meeting. Comments on this memorandum and those received at the Planning Board meeting were discussed verbally via phone conversations, as well as through numerous e-mails.

The following represents VHB's conclusions following review of all material to date, including the most recent analysis received through November 14, 2006:

Trip Generation

Questions raised in earlier correspondence regarding trip generation associated with the proposed site have been satisfactorily addressed. The November 1, 2006 E&K memorandum provided additional data and analysis in support of an increased trip generation associated with the proposed court house use within the planned site (versus all office). All subsequent data and analysis have included a projected additional 195 morning vehicle trips entering and a projected additional 139 evening exiting vehicle trips.

Based on this data and analysis, VHB feels the projected trip generation associated with the planned project has been analyzed adequately.

Trip Distribution

Earlier analysis provided used 1990 census data to project trip distribution. The November 1, 2006 E&K memorandum revised trip distribution based on the more appropriate 2000 census data. All subsequent data and analysis have been based on this revised trip distribution. Based on this data and analysis, VHB feels the projected trip distribution analyzed for the planned project has been applied appropriately.

MassHighway has reviewed and commented on the above MEPA submissions and has considered the comments of various parties on the DEIR and FEIR, in connection with the permit applications to be submitted by the proponent. This Section 61 Finding is based upon information disclosed and discussed in the MEPA review process.

III. Overall Project Traffic Impacts

Full-build occupancy of the office project is expected to generate 5,900 vehicle-trips² to and from the site during an average weekday, including 878 vehicle-trips during the weekday AM peak hour and 825 vehicle-trips during the weekday PM peak hour. MassHighway has assessed the impacts of this anticipated traffic load on the surrounding regional roadway network based upon information set forth in the ENF, DEIR, and FEIR,

In the absence of mitigating highway improvements, the Trade Center Executive Park-related traffic would be expected to have generally detrimental operational and safety impacts in a number of primary areas. These include: Route 38 at Alfred Street/Elm Street, I-95 at Route 38 rotary, and Sylvan Road at Elm Street. The specific traffic impacts at each of these locations and the mitigation measures required to address them are detailed in Part IV and Part V of this Section 61 Finding.

IV. Specific Project Impacts and Mitigation Measures

MassHighway has analyzed the operational and safety impacts in the affected state highway area due to the proposed office project and has determined that the mitigation measures outlined below are required to minimize the traffic impacts of this project. Based on discussions with MassHighway, the project proponent has committed to undertake the following mitigation measures in cooperation with the identified parties.

Sylvan Road/ Site Drive East intersection

This intersection is not under MassHighway jurisdiction. If necessary, the determination of appropriate design and construction details of this intersection should be made between the proponent and the City of Woburn.

Sylvan Road /Site Drive West intersection

This intersection is not under MassHighway jurisdiction. If necessary, the determination of appropriate design and construction details of this intersection should be made between the proponent and the City of Woburn.

Route 38 (Main Street)/Alfred Street/Elm Street intersection

² Technical terms used in this Finding are as defined in the Transportation Research Board Highway Capacity Manual (2000).

For the 2006 No-Build scenario, weekday AM/PM peak hour LOS for this signalized intersection will be at Levels B/B (Average Delay = 12/15 seconds). The 2006 Build without traffic mitigation scenario indicates that LOS for this intersection will be at Levels E/D (Average Delay = 56/35 seconds) during the weekday AM/PM peak hours. With mitigation in place, the 2006 Build scenario indicates that the intersection will operate at LOS B/C (Average Delay = 19/29 seconds) during the weekday AM/PM peak hours.

Prior to any site occupancy, the proponent will construct off-site traffic mitigation along Route 38, in accordance with the conceptual plan entitled, "Trade Center Executive Park, Off-site Traffic Improvements", dated September 28, 2004, prepared and submitted to MassHighway on behalf of the proponent by Michael H. Pascavage, A.I.A. This plan will be refined as the design progresses to the 100 percent level. Improvements to the intersection include widening of the northbound approach to include dual left-turn lanes, one through lane and one through/right-turn lane; installation of a "free" right-turn lane that extends beyond the Elm Street at Sylvan Road intersection; widening of the east side of Route 38, north of the Albert Street intersection, to accommodate the through traffic, and any additional widening to accommodate the geometric modifications of the intersection. The project proponent will also install any additional signal equipment necessary to accommodate the Route 38 widening and coordinate/interconnect this intersection with the Sylvan Road at Elm Street intersection. There are no additional feasible means to avoid or minimize the project's traffic impacts at this location that the proponent could be required to implement.

Elm Street/ Sylvan Road intersection

The 2006 Build scenario with mitigation in place indicates that the intersection will operate at LOS A/B (Average Delay = 8.9/11.1 seconds) during the weekday AM/PM peak hours.

Mitigation to be implemented by the project proponent at this location will include geometric modifications and signalization of this intersection in accordance with the conceptual plan entitled, "Trade Center Executive Park, Off-site Traffic Improvements", dated September 28, 2004, prepared and submitted to MassHighway on behalf of the proponent by Michael H. Pascavage, A.I.A. This plan will be refined as the design progresses to the 100 percent level. Additional modifications at this intersection will include the elimination of two parking area access driveways at Stop & Shop and the provision of all necessary equipment to signalize and coordinate/interconnect this signalized intersection with the Route 38 at Alfred Street intersection.

This intersection is not under MassHighway jurisdiction. However, because state highway safety and traffic operations may be affected, the proponent will prepare and submit conceptual and 100 percent plans to MassHighway for review and approval, in consultation with the City of Woburn, prior to the reconstruction of this intersection.

Agreements and Layout Alterations

Prior to any site occupancy, the proponent will submit to the MassHighway Boston and District # 4 Offices any layout alteration plans, land damage agreements, and any other agreements necessary for or resulting from the implementation of the mitigation measures detailed in this finding.

Trip Generation Reduction Measures

The proponent will implement Transportation Demand Management (TDM) measures aimed at reducing site trip generation. These TDM measures shall include, but are not limited to: the designation of an on-site transportation coordinator, promoting the use of flex-time work scheduling by employees at the site and telecommute programs, bicycle racks, and on-site amenities. In addition, pedestrian access will be provided between the site and the adjacent business properties including a connection to the Stop and Shop Plaza.

The proponent should work with MassRIDES, the statewide traveler options program, in order to develop and market the TDM program. Effective marketing by the proponent should include regular dissemination of appropriate commuter information and other techniques such as running yearly events to promote transit and shared-ride commuting modes.

FINDINGS

For the reasons stated above, MassHighway hereby finds that, with implementation of the mitigation measures described above, all practicable means and measures will be taken to avoid or minimize adverse traffic and related impacts to the environment resulting from the Woburn Trade Center Executive Park project. Appropriate conditions consistent with this Section 61 Finding will be included in the access and traffic signal permit to be issued by MassHighway in order to describe more fully and ensure implementation of these measures.

January 5, 2005

DATE

John Cogliano
Commissioner

