

University Station update, January 23, 2014

New Rosemont Road

- All new utilities installed (water, sewer, drain, gas, elec., and comm.)
- Granite curbing installed (both sides), Cement Concrete sidewalk installed on one side.
- Road has been paved to binder level. Castings installed flush to binder level. Top course to be done late 2014.
- Temporary traffic signal apparatus for Rosemont/University intersection being installed currently. Expected activation in next week or so (weather dependent).
- Once new intersection is operational, "old" Rosemont will be closed so site work can continue.

Project Infrastructure

Sewer (Town infrastructure)

- All sewer connections for project have been constructed and connected to the Town sewer main in University Avenue. The new connection services have been installed and brought onto the site. All Sewer piping within the site under the main retail parking lot has been installed. Sewer piping remains to be installed in the area behind the retail buildings.
- The Project is still responsible for lining approximately 2,000 linear feet of existing Town sewer main in University Avenue.
- The project has four remaining sewer services to install into the sewer main located on Harvard Street. Anticipated to be done Spring/Summer of 2014.

Water (DWWD infrastructure)

- All water connections for project have been installed and tied in to the existing water mains in University Avenue. Similar to the sewer, services have been installed and brought onto the site, all water mains within the site under the main retail parking lot has been installed, and additional water pipe is to be installed behind the retail buildings.
- Additional water main replacement is to be done in University Ave. this spring/summer prior to the road reconstruction.
- Additional line valves have been installed to better control the ability to isolate sections of the water main in the need to shut water off, and minimize shut downs that would affect many users.

Drain

- Stormwater retention ponds located at the Corner of Blue Hill Drive and University Ave. have been constructed and await plantings around and in.
- The main drain lines (60" and 48") leading from the existing outlet on the east side of University Ave. have been constructed and brought across University Ave. and into the site.
- All drainage pipe, catch basins, stormceptor units have been installed within the site under the main retail parking lot and similar to water and sewer additional drain structures are required behind the retail buildings.
- The large crushed stone infiltration basin 10P is 90% constructed and has been put on hold until the cold weather breaks. This basin is located on the project site under a portion of the retail parking lot. An additional infiltration basin 11P is scheduled to be constructed once 10P is complete. This infiltration basin will receive a majority of the stormwater generated on the project site and building roofs and infiltrate into the ground.

Status Update: NStar Gas main pipe replacement on University Ave. /University Station

Since the initial meeting held 12/11/13 at NStar offices there have been three University Station construction progress meetings with NStar representatives in attendance, with the last meeting held 1/21/14. Outside of the meetings there has been ongoing communication between project personnel and NStar engineers.

NStar has stated in the initial meeting that they have been given direction to ensure that the gas main is completely replaced with a new pipe and necessary valving. The work will also be done prior to the completion of the planned reconstruction of University Avenue.

Progress made to date:

- Expected requirement of gas supply to the new buildings in the University Station project have been determined and communicated to NStar engineers.

- Electronic plans of the existing conditions and proposed roadway plans for University Ave. have been given to NStar for their use in determining the best location for the new gas piping.
- Project engineers have drafted a preliminary location for the new gas piping and presented that to NStar engineers. NStar will further develop that plan to a format they will give to their contractors to construct.
- NStar has initiated communication and is in the process of acquiring required permits to install new pipe crossing under the railroad track on University Ave.
- NStar also proposes to continue the gas pipe replacement from the new proposed pipe on University Ave. onto Canton Street to tie in to an existing pipe located at the first driveway to the commercial property west of the railroad overpass. This is to give a redundant supply to the University Station development.

Schedule:

January through February: planning/engineering
 March through late summer/early fall: construction

University Ave Reconstruction Status

- The University Ave. & Harvard St. design drawings are at about 80% completion stage. They were submitted to Town staff for review back in November and comments were received from BETA and Town staff in December.
- VHB is currently addressing the Town and BETA comments as well as finalizing the Drainage Design for submittal to the Town and BETA for their review.
- Once the Drainage Design is approved, VHB will be producing final Contract Documents in February for submittal to the Town, BETA and NED for advertisement.
- Bidding for construction is expected to take place in February and March.
- Contract Award to allow for an early-April construction start.
- Substantial completion of construction is expected by Dec 2014.

Canton Street/University Ave Reconstruction Status

- The University Ave. & Harvard St. design 100% drawings are expected to be delivered to MassDOT within the next week or two.
- The Construction bidding is expected to be done in March/April
- Contract Award should allow a late spring start.
- Substantial completion of construction is expected by Dec. 2014.
- Norwood Land takings approved by Norwood BOS, going to Norwood town meeting next week.
- Westwood land takings to be voted on by selectmen by March 18th

Blue hill Drive/University Ave Reconstruction Status

- The University Ave. & Harvard St. design drawings are also being coordinated by MassDOT

Canton Street, Everett Street and Forbes Road Neighborhood Traffic Calming Project

Project Description:

Westwood is a community committed to enhancing the environment for its residents and addressing their concerns. The proposed project noted here is one of a number of Traffic Calming projects which have been implemented in the community.

Due to high vehicle speeds and the volume of traffic on Canton and Everett Streets especially during the peak travel hours the neighborhood requested that the town takes measures to improve the quality of life in their neighborhood. The goal of any physical work on those roads is lowering the speed of vehicles and reducing the volume of cut-through traffic.

The Town with BETA Group, our traffic consultant, has held several public meetings with neighborhood residents to communicate and review the various methods that could be used to achieve the goals. Through a collaborative effort involving residents and the Town, our consultant has developed a workable, phased plan. The first phase of this plan has been submitted to the Norfolk County Engineers office and is currently scheduled for a hearing before the Commissioners on February 12th at 1:30 PM.

The work entails three separate techniques that working together will help reduce vehicle speed and cut-through traffic. The three techniques being:

- horizontal alignment changes to realign intersections and add stop signs
- curbed median “slow point” islands separating the two directions of travel
- speed reduction pavement markings, signs, and electronic “your speed” signs

The first treatment technique will be applied at three locations on Canton Street and one location on Everett Street. Traveling from north to south on Canton Street the locations are:

1. Canton Street and Blue Hill Drive
2. Canton Street and Cushing Road/Perry Drive
3. Canton Street and Hemlock Drive
4. Everett Street and Lyons Road

This treatment will consist of a horizontal curve on Canton Street at these locations leading to a stop sign for all the intersecting streets. The curve will require the driver to slow down and negotiate the turn then come to a stop. The stop will allow all intersecting streets to safely enter into Canton Street. Appropriate signing and pavement striping will also be applied to advise drivers approaching these intersections.

The second treatment technique will be installed at four locations along Canton Street. Traveling from North to South on Canton Street the locations are as follows:

1. Metcalf Road and Blue Hill Drive intersection
2. Between Blue Hill Drive and Cushing/Perry intersections
3. Between Cushing/Perry and Hemlock intersections
4. South of the Hemlock intersection

This treatment involves the construction of a 4 foot wide by 38 foot long median island. The island has granite curbing all around and concrete in the middle. Along with median island granite curbing will be installed along the outside edge of pavement at the islands. The island simply gives a slight offset to the travel lanes without any narrowing of lanes. This island necessitates drivers to negotiate between two edge treatments (curbing) with the intent of slowing the speed of vehicles.

The third treatment technique concentrates on vehicles entering from the East Street rotary traveling South on Canton Street and is proposed to be installed at two locations.

1. Between the East Street rotary and the Downey Road/Metcalf Road intersection
2. Between the Downey Road/Metcalf Road and the Canton Terrace intersection

This technique is done entirely using pavement markings painted on the road along the centerline and edge line in the south bound travel lane. The paint markings are 12 inch by 18 inch rectangles painted along the side of the lane lines in a progressively closer spacing along approximately 200 linear feet. As the driver approaches the intersections the visual cue created by the decreasing spacing of the markings is intended to slow vehicle speed by giving the driver the illusion that he is driving faster causing him to slow down. Also with this speed reduction painting, two electronic speed signs will be installed to alert southbound traveling vehicles of their speed.

The overall effect on the neighborhood is anticipated to be a positive one by slowing vehicles down and reducing cut through traffic, thereby achieving the purpose of the project.

Project Schedule:

Hearing before the County Commissioners: February 12th

Completion of Plans, Spec, Estimate/Bidding: April

Construction: Summer