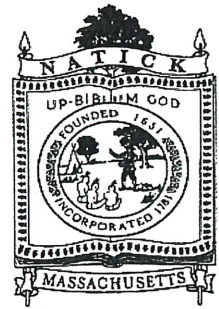
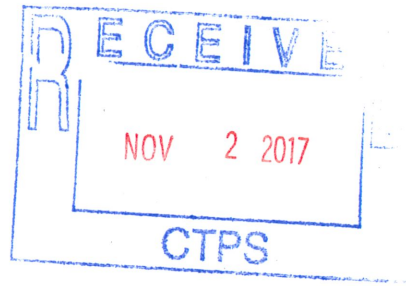


Town of Natick
Massachusetts 01760
Home of Champions



Jonathan Freedman, Chair
Susan G. Salamoff, Vice Chair
Richard P. Jennett, Jr., Clerk
Michael J. Hickey, Jr.
Amy K. Mistrot

October 30, 2017

David J. Mohler, Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Room 4150
Boston, Massachusetts 02116

Re: Amendment One, FY 2018-2022 TIP, Project 605313

Dear Mr. Mohler:

On behalf of the Natick Board of Selectmen, I am writing to thank the Boston Metropolitan Planning Organization and MassDOT for including the Route 9-27 Interchange (Project 605313) on Amendment One in the FY 2018-2022 Transportation Improvement Plan.

The current 9/27 bridge/interchange, dating to 1931, is an unsafe, decaying and congested regional bottleneck, and is among the most crash-prone intersections in Massachusetts. We greatly appreciate the support of MassDOT in restarting this important project to improve safety, reduce congestion, provide better access to jobs, schools and commerce, promote active transportation, and accommodate recent and proposed development.

The Town is fully committed to working with MassDOT to advance this state project past 25% design, so that it is ready for advertising and construction starting in FFY 2021.

The Town requests MPO support for this and other important regional transportation projects in Natick and MetroWest. Please let us know if we can answer any questions.

Sincerely,

Jonathan Freedman, Chair

cc: Representative David P. Linsky
Senator Karen L. Spilka
Senator Richard J. Ross
Alexandra Kleyman, AICP, TIP Manager



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

DAVID PAUL LINSKY

REPRESENTATIVE

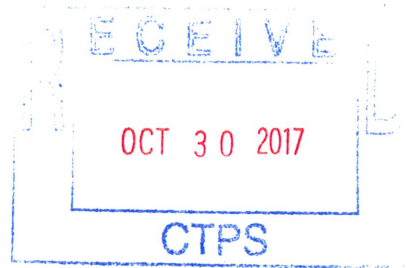
5TH MIDDLESEX DISTRICT
NATICK - SHERBORN - MILLIS

STATE HOUSE, ROOM 146

TEL. (617) 722-2575

FAX (617) 722-2238

David.Linsky@MAhouse.gov



Committees on:
Chairman, House Committee on
Post Audit & Oversight

October 24, 2017

Alexandra Kleyman, AICP
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Ms. Kleyman,

I am writing to you to submit my comments regarding "Amendment 1" to the federal fiscal years (FFYs) 2018-22 Transportation Improvement Program (TIP).

Upon reviewing, there are three vital transportation programs in the Town of Natick for which I am writing to express my support. The first two are the Cochituate Rail Trail Construction and the reconstruction of Route 27 from North Avenue in Wayland. The Cochituate Rail Trail has received broad community support and will help connect regional economic, employment, transportation, and residential centers by connecting with the Framingham section of the Trail, the Natick Center MBTA Station and its RTA connections. This project would improve access to the Natick Solider Systems Center, Lake Cochituate State Park, the Natick Mall, TJX Companies, the MathWorks and over 1000 units of new housing to support the regional workforce. It offers many important transportation and recreational benefits to reduce congestion and pollution. The reconstruction of Route 27 from North Avenue to the Wayland would help alleviate an extremely congested commuter route and improve the safety of travel on that road.

Finally, I would like to express my support for the recently-added bridge replacement on Route 27 over Route 9 and the necessary interchange improvements that that project would need. The Route 9/Route 27 bridge, while deemed safe for vehicle traffic currently, is quickly deteriorating and may soon pose a safety risk and need to be closed. The closure of this bridge would create severe traffic congestion and close a major roadway for emergency personnel. Additionally, the lack of acceleration/deceleration lanes, issues with visibility to overgrown vegetation, confusing signage and lack of adequate pedestrian

accommodations currently presents a hazardous, confusing, and congested traffic situation at the interchange.

Thank you in advance for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "David P. Linsky", followed by a long horizontal flourish.

David P. Linsky
State Representative
Fifth Middlesex



495/METROWEST

PARTNERSHIP

Leaders for Regional Prosperity

200 FRIBERG PARKWAY
WESTBOROUGH, MA 01581
774-760-0495
495PARTNERSHIP.ORG

November 7, 2017

Mr. David Mohler, Chair
Boston Regional Metropolitan Planning Organization
10 Park Plaza, Suite 2150

**RE: Amending the Boston Regional Metropolitan Planning Organization's 2018-2022
Transportation Improvement Plan**

Dear Mr. Mohler,

On behalf of the 495/MetroWest Partnership, we are writing in support of amending the Boston MPO's Transportation Improvement Program, to include the Natick Route 27 Bridge Replacement and Interchange Improvements Project.

The 495/MetroWest Partnership is a non-profit advocacy organization serving thirty-five communities, over half a million residents, and an employment base of over \$23 billion per year. The Partnership seeks to address regional needs through public-private collaboration by working to enhance economic vitality, improve quality of life, and sustain natural resources. The Partnership focuses on helping to alleviate regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, and water resources. We have a long history of commentary and regional advocacy for transportation and transit projects in the Boston Region MPO's, TIP, UPWP, and LRTP.

The Partnership strongly supports amending the 2018-2022 Transportation Improvement Program to include the Natick Route 27 Bridge Replacement and Interchange Improvements Project in Fiscal Year 2021. The most critical element of this project is replacing the bridge which carries Route 27 over Route 9 and has been found to be structurally deficient. Repairs are ongoing until the bridge can be replaced so time is of the essence. In addition, the project also includes a number of changes and improvements to the interchange which will result in greater efficiency and increased safety. Some of these changes include altering the geometry of the interchange ramps to increase traffic efficiency, the addition of dedicated acceleration lanes, improving visibility by modifying signage and trimming vegetation, adding traffic signals, adding sidewalks for pedestrian access and widening shoulders in order to accommodate bicycle traffic, among others. The need for these changes are demonstrated by the Road Safety Audit prepared for MassDOT by the BETA Group identified the bridge and interchange a high crash area, with 395 collisions occurring between January 2010 and October 2013. It also cited problems including a lack of acceleration/deceleration lanes, lack of driver visibility, traffic congestion, frequent excessive speed from drivers, and lack of accommodations for pedestrians and cyclists.

Furthermore, we believe that this Project complements the existing Project to reconstruct Route 27 in Natick. This Project has already been approved for FY 2019 with a total cost of \$12,688,000 with an MPO evaluation score of 60. Approval of the Bridge and Interchange

Project would allow for the reconstruction and improvement of the entirety of Route 27 from North Avenue to the Wayland town line. Unifying these projects would allow for significant improvements to the efficiency and safety of this major roadway, increasing the quality of life and safety of both local Natick residents and the many other Massachusetts residents who utilize this roadway on a regular basis, with 200,000 citizens utilizing the interchange every day.

The Partnership strongly supports the inclusion of the Natick Route 27 Bridge Replacement and Interchange Improvements Project to the 2018-2022 TIP, and we look forward to learning the results of the Boston Region MPO's decision. Please do not hesitate to contact us with any questions on the Partnership's position relative to supporting this Project at (774)760-0495 or Jessica@495partnership.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul F. Matthews".

Paul F. Matthews
Executive Director

A handwritten signature in blue ink, appearing to read "Jessica Strunkin".
Jessica Strunkin
Deputy Director