

Route 109 Design Committee
Initial Public Information Meeting
Wednesday, May 4, 2011 – 7:00 PM
Medway High School
88 Summer Street

Present: Paul Yorkis, Chairman, Route 109 Design Committee: Tom Holder, Director, Department of Public Services; David D’Amico, Deputy Director, Department of Public Services; Selectman Andrew Espinosa; Other Committee Members: Pam Benjamin, Matt Buckley, Peter Cooper, Dan Hooper, Chan Rogers, and Anne Sherry. Susy Affleck-Childs, Planning and Economic Development Coordinator was absent due to medical leave.

Also present: John Diaz and Geoffrey Howie, Greenman-Pedersen, Inc.; Christopher Scheufler, Copley Wolff Design Group.

Welcome and Pledge of Allegiance:

At 7:03 PM Mr. Paul Yorkis, Chairman, Route 109 Design Committee, welcomed the assembly to the meeting. Selectman Andrew Espinosa led the Pledge of Allegiance.

Introductions:

Mr. Yorkis introduced members of the Route 109 Design Committee as follows: Tom Holder, David D’Amico, Jeanette Galliardt, Andrew Espinosa, Peter Cooper, Dan Hooper, Chan Rogers, Pam Benedict, Anne Sherry and Susy Affleck-Childs. He also introduced John Diaz and Geoff Howie, representatives from Greenman-Pedersen, Inc., and Christopher Scheufler of Copley Wolff Design Group.

Comments:

Selectman Andrew Espinosa thanked the committee and the design firm for their work on this project. He acknowledged the dedicated efforts of Mr. Yorkis and his diligence in pursuing funding options and contacting state representatives. Mr. Espinosa stated the project will be a long term one, and that funding is actively being explored. He stated that this design is still in the early stages, and resident feedback is very important. He thanked everyone for coming and encouraged them to view the plans, submit comments and become actively involved in this process.

History of the Project:

Mr. Yorkis stated the project has been long overdue as it is an east-west corridor and is being traveled more and more each day. He is working with Congressman Jim McGovern for additional \$400,000, in addition to a grant of \$300,000 already secured. The additional \$400,000 would ideally be granted when project reaches the 25% design point, at which time the Metropolitan Planning Office will release it. After that the design process will be seamless. He stated that the scope of the project involves the intersections of Main Street, Highland Street, and Holliston Street along Route 109 and long stretches between.

Mr. Yorkis briefly reviewed where residents can send their comments or questions. He announced there will be a formal public hearing with the Massachusetts Department of Transportation, and the project presented at that meeting will be the result of comments received in the next few weeks. He encouraged residents and commuters to take advantage of the opportunity to offer input. Mr. Yorkis stated that Mr. Arthur Frost of the Massachusetts Department of Transportation was present tonight to listen to comments. Regarding this evening's protocol, Mr. Yorkis requested that anyone wishing to speak to please use the microphone so that everyone can hear. He stated it also provides for a clearer audio for the presentation that will be posted online in the near future.

Scope of the Project and Design Concepts:

Mr. Geoff Howie, Greenman-Pedersen, Inc., stated that their firm had just started the process and advised residents that nothing has been decided yet. He stated that meetings have been held with local business owners, Massachusetts Highway Department, Massachusetts Department of Transportation, and other professionals to get to this point.

Mr. Howie began the PowerPoint presentation, beginning with the **Mission Statement** of the Route 109 Design Committee, stating its purpose and accountability to the community.

Purpose -- to improve safety and operations at identified intersections, improve safety for all users, and provide drainage and aesthetic improvements (trees, street furniture, street lighting [where appropriate]) along the project corridor, maintain and/or enhance Rabbit Hill Historic District, and promote economic development. The overall main goal is to improve all these things and not take anything away.

Description – Route 109 is a state numbered route under local jurisdiction, functionally classified as an arterial that connects Medway with Milford to the west and Millis to the east, part of the National Highway System (a Federal designation). The project is limited to the following boundaries: 100 feet west of the Highland Street Intersection to the Holliston Street Intersection and includes associated work on side streets. Average Daily Traffic count (ADT) is approximately 20,000 vehicles. There is recorded accident history at intersections and along corridor in the three-lane section. The posted speed limit is 30 MPH; the proposed design would increase the speed to 35 MPH. The project is designed to latest Mass Department of Transportation (DOT) and Federal Highway Standards. The project will be constructed by Mass Department of Transportation.

Mr. Howie briefly reviewed the Mass DOT Design Process, identifying target tasks along the way, ending with final bid document submission, and project advertisement. He stated there will be several more meetings with the public as well as a formal public hearing.

Mr. Howie reviewed existing **Main/Milford/Franklin Street** intersection and how it functions. The signage and equipment are old, and are not pedestrian friendly. **Milford Street at Highland Street** features an odd geometry, making it difficult for traffic to get in and out. Again, the signage and equipment are old and not pedestrian friendly. **Main Street at Winthrop Street** is a difficult intersection with a noted accident history. A vehicle stopping at the stop line does not allow line-of-sight for the driver to see west. **Main Street at Holliston Street** is a high accident location, inadequate capacity, poor signage and striping, inadequate pedestrian facilities, and no coordination with Walgreens traffic signal. The sidewalk is not wide enough and does not meet ADA (American Disabilities Association) criteria.

Mr. Howie stated there will be a three-lane section on Main Street from Pond Street to Holliston Street. All the driveways (curb cuts) in and out of businesses make travel difficult, resulting in a high accident count. The excessive curb cuts and inadequate pedestrian facilities result in difficult access and egress from sites.

Regarding **pedestrian and wheelchair** facilities (sidewalks) he stated there are presently sidewalks along the north side only, and no sidewalks along much of the south side. The existing sidewalks are in poor condition. Many crosswalks do not have wheelchair ramps or are not acceptable to ADA standards.

With regard to **bicycle** facilities (shoulders of the road), there is a lack of continuous cyclist area. An arterial roadway such as Route 109 requires shoulders of a 4-foot minimum. The existing shoulders are in poor condition. The committee wants cyclists to feel safe while traveling in this area.

Mr. Howie stated there is **substandard Main Street geometry** due to vertical curves, substandard sag curve at Chicken Brook, substandard crest curve at Winthrop Street, substandard crest curve at Papa Gino's. The curves currently do not meet standards for viewing vehicles at specific speed, especially at night, mostly line of sight issues. There is substandard Main Street geometry due to a horizontal curve, which needs to be widened to increase line of sight.

With respect to **Main Street drainage**, there is a lack of curbing along the majority of Main Street with erosion of the pavement edge, causing low driveways to flood. Chicken Brook low point drains approximately 3,500 feet of Main Street. Cottage street low point drains approximately 3,000 feet of Main Street.

Choate Park has no formal entrance; vehicular entrance is via Mechanic Street as Oak Street has been closed for safety.

General corridor improvements include pavement rehabilitation, updated traffic signals, ADA compliant cement concrete sidewalks along both sides of the street for the entire project with grass strips where right-of-way allows, granite curbing along both sides of the street for the entire project, ADA compliant wheelchair ramps at appropriate locations, correct geometric deficiencies, new closed drainage system with Best Management Practices (BMP) incorporated where appropriate, new water line (by town prior to this project), new signing and striping (decorative signing where appropriate), street lighting, and streetscape features where appropriate. Best Management Practices will be coordinated with the Conservation Commission with regard to wetlands protection, water protection, etc.

Mr. Tom Holder, Director, Department of Public Services, stated the new water line is scheduled to be completed in calendar year 2012.

Mr. Howie stated the Main Street residential area stretches from Franklin Street to Milford Street to Pond Street. He showed a sample of lane striping, trees, and lighting, along with an artistic rendering of vehicles, cars, street lights and shrubs, all superimposed on the traffic right-of-way.

With regard to traffic engineering, Mr. Diaz cautioned that establishing speed limits, based on Observed 85th percentile speed, could be higher than what townspeople might desire. Truck restrictions are generally based on comprehensive overview. He explained that **traffic signal design** is comprised of traffic detection (actuated by loop detection, video detection, microwave detection), and are coordinated systems programmable to time of day, and responsive/adaptive to traffic. The pedestrian detection/phasing uses push buttons, and includes audio-tactile (for visually impaired), as well as concurrent (stops only non-moving) vs. an exclusive system which stops all traffic and features a countdown display. Systems are sensitive to detecting bicycles. Vehicle right of way – phasing, protected vs. permitted vs. Prot-Perm, LT trap (left turn trap). It is important to choose the right system for each intersection. Evaluation of the right system will be determined on level of service, traffic queues, and vehicle count. Mr. Diaz noted that traffic signal enhancements in the historic area will be an accepted design to maintain historical continuity.

Mr. Diaz stated bicycle and pedestrian enhancements will create a more walkable corridor. A hawk signal and an in-pavement lighting system provide additional notice to drivers that people are in the crosswalk. He cautioned that it is not a "GO" for the pedestrians that forces drivers to stop, but merely an alert.

Main Street at Milford Street and Franklin Street: Alternative 1 features an "island" on Highland Street which prohibits left turn onto Milford Street from Highland to heading west. Alternative 2 slows traffic heading west on Highland with the "island" is on the right, and improves crossing area. Alternative 3 features Highland Street as a one-way heading west, and no right turn onto Milford Street.

Main Street at Franklin Street and Milford Street: Alternative 1 features a dedicated left-turn lane onto Franklin. Mr. Diaz activated a design tool illustrating moving traffic going in all kinds of directions, showing how the intersection would work. Additional traffic is anticipated from a development down the road. He explained concern at committee meetings about speed at a two-lane intersection and explored various methods to control it. Alternative 2 features an eastbound through lane, and eastbound right-turn only lane. Alternative 3 added a parking lane with curbing. To illustrate how an intersection can change, Mr. Diaz showed before-after photos of an intersection in Concord, MA, and how it is improved.

Questions/Comments:

Robert Young, 27 Oak Street, suggested the group consider the traffic from Highland Street south due to the new high school. Mr. Diaz responded there is no plan for a signal there as it would create more delays in keeping the traffic moving. The emphasis is on keeping the Route 109 East traffic moving, and eliminating a left-hand turn from Highland onto Route 109 is a possibility. Ms. Meredith Young asked if there is enough room for two lanes on Highland Street due to a large tree. Mr. Diaz clarified that all proposed work is within the right-of-way.

Elaine McGregor, 190 Main Street stated she did not think Main Street was wide enough for the proposed increase in number of lanes (5) and asked if the signals could be synchronized with the lanes that are already there. Mr. Diaz responded the signals take too long to go through a cycle, approximately two minutes, and that is too long for each to wait for each approach to go through, and traffic will back up significantly. He added that there will be a left-turn arrow, which will move some traffic along. The signal will accommodate pedestrians, cyclists, etc. and the crosswalk will be signalized as will the one at Choate Park. Ms. McGregor expressed concern for safety. Mr. Diaz stated the equipment upgrade will help, which will be reviewed by Mass Department of Transportation which will be expecting a certain level of improvement. He added that the lanes could be restriped to reassign lanes in the future.

Responding to a question from Mr. D'Amico regarding Alternative 3, Mr. Howie stated this alternative features a parking lane with bump-out, noting that the parking lane can be eliminated. Mr. Diaz suggested a false curb which would decrease the amount of future work. He reminded the assembly the design needs to feature components that will last twenty years and to make sure any equipment added is adequate for that time span as it is not inexpensive.

Mr. Bruce Hamblin, 17 Crestview Avenue asked about ways to keep the Milford/Highland intersection open. He also expressed concern for looking ahead twenty years. He noted the water fountain in front of the church is deteriorating and suggested it be restored with this project. Mr. Diaz stated the Franklin Street intersection will impact this one, and if that design works well, the traffic backup will not be too strong here. He continued to state that the signal at Highland Street slows down traffic at Main Street, increasing overall conditions. He stated the group will continue to look at alternatives, noting they do not want to go outside the right-of-way because it is the historic district. Mr. Hamblin stated movement in and out of Highland Street is severely restrained, because no restrictions have been placed on Milford Street

traffic. Mr. Diaz stated the firm is considering a double left-turn onto Main Street which will move more traffic, acknowledging that it is basically a balancing act.

Another resident thanked the committee and design firm for their work, and expressed concern for access to the church property. If there is no left turn from Milford Street onto Highland Street, it forces drivers to turn left across three lanes of traffic to enter church parking lot from Main Street. Concern was expressed for the flow of Slocum/High Street traffic, noting there is significant commercial traffic on Slocum Place, often utilized as a cut-through.

Ms. Susan Wood, 23 Coffee Street, asked if tunnels or bridges were considered, as well as making any routes route one-way. Mr. Diaz responded that one-way restrictions have not been considered heavily as Route 109 is a state highway and it may not be permitted. Consideration of other areas in town that would tie into widespread one-way routing is outside the scope of this project.

Mr. Brian Adams, 2 Milford Street, advised the group to consider the possibility of casino being built in Milford. If Highland Street is being considered as a one-way going west, that restriction could limit traffic coming onto Highland and Main, decreasing the congestion. Mr. Howie responded they have not considered that at this point, but if it happens, the associated mitigation will occur in many areas. It is difficult to look at future development until something is "real".

Mr. Robert Parrella, 28 Broad Acres Farm Rd, stated it is important to consider all options as projects like this can take a long time. Highland Street without a signal will not be effective in thirty years, and the one-way restriction will be better. Regarding a right turn heading west on Route 109, Mr. Parrella wondered if there was enough room to make the turn, noting that trucks are already going over curbing.

Paul – the intersection at 126 and 109 better as Town was able to intervene to make adjustments.

Another resident suggested the lighting system include a warning light that lets drivers know they won't make it to the green light and not to clog the intersection.

Mr. John Holtman, 5 Highland Street, stated that traffic gets clogged attempting to turn right at the intersection. At 8 AM he cannot make a left turn out of his driveway so he turns right to Route 126. Drivers are not courteous to let people on.

Ms. Joy Smith Dahl, 1 Highland Street, expressed concern for pedestrian safety. She estimated vehicles are going 40 MPH by the time they come by her house, which is in an area with lots of small children, school bus, etc. She stated her preference for the bump-out version as it would slow the traffic.

Mr. Yorkis stated there will be a meeting specifically with residents who live around this intersection. He requested attendees sign in so that the committee can contact them with the meeting date.

Choate Park: Mr. Diaz briefly reviewed architectural renderings featuring plantings and reopened access onto Route 109, approximately across road from the redeveloped mill area. Will reopening Oak Street create cut-through traffic hoping to bypass the Franklin Street intersection? He suggested that that the reopened entrance could have a one-way restriction into the park and not further.

Ms. Janette Sergio, 152 Lovering Street, expressed concern for protecting the park's septic system as concerts are held there.

Another resident stated every homeowner on Oak Street will be opposed to opening that up again. If opened, it must be a one-way down the hill to the south, expressing concern for a left turn out of the park. Mr. Diaz stated there will be road work to lessen line-of-sight issues. He reiterated the redesigned entrance is for the park only, and exiting could be designated right-turn only. Mr. David D'Amico stated that traffic movements can be modified for park events, often with police details.

Mr. Gary Berset, 10 Puddingstone Lane, stated that reopening park is an excellent idea and likes the idea of eliminating all the curb cuts going down the street. He stated the park entrance should not be directly across the street from the mill area, as that may impact the park negatively. He suggested moving the entrance 40 feet up the road. Mr. Diaz responded that the entrance could remain as is.

Mr. Bruce Hamblin, 17 Crestview Avenue, asked about a connection from Holliston Street to the Charles River where people could walk to the river. The Town has invested \$2 Million in various projects that do not include this area. He stated he would like a pedestrian light to allow people to cross from south to north and walk along Chicken Road to connect with regional trails. He suggested that a better solution for long term use of the park is to look at enhancing existing entrances. Athletic facilities can be accessed from Winter Street, but this is a deteriorated area, and the entrance to children's playground area could be improved. Mr. Hamblin suggested that, instead of a fancy formal entrance, the money be used to improve the other entrances. Mr. Diaz responded that the committee did discuss enhanced crossing in this area, noting the area nursery school.

Mr. Dan Hooper, 6 Naumkeag Street, stated he is a member of both the Route 109 Design Committee and the Thayer Committee, and that the Thayer committee has a vested interest on this project. He reminded attendees that this is only the initial presentation, whose desired result is improved roadways.

An Oak Street resident stated she is already seeing traffic from Mechanic Street, usually high school drivers. She expressed concern for safety as she has two small children.

Ms. Susan Wood, 23 Coffee Street, stated she would prefer the entrance on Route 109 be limited to pedestrians, designating the Winthrop and Mechanic entrances for vehicles.

Mr. Tom Giovangelo, 144 Main Street, suggested "raised" intersections which can slow down traffic. Mr. Diaz stated that traffic calming measures like that sometimes disperse traffic to lesser monitored streets, emphasizing that road design is a balancing act. He stated further that Route 109 is an arterial roadway, constructed by Mass Department of Transportation, and "raised" structures are not allowed.

Another resident expressed concern for the cut-through traffic on Winthrop and Mechanic Streets. Ms. Diaz acknowledged that traffic measures on those streets would be helpful, but such decisions are outside the scope of this project. Mr. Geoff Howie stated that action would need to be a Town initiative.

Main Street at Winthrop Street: Sight lines will be improved via geometric work consisting of a dedicated left turn onto Winthrop Street, and a dedicated left lane from Winthrop onto Main Street. Mr. Diaz noted this location does meet the criteria for a signal. At very least, they can install the infrastructure for a traffic light to be added at a later date.

Ms. Carol Wheeler stated she owns the building on the corner and expressed concern for safety. She stated there is an accident there every two or three months, and one that caused a vehicle to drive into a building. Traffic light would be good there. She stated her building shakes during rush hour from all the traffic. Mr. Geoff Howie cautioned that traffic lights do not necessarily slow traffic, just allow access.

Mr. Charles Ross, 6 Blueberry Hill Road, expressed concern for left turn onto Winthrop Street, citing various scenarios. He stated it is very difficult to get into Route 109 heading east and would like to see a light at this intersection.

Mr. Robert Parrella, 28 Broad Acres Farm Rd, questioned the reticence in putting in traffic lights, noting that drivers seek alternate routes to avoid difficult intersections. He advised installing the lights now rather than later.

Mr. Gary Berset, 10 Puddingstone Lane, indicated he is not a big fan of one-way streets, noting that Evergreen might need to be designated one-way to avoid Cottage (back side of cemetery). The light at Winthrop Street will give access.

Mr. Bruce Hamblin, 17 Crestview Avenue, asked the firm to do whatever it could to calm and slow traffic, and traffic lights do slow traffic. He stated further that in the middle of Winthrop Street is an island with a telephone pole that should be removed.

Mr. Diaz stated that traffic studies generally focus on peak times, and reiterated that the vehicle count at this intersection does warrant a light. He clarified his earlier comment about infrastructure.

Main Street Commercial Area: Mr. Diaz stated they wanted to create sort of a downtown feel here, and they spent a lot of time looking at curb cuts, driveways, meeting with land owners, and proposing shared access. He explained concept of two signals, one at each end of the plaza, with left-turn pockets, that change direction at various points along the way. He noted that a left turn into the car dealership at one entrance, the adjacent drive would be a right-turn-only exit.

Regarding Cumberland Farms, Mr. David Blackwell, 2 Milford Street, asked if there was a way to streamline traffic into there. Mr. Diaz suggested they may be able to extend left turn lane onto Pond Street a little longer. Mr. Yorkis stated a zoning line in there designates it as a residential area, so the driveway had to be specifically placed. That zoning has since changed, and now Cumberland Farms has a proposal that would reconfigure their driveway.

With respect to the post office and the bank, Mr. Diaz stated that area would require restriping to direct traffic in specific ways. A divider similar to a jersey barrier would define movement. Left turns would be consolidated at specific points, right turns at other openings.

Mr. Diaz stated one traffic light is at the tire repair shop and Papa Gino's restaurant at the end of the plaza. It would accommodate the gas station, and more clearly defines entrance into their part of the property. A nearby drive would be a right in/right out drive. Mr. Yorkis stated that the tire facility owners have agreed that the drive in can be extended into their parking area, and they will modify their parking lot to line up with it.

Mr. Diaz summarized that the proposed design takes all the left turns and concentrates them in two locations in the three-lane area. He showed artistic renderings depicting vehicles, pedestrians on sidewalks, trees, and lighting as a three-lane scenario would appear. He briefly reviewed other possibilities for handling left hand turns, both three-lane and four-lane, noting that a four-lane option would require taking of additional right-of-way land.

Responding to a question from Mr. Paul Mahoney of 24 Corwin Drive, Mr. Diaz stated the signals would have crosswalks on both sides, and those crossings would be protected. He reiterated that there will be sidewalks on both sides of the project area.

Main Street at Holliston Street: Mr. Diaz stated this intersection was the subject of many discussions. The volume in the afternoon is what presents modification of this intersection, getting two lanes westbound, and changing the dedicated right-turn lanes into right/through lanes. They met with the owners of the Chinese restaurant, whose concern is with parking on Friday and Saturday evenings. Mr. Diaz stated the owner of the adjacent business has agreed to let restaurant patrons use his lot evenings and weekends as his business is closed during those times. This generosity allows the design firm to eliminate parking spaces in front of the restaurant so that the sidewalk can continue. He reviewed the design on north side and how it impacts the bank and the trees, noting they can use a 4.5' sidewalk instead of 5.5' sidewalk.

Susan Wood, 23 Coffee Street, stated that students who walk to the middle school are as young as age 10. She stated there is often a police officer helping at the intersection, but not always, and the pedestrian light is very short.

Responding to a question from Mr. Daniel Jackman of Hopedale, Mr. Diaz stated the road would not be widened, but rather what is now a dedicated right turn lane will become a shared lane, using available right-of-way. He stated further the southbound lane will be widened a little, also within the existing right-of-way.

Responding to a question from Mr. Matt Buckley of 201 Main Street, Mr. Diaz stated the traffic signal can be programmed differently for off-peak times.

Paul Mahoney, 24 Corwin Drive, asked if the design allows for right-on-red movement with regard to westbound traffic on Route 109. Mr. Diaz stated they have not considered that level of detail yet, but stated further that in doing so, they will need to consider sight lines in tandem with signal timing. Mr. Mahoney stated he did not want to see cut-through traffic in his neighborhood just to avoid this intersection.

Speaking as a Director for Charles River Bank, Mr. Robert Parrella expressed concern for the design's impact on the mature trees. He suggested narrower shoulders and sidewalk to preserve the rural nature of the property.

Where Do We Go From Here:

Mr. Paul Yorkis briefly reviewed the financing known to date. He thanked Mr. David D'Amico for arranging surveying services by Norfolk County at no cost to the Town. The design and engineering services will be accomplished with federal funds. The goal is to have the project completed with federal funding. Mr. Yorkis stated that government policies change from time to time, but noted that Congressman Jim McGovern is committed to this project, though he may not be Medway's congressman in the future due to redistricting.

Mr. Yorkis announced that the presentation will soon be on the Town website, and encouraged residents to submit questions or comments via the Route 109 Comment Form. All comments received thus far have already been forwarded to Greenman Pedersen, Inc. Mr. Yorkis stated that all meetings with property owners have been very successful, and those property owners have indicated a willingness to help create the "pocket parks" on their own properties to help facilitate the "walkability" of the area.

With respect to parking, SWAP put together a grant application for \$10K to look at parking bylaws throughout the region. Impact on businesses and shopping centers and the parking requirements they must adhere to. Those requirements will take into account the "walkability" of an area, a change from the way current bylaws are written (designed for driving).

For those residents interested in an in-depth look at the plans, Mr. Yorkis advised them to use the email link, and ask for opportunity to look at plans with Mr. Tom Holder or Mr. David D'Amico in the Department of Public Services Office in Town Hall. An appointment is required.

Mr. Yorkis stated the committee will be having a meeting with folks concerned with the intersection of Highland, Main and Milford Streets. As soon as that date is scheduled, it will be publicized. He reminded attendees to please sign the attendance clipboards to get onto the contact list.

Mr. Chan Rogers, 17 Deerfield Road, stated this project is unique and the Town has not put up any money for design services. He thanked the chairman for securing money from other sources.

Mr. Gary Berset, 10 Puddingstone Way, asked if there was any discussion to putting any of the electrical wires underground. Mr. Geoff Howie responded there was mention, but stated the cost is astronomical to get the utilities underground. For this project, utility poles will be moved out of the way to eliminate line-of-sight issues.

With regard to Route 126, Mr. Paul Yorkis stated it isn't the Town being slow to move utility poles. He stated Medway is a Verizon community. Verizon has the responsibility for all the utility poles in the community, and they move them on their schedule.

Mr. Yorkis thanked everyone for coming, acknowledging lots of good questions, comments and observations. He encouraged everyone to continue to watch the Town's website. He stressed that committee meetings are always open to the public, and that some plans are already posted on the website.

Mr. Geoff Howie briefly summarized the preliminary project timeline:

25% design point	August 2011
Design – Public Hearing	February 2012
75% design submission	August 2012
100% Design Submission	January 2013

Mr. Yorkis reiterated that all funds, whether they are federal or state, will go through the Mass Department of Transportation Division. The Town will have no access to any of the funds. Mr. Howie estimated a two-year construction time.

The meeting concluded at 10:18 PM. Mr. Yorkis and other project participants remained afterwards to speak with residents.

Respectfully submitted,

Jeanette Galliardt
Night Board Secretary