

**Public Comments (via letter) on the Revised Draft FFYs 2014-17
Transportation Improvement Program**

AFFILIATION	NAME	PROJECT(S) / ISSUE(S)	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Fay School	Alan A. Clarence, Director of Finance & Operations	Reconstruction of Main Street/Route 30 (Southborough)	Support	Support inclusion of the Reconstruction of Main Street/Route 30 in Southborough in the FFYs 2014-17 TIP. Main Street is the main access point to the Fay School campus, and this project will significantly improve safety for students, staff, and faculty by adding sidewalks with curbing that provide access to the downtown, designating formal parking spaces to enhance drivers' visibility of pedestrians, and installing pedestrian signals at the intersection of Main Street and Route 85. These improvements will improve the safety for all residents and encourage residents to walk into town.
Town of Southborough, Board of Selectmen	Mark J. Purple, Town Administrator	Reconstruction of Main Street/Route 30 (Southborough)	Support	Support inclusion of the Reconstruction of Main Street/Route 30 in Southborough in the FFYs 2014-17 TIP. This project will provide traffic flow improvements and improve safety at the intersection of Main Street and Route 85 through geometry changes and signal upgrades. The project will also improve pedestrian safety along the busiest sidewalk in town by constructing a formal sidewalk with curbing. Lastly, the project will improve drainage along Main Street to increase the useful life span on the pavement.
Massachusetts Senate	Brian A. Joyce, State Senator	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Supports inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft FFYs 2014-17 TIP. This project will address serious local and regional traffic concerns by eliminating congestion caused by two disruptive weaving maneuvers on I-95. The project is located in an area of high economic growth and increased economic activity. Improved traffic flow at the I-93/I-95 Interchange will alleviate congestion and encourage further economic growth in the communities along I-95 south of Route 128.
M. Donahue Associates, Inc.	Taber Keally, Vice President	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Supports inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft FFYs 2014-17 TIP. An improved interchange will advance the economic prospects not only for all of those businesses along I-95, but also along Route 128 and Route 24. The success of major developments (University Station in Westwood and Shawmut Park in Canton) are dependent upon this project. Notes that interchange improvements will also improve safety particularly for trucks carrying hazardous materials, ease traffic congestion that currently clogs secondary roads, and benefit the environment by restoring more than 30 acres of the Blue Hills Reservation.

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Neponset Valley Chamber of Commerce, Regional Working Group	Thomas O'Rourke, President and CEO (NVCC), Town Administrators William Friel (Canton), William Keegan (Dedham), Michael Boynton (Walpole), Michael Jaillet (Westwood), and General Manager John Carroll (Norwood)	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Support inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft FFYs 2014-17 TIP. The current interchange has proved dangerous and inefficient in handling the traffic volumes resulting in serious traffic congestion during peak travel hours, and the region has suffered years of negative impacts. Crashes have resulted in serious personal injury and fatalities, but also the release of hazardous materials in an area of environmental concern. Traffic congestion has reduced the air quality of the region and impeded the ability of the area communities to effectively compete for economic development. This project is vital in order to address these impacts and benefit the region.
Emerald Holdings, LLC	Kevin F. Harrington, Manager	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Support inclusion of the Reconstruction of the I-93/I-95 Interchange and Dedham Street Ramp in Canton in the draft FFYs 2014-17 TIP. These projects are vital in dealing with traffic problems associated with University Station. These improvements will provide significant benefits to the surrounding residents and businesses by easing traffic congestion and the associated economic and quality of life impacts.
Town of Westwood, Economic Development Advisory Board	Chris McKeown, Economic Development Officer	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Supports inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft FFYs 2014-17 TIP. This project is a top priority for the enhancement of economic development in the Neponset Valley Region and the Commonwealth. The initial phase of the project that involves the re-alignment of the Blue Hill Drive I-95 southbound off-ramp and redesign of the Blue Hill Drive/University Ave. and Canton Street/University Ave. intersections is critical to the timing of the University Station development. The recently approved University Station mixed-use transit-oriented development will create new affordable housing, temporary construction jobs, and permanent employment opportunities. Notes that the project will also improve access to the Route 128 T/Amtrak Station.

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Regional Transportation Advisory Council	Steven H. Olanoff, Chair	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Supports inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft FFYs 2014-17 TIP. This project will serve not only the economic development concerns of the nearby municipalities, but also improve the movement of people and goods throughout the entire region as a result of the reduced traffic congestion. The Canton Interchange is currently among the worst bottleneck locations in the region, and measures the worst in both AM and PM peak period in volume-to-capacity ratio. The project will also go far to address safety issues at the interchange, which ranks in the top five percent of crash cluster locations in the Southwest Corridor of the Needs Assessment.