

## **FFYs 2023-27 TIP: Readiness and Cost Updates for Selected Projects**

The following are status updates for selected projects funded by the Boston Region MPO in the current FFYs 2022–26 Transportation Improvement Program (TIP). Projects with updates below are those that have cost increases in excess of the MPO's 25-percent threshold for seeking additional information or are those that were flagged by MassDOT as high-risk or recommended for delay at TIP readiness days in February 2022.

### **2022**

#### **Littleton and Ayer (MassDOT): Intersection Improvements on Route 2A at Willow Road and Bruce Street (#608443)**

This project is currently funded in 2022 and was identified as high-risk because it was only at 75% design as of readiness days and needs to be advertised before September 30, 2022. 100% designs have since been submitted for the project (on 2/28/22). This project is not recommended for delay at this time.

### **2023**

#### **Beverly: Rehabilitation of Bridge Street (#608348)**

Project had a 65 percent cost increase (increase of \$4,957,561) upon the approval of 75 percent design plans in December 2021, to a new cost of \$12,594,932. Increase is due to increasing unit costs for steel and other materials. The overall scope of the project has not changed.

#### **Boston: Improvements on Boylston Street (#606453)**

This project was recommended to be delayed until 2024 due to evolving design considerations at the western end of the project along the Muddy River in Boston. This portion of the project requires significant coordination with DCR and may require an Article 97 action due to the adjacent conservation parcels, all of which is extending the design timeline for the project. This project is currently funded in FFY 2023.

#### **Boston: Reconstruction of Rutherford Avenue (#606226)**

This project was recommended for delay until 2025 because the City of Boston is currently reevaluating the Rutherford Avenue design to better align it with its Go Boston 2030 goal of increasing transit use citywide, and to create a corridor that is equipped to manage potential future growth. This includes exploring transit priority through Sullivan Square and along Rutherford Avenue with existing and future enhanced bus service. These developments have prompted MassDOT's recommendation to delay the project to allow more time for the design to advance. This project is currently funded in FFYs 2023–26.

#### **Peabody: Rehabilitation of Central Street (#608933)**

This project was flagged as high-risk because of the significant ROW required to execute the project and because there is currently a lack of clarity on the project's design schedule moving forward. The design public hearing for the project was held in June 2021 and the 75% design submission is anticipated in

March 2022, though it has not yet been submitted. This project is not recommended for delay at this time.

**Watertown: Rehabilitation of Mount Auburn Street (#607777)**

This project was flagged as high-risk due to the complex right-of-way for the project and the need for significant coordination with the MBTA and MWRA to advance the project. Utility upgrades necessary for the project are expected to begin in spring 2022 in conjunction with the MBTA decommissioning the catenary wires over the roadway, a process that began in March 2022. 75% designs are anticipated to be submitted in April or May 2022. This project is not recommended for delay at this time.

**Wilmington: Intersection Improvements at Lowell Street (Route 129) and Woburn Street (#609253)**

Project had a 42 percent cost increase (increase of \$1,920,472) upon the submission of 75 percent design plans in October 2021, to a new cost of \$6,441,358. Utility relocation costs increased from \$330,000 to \$867,000 as design advanced. Stormwater designs were also revised based on an updated analysis of the project area, which revealed that the existing stormwater system was surcharged, warranting larger pipes in the new design. Updates to the design of the stormwater system resulted in an increase in cost of approximately \$700,000. Unit price increases have also resulted in an increase in the project cost of \$263,000. The overall scope of the project has not changed.

**2024**

**Peabody: Independence Greenway Extension (#609211)**

Project had a 25 percent cost increase (increase of \$763,521) upon the submission of 25 percent design plans in May 2021, to a new cost of \$3,771,271. The prior cost estimate was the conceptual estimate assigned to the project when it was approved by MassDOT's Project Review Committee in July 2018. The new estimate reflects the full engineering designs. Minor increases in cost resulted at this stage from: revised estimates for utility relocation; unit-cost increases; and minor adjustments to the curb design at the Route 128 underpass, where the design of the project has been changed from an on-street bicycle lane to an off-street shared-use path. The overall scope of the project has not changed.