Transportation
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Services

Vanasse Hangen Brustlin, Inc.

101 Walnut Street
Post Office Box 9151
Watertown
Massachusetts 02471
617 924 1770

BG

Transmittal

To: DISTRIBUTION LIST

Date: March 19, 2008

Project No.: 09668.06

From: Lauren Gallagher, LEED AP

Re: **EEA No. 14000**
Draft Section 61 Finding
Northwest Park Redevelopment
Burlington, Massachusetts

As requested in the January 30, 2008 Certificate on the Final Environmental Impact Report on the Northwest Park Redevelopment project in Burlington, Massachusetts [EEA No. 14000], the Proponent has submitted the enclosed package documents the proposed traffic mitigation commitments to the MEPA Office for a 30-day public review and comment period.

The supplemental documentation will be noticed in the March 26, 2008 *Environmental Monitor*. Public comments are due to MEPA (see address below) by **April 25, 2008**.

Secretary Ian A. Bowles
Executive Office of Energy and Environmental Affairs
Attn: William Gage, MEPA Office RE: EEA No. 14000
100 Cambridge Street, Suite 900
Boston, MA 02114

Please contact me at (617) 924-1770 or at lgallagher@vhb.com with any questions or comments on the Project.

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VHB imagination | innovation | energy Creating results for our clients and benefits for our communities

March 18, 2008

Vanasse Hangen Brustlin, Inc.

Ref: 09668.02

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MEPA

Secretary Ian A. Bowles
Executive Office of Energy and Environmental Affairs
Attn: William Gage, MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Re: Draft Section 61 Finding – EEA No. 14000
Northwest Park Redevelopment
Burlington, Massachusetts

Dear Secretary Bowles:

On behalf of our client, the Nordblom Company (the "Proponent"), Vanasse Hangen Brustlin, Inc. (VHB) submits for your review and consideration the Draft Section 61 Finding requested as part of the requirements set forth in your Certificate on the Final Environmental Impact Report (FEIR) on the proposed Northwest Park Redevelopment (the "Project").

As noted in your Certificate on the FEIR, dated January 30, 2008 (attached), you state,

> *"Prior to the issuance of a Section 61 Finding by MassHighway, the Proponent should provide documentation showing each phase of development with the associated transportation impacts and the required mitigation commitments. This information should clarify the timing of the mitigation implementation. The proponent should provide conceptual plans that show the proposed lane widths and offsets, layout lines and jurisdiction, and land uses (including adjacent drives) adjacent to where improvements are proposed. MassHighway will require the proponent to monitor the improvements. This above documentation should be supplied as an addendum to the proponent's Draft Section 61 Finding for MassHighway which should be submitted to the MEPA office by the proponent. I will publish the notice of availability of the proponents draft Section 61 Finding for MassHighway in the Environmental Monitor for a thirty day comment period. The draft Section 61 Finding should be sent to the list of commentors."*

Enclosed with this letter are:

- The Proponents "Letter of Commitment to MassHighway" which identifies the proposed impacts of the Project on area roadways and summarizes the proposed mitigation and timing of these improvements. This Letter of

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Commitment will serve as the basis for the issuance of the Section 61 Finding by MassHighway.

- An addendum to the Letter of Commitment detailing the phasing of the Project as well as the relative traffic impacts from an operational perspective.

We continue to look forward to working with you as the Project advances through the state permitting process. If you have any questions on the enclosed, please feel free to contact me directly at (617) 924-1770 ext. 1443.

Best Regards,

VANASSE HANGEN BRUSTLIN, INC.

Robert L. Nagi, P.E., P.T.O.E.
Principal – Transportation Systems

Enclosures

Cc: Distribution List (Appendix A of the FEIR)

DRAFT

March 18, 2008

Ref: 09668.02

Mr. Lionel Lucien, P.E.
Manager, Public/Private Development Unit
Massachusetts Highway Department
10 Park Plaza, Room 4150
Boston, MA 02116

Re: Traffic mitigation commitment
Proposed Northwest Park Redevelopment
Burlington, Massachusetts

Dear Mr. Lucien:

On behalf of Nordblom Company (the "Proponent"), Vanasse Hangen Brustlin, Inc. (VHB) has prepared this letter for your consideration in the preparation of the Section 61 Findings for the Norwest Park Redevelopment project (the "Project") in Burlington, Massachusetts. This letter of commitment defines traffic impacts and identifies proposed mitigation measures associated with the redevelopment. We request that you review this information in preparation for the issuance of a Section 61 Finding upon completion of the Final Environment Impact Report process by the Secretary of Environmental Affairs so that the Proponent may proceed with permitting and design.

The 127± acre-site is located along Middlesex Turnpike in Burlington, Massachusetts. The Project consists of the redevelopment of an existing 1.34 million square feet (SF) office park to create a mixed-use development consisting of 600,000 SF of retail space, 2,237,500 SF of office space, 300 residential units, and a 150-room hotel. We have provided for your review a detailed Traffic Impact and Access Study as well as the Transportations Chapters of both the DEIR and FEIR. The proposed mitigation commitments were developed based on the analysis presented in the DEIR and FEIR. VHB initially met with representatives of the MassHighway Boston and District 4 offices to discuss the project on July 31, 2007 and August 7, 2007. Since that time, VHB has maintained a regular dialogue with MassHighway.

Recently, as part of the review of the Final Environmental Impact Report (FEIR), the applicant was requested to resubmit the Draft Section 61 Finding to MEPA for a 30 day comment period. This letter is, therefore, being submitted to MEPA for this purpose with the expectation that its availability will be published in the next edition of the Environmental Monitor for a 30-day comment period.

OVERALL PROJECT TRAFFIC IMPACTS

The proposed development is expected to generate 20,830 new vehicle-trips to and from the site during an average weekday. This includes 1,260 new vehicle-trips (in and out) during the weekday morning peak hour and 2,550 during the evening peak. On Saturday, it is expected to generate 22,890

new vehicle-trips to and from the site with 2,190 new vehicle-trips (in and out) during the Saturday midday peak hour.

SPECIFIC PROJECT TRAFFIC IMPACTS AND MITIGATION MEASURES

Detailed traffic analyses indicate that some of the study intersections currently experience delays during the peak periods. Without the implementation of any improvement measures at these locations, delays and congestion would worsen with or without the proposed development in place. Capacity improvements are proposed as part of this project to mitigate the project's traffic impacts, as well as to alleviate existing deficiencies. The Proponent has committed to implementing the following traffic mitigation measures:

Middlesex Turnpike at Fourth Avenue (Local Jurisdiction)

The Proponent is committed to widen the eastbound approach of Fourth Avenue to provide two exclusive left-turn lanes and one right-turn lane, as well as widening the southbound approach of Middlesex Turnpike to provide two through lanes and an exclusive right-turn lane. In conjunction with the widening, the Proponent will provide reasonable pedestrian accommodations at this intersection and coordinate the traffic signal with the traffic signals at Middlesex Turnpike/Third Avenue, Middlesex Turnpike/Terrace Hall Avenue, and Middlesex Turnpike/Network Drive. This signalized intersection is projected to operate as follows:

		2016 No-Build			2016 Build			2016 Build w. Mitigation		
Location	Period	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Middlesex Turnpike at Fourth Avenue	Weekday Morning	0.85	20	B	1.15	79	E	0.93	20	B
	Weekday Evening	0.89	34	C	>1.2	+	F	1.10	47	D
	Saturday Midday	0.30	7	A	0.50	9	A	0.43	7	A

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency. It is expected that the intersection will operate at LOS B, LOS D, and LOS A during morning, evening, and Saturday midday peak periods, respectively, with the proposed improvements in place. These improvements will be implemented upon occupancy of 300,000 SF of "net new" office development within the Area B portion of the project site.

Middlesex turnpike at Third Avenue (Local Jurisdiction)

The Proponent will install a fully-actuated traffic signal at the intersection and coordinate the new traffic signal with the traffic signals at Middlesex Turnpike/Fourth Avenue, Middlesex Turnpike/Terrace Hall Avenue and Middlesex Turnpike/Network Drive. In addition, the Proponent will widen all three approaches at this intersection to provide: one exclusive left-turn lane; one shared left-turn/right-turn lane and one exclusive right-turn lane on the eastbound approach; two exclusive left-turn lanes as well as two through lanes on the northbound approach; and, two through lanes and an exclusive right-turn lane on the southbound approach. The Proponent is also committed to providing reasonable pedestrian accommodations at this intersection. This intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		Dem	Delay	LOS	Dem	Delay	LOS	v/c	Delay	LOS
Middlesex Turnpike at Third Avenue	Weekday Morning	35	+	F	215	+	F	0.60	10	B
	Weekday Evening	200	+	F	960	+	F	0.96	33	C
	Saturday Midday	20	16	C	645	+	F	0.71	17	B

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency and reserve capacity. It is expected that the intersection will operate at LOS B, LOS C, and LOS B during morning, evening, and Saturday midday peak periods, respectively, with the proposed improvements in place. These improvements will be implemented upon occupancy of 150,000 square feet of "net new" development within the Area A portion of the development or 500,000 square feet of "net new" development within the Area B portion of the park which ever occurs first.

Middlesex Turnpike at Second Avenue/Burlington Mall Road (Local Jurisdiction)

The Proponent is committed to widening the northbound, southbound, and eastbound approaches at this intersection to provide: one exclusive left-turn lane, one through lane, and two exclusive right-turn lanes on the Second Avenue eastbound approach; one exclusive left-turn lane, two through lanes, and one shared through/right-turn lane on the Middlesex Turnpike southbound approach; and, two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane on the Middlesex Turnpike northbound approach. In addition, the Proponent will increase the storage length of the existing northbound exclusive left-turn lane as well as provide pedestrian crossings and bicycle accommodations consistent with the Burlington Bicycle Vision. In conjunction to the geometric improvements at the intersection, the Proponent will modify the traffic signal phasing and timings to provide reasonable levels of operation along Middlesex Turnpike as well as Burlington Mall Road and Second Avenue. This signalized intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Middlesex Turnpike at Burlington Mall Road/ Second Avenue	Weekday Morning	0.96	51	D	1.15	105	F	1.15	74	E
	Weekday Evening	0.88	37	D	>1.2	+	F	1.13	79	E
	Saturday Midday	0.64	22	C	1.07	110	F	0.81	38	D

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency. It is expected that the intersection will operate at LOS E, LOS E, and LOS D during morning, evening, and Saturday midday peak periods, respectively, with the proposed improvements in place. These improvements will be implemented upon occupancy of 100,000 sf of "net new" development in Area A.

South Avenue at Second Avenue (Local Jurisdiction)

The Proponent is committed to installing a fully-actuated traffic signal at this intersection and coordinating the new signal with Middlesex Turnpike/Second Avenue/Burlington Mall Road. In conjunction to the new traffic signal, the Proponent will widen the westbound and eastbound approaches on Second Avenue to provide one shared through/left-turn lane and one exclusive right-turn lane going eastbound as well as one shared through/left-turn lane and one shared through/right-turn lane going westbound. The Proponent will also provide one exclusive left-turn lane and one shared left-turn/through/right-turn lane on the southbound site driveway approach. Pedestrian and bicycle accommodations at this intersection will be linking up with other amenities in and around the project site and consistent with the Burlington Bicycle Vision. This intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		Dem	Delay	LOS	Dem	Delay	LOS	v/c	Delay	LOS
Second Avenue at South Avenue	Weekday Morning	5	12	B	5	15	B	0.32	10	B
	Weekday Evening	60	29	D	90	+	F	0.40	16	B
	Saturday Midday	5	11	B	30	33	D	0.36	12	B

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency and reserve capacity. It is expected that the intersection will operate at LOS B during morning, evening, and Saturday midday peak periods with the proposed improvements in place. These improvements will be implemented upon occupancy of any net new development in Area A.

Route 62 at Route 3 Southbound Ramps (MassHighway Jurisdiction)

The Proponent will modify signal timing at this location. This signalized intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Route 62 (Burlington Road) at Route 3 SB Ramps	Weekday Morning	0.86	57	E	0.94	85	F	0.94	33	C
	Weekday Evening	0.86	17	B	0.87	22	C	0.87	22	C
	Saturday Midday	0.29	20	B	0.44	24	C	0.44	21	C

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency. It is expected that the intersection will operate at LOS C during morning, evening, and Saturday midday peak periods with the proposed improvements in place. These improvements will be implemented upon occupancy of a total of 300,000 square feet of "net new" development within the Northwest Park site(Areas A and B). Furthermore, an ongoing monitoring of this intersection will take place upon occupancy of each successive increment of 300,000 square feet of net new development within the Northwest Park site.

Route 62 at Route 3 Northbound Ramps/Crosby Drive (MassHighway Jurisdiction)
The Proponent will modify signal timing at this location. This signalized intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Route 62 (Burlington Road) at	Weekday Morning	1.00	73	E	1.08	102	F	1.08	78	E
Route 3 NB Ramps/	Weekday Evening	>1.2	+	F	>1.2	+	F	>1.2	+	F
Crosby Drive	Saturday Midday	0.28	14	B	0.40	14	B	0.39	13	B

These improvements will accommodate the project's traffic volumes in addition to providing additional efficiency. It is expected that the intersection will operate at LOS E, LOS F, and LOS B during morning, evening, and Saturday midday peak periods, respectively, with the proposed improvements in place. These improvements will be implemented upon occupancy of 300,000 square feet of "net new" development within the Northwest Park Project (Areas A and B). Additionally, on-going monitoring will take place upon occupancy of each successive increment of 300,000 square feet of "net new" development within the Northwest Park site.

Route 62 with Network Drive (Local Jurisdiction)
The Proponent is committed to working with the Tri-Town Commission and MassHighway to reconfigure the lane designations proposed in the Tri-Town Extension project at this intersection and adjusting the signal phasing. This signalized intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Route 62 (Burlington Road/	Weekday Morning	0.78	21	C	0.86	25	C	0.92	30	C
Bedford Street) at	Weekday Evening	>1.2	+	F	>1.2	+	F	>1.2	108	F
Network Drive	Saturday Midday	0.40	23	C	0.50	23	C	0.54	17	B

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency. It is expected that the intersection will operate at LOS C, LOS F, and LOS B during morning, evening, and Saturday midday peak periods, respectively, with the proposed improvements in place. Upon issuance of the Section 61 Finding for this Project, the applicant will work with MassHighway and the Tri-Town commission to initiate these changes to the Project.

Route 62 with Middlesex Turnpike (Local Jurisdiction)
The Proponent is committed to working with the Tri-Town Commission to modify signal timing at this location. This signalized intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Route 62 (Bedford Street) at Middlesex Turnpike	Weekday Morning	0.77	61	E	0.83	85	F	0.77	25	C
	Weekday Evening	>1.2	97	F	>1.2	+	F	1.02	39	D
	Saturday Midday	0.39	15	B	0.61	43	D	0.54	17	B

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency. It is expected that the intersection will operate at LOS C, LOS D, and LOS B during morning, evening, and Saturday midday peak periods, respectively, with the proposed improvements in place. Should the Tri-Town extension not take place before the applicant begins to occupy new development within the site, the developer will work with the Town of Burlington to implement minor timing changes as needed

Middlesex Turnpike with Terrace Hall Avenue (Local Jurisdiction)
The Proponent will modify signal timing at this location. This signalized intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Middlesex Turnpike at Terrace Hall Avenue	Weekday Morning	0.90	21	C	1.04	35	C	0.96	21	C
	Weekday Evening	0.83	18	B	1.05	61	E	0.94	12	B
	Saturday Midday	0.32	7	A	0.47	8	A	0.43	5	A

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency and reserve capacity. It is expected that the intersection will operate at LOS C, LOS B, and LOS A during morning, evening, and Saturday midday peak periods, respectively, with the proposed improvements in place. These improvements will be implemented upon occupancy of 300,000square feet of "net new" development within the Northwest Park site and evaluated after each successive increment of 300,000 square feet of net new development through full build out of the Project.

Middlesex Turnpike with South Avenue/ Burlington Mall Driveway (Local Jurisdiction)
The Proponent will modify signal timing at this location. This signalized intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Middlesex Turnpike at	Weekday Morning	0.53	7	A	0.64	8	A	0.64	7	A
South Avenue/	Weekday Evening	0.88	40	D	1.07	130	F	1.03	31	C
Burlington Mall main entrance	Saturday Midday	0.70	29	C	0.75	26	C	0.79	25	C

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency. It is expected that the intersection will operate at LOS A, LOS C, and LOS C during morning, evening, and Saturday midday peak periods, respectively, with the proposed improvements in place. These improvements will be implemented upon occupancy of 300,000square feet of "net new" development within the Northwest Park site and evaluated after each successive increment of 300,000 square feet of net new development through full build out of the Project.

Burlington Mall Road with Marriot Driveway (Local Jurisdiction)
The Proponent will modify signal timing at this location. This signalized intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Burlington Mall Road at	Weekday Morning	0.75	132	F	0.78	150	F	0.74	20	B
Marriott Driveway/ Office Park	Weekday Evening	0.68	53	D	0.73	76	E	0.72	21	C
	Saturday Midday	0.33	23	C	0.37	23	C	0.38	20	B

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency and reserve capacity. It is expected that the intersection will operate at LOS B, LOS C, and LOS B during morning, evening, and Saturday midday peak periods, respectively, with the proposed improvements in place. These improvements will be implemented upon occupancy of 300,000 square feet of "net new" development in Area B or occupancy of any net new development in Area A.

Middlesex Turnpike with I-95 Southbound Ramps (MassHighway Jurisdiction)
Improvements at this location include installing queue detection on the I-95 Southbound Ramp westbound approach to the intersection and coordinating the traffic signal system along Middlesex Turnpike. This signalized intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Middlesex Turnpike at Interstate 95 SB Ramps	Weekday Morning	0 67	13	B	0.76	14	B	0.76	14	B
	Weekday Evening	0.78	16	B	0.96	34	C	0.95	32	C
	Saturday Midday	0.70	14	B	0.88	21	B	0.88	21	C

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency and reserve capacity. It is expected that the intersection will operate at LOS C or better during morning, evening, and Saturday midday peak periods with the proposed improvements in place. The design and permitting for these improvements will commence upon the issuance of Section 61 Finding; implementation is expected to occur upon occupancy of 300,000 square feet of net new development within the Northwest Park project.

Middlesex Turnpike at I-95 Northbound Ramps/Wheeler Road (MassHighway Jurisdiction)
Improvements at this location were divided into two construction phases. The Phase I improvements include modifying the northbound Middlesex Turnpike approach to provide three through lanes and an exclusive right-turn lane, and providing an exclusive left-turn lane. These changes were documented in the MEPA filings and were conceptually shown as Figure 3.4 in the FEIR and include installation of queue detection on the I-95 Southbound Ramp westbound approach to the intersection and coordination of the traffic signal system along Middlesex Turnpike.

The Phase II improvements include additional widening and lane configurations changes consistent with the conceptual plans shown in the DEIR in Figure 3.35 *"Proposed Improvements at Middlesex Turnpike/Route 128 Northbound Ramps, Northwest Park Redevelopment, Burlington, Massachusetts"*.

This signalized intersection is projected to operate as follows:

Location	Period	2016 No-Build			2016 Build			2016 Build w. Mitigation		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Middlesex Turnpike at Interstate 95 NB Ramps/ Wheeler Road	Weekday Morning	0.79	16	B	0.82	19	B	0.71	19	B
	Weekday Evening	1.10	91	F	>1.2	+	F	1.12	75	E
	Saturday Midday	0.73	18	B	0.80	31	C	0.69	17	B

These improvements will adequately accommodate the project's traffic volumes in addition to providing additional efficiency. It is expected that the intersection will operate at LOS B, LOS E, and LOS B during morning, evening, and Saturday midday peak periods, respectively, with the proposed improvements in place. The Proponent will commence design of the "full improvement plan" (Phase I & II) upon the issuance of Section 61 Finding. Implementation of the Phase I improvements will occur upon occupancy of 300,000 square feet of "net new" development within the Northwest Park site. The Proponent recognizes EOTs desire to advance the implementation of the full improvement in a timely fashion. MassHighway recognizes the need for Phase II improvements is driven in part by anticipated traffic growth independent of the proposed project. It is anticipated that as other area

developments that impact operations at this interchange seek permits and approvals that those projects may provide additional financial resource to implement all or a portion of the Phase II improvements. Notwithstanding, in the event the improvements have not been completed if full upon occupancy of 1.5million Square Feet of "net new" development on the Northwest Park Site, the Proponent will complete the Phase II improvements as previously described.

Route 128/I-95/Route 3 Interchange (MassHighway Jurisdiction)
The Proponent is committed to designing and constructing the continuation of the right-hand lane through the weaving section which occurs on the Route 128/I-95 Southbound frontage road between the Middlesex Turnpike on-ramp and the Route 3 Northbound on-ramp. The Proponent will also restripe the Route 3 mainline on the northbound approach merge area, which will eliminate the merge between the Route 128/I-95 Southbound frontage road on-ramp to Route 3 with the Route 3 northbound mainline.

		2016 No-Build		2016 Build		2016 Build w. Mitigation	
Segment	Period	Density	LOS	Density	LOS	Density	LOS
I-95 Southbound Frontage Road	Morning	61.6	F	63.4	F	27.44	C
	Evening	93.0	F	103.6	F	46.38	F
	Saturday	53.1	F	61.0	F	26.32	C

Both of these improvements will be designed, permitted, and implemented prior to occupancy of 300,000 square feet of "net new" development within the Northwest Park site.

TRAVEL DEMAND MANAGEMENT PROGRAM

To supplement and enhance the project mitigation program described previously, the proponent has developed a Travel Demand Management (TDM) program for the purpose of reducing the number of peak period trips from and to the site. The TDM program includes the following elements:

- The Proponent will designate an on-site Transportation Coordinator to prepare and implement its TDM programs. This person would provide information to interested tenants and residents regarding their commuting options. The Transportation Coordinator will publicize information regarding carpooling, post interested carpooler names in the employee area, and list a notice of interested carpoolers in the facility newsletter.

- The Proponent commits to promoting alternative transportation by identifying opportunities to expand existing service to Northwest Park and Burlington through discussions with the MBTA and the 128 Business Council

- The Proponent will facilitate bicycle and pedestrian travel through the provision of convenient bicycle parking. Bicycle racks will be provided at locations in the vicinity of various buildings within the overall development. The exact location will be determined through consultation with the Town of Burlington. Walking to/from and within the site will be encouraged by the provision of a pedestrian-friendly site layout, which features sidewalks and crosswalks at key points both within the site and connecting to the existing pedestrian network.

- The Proponent will consider working with a car-sharing service (such as Zipcar®) to provide cars for periodic use by residents.

- The Proponent will encourage prospective tenants to consider providing the following employer-based TDM measures as appropriate:

    - To the extent possible, flexible hours so that employees have the option of commuting outside the peak traffic periods. Similar benefits can also be realized through staggered work hours so that employee trips occur over a broader period and thereby reduce peak hour demands;
    - Provide incentives for bicycle and HOV commuting;
    - Prioritize local hiring;
    - Offer direct deposit to employees
    - Provide subsidies to employees who purchase monthly or multiple trip transit passes.
    - Provide a guaranteed ride home program to eliminate an often-cited deterrent to carpool and vanpool participation; and,
    - Provide preferential carpool and vanpool parking within the parking garages and spaces near office building entrances as a convenience to participants and to promote ridesharing.

- The Proponent will encourage prospective retail tenants to consider providing the following retail-based TDM measures as appropriate:

    - Hold promotional events for bikers and walkers;
    - Provide incentives for bicycle and HOV commuting;
    - Prioritize local hiring;
    - Offer direct deposit to employees; and,
    - Provide subsidies to employees who purchase monthly or multiple trip transit passes.

TRANSPORTATION MASTER PLAN

The Proponent will also fund a comprehensive study that would build upon the Commonwealth's $150,000 grant to the Town of Burlington through the 43D legislation by providing an additional

$150,000 to the Town of Burlington to evaluate and identify potential long range transportation improvements and evaluate their feasibility on the surrounding roadway infrastructure.

We believe the above mitigation commitments are consistent with the areas identified as needing improvement in the Traffic Impact and Access Study. Accordingly, we respectfully request that a Section 61 Finding be issued indicating the proposed mitigation as listed above. If you have any questions, please contact me at (617) 924-1770.

Very truly yours,
VANASSE HANGEN BRUSTLIN, INC.

Robert L. Nagi, PE, PTOE
Principal

Transportation
Land Development
Environmental
Services

VHB Vanasse Hangen Brustlin, Inc.

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FAX 617 924 2286

Memorandum

To: Mr. Lionel Lucien, P.E.
Manager
Public Private Development Unit
Office of Transportation Planning
Executive Office of Transportation
10 Park Plaza
Boston, MA 02115

Date: March 18, 2008

Project No.: 09668.02

From: Robert L. Nagi, PE
Principal – Transportation Systems

Re: Supplemental Transportation Information
Northwest Park Redevelopment
Burlington, Massachusetts
EOEEA # 14000

Vanasse Hangen Brustlin, Inc. (VHB) has been working with the Executive Office of Transportation (EOT) and our clients, The Nordblom Company, to address to the satisfaction of all parties the infrastructure and mitigation commitments supporting the Northwest Park redevelopment effort (EOEEA #14000).

Specifically, in the Final Environmental Impact Report (FEIR), the applicant has made a commitment to address their impacts at the Route 128/Middlesex Turnpike Interchange area based on a fair-share model at the specific state highway locations. Based on discussions with EOT and others, we were notified that this mitigation commitment did not satisfy EOT concerns about long-term traffic impacts to the interchange and were asked to address these issues by revisiting the commitments and providing long-term assurances that the interchange improvements contemplated by the applicant and the Commonwealth could be implemented over the course of the development build-out.

For this reason, VHB and the applicant have been reviewing the original proposal for mitigation and has developed the following amendment to the FEIR as it relates to the mitigation plans outlined in that document. The bottom line is that, with the revised commitments, there is a clear and direct guarantee that an appropriate long-term build out of the interchange will take place and will be funded by the applicant over time.

Original Proposal

Enclosed in the FEIR, the applicant detailed a list of Proposed Transportation Mitigation Costs and the Schedule for it (in Table 3-6, attached). As it relates to State Highway locations, the applicant agreed to fund the design of the Route 128/Middlesex Turnpike interchange consistent with the plans laid out and described conceptually in the Draft Environmental Impact Report for this project. Concurrent with the full design, the applicant also agreed to construct the first phase of the interchange upgrades at the Route 128 Northbound ramp intersection with Middlesex Turnpike generally consistent with the plans identified in Figure 3.4 of the FEIR. In sum, this commitment totaled over $1.2 million.

These improvements would address the current transportation issues associated with the operations at the Northbound Ramps, as well as mitigate in a fair-share contribution the impacts of the Northwest Park traffic on the intersection operations. This was all identified and discussed in the FEIR submission.

Revised Proposal

Based on our discussions with MassHighway, it was unclear how additional phases of the development would be implemented – if at all – which led to their finding that the mitigation commitment, while addressing the applicant's fair share of the overall impact, did not adequately describe how the following phases of construction at the intersections would be implemented. For this reason, in addition to all the mitigation commitments originally proposed inn the FEIR, the applicant has agreed to modify their proposed mitigation at the Route 128 Northbound Ramps at Middlesex Turnpike. While we fully expect that other developments will come on-line between now and the full buildout of the Northwest Park and expect that they will (through the MassHighway/MEPA review and permit process) be asked to participate in their fair share advancement of the Route 128/Middlesex Turnpike interchange, the applicant has revised their proposal as follows:

The applicant will construct additional upgrades to the Route 128/Middlesex Turnpike interchange consistent with the original interchange design plans as presented in the Draft EIR. Specifically, this would include the widening and upgrades to the Route 128 Northbound ramps as well as the improvements under Route 128 along Middlesex Turnpike. These improvements would bring the operating levels of service at the intersections involved to reasonable levels of operation at full build out of the project site. In sum, these additional improvements represent a significant upgrade to the original proposal which will be funded by the applicant which is well over a half-million dollars in excess commitments.

Table 1
Capacity Analysis
Middlesex Turnpike at I-95/Route 128 Northbound Ramps

Location	Peak Period	2008 Existing			2013 No-Build			2013 Build (up to 1.5mill Office)			2013 Build w/ Phase 1 Mitigation (up to 1.5mill Office)			2013 Build w/ Phase 2 Mitigation (up to 1.5mill Office)		
		v/c[a]	Delay[b]	LOS[c]	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Middlesex Turnpike at I-95 NB Ramps	Morning	0.67	14	B	0.74	22	C	0.78	23	C	0.71	17	B	0.75	18	B
	Evening	0.83	31	C	1.02	61	E	1.13	78	E	1.01	47	D	1.01	50	D

a volume-to-capacity ratio
b average delay in seconds per vehicle, rounded to the nearest whole second
c level of service

This proposal is predicated on the assumption that no additional improvements have been implemented at this interchange since the time of the initial Nordblom-sponsored upgrades. Should additional improvements take place at the interchange through other third-party commitments (i.e. other private developers, town-sponsored activities, or state-funded improvements) which have improved the interchange to its full build out capacity, then Nordblom will no longer be responsible for the full build out of the interchange improvements identified in this memorandum.

Please note that these do not include improvements at the intersection of the Route 128 Southbound ramps with Middlesex Turnpike – which are projected to operate at LOS B or better without any physical improvements in place during the critical commuter peak hours. Furthermore, this

additional construction would not occur until development and occupancy of the Northwest Park Project reached 1.5 MSF of net new building space within the Northwest Park site.

Monitoring

In addition to these improvement modifications, the proponent will commit to monitoring traffic volumes at the project site as well as at the interchange as specific phases of development advance and are occupied. These observations will be documented and forwarded to the Town of Burlington as well as MassHighway as they are completed and will include an operational assessment of the traffic conditions at the interchange.

Findings

Based on our assessment of the modified proposal, the applicant will have committed to a more-than-fair share contribution towards addressing their project impacts on the Route 128 interchange. Moreover, the applicant is now assuring that the long-term vision for this interchange will be in place which will serve the local development community, the Town of Burlington, and the Commonwealth well into the future.