

## New Boston Street Bridge Reconstruction Project: Fact Sheet

**Project Summary:** The former New Boston Street Bridge (Bridge Number W-43-005) provided a critical transportation link for both regional and local traffic. New Boston Street, continuing as Woburn/Andover Street in Wilmington, provided a convenient north-south alternate route to Interstate 93 for trips to/from Route 128/I95, to/from as far north as I-495. This route also provided connectivity for local trips to/from Woburn and neighboring communities.

Due to its poor condition, the New Boston Street Bridge was closed in 1978. This closure and removal eliminated a key and vital connection for regional and local traffic. The construction of Commerce Way and its interchange with I-93 has somewhat alleviated this loss for subsequent commercial and industrial growth in the area (Woburn and Wilmington Industrial Parks and the Anderson/Woburn RTC). However, continued growth in development and associated traffic volumes have fully utilized the additional capacity provided by Commerce Way and further highlights the benefit of this missing link to the City's and region's future transportation system.

**Project Benefits:** The replacement of the New Boston Street Bridge has local and regional traffic benefits. The bridge replacement would create an alternate parallel route for regional traffic using and destined for I-95 and I-93. It would also provide an alternative for motorists using such heavily congested roadways as Route 28 and Route 38. Based on transportation and traffic volume information provided by CTPS, over 20,000 vehicles would be projected to use the bridge on an average weekday. This projection reinforces the importance of the transportation link being reconnected. The project also enables a new, secondary access/egress connection to the Anderson/Woburn RTC to enhance increased use of the station. Currently there is no access to the RTC from areas west of the tracks without a lengthy detour along Mishawum Road.

A preliminary travel time study indicated that the use of the proposed New Boston Street Bridge could result in a 50% reduction in travel time for certain trips in the area. These savings will be attractive for many currently using I-93 or Commerce Way/Mishawum Road and lead to a reduction in vehicle miles traveled and emissions.

**Additional Benefits:** The replacement of the New Boston Street Bridge would support future commercial and economic growth as well. The current commercial and industrial growth in this area, and associated congestion, has highlighted this missing link to the city's and region's transportation system. The bridge closure significantly altered travel circulation for

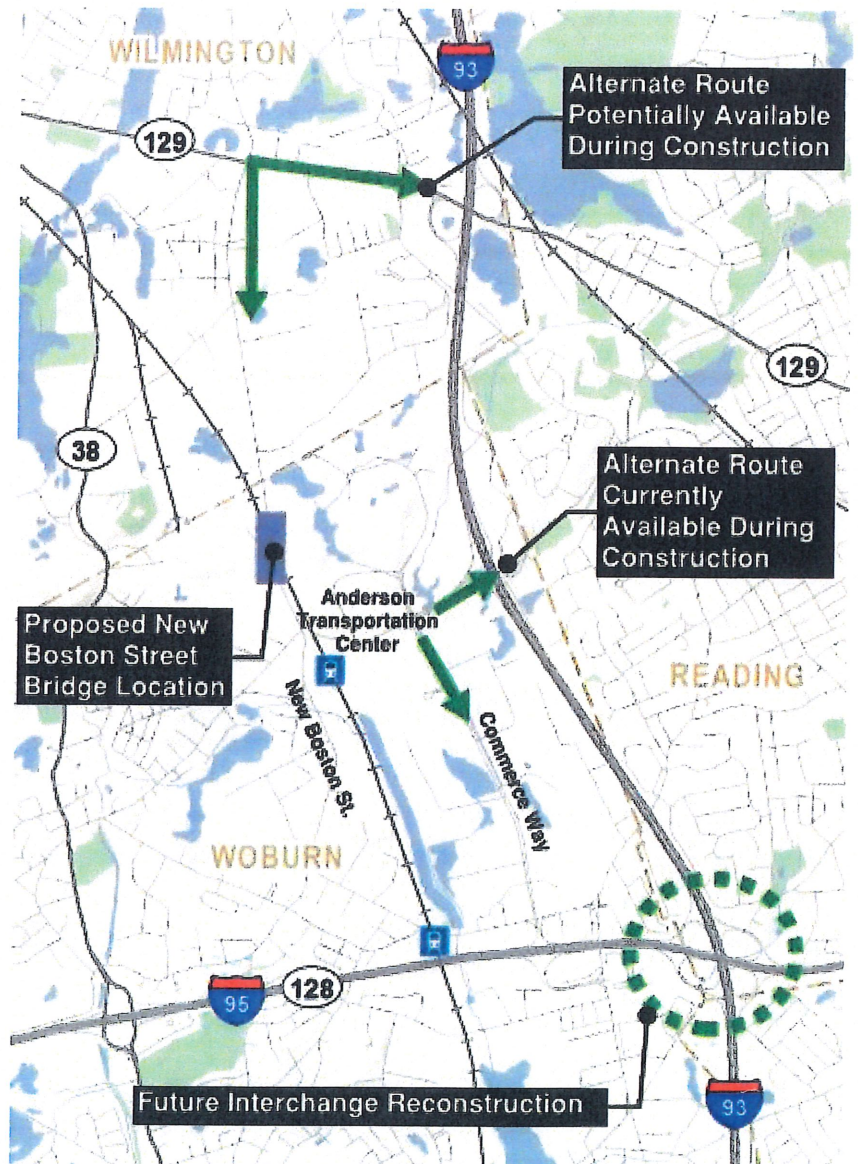


Figure 1: Project Locus Map



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truck and freight traffic within the surrounding area, including adversely impacting access to the Woburn Industrial Park, the Wilmington Industrial Park, and Woburn Commerce Center. Replacement of this bridge will complete the industrial beltway and provide multiple paths to and from I-93, Route 95/128, and I-495.

It will also provide the means for future access to the Anderson/Woburn RTC from the western side of Woburn. Many of the business owners within the New Boston Street Business District) have stated that their employees would strongly consider taking the train to work if they could walk from the train/bus station to their place of employment. Today, an employee would have to walk from the RTC, down Atlantic Ave., then Commerce Way, then Mishawum Road, then Industrial Parkway, and finally along New Boston Street. This is close to an hour's walk. (see Figure 2)

Additionally, the proposed New Boston Bridge connection would help alleviate congestion associated with the future I-95/I-93 Interchange reconstruction project (see Figure 1 on previous page). The I-93/I-95 project would have the potential to significantly reduce capacity through the interchange and on its ramps, resulting in diverted and detoured traffic through the adjacent communities and on other adjacent local roadways. Commerce Way will represent one of the most logical alternate routes during the project's construction. However, Commerce Way represents an already congested roadway which serves significant adjacent development and represents a relief valve for current congestion along I-93 and I-95 not related to potential future construction. The New Boston Street Bridge would provide an additional, new alternate route and help alleviate the congested, construction-related conditions along I-93, I-95 and Commerce Way during the interchange's reconstruction.

Finally, the current TIP evaluation scored the New Boston Street Bridge project very high (55), particularly in the categories of Capacity Management / Mobility and Economic Vitality.

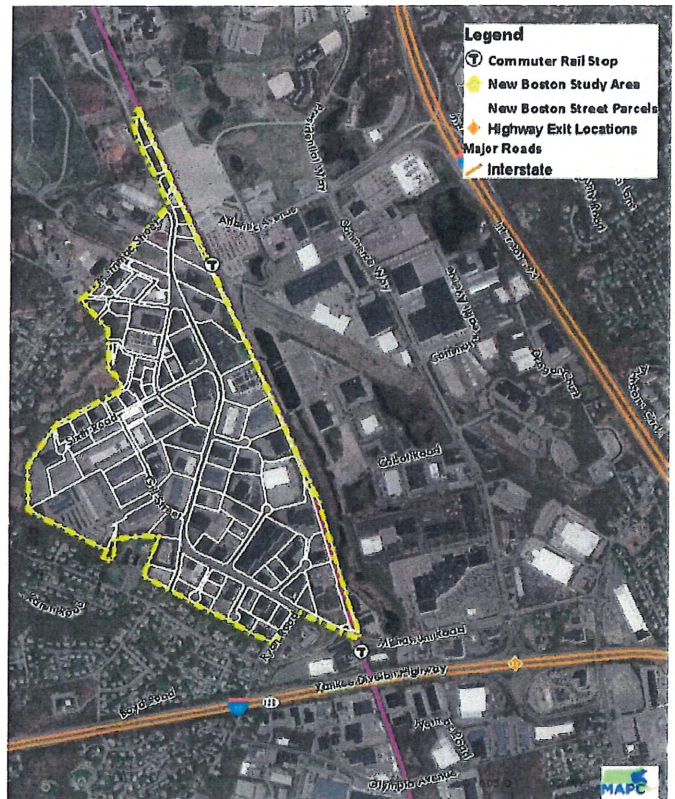


Figure 2: New Boston Street Business District (MAPC, 2018)

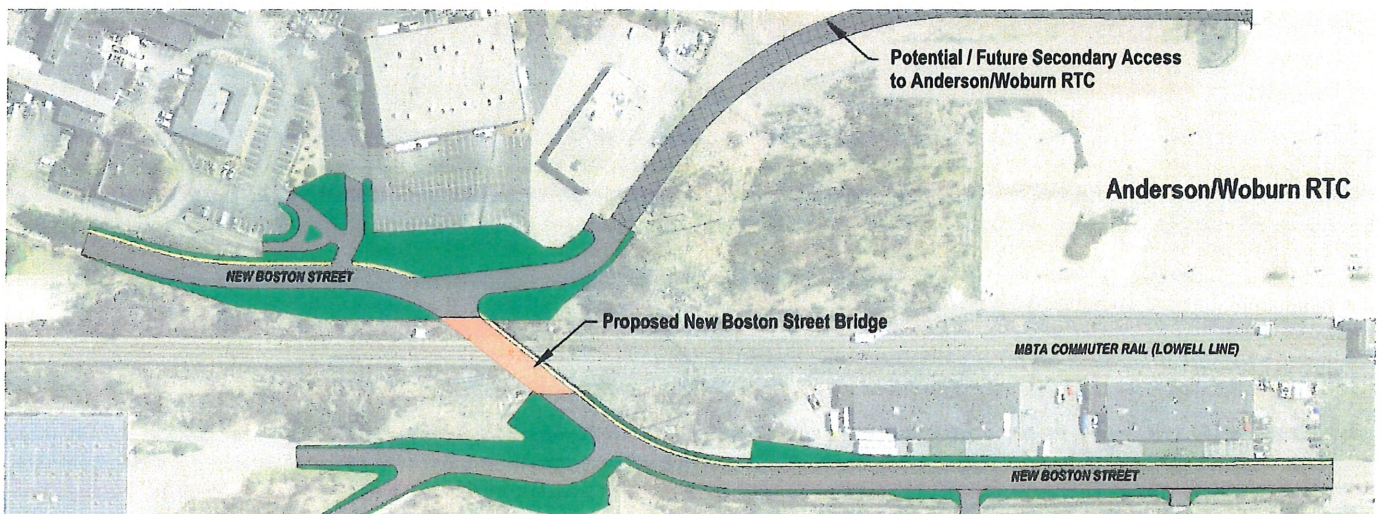


Figure 3: Project Site Map



## *New Boston Street Bridge Reconstruction Project: Fact Sheet*

### **Project Timeline:**

- Local support during Transportation Forum for City master plan (Woburn Vision 2020 and 2015)
- North Suburban Regional Planning support in 2005 and 2016
- Project Initiation Forms (PIF) submitted in February 2006
- Line item in Chapter 139 of the Acts of 2006 allocated \$394k for design of bridge in August 2006
- Support letters from Wilmington and State Representatives received late 2006
- CTPS modeling of bridge connection and projected traffic volumes completed May 2007
- PNF/PIF on new forms with additional requested information submitted May 2007
- Project Review Committee (PRC) approval June 2007
- MBTA/Massport meeting to discuss connection to Anderson RTC – September 2008
- Preferred roadway alignment selected - April 2009
- Bridge Type Study submitted to MassDOT Bridge and comments returned in November 2009. MassDOT requested a review of multi-span options with supports within the MBTA ROW.
- Meeting with MBTA for discussion of alternatives for foundations within ROW - February 2010.
- Revised Type Study submitted in March 2010, approved by MassDOT in May 2010.
- 25% Highway plans submitted to MassDOT – July 2011
- MBTA access permit and soil borings completed – October 2011
- Bridge sketch plans and geotech report submitted to MassDOT – June 2012
- Utility coordination meetings in Summer of 2012
- Review comments from MassDOT on 25% submittals – Fall 2012
- Revised and resubmitted 25% Highway and Prelim ROW plans to MassDOT – April 2013
- Revised and resubmitted Bridge sketch plans and Geotech report to MassDOT – August 2013
- MassDOT requested an evaluation of alternative roadway profiles and requested revision of preliminary design to meet current Complete Streets recommendations (5ft shoulders and sidewalks on both sides of roadway) – October 2014
- Profile evaluation completed, and City agreed to DOT's requested project changes – August 2015
- Updated 25% design package (highway, bridge, geotech) submitted to MassDOT – April 2016
- Design Public Hearing – February 2017
- 75% Highway / First Structural – May 2019 (anticipated)
- 100% Highway / Second Structural – November 2019 (anticipated)
- PS&E Submittal – March 2020 (anticipated)
- Project Advertisement – October 2020 (anticipated)
- Project Funding – 2021 TIP
- Estimated Construction Cost = \$17.2M (2020 dollars)