

**MIDDLETON SELECT BOARD
MEETING AGENDA
FULLER MEADOW ELEMENTARY SCHOOL
NATHAN MEDIA CENTER
143 SOUTH MAIN STREET, MIDDLETON, MA 01949
TUESDAY, DECEMBER 19, 2023
6:00 PM**

This meeting is being recorded - Public Zoom Participation will not be available for this meeting.

6:00 pm	1. Business
	a. Warrant: 2412 and FP30
	b. Minutes: n/a
	c. Town Administrator Updates and Reports
6:05 pm	2. Public Comment
6:05 pm	3. Acceptance of donations
	i. Annual Middleton Turkey Trot
	ii. \$1,000 to the Middleton Food Pantry from The Rotary Foundation
	iii. \$1,000 to the Middleton Food Pantry from Circle Furniture
6:10 pm	4. Department Head Update: Jillian Smith
6:15 pm	5. 49 S. Main St/10-18 Boston St Project –Corridor Improvement Study Review
6:45 pm	6. 6:45 pm Vote on change of manager and change of officer/director and transfer of stock for Middleton Shreeji, Inc. DBA Richdale
6:50 pm	7. Appoint Connor Galvin, as shared health inspector
7:00 pm	8. Review Annual Town Meeting and Budget Calendar
7:05 pm	9. Update – Fuller Meadow Parking Infrastructure Improvements
7:15 pm	10. Vote on Annual License Renewals
7:20 pm	11. Vote to accept \$393,035.48 Complete Streets Grant – Boston St. Sidewalks
7:25 pm	12. Vote to accept 25k Community Planning Grant - Memorial Hall Parcel Study
7:30 pm	13. Updates & Announcements
7:35 pm	14. Executive Session pursuant to G.L. c. 30A, s. 21(a)(3) to discuss strategy with respect to collective bargaining negotiations: Police Union

Upcoming Meetings: January 9 and 23 Regular Select Board Meetings

The Board reserves the right to consider items on the agenda out of order. Not all items listed may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by law.



Justin Sultzbach

From: Brian LaRoche <blaroche@pca360.com>
Sent: Wednesday, December 06, 2023 5:40 PM
To: Justin Sultzbach
Cc: Jackie Bresnahan; Tom Kerwin
Subject: Warrant FP 30

[CAUTION:] This message was sent from outside of the Town of Middleton. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe.

Hi Justin,

As requested, the following is a narrative of the invoices contained in Warrant FP 30:

- **Context Architecture** - The architectural design team of Context includes a team of sub consultants from GGD (Mechanical, Electrical, Plumbing, Fire Protection) Bohler (Civil), Environmental and Food Service that are working on developing the bidding documents for the MMC project that are called Construction Contract Drawings. Context and their team are about 80% complete with the effort and delivered a progress set of drawings that numbered 240 sheets for the project.
- **PCA360** - Is the Owners Project Manager who has been attending meetings with the design team, construction manager and town departments throughout the development of the design to ensure the interests of the Town are represented. In this month there were on average 10 meetings per week (in person and virtual) that were attended. PCA360 prepared and presented at the MBC meeting, provided a written 5 page monthly report, project budget recording and reporting. PCA360 has been developing the front end of the project bidding specifications which includes contractual documents such as subcontract, bid bond form, certification forms, bid forms, insurance requirements, etc. PCA360 has reviewed the 90% drawings and provided comments to the design team as well as providing feedback to the Town departments on specific items that require input. PCA360 is also administering the pre-qualification process for 100 plus subcontractors who have delivered Statements of Qualifications (SOQ)'s to bid the project.
- **TERVA** - Is the Commissioning agent for the Town, they are independent 3rd party that is responsible for the functional testing of the systems once installed, at this point in the project they are reviewing the engineering of the project as well as the building envelope and providing comments to the design team to incorporate into the bidding documents. TERVA hosted a commissioning kick-off meeting this month with the entire project team.
- **WT Rich Company (WTR)** - is the Construction Manager that was hired to provide pre-construction services. They have estimated the Design Development drawings, attended reconciliation meetings of the estimators. They are currently estimating the 90% Construction Contract Documents (CD's). In addition, WT Rich has attended numerous meetings with the design team and the Town Administration staff to prepare the project for bidding. WT Rich has conducted a drawings review and provided Context with comments, they are currently reviewing the 90% CD's. WTR is also working with PCA360 on the development of the front end of the project specifications, they provided scope sheets for all of the filed sub bid trades, project schedule and other contract related items to be included in the bid documents.

BEST REGARDS,

BRIAN LAROCHE



PCA360

75 SECOND AVE, SUITE 305
NEEDHAM, MA 02494
WWW.PCA360.COM

T: 617.723.5056
M: 617.680.1286

WE'VE MOVED OUR OFFICES, WE ARE NOW LOCATED AT 75 SECOND AVENUE IN NEEDHAM.



Council on Aging
Old Town Hall
38 Maple Street
Middleton, MA. 01949
978-777-4067
www.townofmiddleton.org

3

December 05, 2023

Board of Selectmen
48 South Main Street
Middleton, MA. 01949

Re: Middleton Food Bank Donations

Please add the following donations to your agenda for acceptance by the Board of Selectmen for the Middleton Food Pantry, and notify me when the check has been accepted so that it can then be deposited.

Thank you,

Jillian Smith

Jillian Smith
COA Director

A donation has been made payable to the Middleton Food Pantry:

Date: 12/4/23

Name: The Rotary Foundation

Donation: \$1,000.00

Check Number 305

This donor would like to remain anonymous

Yes

xx No

Date: 11/17/23

Name: Circle Furniture

Donation: \$1,000.00

Check Number 031607

This donor would like to remain anonymous

Yes

xx No

Mr. Jeffrey P. Garber, Chair
Select Board - Town of Middleton
48 S. Main Street
Middleton, MA 01949

December 13, 2023

Ref. T1404.01



Re: North Main Street/South Main Street (Route 114) / Boston Street (Route 62)
Corridor Improvement Study Peer Review #2

Dear Mr. Garber:

On behalf of the Town of Middleton, TEC, Inc. (TEC) has reviewed the North Main Street / South Main Street (Route 114) / Boston Street (Route 62) Corridor Improvement Study (the "Study") prepared by Vanasse and Associates, Inc. (VAI) on behalf of Villebridge Real Estate Development, the applicant for the 10-18 Boston Street project currently before the Middleton Zoning Board of Appeals (ZBA). TEC's original comments to the Study were presented to the Select Board on November 22, 2023. Responses to comments related to the Study have been provided by VAI under separate cover on December 8, 2023. The following materials were considered as part of our review:

- *Response to Corridor Improvement Study Peer Review*; prepared by Vanasse & Associates, Inc., dated December 8, 2023.

Prior to the issuance of this second peer review letter, TEC met with both the Town of Middleton and VAI as part of a virtual meeting on Tuesday, December 5, 2023 to discuss the original comments and provide guidance on the method of response in terms of original intent of the Study with the Town. This intent was to identify potential improvement strategies to improve traffic flow, enhance safety and promote mobility through accommodating alternative modes of transportation to single-occupancy vehicles while identify potential improvement measures that could be advanced along the Route 114 corridor between and including the Boston Street, Maple Street and Lake Street/Central Street intersections both in the near term and as a part of a larger infrastructure improvement project that would include state funding through a competitive grant program, such as a Mass Works Infrastructure Grant, or as a part of a State Transportation Improvement Program (TIP) project.

Note that many of the TEC comments from the original peer review were related to TEC's concurrence with methods and description as provided in the Study. VAI summarizes their responses to TEC's earlier comment in conjunction with the December 5, 2023 virtual meeting as follows:

- "Comments #1 through #14 are noted, have merit, and will be addressed as a part of any future study that may be undertaken that is relevant to the identified comments."
 - Comments #1, #6, #7, #10, #11, #13b, #13c, are related to TEC's concurrence with the Study. These comments do not affect the overall conclusion of the Study.

- Comments #2, #3, #4, #5, #8a, #12 are related to minor text corrections or minor context corrections to the Study. These comments do not affect the overall conclusion of the Study.
- Comment #8b, #9, #13a, #13d, #13e, #13f were related to a 'potential', but not necessarily 'required', need for additional information to enhance the description of the specific location under examination. These comments do not affect the overall conclusion of the Study.
- All parts of Comment #14 are related to additional short-term improvement measures that could be implemented at the intersection of North Main Street / Forest Street / Essex Street. This intersection, although included in the Study, is a location that would be considered out of the scope/limits boundary for any potential competitive grant program or as part of the State TIP project as the location did see recent improvement in 2007/2008.

For other responses to comments, TEC has specific responses on behalf of the Town. Initial TEC comments in plain text, VAI response in italics, TEC response in bold:

15. Route 114/ Central Street Lake Street - Other than Adaptive Signal Control systems being installed, which TEC agrees with, Potential short-term improvement measures should be evaluated to complement the 15-year-old improvements as part of the Critical Infrastructure Improvement Plan:

- a. Separate apex curb ramps to provide two accessible ramps per corner. Utilize concrete for the ramps to maintain accessibility while maintaining the brick outside of the ramp boundaries.
- b. Relocate of pedestrian push buttons on both southeast and southwest intersection corners provide accessible reach of 10-inches or less from a level surface.
- c. Install retroreflective backplates to each signal housing, where possible, based on loading requirements on each mast arm assembly.
- d. Install tactile warning devices at each curb ramp opening.
- e. In conjunction with a recommendation noted at the intersection of South Main Street / Maple Street, restripe the North Main Street southbound inside lane to a left-turn lane for to both Central Street and the downstream Maple Street.
- f. Remove the stop line from Central Street westbound at Park Street as this is not a stop condition. Restripe / sign the location as a Do Not Block the Intersection location based on current signage along the approach.
- g. Install bicycle detection pavement markings to denote location of bicycle stacking at intersection. The location can be determined based on whether other long-term bicycle improvements are implemented.

VAI: *Comments #15, #17 and #18 suggest additional enhancements to the Critical Infrastructure Improvement Plan improvements (short-term improvement measures) at the Route 114 / Boston Street, Route 114 / Maple Street, and Route 114 / Lake Street / Maple Street intersections. VAI agrees with the additional measures that have been suggested by TEC.*

TEC: No further response required. Comment closed.

16. In addition to the improvements identified for the intersection of South Main Street / Maple Street; the following items should be considered under long-term improvements:

- As opposed to widening South Main Street to provide a southbound left-turn lane (noted by VAI in improvements), consider reallocating lane usage within the existing cross-section to switch the South Main Street inside lane to an exclusive left-turn lane as this lane operates as a de facto left-turn lane during the peak periods. Check the operational characteristics of this alternative with other corridor wide modifications to see if additional widening is not needed as space in this area is limited or could require substantial right-of-way acquisition.

VAI: Comments #16 and #19 suggest additional enhancements to the Long-Term Corridor Improvement Project at the Route 114/Boston Street and Route 114/Maple Street intersections. VAI agrees with the additional measures that have been suggested by TEC.

TEC: No further response required. Comment closed.

17. Potential short-term improvement measures should be evaluated to complement the 15-year-old improvements as part of the Critical Infrastructure Improvement Plan at the intersection of South Main Street / Maple Street:

- Separate the apex curb ramp on the intersection's southeast corner to provide two accessible ramps per corner. Utilize concrete for the ramps on all corners to maintain accessibility while maintaining the brick outside of the ramp boundaries.
- Relocate the pedestrian push buttons on the southwest intersection corner to provide accessible reach of 10-inches or less from a level surface. Add a second push button to the corner for the Maple Street crossing which is not defined by the existing push button present and direction pedestrian traffic across Route 114.
- Install retroreflective backplates to each signal housing, where possible, based on loading requirements on each mast arm assembly.
- Install a tactile warning device to the pedestrian curb ramp on the intersection's northeast corner.
- Install bicycle detection pavement markings to denote location of bicycle stacking at intersection. The location can be determined based on whether other long-term bicycle improvements are implemented.

VAI: Comments #15, #17 and #18 suggest additional enhancements to the Critical Infrastructure Improvement Plan improvements (short-term improvement measures) at the Route 114 / Boston Street, Route 114 / Maple Street, and Route 114 / Lake Street / Maple Street intersections. VAI agrees with the additional measures that have been suggested by TEC.

TEC: No further response required. Comment closed.

18. Potential short-term improvement measures should be evaluated to complement the 15-year-old improvements as part of the Critical Infrastructure Improvement Plan at the intersection of South Main Street / Boston Street:

- Separate the apex curb ramp on the intersection's northwest and southwest corners to provide two accessible ramps per corner.

- b. Install retroreflective backplates to each signal housing, where possible, based on loading requirements on each mast arm assembly.
- c. Install a tactile warning device to the pedestrian curb ramp on the intersection's corners, where applicable.
- d. Install bicycle detection pavement markings to denote location of bicycle stacking at intersection. The location can be determined based on whether other long-term bicycle improvements are implemented.

VAI: Comments #15, #17 and #18 suggest additional enhancements to the Critical Infrastructure Improvement Plan improvements (short-term improvement measures) at the Route 114 / Boston Street, Route 114 / Maple Street, and Route 114 / Lake Street / Maple Street intersections. VAI agrees with the additional measures that have been suggested by TEC.

TEC: No further response required. Comment closed.

19. In addition to the improvements identified for the intersection of South Main Street / Boston Street; the following items should be considered under long-term improvements:

- a. In addition to Adaptive Signal Control, interconnect the traffic signal with the signals to the north to create a single system along Route 114. Utilize the coordination to allow for improved Route 62 offset crossing maneuvers which is a leading cause of the increased congestion.

VAI: Comments #16 and #19 suggest additional enhancements to the Long-Term Corridor Improvement Project at the Route 114/Boston Street and Route 114/Maple Street intersections. VAI agrees with the additional measures that have been suggested by TEC.

TEC: No further response required. Comment closed.

20. The Study identifies that the operations along Central Street are evaluated based on optimization of flow along the Route 114 mainline, also shown in Table 7. The improvements as noted seem to greatly deteriorate this approach as compared to the incremental change along the mainline. Is this directly related to coordination optimization as well? What would the operations look like with minimal balancing?

VAI: Comment #20 suggests additional analyses related the coordination of the traffic signal along the Route 114 corridor to evaluate the potential to improve traffic operations at the Route 114/Lake Street/ Central Street intersection. We agree that opportunities exist to improve traffic operations at this intersection through a balanced traffic signal timing, phasing and coordination plan for the Route 114 corridor as a part of an Adaptive Signal Control Technologies (ASCT) system. Short-term improvement strategies could also be explored through MassDOT's Local Bottleneck Reduction Program.

TEC: No further response required. Comment closed.

21. Understanding the need to maintain a credible through movement from Boston Street to the Town Hall Driveway; how much more south could the realignment of Boston Street shown in Figure 9 and/or Figure 10 (into the site) be to maintain ADA/AAB compliance within the sidewalk along the northerly side of Boston Street. It appears utility poles will be centered on the sidewalk.

VAI: Comment #21 has been addressed through refinements to the Critical Infrastructure Improvement Plan (Figure 10), a copy of which is attached, and additional refinements will be made as needed during the normal course of preparing design plans for implementation, that together will provide an ADA/AAB compliant sidewalk along the north side of Boston Street. It should be noted that as part of making refinements to the Critical Infrastructure Improvement Plan (Figure 10), VAI was successful in adjusting the alignment of the proposed layout so that no land takings are required by any land owner except the land under development by the Proponent of the 40B multifamily residential community at 10 Boston Street and the forthcoming commercial development at 49 South Main Street.

TEC: **No further response required. Comment closed.** TEC will also note that utility poles can be relocated as part of any project as needed in coordination with the Town and utility companies.

22. Should both Figure 9 and Figure 10 depict sidewalk along the southerly side of Boston Street between the 10-18 Boston Street project Lot 2 driveway and Route 114 which maintains ADA/AAB clearances for the shared-use path nature of the improvement.

VAI: Comment #22 suggests that Figures 9 and 10 depict the construction of an ADA/AAB compliant sidewalk along the south side of Boston Street between the 10-18 Boston Street project and Route 114. The suggested shared-use path along the south side of Boston Street between the 10-18 Boston Street project and Route 114 will be ADA/AAB compliant. It is expected that, although compliant, the existing utility pole that is shown within the multi-use path will be eliminated as part of redeveloping the property.

TEC: Note that the shared-use path nature of an improvement, as opposed to a standard sidewalk, may be determined at a future date pending funding discussion. The discussion of shared-use path is purely on whether space is available considering needs for future property acquisition. Comment closed.

23. Figure 9 should be expanded (with less detail) to show the limits of work to taper back the dual lane and buffered bicycle lanes into the existing condition assuming that Rowell Lane is the furthest south point of the cross-sectional change. This is to convey what may need to be considered to implement this improvement level.

VAI: Comment #23 requests that Figure 9 (Long-Term Corridor Improvement Project) be revised/extended to show the transition from the recommended cross-section to the existing roadway cross-section. This plan can be developed as a part of the concept plan to support a future state grant application for the long-term improvements.

TEC: The comment should be noted as part of any Figure 9 advancement during the conceptual plan process. No further response required. Comment closed.

24. With sidewalk connectivity and a crosswalk provided up to the St. Agnes Parish, the potential sidewalk improvements along Route 62 should be considered between 10-18 Boston Street's Lot 2 driveway and the Parish.

VAI: Comment #24 suggests extending the sidewalk along the south side of Boston Street to the west to St. Agnes Parish where a crosswalk is provided for crossing Route 62. VAI agrees with this suggestion.

TEC: The sidewalk connection is not shown in revised versions of the plan. The comment should be noted as part of any Figure 9 / 10 advancement during the conceptual plan process. No further response required. Comment closed.

25. Figures 9 and 10 should be modified to include the area (SF) of any right-of-way impacts including to the 10-18 Boston Road Lot 2 and 3, and other properties to the south as noted in Comment #23.

VAI: Comment #25 requests that the land area (sf) of the right-of-way impacts to 10-18 Boston Street, Lot 2 and Lot 3 and any other properties be identified. Figure 10 has been refined to limit the right-of-way impacts to 10-18 Boston Street and Lot 2 and Lot 3. No other land takings will be required to implement the Critical Infrastructure Improvement Plan. It is estimated approximately 1,602 sf of Lot 2 and approximately 11,562 sf of Lot 3, a total of approximately 13,164 sf or 0.30 acres, is required to support both the Long-Term Corridor Improvement Project (Figure 9) and the Critical Infrastructure Improvement Plan (Figure 10).

TEC: The areas are not shown directly on the plan but are included in this response. No further response required. Comment closed.

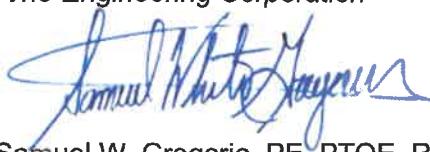
26. There are currently no recommendations provided for the Route 62 intersections with Elm Street, Flint Street, or River Street. At a minimum, the Study should evaluate traffic signal control warrants at the major intersections of Boston Street / Elm Street and Boston Street / River Street. In addition, the Study should look at the opportunity to convert the intersection of Boston Street / Elm Street into a roundabout as space may be allotted to complete this traffic control alternative. A roundabout at this location may also assist in the sight line issue from River Street north as the southbound oncoming vehicle may be pushed out to a location west of the current roadway alignment.

VAI: Comment #26 notes that improvements were not recommended for the other intersections that were evaluated as a part of the *Corridor Improvement Study*. As stated previously, suggestions for improvements at the other intersections identified by TEC will be addressed as a part of any future study that may be undertaken that pertains to the subject intersections.

TEC: Following discussions with the Town and VAI, and whereas the area of focus pertaining to potential grants and state funding is along Route 114 from Central Street / Lake Street to Boston Street, TEC is in agreement that suggestions for improvement at other intersections should be addressed as a part of any future study for the subject location looking specifically in detail at each location. No further response required.

Please do not hesitate to contact me directly if you have any questions concerning our comments at 978-794-1792. Thank you for your attention to these matters.

Sincerely,
TEC, Inc.
"The Engineering Corporation"



Samuel W. Gregorio, PE, PTOE, RSP₁
Senior Traffic Engineer

Ref: 9301

December 8, 2023

Mr. Jeffrey P. Garber, Chair
Select Board
Town of Middleton
48 South Main Street
Middleton, MA 01949

Attn: Mr. Justin Sultzbach, Town Administrator

Re: Response to Corridor Improvement Study Peer Review
North Main Street/South Main Street (Route 114)/Boston Street (Route 62)
Middleton, Massachusetts

Dear Chair Garber and Members of The Select Board:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the November 22, 2023 *Corridor Improvement Study Peer Review* letter prepared by The Engineering Corporation (TEC) concerning their review of the October 27, 2023 *Corridor Improvement Study* that was prepared by VAI for the North Main Street/South Main Street (Route 114) and Boston Street (Route 62) corridors in Middleton, Massachusetts. The purpose of the study was to identify potential improvement strategies to improve traffic flow, enhance safety and promote mobility through accommodating alternative modes of transportation to single-occupancy vehicles (SOVs). The scope of work was developed with the Town of Middleton in advance of the preparation of the study.

As clarified in a subsequent virtual meeting with TEC, the intent of the *Corridor Improvement Study* as discussed with the Town was to identify potential improvement measures that could be advanced along the Route 114 corridor between and including the Boston Street (Route 62), Maple Street (also Route 62), and Lake Street/Central Street intersections both in the near term and as a part of a larger infrastructure improvement project that would include state funding through a competitive grant program (such as MassWorks) or as a part of a State Transportation Improvement Program (TIP) project. Accordingly, it was agreed that **Comments 1 through 14** are noted, have merit, and will be addressed as a part of any future study that may be undertaken that is relevant to the identified comments.

Comments 15, 17 and 18 suggest additional enhancements to the Critical Infrastructure Improvement Plan improvements (short-term improvement measures) at the Route 114/Boston Street, Route 114/Maple Street, and Route 114/Lake Street/Maple Street intersections. VAI agrees with the additional measures that have been suggested by TEC. We note that the Proponent of the proposed 40B multifamily residential community at 10 Boston Street has committed to the completion of a Road Safety Audit (RSA) at the Route 114/Maple Street intersection.

Comments 16 and 19 suggest additional enhancements to the Long-Term Corridor Improvement Project at the Route 114/Boston Street and Route 114/Maple Street intersections. VAI agrees with the additional measures that have been suggested by TEC.

Mr. Jeffrey P. Garber, Chair
Select Board
Town of Middleton
December 8, 2023
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Comment 20 suggests additional analyses related the coordination of the traffic signal along the Route 114 corridor to evaluate the potential to improve traffic operations at the Route 114/Lake Street/Central Street intersection. We agree that opportunities exist to improve traffic operations at this intersection through a balanced traffic signal timing, phasing and coordination plan for the Route 114 corridor as a part of an Adaptive Signal Control Technologies (ASCT) system. Short-term improvement strategies could also be explored through MassDOT's Local Bottleneck Reduction Program.

Comment 21 has been addressed through refinements to the Critical Infrastructure Improvement Plan (Figure 10), a copy of which is attached, and additional refinements will be made as needed during the normal course of preparing design plans for implementation, that together will provide an ADA/AAB compliant sidewalk along the north side of Boston Street. It should be noted that as part of making refinements to the Critical Infrastructure Improvement Plan (Figure 10), VAI was successful in adjusting the alignment of the proposed layout so that no land takings are required by any land owner except the land under development by the Proponent of the 40B multifamily residential community at 10 Boston Street and the forthcoming commercial development at 49 South Main Street.

Comment 22 suggests that Figures 9 and 10 depict the construction of an ADA/AAB compliant sidewalk along the south side of Boston Street between the 10-18 Boston Street project and Route 114. The suggested shared-use path along the south side of Boston Street between the 10-18 Boston Street project and Route 114 will be ADA/AAB compliant. It is expected that, although compliant, the existing utility pole that is shown within the multi-use path will be eliminated as part of redeveloping the property.

Comment 23 requests that Figure 9 (Long-Term Corridor Improvement Project) be revised/extended to show the transition from the recommended cross-section to the existing roadway cross-section. This plan can be developed as a part of the concept plan to support a future state grant application for the long-term improvements.

Comment 24 suggests extending the sidewalk along the south side of Boston Street to the west to St. Agnes Parish where a crosswalk is provided for crossing Route 62. VAI agrees with this suggestion.

Comment 25 requests that the land area (sf) of the right-of-way impacts to 10-18 Boston Street, Lot 2 and Lot 3 and any other properties be identified. Figure 10 has been refined to limit the right-of-way impacts to 10-18 Boston Street and Lot 2 and Lot 3. No other land takings will be required to implement the Critical Infrastructure Improvement Plan. It is estimated approximately 1,602 sf of Lot 2 and approximately 11,562 sf of Lot 3, a total of approximately 13,164 sf or 0.30 acres, is required to support both the Long-Term Corridor Improvement Project (Figure 9) and the Critical Infrastructure Improvement Plan (Figure 10).

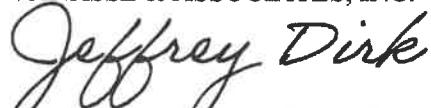
Comment 26 notes that improvements were not recommended for the other intersections that were evaluated as a part of the *Corridor Improvement Study*. As stated previously, suggestions for improvements at the other intersections identified by TEC will be addressed as a part of any future study that may be undertaken that pertains to the subject intersections.

Mr. Jeffrey P. Garber, Chair
Select Board
Town of Middleton
December 8, 2023
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We trust that this information is responsive to the comments that were identified in the November 22, 2023 letter prepared by TEC concerning their review of the October 27, 2023 *Corridor Improvement Study*. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

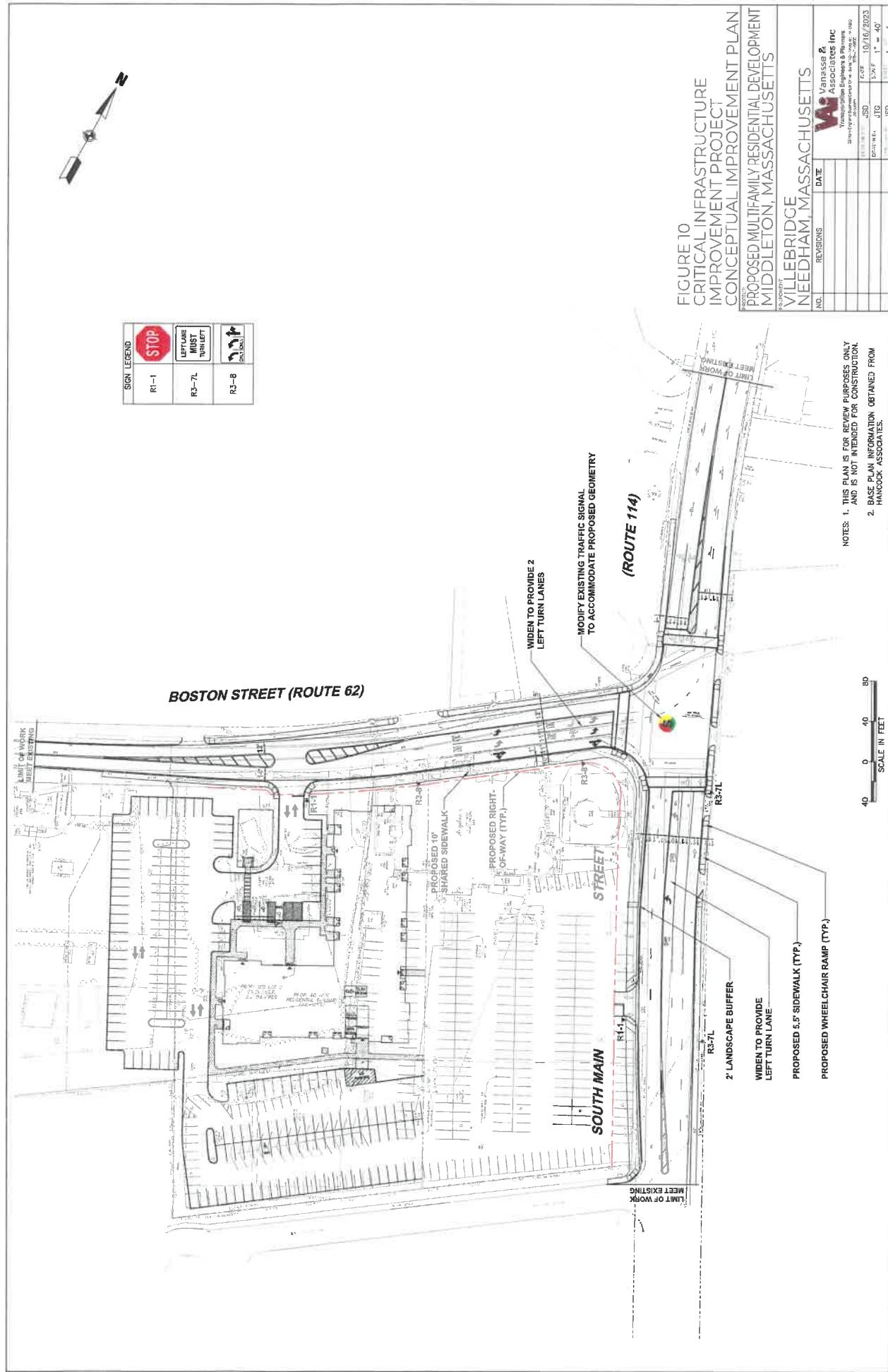
VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

Professional Engineer in CT, MA, ME, NH, RI, and VA

Attachment





MEMORANDUM

TO: Mr. Lars Unhjem
Villebridge
1150 Great Plain Avenue, # 920056
Needham, MA 02492

FROM: Mr. Jeffrey S. Dirk, P.E.*^J, PTOE, FIT
Managing Partner and
Mr. Daniel C. LaCivita
Transportation Engineer
Vanasse & Associates, Inc.
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066
(978) 269-6830
jdirk@rdva.com

DATE: October 27, 2023

RE: 9301

SUBJECT: Corridor Improvement Study
North Main Street/South Main Street (Route 114)/Boston Street (Route 62)
Middleton, Massachusetts

Vanasse & Associates, Inc. (VAI) has prepared a Corridor Improvement Study for the North Main Street/South Main Street (Route 114) and Boston Street (Route 62) corridors in Middleton, Massachusetts, to identify potential improvement strategies that are intended to improve traffic flow, enhance safety and promote mobility through accommodating alternative modes of transportation to single-occupancy vehicles (SOVs). This study has been prepared in accordance with the scope of work developed in consultation with the Town of Middleton and includes the following:

- An evaluation of existing traffic volumes, motor vehicle crash data and operating conditions (levels of service, motorist delays and vehicle queuing) at five (5) intersections along Route 114 between and including the Fuller Meadow Elementary School driveway and Essex Street/Foster Street and three (3) intersections along Route 62 between and including Route 114 and River Street;
- An assessment of future traffic volumes and operating conditions at the study intersections with the completion of identified specific development projects and general background traffic growth; and
- A review of potential improvement strategies for the segment of Route 114 between and including Boston Street and Central Street/Lake Street.

The following details our assessment of improvement strategies for the South Main Street/North Main Street and Boston Street corridors.

STUDY AREA

The study area that was evaluated as a part of this assessment consisted of South Main Street/North Main Street (Route 114) between and including the Fuller Meadow Elementary School driveway and Forest Street/Essex Street, and Boston Street (Route 62) between and including Route 114 and River Street.



Within this area, the following specific intersections were included in this assessment which are also depicted geographically on Figure 1:

1. Route 114 (North Main Street) at Forest Street and Essex Street
2. Route 114 (North Main Street and South Main Street) at Central Street and Lake Street
3. Route 114 (South Main Street) at Maple Street (Route 62)
4. Route 114 (South Main Street) at Boston Street (Route 62) and the Middleton Town Hall Driveways
5. Route 114 (South Main Street) at the Fuller Elementary School Driveway
6. Route 62 (Boston Street) at Elm Street (Route 62)
7. Route 62 (Boston Street) at Flint Street
8. Route 62 (Boston Street) at River Street

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in May and June 2022. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. In addition to the field inventories, a detailed inventory of the traffic signal equipment at the signalized study area intersections along Route 114 was also completed. The traffic signal inventories are attached and were used to inform the traffic operations analysis (discussion follows).

The following describes the study area roadways and intersections.

Roadways

North Main Street/South Main Street (Route 114)

- Urban principal arterial roadway that traverses the study area in a general north-south direction and provides four lanes (2 lanes per direction) between Boston Street (Route 62) and Central Street/Lake Street, and two lanes (1 lane per direction) to the north of Central Street/Lake Street and to the south of Boston Street;
- Under MassDOT jurisdiction south of Boston Street, between Pleasant Street and Maple Street, and north of Central Street/Lake Street;
- Provides one to two 13-foot wide travel lanes that are separated by a double-yellow centerline with 2-foot wide marked shoulders and additional travel lanes at major intersections;
- The posted speed limit is 30 miles per hour (mph) within the study area;
- Sidewalks are provided along one or both sides of the roadway within the study area;
- Illumination is provided by way of streetlights mounted on wood poles;
- Land use within the study area consists of the Project site, Memorial Hall (Middleton Town Offices), and residential and commercial properties.

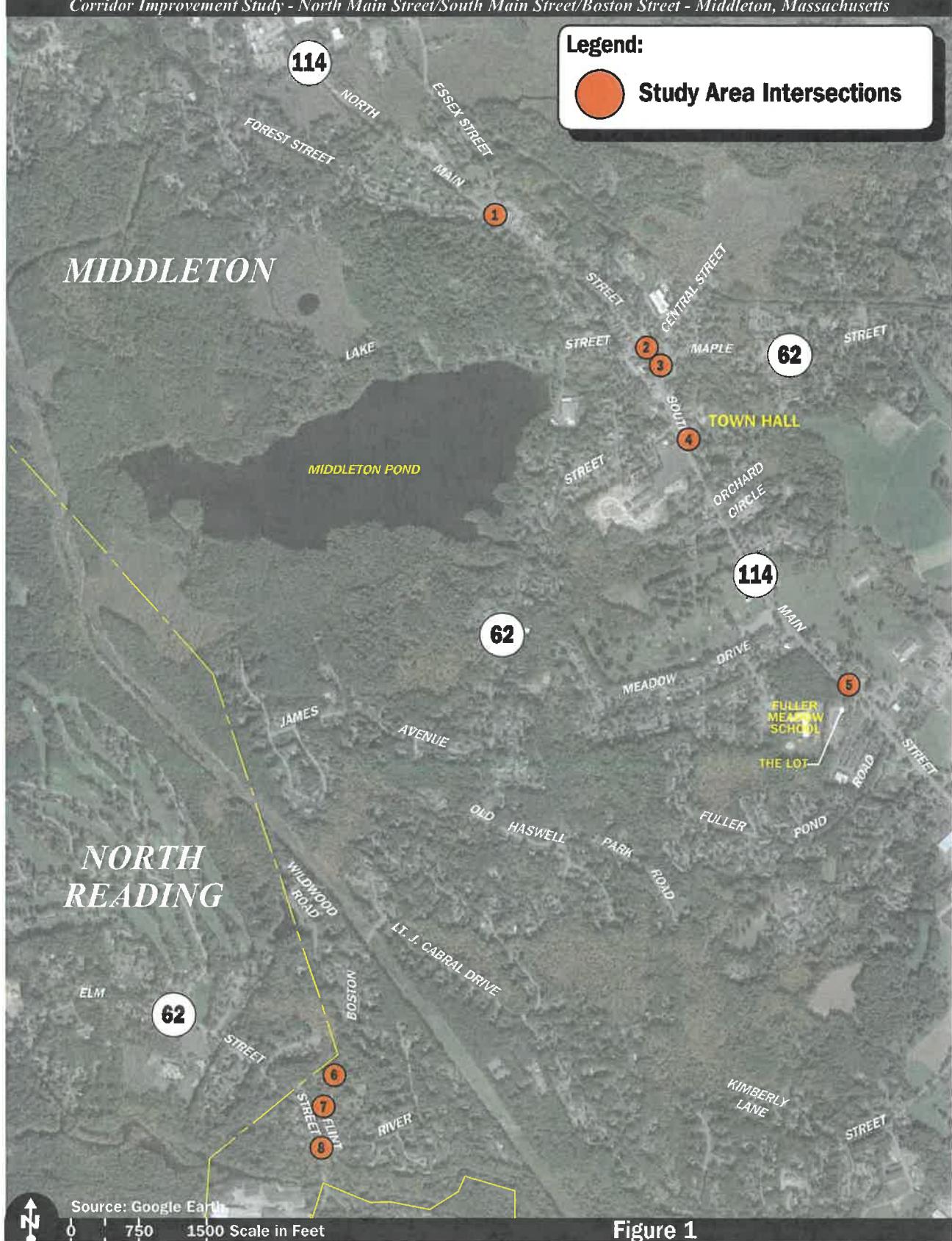


Figure 1 Study Area Map

Boston Street (Route 62)

- Two-lane urban minor arterial roadway under Town jurisdiction;
- Traverses the study area in a general northeast-southwest direction;
- Provides two 11- to 12-foot wide travel lanes that are separated by a double-yellow centerline with 1-foot wide marked shoulders and additional travel lanes provided at major intersections;
- The posted speed limit varies from 25 mph to 40 mph within the study area;
- A sidewalk is provided along the north side of the roadway between Route 114 and James Road and along the south side to Wildwood Road;
- Illumination is provided by way of streetlights mounted on wood poles;
- Land use within the study area consists of the Project site, St. Agnes Parish and residential properties.

Intersections

Table 1 and Figure 2 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in June and July 2022.

Table 1
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type ^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
North Main St./Essex St./Forest St.	TS	1 left-turn lane and 1 through lane, with right-turns exiting prior to the intersection by way of a channelized right -turn lane on the North Main St. northbound approach; 1 left-turn/through lane and 1 through/right-turn lane on the North Main St. southbound approach; 1 general-purpose travel lane on the Essex St. and Forest St. approaches.	Yes; 1 to 4 feet on all legs.	Yes; sidewalks are provided along both sides of North Main St. south of the intersection, the east side of North Main Street north of the intersection for approximately 230 feet, both sides of Essex St. and the south side of Forest St. for approximately 100 ft; crosswalks are provided for crossing Essex Street and the North Main St. south leg; pedestrian traffic signal equipment and phasing (exclusive) provided as a part of the traffic signal system.	Yes; shared traveled-way ^b

See notes at end of table.

Table 1 (Continued)
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type ^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
South Main St./North Main St./Central St./Lake St.	TS	1 left-turn/through lane and 1 through/right-turn lane on North and South Main St. approaches; 1 general-purpose travel lane on Central St. and Lake St. approaches; marked on-street parking along the west side of North Main St. north of the intersection.	Yes; 1 foot on South Main St.; 1 to 2 feet on Central St.; 2 feet along the east side of North Main St.	Yes; sidewalks are provided along both sides of North and South Main St., along the north side of Central St. and along the south side for approximately 70 feet, and the north side of Lake St. for approximately 80 feet; crosswalks are provided for crossing all legs of the intersection; pedestrian traffic signal equipment and phasing (exclusive) provided as a part of the traffic signal system.	Yes; shared traveled-way
South Main St./Maple St.	TS	1 through lane and 1 through/right-turn lane on South Main St. northbound approach; 1 left-turn/through lane and 1 through lane on South Main St. southbound approach; 1 left-turn lane and 1 right-turn lane on Maple St. approach.	Yes; 1 to 2 feet on all legs.	Yes; sidewalks are provided along both sides of the intersecting roadways; crosswalks are provided for crossing South Main St. south leg and Maple St.; pedestrian traffic signal equipment and phasing (exclusive) provided as a part of the traffic signal system.	Yes; shared traveled-way
South Main St./Boston St./Town Hall Dwys	TS	1 left-turn/through lane and 1 through/right-turn lane on South Main St. approaches; 1 left-turn lane and 1 through/right-turn lane on Boston St. approach; 1 general-purpose travel lane on the Town Hall driveway approach.	Yes; 2 feet on the South Main St. and 1 foot on Boston St.	Yes; sidewalks are provided along both sides of South Main St. and the north side of Boston St.; crosswalks are provided for crossing the South Main St. and Boston St. legs; the sidewalk along the east side of South Main St. is flush across the Town Hall Dwys; pedestrian traffic signal equipment and phasing (exclusive) are provided as a part of the traffic signal system.	Yes; shared traveled-way
South Main St./Fuller Meadow School Dw. y.	U	1 left-turn lane and 1 through/right-turn lane on South Main St. northbound; center turn lane and 1 through/right-turn lane on South Main St. southbound; 1 general purpose lane on Fuller Meadow School Dw. y.	Yes; 3 to 4 feet on the South Main St.	Yes; sidewalk along the west side of South Main St. and along the north side of the Fuller Meadow School Dw. y.; crosswalk provided across the Fuller Meadow School Dw. y.	Yes; shared traveled-way

See notes at end of table.

Table 1 (Continued)
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type ^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Boston St./ Elm St.	S	1 general-purpose travel lane on all approaches.	Yes; 1 to 3 feet on all approaches.	No	Yes; shared traveled-way
Boston St./ Flint St.	S	1 general-purpose travel lane on all approaches; Flint St. is one-way toward Boston St.	Yes, 1 to 2 feet on Boston St.	No	Yes; shared traveled-way
Boston St./ River St.	S	1 general-purpose travel lane on all approaches; truck restriction signs installed for River St.	Yes, 2 to 3 feet on Boston St. and 1 foot on River St.	No	Yes; shared traveled-way

TS = traffic signal control; S = STOP-sign control.

^bCombined shoulder and travel lane width equal to or exceeding 14 feet.

Existing Traffic Volumes

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, turning movement counts (TMCs), and vehicle classification counts were completed in May 2022 and September 2023. The ATR counts were conducted on May 19th through May 21st, 2022 (Thursday through Saturday, inclusive) on South Main Street south of Boston Street, on Boston Street west of South Main Street, and on North Main Street north of Lake Street in order to record weekday traffic conditions over an extended period, with peak-period TMCs performed at the study intersections during the weekday morning (7:00 to 9:00 AM) and evening (3:00 to 7:00 PM or 2:00 to 7:00 PM) peak-periods on Thursday, May 19, 2022 and on Thursday, September 28, 2023 (South Main Street/Fuller Meadow Elementary School Driveway), and during the Saturday midday peak-period (11:00 AM to 2:00 PM) on May 21, 2022 and on September 30, 2023 (South Main Street/Fuller Meadow Elementary School Driveway). These time periods were selected for analysis purposes as they are representative of the peak traffic volume hours for the study area roadway network.

Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, MassDOT weekday seasonal factors for Urban Group 3 (Other Principal Arterial) and Groups 4-7 (minor arterials, major and minor collectors and local roads and streets), which include roadways with the same functional classification as the study area roadways, were reviewed.¹ Based on a review of this data, it was determined that traffic volumes for the month of May are approximately 7.0 to 12.0 percent *higher* than those under average-month conditions with those during the month of September approximately 8.7 percent *higher* than those under average-month conditions. In order to provide a conservative assessment of traffic volume conditions within the study area, no adjustment was made to the raw traffic count data as the data is representative of *above* average-month conditions.

In order to account for the impact on traffic volumes and trip patterns resulting from the COVID-19 pandemic, traffic-volume data collected at MassDOT Continuous Count Station No. 5080 located on I-95

¹MassDOT statewide Traffic Data Collection; 2019 Weekday Seasonal Factors, Groups U4-7.

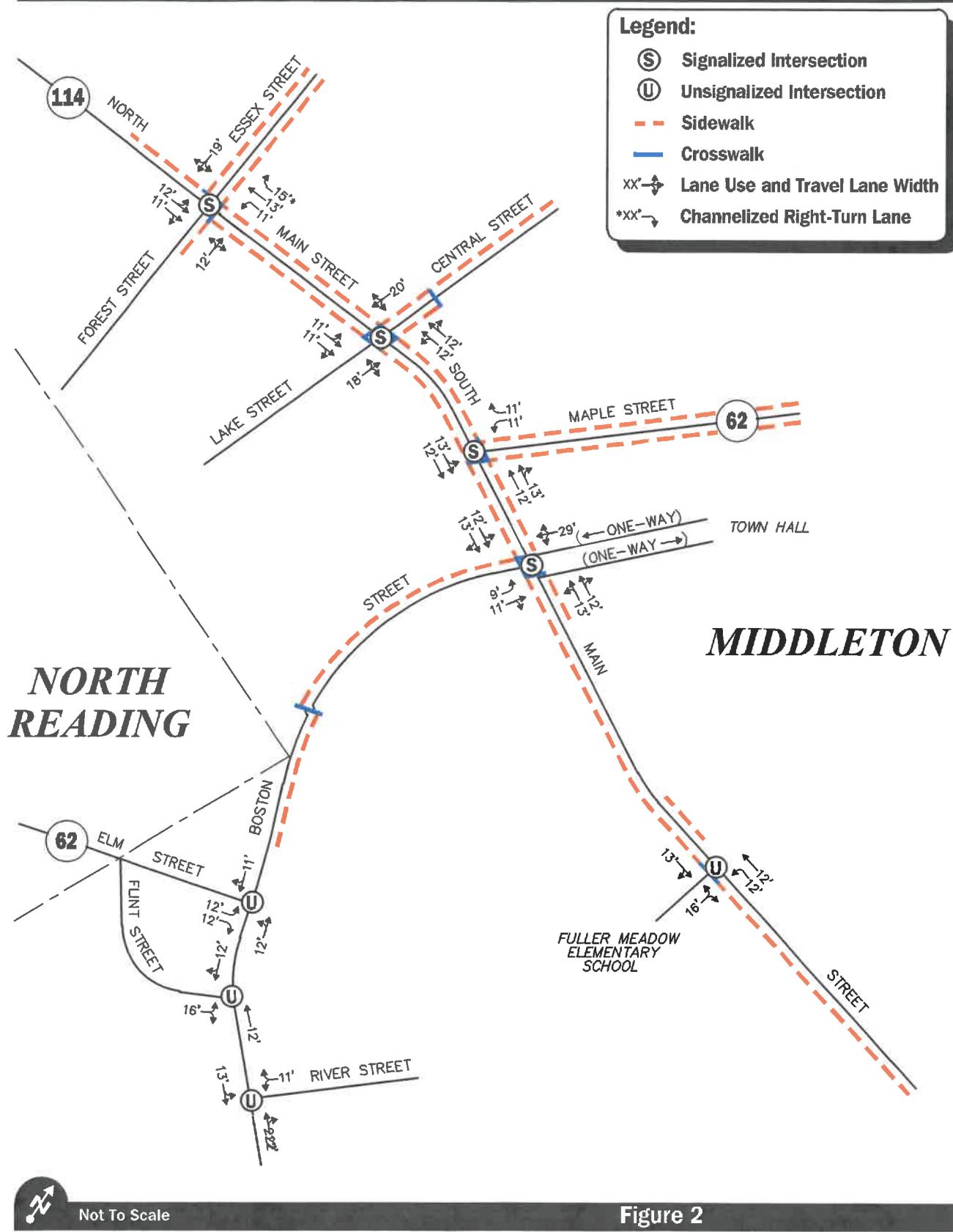


Figure 2

Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities

in Peabody in May 2022 was compared to data collected at the same count station in May 2019.² Based on this pre- and post-COVID-19 traffic-volume comparison, the traffic-volume data that was collected as part of this assessment was found to be approximately 8.8 percent *below* the conditions that existed prior to the COVID-19 pandemic. As stated previously, May traffic volumes are approximately 7.0 to 12.0 percent *higher* than those under average-month conditions. A review of the monthly traffic count data for Count Station No. 5080 indicates that May traffic volumes at that location are approximately 5.3 percent *higher* than average month conditions. As such, the May traffic volumes were adjusted upward by the difference between the COVID adjustment (8.8 percent) and the seasonal adjustment (5.3 percent) based on the count station data in order to be representative of traffic volume conditions that existed prior to the COVID-19 pandemic under average-month conditions. We note that MassDOT no longer requires pandemic-related adjustment of traffic counts performed after March 2022, except in locations where the predominant land use consists of offices or similar uses³ and, as such a pandemic-related adjustment was not applied to the September 2023 traffic count data.

In order to account for the changes in traffic volumes between the year the counts were taken (2022) to the current year (2023), the May 2022 traffic volumes were adjusted upward using the annual background traffic growth rate (discussion follows) in order to be representative of traffic volume conditions that exist in 2023.

The 2023 Existing traffic volumes are summarized in Table 2, with the weekday morning, weekday evening and Saturday midday peak-hour traffic volumes graphically depicted on Figures 3, 4, and 5, respectively. Note that the peak-hour traffic volumes that are presented in Table 2 were obtained from the aforementioned figures.

Table 2
2023 EXISTING TRAFFIC VOLUMES

Location/Peak Hour	AWT ^a	Saturday ^b	VPH ^c	K Factor ^d	Directional Distribution ^e
<i>South Main Street, south of Boston Street:</i>					
Weekday Morning (7:30 – 8:30 AM)	24,345	23,740	--	--	--
Weekday Evening (4:45 – 5:45 PM)	--	--	1,834	7.5	51.7% SB
Saturday Midday (12:15PM – 1:15 PM)	--	--	1,934	7.9	51.7% NB
	--	--	1,907	8.0	50.3% SB
<i>Boston Street, west of South Main Street:</i>	8,400	8,370	--	--	--
Weekday Morning (7:30 – 8:30 AM)	--	--	650	7.7	52.5% WB
Weekday Evening (4:45 – 5:45 PM)	--	--	775	9.2	56.7% EB
Saturday Midday (12:15PM – 1:15 PM)	--	--	649	7.8	56.2% EB
<i>North Main Street, north of Lake Street:</i>	22,265	20,495	--	--	--
Weekday Morning (7:30 – 8:30 AM)	--	--	2,247	10.1	52.6% SB
Weekday Evening (4:45 – 5:45 PM)	--	--	2,366	10.6	52.6% NB
Saturday Midday (12:15PM – 1:15 PM)	--	--	2,002	9.8	51.6% SB

^aAverage weekday traffic in vehicles per day.

^bAverage Saturday traffic in vehicles per day.

^cVehicles per hour.

^dPercent of daily traffic occurring during the peak hour.

^ePercent traveling in peak direction.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound.

²MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2022.

³25% Design Submission Guidelines; MassDOT Highway Division, Traffic and Safety Engineering; Revised May 31, 2022.

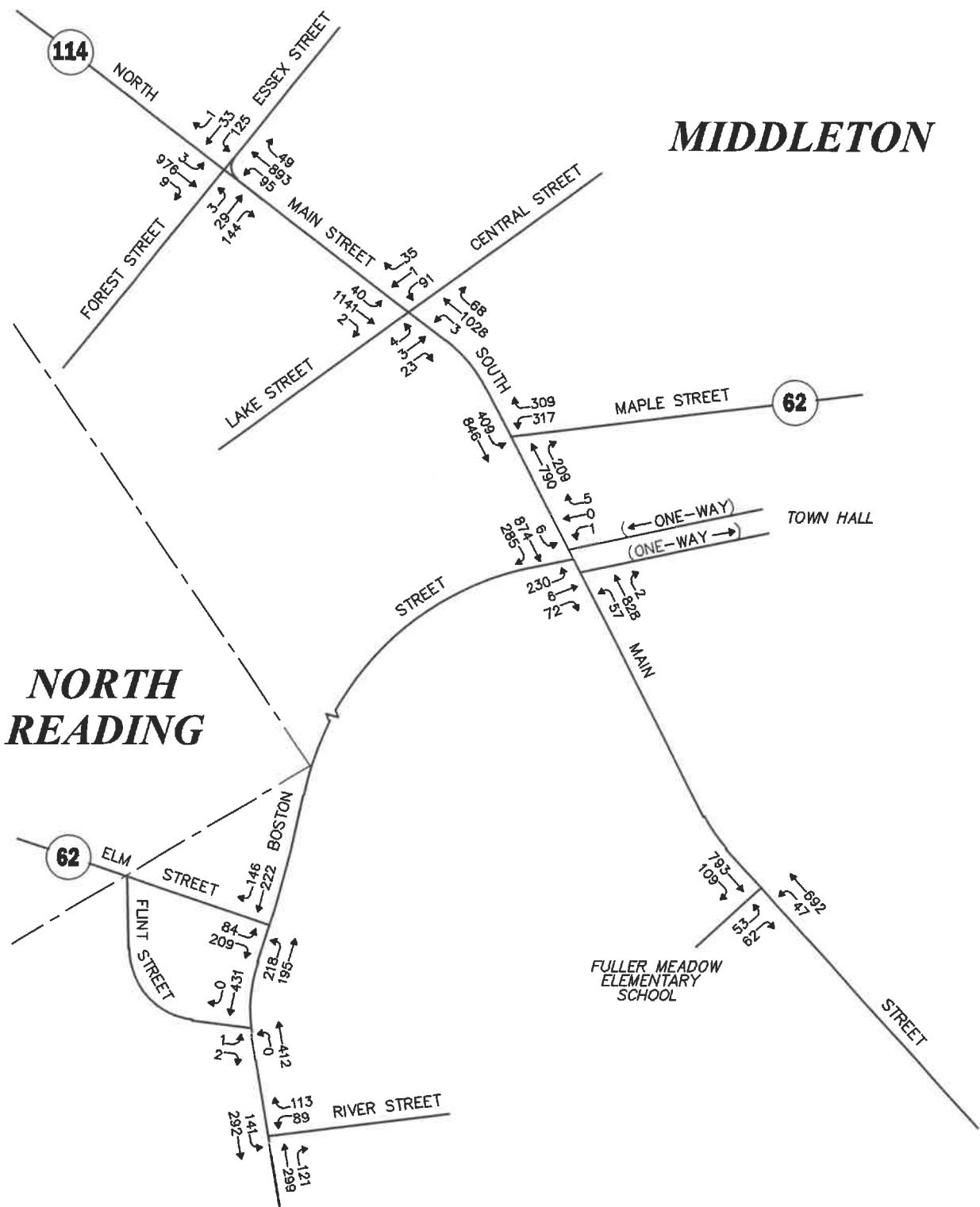


Figure 3

2023 Existing
Weekday Morning
Peak-Hour Traffic Volumes



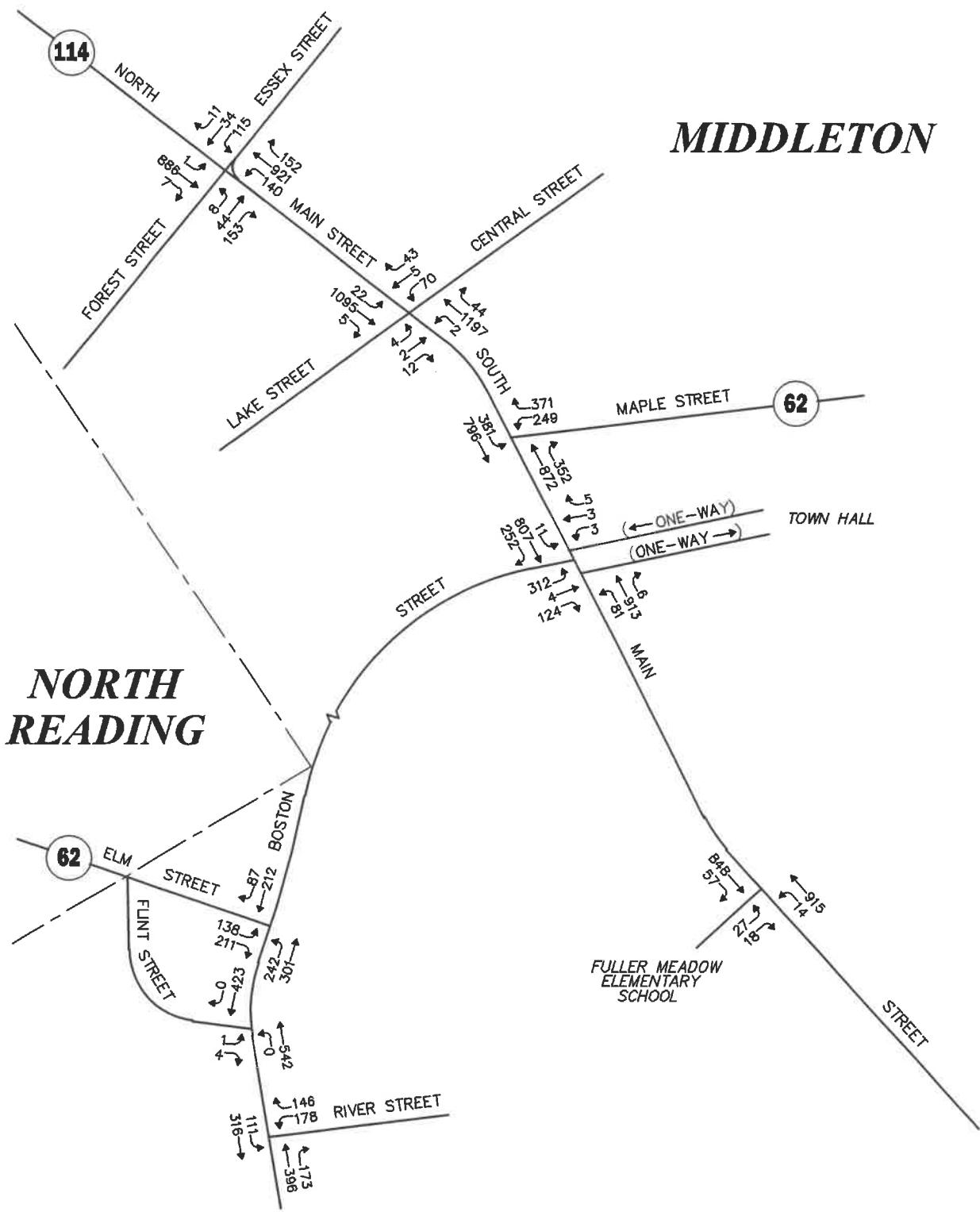


Figure 4

2023 Existing Weekday Evening Peak-Hour Traffic Volumes



Vanasse &
Associates inc

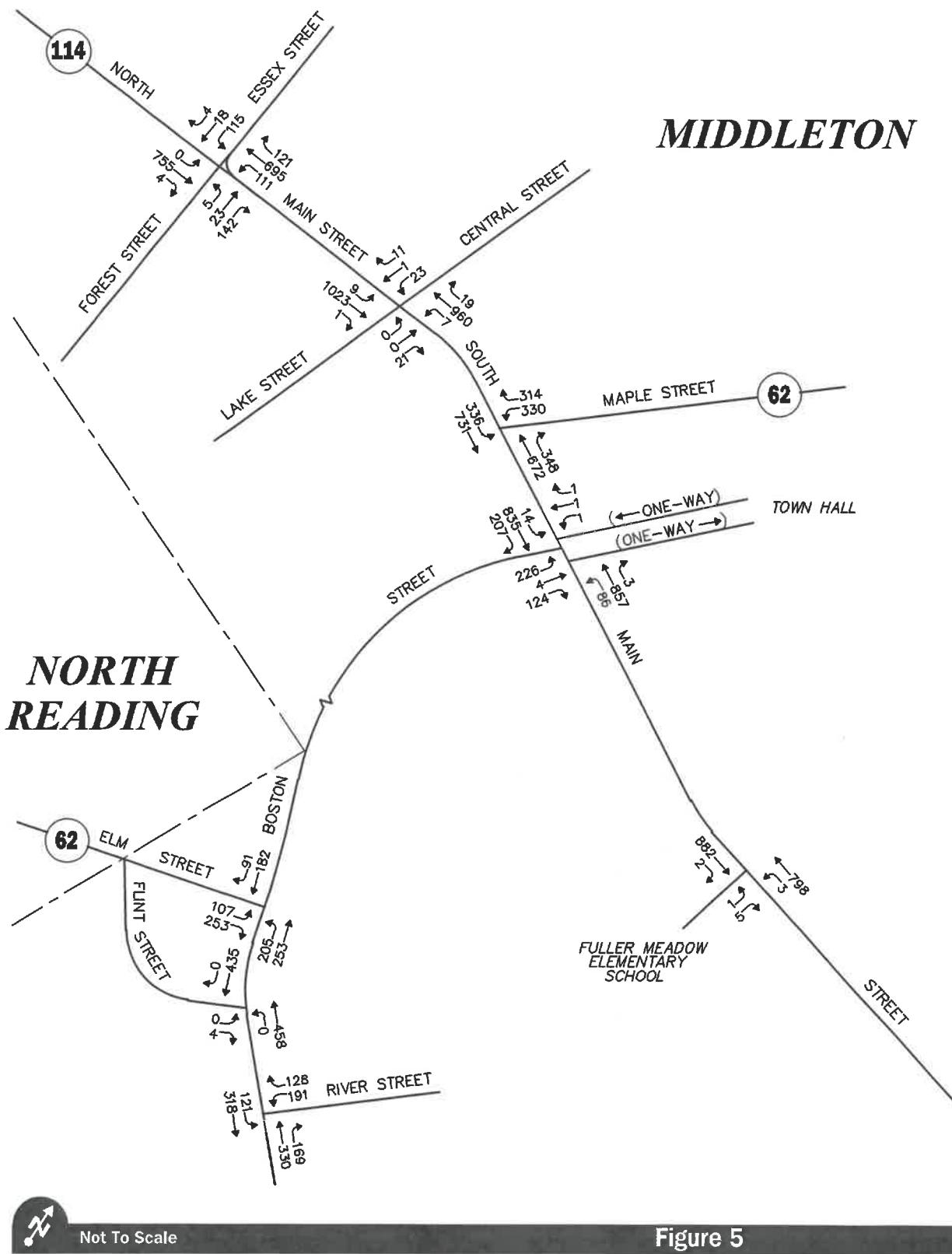


Figure 5

2023 Existing
Saturday Midday
Peak-Hour Traffic Volumes

Not To Scale



Vanasse &
Associates inc

As can be seen in Table 2, South Main Street south of Boston Street was found to accommodate approximately 24,345 vehicles on an average weekday and approximately 23,740 vehicles on a Saturday (both two-way, 24-hour volumes), with approximately 1,834 vehicles per hour (vph) during the weekday morning peak-hour, 1,934 vph during the weekday evening peak-hour and 1,907 vph during the Saturday midday peak-hour.

Boston Street west of South Main Street was found to accommodate approximately 8,400 vehicles on an average weekday and approximately 8,370 vehicles on a Saturday, with approximately 650 vph during the weekday morning peak-hour, 775 vph during the weekday evening peak-hour and 649 vph during the Saturday midday peak-hour.

North Main Street north of Lake Street was found to accommodate approximately 22,265 vehicles on an average weekday and approximately 20,495 vehicles on a Saturday, with approximately 2,247 vph during the weekday morning peak-hour, 2,366 vph during the weekday evening peak-hour and 2,002 vph during the Saturday midday peak-hour.

Pedestrian and Bicycle Facilities

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in June 2022. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study area intersections, as well as the location of existing and planned future bicycle facilities.

As detailed on Figure 2, with the exception of Lake Street, sidewalks are generally provided along one or both sides of the study area roadways, with marked crosswalks provided for crossing one or more legs of the study area intersections along North and South Main Street, and pedestrian traffic signal equipment and phasing provided as a part of the traffic systems at the signalized study area intersections.

Formal bicycle facilities are not currently provided within the study area; however, the study area roadways generally provide sufficient width (combined travel lane and shoulder) to support bicycle travel in a shared traveled-way configuration.⁴

Public Transportation

Regularly scheduled public transportation services are not currently provided within the Town of Middleton. The Massachusetts Bay Transportation Authority (MBTA) operates The Ride paratransit services for eligible persons within the Town who cannot use fixed-route transit all or some of the time due to a physical, cognitive, or mental disability in accordance with Americans with Disabilities Act (ADA) requirements. In addition, the Town of Middleton Council on Aging (COA) provides transportation services to eligible seniors for errands and medical appointments by appointment.

⁴A minimum combined travel lane and paved shoulder width of 14 feet is required to support bicycle travel in a shared traveled-way condition.

Spot Speed Measurements

Vehicle travel speed measurements were performed on North Main Street, South Main Street and on Boston Street in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	South Main Street		Boston Street		North Main Street	
	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound
Mean Travel Speed (mph)	32	36	27	30	33	33
85 th Percentile Speed (mph)	37	42	33	34	39	40
Posted Speed Limit (mph)	30	30	25	35	30	35

mph = miles per hour.

As can be seen in Table 3, the mean vehicle travel speed along South Main Street south of Boston Street was found to be 32 mph in the northbound direction and 36 mph southbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 37 mph in the northbound direction and 42 mph southbound, which is 7 to 12 mph *above* the posted speed limit in the Project site vicinity (30 mph).

The mean vehicle travel speed along Boston Street west of South Main Street was found to be 27 mph in the eastbound direction and 30 mph westbound, with the measured 85th percentile vehicle travel speed found to be 33 mph in the eastbound direction and 34 mph westbound. We note that the speed limit transitions in the vicinity of the Project site to 25 mph in the eastbound direction approaching South Main Street and is 35 mph in the westbound direction (consistent with the posted speed limit on Maple Street, which is also Route 62).

The mean vehicle travel speed along North Main Street north of Lake Street was found to be 33 mph in both the north and southbound directions, with the measured 85th percentile vehicle travel speed found to be 39 mph in the northbound direction and 40 mph southbound, which is 5 to 9 mph *above* the posted speed limit in the vicinity of the Project site (30/35 mph).

Motor Vehicle Crash Data

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2016 through 2020, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 4.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY^a

	North Main St./ Essex St./ Forest St.	North Main St./ South Main St./ Central St./ Lake St.	South Main St./ Maple St.	South Main St./ Boston St./ Town Hall Dwys	South Main St./ Fuller Meadow Midde School/ The Lot	Elm St./ Boston St.	Boston St./ River St.
Traffic Control Type: ^b	S	S	S	S	U	U	U
<i>Year:</i>							
2016	5	6	15	2	0	0	3
2017	0	4	13	8	0	1	4
2018	3	7	17	7	1	3	3
2019	3	2	16	7	1	2	2
<u>2020</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>1</u>
Total	14	25	65	24	2	10	13
Average	2.8	5.0	13.0	4.8	0.4	2.0	2.6
Rate ^c	0.28	0.49	1.06	0.47	0.05	0.41	0.49
MassDOT Crash Rate: ^d	0.78/0.73	0.78/0.73	0.78/0.73	0.78/0.73	0.57/0.57	0.57/0.57	0.57/0.57
Significant? ^e	No	No	Yes	No	No	No	No
<i>Type:</i>							
Angle	6	7	21	7	0	6	7
Rear-End	5	9	29	8	1	2	1
Head-On	1	3	1	0	0	2	0
Sideswipe	1	5	14	5	1	0	2
Fixed Object	0	1	0	0	0	0	0
Pedestrian/Bicycle	0	0	0	0	0	0	0
<u>Unknown/Other</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>3</u>
Total	14	25	65	24	2	10	13
<i>Conditions:</i>							
Clear	9	15	51	20	1	7	10
Cloudy	3	5	6	3	1	3	0
Rain	2	4	7	1	0	0	1
<u>Snow/Ice</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Total	14	25	65	24	2	10	13
<i>Lighting:</i>							
Daylight	9	18	40	19	2	8	11
Dawn/Dusk	1	2	3	2	0	0	0
Dark (Road Lit)	3	5	21	3	0	2	2
<u>Dark (Road Unlit)</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	14	25	65	24	2	10	13
<i>Day of Week:</i>							
Monday through Friday	11	17	54	19	2	9	7
Saturday	3	7	6	3	0	0	2
<u>Sunday</u>	<u>0</u>	<u>1</u>	<u>5</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>4</u>
Total	14	25	65	24	2	10	13
<i>Severity:</i>							
Property Damage Only	13	19	57	20	2	4	7
Personal Injury	1	6	8	4	0	5	6
Fatality	0	0	0	0	0	0	0
<u>Not Reported</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>
Total	14	25	65	24	2	10	13

^aSource: MassDOT Safety Management/Traffic Operations Unit records, 2016 through 2020.

^bTraffic Control Type: S = Signalized; U = unsignalized.

^cCrash rate per million vehicles entering the intersection.

^dStatewide/District crash rate.

^eThe intersection crash rate is significant if it is found to exceed the MassDOT crash rate for the MassDOT Highway Division District in which the Project is located (District 4)



As can be seen in Table 4, with the exception of the South Main Street/Maple Street intersection, the study area intersections were found to have experienced an average of 5.0 or fewer reported motor vehicle crashes per year over the five-year review period and were found to have motor vehicle crash rates below the MassDOT statewide and District averages for similar intersections for the MassDOT Highway Division District in which the intersections are located (District 4). The majority of the crashes were reported to have occurred on a weekday; under clear conditions; during daylight; and involved angle or rear-end type collisions that resulted in property damage only. No (0) motor vehicle crashes were reported to have occurred at the Boston Street/Flint Street intersection over the five-year review period.

The South Main Street/Maple Street intersection was found to have experienced a total of 65 reported motor vehicle crashes over the five-year review period, or an average of 13.0 crashes per year, the majority of which occurred on a weekday; during daylight; under clear weather conditions; and involved angle or rear-end type collisions that resulted in property damage only. The intersection was found to have a motor vehicle crash rate that is above both the MassDOT statewide and District average crash rates for similar intersections for the MassDOT Highway Division District in which the intersection is located.

A review of the MassDOT statewide High Crash Location List indicates that the South Main Street/Maple Street intersection has been identified as a “Top 5% Intersection Crash Cluster” location for the 2018-2020 reporting period and Highway Safety Improvement Program (HSIP) eligible. MassDOT defines a HSIP eligible cluster as: “...one in which the total number of ‘equivalent property damage only’ crashes is within the top 5% in the region.” The Equivalent Property Damage Only (EPDO) index is a method of combining the number of crashes with the severity of crashes based on a weighted scale, where a property damage only crash is worth 1 point and injury and fatal crashes are worth 21 points. Designation as a HSIP location allows for MassDOT to prioritize funding for safety-related improvements in a specific region of the state.

The Applicant for the multifamily residential development that is proposed to be located at 10 Boston Street has committed to advancing the following improvements at the South Main Street/Maple Street intersection: i) facilitating the completion of a Road Safety Audit (RSA) at the intersection in order to identify improvement strategies; and ii) designing and implementing an optimal traffic signal timing and phasing plan, with a particular emphasis of the “yellow” and “all-red” clearance intervals and the pedestrian phase times.

The detailed MassDOT Crash Rate Worksheet and High Crash Location mapping are attached.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2030, which reflects a seven-year planning horizon from the existing conditions baseline and is consistent with MassDOT’s *Transportation Impact Assessment (TIA) Guidelines*. The following describes the methodology used to develop the 2030 Future condition horizon year traffic volumes.

Future Traffic Growth

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The Town of Middleton Planning Department was contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this discussion, the following projects were identified for review in conjunction with this assessment:

- ***Multifamily Residential Community, 20 Elm Street, North Reading, Massachusetts.*** This project will entail the construction of a 200-unit multifamily residential community to be located at 20 Elm Street in North Reading.
- ***Age-Restricted Residential Development, 59 South Main Street, Middleton, Massachusetts.*** This project will entail the construction of a 45 unit age-restricted multifamily residential development to be located at 59 South Main Street in Middleton.
- ***Middleton Town Complex, 105 South Main Street, Middleton, Massachusetts.*** This project will consist of the relocation of the Middleton Fire Station, Police Station and Town Hall to a single complex to be located at 105 South Main Street in Middleton.
- ***Aroma Joe's, 210-220 South Main Street, Middleton, Massachusetts.*** This project will convert a portion of an existing commercial building located at 210-220 South Main Street in Middleton, to accommodate an Aroma Joe's coffee shop with a drive-through window.
- ***Chase Bank, 247 South Main Street, Middleton, Massachusetts.*** This project will entail the construction of a Chase Bank with a drive-up ATM to be located at 247 South Main Street in Middleton.
- ***Multifamily Residential Development, 10 Boston Street, Middleton, Massachusetts.*** This project will entail the construction of a 60-unit multifamily residential development to be located at 10 Boston Street and portions of 49 South Main Street and 18 Boston Street in Middleton.
- ***Commercial Development, 49 South Main Street, Middleton, Massachusetts.*** This project will entail the construction of two (2) commercial buildings to be located at 49 South Main Street in Middleton that are envisioned to include a 5,000± sf bank with drive-up teller facility and an 8,000± sf building that will include a coffee-shop, restaurant or pharmacy with drive-through window. For the purpose of this study, the 8,000± sf building was assumed to be occupied by a coffee shop.

Traffic volumes associated with the aforementioned specific development projects by others were obtained from the traffic study conducted for the projects.^{5,6,7,8,9} No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from permanent count stations located in Middleton and surrounding towns were reviewed in order to determine general traffic growth trends in the area. This data indicates that traffic volumes have fluctuated over the past several years (2009 to 2019), with the average traffic growth rate found to be approximately 1.31 percent. In order to provide a prudent planning condition and to be consistent with the growth rate used in recently completed transportation assessments that have been performed within the study area, a higher 1.5 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

MassDOT and the Town of Middleton Highway Division were consulted in order to determine if there were any planned future roadway improvement projects expected to be completed by 2030 within the study area. Based on these discussions, the following roadway improvement project was identified within the study area:

- ***Route 114 Resurfacing and Related Work, Middleton, Massachusetts.*** This project is being undertaken by the Town of Middleton and will entail the resurfacing of sections of Route 114. The project is expected to be funded through the 2023 Transportation Improvement Program (TIP). No changes are planned at the study area intersections as a result of this project that would impact future traffic volumes or operating conditions.

In addition, the Applicant for the multifamily residential development that is proposed at 10 Boston Street has committed to implementing the following improvements within the study area in conjunction with the project and subject to receipt of all necessary rights, permits and approvals:

- ***South Main Street at Boston Street and Town Hall Driveways*** - Design and implement an optimal traffic signal timing and phasing plan.
- ***South Main Street at Maple Street*** - Facilitate the completion of a Road Safety Audit (RSA) and Design and implement an optimal traffic signal timing and phasing plan, with a particular emphasis of the “yellow” and “all-red” clearance intervals and the pedestrian phase times.
- ***North Main Street and South Main Street at Lake Street and Central Street*** - design and implement an optimal traffic signal timing and phasing plan.

⁵*Transportation Impact Assessment*, Proposed Multifamily Residential Community, North Reading, Massachusetts; VAI; July 2019.

⁶*Memorandum*, Trip Generation Estimate Proposed Age-Restricted Residential Development, Middleton, Massachusetts; MDM Transportation Consultants, Inc.; August 15, 2019.

⁷*Initial Traffic Assessment*, Middleton Town Complex, Middleton, Massachusetts, Pare Corporation; October 2019.

⁸*Transportation Impact Assessment*, Proposed Aroma Joe’s, Middleton, Massachusetts; VAI; January 2022.

⁹*Transportation Impact Assessment*, Proposed Multifamily Residential Development, Middleton, Massachusetts; VAI; August 2023.

No other roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

Future Horizon Year Traffic Volumes

The 2030 Future horizon year peak-hour traffic-volumes were developed by: i) applying the 1.5 percent per year compounded annual background traffic growth rate to the 2023 Existing peak-hour traffic volumes; and ii) adding the peak-hour traffic volumes associated with the identified specific development projects. The resulting 2030 Future weekday morning, weekday evening and Saturday midday peak-hour traffic volumes are shown on Figures 6, 7 and 8, respectively.

TRAFFIC OPERATIONS ANALYSIS

In order to assess operating conditions on the roadway network, a detailed traffic operations analysis (motorist delays, vehicle queuing, and level-of-service) was performed for the study intersections. Capacity analyses provide an indication of how well transportation facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

In brief, six levels of service are defined for each type of facility. They are given letter designations ranging from A to F, with LOS “A” representing the best operating conditions and LOS “F” representing congested or constrained operations. An LOS of “E” is representative of a transportation facility that is operating at its design capacity with an LOS of “D” generally defined as the limit of “acceptable” traffic operations. Since the level-of-service of a traffic facility is a function of the flows placed upon it, such a facility may operate at a wide range of levels of service depending on the time of day, day of week, or period of the year. The Synchro® intersection capacity analysis software, which is based on the analysis methodologies and procedures presented in the *2000 Highway Capacity Manual*¹⁰ for signalized intersections and the *Highway Capacity Manual 6th Edition (HCM)*¹¹ for unsignalized intersections, was used to complete the level-of-service and vehicle queue analyses.

Analysis Results

Level-of-service and vehicle queue analysis were conducted for 2023 Existing and 2030 Future conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 5 and 6, with the detailed analysis results attached.

The following is a summary of the level-of-service and vehicle queue analyses for intersections within the study area. For context, we note that an LOS of “D” or better is generally defined as “acceptable” operating conditions.

Signalized Intersections (Table 5)

❖ *North Main Street at Essex Street and Forest Street*

Under 2023 Existing conditions, this signalized intersection was shown to be operating at an overall LOS B during all three analysis periods. Vehicle queues for through movements on the North Main

¹⁰*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2000.

¹¹*Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2016.



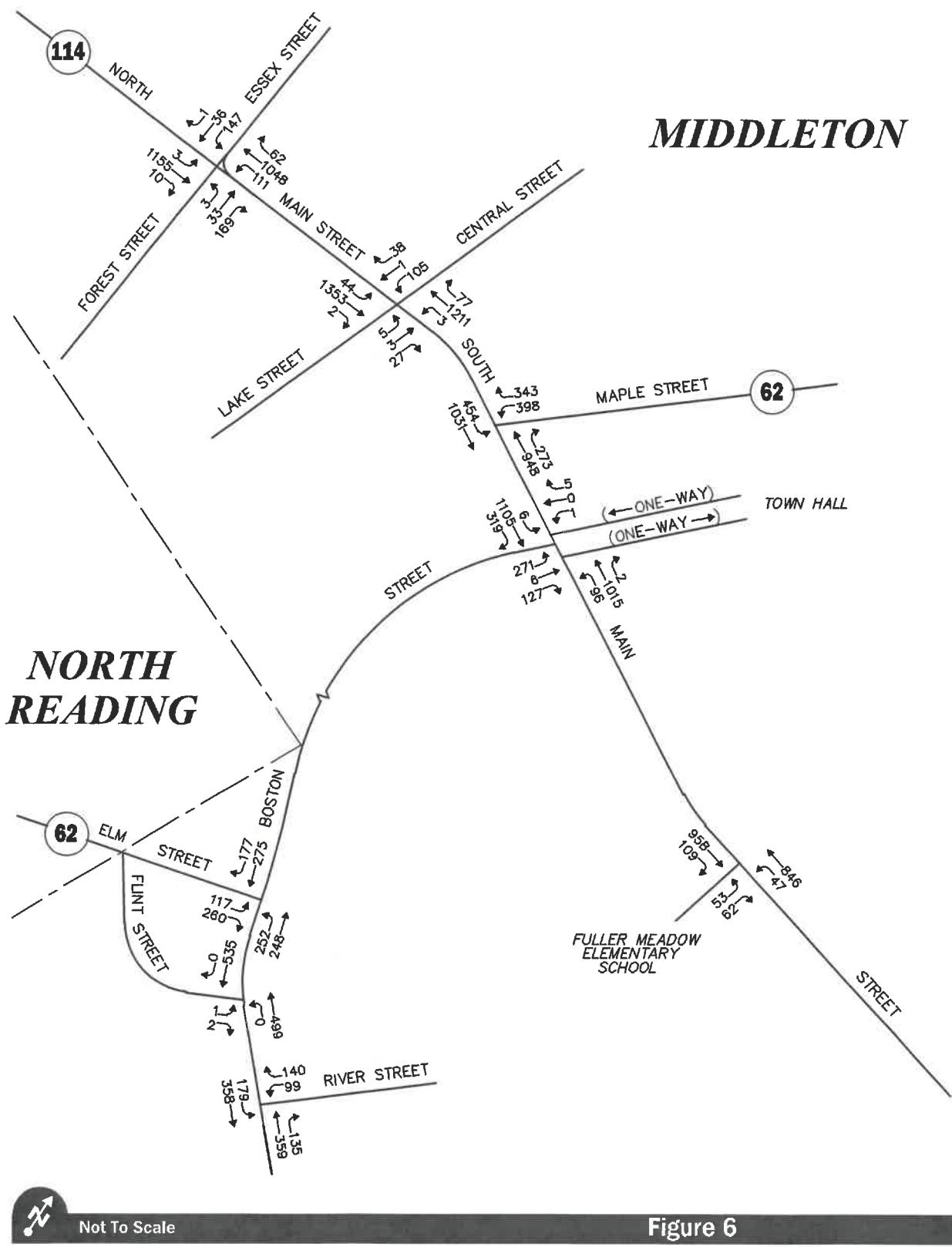


Figure 6

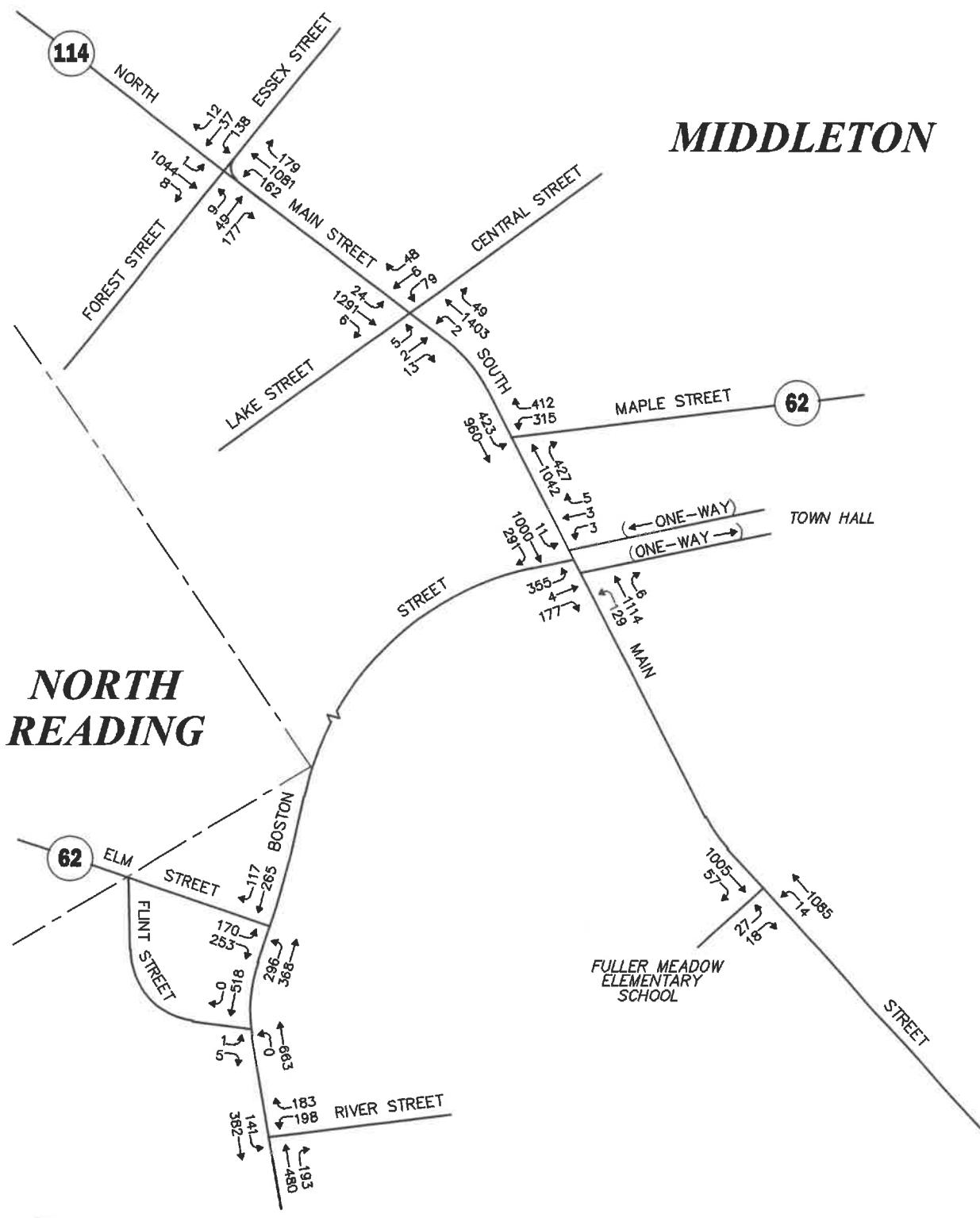
2030 Future Year Weekday Morning Peak-Hour Traffic Volumes



Not To Scale



Vanasse &
Associates inc



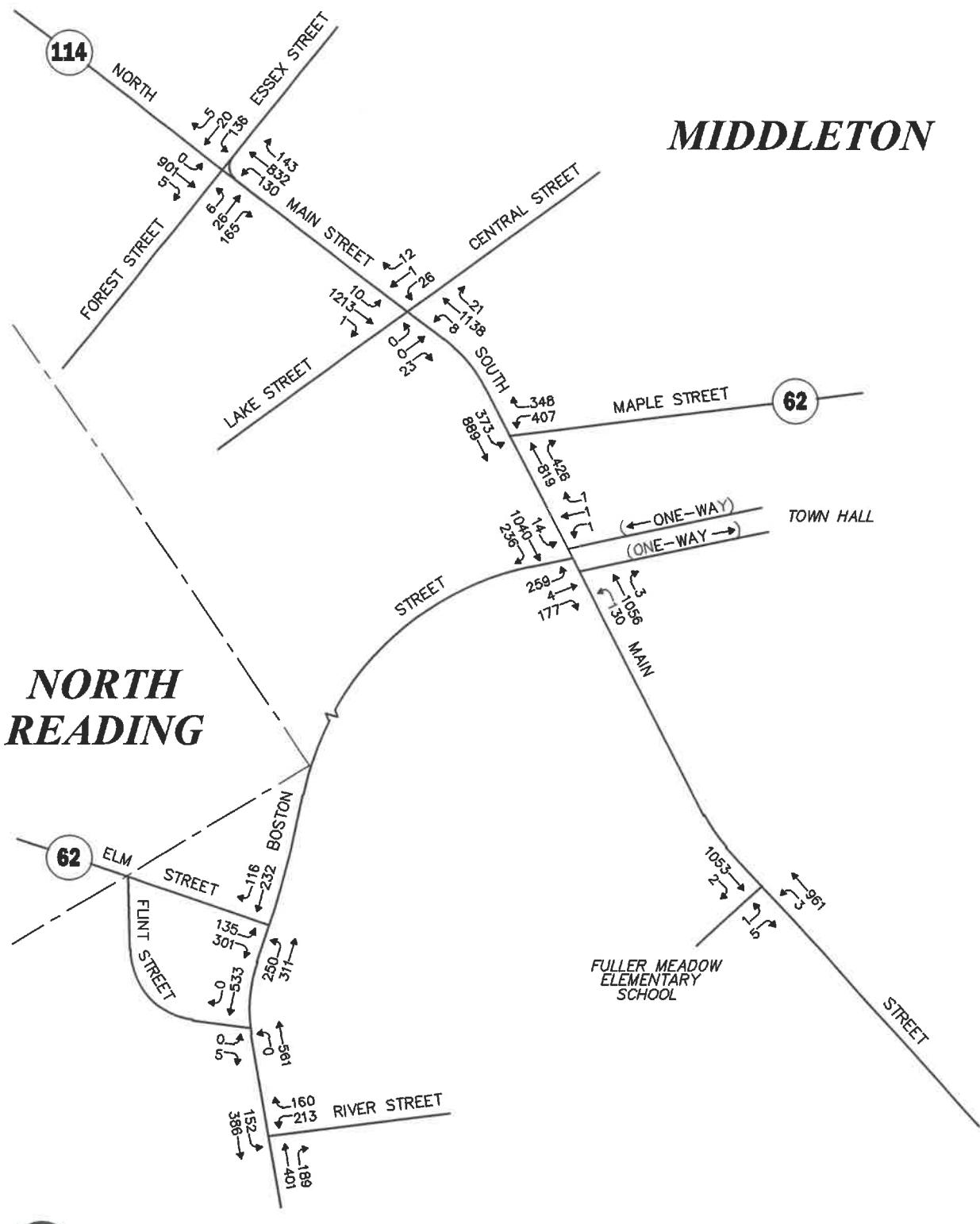
Not To Scale

W:

Vanasse & Associates inc

Figure 7

2030 Future Year Weekday Evening Peak-Hour Traffic Volumes



Not To Scale



Vanasse &
Associates inc

Figure 8

2030 Future Year
Saturday Midday
Peak-Hour Traffic Volumes

Street northbound approach were reported to extend up to 21 vehicles (weekday evening peak-hour).

Under 2030 Future horizon year conditions, overall operating conditions were shown to change from LOS B to LOS C during the weekday morning and evening peak hours, and to remain operating at from LOS B during the Saturday midday peak-hour. All movements from Forest Street were identified to operate at capacity (LOS E) during the weekday morning and evening peak hours with vehicle queues of up to 8 vehicles.

❖ ***North Main Street at South Main Street at Central Street and Lake Street***

Under 2023 Existing conditions, this signalized intersection was shown to be operating at an overall LOS C during the weekday morning peak-hour and at LOS B during the weekday evening and Saturday midday peak hours. It was noted that all movements from Central Street were identified to be operating over capacity (LOS F) during the weekday morning peak-hour and at capacity (LOS E) during the weekday evening peak-hour with vehicle queues of up to 8 vehicles.

Under 2030 Future horizon year conditions, overall operating conditions were shown to change from LOS C to LOS D during the weekday morning peak-hour, from LOS B to LOS C during the weekday evening peak-hour and to remain at LOS B during the Saturday midday peak-hour. All movements from Central Street were identified to continue to operate over capacity (LOS F) during the weekday morning peak-hour and at capacity (LOS E) during the weekday evening peak-hour with vehicle queues of up to 10 vehicles.

❖ ***South Main Street at Maple Street***

Under 2023 Existing conditions, this signalized intersection was shown to operate over capacity (LOS F) during all three analysis periods with extended vehicle queuing reported (up to 39 vehicles) on the South Main Street northbound approach. In addition to the South Main Street northbound approach, left-turn movements from Maple Street were shown to be operating at capacity (LOS E) during the weekday morning and weekday evening peak hours, and over capacity during the Saturday midday peak-hour, with vehicle queues of up to 20 vehicles.

Under 2030 Future horizon year conditions, overall operating conditions were shown to remain at LOS F during the peak hours, with the South Main Street northbound approach and left-turn movements from Maple Street identified to be operating over capacity with vehicle queues of up to 38 vehicles on South Main Street northbound and up to 26 vehicles in the Maple Street left-turn lane.

❖ ***South Main Street at Boston Street and the Town Hall Driveways***

Under 2023 Existing conditions, this signalized intersection was shown to be operating at an overall LOS B during the weekday morning peak-hour, at LOS C during the weekday evening peak-hour and at LOS B during the Saturday midday peak-hour. It was noted that left-turn movements from the Boston Street approach were identified to be operating at their design capacity (LOS E) during the weekday morning and Saturday midday peak hours with vehicle queues of up to 14 vehicles (weekday evening peak-hour).

Under 2030 Future horizon year conditions, overall operating conditions were shown to change from LOS B to LOS D during the weekday morning peak-hour, from LOS C to LOS F during the weekday evening peak-hour and from LOS B to LOS C during the Saturday midday peak-hour.

Left-turn movements from Boston Street were shown to continue to operate at LOS E during the weekday morning and Saturday midday peak hours with vehicle queues of up to 15 vehicles (weekday evening peak-hour), with all movements from the South Main Street northbound approach was shown to operate over capacity (LOS F) during the weekday evening peak-hour with vehicle queues of up to 40 vehicles.

Unsignalized Intersections (Table 6)

❖ South Main Street at the Fuller Meadow Elementary School Driveway

Under 2023 Existing conditions, all movements exiting the Fuller Meadow Elementary School driveway were shown to operate over capacity (LOS F) during the weekday morning and evening peak hours, and at LOS C during the Saturday midday peak-hour, with vehicle queues of up to 28 vehicles (weekday morning peak-hour). All movements approaching the intersection along South Main Street were shown to operate at LOS A during all three peak hours with negligible vehicle queuing.

Under 2030 Future horizon year conditions, all movements exiting the Fuller Meadow Elementary School driveway were shown to continue to operate over capacity during the weekday morning and evening peak-hours, and to change from LOS C to LOS E during the Saturday midday peak hour. Vehicle queues on the school driveway approach were shown to increase to 33 vehicles during the weekday morning peak-hour. All movements approaching the intersection along South Main Street were shown to continue to operate at LOS A during all three peak hours with vehicle queuing of up to one (1) vehicle.

❖ Boston Street at Elm Street

Under 2023 Existing conditions, left-turn movements from Elm Street were shown to operate over capacity (LOS F) during the weekday morning and evening peak hours, and at capacity (LOS E) during the Saturday midday peak-hour, with vehicle queues of up to 8 vehicles (weekday evening peak-hour). All movements approaching the intersection along Boston Street were shown to operate at LOS A during all three peak hours with vehicle queues of up to one (1) vehicle.

Under 2030 Future horizon year conditions, left-turn movements from Elm Street were shown to continue to operate over capacity during the weekday morning and evening peak hours, and to change from LOS E to LOS F during the Saturday midday peak-hour, with vehicle queues of up to 17 vehicles (weekday evening peak-hour). All movements approaching the intersection along Boston Street were shown to operate at LOS A during all three peak hours with vehicle queues of up to two (2) vehicles.

❖ Boston Street at Flint Street

Under 2023 Existing and 2030 Future year conditions, all movements from Flint Street were shown to operate at LOS C during the weekday morning peak-hour and at LOS B during the weekday evening and Saturday midday peak hours, with negligible vehicle queuing. All movements approaching the intersection along Boston Street were shown to operate at LOS A during all three peak hours, also with negligible vehicle queuing.

❖ **Boston Street at River Street**

Under 2023 Existing conditions, all movements exiting River Street were shown to operate over capacity (LOS F) during all three analysis periods, with vehicle queues of up to 19 vehicles during the weekday evening and Saturday midday peak hours. All movements approaching the intersection along Boston Street were shown to operate at LOS A during all three peak hours with vehicle queues of up to one (1) vehicle.

Under 2030 Future horizon year conditions, all movements exiting River Street were shown to continue to operate over capacity during all three analysis periods, with vehicle queues increasing to up to 34 vehicles during the weekday evening and Saturday midday peak hours. All movements approaching the intersection along Boston Street were shown to continue to operate at LOS A during all three peak hours with vehicle queues of up to one (1) vehicle.

Table 5 SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak-hour/Movement	2023 Existing			2030 Horizon Year				
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
<i>North Main Street at Forest Street and Essex Street</i>								
<i>Weekday Morning:</i>								
Essex Street EB LT/TH/RT	0.19	17.8	B	1/2	0.22	18.0	B	1/2
Forest Street WB LT/TH/RT	0.71	29.2	C	3/5	0.93	59.9	E	3/7
North Main Street NB LT	0.35	7.8	A	1/1	0.45	9.9	A	1/2
North Main Street NB TH	0.82	14.2	B	10/20	0.96	29.5	C	14/26
North Main Street NB RT	0.03	4.8	A	0/0	0.04	4.8	A	0/1
North Main Street SB LT/TH/RT	0.67	14.2	B	6/9	0.90	24.2	C	9/14
Overall	15.2	B	—	—	27.3	C	—	—
<i>Weekday Evening:</i>								
Essex Street EB LT/TH/RT	0.36	18.3	B	2/3	0.44	19.0	B	2/3
Forest Street WB LT/TH/RT	0.74	31.6	C	3/6	0.99	79.1	E	3/8
North Main Street NB LT	0.45	8.1	A	1/2	0.59	11.8	B	1/3
North Main Street NB TH	0.85	15.7	B	10/21	1.00	37.3	D	15/27
North Main Street NB RT	0.12	5.2	A	1/1	0.15	5.3	A	1/2
North Main Street SB LT/TH/RT	0.63	14.1	B	5/8	0.87	21.9	C	7/12
Overall	15.5	B	—	—	29.6	C	—	—
<i>Saturday Midday:</i>								
Essex Street EB LT/TH/RT	0.19	14.9	B	1/2	0.22	17.4	B	1/2
Forest Street WB LT/TH/RT	0.49	17.4	B	2/4	0.74	31.7	C	2/6
North Main Street NB LT	0.35	7.4	A	1/2	0.42	8.1	A	1/2
North Main Street NB TH	0.67	10.0	B	6/10	0.75	11.5	B	8/14
North Main Street NB RT	0.09	5.6	A	0/1	0.11	5.2	A	1/1
North Main Street SB LT/TH/RT	0.56	13.4	B	4/6	0.62	13.9	B	6/8
Overall	—	11.9	B	—	—	13.8	B	—

See notes at end of Table.

Table 5 (Continued)
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak-hour/Movement	2023 Existing			2030 Horizon Year				
	V/C ^a	Delay ^b	LOS ^c	Queued ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
<i>North Main Street and South Main Street at Lake Street and Central Street</i>								
<i>Weekday Morning:</i>								
Lake Street EB LT/TH/RT	0.06	47.2	D	1/1	0.07	47.3	D	1/1
Central Street WB LT/TH/RT	1.07	<u>136.3</u>	F	6/8	1.28	<u>212.1</u>	F	8/10
South Main Street NB LT/TH/RT	0.44	12.8	B	2/7	0.52	19.3	B	2/11
North Main Street SB LT/TH/RT	0.76	22.2	C	16/20	0.93	33.6	C	22/30
Overall	—	28.2	C	—	—	42.1	D	—
<i>Weekday Evening:</i>								
Lake Street EB LT/TH/RT	0.06	47.1	D	1/1	0.07	47.2	D	1/1
Central Street WB LT/TH/RT	0.69	60.2	E	5/6	0.80	70.7	E	6/7
South Main Street NB LT/TH/RT	0.48	13.2	B	3/8	0.56	19.6	B	4/12
North Main Street SB LT/TH/RT	0.66	19.1	B	13/16	0.80	23.3	C	18/22
Overall	—	19.4	B	—	—	24.8	C	—
<i>Saturday Midday:</i>								
Lake Street EB LT/TH/RT	0.02	46.8	D	0/0	0.02	46.8	D	0/0
Central Street WB LT/TH/RT	0.15	47.9	D	1/2	0.17	48.1	D	1/2
South Main Street NB LT/TH/RT	0.39	7.0	A	3/4	0.47	11.3	B	3/8
North Main Street SB LT/TH/RT	0.60	17.7	B	12/15	0.71	20.3	C	16/19
Overall	—	13.7	B	—	—	17.0	B	—

See notes at end of Table.

Table 5 (Continued)
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak-hour/Movement	2023 Existing			2030 Horizon Year			
	V/C ^a	Delay ^b	LOS ^c	Queue ^c 50 th /95 th	V/C	Delay	LOS
South Main Street at Maple Street							
<i>Weekday Morning:</i>							
Maple Street WB LT	0.92	76.3	E	11/18	1.16	146.9	F
Maple Street WB RT	0.22	40.6	D	0/3	0.29	41.5	D
South Main Street NB TH/RT	1.61	<u>326.4</u>	F	23/31	1.97	<u>495.1</u>	F
South Main Street SB LT	—	—	—	—	—	—	—
South Main Street SB LT/TH	0.72	4.0	A	1/3	0.85	11.1	B
Overall	—	<u>135.1</u>	F	—	—	<u>212.5</u>	F
<i>Weekday Evening:</i>							
Maple Street WB LT	0.79	56.7	E	9/13	0.99	93.8	F
Maple Street WB RT	0.28	41.4	D	0/3	0.31	41.8	D
South Main Street NB TH/RT	1.76	<u>399.2</u>	F	33/39	2.12	<u>544.2</u>	F
South Main Street SB LT	—	—	—	—	—	—	—
South Main Street SB LT/TH	0.65	1.5	A	0/1	0.76	5.1	A
Overall	—	<u>172.8</u>	F	—	—	<u>239.2</u>	F
<i>Saturday Midday:</i>							
Maple Street WB LT	1.08	117.9	F	15/20	1.33	214.8	F
Maple Street WB RT	0.25	41.0	D	0/2	0.46	43.7	D
South Main Street NB TH/RT	1.46	<u>257.9</u>	F	25/31	1.80	<u>408.5</u>	F
South Main Street SB LT	—	—	—	—	—	—	—
South Main Street SB LT/TH	0.62	0.9	A	0/0	0.73	2.8	A
Overall	—	<u>115.8</u>	F	—	—	<u>188.8</u>	F

See notes at end of Table.

Table 5 (Continued)
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak-hour/Movement	2023 Existing			2030 Horizon Year				
	V/C ^a	Delay ^b	LOS ^c	Queued ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
South Main Street at Boston Street and the Town Hall Driveways								
<i>Weekday Morning:</i>								
Boston Street EB LT	0.82	57.3	E	8/11	0.84	55.5	E	10/12
Boston Street EB TH/RT	0.07	34.2	C	0/2	0.11	31.1	C	0/2
Town Hall Driveways WB LT/TH/RT	0.01	33.5	C	0/0	0.01	29.9	C	0/0
South Main Street NB LT	—	—	—	—	—	—	—	—
South Main Street NB LT/TH/RT	0.58	12.7	B	9/14	1.02	54.5	D	23/31
South Main Street SB LT/TH/RT	0.55	14.7	B	15/18	0.72	21.1	C	19/23
Overall	—	19.1	B	—	—	37.8	D	—
<i>Weekday Evening:</i>								
Boston Street EB LT	0.85	52.5	D	11/14	0.79	39.8	D	12/15
Boston Street EB TH/RT	0.10	28.0	C	0/2	0.14	22.6	C	0/2
Town Hall Driveways WB LT/TH/RT	0.02	27.2	C	0/1	0.02	21.4	C	0/1
South Main Street NB LT	—	—	—	—	—	—	—	—
South Main Street NB LT/TH/RT	0.80	24.8	C	15/21	1.79	264.3	F	33/40
South Main Street SB LT/TH/RT	0.57	21.2	C	15/19	0.80	21.6	C	7/10
Overall	—	27.2	C	—	—	123.0	F	—
<i>Saturday Midday:</i>								
Boston Street EB LT	0.80	57.1	E	8/11	0.83	56.6	E	9/12
Boston Street EB TH/RT	0.10	35.9	D	0/2	0.14	33.9	C	0/2
Town Hall Driveways WB LT/TH/RT	0.01	35.0	D	0/0	0.01	32.5	C	0/0
South Main Street NB LT	—	—	—	—	—	—	—	—
South Main Street NB LT/TH/RT	0.59	11.5	B	8/14	0.94	33.3	C	18/29
South Main Street SB LT/TH/RT	0.48	6.1	A	7/9	0.61	9.8	A	10/15
Overall	—	15.3	B	—	—	25.3	C	—

^aVolume-to-capacity ratio.

^bControl (signal) delay per vehicle in seconds.

^cLevel of service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements

Table 6
UNSIGNALED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak-hour/Movement	2023 Existing			2030 Horizon Year			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS
<i>South Main Street at Fuller Meadow Elementary School</i>							
<i>Weekday Morning:</i>							
Fuller Meadow Elementary School EB LT/RT	115	<u>689.6</u>	F	28	115	<u>1343.8</u>	F
South Main Street NB TH	739	0.7	A	0	893	0.6	A
South Main Street SB TH	902	0.0	A	0	1,067	0.0	A
<i>Weekday Evening:</i>							
Fuller Meadow Elementary School EB LT/RT	45	<u>315.9</u>	F	10	45	<u>758.6</u>	F
South Main Street NB TH	929	0.2	A	0	1,099	0.1	A
South Main Street SB TH	905	0.0	A	0	1,062	0.0	A
<i>Saturday Midday:</i>							
Fuller Meadow Elementary School EB LT/RT	6	24.5	C	0	6	34.0	E
South Main Street NB TH	801	0.0	A	0	964	0.0	A
South Main Street SB TH	884	0.0	A	0	1,055	0.0	A
<i>Boston Street at Elm Street</i>							
<i>Weekday Morning:</i>							
Elm Street EB LT	84	<u>63.3</u>	F	4	117	<u>330.9</u>	F
Elm Street EB RT	209	13.6	B	2	260	17.4	C
Boston Street NB LT/TH	413	4.9	A	1	500	5.1	A
Boston Street SB TH/RT	368	0.0	A	0	452	0.0	A
<i>Weekday Evening:</i>							
Elm Street EB LT	138	<u>142.8</u>	F	8	170	<u>683.1</u>	F
Elm Street EB RT	211	11.9	B	2	253	13.9	B
Boston Street NB LT/TH	543	3.9	A	1	664	4.3	A
Boston Street SB TH/RT	299	0.0	A	0	382	0.0	A
<i>Saturday Midday:</i>							
Elm Street EB LT	107	41.6	E	3	135	<u>167.7</u>	F
Elm Street EB RT	253	12.5	B	2	301	15.1	C
Boston Street NB LT/TH	458	3.8	A	1	561	4.1	A
Boston Street SB TH/RT	273	0.0	A	0	348	0.0	A

See notes at end of table.



Table 6
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/Peak-hour/Movement	2023 Existing			2030 Horizon Year			Queue 95 th	
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay		
Boston Street at Flint Street								
<i>Weekday Morning:</i>								
Flint Street EB LT/RT	3	15.0	C	0	3	17.9	C 0	
Boston Street NB TH	412	0.0	A	0	499	0.0	A 0	
Boston Street SB TH	431	0.0	A	0	535	0.0	A 0	
<i>Weekday Evening:</i>								
Flint Street EB LT/RT	5	13.1	B	0	6	14.7	B 0	
Boston Street NB TH	542	0.0	A	0	663	0.0	A 0	
Boston Street SB TH	423	0.0	A	0	518	0.0	A 0	
<i>Saturday Midday:</i>								
Flint Street EB LT/RT	4	11.3	B	0	5	12.4	B 0	
Boston Street NB TH	458	0.0	A	0	561	0.0	A 0	
Boston Street SB TH	435	0.0	A	0	533	0.0	A 0	
Boston Street at River Street								
<i>Weekday Morning:</i>								
River Street WB LT/RT	202	<u>55.3</u>	F	7	239	<u>233.3</u>	F 17	
Boston Street NB TH	420	0.0	A	0	494	0.0	A 0	
Boston Street SB TH	433	2.9	A	1	537	3.2	A 1	
<i>Weekday Evening:</i>								
River Street WB LT/RT	324	<u>225.9</u>	F	19	381	<u>650.8</u>	F 34	
Boston Street NB TH	569	0.0	A	0	673	0.0	A 0	
Boston Street SB TH	427	2.5	A	1	523	2.8	A 1	
<i>Saturday Midday:</i>								
River Street WB LT/RT	319	<u>197.1</u>	F	19	373	<u>562.1</u>	F 34	
Boston Street NB TH	499	0.0	A	0	590	0.0	A 0	
Boston Street SB TH	439	2.5	A	1	538	2.7	A 1	

^aVolume-to-capacity ratio.

^bControl (signal) delay per vehicle in seconds.

^cLevel of service.

^dQueue length in vehicles.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements

CORRIDOR IMPROVEMENT EVALUATION

As identified in the previous sections, the South Main Street/Maple Street intersection was identified to be operating at or over capacity under 2023 Existing conditions, with the South Main Street/Boston Street/Town Hall Driveways intersection identified to operate over capacity during the weekday evening peak-hour under 2030 Future horizon year conditions. In addition, the South Main Street/Maple Street intersection was identified to have a motor vehicle crash rate that exceeds the MassDOT average crash rates for similar intersections and the intersection has been identified as a “Top 5% Intersection Crash Cluster” location for the 2018-2020 reporting period and HSIP eligible. Given the proximity of the North Main Street/South Main Street/Lake Street intersection to the South Main Street/Maple Street intersection, these two intersections are controlled by the same traffic signal controller and operationally function as a single interconnected traffic signal. As such, recommendations for improvements at the South Main Street/Maple Street intersection also need to consider impacts at the North Main Street/South Main Street/Lake Street intersection.

A review of potential improvement measures was undertaken for the North Main Street/South Main Street corridor within the Middleton Town Center area, inclusive of the North Main Street/South Main Street/Lake Street, South Main Street/Maple Street and South Main Street/Boston Street/Town Hall Driveways intersections, that are intended to improve traffic operations, enhance safety and promote mobility through improving pedestrian and bicycle accommodations in the context of a Complete Streets design approach. Two improvement strategies were evaluated that include a Long-Term Corridor Improvement Project for the Route 114 corridor that would result in the establishment of on-road, buffered bicycle lanes and sidewalks along both sides of the roadway, with capacity enhancements by way of the development of left-turn lane accommodations at critical intersections, and a Critical Infrastructure Improvement Plan that would allow for the advancement of specific improvements that would achieve the operational and safety improvement goals and improve pedestrian accommodations while planning for the potential future long-term corridor improvements.

The intent of the Critical Infrastructure Improvement Plan is to define specific improvements that could be advanced in the near-term within then available public right-of-way and with the cooperation of the property owners along the west side of South Main Street at Boston Street.

The following summarizes the improvement strategies that have been identified for the North Main Street/South Main Street corridor within the Middleton Town Center area.

➤ Long-Term Corridor Improvement Project

○ *North Main Street/South Main Street Corridor Improvements:*

- a. Provide 5.5-foot wide (minimum) Americans with Disabilities Act (ADA) compliant sidewalks along both sides of North Main Street/South Main Street with accompanying ADA compliant wheelchair ramps for all pedestrian crossings.
- b. Provide 5-foot wide buffered bicycle lanes along both sides of North Main Street/South Main Street that are separated (buffered) from the adjacent travel lane by 3-feet.
- c. Maintain two (2) through travel lanes per direction that are 11-feet in width with additional turn lanes provided where necessary at major intersections (discussion follows).

- ***Intersection Improvements:***

- *North Main Street and South Main Street at Central Street and Lake Street*
Install an Adaptive Signal Control Technologies (ASCT) system to include vehicle detection and monitoring
- *South Main Street at Maple Street*
 - a. Widen South Main Street to provide a southbound left-turn lane;
 - b. Widen Maple Street to provide a second left-turn lane;
 - c. Reconstruct the traffic signal system to accommodate the roadway widening; and
 - d. Install an ASCT system to include vehicle detection and monitoring; and
- *South Main Street at Boston Street and the Middleton Town Hall Driveways*
 - a. Widen South Main Street to provide a northbound left-turn lane;
 - b. Widen Boston Street to provide a second left-turn lane and to accommodate a bicycle lane transition from South Main Street along the north side;
 - c. Provide a 10-foot wide shared-use path along the south side of Boston Street to accommodate eastbound bicycle travel approaching South Main Street;
 - d. Reconstruct the traffic signal system to accommodate the roadway widening;
 - e. Install an ASCT system to include vehicle detection and monitoring; and
 - f. Replace the pedestrian signal indications with Audible Pedestrian Signal (APS) devices with countdown-type displays and accompanying ADA compliant pushbuttons and signs.

The suggested long-term improvements at the South Main Street/Boston Street/Middleton Town Hall Driveways intersection are depicted on Figure 9, which has been prepared to define an easement area along Boston Street and South Main Street at the intersection that would allow for: i) advancement of the suggested long-term improvements; ii) provide context for the planned redevelopment of 49 South Main Street; and iii) accommodate the multifamily residential development proposal that is currently before the Zoning Board of Appeals at 10 Boston Street (reflected on Figure 9).

Table 7 summarizes the improvement in traffic operations that can be attained with the implementation of the long-term corridor improvement project. As can be seen in Table 7, overall operating conditions at the intersections within the Middleton Town Center area were shown to improve to LOS D or better. The Central Street approach to the North Main Street/South Main Street/Central Street/Lake Street intersection was shown to continue to operate over capacity (LOS F) during both the weekday morning and evening peak hours. These conditions are, in part, due to the need to balance operating conditions at the intersection with those at the South Main Street/Maple Street intersection since both intersections are operated by the same traffic signal controller. With the installation of the ASCT system, actual operating conditions are expected to be better than predicted by the analysis model as the ASCT system will look for efficiencies and seek to balance and improve traffic operations based on real-time measurements of vehicle arrival and departure data.

Table 7
IMPROVED SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

		2030 with Long-Term Corridor Improvements			2030 with Critical Infrastructure Improvements		
Signalized Intersection/Peak-hour/Movement	V/C	Delay	LOS	Queue 50 th /95 th	V/C	Delay	LOS
North Main Street and South Main Street at Lake Street and Central Street							
<i>Weekday Morning:</i>							
Lake Street EB LT/TH/RT	0.11	50.5	D	1/1	0.09	49.3	D
Central Street WB LT/TH/RT	2.17	<u>536.0</u>	F	10/12	1.77	<u>426.0</u>	F
South Main Street NB LT/TH/RT	0.49	1.8	A	2/2	0.50	7.3	A
North Main Street SB LT/TH/RT	0.76	13.8	B	15/18	0.89	26.5	C
Overall	--	\$1.5	D	--	--	51.0	D
<i>Weekday Evening:</i>							
Lake Street EB LT/TH/RT	0.11	52.1	D	1/1	0.12	53.2	D
Central Street WB LT/TH/RT	1.45	<u>295.5</u>	F	8/9	1.63	<u>374.9</u>	F
South Main Street NB LT/TH/RT	0.52	2.0	A	3/3	0.51	5.7	A
North Main Street SB LT/TH/RT	0.63	8.9	A	10/13	0.74	17.8	B
Overall	--	24.3	C	--	--	35.0	D
<i>Saturday Midday:</i>							
Lake Street EB LT/TH/RT	0.02	48.7	D	0/0	0.02	51.5	D
Central Street WB LT/TH/RT	0.23	50.5	D	1/2	0.32	54.1	D
South Main Street NB LT/TH/RT	0.45	2.6	A	3/3	0.44	2.8	A
North Main Street SB LT/TH/RT	0.61	11.8	B	12/14	0.67	16.5	B
Overall	--	8.7	A	--	--	11.2	B

See notes at end of Table.

**Table 7 (Continued)
IMPROVED SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY**

Signalized Intersection/Peak-hour/Movement	2030 with Long-Term Corridor Improvements			2030 with Critical Infrastructure Improvements			Queue 50 th /95 th	Queue 50 th /95 th		
	V/C	Delay	LOS	V/C	Delay	LOS				
South Main Street at Maple Street										
<i>Weekday Morning:</i>										
Maple Street WB LT	0.91	72.5	E	7/11	1.11	<u>127.2</u>	F	15/23		
Maple Street WB RT	0.24	46.4	D	0/4	0.25	<u>38.5</u>	D	0/4		
South Main Street NB TH/RT	1.04	79.7	E	22/26	1.38	<u>222.5</u>	F	27/31		
South Main Street SB LT	0.88	41.6	D	10/17	--	--	--	--		
South Main Street SB LT/TH	0.38	0.9	A	1/1	0.91	17.9	B	4/5		
Overall	--	48.3	D	--	--	109.6	F	--		
<i>Weekday Evening:</i>										
Maple Street WB LT	0.89	71.4	E	6/9	0.89	64.0	E	11/17		
Maple Street WB RT	0.31	48.8	D	0/3	0.31	37.8	D	0/3		
South Main Street NB TH/RT	1.05	76.9	E	20/29	1.41	<u>232.4</u>	F	28/38		
South Main Street SB LT	0.79	33.5	C	7/13	--	--	--	--		
South Main Street SB LT/TH	0.34	0.6	A	1/1	0.83	10.0	B	1/4		
Overall	--	48.4	D	--	--	109.8	F	--		
<i>Saturday Midday:</i>										
Maple Street WB LT	0.94	73.9	E	8/12	1.19	<u>152.4</u>	F	19/24		
Maple Street WB RT	0.28	45.1	D	0/2	0.38	<u>38.6</u>	D	2/4		
South Main Street NB TH/RT	1.03	73.6	E	22/23	1.22	<u>153.3</u>	F	27/30		
South Main Street SB LT	0.73	27.8	C	4/10	--	--	--	--		
South Main Street SB LT/TH	0.34	0.2	A	0/0	0.79	6.1	A	0/1		
Overall	--	46.0	D	--	--	85.0	F	--		

See notes at end of Table.

**Table 7 (Continued)
IMPROVED SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY**

Signalized Intersection/Peak-hour/Movement	2030 with Long-Term Corridor Improvements			2030 with Critical Infrastructure Improvements		
	V/C	Delay	LOS	Queue 50 ^a /95 ^b	V/C	Delay
South Main Street at Boston Street and the Town Hall						
<i>Driveways</i>						
<i>Weekday Morning:</i>						
Boston Street EB LT	0.68	49.1	D	4/6	0.67	47.8
Boston Street EB TH/RT	0.12	40.0	D	0/2	0.12	39.5
Town Hall Driveways WB LT/TH/RT	0.01	39.0	D	0/0	0.01	38.4
South Main Street NB LT	0.42	13.0	B	1/2	0.43	13.5
South Main Street NB LT/TH/RT	0.44	6.6	A	6/9	0.44	6.9
South Main Street SB LT/TH/RT	0.71	12.6	B	4/7	0.71	11.9
Overall	--	15.5	B	--	--	15.2
<i>Weekday Evening:</i>						
Boston Street EB LT	0.69	44.4	D	6/8	0.69	44.4
Boston Street EB TH/RT	0.15	35.4	D	0/2	0.15	35.4
Town Hall Driveways WB LT/TH/RT	0.03	34.2	C	0/1	0.03	34.2
South Main Street NB LT	0.51	17.1	B	2/4	0.51	16.7
South Main Street NB LT/TH/RT	0.51	9.8	A	9/12	0.51	9.8
South Main Street SB LT/TH/RT	0.74	16.9	B	6/7	0.73	17.4
Overall	--	18.9	B	--	--	19.1
<i>Saturday Midday:</i>						
Boston Street EB LT	0.67	49.7	D	5/6	0.67	50.3
Boston Street EB TH/RT	0.15	41.8	D	0/3	0.15	42.0
Town Hall Driveways WB LT/TH/RT	0.02	40.6	D	0/1	0.02	40.8
South Main Street NB LT	0.43	10.2	B	1/2	0.41	9.2
South Main Street NB LT/TH/RT	0.41	5.4	A	6/8	0.41	5.3
South Main Street SB LT/TH/RT	0.62	8.3	A	6/14	0.61	10.0
Overall	--	13.6	B	--	--	14.3

^aVolume-to-capacity ratio.

^bControl (signal) delay per vehicle in seconds.

^cLevel of service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements

➤ **Critical Infrastructure Improvement Project**

○ ***South Main Street Corridor Improvements:***

- a. Provide 5.5-foot wide (minimum) ADA compliant sidewalks along both sides of South Main Street at and approaching Boston Street with accompanying ADA compliant wheelchair ramps for all pedestrian crossings.
- b. Provide a 10-foot wide shared-use path along the frontage of 49 South Main Street (South Main Street and Boston Street (partial)).
- c. Maintain two (2) through travel lanes per direction that are 11-feet in width with a left-turn lane provided on the northbound approach to Boston Street (discussion follows).

○ ***Intersection Improvements:***

- *North Main Street and South Main Street at Central Street and Lake Street*
Install an ASCT system to include vehicle detection and monitoring.
- *South Main Street at Maple Street*
Install an ASCT system to include vehicle detection and monitoring.
- *South Main Street at Boston Street and the Middleton Town Hall Driveways*
 - a. Widen South Main Street to provide a northbound left-turn lane;
 - b. Provide a 10-foot wide shared-use path along the south side of Boston Street to accommodate bicycle travel approaching South Main Street;
 - c. Reconstruct the traffic signal system to accommodate the roadway widening;
 - d. Install an ASCT system to include vehicle detection and monitoring; and
 - e. Replace the pedestrian signal indications with APS devices with countdown-type displays and accompanying ADA compliant pushbuttons and signs.

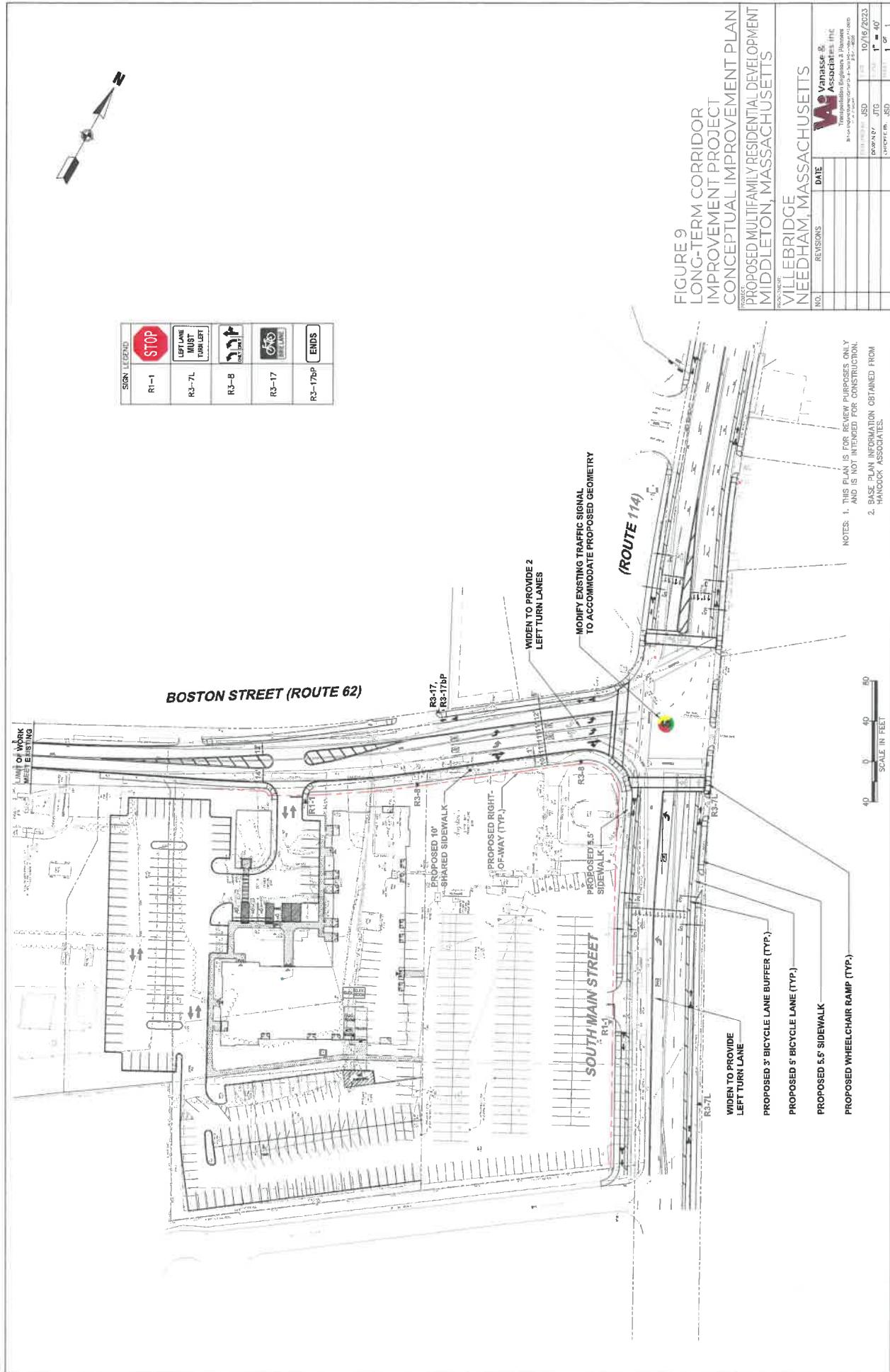
The suggested Critical Infrastructure Improvements at the South Main Street/Boston Street/Middleton Town Hall Driveways intersection are depicted on Figure 10, which includes the same easement area that was established along Boston Street and South Main Street shown on Figure 9.

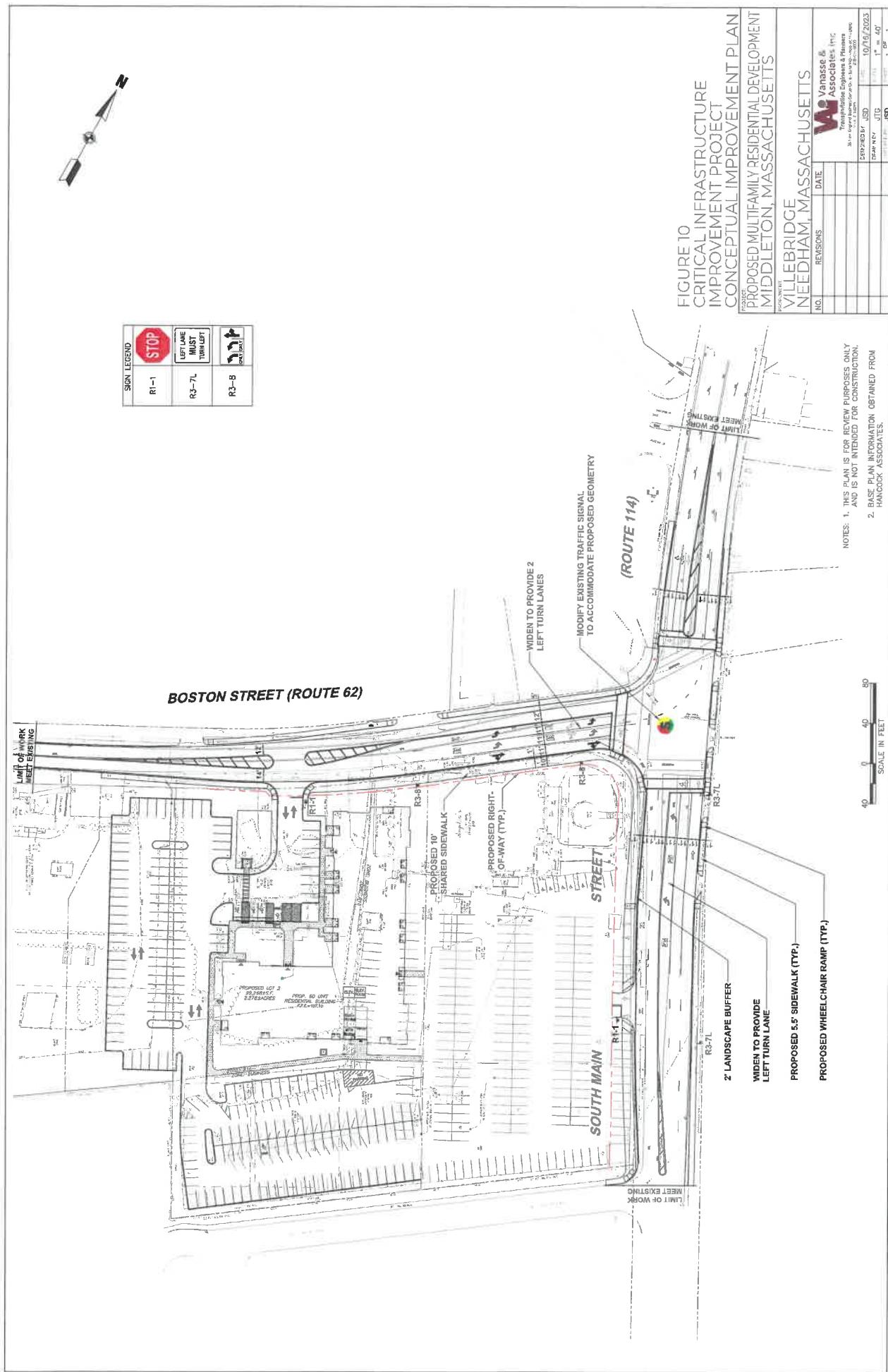
Table 7 also summarizes the improvement in traffic operations that can be attained with the implementation of the critical infrastructure improvements. As can be seen in Table 7, a similar level of operational improvement is afforded at the South Main Street/Boston Street/Middleton Town Hall Driveways intersection as that provided by the Long-Term Corridor Improvement Project, with overall intersection operations improving to LOS B during the analysis periods and no movement reported to be operating below LOS D. The replacement of the traffic signal systems at the North Main Street/South Main Street/Central Street/Lake Street and South Main Street/Maple Street intersections with the ASCT system will reduce overall motorists delays at both intersections; however, overall operating conditions will continue to be over capacity absent the capacity improvements that are associated with the Long-Term Corridor Improvement Project.

SUMMARY

VAI has prepared a Corridor Improvement Study for the North Main Street/South Main Street (Route 114) and Boston Street (Route 62) corridors in Middleton, Massachusetts, to identify potential improvement strategies that are intended to improve traffic flow, enhance safety and promote mobility. As a result of this study, suggested improvements have been developed for the North Main Street/South Main Street corridor within the Middleton Town Center area that include a Long-Term Corridor Improvement Project and a Critical Infrastructure Improvement Plan that would allow for the advancement of specific improvements in the near-term within then available public right-of-way and with the cooperation of the property owners along the west side of South Main Street at Boston Street. Both improvement programs will result in a reduction in overall motorist delay within the Middleton Town Center area and enhance safety for all roadway users.

Attachments





MANN & MANN, P.C.
COUNSELLORS AT LAW

-REDACTED-

JILL ELMSTROM MANN*
KURT P. MANN*

†Admitted to practice in Massachusetts
*Admitted to practice in New York



November 7, 2023

VIA HAND DELIVERY

Board of Selectmen Town of Middleton
Attention: Justin Sultzbach, Town Administrator
48 South Main Street
Middleton, Massachusetts 01949



RE: MIDDLETON SHREEJI, INC. d/b/a Richdale
152 South Main Street/Multi Amendment License Application
License No. 90571-PK-0704

Dear Mr. Sultzbach:

With reference to the above, please find enclosed a request for a Multi Amendment Liquor License for Middleton Shreeji, Inc. d/b/a Richdale. I understand this needs to be advertised and notices to be sent to abutters. Once the legal ad has been prepared, please send it to me so that I can send notices to the abutters at the appropriate time.

Sincerely,

Pamela Veerman
Pamela Veerman

Enclosures

[https://mannpc.sharepoint.com/sites/MM-Documents/Shared%20Documents/Middleton%20Shreeji%20\(Patel,%20Vijay\)%20151%20S%20Main%202023-09%20\(Liq%20License\)/2023%20-%20Multi%20Amend%20-%20Mgr,%20Officer%20Change/11.7.2023%20Ltr%20to%20Select%20Board.docx](https://mannpc.sharepoint.com/sites/MM-Documents/Shared%20Documents/Middleton%20Shreeji%20(Patel,%20Vijay)%20151%20S%20Main%202023-09%20(Liq%20License)/2023%20-%20Multi%20Amend%20-%20Mgr,%20Officer%20Change/11.7.2023%20Ltr%20to%20Select%20Board.docx)

191 South Main Street, Suite 104
Middleton, Massachusetts 01949
Telephone: 978-762-6238
Facsimile: 978-762-6434

Direct Email: jill@mannpc.com
kurt@mannpc.com

MULTI-AMENDMENT LIQUOR LICENSE APPLICATION

**MIDDLETON SHREEJI, INC.
d/b/a
RICHDALE
LICENSE NO. 90571-PK-0704**

**152 South Main Street
Middleton, MA**

**MANN & MANN, P.C.
Counsellors at Law
191 South Main Street, Suite 104
Middleton, MA 01949
Telephone: 978-762-6238
Facsimile: 978-762-6434
Email: jill@mannpc.com**

Exhibit List

For

Multi-Amendment License Application for Middleton Shreeji, Inc. d/b/a Richdale

1. Monetary Transmittal Form
2. Multi-Amendment Liquor License Application and Applicant's Statement
3. Certificate of Good Standing from the Department of Revenue
4. Certificate of Good Standing from the Department of Unemployment Assistance
5. Articles of Organization of Middleton Shreeji, Inc. with Amendments
6. Copy of Promissory Note between Chandrika Bhadresh Patel and Suresh Kantilal Patel
7. CORI Request Form for Ramanlal Somabhai Patel with proof of citizenship: Naturalization Papers, Passport and Driver's License *(ON FILE)*
8. CORI Request Form for Chandrika Bhadresh Patel with proof of citizenship: Naturalization Papers and Driver's License *(ON FILE)*
9. Serving Alcohol Certification for Chandrika Bhadresh Patel
10. Corporate Vote of Middleton Shreeji, Inc.
11. ~~Abutters' List~~ N/A
12. Local Licensing Authority Review Record.

1



*The Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
www.mass.gov/abcc*

**RETAIL ALCOHOLIC BEVERAGES LICENSE APPLICATION
MONETARY TRANSMITTAL FORM**

APPLICATION FOR MULTIPLE AMENDMENTS

**APPLICATION SHOULD BE COMPLETED ON-LINE, PRINTED, SIGNED, AND SUBMITTED TO THE LOCAL
LICENSING AUTHORITY.**

ECRT CODE: RETA

Please make \$200.00 payment here: ABCC PAYMENT WEBSITE

**PAYMENT MUST DENOTE THE NAME OF THE LICENSEE CORPORATION, LLC, PARTNERSHIP, OR INDIVIDUAL AND INCLUDE THE
PAYMENT RECEIPT**

ABCC LICENSE NUMBER (IF AN EXISTING LICENSEE, CAN BE OBTAINED FROM THE CITY)

ENTITY/ LICENSEE NAME

Middleton Shreeji, Inc. d/b/a Richdale

90571-PK-0704

ADDRESS

152 South Main Street

CITY/TOWN

Middleton

STATE

MA

ZIP CODE

01949

For the following transactions (Check all that apply):

<input type="checkbox"/> New License	<input type="checkbox"/> Change of Location	<input type="checkbox"/> Change of Class (i.e. Annual / Seasonal)	<input type="checkbox"/> Change Corporate Structure (i.e. Corp / LLC)
<input type="checkbox"/> Transfer of License	<input type="checkbox"/> Alteration of Licensed Premises	<input type="checkbox"/> Change of License Type (i.e. club / restaurant)	<input type="checkbox"/> Pledge of Collateral (i.e. License/Stock)
<input checked="" type="checkbox"/> Change of Manager	<input type="checkbox"/> Change Corporate Name	<input type="checkbox"/> Change of Category (i.e. All Alcohol/Wine, Malt)	<input type="checkbox"/> Management/Operating Agreement
<input checked="" type="checkbox"/> Change of Officers/ Directors/LLC Managers	<input type="checkbox"/> Change of Ownership Interest (LLC Members/ LLP Partners, Trustees)	<input checked="" type="checkbox"/> Issuance/Transfer of Stock/New Stockholder	<input type="checkbox"/> Change of Hours
		<input type="checkbox"/> Other <input type="text" value=""/>	<input type="checkbox"/> Change of DBA

**THE LOCAL LICENSING AUTHORITY MUST SUBMIT THIS
APPLICATION ONCE APPROVED VIA THE ePLACE PORTAL**

**Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3
Chelsea, MA 02150-2358**

Payment Confirmation

YOUR PAYMENT HAS PROCESSED AND THIS IS YOUR RECEIPT

Your account has been billed for the following transaction. You will receive a receipt via email.



Transaction Processed Successfully
INVOICE # 4069-4018-1111-0000

Description	Applicant, License or Registration Number	Amount
FILING FEES-RETAIL	90571-PK-0704	\$200.00
		\$200.00

Total Convenience Fee: \$4.70

Date Paid: 11/6/2023 3:34:53 PM EDT

Total Amount Paid: \$204.70

Payment On Behalf Of

License Number or Business Name:
90571-PK-0704

Fee Type:
FILING FEES-RETAIL

Billing Information

First Name:
Jill

Last Name:
Mann

Address:
Mann & Mann PC

City:
Middleton

State:
MA

Zip Code:
01949

Email Address:
pamv@mannpc.com

2



The Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
www.mass.gov/abcc

APPLICATION FOR MULTIPLE AMENDMENTS

Please select all of the amendments you are applying for:

CHANGE OF CATEGORY

\$200 fee via ABCC website and Payment Receipt
Monetary Transmittal Form
DOF Certificate of Good Standing
DUA Certificate of Compliance
Change of Category Application
Vote of the Entity Board
Advertisement*
Abutter's Notification*

CHANGE OF LICENSE TYPE

\$200 fee via ABCC website and Payment Receipt
Monetary Transmittal Form
Change of License Type Application
Vote of the Entity Board
Advertisement*

CHANGE OF CORPORATE STRUCTURE

\$200 fee via ABCC website and Payment Receipt
Monetary Transmittal Form
DOF Certificate of Good Standing
DUA Certificate of Compliance
Change of Corporate Structure Application
Vote of the Entity Board
Business Structure Documents
If Sole Proprietor, Business Certificate
If partnership, Partnership Agreement
If corporation or LLC, Articles of Organization from the Secretary of the Commonwealth

CHANGE OF CLASSIFICATION

\$200 fee via ABCC website and Payment Receipt
Monetary Transmittal Form
DOF Certificate of Good Standing
DUA Certificate of Compliance
Change of Classification Application
Vote of the Entity Board
Abutter's Notification*
Advertisement*

**If abutter notification and advertisement are required for transaction, please see the local licensing authority.*



The Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
www.mass.gov/abcc

APPLICATION FOR MULTIPLE AMENDMENTS

Please select all of the amendments you are applying for (continued):

CHANGE OF OFFICERS/DIRECTORS/LLC MANAGERS

\$200 fee via **ABCC website and Payment Receipt**
Monetary Transmittal Form
DOT Certificate of Good Standing
DUA Certificate of Compliance
Change of Officers/Directors Application
Vote of the Entity Board
CORI Authorization Complete one for the proposed manager of record. This form must be *notarized with a stamp or raised seal.*
Business Structure Documents
If Sole Proprietor, Business Certificate
If partnership, Partnership Agreement
If corporation or LLC, Articles of Organization from the Secretary of the Commonwealth

CHANGE OF OWNERSHIP INTEREST (e.g. LLC Members, LLP Partners, Trustees etc.)

\$200 fee via **ABCC website and Payment Receipt**
Monetary Transmittal Form
DOT Certificate of Good Standing
DUA Certificate of Compliance
Change of Officers/Directors Application
Financial Statement
Vote of the Entity Board
CORI Authorization Complete one for the proposed manager of record. This form must be *notarized with a stamp or raised seal.*
Business Structure Documents
If Sole Proprietor, Business Certificate
If partnership, Partnership Agreement
If corporation or LLC, Articles of Organization from the Secretary of the Commonwealth
Purchase and Sale Agreement
Supporting Financial Records
Advertisement*

CHANGE OF STOCK INTEREST (e.g. New Stockholders or Transfer or Issuance of Stock)

\$200 fee via **ABCC website and Payment Receipt**
Monetary Transmittal Form
DOT Certificate of Good Standing
DUA Certificate of Compliance
Change of Officers/Directors Application
Financial Statement
Vote of the Entity Board
CORI Authorization Complete one for the proposed manager of record. This form must be *notarized with a stamp or raised seal.*
Business Structure Documents
If Sole Proprietor, Business Certificate
If partnership, Partnership Agreement
If corporation or LLC, Articles of Organization from the Secretary of the Commonwealth
Purchase and Sale Agreement
Supporting Financial Records
Advertisement*

**If abutter notification and advertisement are required for transaction, please see the local licensing authority.*



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95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
www.mass.gov/abcc*

APPLICATION FOR MULTIPLE AMENDMENTS

Please select all of the amendments you are applying for (continued):

CHANGE OF CORPORATE NAME OR DBA

\$200 fee via ABCC website and Payment Receipt (Corporate Name Only)
Monetary Transmittal Form
DOT Certificate of Good Standing (Corporate Name Only)
DUA Certificate of Compliance (Corporate Name Only)
Change of Corporate Name/DBA Application
Vote of the Entity Board
Business Structure Documents
If Sole Proprietor, Business Certificate
If partnership, Partnership Agreement
If corporation or LLC, Articles of Organization from the Secretary of the Commonwealth

CHANGE OF PLEDGE OF LICENSE, STOCK OR INVENTORY

\$200 fee via ABCC website and Payment Receipt
Monetary Transmittal Form
DOT Certificate of Good Standing
DUA Certificate of Compliance
Change of Pledge of License, Stock or Inventory Application
Vote of the Entity Board
Pledge documentation
Promissory note

CHANGE OF MANAGER



\$200 fee via ABCC website and Payment Receipt
Monetary Transmittal Form
Change of Manager Application
Vote of the Entity Board
CORI Authorization Complete one for the proposed manager of record. This form must be *notarized with a stamp or raised seal.*
Proof of Citizenship. Passport, birth certificate, voter registration, or naturalization papers will be accepted.



The Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
www.mass.gov/abcc

APPLICATION FOR MULTIPLE AMENDMENTS

Please select all of the amendments you are applying for(continued):

CHANGE OF LOCATION

\$200 fee via ABCC website and Payment Receipt
Monetary Transmittal Form
Alteration of Premises/Change of Location Application
Vote of the Entity Board
Supporting financial records
Legal Right to Occupy
Floor Plan
Abutter's Notification*
Advertisement*

ALTERATION OF PREMISES

\$200 fee via ABCC website and Payment Receipt
Monetary Transmittal Form
Alteration of Premises/Change of Location Application
Vote of the Entity Board
Supporting financial records
Legal Right to Occupy
Floor Plan
Abutter's Notification*
Advertisement*

MANAGEMENT AGREEMENT

\$200 fee via ABCC website and Payment Receipt
Monetary Transmittal Form
Management Agreement Application
Management Agreement
Vote of the Entity Board
CORI Forms for all listed in Section 8A and attachments

IMPORTANT NOTE: A management agreement is where a licensee authorizes a third party to control the daily operations of the license premises, while retaining ultimate control over the license, through a written contract. *This does not pertain to a liquor license manager that is employed directly by the entity.*

**If abutter notification and advertisement are required for transaction, please see the local licensing authority.*



*The Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
www.mass.gov/abcc*

APPLICATION FOR MULTIPLE AMENDMENTS

Please select all of the amendments you are applying for(continued):

Non-Profit Club's ONLY

e.g. Veteran's Club

Non-Profit Club CHANGE OF OFFICERS/DIRECTORS

DOT Certificate of Good Standing

DUA Certificate of Compliance

Change of Officers/Directors Application

Vote of the club signed by an approved officer

Business Structure Documents-Articles of Organization from the Secretary of the Commonwealth

Monetary Transmittal Form

\$200 fee via ABCC website and Payment Receipt

Non-Profit Club CHANGE OF MANAGER

\$200 fee via ABCC website and Payment Receipt

Monetary Transmittal Form

Change of Manager Application

Vote of the club signed by an approved officer

CORI Authorization Complete one for the proposed manager of record. This form must be *notarized with a stamp or raised seal*.

Updated Officers and Directors*

***Please ensure to update your officers and directors *simultaneously* or **PRIOR** to applying for a change of manager. It will be returned with no action taken if the officers and directors do not match ABCC records.**

Proof of Citizenship. Passport, birth certificate, voter registration, or naturalization papers will be accepted.



*The Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3, Chelsea, MA 02150-2358
www.mass.gov/abcc*

APPLICATION FOR MULTIPLE AMENDMENTS

1. BUSINESS ENTITY INFORMATION

Entity Name	Municipality	ABCC License Number
Middleton Shreeji, Inc.	Middleton	90571-PK-0704

Please provide a narrative overview of the transaction(s) being applied for. On-premises applicants should also provide a description of the intended theme or concept of the business operation. Attach additional pages, if necessary.

See Attachment No. 1

APPLICATION CONTACT

The application contact is the person who should be contacted with any questions regarding this application.

Name	Title	Email	Phone
Jill Elmstrom Mann	Attorney	jill@mannpc.com	978-762-6238

2. AMENDMENT-Change of License Classification

<input type="checkbox"/> Change of License Category All Alcohol, Wine and Malt, Wine Malt and Cordials	Last-Approved License Category	
	Requested New License Category	
<input type="checkbox"/> Change of License Class Seasonal or Annual	Last-Approved License Class	
	Requested New License Class	
<input type="checkbox"/> Change of License Type* i.e. Restaurant to Club *Certain License Types CANNOT change once issued*	Last-Approved License Type	
	Requested New License Type	

3. AMENDMENT-Change of Business Entity Information

<input type="checkbox"/> Change of Corporate Name LLC, Corporation, Sole Proprietor, etc	Last-Approved Corporate Name:	
	Requested New Corporate Name:	
<input type="checkbox"/> Change of DBA	Last-Approved DBA:	
	Requested New DBA:	
<input type="checkbox"/> Change of Corporate Structure	Last-Approved Corporate Structure	
	Requested New Corporate Structure	

4. AMENDMENT-Pledge Information

<input type="checkbox"/> Pledge of License	To whom is the pledge being made:	
<input type="checkbox"/> Pledge of Inventory		
<input type="checkbox"/> Pledge of Stock		

5. AMENDMENT-Change of Manager

Change of License Manager

A. MANAGER INFORMATION

The individual that has been appointed to manage and control the licensed business and premises.

Proposed Manager Name	Chandrika Bhadresh Patel	Date of Birth	SSN
Residential Address			
Email		Phone	781-600-3498
Please indicate how many hours per week you intend to be on the licensed premises		40+	Last-Approved License Manager
		Suresh Kantilal Patel	

B. CITIZENSHIP/BACKGROUND INFORMATION

Are you a U.S. Citizen?*

Yes No *Manager must be a U.S. Citizen

If yes, attach one of the following as proof of citizenship US Passport, Voter's Certificate, Birth Certificate or Naturalization Papers.

Have you ever been convicted of a state, federal, or military crime? Yes No

If yes, fill out the table below and attach an affidavit providing the details of any and all convictions. Attach additional pages, if necessary, utilizing the format below.

Date	Municipality	Charge	Disposition

C. EMPLOYMENT INFORMATION

Please provide your employment history. Attach additional pages, if necessary, utilizing the format below.

Start Date	End Date	Position	Employer	Supervisor Name
2007	present	Manager	Hancock Market	
2012	present	Manager	Goodies Mini Mart	

D. PRIOR DISCIPLINARY ACTION

Have you held a beneficial or financial interest in, or been the manager of, a license to sell alcoholic beverages that was subject to disciplinary action? Yes No If yes, please fill out the table. Attach additional pages, if necessary, utilizing the format below.

Date of Action	Name of License	State	City	Reason for suspension, revocation or cancellation

I hereby swear under the pains and penalties of perjury that the information I have provided in this application is true and accurate:

Manager's Signature



Date

11-01-2023

Attachment No. 1

Sureshkumar Kantilal Patel, the current President, Treasurer, Director, and majority shareholder of the Licensee is selling all of his stock holdings in the Licensee to Chandrika Bhadresh Patel and to Ramanlal Somabhai Patel. After the sale Chandrika will own 40% of the Stock of the Licensee and Ramanlal will own 60% of the Stock of the Licensee. Chandrika will take over as President and Treasurer and Ramanlal will remain the Secretary and Director. In addition the Licensee is changing its manager from Sureshkumar to Chandrika.

6. AMENDMENT-Change of Officers, Stock or Ownership Interest

Change of Officers/Directors

**Change of Ownership Interest
(LLC Managers/LLP Partners, Trustees)**

Change of Stock (E.g. New Stockholder/ Transfer or Issuance of Stock)

List all individuals or entities that will have a direct or indirect, beneficial or financial interest in this license (E.g. Stockholders, Officers, Directors, LLC Managers, LLP Partners, Trustees etc.). Attach additional page(s) provided, if necessary, utilizing Addendum A.

- The individuals and titles listed in this section must be identical to those filed with the Massachusetts Secretary of State.
- The individuals identified in this section, as well as the proposed Manager of Record, must complete a CORI Release Form.
- Please note the following statutory requirements for Directors and LLC Managers:
On Premises (E.g. Restaurant/ Club/Hotel) Directors or LLC Managers - At least 50% must be US citizens;
Off Premises (Liquor Store) Directors or LLC Managers - All must be US citizens and a majority must be Massachusetts residents.
- If you are a Multi-Tiered Organization, please attach a flow chart identifying each corporate interest and the individual owners of each entity as well as the Articles of Organization for each corporate entity. Every individual must be identified in Addendum A.

Name of Principal	Residential Address	SSN	DOB	
Chandrika Bhadresh Patel				
Title and or Position	Percentage of Ownership	Director/ LLC Manager US Citizen	MA Resident	
President, Treasurer and Secretary	40%	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No
Name of Principal	Residential Address	SSN	DOB	
Ramanlal Somabhai Patel				
Title and or Position	Percentage of Ownership	Director/ LLC Manager US Citizen	MA Resident	
Director	60%	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No
Name of Principal	Residential Address	SSN	DOB	
Title and or Position	Percentage of Ownership	Director/ LLC Manager US Citizen	MA Resident	
		<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No
Name of Principal	Residential Address	SSN	DOB	
Title and or Position	Percentage of Ownership	Director/ LLC Manager US Citizen	MA Resident	
		<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No
Name of Principal	Residential Address	SSN	DOB	
Name of Principal	Residential Address	SSN	DOB	
Title and or Position	Percentage of Ownership	Director/ LLC Manager US Citizen	MA Resident	
		<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No
Name of Principal	Residential Address	SSN	DOB	
Title and or Position	Percentage of Ownership	Director/ LLC Manager US Citizen	MA Resident	
		<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No
Name of Principal	Residential Address	SSN	DOB	
Title and or Position	Percentage of Ownership	Director/ LLC Manager US Citizen	MA Resident	
		<input type="radio"/> Yes <input checked="" type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No

Additional pages attached?

Yes No

Yes No

CRIMINAL HISTORY

Has any individual listed in question 6, and applicable attachments, ever been convicted of a State, Federal or Military Crime? If yes, attach an affidavit providing the details of any and all convictions.

MANAGEMENT AGREEMENT

Are you requesting approval to utilize a management company through a management agreement? Please provide a copy of the management agreement.

Yes No

6. AMENDMENT-Change of Officers, Stock or Ownership Interest

6B. CURRENT OFFICERS, STOCK OR OWNERSHIP INTEREST

List the individuals and entities of the current ownership. Attach additional pages if necessary utilizing the format below.

Name of Principal	Title/Position	Percentage of Ownership
Sureshkumar Kantilal Patel	President, Treasurer, Secretary and Director	60%
Name of Principal	Title/Position	Percentage of Ownership
Ramanlal Somabhai Patel	Director	40%
Name of Principal	Title/Position	Percentage of Ownership
Name of Principal	Title/Position	Percentage of Ownership
Name of Principal	Title/Position	Percentage of Ownership
Name of Principal	Title/Position	Percentage of Ownership

6A. INTEREST IN AN ALCOHOLIC BEVERAGES LICENSE

Does any individual or entity identified in question 6, and applicable attachments, have any direct or indirect, beneficial or financial interest in any other license to sell alcoholic beverages? Yes No If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Name	License Type	License Name	Municipality

6B. PREVIOUSLY HELD INTEREST IN AN ALCOHOLIC BEVERAGES LICENSE

Has any individual or entity identified identified in question 6, and applicable attachments, ever held a direct or indirect, beneficial or financial interest in a license to sell alcoholic beverages, which is not presently held? Yes No If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Name	License Type	License Name	Municipality

6C. DISCLOSURE OF LICENSE DISCIPLINARY ACTION

Have any of the disclosed licenses listed in question 6A or 6B ever been suspended, revoked or cancelled?

Yes No If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Date of Action	Name of License	City	Reason for suspension, revocation or cancellation

7. AMENDMENT-Change of Premises Information

Alteration of Premises: (must fill out attached financial information form)

7A. ALTERATION OF PREMISES

Please summarize the details of the alterations and highlight any specific changes from the last-approved premises.

PROPOSED DESCRIPTION OF PREMISES

Please provide a complete description of the proposed premises, including the number of floors, number of rooms on each floor, any outdoor areas to be included in the licensed area, and total square footage. You must also submit a floor plan.

Total Sq. Footage

Seating Capacity

Occupancy Number

Number of Entrances

Number of Exits

Number of Floors

Change of Location: (must fill out attached financial information form)

7B. CHANGE OF LOCATION

Last-Approved Street Address

Proposed Street Address

DESCRIPTION OF PREMISES

Please provide a complete description of the premises to be licensed, including the number of floors, number of rooms on each floor, any outdoor areas to be included in the licensed area, and total square footage. You must also submit a floor plan.

Total Sq. Footage

Seating Capacity

Occupancy Number

Number of Entrances

Number of Exits

Number of Floors

OCCUPANCY OF PREMISES

Please complete all fields in this section. Please provide proof of legal occupancy of the premises. (E.g. Deed, lease, letter of intent)

Please indicate by what means the applicant has to occupy the premises

Landlord Name

Landlord Phone

Landlord Email

Landlord Address

Lease Beginning Date

Rent per Month

Lease Ending Date

Rent per Year

Will the Landlord receive revenue based on percentage of alcohol sales?

Yes No

8. AMENDMENT-Management Agreement

Management Agreement: (must fill out all pages in section 8)

Are you requesting approval to utilize a management company through a management agreement?
If yes, please fill out section 8.

Yes No

Please provide a narrative overview of the Management Agreement. Attach additional pages, if necessary.

IMPORTANT NOTE: A management agreement is where a licensee authorizes a third party to control the daily operations of the license premises, while retaining ultimate control over the license, through a written contract. *This does not pertain to a liquor license manager that is employed directly by the entity.*

8A. MANAGEMENT ENTITY

List all proposed individuals or entities that will have a direct or indirect, beneficial or financial interest in the management Entity (E.g. Stockholders, Officers, Directors, LLC Managers, LLP Partners, Trustees etc.).

Entity Name	Address	Phone		
Name of Principal	Residential Address	SSN	DOB	
Title and or Position	Percentage of Ownership	Director	US Citizen	MA Resident
		<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No
Name of Principal	Residential Address	SSN	DOB	
Title and or Position	Percentage of Ownership	Director	US Citizen	MA Resident
		<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No
Name of Principal	Residential Address	SSN	DOB	
Title and or Position	Percentage of Ownership	Director	US Citizen	MA Resident
		<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No
Name of Principal	Residential Address	SSN	DOB	
Title and or Position	Percentage of Ownership	Director	US Citizen	MA Resident
		<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No
Name of Principal	Residential Address	SSN	DOB	
Title and or Position	Percentage of Ownership	Director	US Citizen	MA Resident
		<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input type="radio"/> No

CRIMINAL HISTORY

Has any individual identified above ever been convicted of a State, Federal or Military Crime?

If yes, attach an affidavit providing the details of any and all convictions.

Yes No

8B. EXISTING MANAGEMENT AGREEMENTS AND INTEREST IN AN ALCOHOLIC BEVERAGES LICENSE

Does any individual or entity identified in question 8A, and applicable attachments, have any direct or indirect, beneficial or financial interest in any other license to sell alcoholic beverages; and or have an active management agreement with any other licensees?

Yes No If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Name	License Type	License Name	Municipality

8. AMENDMENT-Management Agreement

8C. PREVIOUSLY HELD INTEREST IN AN ALCOHOLIC BEVERAGES LICENSE

Has any individual or entity identified in question 8A, and applicable attachments, ever held a direct or indirect, beneficial or financial interest in a license to sell alcoholic beverages, which is not presently held?

Yes No If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Name	License Type	License Name	Municipality

8D. PREVIOUSLY HELD MANAGEMENT AGREEMENT

Has any individual or entity identified in question 8A, and applicable attachments, ever held a management agreement with any other Massachusetts licensee?

Yes No If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Licensee Name	License Type	Municipality	Date(s) of Agreement

8E. DISCLOSURE OF LICENSE DISCIPLINARY ACTION

Have any of the disclosed licenses listed in question 8B, 8C or 8D ever been suspended, revoked or cancelled?

Yes No If yes, list in table below. Attach additional pages, if necessary, utilizing the table format below.

Date of Action	Name of License	City	Reason for suspension, revocation or cancellation

8F. TERMS OF AGREEMENT

a. Does the agreement provide for termination by the licensee?

Yes No

b. Will the licensee retain control of the business finances?

Yes No

c. Does the management entity handle the payroll for the business?

Yes No

d. Management Term Begin Date

e. Management Term End Date

f. How will the management company be compensated by the licensee? (check all that apply)

\$ per month/year (indicate amount)

% of alcohol sales (indicate percentage)

% of overall sales (indicate percentage)

other (please explain)

ABCC Licensee Officer/LLC Manager

Signature:

Title:

Date:

Management Agreement Entity Officer/LLC Manager

Signature:

Title:

Date:

9. FINANCIAL DISCLOSURE

Required for the following transactions:

- Change of Officers, Stock or Ownership Interest (E.g. New Stockholder/Transfer or Issuance of Stock)
- Change of Premises Information
- Pledge of License, Inventory or Stock

Purchase Price(s):

\$82,000 to be financed by Seller, Sureshkumar
Kantilal Patel

SOURCE OF CASH CONTRIBUTION

Please provide documentation of available funds. (E.g. Bank or other Financial institution Statements, Bank Letter, etc.)

Name of Contributor	Amount of Contribution
Total:	

SOURCE OF FINANCING

Please provide signed financing documentation.

Name of Lender	Amount	Type of Financing	Is the lender a licensee pursuant to M.G.L. Ch. 138.
Sureshkumar Kantilal Patel	\$82,000	Private Promissory Note	<input type="radio"/> Yes <input checked="" type="radio"/> No
			<input type="radio"/> Yes <input type="radio"/> No
			<input type="radio"/> Yes <input type="radio"/> No
			<input type="radio"/> Yes <input type="radio"/> No

FINANCIAL INFORMATION

Provide a detailed explanation of the form(s) and source(s) of funding for the cost identified above.

The new shareholder, Chandrika Bhadresh Patel, is acquiring 40% of the stock of the Licensee from Sureshkumar Kantilal Patel. In consideration for 40% of the stock she is giving Sureshkumar Kantilal Patel a five (5) year term note in the amount of \$82,000 at the mid term rate of 4.7%/annum. A signed copy of the note is attached to this application. The other shareholder, Ramanal Somabhai Patel, will be given an additional 20% of the stock in consideration of his past services at no cost. His holdings will increase to 60%.

APPLICANT'S STATEMENT

I, Chandrika Bhadresh Patel the: sole proprietor; partner; corporate principal; LLC/LLP manager
Authorized Signatory

of Middleton Shreeji, Inc.

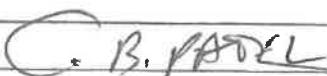
Name of the Entity/Corporation

hereby submit this application (hereinafter the "Application"), to the local licensing authority (the "LLA") and the Alcoholic Beverages Control Commission (the "ABCC" and together with the LLA collectively the "Licensing Authorities") for approval.

I do hereby declare under the pains and penalties of perjury that I have personal knowledge of the information submitted in the Application, and as such affirm that all statements and representations therein are true to the best of my knowledge and belief. I further submit the following to be true and accurate:

- (1) I understand that each representation in this Application is material to the Licensing Authorities' decision on the Application and that the Licensing Authorities will rely on each and every answer in the Application and accompanying documents in reaching its decision;
- (2) I state that the location and description of the proposed licensed premises are in compliance with state and local laws and regulations;
- (3) I understand that while the Application is pending, I must notify the Licensing Authorities of any change in the information submitted therein. I understand that failure to give such notice to the Licensing Authorities may result in disapproval of the Application;
- (4) I understand that upon approval of the Application, I must notify the Licensing Authorities of any change in the ownership as approved by the Licensing Authorities. I understand that failure to give such notice to the Licensing Authorities may result in sanctions including revocation of any license for which this Application is submitted;
- (5) I understand that the licensee will be bound by the statements and representations made in the Application, including, but not limited to the identity of persons with an ownership or financial interest in the license;
- (6) I understand that all statements and representations made become conditions of the license;
- (7) I understand that any physical alterations to or changes to the size of the area used for the sale, delivery, storage, or consumption of alcoholic beverages, must be reported to the Licensing Authorities and may require the prior approval of the Licensing Authorities;
- (8) I understand that the licensee's failure to operate the licensed premises in accordance with the statements and representations made in the Application may result in sanctions, including the revocation of any license for which the Application was submitted; and
- (9) I understand that any false statement or misrepresentation will constitute cause for disapproval of the Application or sanctions including revocation of any license for which this Application is submitted.
- (10) I confirm that the applicant corporation and each individual listed in the ownership section of the application is in good standing with the Massachusetts Department of Revenue and has complied with all laws of the Commonwealth relating to taxes, reporting of employees and contractors, and withholding and remitting of child support.

Signature:



Date:

11-01-2023

Title:

President and Treasurer

3



Commonwealth of Massachusetts
Department of Revenue
Geoffrey E. Snyder, Commissioner
mass.gov/dor

Letter ID: L2051922720
Notice Date: October 11, 2023
Case ID: 0-002-211-814



CERTIFICATE OF GOOD STANDING AND/OR TAX COMPLIANCE



MIDDLETON SHREEJI INC
31 FOREST LN
BOXFORD MA 01921-2644



Why did I receive this notice?

The Commissioner of Revenue certifies that, as of the date of this certificate, MIDDLETON SHREEJI INC is in compliance with its tax obligations under Chapter 62C of the Massachusetts General Laws.

This certificate doesn't certify that the taxpayer is compliant in taxes such as unemployment insurance administered by agencies other than the Department of Revenue, or taxes under any other provisions of law.

This is not a waiver of lien issued under Chapter 62C, section 52 of the Massachusetts General Laws.

What if I have questions?

If you have questions, call us at (617) 887-6400 or toll-free in Massachusetts at (800) 392-6089, Monday through Friday, 9:00 a.m. to 4:00 p.m..

Visit us online!

Visit mass.gov/dor to learn more about Massachusetts tax laws and DOR policies and procedures, including your Taxpayer Bill of Rights, and MassTaxConnect for easy access to your account:

- Review or update your account
- Contact us using e-message
- Sign up for e-billing to save paper
- Make payments or set up autopay

Edward W. Coyle, Jr., Chief
Collections Bureau

4



Certificate of Compliance

MIDDLETON SHREEJI INC
6 DANSREAU PL
MIDDLETON MA 01949-1675

Date: October 11, 2023
Letter ID: L0000004186
Employer ID (FEIN): XX-XXX0764

Certificate ID: L0000004186

The Department of Unemployment Assistance certifies that as of 10-Oct-2023, MIDDLETON SHREEJI INC is current in all its obligations relating to contributions, payments in lieu of contributions, and the employer medical assistance contribution established in G.L.c.149,§189.

This certificate expires in 30 days from the date of issuance.

Sincerely,

Katie Dishnica, Director
Department of Unemployment Assistance

Questions?

Revenue Enforcement Unit
Department of Unemployment Assistance
Email us: Revenue.Enforcement@detma.org
Call us: (617) 626-5750

5



The Commonwealth of Massachusetts
William Francis Galvin

Minimum Fee: \$250.00

Secretary of the Commonwealth, Corporations Division
 One Ashburton Place, 17th floor
 Boston, MA 02108-1512
 Telephone: (617) 727-9640

Articles of Organization

(General Laws, Chapter 156D, Section 2.02; 950 CMR 113.16)

Identification Number: 001307443

ARTICLE I

The exact name of the corporation is:

MIDDLETON SHREEJI INC

ARTICLE II

Unless the articles of organization otherwise provide, all corporations formed pursuant to G.L. C156D have the purpose of engaging in any lawful business. Please specify if you want a more limited purpose:

ARTICLE III

State the total number of shares and par value, if any, of each class of stock that the corporation is authorized to issue. All corporations must authorize stock. If only one class or series is authorized, it is not necessary to specify any particular designation.

Class of Stock	Par Value Per Share Enter 0 if no Par	Total Authorized by Articles of Organization or Amendments		Total Issued and Outstanding Num of Shares
		Num of Shares	Total Par Value	
CNP	\$0.00000	275,000	\$0.00	1,000

G.L. C156D eliminates the concept of par value, however a corporation may specify par value in Article III. See G.L. C156D Section 6.21 and the comments thereto.

ARTICLE IV

If more than one class of stock is authorized, state a distinguishing designation for each class. Prior to the issuance of any shares of a class, if shares of another class are outstanding, the Business Entity must provide a description of the preferences, voting powers, qualifications, and special or relative rights or privileges of that class and of each other class of which shares are outstanding and of each series then established within any class.

ARTICLE V

The restrictions, if any, imposed by the Articles of Organization upon the transfer of shares of stock of any class are:

ARTICLE VI

Other lawful provisions, and if there are no provisions, this article may be left blank.

No. and Street: 152 SOUTH MAIN ST
STE A
City or Town: MIDDLETON State: MA Zip: 01949 Country: USA
which is
 its principal office
 an office of its secretary/assistant secretary
 an office of its transfer agent
 its registered office

Signed this 11 Day of January, 2018 at 12:35:32 PM by the incorporator(s). (If an existing corporation is acting as incorporator, type in the exact name of the business entity, the state or other jurisdiction where it was incorporated, the name of the person signing on behalf of said business entity and the title he/she holds or other authority by which such action is taken.)

SURESH PATEL



The Commonwealth of Massachusetts
William Francis Galvin

No Fee

Secretary of the Commonwealth, Corporations Division
 One Ashburton Place, 17th floor
 Boston, MA 02108-1512
 Telephone: (617) 727-9640

Statement of Change of Supplemental Information

(General Laws, Chapter 156D, Section 2.02 AND Section 8.45; 950 CMR 113.17)

1. Exact name of the corporation: MIDDLETON SHREEJI INC

2. Current registered office address:

Name: SURESH PATEL

No. and Street:

City or Town: BOXFORD State: MA Zip: 01921 Country: USA

3. The following supplemental information has changed:

Names and street addresses of the directors, president, treasurer, secretary

Title	Individual Name First, Middle, Last, Suffix	Address (no PO Box)
		Address, City or Town, State, Zip Code
PRESIDENT	SURESH PATEL	BOXFORD, MA 01921 USA
TREASURER	SURESH PATEL	BOXFORD, MA 01921 USA
SECRETARY	RAMANLAL PATEL	MIDDLETON, MA 01949 USA
DIRECTOR	RAMANLAL PATEL	MIDDLETON, MA 01949 USA

 Fiscal year end:
 December

 Type of business in which the corporation intends to engage:

CONVENIENCE STORE

 Principal office address:

No. and Street: 152 SOUTH MAIN ST
STE A
 City or Town: MIDDLETON State: MA Zip: 01949 Country: USA

 g. Street address where the records of the corporation required to be kept in the Commonwealth are located (post office boxes are not acceptable):

No. and Street: 152 SOUTH MAIN ST
STE A
 City or Town: MIDDLETON State: MA Zip: 01949 Country: USA

THE COMMONWEALTH OF MASSACHUSETTS

I hereby certify that, upon examination of this document, duly submitted to me, it appears that the provisions of the General Laws relative to corporations have been complied with, and I hereby approve said articles; and the filing fee having been paid, said articles are deemed to have been filed with me on:

January 23, 2018 01:55 PM

A handwritten signature in cursive ink, appearing to read "William Francis Galvin".

WILLIAM FRANCIS GALVIN

Secretary of the Commonwealth



The Commonwealth of Massachusetts
William Francis Galvin

No Fee

Secretary of the Commonwealth, Corporations Division
 One Ashburton Place, 17th floor
 Boston, MA 02108-1512
 Telephone: (617) 727-9640

Statement of Change of Supplemental Information

(General Laws, Chapter 156D, Section 2.02 AND Section 8.45; 950 CMR 113.17)

1. Exact name of the corporation: MIDDLETON SHREEJI INC

2. Current registered office address:

Name: SURESH PATEL

No. and Street: _____

City or Town: BOXFORD State: MA Zip: 01921 Country: USA

3. The following supplemental information has changed:

Names and street addresses of the directors, president, treasurer, secretary

Title	Individual Name First, Middle, Last, Suffix	Address (no PO Box) Address, City or Town, State, Zip Code
PRESIDENT	SURESH PATEL	BOXFORD, MA 01921 USA
TREASURER	SURESH PATEL	BOXFORD, MA 01921 USA
SECRETARY	SURESH PATEL	BOXFORD, MA 01921 USA
DIRECTOR	SURESH PATEL	BOXFORD, MA 01921 USA

Fiscal year end:

December

Type of business in which the corporation intends to engage:

CONVENIENCE STORE

Principal office address:

No. and Street: 152 SOUTH MAIN ST

STE A

City or Town: MIDDLETON State: MA Zip: 01949 Country: USA

g. Street address where the records of the corporation required to be kept in the Commonwealth are located (post office boxes are not acceptable):

No. and Street: 152 SOUTH MAIN ST

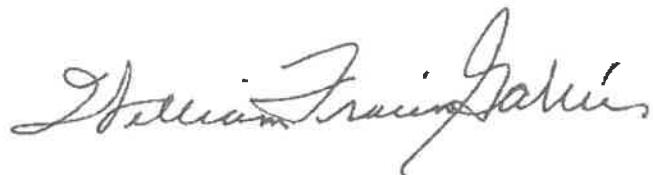
STE A

City or Town: MIDDLETON State: MA Zip: 01949 Country: USA

THE COMMONWEALTH OF MASSACHUSETTS

I hereby certify that, upon examination of this document, duly submitted to me, it appears that the provisions of the General Laws relative to corporations have been complied with, and I hereby approve said articles; and the filing fee having been paid, said articles are deemed to have been filed with me on:

April 12, 2023 09:40 AM

A handwritten signature in black ink, appearing to read "William Francis Galvin". The signature is fluid and cursive, with "William" and "Francis" stacked above "Galvin".

WILLIAM FRANCIS GALVIN

Secretary of the Commonwealth

**The Commonwealth of Massachusetts, William Francis Galvin
Corporations Division**

One Ashburton Place - Floor 17, Boston MA 02108-1512 | Phone: 617-727-9640

Statement of Change of Supplemental Information

(General Laws, Chapter 156D, Section 2.02 AND Section 8.45; 950 CMR 113.17)

No Fee

Identification Number: 001307443

1. Exact name of the corporation:

MIDDLETON SHREEJI INC

2. Current registered office address:

Agent name: SURESH PATEL

Number and
street:

Address 2:

City or town: BOXFORD

State: MA

Zip code: 01921

3. The following supplemental information has changed:

Names and street addresses of the directors, president, treasurer, secretary

Title	Individual Name	Address
PRESIDENT	CHANDRIKA BHADRESH PATEL	152 SOUTH MAIN STREET, SUITE A MIDDLETON, MA 01949 USA
TREASURER	CHANDRIKA BHADRESH PATEL	152 SOUTH MAIN STREET, SUITE A MIDDLETON, MA 01949 USA
SECRETARY	CHANDRIKA BHADRESH PATEL	152 SOUTH MAIN STREET, SUITE A MIDDLETON, MA 01949 USA
DIRECTOR	CHANDRIKA BHADRESH PATEL	152 SOUTH MAIN STREET, SUITE A MIDDLETON, MA 01949 USA

Fiscal year end:

December 31

Type of business in which the corporation intends to engage:

CONVENIENCE STORE

Principal office address:

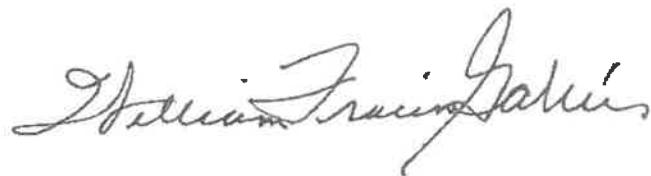
Number and
street: 152 SOUTH MAIN ST

Address 2: STE A

THE COMMONWEALTH OF MASSACHUSETTS

I hereby certify that, upon examination of this document, duly submitted to me, it appears that the provisions of the General Laws relative to corporations have been complied with, and I hereby approve said articles; and the filing fee having been paid, said articles are deemed to have been filed with me on:

November 03, 2023 02:42 PM

A handwritten signature in cursive ink, appearing to read "William Francis Galvin".

WILLIAM FRANCIS GALVIN

Secretary of the Commonwealth

**The Commonwealth of Massachusetts, William Francis Galvin
Corporations Division**

One Ashburton Place - Floor 17, Boston MA 02108-1512 | Phone: 617-727-9640

Statement of Change of Registered Agent/Registered Office

(General Laws, Chapter 156D, Section 5.02 AND Section 15.08; 950 CMR 113.21)

No Fee

Identification Number: 001307443

1. Exact name of the corporation:

MIDDLETON SHREEJI INC

2a. Current registered agent name: SURESH PATEL

2b. Current registered office address: MA, 01921 USA

The street address of the registered office of the corporation and the business address of the registered agent are identical as required by General Laws, Chapter 156D, Section 5.02 and 15.08

3. The street address of the corporation registered office in the commonwealth and the name of the appointed registered agent at that office:

Agent name: CHANDRIKA BHADRESH PATEL

Number and street: 152 SOUTH MAIN STREET

Address 2: SUITE 1

City or town: MIDDLETON State: MA Zip code: 01949

I, CHANDRIKA BHADRESH PATEL,

registered agent of the above corporation , consent to my appointment as the registered agent of the above corporation pursuant to G. L. c. 156D, Section 5.02

This certificate is effective at the time and on the date approved by the Division, unless a later effective date not more than ninety (90) days from the date and time of filing is specified:

Later Effective Date (mm/dd/yyyy): Time (HH:MM)

Signed by CHANDRIKA BHADRESH PATEL , its PRESIDENT

on this 3 Day of November, 2023

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\$82,000.00

SHORT-TERM PROMISSORY NOTE

SURESHKUMAR KANTILAL PATEL (the "Lender") with a mailing address of
Boxford, MA 01921

has agreed to sell to

CHANDRIKA BHADRESH PATEL (the "Borrower") with a mailing address of
Randolph, MA 02368

40% of the stock of Middleton Shreeji Inc. and to accept this short term promissory note in full
consideration of the transfer based on the following terms:

1. BORROWER'S PROMISE TO PAY

FOR VALUE RECEIVED, Borrower, with a mailing address of promises to pay to SURESHKUMAR
KANTILAL PATEL (the "Lender"), or order, the principal sum of Eighty-two Thousand and 00/100
(\$82,000.00) Dollars, with interest on the unpaid principal balance of this Note, as provided
below.

The Lender or anyone who takes this Note by transfer and who is entitled to receive payments
under this Note is called the "Noteholder."

2. INTEREST

Interest will accrue on the unpaid principal balance of this Note until the full amount of
principal has been paid. The Note will accrue interest at a yearly rate of four and 70/100 (4.70%)
percent (the "Interest Rate").

3. PAYMENTS.

Beginning thirty (30) days from the date the Alcoholic Beverages Control Commission
approves the transfer of stock in Middleton Shreeji, Inc. to Borrower and on the same day of
each month thereafter Borrower shall make sixty (60) payments of principal and interest under
this Note which payments shall be calculated by Lender based on a five (5) year amortization

schedule, the then outstanding principal balance due under this Note, and the then current interest rate.

Based on the five (5) year amortization schedule, the Interest Rate, and the principal balance of this Note on the date hereof, Bank computed that the monthly payments of principal and interest due and payable hereunder will be in the amount of \$1,517.46.

6. BORROWER'S FAILURE TO PAY AS REQUIRED

If Borrower does not pay all outstanding principal and accrued interest and charges on the Maturity Date, Borrower will be in default.

If Borrower is in default, the Note Holder may send a written notice informing Borrower that Borrower is in default and may require

If the Note Holder has required Borrower to pay immediately in full as described above, the Note Holder will have the right to be paid back all its reasonable costs and expenses to the extent not prohibited by applicable law. Those expenses may include, for example, reasonable attorneys' fees.

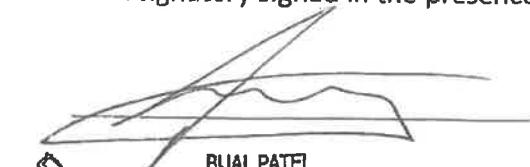
7. WAIVERS

Borrower and any other person who has obligations under this Note waive the rights of presentment and notice of dishonor. "Presentment" means the right to require the Note Holder to demand payment of amounts due. "Notice of dishonor" means the right to require the Note Holder to give notice to other persons that amounts due have not been paid.

Witness the hands and seals of the undersigned on Nov 02, 2023.

Each signatory signed in the presence of:

BORROWER


BJAL PATEL
Notary Public
Commonwealth of Massachusetts
My Commission Expires March 9, 2029


CHANDRIKA BHADRESH PATEL

7



Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3
Chelsea, MA 02150

JEAN M. LORIZIO, ESQ.
CHAIRMAN

CORI REQUEST FORM

The Alcoholic Beverages Control Commission ("ABCC") has been certified by the Criminal History Systems Board to access conviction and pending Criminal Offender Record Information ("CORI"). For the purpose of approving each shareholder, owner, licensee or applicant for an alcoholic beverages license, I understand that a criminal record check will be conducted on me, pursuant to the above. The information below is correct to the best of my knowledge.

ABCC LICENSE INFORMATION

ABCC NUMBER: (IF EXISTING LICENSED)	90571-PK-070	LICENSEE NAME:	Middleton Shreeji, Inc.	CITY/TOWN:	Middleton
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APPLICANT INFORMATION

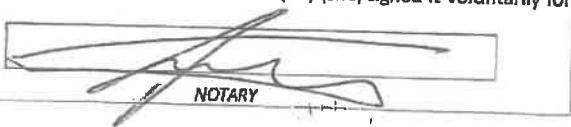
LAST NAME:	Patel	FIRST NAME:	Ramanlal	MIDDLE NAME:	Somabhai
MAIDEN NAME OR ALIAS (IF APPLICABLE):				PLACE OF BIRTH:	
DATE OF BIRTH:		SSN:		ID THEFT INDEX PIN (IF APPLICABLE):	
MOTHER'S MAIDEN NAME:	Shanta Ben	Green Card ID -DRIVER'S LICENSE #:		STATE LIC. ISSUED:	USA
GENDER:	MALE	HEIGHT:		WEIGHT:	
EYE COLOR: brown					
CURRENT ADDRESS:					
CITY/TOWN:	Middleton	STATE:	MA	ZIP:	01949
FORMER ADDRESS:					
CITY/TOWN:	Mays Landing	STATE:	NJ	ZIP:	08330

PRINT AND SIGN

PRINTED NAME:	Ramanlal Somabhai Patel	APPLICANT/EMPLOYEE SIGNATURE:	R.S.P.
---------------	----------------------------	-------------------------------	--------

NOTARY INFORMATION

On this Nov 02 2003 before me, the undersigned notary public, personally appeared Ramanlal Somabhai Patel (name of document signer), proved to me through satisfactory evidence of identification, which were his driver's license to be the person whose name is signed on the preceding or attached document, and acknowledged to me that (he) (she) signed it voluntarily for its stated purpose.


NOTARY

DIVISION USE ONLY

REQUESTED BY:	
SIGNATURE OF CORI AUTHORIZED EMPLOYEE	
The DCI Identity Theft Index PIN Number is to be completed by those applicants that have been issued an Identity Theft PIN Number by the DCI. Certified agencie	



BIJAL PATEL
Notary Public
Commonwealth of Massachusetts
My Commission Expires March 9, 2029

8



Commonwealth of Massachusetts
Alcoholic Beverages Control Commission
95 Fourth Street, Suite 3
Chelsea, MA 02150

JEAN M. LORIZIO, ESQ.
CHAIRMAN

CORI REQUEST FORM

The Alcoholic Beverages Control Commission ("ABCC") has been certified by the Criminal History Systems Board to access conviction and pending Criminal Offender Record Information ("CORI"). For the purpose of approving each shareholder, owner, licensee or applicant for an alcoholic beverages license, I understand that a criminal record check will be conducted on me, pursuant to the above. The information below is correct to the best of my knowledge.

ABCC LICENSE INFORMATION

ABCC NUMBER: (IF EXISTING LICENSE)	90571-PK-0704	LICENSEE NAME:	Middleton Shreeji, Inc.	CITY/TOWN:	Middleton
---------------------------------------	---------------	----------------	-------------------------	------------	-----------

APPLICANT INFORMATION

LAST NAME:	Patel	FIRST NAME:	Chandrika	MIDDLE NAME:	Bhadresh
MAIDEN NAME OR ALIAS (IF APPLICABLE):			PLACE OF BIRTH:		
DATE OF BIRTH:		SSN:		ID THEFT INDEX PIN (IF APPLICABLE):	
MOTHER'S MAIDEN NAME:		Savitaben Patel	DRIVER'S LICENSE #:	STATE LIC. ISSUED:	
GENDER:	FEMALE	HEIGHT:		WEIGHT:	
EYE COLOR: brown					
CURRENT ADDRESS:					
CITY/TOWN:	Randolph	STATE:	MA	ZIP:	02368
FORMER ADDRESS:					
CITY/TOWN:	Randolph	STATE:	MA	ZIP:	02368

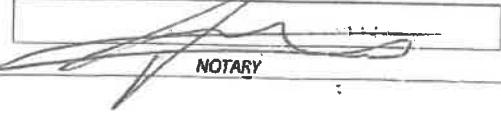
PRINT AND SIGN

PRINTED NAME:	Chandrika Bhadresh Patel	APPLICANT/EMPLOYEE SIGNATURE:	
---------------	--------------------------	-------------------------------	--

NOTARY INFORMATION

On this 02 day of October, 2023 before me, the undersigned notary public, personally appeared Chandrika Bhadresh Patel

(name of document signer), proved to me through satisfactory evidence of identification, which were her driver's license to be the person whose name is signed on the preceding or attached document, and acknowledged to me that (he) (she) signed it voluntarily for its stated purpose.


NOTARY

DIVISION USE ONLY

REQUESTED BY:	
SIGNATURE OF CORI AUTHORIZED EMPLOYEE	
The DCIJ Identity Theft Index PIN Number is to be completed by those applicants that have been issued an Identity Theft PIN Number by the DCIJ. Certified agencies are required to provide all applicants the opportunity to include this information to ensure the accuracy of the CORI request process. ALL CORI request forms that include this field are required to be submitted to the DCIJ via mail or by fax to (617) 652-6614.	



BIJAL PATEL
Notary Public
Commonwealth of Massachusetts
My Commission Expires March 9, 2029

9

Serving Alcohol

is proud to present this certificate to

chandrika patel

for successful completion of the online course



Massachusetts Alcohol Seller-Server Course

Pursuant to Massachusetts General Law Chapter 138

PERSONS COMPLETING THIS COURSE HAVE AGREED TO EXECUTE THE FOLLOWING POLICIES TO THE BEST OF THEIR ABILITIES.

- CARD ANY PERSON 35 YEARS OF AGE OR YOUNGER
- OBSERVE AND REPORT ANY CUSTOMER SHOWING SIGNS OF POSSIBLE IMPAIRED BEHAVIOR TO MANAGEMENT
- RESPOND IMMEDIATELY TO ANY POSSIBLE PROBLEM SITUATION
- DETERMINE THE PEOPLE ENTERING THE PREMISES TO CONSUME ALCOHOL ARE OF LEGAL ALCOHOL DRINKING AGE AND RECARD THEM IF THERE IS ANY QUESTION ABOUT THEIR AGE
- ENSURE A PERSON MATCHES THEIR VALID LEGAL IDENTIFICATION

Verify online at
servingalcohol.com

Verification Code

XTefzGWNTq

Date Issued

Sep 29th, 2023

VALID FOR 3 YEARS

Learn more about this wallet card at <http://servingalcohol.com/wallet-card>

Massachusetts Bartender License

Name: chandrika patel

Certification Date: Sep 29th, 2023

Certificate Code: XTefzGWNTq

Verify Online: servingalcohol.com

Complies with ABCC Chapter 138

SERVING ALCOHOL INC

VALID FOR 3 YEARS

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ENTITY VOTE

The Board of Directors or LLC Managers of

Middleton Shreeji, Inc.

Entity Name

duly voted to apply to the Licensing Authority of

Middleton

and the

City/Town

Commonwealth of Massachusetts Alcoholic Beverages Control Commission on

October 31, 2023

Date of Meeting

For the following transactions (Check all that apply):

<input type="checkbox"/> New License	<input type="checkbox"/> Change of Location	<input type="checkbox"/> Change of Class (i.e. Annual / Seasonal)	<input type="checkbox"/> Change Corporate Structure (i.e. Corp / LLC)
<input type="checkbox"/> Transfer of License	<input type="checkbox"/> Alteration of Licensed Premises	<input type="checkbox"/> Change of License Type (i.e. club / restaurant)	<input type="checkbox"/> Pledge of Collateral (i.e. License/Stock)
<input checked="" type="checkbox"/> Change of Manager	<input type="checkbox"/> Change Corporate Name	<input type="checkbox"/> Change of Category (i.e. All Alcohol/Wine, Malt)	<input type="checkbox"/> Management/Operating Agreement
<input checked="" type="checkbox"/> Change of Officers/ Directors/LLC Managers	<input type="checkbox"/> Change of Ownership Interest (LLC Members/ LLP Partners, Trustees)	<input checked="" type="checkbox"/> Issuance/Transfer of Stock/New Stockholder	<input type="checkbox"/> Change of Hours
		<input type="checkbox"/> Other	<input type="checkbox"/> Change of DBA

"VOTED: To authorize

Chandrika Bhadresh Patel

Name of Person

to sign the application submitted and to execute on the Entity's behalf, any necessary papers and do all things required to have the application granted."

"VOTED: To appoint

Chandrika Bhadresh Patel

Name of Liquor License Manager

as its manager of record, and hereby grant him or her with full authority and control of the premises described in the license and authority and control of the conduct of all business therein as the licensee itself could in any way have and exercise if it were a natural person residing in the Commonwealth of Massachusetts."

A true copy attest,

For Corporations ONLY

A true copy attest,

Corporate Officer /LLC Manager Signature

(Print Name)


Corporate Clerk's Signature

Chandrika Bhadresh Patel

(Print Name)



Connor Galvin

Education

UNIVERSITY OF MASSACHUSETTS, LOWELL | EXPECTED GRADUATION: MAY 2023

- Major: Public Health, with concentration in Community Health
- Overall GPA: 3.3
- Related coursework: Financial Accounting, Business 101, Management Precalculus, Introduction to Public Health, Health Policy, Health Care systems, Global Health, Introduction to Statistics, Epidemiology, and Biostatistics.

SKILLS

- Computer: PowerPoint, Word, Excel, and Tableau
- Basic knowledge of US Healthcare system
- Budgeting and Accounting
- Organization skills
- Excellent Communicator

EXTRA-CURRICULAR ACTIVITIES

- **Phi Kappa Sigma Fraternity- Treasurer, Philanthropy chair and Greek council delegate**
- As treasurer, I calculate and balance our fraternity's budget for the purpose of organizing social and fraternal events.
- As Philanthropy chair, I organized our fraternity's philanthropy events and raised money for various charities. My fraternity has helped raise hundreds of dollars for the Leukemia & Lymphoma Society.
- As Greek council delegate, I helped organize various Greek Life events and communicated our fraternity's events to other organizations.
- **River Hawk Scholars Academy – Member**
- Participated in groups discussing various social problems and thinking of solutions to solve them and help make our campus more inclusive.
- Met with faculty and other school leaders on how to help other students succeed in school life and balance school and work life.

Experience

DISHWASHER, WAITER, & BUSBOY | DRIFTWOOD RESTAURANT | 2016 – 2023

- Maintained high standards of customer service during high-volume, fast-paced operations.
- Communicated clearly and positively with coworkers and management.
- Assisted Manager in retrieving food and utensil supplies.

RESEARCH INTERN | SEASIDE SUSTAINABILITY | MAY 2023 – OCTOBER 2023

- Evaluated literary works and gathered research from outside sources to find nature-based solutions to climate change.
- Prepared and wrote my findings into reports and presented the reports to my manager.

- Created excel sheets to collect teacher/staff contact information for science, technology, engineering, and math teachers in the country to identify potential new members and advocates for Seaside to open Green Scholar Chapters in schools across the country.

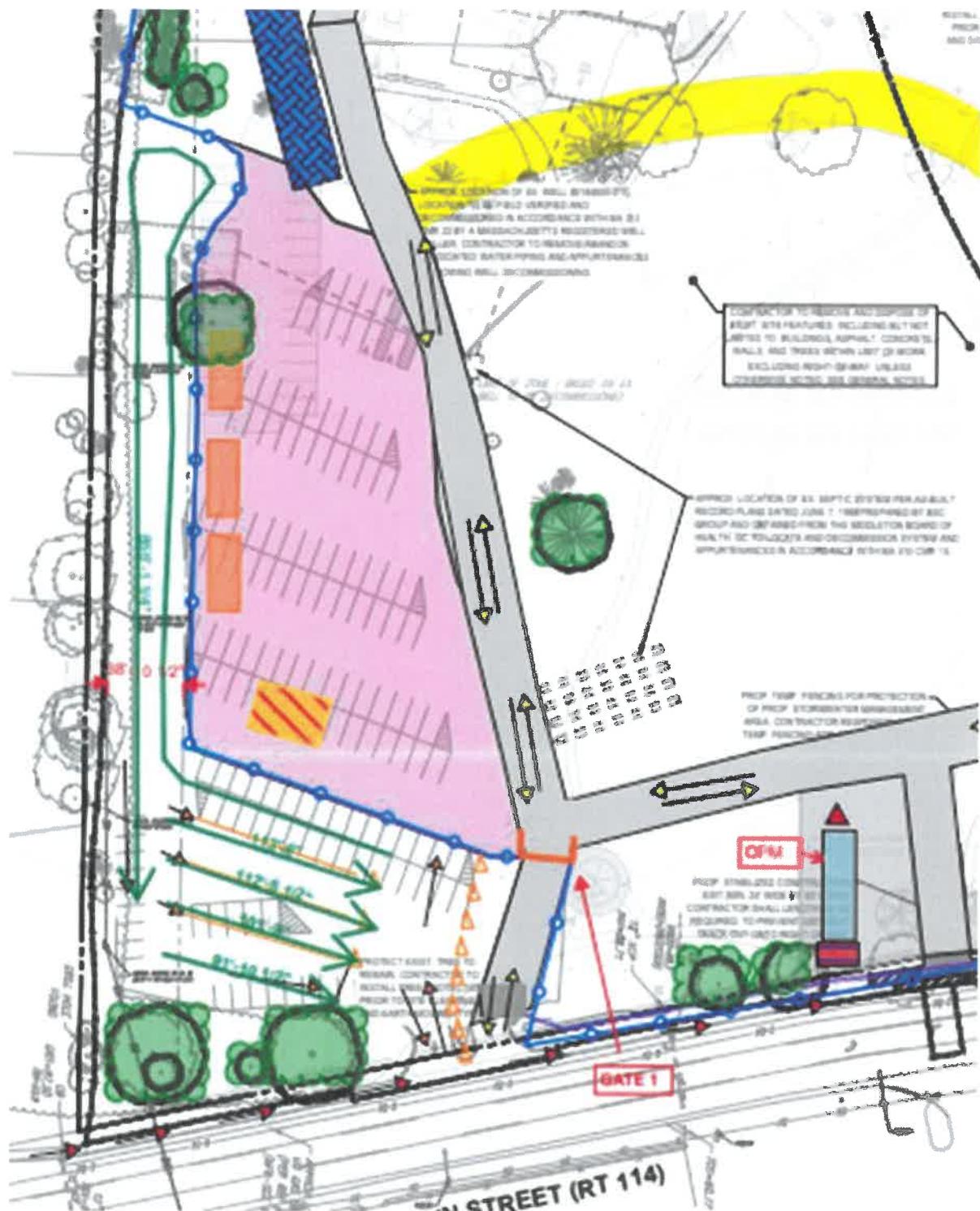
Friday, March 1	Deadline to submit legal ad to newspaper for 3/28/24 budget hearing
Saturday, March 2 8:30AM-2:00PM	Capital budget summit
Wednesday, March 6	2 nd legal ad in newspaper for Planning Board public hearing on zoning Amendments
Wednesday, March 13	Planning Board Hearing on Zoning Amendments
Thursday, March 14	Legal ad in newspaper for 3/28/24 budget hearing
Thursday, March 28 7:00PM	Budget Hearing and Warrant Reading: SB, FinCom, Moderator: Fuller Meadow
Tuesday, April 2 Until 5PM	Last day for candidates to submit nomination papers for Annual Town Election
Thursday, April 4	Deadline to submit recommendations, exhibits, maps to TA's Office for inclusion in warrant book
Thursday, April 4	Joint meeting of Select Board & Finance Committee re outstanding budget issues, if needed at Fuller Meadow
Tuesday, April 9	Target date for Constable to post warrant
Monday, April 15	Patriots Day holiday; start of school vacation week
Tuesday, April 16	Deadline to provide written notice for ballot question to Town Clerk, if any (35 days before Annual Election)
Thursday, April 18	Last day for candidates to object or withdraw their candidacy for elected office
Thursday, April 18	Warrant book to printer
Friday, April 26	Warrant book to USPS for mailing to households
Tuesday, April 30	Motions meeting with TA, ATA, FD, Moderator, Town Clerk, Town Counsel
Friday, May 3 Until 5:00PM	Last day to register to vote for the Annual Town Meeting and Annual Town Election
Thursday, May 9 6:30PM	Pre-Town Meeting: Flint Public Library
Tuesday, May 14 7:00PM	Annual Town Meeting: Howe Manning School
Tuesday, May 21	Annual Town Election: Fuller Meadow School (meeting is May 28)

Regular Select Board of meetings:

February 6 & 20
March 5 & 19
April 9 & 23

May 7 & 28
June 11 & 25

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Golf Course



TRAFFIC STUDY

**Fuller Meadow School
Middleton, MA**

DiNisco Design

01 December 2023

EXECUTIVE SUMMARY

Introduction

In response to a request from Steve Clifford, Ken DiNisco met with representatives* of the school department and town to discuss circulation and traffic issues at the Fuller Meadow School site:

- Morning arrival is 8:15-8:30 AM (doors are open for students to enter)
- Afternoon dismissal is 3:00-3:15 PM. (students leave under controlled dismissal (walkers, bus students, parent cars, etc.).

**Scott Morrison (superintendent of schools)*

Jennifer Roberts (principal)

Steve Clifford (director of maintenance)

Steven Greenberg (business manager)

Justin Sultzbach (town administrator)

Background

There is only one school entrance and exit which connects to South Main Street (Route 114). During recent years there has been increase in parents driving students to school in the morning and picking them up in the afternoon. This exacerbates existing traffic deficiencies both on the school site and on Route 114.

While school on-site traffic for arrival and school dismissal are similar, morning on-site traffic extends over a longer time (7:45-8:30AM) and is less of a problem than afternoon traffic (3:00-3:15 PM). A few years ago, the afternoon traffic flow became progressively worse to the point that queuing of cars on the school driveway began to extend onto Route 114.

In response to this problem, a creative solution for school dismissal was implemented whereby the Middleton Golf Course driveway (1/4 mile north on Route 114) was used for remote queuing of parent cars for afternoon pick-up. Staff at the school and golf course electronically coordinated the release of a 1st group of 10 cars (that identified student with parent) so that student(s) were ready when parent arrived. The 2nd group followed, until all (60) to (70) cars vacated the golf course parking lot.

This is the current traffic design for parent pick-up at school dismissal. While it is not a perfect solution for all Fuller Meadow School traffic issues, it keeps cars from queuing on Route 114.

Problem

The current problem is that the new Municipal Facility (town hall, community center, fire and police departments) on the golf course site is scheduled to begin construction March 2024. The potential interruption (at best) or elimination of school queuing at the golf course site (worse) during the 2023-2024 school year, is the impetus for this study.



Next Steps

The purpose of this study is to recommend traffic and site improvements.

- PHASE 1 – Temporary Solution: On or before March 2024. Identify potential solutions, cost and implementation.
- PHASE 2 – Immediate Solution: Summer 2024 or 2025. Follow up work (triage solution) and additional improvements.
- PHASE 3 – Long Term Solution: Summer 2025. Study and implement improvements to Route 114 intersection.
- Follow-Up Studies: Issues identified for further study.

RECOMMENDATIONS

PHASE 1 – Temporary Work

Triage Solution (March 2024)

Assumptions

Assuming that the count of empty parking spaces is typical for normal school days, the following traffic calculation is used for the basis of this option.

- From the total of (92) parking spaces, *an average of (60) spaces were occupied* following morning arrival on four days at 9:30 AM, 11 AM and 12:30 PM. This count includes all marked spaces for parking including HP parking and spaces not used (coned-off for parent drop-off and pick-up).

Parking During PM Queuing

Revise traffic design as follows:

- Temporary change - eliminate parallel parking (12 spaces) at entry drive.
- Modify parking lot curbing for ease of queuing at cul-de-sac and entrance walkway.
- Provide new signage and pavement markings to accommodate queuing (primary use) and parking (secondary) use.
- Only during afternoon dismissal - re-purpose (18) parking spaces (parallel parking at the entrance drive and both sides of the parking opposite the cafeteria) for queuing.
- During normal school hours (except for 2:00PM – 3:00PM) parking in these spaces is discretionary as determined by school staff.

Queuing During School Dismissal:

- A combination of double and possibly triple queuing will allow approximately (60) cars to queue on-site.

PHASE 2 – Immediate Work

Complete Phase 1 Work (Summer 2024)

- Complete Phase 1 work with finish coat of bituminous paving, curbing, etc.

Expand Bus Turn-around and Expanded Parking (Summer 2024 or 2025)

- Eliminate playground equipment in front of school.
- Expand existing bus area turn-around to accommodate (6-7) buses and (18) cars.
- Area not expanded for buses to be developed for paved play area.

New Playground at Rear of School (Summer 2024 or 2025)

- Relocate existing playground equipment behind portable classrooms.
- This option provides improved emergency access to the rear of school adjacent to playfields.

Phase 3 – Long Term Solution

Begin Study to Improve Driveway and Route 114 Intersection

This improvement is critical to addressing a very difficult traffic intersection. Instead of a 90 degree intersection, the acute angle corner (50 degrees) creates a very difficult turning radius for buses making a:

- Right-hand turn into the driveway.
- Left-hand turn exiting the driveway.

A four- lane driveway is optimal for smooth traffic flow and would be a significant improvement of the driveway intersection with Route 114. Based upon afternoon queuing, the lanes would be assigned to:

- Lane 1 – car queuing onto driveway
- Lane 2 – bus travel onto driveway
- Lane 3 – bus and car exit LEFT turning
- Lane 4 – bus and car exit RIGHT turning

If after subsequent study, a fourth lane is not possible due to the limited width of the driveway, the third lane would be for bus and car exit (LEFT and RIGHT turn).

Other Planning Issues

1. Access to Playfields – A lack of vehicular access to the rear of the school and playfields hinders emergency medical responses.
2. Site Access – Unlike Howe Manning which has a separate entrance and separate exit, Fuller Meadow has single entry/exit at Route 114. This limitation impedes sound planning for traffic design and over-all emergency responses.
3. Playground – current location next to parking and adjoining property (the Lot) is difficult to control given its adjacency to bus turn around and parking.
4. Route 114 Intersection – FM driveway at Route 114 is a seriously deficient traffic design for many reasons:
 - The acute angle for right-turning traffic (approximately 60degree angle) causes buses to overlap other lanes of traffic.
 - A three-lane driveway (parallel parking, entry & exit) is too narrow and should be widened and redesigned, preferably to four lanes.
 - The Lot driveway (entry & exit) is a few feet away from FM driveway intersection creating a traffic hazard at Route 114.
 - Lack of traffic control signal creates a dangerous left turn from the site. Cars turn into center turning lane and transition to travel lane. Buses cannot make a tight left turn and must make a wide left turn across two lanes.
5. Numerous curb-cuts along Route 114 – which compound difficult left turn from center lane.
6. Future traffic on Route 114 – proposed projects serviced by Route 114 include the following:
 - Municipal Center (170) parking spaces plus unknown number of secure parking spaces.
 - Villebridge Middleton – 40B housing (106 parking spaces).
 - Fairway Estates – 46 units - senior living (46 two car garages) = 92 parking spaces (to be confirmed).

SUMMARY

Phase 1

Option 1 is cost effective and can be accomplished in a relatively short time period. Work can be performed during winter months when bituminous concrete has limited availability and involved minor demolition, bituminous concrete patching and signage.

Time Schedule

The critical time schedule is March 2024 when construction begins at the Municipal Facility. From December 15, 2023 to March 2024 there is little more than 3 months to plan, fund and implement traffic revisions. Refer to the time schedule section for more details.

Project Costs

Due to the accelerated time schedule, this report is being submitted without construction cost estimates and project costs, both of which will be issued by addendum.

Phase 2

Of the Phase 2 improvements, only the work related to temporary roadway improvements and finish paving may be reasonably achieved during the summer of 2024. The summer of 2025 is a more likely scenario for expanded bus turnaround, parking and relocation of playground.

Phase 3

Study of the driveway intersection should begin as early as possible. Route 114 is a state road, and an in-depth resolution may involve state and local officials. It is assumed that construction will not occur until summer 2025-2026, or later.

TABLE OF CONTENTS

Introduction

Existing Conditions

Recommendations

- Phase 1 (March 2024)
- Phase 2 (Summer 2024 or 2025)
- Phase 3 (Summer 2025)

Time Schedule

Project Costs

Appendix

1. Project Cost and Construction Cost

EXISTING CONDITIONS

Problem Statement – Fuller Meadow (FM) Traffic Issues

The following study is based upon on-site traffic observations taken on November 6th and 8th.

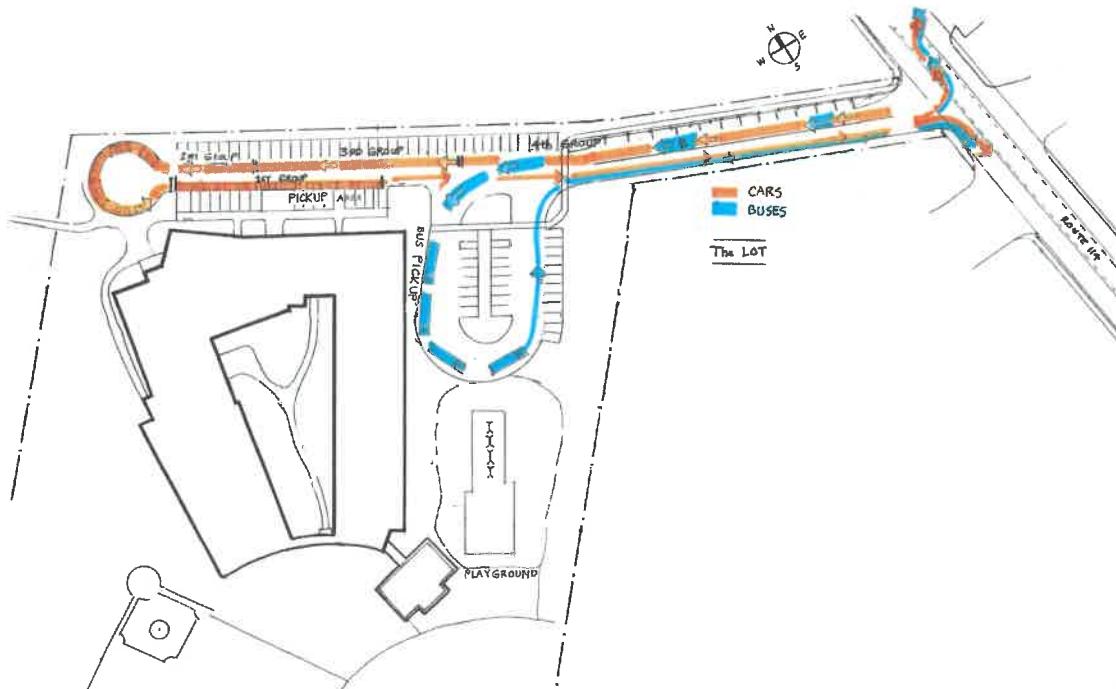
The station point on November 6th was the main school entrance to view on-site traffic flow.

The station point on November 8th was the Richdale parking lot to observe traffic flow at the intersection of school driveway and Route 114.

Morning Arrival (8:15-8:30 AM)

Parents driving their children to school begin arriving at 7:45AM or earlier and turn around at the cul-de-sac heading outbound, line-up (parallel to cafeteria) and stop at the corner entrance. This process continues until 8:15AM when school staff assists 1st ten cars to discharge children. When those cars leave, the next line of cars moves up and the 2nd ten cars discharge students. This continues until all cars discharge the children.

Entry to the school for all students begins at 8:15AM and doors are locked at 8:30AM. Tardy students (and parents) ring the video door station, and school personnel remotely unlock the doors and allow students entry.





Cars queuing on north side of driveway



Students discharging from parent cars



Vehicular traffic at Route 114 at 8:20 AM



Vehicular traffic at Route 114 at 8:30 AM

Afternoon Dismissal (3:00-3:15 PM)

Upon school dismissal, children leave the school site as follows:

Walkers

- Walkers (approximately 25-30) assemble near the rear door near (Brigadoon) neighborhood and leave the site:
- Pathway to Edgewood Road (@ end of cul-de-sac (some parents park on Edgewood pick-up children and drive home)). *Note: The town has passed an ordinance that starting in December 2024, this will not be allowed. It is estimated that this will add approximately (10) additional cars to the on-site queuing.*
- Walkway towards Route 114.
- Across the bus pick-up towards the adjacent property (some parents park on the lot and drive their children home).

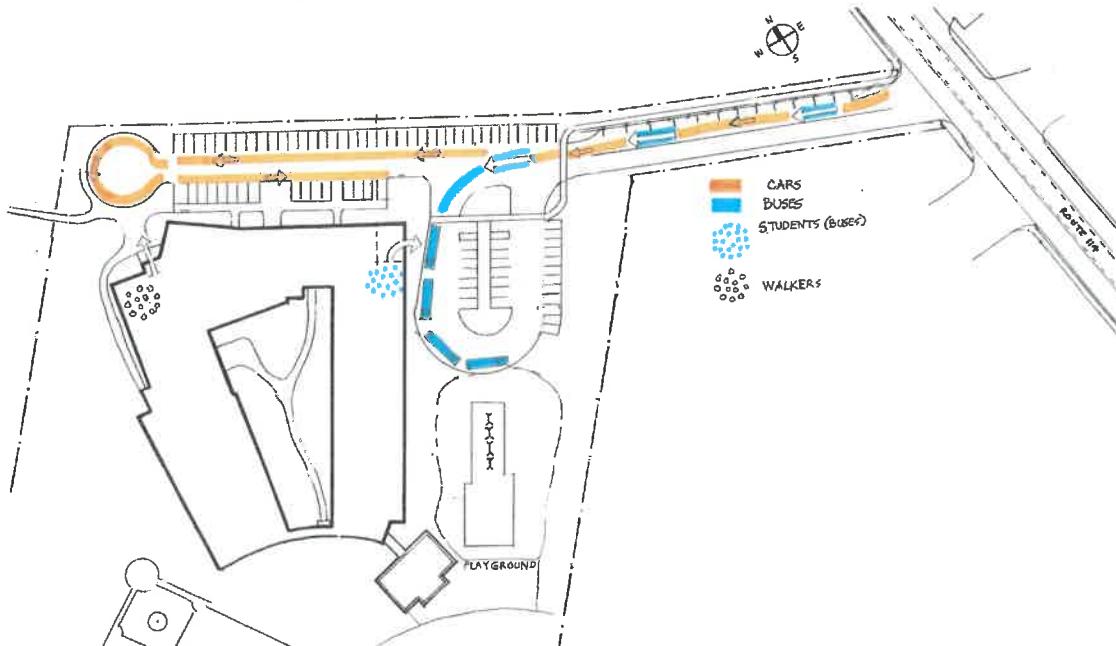
Buses

- Seven buses and one van pick-up students at the turnaround at the front of the school. Three or four buses are queued at one time. Students assemble in the main lobby leave by the main entrance and enter specific numbered buses in a well-organized routine.
- One bus includes Howe Manning students who disembark and are picked up on-site by parent cars.

Parent Cars

Children to be picked-up by parents are assembled in the cafeteria with doors leading directly to exterior. Upon dismissal, school staff (4-5) line up outside the cafeteria doors parallel to the queuing cars:

- Previously placed safety cones, keep area free of parked cars.
- Staff direct and help children into their parent's car.
- Once the children are safely settled, each group of cars departs within a few minutes.



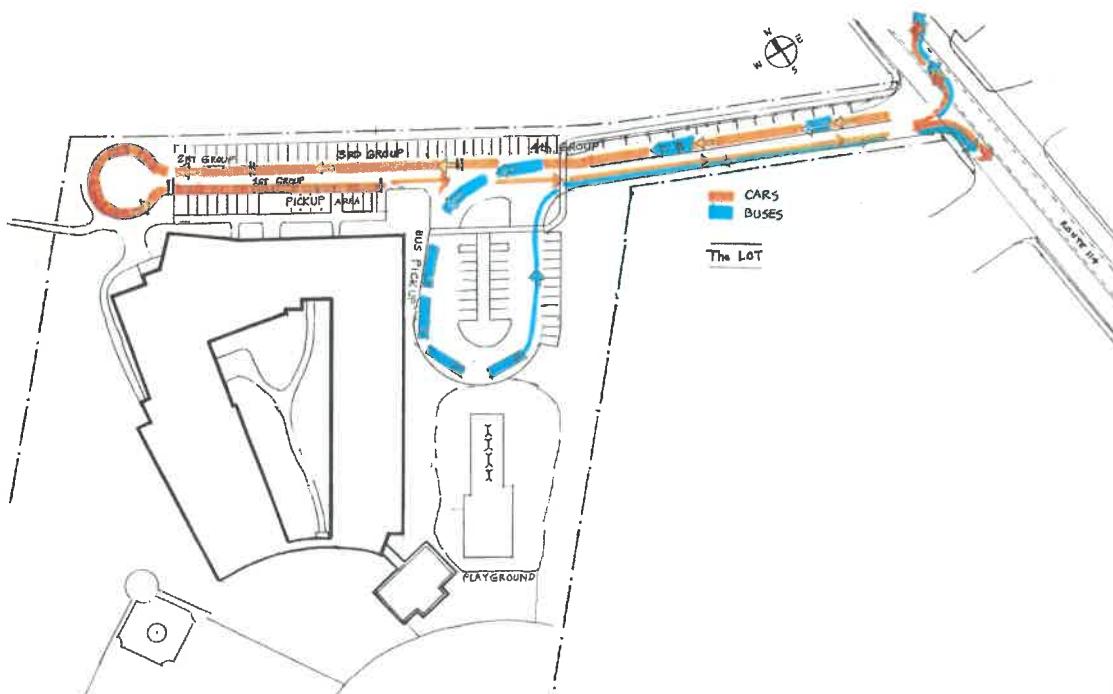
Background of Parent Pick-up @ Fuller Meadow (FM)

During recent years more parents drive their children to and from school which has led to an increase in the number of cars queuing on the FM driveway and parking areas. While on-site arrival and departure are similar, afternoon dismissal is more critical. Cars arrive during a shorter time period during School Dismissal (2:30 – 2:45 PM). This condition has progressively worsened with queuing of cars extending beyond the school driveway onto Route 114.

Queuing Cars – Golf Course Parking Lot

In recent years, FM staff/School Department implemented a creative solution whereby the Middleton Golf Course parking lot was used for remote queuing by parents picking up their children. From approximately 2:00-2:50 PM, parent cars formed into multiple lanes facing Route 114 in the parking lot. Using electronic communications with staff at the school, school personnel identified the children for the first 10 cars. After the first group of cars leaves for the school site, a second group (10 cars) is forwarded to staff at FM. There may be 6 or more groupings of cars whereby children are identified, selected by staff and readied for pick-up at the school. When their cars arrive, students are ready and waiting.

This is the pattern that will be eliminated in March 2024 or shortly thereafter.



RECOMMENDATIONS

Phase 1 – Temporary Solution (March 2024)

Assuming that the count of empty parking spaces (taken on 11/06, 11/08 and 11/20/2023 are typical for normal school days), the following traffic calculation is used for the basis of the following option:

- From a total of (92) parking spaces, an average of (60) spaces were occupied following morning arrival. A count of occupied spaces was taken on three days at 9:30AM, 11AM and 12:30 PM.

Parking Spaces

- Area A (12 spaces) – Eliminate parallel parking at entry drive. Redesign this portion of driveway for three lanes of traffic (subject to subsequent traffic analysis).
- one lane in (queuing lane)
- one lane out (left turn)
- one lane out (right turn)
- Area B (12 spaces) – No change.
- Area C (22 spaces) – No parking allowed during AM and PM queuing. Parking may be allowed from 9:00AM to 2:00PM) with restrictive signage.
- Cul-de-Sac – eliminate curb extensions between parking and cul-de-sac to improve flow of cars.
- Area D (9 spaces) – No parking allowed during AM and PM queuing.
- Entry Plaza – Cut back and angle the entry plaza for ease of exiting.
- Area E (16) spaces – No Change.

Signage and Colored Driveway Markings

New signage and colored driveway markings to assist drivers where to park is required in addition to on-the-job retraining of parents for a new traffic layout.

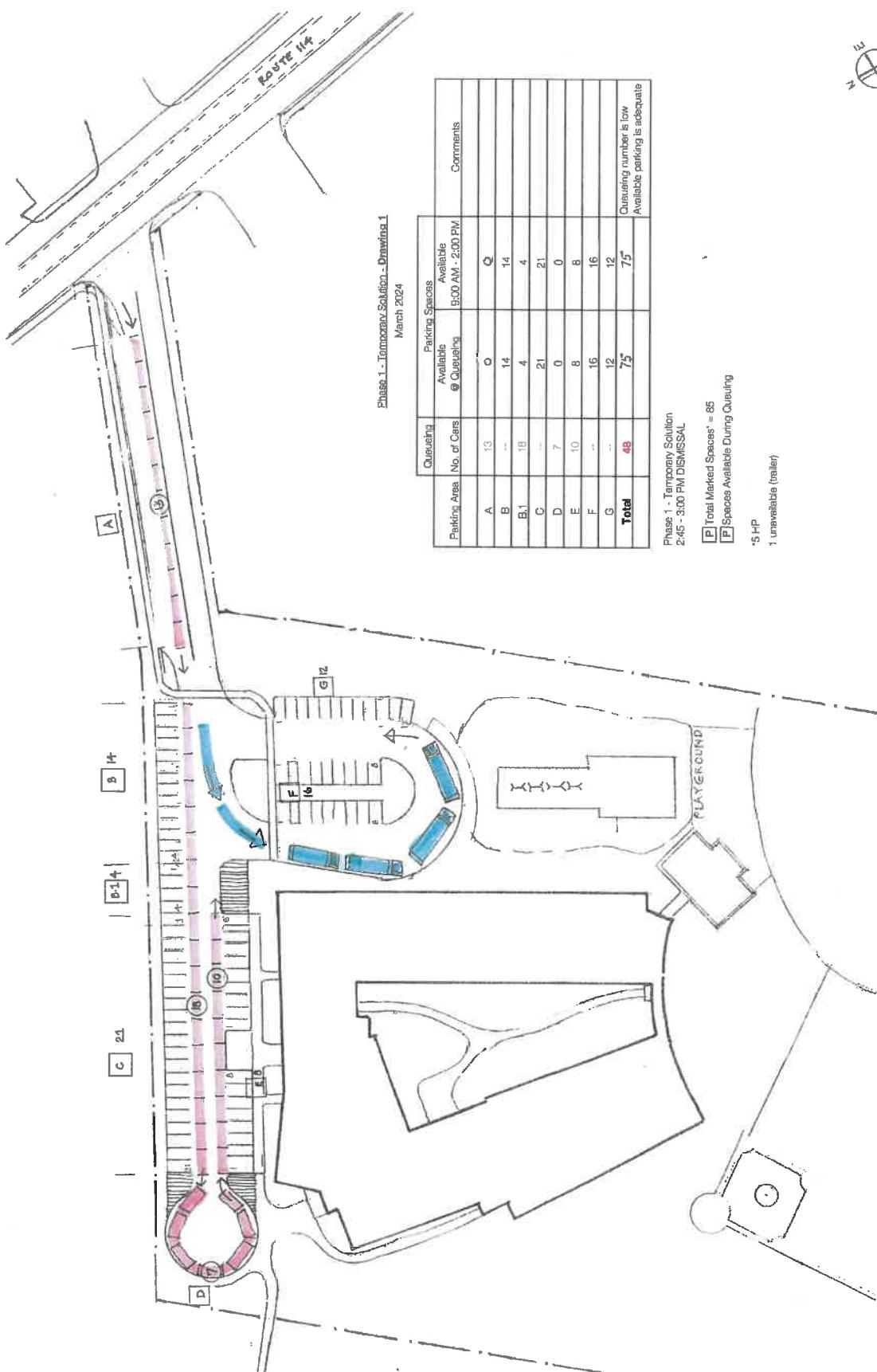
Description

Phase 1 Improvements to driveway areas A + B involve:

- Minor demolition / repairs to curbing to concrete paving
- Patching of disturbed bituminous paving
- Painted markings on bituminous paving
- New signage

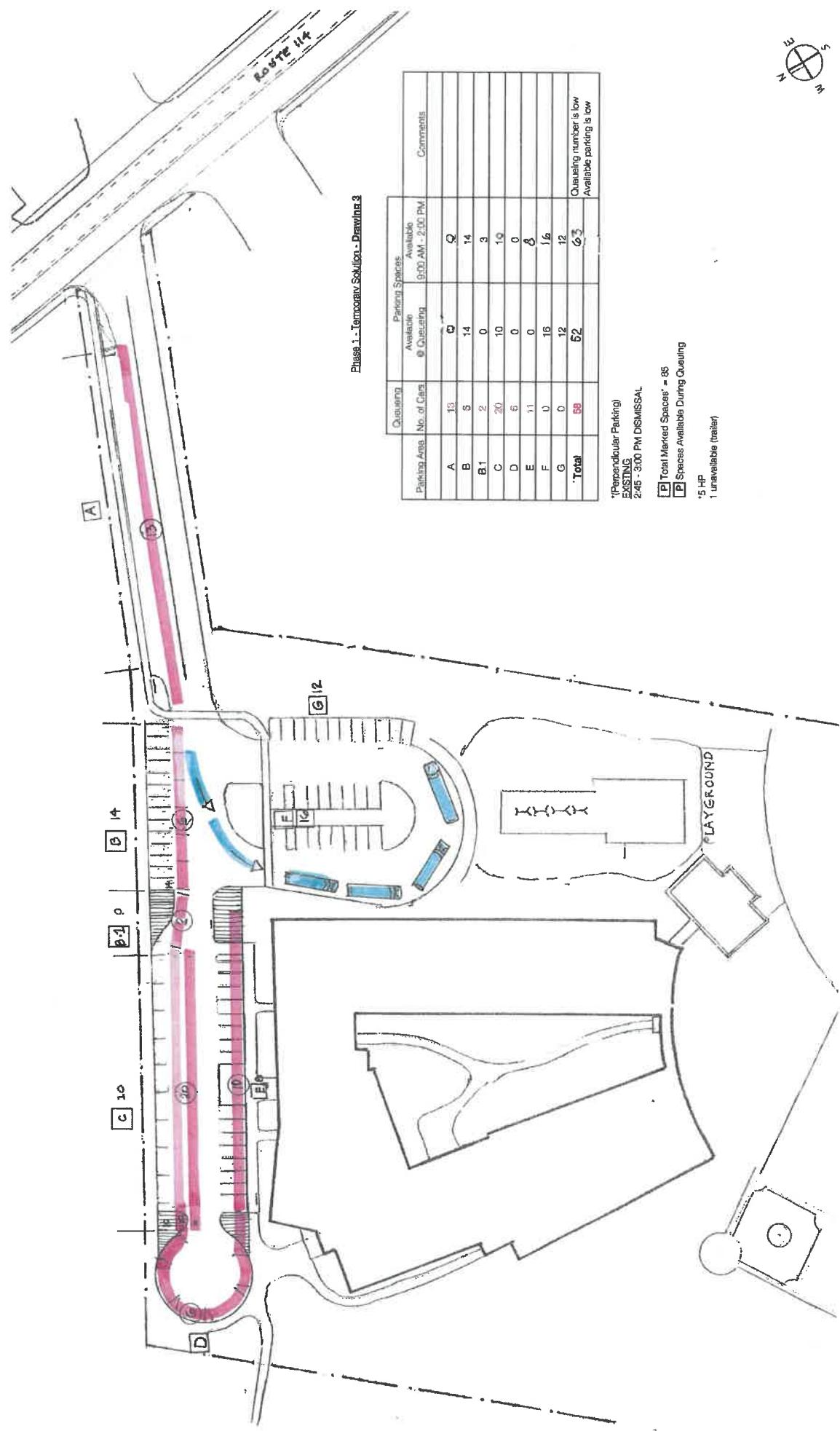
Summary

Phase 1 is cost effective, can be accomplished in a relatively short time period. Work can be performed during winter months when bituminous concrete has limited availability. It involves minor demolition, bituminous concrete patching and signage.



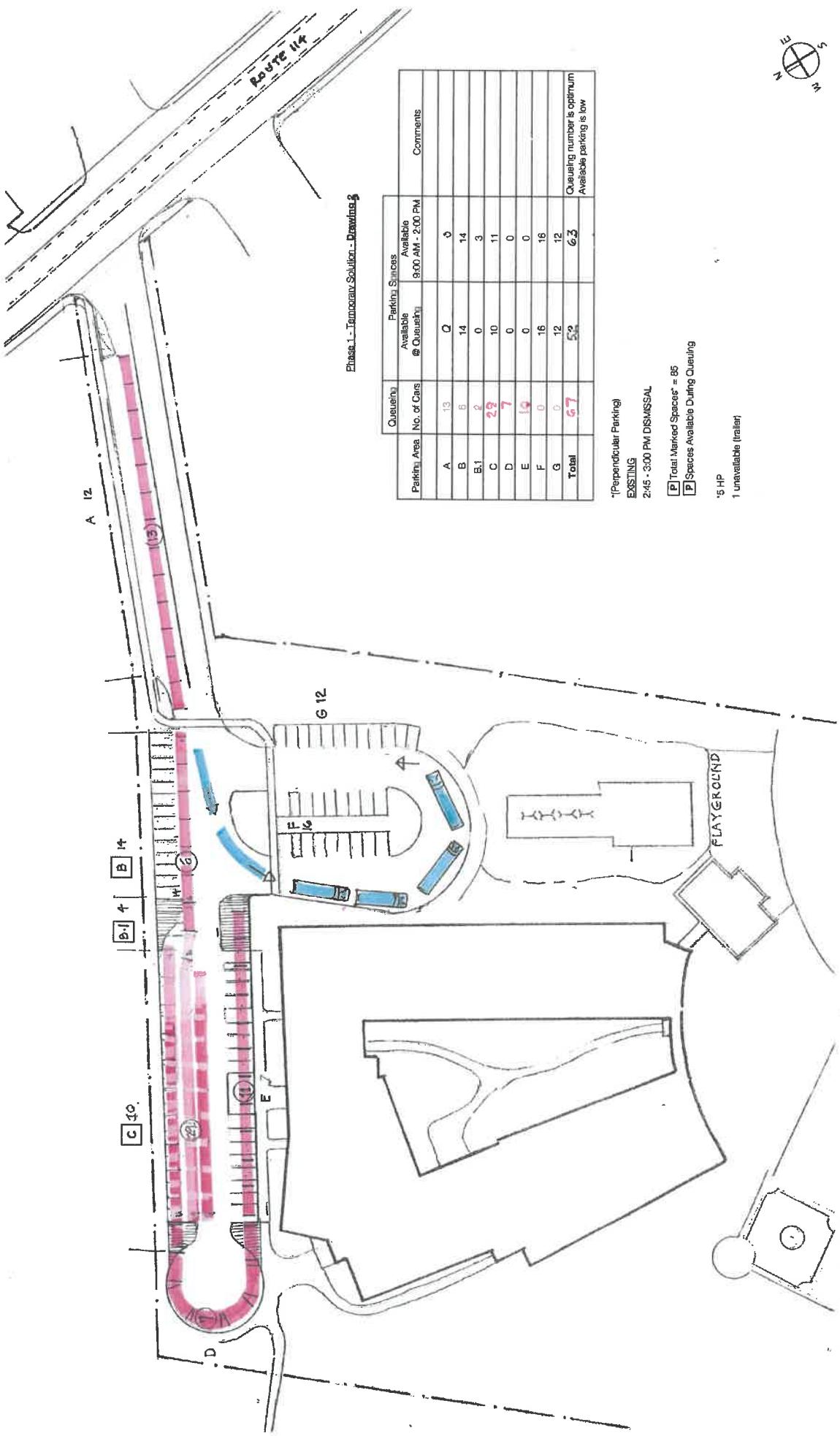
PHASE 1 - TEMPORARY SOLUTION - DRAWING 1

FULLER MEADOW SCHOOL
Middleton, MA



PHASE 1 - TEMPORARY SOLUTION - DRAWING 2

FULLER MEADOW SCHOOL
Middletown, MA



PHASE 1 - TEMPORARY SOLUTION - DRAWING 3

FULLER MEADOW SCHOOL
Middleton, MA

26 NOVEMBER 2023
DINISCO DESIGN
architects + planners

Phase 2 (Summer 2024 or 2025)

Intermediate Solution

The second phase of work provides expanded bus space and additional parking at the front of the school which supplements the temporary work of Phase 1. Since this site construction involves design, funding and public bidding within a seven-month period, implementation may not be possible until 2025.

- Eliminate playground equipment in front of school
- Expand existing turn-around to accommodate 6-7 buses
- Expand parking for approximately (18) parking spaces
- Create a paved play area south of the turn-around

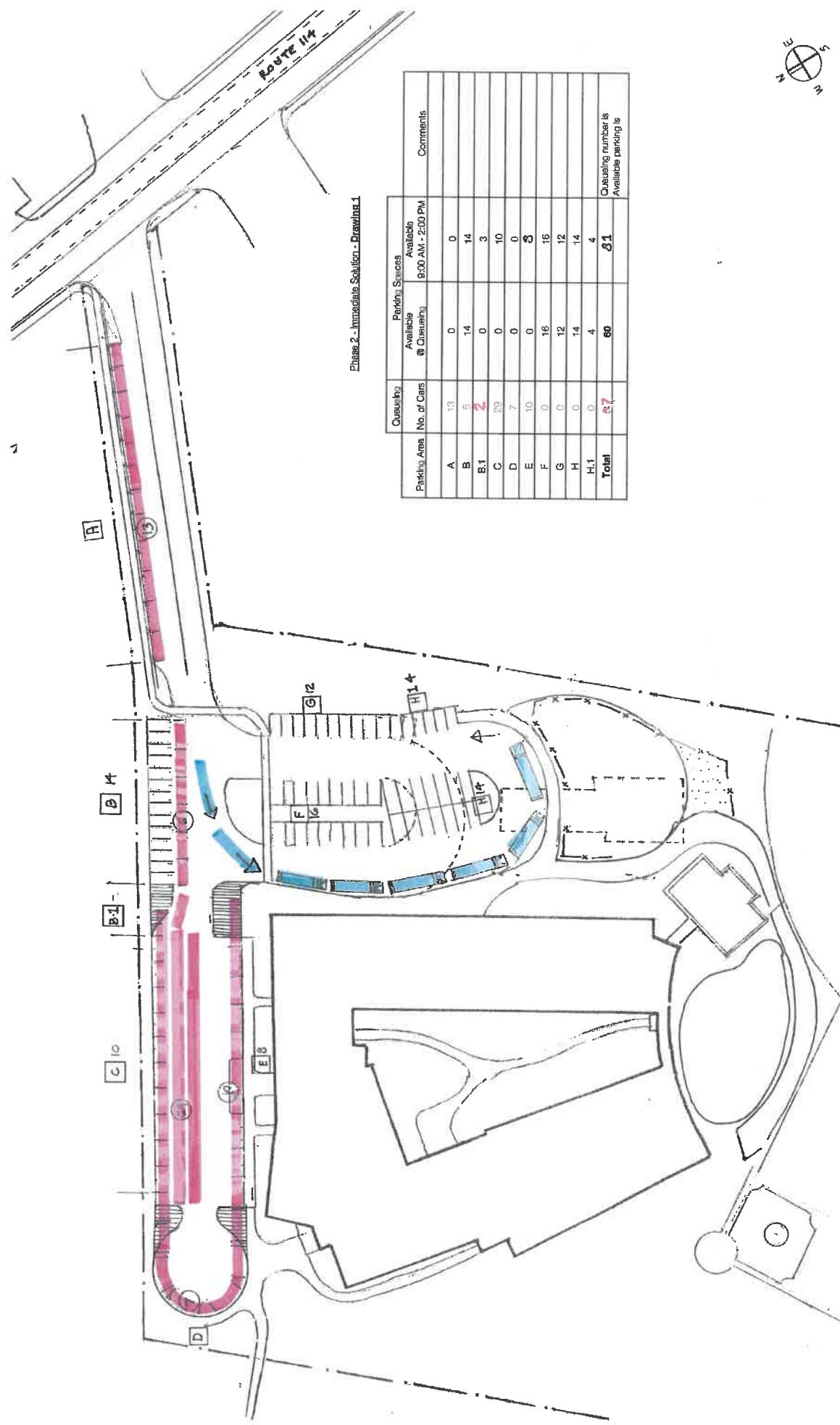
Description

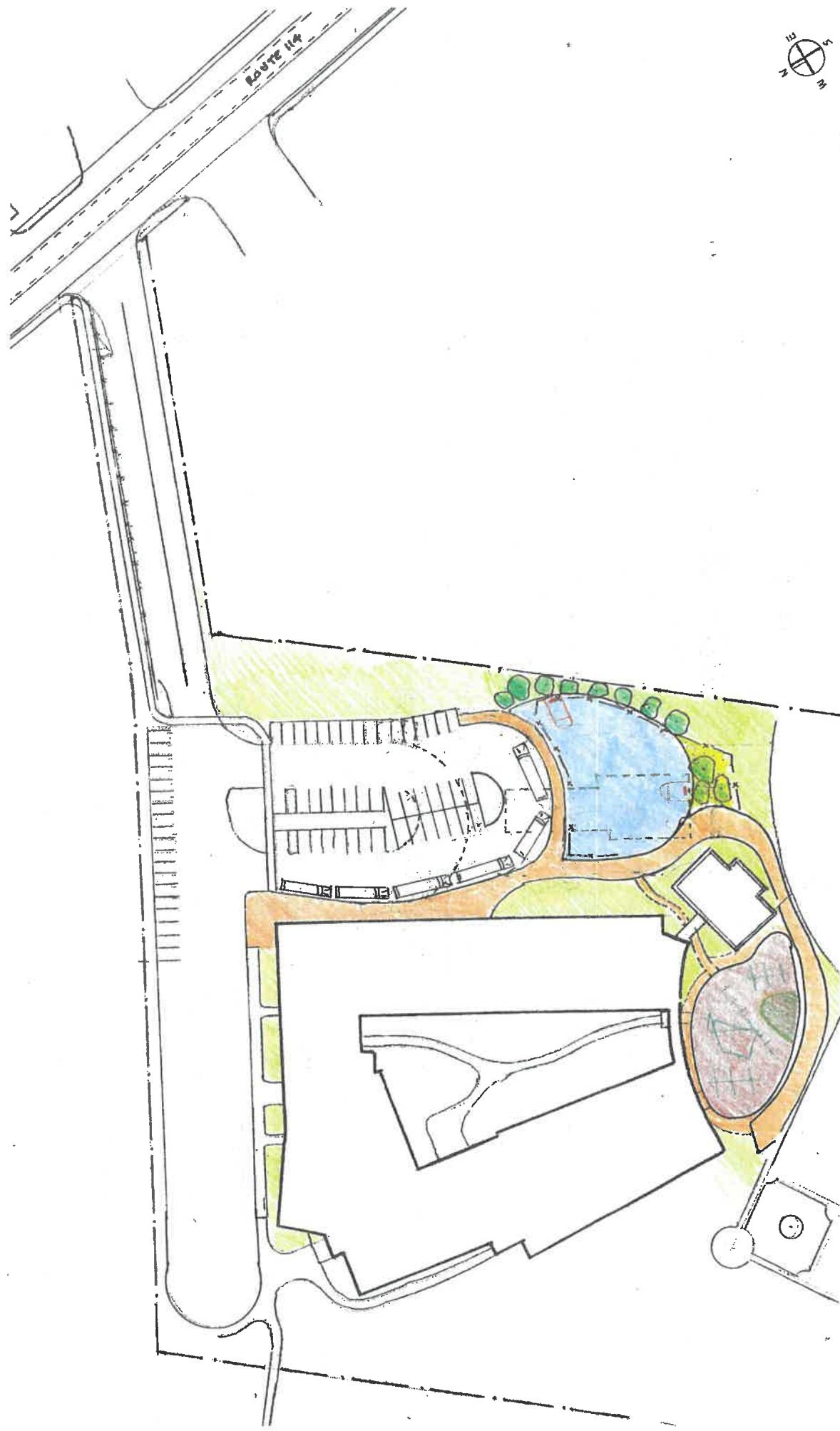
Relocate existing playground equipment behind portable classrooms where it is a more quiet and secure location.

This approach also provides the opportunity for continuous paving from the extended bus turn-around and emergency access to the rear of school, adjacent to playfields.

Relocate existing playground equipment behind portable classrooms which is a more quiet and secure location.

This option provides the opportunity for continuous paving from the extended bus turn around and parking, through the paved lay area and through the relocated playground; and provides improved emergency access to the rear of school adjacent to playfields.





OPTION 2 - IMMEDIATE WORK - CONCEPT DRAWING

FULLER MEADOW SCHOOL
Middleton, MA

Phase 3 – Long Term Solution (Summer 2025)

This improvement is critical to addressing a very difficult traffic intersection. Instead of a 90-degree intersection, the acute angle corner (approximately 50 degrees) creates a very difficult turning radius for buses making a:

- Right-hand turn into the driveway.
- Left hand-turn exiting the driveway.

Redesign Driveway at Route 114

The redesign of the driveway intersection at Route 114 is a necessary requirement. This redesign should include:

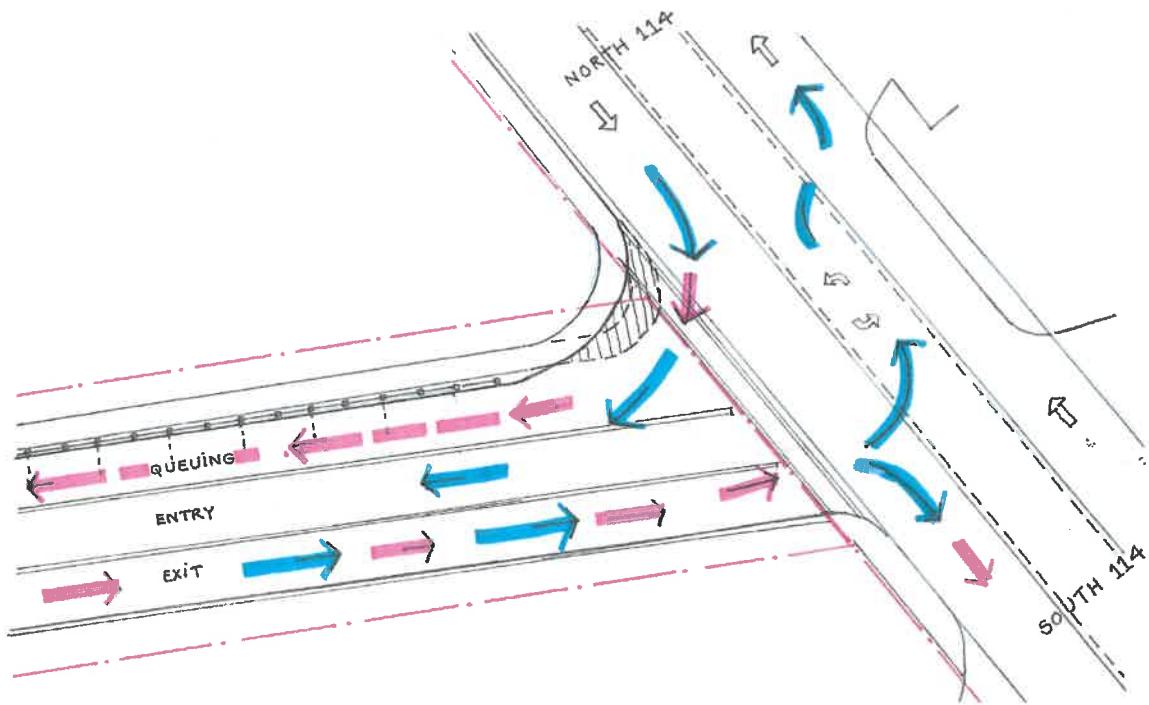
- Redesign the northwest corner (school sign) to ease the acute corner.
- Increase the driveway width, especially at Route 114.
- Increase the number of lanes at Route 114.

A four- lane driveway is optimal for smooth traffic flow and would be a significant improvement of the driveway intersection with Route 114. Based upon afternoon queuing, the lanes would be assigned to:

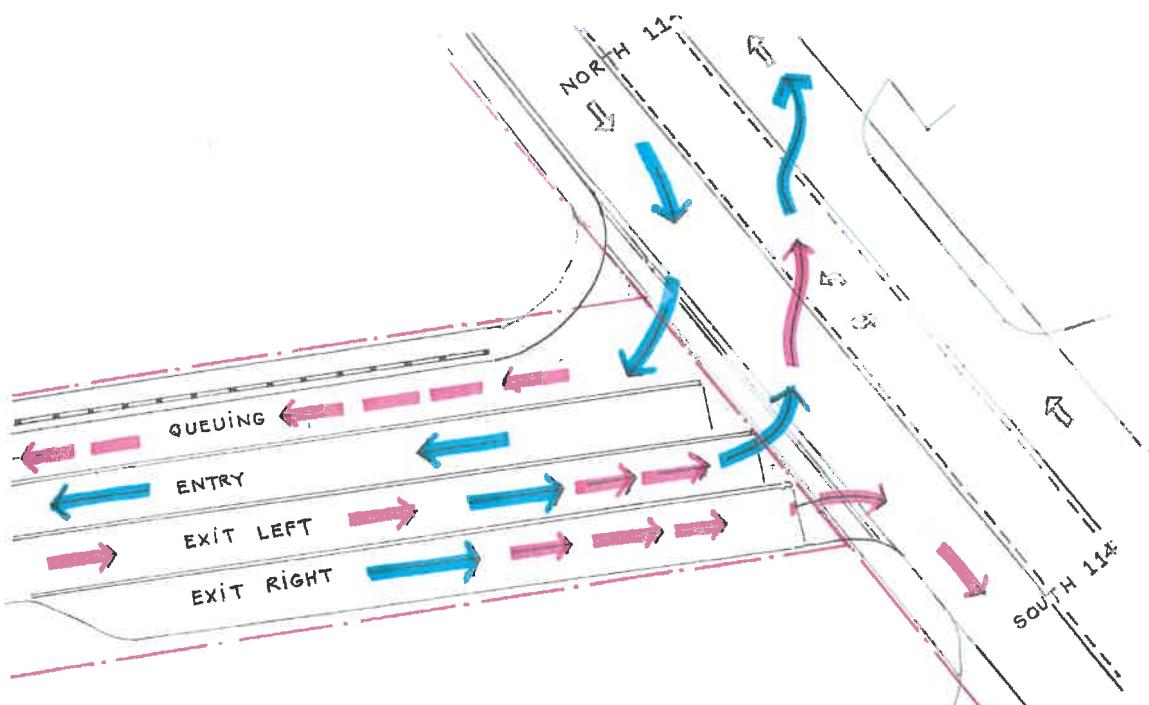
- Lane 1 – car queuing onto driveway
- Lane 2 – bus travel onto driveway
- Lane 3 – bus and car exit LEFT turning
- Lane 4 – bus and car exit RIGHT turning (this needs only to be a partial lane for 4 to 5 cars deep)

If after subsequent study, a fourth lane is not possible due to the limited width of the driveway, the third lane would be for bus and car exit (LEFT and RIGHT turn). *Note: The property line width is a limiting factor in this consideration, and a survey to confirm this is critical and timely.*





3-Lane Driveway at Route 114



4-Lane Driveway at Route 114

Other Planning Issues

1. Playground – Current location next to parking and adjoining property (the Lot) is difficult to control given its adjacency to bus turn around and parking.
2. Access to Playfields – A lack of vehicular access to the rear of the school and playfields hinders emergency medical responses.
3. Site Access – Unlike Howe Manning which has a separate entrance and separate exit, Fuller Meadow has **single entry/exit at Route 114**. This limitation impedes sound planning for traffic design and over-all emergency responses.
4. Route 114 Intersection – FM driveway at Route 114 is a seriously deficient traffic design for many reasons:
 - The acute angle for right-turning traffic (approximately 60degree angle) causes buses to overlap other lanes of traffic.
 - A three-lane driveway (parallel parking, entry & exit) is too narrow and should be widened and redesigned, preferably to four lanes.
 - The Lot driveway (entry & exit) is a few feet away from FM driveway intersection creating a traffic hazard at Route 114.
 - Lack of traffic control signal creates a dangerous left turn from the site. Cars turn into center turning lane and transition to travel lane. Buses cannot make a tight left turn and must make a wide left turn across two lanes.
5. Future traffic on Route 114 – proposed projects serviced by Route 114 include the following:
 - Municipal Center (170)parking spaces plus unknown number of secure parking spaces.
 - Villebridge Middleton -40B housing (106 parking spaces).
 - Fairway Estates – 46 units -senior living (46 two car garages) = 92 parking spaces (to be confirmed).
6. Numerous curb-cuts along Route 114 – which compound difficult left turn from center lane.

TIME SCHEDULE

The critical time schedule is March 2024 when construction begins at the Municipal Facility. From December 15, 2023 to March 2024, there is little more than 3 months to plan, fund, design, bid and construct traffic revisions. Refer to the time schedule section for more details.

More substantial construction can be achieved during the summer of 2024, but even this schedule is very aggressive.

PHASE 1 – Temporary Work (parking lot #1)

Time period (February-March 2024)

Work performed through DPW and pre-selected site contractor(s)

1. Modify parking lots for revised layouts including car queuing (parent pick-up and drop-off)
2. Remove / modify a few concrete islands, signage and overlay colored paint striping for parking/queuing
3. Bituminous patching (temporary only)

PHASE 2 – Immediate Work (Parking Lots #1 and #2)

Time period (Summer 2024 or 2025)

Traditional bid/build site contractor

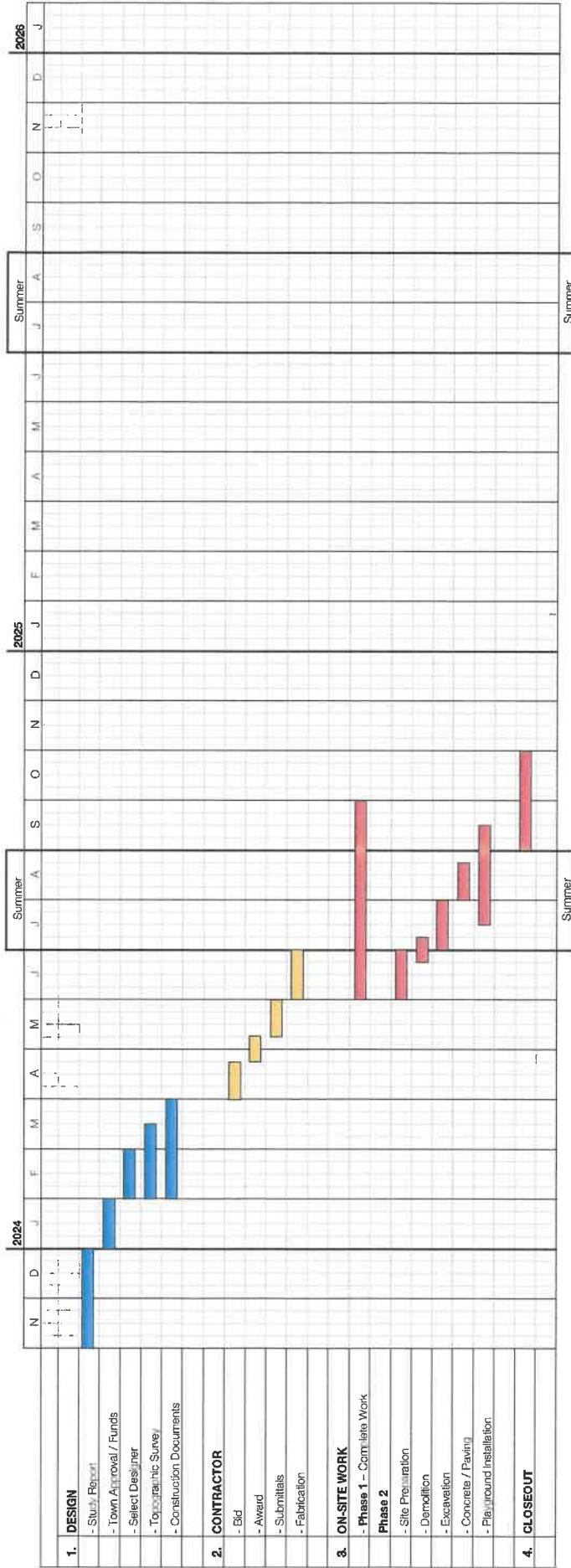
Complete phase 1 work with finish coat of bituminous paving / curbing, etc.

Remove existing playground in wood chips and replace with:

1. Additional parking / curbing for (18) spaces
2. Bituminous paving for paved play area
3. New playground at rear of school with poured fiber mulch and some bituminous

Refer to attached Time Schedules.

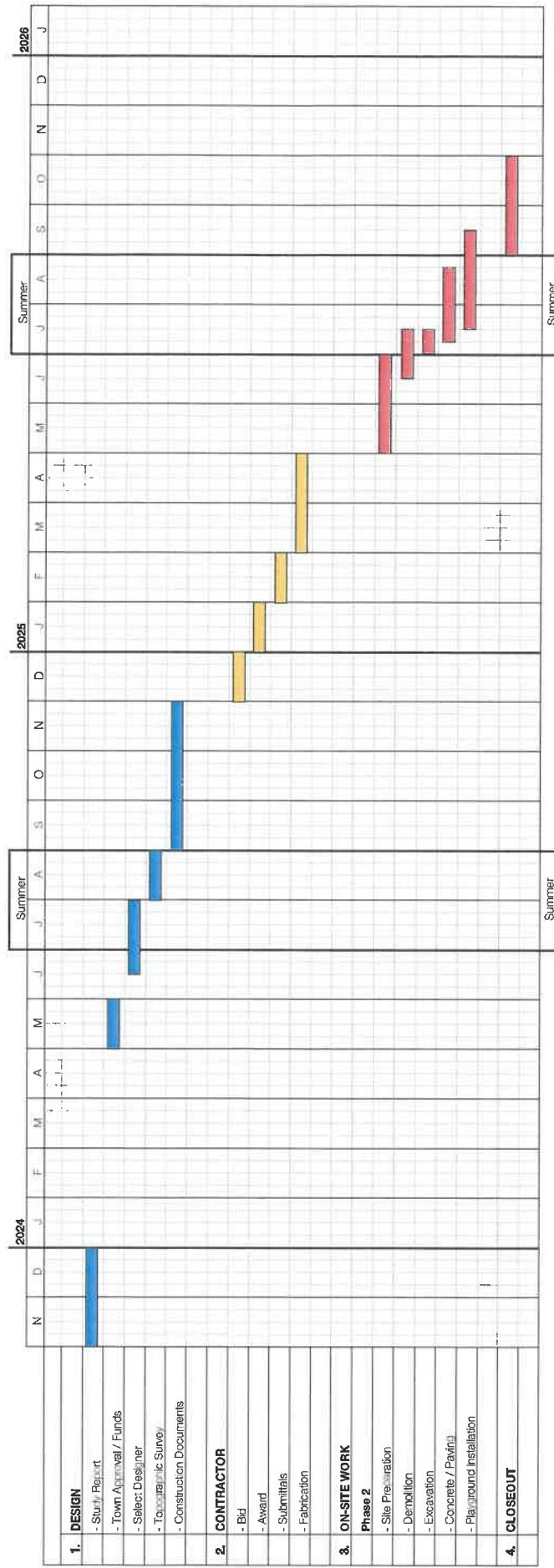
PHASE 2 - Immediate Work - Summer 2024
Fuller Meadow School Traffic Study



Phase 2 - Work

1. Eliminate playground equipment
2. Create paved play area
3. Expand bus turn-around and parking
4. Relocate existing playground equipment to rear of school

PHASE 2 - Immediate Work - Summer 2025
 Fuller Meadow School Traffic Study



Phase 2. Work

1. Eliminate playground equipment
2. Create paved play area
3. Expand bus turn-around and parking
4. Relocate existing playground equipment to rear of school

PROJECT COST (TBD)

Project cost is predicated on a construction cost estimate which will follow.

Signed at Board Meeting December 19, 2023

Name	License Number	Date Signed by Select Board	
Common Victualler Non-Alcohol			
Dunkin Donut Shop (Fabio Donuts Inc)	CV-40		
McDonalds (King & Khosla)	CV-39		
Sol Bean Café	CV-12		
Starbucks Coffee (Starbucks Corporation)	CV-54		

Signed at Board Meeting December 19, 2023, Pending
Inspection Results

Name	License Number	Date Signed by Select Board	
Alcohol			
Blue Fin Restaurant (RMS Group)	00026-RS-0704, CV-6, ENT-2		
Maggies Farm (Serenitee Catering)	05072-RS-0704, CV-13, ENT-13		
Rizzo's Middleton	04425-RS-0704, CV-53		
Teresa's Italian Eatery & Deli (Ny Foods LLC)	00031-RS-0704, CV-22, ENT-9		
Tung's Taste	03739-RS-0704, CV-31		
Common Victualler Non-Alcohol			
Aroma Joe's (Rope Tow Holdings, LLC)	CV-61		
Best Bagel	CV-55		
Captain Pizza (Scotty & Matty Pizza)	06809-RS-0704, CV-15		
Dairy Queen (Middleton ICA LLC)	CV-63		
Darya's Café	CV-56		
Middleton Subway Inc	CV-25		
Panini Pizza Company	CV-49		

Signed at Board Meeting December 19, 2023, Pending
Payment, Paperwork & Inspection Results

Name	License Number	Date Signed by Select Board	
Common Victualler Non-Alcohol			
Charlie's Roast Beef	CV-44		
Freddy's Place	CV-18		

Signed at Board Meeting December 19, 2023, Pending Late
Fee & remaining paperwork

Name	License Number	Date Signed by Select Board	
Common Victualler Non-Alcohol			
Farmer Brown's (Farmer Brown's Inc)	CV-48		



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbits-Nutt, Acting Secretary & CEO



AGREEMENT
NOTICE TO PROCEED

October 10, 2023

Town of Middleton
48 South Main Street
Middleton, MA 01949

Agreement Number: 123885

Action Item #: 32

Action Item Date: October 4, 2023

Dear Katrina O'Leary:

Enclosed is a signed copy of your agreement with the Massachusetts Department of Transportation.

This agreement is relative to the Complete Streets Tier 3 Construction Agreement and in the amount of \$393,035.48 in Middleton.

In accordance with the terms of this agreement, you are hereby notified to commence work on October 3, 2023. The work is scheduled to be completed on December 31, 2025.

Thank you,

Anna Dolata

Anna Dolata
Deputy Director, Contracts & Records

AD/mjg

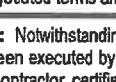
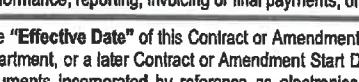
cc: Fiscal
Contracts & Records

E-Mail: Kristen Pennucci
Paul Litchfield

MASSDOT STANDARD CONTRACT FORM



This form is issued and published by the Massachusetts Department of Transportation (MassDOT or Department). Any changes to the official printed language of this form shall be void. Additional non-conflicting terms may be added by Attachment. Contractors may not require any additional agreements, engagement letters, contract forms or other additional terms as part of this Contract without prior Department approval. Click on hyperlinks for definitions, Instructions and legal requirements that are incorporated by reference into this Contract.

CONTRACTOR LEGAL NAME: Town of Middleton (and d/b/a):		DEPARTMENT NAME: Massachusetts Department of Transportation MMARS Department Code: DOT
Legal Address: (W-9, W-4, T&C) 48 S. Main Street, Middleton, MA 01949		Business Mailing Address: 10 Park Plaza, Room 6340, Boston, MA 02116
Contract Manager: Katrina O'Leary		Billing Address (if different):
E-Mail: katrina.oleary@middletonma.gov		Contract Manager: Lyris Liautaud
Phone:	Fax:	E-Mail: Lyris.Liautaud@dot.state.ma.us
Contractor Vendor Code: VC6000191884		Phone: 857-202-1312 Fax:
Vendor Code Address ID (e.g. "AD001"): AD_001. (Note: The Address Id Must be set up for EFT payments.)		MMARS Doc ID(s): INTF00X02024A0123885
<p style="text-align: center;"><input checked="" type="checkbox"/> NEW CONTRACT</p> <p>PROCUREMENT OR EXCEPTION TYPE: (Check one option only)</p> <p><input type="checkbox"/> Statewide Contract (OSD or an OSD-designated Department) <input type="checkbox"/> Collective Purchase (Attach OSD approval, scope, budget) <input type="checkbox"/> Department Procurement (includes State or Federal grants 815 CMR 2.00) (Attach RFR and Response or other procurement supporting documentation) <input type="checkbox"/> Emergency Contract (Attach justification for emergency, scope, budget) <input type="checkbox"/> Contract Employee (Attach Employment Status Form, scope, budget) <input checked="" type="checkbox"/> Other Procurement Exception: (Attach authorizing language/justification, scope and budget)</p>		<p style="text-align: center;"><input type="checkbox"/> CONTRACT AMENDMENT</p> <p>Enter Current Contract End Date Prior to Amendment: <u> , 20 </u> Enter Amendment Amount: \$ <u> </u> (or "no change")</p> <p>AMENDMENT TYPE: (Check one option only. Attach details of Amendment changes.)</p> <p><input type="checkbox"/> Amendment to Date, Scope or Budget (Attach updated scope and budget) <input type="checkbox"/> Interim Contract (Attach justification for Interim Contract and updated scope/budget) <input type="checkbox"/> Contract Employee (Attach any updates to scope or budget) <input type="checkbox"/> Other Procurement Exception: (Attach authorizing language/justification and updated scope and budget)</p>
<p>The Standard Contract Form Instructions, Contractor Certifications and the MassDOT Terms and Conditions documents are incorporated by reference into this Contract and are legally binding. <input checked="" type="checkbox"/> MassDOT TERMS AND CONDITIONS <input type="checkbox"/> MassDOT IT TERMS AND CONDITIONS</p> <p>COMPENSATION: (Check ONE option): The Department certifies that payments for authorized performance accepted in accordance with the terms of this Contract will be supported in the state accounting system by sufficient appropriations or other non-appropriated funds, subject to intercept for MassDOT/Commonwealth owed debts under 815 CMR 9.00. <input type="checkbox"/> Rate Contract (No Maximum Obligation. Attach details of all rates, units, calculations, conditions or terms and any changes if rates or terms are being amended.) <input checked="" type="checkbox"/> Maximum Obligation Contract Enter Total Maximum Obligation for total duration of this Contract (or new Total if Contract is being amended). <u> \$ 393,035.48 </u></p> <p>PROMPT PAYMENT DISCOUNTS (PPD): Commonwealth payments are issued through EFT 45 days from invoice receipt. Contractors requesting accelerated payments must identify a PPD as follows: Payment issued within 10 days <u> % PPD</u>; Payment issued within 15 days <u> % PPD</u>; Payment issued within 20 days <u> % PPD</u>; Payment issued within 30 days <u> % PPD</u>. If PPD percentages are left blank, identify reason: <u> x </u> agree to standard 45 day cycle <u> </u> statutory/legal or Ready Payments (G.L. c. 29, § 23A); <u> </u> only initial payment (subsequent payments scheduled to support standard EFT 45 day payment cycle. See Prompt Pay Discounts Policy.)</p> <p>BRIEF DESCRIPTION OF CONTRACT PERFORMANCE or REASON FOR AMENDMENT: (Enter the Contract title, purpose, fiscal year(s) and a detailed description of the scope of performance or what is being amended for a Contract Amendment. Attach all supporting documentation and justifications.) This Agreement (Number 123885) is between MassDOT and the Town of Middleton which is participating in the Complete Streets Tier 3 Construction Agreement (Tier 3).</p> <p>ANTICIPATED START DATE: (Complete ONE option only) The Department and Contractor certify for this Contract, or Contract Amendment, that Contract obligations:</p> <p><input checked="" type="checkbox"/> 1. may be incurred as of the Effective Date (latest signature date below) and no obligations have been incurred prior to the Effective Date. <input type="checkbox"/> 2. may be incurred as of <u> , 20 </u>, a date LATER than the Effective Date below and no obligations have been incurred prior to the Effective Date. <input type="checkbox"/> 3. were incurred as of <u> , 20 </u>, a date PRIOR to the Effective Date below, and the parties agree that payments for any obligations incurred prior to the Effective Date are authorized to be made either as settlement payments or as authorized reimbursement payments, and that the details and circumstances of all obligations under this Contract are attached and incorporated into this Contract. Acceptance of payments forever releases the Commonwealth and MassDOT from further claims related to these obligations.</p> <p>CONTRACT END DATE: Contract performance shall terminate as of <u>December 31, 2025</u>, with no new obligations being incurred after this date unless the Contract is properly amended, provided that the terms of this Contract and performance expectations and obligations shall survive its termination for the purpose of resolving any claim or dispute, for completing any negotiated terms and warranties, to allow any close out or transition performance, reporting, invoicing or final payments, or during any lapse between amendments.</p> <p>CERTIFICATIONS: Notwithstanding verbal or other representations by the parties, the "Effective Date" of this Contract or Amendment shall be the latest date that this Contract or Amendment has been executed by an authorized signatory of the Contractor, the Department, or a later Contract or Amendment Start Date specified above, subject to any required approvals. The Contractor certifies that they have accessed and reviewed all documents incorporated by reference as electronically published and the Contractor makes all certifications required under the Standard Contract Form Instructions and Contractor Certifications under the pains and penalties of perjury, and further agrees to provide any required documentation upon request to support compliance, and agrees that all terms governing performance of this Contract and doing business in Massachusetts are attached or incorporated by reference herein according to the following hierarchy of document precedence, the MassDOT Terms and Conditions http://transnet/docs/ComApp/MassDOTTermsandConditions.doc or IT Terms and Conditions, this Standard Contract Form, the Standard Contract Form Instructions, Contractor Certifications, the Request for Response (RFR) or other solicitation, the Contractor's Response, and additional negotiated terms, provided that additional negotiated terms will take precedence over the relevant terms in the RFR and the Contractor's Response only if made using the process outlined in 801 CMR 21.07, incorporated herein, provided that any amended RFR or Response terms result in best value, lower costs, or a more cost effective Contract.</p>		
<p>AUTHORIZING SIGNATURE FOR THE CONTRACTOR:</p> <p>X:  Date: <u>8-31-23</u> (Signature and Date Must Be Handwritten At Time of Signature or conform to the MassDOT Electronic Signature Policy, as in effect from time to time)</p> <p>Print Name: <u>Justin Sutzbach</u> Print Title: <u>Town Administrator</u></p>		<p>AUTHORIZING SIGNATURE FOR MassDOT:</p> <p>X:  Date: <u>10/3/23</u> (Signature and Date Must Be Handwritten At Time of Signature, or conform to the MassDOT Electronic Signature Policy, as in effect from time to time)</p> <p>Print Name: <u>Thomas A. DiPaolo</u> Print Title: <u>Assistant Chief Engineer</u></p>

AUTHORIZING SIGNATURE FOR THE CONTRACTOR:

X: Justin Sutzbach Date: 8-31-23
(Signature and Date Must Be Handwritten At Time of Signature or conform to
the Mass DOT Electronic Signature Policy, as in effect from time to time)
Print Name: Justin Sutzbach
Print Title: Town Administrator

AUTHORIZING SIGNATURE FOR MassDOT:

X: Thomas A DiPaolo Date: 10/3/23
(Signature and Date Must Be Handwritten At Time of Signature, or conform to the
MassDOT Electronic Signature Policy, as in effect from time to time)
Print Name: Thomas A. DiPaolo
Print Title: Assistant Chief Engineer.

Project Number(s)

Encumbrance Document ID			
Trans	Dept	Unit	Identification Number
CT	DOT	6433	INTF00X02024A0123885

681

9/20/2023

Funding Source

Capital	<input type="checkbox"/>	Tolls Capital	<input type="checkbox"/>	Tolls General	<input type="checkbox"/>	Federal Grant	<input type="checkbox"/>
Operating	<input type="checkbox"/>	Tolls Operating	<input type="checkbox"/>	Expendable Trust	<input type="checkbox"/>		

Approp No	Obj	Unit	Activity	Program	Phase	N/P	Amount Allocated
61212138	P01	6433		X24T000184	C11		\$393,035.48

\$393,035.48

Obligation By Fiscal Year for Multi-Year Contracts

	61212138	Total
2024	\$98,259.00	\$98,259.00
2025	\$196,518.00	\$196,518.00
2026	\$98,258.48	\$98,258.48
MMARS Total	\$393,035.48	\$393,035.48

Reason for Request: Complete Streets Tier 3 Program

Contract #: 123885

Cost Reduction %:

Vendor ID & Address Code: VC6000191884 AD001

Current Year Savings:

Vendor Name: TOWN OF MIDDLETON

Contract Location: MIDDLETON

Contract Description: Middleton - Complete Streets Tier 3

Report Notes:

Recommended by:

Paul Litchfield

9/20/2023

(Signature / Date)

Approved by:

Lyris Baudny-Liautaud

9/20/2023

(Signature / Date)

Completed by the Budget Office:

Expense Budget
Entered By:

(Signature / Date)

Approved by:

Jenny Gue

9.21.23

Completed by the FAPRO (Applies to Capital only):

Approved by:

Kostandin Theodhori

09/22/2023

Document Name	TOWN OF MIDDLETON #123885			[2942081]			
Document Description	Complete Streets Tier 3 Program						
Document ID.				MA Information			
Code	Dept	Unit	Document Identifier	Action	Code	Department	Identification Number
CT	DOT	6433	INTF00X02024A0123885	Entry	MA		Vendor Line

Header / Vendor Information		Document Total: \$393,035.48	
Budget FY:	2024	Vendor Name:	TOWN OF MIDDLETON
Fiscal Year:	2024	Vendor Address:	48 S MAIN ST
Period:	3	Vendor/Customer No.:	VC6000191884
Board Award:	0123885	Address Code:	AD001
Requester ID:	doit1j	Comment:	
Report Note:			

Line #1-Commodity Information

Commodity Code	721317000000	List Price		Description	Complete Streets Tier 3 Program		
Line Type	Service	Unit Price		Contract Amount	\$393,035.48	Commodity Ref. Line	
Quantity		Service From	10/3/2023				
Unit of Measure		Service To	12/31/2025				

Line #1-Accounting Information

Event Type	PR05	Budget FY	2024	Unit	6433	Major Program	Location
Line Amount	\$98,259.00	Fiscal Year	2024	Object	P01	Program	Phase
Dept	DOT	Period	3	Appropriation	61212138	Program Period	C11
Line Description	Complete Streets Tier 3 Program			Dept Object		Function	Activity

Line #2 Accounting Information

Event Type	PR08	Budget FY	2025	Unit	6433	Major Program	Location
Line Amount	\$196,518.00	Fiscal Year	2024	Object	P01	Program	Phase
Dept	DOT	Period	3	Appropriation	61212138	Program Period	C11
Line Description	Complete Streets Tier 3 Program			Dept Object		Function	Activity

TO THE COMPTROLLER OF THE COMMONWEALTH OF MASSACHUSETTS

I hereby certify under the penalties of perjury that all laws of the Commonwealth governing disbursements of public funds and the regulations thereof have been complied with and observed.

Print Name: Paul Litchfield Signed: Paul Litchfield Title: PC III Prepared by: _____ Date: _____
 Print Name: Lyris Lautaud Signed: Lyris Lautaud Title: Assistant Director of Project Management Date: 9/20/2023

FOR FISCAL USE ONLY

Entered By: _____ Date: _____ Verified By: _____ (Initial) _____ Date: _____
 Print Name: Paul Litchfield Signed: Paul Litchfield Title: PC III Phone Ext: _____ Date: 9/20/2023

Print Name: Lyris Lautaud Signed: Lyris Lautaud Title: Authorized Signatory Date: 9/20/2023



Document Name	TOWN OF MIDDLETON #123885		
Document Description	Complete Streets Tier 3 Program		
Document I.D.			
Code	Dept	Unit	Document Identifier
CT	DOT	6433	INTF00X02024A0123885
Line #3- Accounting Information			
Event Type	PR08	Budget FY	2026
Line Amount	\$98,258.48	Fiscal Year	2024
Dept	DOT	Period	3
Line Description	Complete Streets Tier 3 Program		

Event Type	PR08	Budget FY	2026	Unit	6433	Major Program	Location
Line Amount	\$98,258.48	Fiscal Year	2024	Object	P01	Program	Phase
Dept	DOT	Period	3	Appropriation	61212138	Program Period	Activity
Line Description	Complete Streets Tier 3 Program	Dept Object		Function			

TO THE COMPTROLLER OF THE COMMONWEALTH OF MASSACHUSETTS

I hereby certify under the penalties of perjury that all laws of the Commonwealth governing disbursements of public funds and the regulations thereof have been complied with and observed.

FOR FISCAL USE ONLY

Entered By: _____ Date: _____ Verified By: _____ (Initial) Date: _____

Print Name: Paul Litchfield Signed: Prepared by Title: Print Ext.: Date:
Print Name: Lyris Liautaud Signed: Title: Assistant Director of Project Management Print Ext.: 9445 Date:
Authorized Signatory



Maura Healey, Governor
Kimberly Driscoll, Lieutenant Governor
Gina Fiandaca, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



August 7, 2023

Katrina O' Leary
Town Planner
195 North Main Street
Middleton, MA 01949

Via email:katrina.oleary@middletonma.gov

Dear Katrina O' Leary:

Thank you for your Tier 3 submission to the Compete Streets Funding Program during Round 1 of the Fiscal Year 2024 application solicitation. We received many applications and had a very competitive application pool from which to select. I am pleased to notify you that Middleton's application has been approved for \$393,035.48.

Awarded municipalities will enter into a contract with MassDOT for the completion of approved work. A member of the Community Grants Group will reach out shortly to gather all necessary information to begin the contracting process. It is anticipated that the Notice to Proceed (NTP) will be issued by November 1, 2023, and the deadline for construction will be December 31, 2025. MassDOT-funded work may not proceed until the NTP is issued.

Please note that as detailed in the Program Guidance, design is not an eligible grant cost. Design work for this project may begin at any time and must be completed by a MassDOT Prequalified Contractor. Construction funds awarded through this program are paid via the reimbursement of approved costs. Reimbursement requests are processed by your District State Aid Engineer in the same manner as Chapter 90 projects.

Please email CompleteStreetsProgram@dot.state.ma.us with questions related to this award. Thank you for your commitment to improving safety, access, and mobility for all roadway users in your community and for your participation in the Complete Streets Funding Program. MassDOT looks forward to working with you on this important project.

Sincerely,

Jonathan L. Gulliver
Highway Administrator

cc: Kristen Pennucci, MassDOT Community Grants Program Administrator
Paul Stedman, MassDOT District 4 Highway Director
Justin Sultzbach, Middleton Town Administrator

Litchfield, Paul L. (DOT)

From: Bates, Edward (DOT)
Sent: Tuesday, August 22, 2023 10:13 AM
To: DOT Consultant Contracts; Fitzgerald, Michael W. (DOT)
Cc: Pennucci, Kristen E. (DOT); Negussie, Abel K. (DOT)
Subject: Middleton - New CS Tier 3 Agreement
Attachments: Middleton Complete Streets FY24 R1 Contract Package.pdf

Hello,

Please find below and attached the details for a new CSFP Tier 3 agreement.

Municipality: Middleton

Amount: \$393,035.48

Expiration: 12/31/25

FY Split:

FY24 – 25%

FY25 – 50%

FY26 – 25%

Contact: Katrina O'Leary - katrina.oleary@middletonma.gov

Thanks!

Eddie

Eddie Bates
Municipal Grants Coordinator
Highway Division
Massachusetts Department of Transportation
10 Park Plaza | Suite 7410 | Boston, MA 02116
Edward.F.Bates@dot.state.ma.us

**Acts
2009**

**CHAPTER 25 AN ACT MODERNIZING THE TRANSPORTATION SYSTEMS
OF THE COMMONWEALTH**

Whereas, The deferred operation of this act would tend to defeat its purpose, which is forthwith to reorganize and restructure transportation agencies in the commonwealth to help address anticipated funding deficiencies, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.

*Be it enacted by the Senate and House of Representatives in General Court assembled,
and by the authority of the same as follows:*

SECTION 8. The General Laws are hereby amended by inserting after chapter 6A the following chapter:-

Chapter 6C

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

Section 3. The department shall have all powers necessary or convenient to carry out and effectuate its purposes including, without limiting the generality of the foregoing, the power to:

(37) enter into agreements with public and private entities that deal primarily with transportation and infrastructure development, in order to distribute and provide leveraging of monies or services for the purposes of furthering transportation development in the commonwealth and promoting overall economic growth within the commonwealth by fostering collaboration and investments in transportation initiatives in the commonwealth;

(40) disburse, appropriate, grant, loan or allocate funds for the purposes of investing in transportation initiatives as directed in this chapter;

Section 4. There shall be established and placed within the department a separate fund to be known as the Massachusetts Transportation Trust Fund which shall be used for financing transportation-related purposes of the Massachusetts Department of Transportation. The secretary shall be authorized to enter into agreements with the Massachusetts Bay Transportation Authority, the Massachusetts Port Authority, the regional transit authorities and, for so long as it shall continue to exist, the Massachusetts Turnpike Authority to commit any funds generated from fares, fees, tolls or any other revenue sources including, but not limited to, from federal sources of these authorities to the fund. There shall be credited to the fund all turnpike revenues and other toll and non-toll revenue collected by the department after assumption of the assets, obligations and liabilities of the Massachusetts Turnpike Authority, all tolls collected by the department after transfer of the Maurice J. Tobin Memorial Bridge by the Massachusetts Port Authority to the department, all refunds and rebates made on account of expenditures on ways by the department, any revenues from appropriations or other monies authorized by the general court and specifically designated to be credited to the fund, any gifts, grants, private contributions, investment income earned on the fund's assets, all monies received by the department for the sale or lease of property, all monies received by the department in satisfaction of claims by the department for damage to highway and bridge safety signs, signals, guardrails, curbing and other highway and bridge related facilities, and other receipts of the department. Money remaining in the fund at the end of the year shall not revert to the General Fund.

The fund, which shall be under the control of the department and not subject to appropriation, shall be used as follows:

(j) for any other expense of the department necessary to carry out its purposes.

CHAPTER 90I

COMPLETE STREETS PROGRAM

Section 1. (a) As used in this chapter, the following words, unless the context clearly requires otherwise, shall have the following meanings:-

"Certified municipality", a city or town that has been certified by the department pursuant to subsection (c).

"Complete streets", streets that provide accommodations for users of all transportation modes including, but not limited to, walking, cycling, public transportation, automobiles and freight.

"Department", the Massachusetts Department of Transportation.

"Program", the complete streets certification program.

(b) The department shall establish a complete streets certification program to encourage municipalities to regularly and routinely include complete streets design elements and infrastructure on locally-funded roads

(c) To be certified as a complete streets community, a municipality shall: (i) file an application with the department in a form and manner prescribed by the department; (ii) adopt a complete streets by-law, ordinance or administrative policy in a manner which shall be approved by the department and which shall include at least 1 public hearing; provided, however, that the by-law, ordinance or administrative policy shall identify the body, individual or entity responsible for carrying out the complete streets program; (iii) coordinate with the department to confirm the accuracy of the baseline inventory of pedestrian and bicycle accommodations in order to identify priority projects; (iv) develop procedures to follow when conducting municipal road repairs, upgrades or expansion projects on public rights-of-way in order to incorporate complete streets elements; (v) establish a review process for all private development proposals in order to ensure complete streets components are incorporated into new construction; (vi) set a municipal goal for an increased mode share for walking, cycling and public transportation, where applicable, to be met within 5 years and develop a program to reach that goal; and (vii) submit an annual progress report to the department. Certified municipalities shall be eligible to receive funding pursuant to the program.

(d) This section shall take effect in a city with a Plan D or Plan E charter, by a vote of the city council upon submission by the city manager and in all other cities by a vote of the city council with the approval of the mayor and in a town with a town council, by vote of the town council and in all other towns, by a vote of the town meeting.

(e) The department shall adopt rules, regulations or guidelines for the administration and enforcement of this section including, but not limited to, establishing applicant selection criteria, funding priority, application forms and procedures, grant distribution and other requirements.

(f) The governor shall appoint an advisory committee to assist the department in developing the rules, regulations or guidelines for the program, including the development of a model complete streets by-law or ordinance. The advisory committee shall consist of 12 persons to be appointed by the governor, 3 of whom shall be from different regional planning agencies in the Massachusetts Association of Regional Planning Agencies, 2 of whom shall be residents of gateway municipalities as defined in section 3A of chapter 23A and 1 of whom shall be from each of the following organizations: the Metropolitan Area Planning Council, the department of public health, the Massachusetts Municipal Association, Inc., the Massachusetts Bicycle Coalition, Inc., WalkBoston, Inc., the Livable Streets Transportation Alliance of Boston, Inc., and the Massachusetts Association of Chamber of Commerce Executives, Inc.

(g) The department shall annually, not later than April 1, submit a report detailing the program's progress during the previous calendar year to the clerks of the senate and house of representatives who shall forward the same to the joint committee on transportation and the joint committee on public health. The report shall be made available on the department's website.

Vendor/Customer

[Menu](#)

Address

Address Type	Street 1	City	State/Province	Zip/Postal Code	Principal Contact
✓ Payment	48 S MAIN ST	MIDDLETON	MA	019492253	NONE PROVIDED
Procurement	48 S MAIN ST	MIDDLETON	MA	019492253	NONE PROVIDED
Payment	8 TURCOTTE MEMORIAL DR	ROWLEY	MA	019691706	NONE PROVIDED
Procurement	8 TURCOTTE MEMORIAL DR	ROWLEY	MA	019691706	NONE PROVIDED
Billing	ATTN: MARK T. KELLY	MIDDLETON	MA	01949	
Billing	ATTN: SCOTT FITZPATRICK	MIDDLETON	MA	01949	
Payment	48 S MAIN ST	MIDDLETON	MA	01949-2253	NONE PROVIDED
Billing	65 N MAIN ST	MIDDLETON	MA	01949-1718	James DiGianvittorio
Billing	48 S MAIN ST	MIDDLETON	MA	01949-2253	

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Vendor/Customer : VC6000191884

Active From : 05/18/200

Active To :

TOWN OF MIDDLETON

Address Type : Default Record :

Division/Department : TREASURER

Mail Returned :

Additional Address Info. :

Active Address : Yes

Prevent New Spending : Default Currency :  Address Information

Address ID : AD001	Country Phone Code : 1 
Street 1 : 48 S MAIN ST	Phone :
Street 2 :	Phone Extension :
City : MIDDLETON	County :
State/Province : MA 	County Name : 
Zip/Postal Code : 019492253	Country : USA 

 Prenote/EFT Remittance Advice Contact Information Contact Address Information Change Management[Top](#)[Modify Existing Record](#) [Add New Address](#)[Master Address](#)[Master Contacts](#)[Languages](#)[Vendor Transaction History](#)

1099 Reporting Information

[Menu Back](#)

Taxpayer ID	Name	TIN Type	1099 Reportable	Selecting this box I certify this information is accurate
✓ 046001223	TOWN OF MIDDLETON	EIN	Yes	No

First Prev Next Last

Save [Undo](#) [Delete](#) [Insert](#) [Copy](#) [Paste](#) [Search](#)  **▼ Taxpayer Information****Create Taxpayer ID :****Last Name :** TOWN OF MIDDLETON**Re-Enter Taxpayer ID :*****Name Control :** TOWN***Taxpayer ID :** 046001223**Chg affects Prev Yr :** ***TIN Type :** **1099 Backup Withholding Status :** **Detailed TIN Type :** **1099 Reportable :** ***Name :** TOWN OF MIDDLETON**1042-S Reportable :** **Names :****Address :** 48 S MAIN ST**City :** MIDDLETON**State :** MA **ZIP Code :** 01949-2253**► TIN Change****► TIN Notice****► 1099 Backup Withholding Information****► Certification****► Change Management**[Top](#)[1042-S Reporting Information](#)

The Commonwealth of Massachusetts

**In the One Hundred and Ninety-First General Court
(2019-2020)**

An Act authorizing and accelerating transportation investment.

Whereas, The deferred operation of this act would tend to defeat its purpose, which is to finance forthwith improvements to the commonwealth's transportation system, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. To provide for a program of investments to make the commonwealth's
2 transportation system more reliable, address deferred maintenance and modernize and expand the
3 system, the sums set forth in sections 2 to 2I, inclusive, for the several purposes and subject to
4 the conditions specified in this act, are hereby made available, subject to the laws regulating the
5 disbursement of public funds; provided, however, that the amounts specified in an item or for a
6 particular project may be adjusted in order to facilitate projects authorized in this act. The sums
7 made available in this act shall be in addition to any amounts previously made available for these
8 purposes.

9 SECTION 2.

10 MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

11 Highway Division

12 6121-2114 For projects on the interstate and non-interstate federal highway system;
13 provided, that funds may be expended for the costs of these projects including, but not limited to,
14 the nonparticipating portions of these projects and the costs of engineering and other services
15 essential to these projects; provided further, that funds may be expended for bicycle, pedestrian
16 and other multi-modal facilities; provided further, that notwithstanding this act or any other

89 this item may include the costs of engineering, design, permitting, climate change adaptation and
90 resilience and other services essential to projects under this item; provided further, that funds
91 may be expended from this item for matching grants to municipalities; provided further, that the
92 department may use these funds for improving the condition of bicycle and pedestrian
93 accommodations related to such roadway projects consistent with principles of the complete
94 streets program established under chapter 90I of the General Laws when feasible; provided
95 further, that in connection with a grant under this item, a city or town shall comply with the
96 procedures established by the department with respect to municipal roadways in the pavement
97 improvement program; and provided further, that for communities with commuter rail stations or
98 otherwise ready access to public transit, preference for grants shall be given to those
99 municipalities that encourage the production of transit-oriented development, including
100 multifamily housing, near transit\$100,000,000

101 6121-2138 For the complete streets program established under chapter 90I of the
102 General Laws for complete streets grants to municipalities; provided further, that not less than 33
103 per cent of the grants awarded shall be issued to cities and towns with a median household
104 income below the average of the commonwealth..... \$50,000,000

105 6622-2187 For the purpose of implementing a program for transit-supportive
106 infrastructure, including, but not limited to, dedicated bus lanes, signal prioritization, shelters,
107 lighting, signage, repairs and other improvements, technology and accessibility features and
108 other infrastructure elements; provided, that projects may be used to improve and facilitate more
109 efficient delivery of transit operations, encourage municipal investment and support of transit
110 facilities, benefit passenger experience and enhance transit rider and pedestrian service and
111 safety; provided, further that funds may be used for the purpose of grants to municipalities for
112 the construction or physical demarcation of bus rapid transit lanes, the construction of catenary
113 wires for electric trolley buses, equipment for transit signal prioritization, the construction of
114 curb extensions or improvements at bus stops or bus stations situated in medians of existing
115 rights of way and shelters and benches at bus stops; and provided further, that for communities
116 with commuter rail stations or otherwise ready access to public transit, preference for grants shall
117 be given to those municipalities that encourage the production of transit-oriented development,
118 including multifamily housing, near transit..... \$25,000,000

119 SECTION 2C.

120 MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

121 Highway Division

122 6121-2137 For the construction, reconstruction, resurfacing, repair and improvement
123 of bridges, approaches and related infrastructure, including elements that improve access for all
124 modes; provided, that expenditures from this item may include the costs of engineering, design,



Commonwealth of Massachusetts
CONTRACTOR AUTHORIZED SIGNATORY LISTING

This form is jointly issued and published by the Office of the Comptroller (CTR) and the Operational Services Division (OSD) as the default form for all Commonwealth Departments when another form is not prescribed by regulation or policy.

**Signature for Corporation (C or S), Partnership, Trust/Estate, Limited Liability Company
(must match Form W-9 tax classification)**

Contractor Legal Name Town of Middleton	Contractor Vendor/Customer Code (if available, not the Taxpayer Identification Number or Social Security Number) VC6000191884
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INSTRUCTIONS: Any Contractor (other than a sole-proprietor or an individual contractor) must provide a listing of individuals who are authorized as legal representatives of the Contractor who can sign contracts and other legally binding documents related to the contract on the Contractor's behalf. In addition to this listing, any state department may require additional proof of authority to sign contracts on behalf of the Contractor, or proof of authenticity of signature (a notarized signature that the Department can use to verify that the signature and date that appear on the Contract or other legal document was actually made by the Contractor's authorized signatory, and not by a representative, designee or other individual.)

For privacy purposes **DO NOT ATTACH** any documentation containing personal information, such as bank account numbers, social security numbers, driver's licenses, home addresses, social security cards or any other personally identifiable information that you do not want released as part of a public record. The Commonwealth reserves the right to publish the names and titles of authorized signatories of contractors.

There are three types of electronic signatures that will be accepted on this form: 1) Traditional "wet signature" (ink on paper); 2) Electronic signature that is either: a. hand drawn using a mouse or finger if working from a touch screen device; or b. An upload picture of the signatory's hand drawn signature; 3) Electronic signature affixed using a digital tool such as Adobe Sign or DocuSign. Typed text of a name not generated by a digital tool, computer generated cursive, or an electronic symbol are not acceptable forms of electronic signature.

Authorized Signatory Name	Signature (Signature as it will appear on contract or other documents)	Title	Phone Number	Email Address
JUSTIN SULTZBACH		TOWN ADMINISTRATOR	(978)777-3617	JUSTIN.SULTZBACH@MIDDLETONMA.GOV

Acceptance of any payment under a Contract or Grant shall operate as a waiver of any defense by the Contractor challenging the existence of a valid Contract due to an alleged lack of actual authority to execute the document by the signatory.

I certify that I am a responsible authorized officer of the Contractor and as an authorized officer of the Contractor I certify that the names of the individuals identified on this listing are current as of the date of execution and that these individuals are authorized to sign contracts and other legally binding documents related to contracts with the Commonwealth of Massachusetts on behalf of the Contractor. I understand and agree that the Contractor has a duty to ensure that this listing is immediately updated and communicated to any state department with which the Contractor does business whenever the authorized signatories above retire, are otherwise terminated from the Contractor's employ, have their responsibilities changed resulting in their no longer being authorized to sign contracts with the Commonwealth or whenever new signatories are designated.

Please note you cannot self-certify your own signature as a single signer listed above.

Signature 	Date 8.31.23
Print Name Jackie Bresnahan	Phone Number 978 777 3617
Title ASST TA	Email Address Jackie.Bresnahan@Middleton.MA.gov

A copy of this listing must be attached to the "record copy" of a contract filed with the department.

Complete Streets Funding Program
Tier 3 Construction Funding Agreement

Agreement Number: 123885

Date: 10/3/2023

Municipality: Middleton

Project: Boston Street Sidewalks - Complete Streets Funding Program - Tier 3 - FY24

This Agreement made and entered into by and between the MASSACHUSETTS DEPARTMENT OF TRANSPORTATION, hereinafter called "MassDOT", and the City/Town of Middleton, (hereinafter called the "MUNICIPALITY"), and

WHEREAS, the MUNICIPALITY proposes to construct Project/(s) from its approved Tier 3 Project Application, and

WHEREAS, the Scope of Work for each Project/(s) is described in EXHIBIT A, (hereinafter referred to as the "PROJECT") and shall be in accordance with the Tier 3 project approvals from the Complete Streets Funding Program and shall be constructed per the plans, specifications, and estimate (hereinafter referred to as "SPECIFICATIONS") and where only locally funded roads are eligible and MassDOT will not pay for work done on State Owned Roadways, and

WHEREAS, said SPECIFICATIONS set forth by the MUNICIPALITY, shall be in conformance with, but not limited to the following current documents as amended; MassDOT's Project Development and Design Guide, MassDOT's Construction Standard Details, MassDOT's Separated Bike Lane Planning and Design Guide, MassDOT's Guidelines for the Planning and Design of Roundabouts, MassDOT's Bridge Manual, MassDOT's Standard Specifications for Highways and Bridges, MassDOT's Standard Drawings for Traffic Signals and Highway Lighting, the latest edition of American Standard for Nursery Stock, 521 CMR Rules and Regulations of the Architectural Access Board (AAB) and Americans with Disabilities Act (ADA), the Manual on Uniform Traffic Control Devices, and any and all state or federal regulations,

and/or to the satisfaction of MassDOT - Highway Division, Chief Engineer, and

WHEREAS, said the total estimated construction cost is \$ 393,035.48, as described within EXHIBIT B, (the "Preliminary Estimate Form") for each location, and

WHEREAS, the maximum amount of financial assistance available for eligible construction costs available to the Municipality pursuant to this Agreement is \$ 393,035.48 ("GRANT AWARD"), and

WHEREAS, the PROJECT is to be financed by funds provided by MassDOT in accordance with appropriation 6121-2138, and

WHEREAS, MassDOT has reviewed the PROJECT's items of work described within EXHIBIT B to ensure they are commensurate with the PROJECT'S Scope of Work, EXHIBIT A, and

WHEREAS, funding was authorized through the 2014 Transportation Bond Bill and as amended by the Acts of 2016, and

WHEREAS, all design and engineering work required to complete the PROJECT shall be performed by a firm qualified to provide the necessary services in accordance with any and all policies and procedures of MassDOT, and

WHEREAS, the construction work outlined within EXHIBIT B needs to be completed by the Agreement's Expiration Date, unless an extension of time is granted under the terms of the **EXPIRATION DATE** clause, and

WHEREAS, all environmental permits and approvals must be obtained prior to construction. MassDOT's Environmental Punch list must be signed by the authorized municipal official, hereby attached and labeled as EXHIBIT C, and

WHEREAS, the Contractor to be eligible to bid on said projects, shall be approved by MassDOT's prequalification process, in accordance with M.G.L. c 81 subsection 8B, and

WHEREAS, MassDOT requires a post-construction report to account for

programmatic metrics and spending. A **Post-Construction Report Form** will be provided to the MUNICIPALITY and will include pre-and post- construction photos and relevant construction metrics for bicycle, pedestrian and transit infrastructure, and

WHEREAS, the parties hereto have reached an agreement as to the apportionment of work and expense necessary for the completion of the PROJECT.

NOW THEREFORE, in consideration of the obligations contained herein and other good and valuable consideration, the receipt of which is hereby acknowledged, MassDOT and the MUNICIPALITY hereby agree, each with the other, as follows:

DIVISION OF WORK

The MUNICIPALITY shall provide by its own Contractors and/or Subcontractors all necessary labor materials, equipment and other services to construct said PROJECT pursuant with any and all applicable SPECIFICATIONS, local, state and federal laws or regulations in accordance with the attached Scope of Work (EXHIBIT A), and the Preliminary Estimate Form (EXHIBIT B). The Contractor to be eligible to bid on said projects shall be approved in accordance with to MassDOT's prequalification process, where the application forms are located on mass.gov, under Prequalification of Horizontal Construction Firms.

In addition, any and all construction activities or related work required for the construction of said PROJECT shall be in conformance with any and all policies and procedures of MassDOT.

The MUNICIPALITY shall obtain any and all permits, easements, and rights of way required to complete the work for said PROJECT.

The MUNICIPALITY shall be responsible for obtaining all necessary design and engineering services to complete the work for said PROJECT.

DIVISION OF EXPENSE

MassDOT will reimburse the MUNICIPALITY for the actual costs incurred to complete the PROJECT up to, but not exceeding the approved GRANT AWARD amount. All costs incurred shall be approved by MassDOT prior to reimbursement. Any costs above this amount shall be borne by the MUNICIPALITY.

METHOD OF PAYMENT TO THE MUNICIPALITY

Section 1. During the course of the PROJECT, the MUNICIPALITY may present monthly progress bills of the incurred costs for approval and payment by MassDOT.

Section 2. Upon the completion of the PROJECT to the satisfaction of MassDOT and the MUNICIPALITY, written notification shall be given to the District Highway Director of MassDOT by the MUNICIPALITY that said work has been completed and, within 120 days thereof, the MUNICIPALITY will submit to MassDOT a final detailed bill (in quintuplicate) as required, and final settlement will then be made between MassDOT and the MUNICIPALITY. The MUNICIPALITY shall follow MassDOT's CHAPTER 90 process under the Tier 3 Program to complete any and all forms for reimbursement, and as directed by MassDOT's State Aid Engineers. The said Billing shall be reviewed by the District's State Aid Engineer, and upon approval the billing shall be forwarded to MassDOT - Highway Division - Project Management Section for authorization of said payments. This information may be submitted in an electronic format compatible with MassDOT's needs.

Section 3. All reimbursable charges in connection with this Agreement will be subject to audit by representatives of MassDOT and the MUNICIPALITY will retain all records and documents pertaining to the Agreement charges until such audit is completed or until written approval to destroy the records is given by MassDOT.

The Governor or his designee, the Secretary of Administration and Finance, and the State Auditor or his designee shall have the right at

reasonable times and upon reasonable notice to examine the books, records and other complications of data of the MUNICIPALITY which pertain to the performance of the provisions and requirements of this Agreement.

FUTURE MAINTENANCE

The MUNICIPALITY shall continue sole responsibility for the maintenance and upkeep of all property associated with the PROJECT and the costs thereof.

MISCELLANEOUS

This agreement shall not be considered fully executed, and work shall not commence until MassDOT signs this Agreement and the MUNICIPALITY has received an official Notice to Proceed from MassDOT.

EXPIRATION DATE

This agreement is set to expire on December 31, 2025. In the event that the MUNICIPALITY believes an extension of time is necessary, the MUNICIPALITY agrees to submit to MassDOT a written request for an extension no later than 60 days prior to the termination date specified on the attached signature page. The request will need to address the current expiration date, the proposed expiration date and any other information deemed necessary. MassDOT, in its absolute discretion, may agree to grant said request for an extension of time if it finds that sufficient justification has been provided by the MUNICIPALITY.

Exhibit A - Project Narrative(s)

Exhibit B - Project Estimate(s)

Exhibit C - Environmental Punchlist(s)

Complete Streets Funding Program
Tier 3 Project Application
Exhibit A - Scope of Work Narrative

Municipality: Middleton

Date: 4/27/2023

Describe each project included in the Tier 3 Project Application (Excel file) as recommended below. Be sure to detail any components that were not sufficiently described in the Project Application.

Add additional projects to this document as needed. Submit this Scope of Work Narrative as a Word document (not a PDF) with the Tier 3 Project Application.

Describe projects in the order they appear on the Tier 3 Project Application:

Tier 2 Project Priority Ranking: 5

Project Name: BOSTON ST - PEDESTRIAN ACCOMMODATIONS WILDWOOD TO ELM

Project Description:

The proposed project is located on Boston Street (Rte. 62) between Wildwood Drive and Elm Street and involves new pedestrian accommodations where there is currently none. This project is Phase I in a planned two-phase project that will fill the gap between the existing terminus of the Boston Street sidewalk (at Wildwood Drive) and the Independence Greenway in the City of Peabody. The Boston Street sidewalk is #5 on the Middleton Complete Streets Prioritization Plan. Since the prioritization plan was completed in 2017, the town was involved in the **Willis Woods Regional Plan** between the Peabody, Lynnfield, North Reading, and Middleton. All four communities participated in the final plan for the Willis Woods Recreational Area. One of the resulting action items (4c, p. 25) was to construct sidewalks in Middleton along Boston Street from Wildwood Drive to Peabody and Lynnfield. Peabody is currently working to construct sidewalks along Boston Street from the Middleton border to the Independence Greenway.

The second (future) Phase of the Boston Street sidewalk will include a possible redesign of the Boston and Elm Street intersection (currently a "Y" intersection) to make it safer for vehicular traffic and pedestrians. This phase may be a joint application with Peabody and North Reading in order to extend existing sidewalks up to the town border(s).

Completing the Boston Street sidewalk was chosen as a "top priority" in the **2017 Bicycle and Pedestrian Network Plan** (p. 27), a project undertaken by Middleton with help from the Metropolitan Area Planning Council.

The proposed sidewalk shall be 5-6 ft wide asphalt walk with a straight faced granite curb. Four (4) ADA compliant curb ramps will be constructed of cement concrete and two cross-walks will be installed; one at the location where the existing sidewalk ends and the other will cross over Wildwood Drive.

In addition to the community outreach done for the original CS Prioritization Plan as well as the Bicycle & Pedestrian Network Plan, the Town held a public meeting on April 24, 2023 to share the plans for Phase I of the “Boston Street Sidewalk – Wildwood to Elm project” with interested residents. The meeting was publicized with a town website “News Blast” as well as hand delivered flyers, with translations in Spanish and Chinese, to abutters of the project on Boston Street.



Complete Streets Funding Program Exhibit B: Preliminary Estimate Form

Municipality:

MIDDLETON

Date: 19-Apr-23

Project Name: BOSTON ST - PEDESTRIAN ACCOMMODATIONS WILDWOOD TO ELM

Project Rank: #5

Please use one tab per project. Delete unused tabs.

Item #	Item Description	Unit	Quantity	Unit Price	Total Cost
101	CLEARING AND GRUBBING	A	0.4	\$ 50,000.00	\$ 20,000.00
102.1	TREE TRIMMING	FT	25	\$ 22.00	\$ 550.00
102.51	INDIVIDUAL TREE PROTECTION	EA	5	\$ 440.00	\$ 2,200.00
120.1	UNCLASSIFIED EXCAVATION	CY	400	\$ 70.00	\$ 28,000.00
141.1	TEST PIT FOR EXPLORATION	CY	25	\$ 145.00	\$ 3,625.00
151	GRAVEL BORROW	CY	280	\$ 65.00	\$ 18,200.00
156	CRUSHED STONE	TON	20	\$ 60.00	\$ 1,200.00
170	FINE GRADING AND COMPACTIN	SY	1580	\$ 15.00	\$ 23,700.00
201	CATCH BASIN	EA	3	\$ 5,200.00	\$ 15,600.00
220	DRAINAGE STRUCTURE ADJUST	EA	3	\$ 600.00	\$ 1,800.00
222.3	FRAME AND GRATE (OR COVER)	EA	3	\$ 1,100.00	\$ 3,300.00
224.12	12 INCH HOOD	EA	3	\$ 575.00	\$ 1,725.00
241.12	12 INCH REINFORCED CONCRE	FT	60	\$ 150.00	\$ 9,000.00
258	STONE FOR PIPE ENDS	SY	10	\$ 85.00	\$ 850.00
358	GATE BOX ADJUSTED	EA	1	\$ 280.00	\$ 280.00
440	CALCIUM CHLORIDE FOR ROAD	LB	2300	\$ 0.40	\$ 920.00
460	HOT MIX ASPHALT	TON	20	\$ 250.00	\$ 5,000.00
464	ASPHALT EMULSION FOR TACK	GAL	30	\$ 10.00	\$ 300.00
472	HOT MIX ASPHALT FOR MISCEL	TON	10	\$ 300.00	\$ 3,000.00
504	GRANITE CURB TYPE VA4 - STR	FT	1500	\$ 70.00	\$ 105,000.00
504.1	GRANITE CURB TYPE VA4 - CUR	FT	20	\$ 80.00	\$ 1,600.00
509	GRANITE TRANSITION CURB FO	FT	100	\$ 75.00	\$ 7,500.00
509.1	GRANITE TRANSITION CURB FO	FT	20	\$ 90.00	\$ 1,800.00
570.2	HOT MIX ASPHALT CURB TYPE	FT	30	\$ 25.00	\$ 750.00
620.12	GUARDRAIL, TL-2 (SINGLE FACE	FT	37.5	\$ 45.00	\$ 1,687.50
627.82	GUARDRAIL TANGENT END TRE	EA	2	\$ 5,500.00	\$ 11,000.00
691	BALANCE STONE WALL REMOV	FT	15	\$ 250.00	\$ 3,750.00
697.1	SILT SACK	EA	4	\$ 175.00	\$ 700.00
701.2	CEMENT CONCRETE WHEELCH	SY	30	\$ 130.00	\$ 3,900.00
702	HOT MIX ASPHALT WALK SURF	TON	130	\$ 300.00	\$ 39,000.00
703	HOT MIX ASPHALT DRIVEWAY	TON	7.0204	\$ 300.00	\$ 2,106.12
715	RURAL MAILBOX REMOVED AND	EA	5	\$ 250.00	\$ 1,250.00

751	LOAM BORROW	CY	70	\$ 80.00	\$ 5,600.00
765	SEEDING	SY	500	\$ 3.00	\$ 1,500.00
767.121	SEDIMENT CONTROL BARRIER	FT	650	\$ 8.50	\$ 5,525.00
847.1	SIGN SUP (N/GUIDE)+RTE MKR	EA	4	\$ 200.00	\$ 800.00
852	SAFETY SIGNING FOR TRAFFIC	SF	200	\$ 20.00	\$ 4,000.00
853.1	PORTABLE BREAKAWAY BARRICADE	EA	4	\$ 135.00	\$ 540.00
856	ARROW BOARD	DAY	30	\$ 10.00	\$ 300.00
856.12	PORTABLE CHANGEABLE MESSAGE BOARD	DAY	90	\$ 22.00	\$ 1,980.00
859	REFLECTORIZING DRUM	DAY	5000	\$ 0.30	\$ 1,500.00
860.106	6 INCH REFLECTORIZING WHITE	FT	1600	\$ 1.00	\$ 1,600.00
860.112	12 INCH REFLECTORIZING WHITE	FT	150	\$ 2.00	\$ 300.00
874.2	TRAFFIC SIGN REMOVED AND RELOCATED	EA	4	\$ 160.00	\$ 640.00
877.1	SIGN POST REMOVED AND DISPOSED	EA	2	\$ 45.00	\$ 90.00
				SUBTOTAL	\$ 343,668.62
				10% Contingency	\$ 34,366.86
999	POLICE DETAIL				\$ 15,000.00
TOTAL	MassDOT request not to exceed \$500,000				\$ 393,035.48

When developing cost estimates, municipalities may use the State Aid Reimbursable Programs Estimating Tool (SARPET) found online at www.mass.gov/state-aid-reimbursable-programs-estimating-tool.

Do not exceed MassDOT Allowances for Contingency, Construction Engineering Oversight, Mobilization, or Police.

See MassDOT Standard Allowances tab of this document.

Standard MassDOT Item numbers can be found at <https://hwy.massdot.state.ma.us/CPE/ItemSearch.aspx>.

HED-614 (R)

DPW SUPERINTENDENT PAUL GOODWIN
Supervisor/Foreman

4/19/2023
Date



Complete Streets Funding Program – EXHIBIT C – Environmental Punchlist

(Required for Tier 3 Application to be complete. Fill out for each Project location)

Municipality: MIDDLETON MassDOT Highway District #: 4

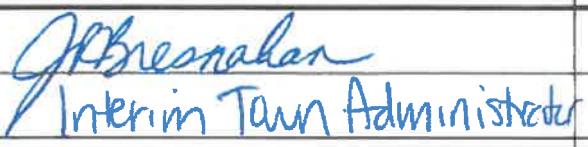
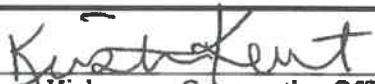
Proposed Work: BOSTON STREET SIDEWALK - WILDWOOD DR. TO ELM ST. - 1,600 LF

NOTE: ALL ENVIRONMENTAL PERMITS / APPROVALS MUST BE OBTAINED PRIOR TO CONSTRUCTION.

1. Will the pavement width increase by four or more feet for one-half or more miles? Yes No X
2. Will the project alter the bank or terrain located ten more feet from the existing roadway for one-half or more miles, unless necessary to install a structure or equipment? Yes No X
3. Will the removal of 5 or more trees with diameters of 14 inches or more be required? Yes No X
4. Will more than 300 ft. of stone wall be removed or altered? Yes No X
5. Will the project involve construction of a parking lot with capacity of 150 cars or more? Yes No X
6. Are any other MEPA review thresholds exceeded (see 301 CMR 11.03)?
If your answer is YES to any of questions 1-6, you must file an Environmental Notification Form (ENF).* Yes No X
7. Will the project be on a "Scenic Road" (Acts of 1973, C. 67)?
If your answer is YES, your Planning Board or Selectmen / City Council must give written consent for cutting / removal of trees or changes to stone walls. Yes No X
8. Have all necessary takings, easements, rights of entry, etc. been completed?
If a county Hearing is required, it must be held prior to starting work. Yes X No
9. Has a Project Notification Form and locus map been submitted to the Massachusetts Historical Commission? Required <https://www.sec.state.ma.us/mhc/mhcdp5/pnf.pdf> Yes X No
10. Is any work proposed in or within 100 ft. of a wetland (stream, pond, swamp, etc.)?*
If your answer is YES, you must file the project with your local Conservation Commission prior to starting work. Yes X No
11. If work is proposed in a wetland or water resource, a permit may be required from the Department of Environmental Protection, Corps of Engineers, etc. Yes X No

Validation

It is recognized that the purpose of this information is to assist the MassDOT Highway Division in approving the Chapter 901 Project Request Form (of which this is a part). Accordingly, the information provided here is intended to be complete and correct with no intentional errors or material omissions. Any action taken by MassDOT Highway Division on the basis of this information shall not legally or financially obligate MassDOT Highway Division to support or defend the municipality, and the municipality shall save harmless MassDOT Highway Division for any action.

Duly Authorized Municipal Officials	Reviewed and Approved for Transmittal by:
 Interim Town Administrator	 Highway or Conservation Officer's Title
Signatures Date <u>5/2/23</u>	Signatures Date <u>4/25/23</u>

This form should be submitted in duplicate with original signatures to the MassDOT Highway District Office.

This form should accompany the Project Request Form.



99 High Street
Boston, MA 02110

Main: 617-330-2000
Fax: 617-330-2001

massdevelopment.com

Via Electronic Mail

September 22, 2023

Katrina O'Leary
Town of Middleton
48 South Main Street
Middleton, MA 01949

RE: Application: FULL-FY24-Middleton-Middleton-01302

Dear Ms. O'Leary:

Thank you for submitting this application to the FY24 Round of the Community One Stop for Growth. The Executive Office of Economic Development (EOED), Executive Office of Housing and Livable Communities (EOHLC), and Massachusetts Development Finance Agency (MassDevelopment) worked together to evaluate all eligible applications and recommended the most ready and highest-impact projects for a grant. This application, submitted by the Town of Middleton, was reviewed by the program(s) that could best serve the project's funding needs.

Maura Healey
Governor

Kim Driscoll
Lieutenant Governor

Yvonne Hao, Chair
Secretary of Economic Development

Dan Rivera
President and CEO

On behalf of the Healy-Driscoll Administration, I am pleased to inform you that a grant in the amount of \$25,000 from the Real Estate Services Technical Assistance Program has been approved to support your project.

The next step is to work with our Real Estate Planning Department to create the scope for your project. A representative from this department will contact you to start the process. At this time, any deviations from funding requested in your application will be discussed. The scoping process will identify the House Doctor consultant(s) that are appropriate for your project and they together with our Planning Department will assist your community.

To obtain this Technical Assistance, the Town must enter a Memorandum of Agreement (MOA) with MassDevelopment. To ensure and understanding of your agreement with MassDevelopment, please review the enclosed template MOA. The specifics of this document will be identified during the scoping process. Once agreed upon, the Town and MassDevelopment will sign the MOA to effectuate the project's scope, schedule, and budget.

If you have questions, please do not hesitate to contact Ben Murphy, Vice President, Real Estate at bwmurphy@massdevelopment.com or (857) 300-3223.

Finally, please note that public announcement of this award is embargoed until the Administration has had the opportunity to formally announce it through a local event and/or media release. Please refrain from sharing or publicizing news about this award outside of your organization until it is officially announced.

Sincerely,

Dan Rivera
President & CEO

Enclosure – Template Memorandum of Agreement