

APPENDIX A

MASSACHUSETTS HISTORICAL COMMISSION
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BOSTON, MASS. 02125
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AUG 03 2023

MASS. HIST. COMM

PROJECT NOTIFICATION FORM

Project Name: Interim pavement and shoulder repairs
Location /Address: Route 2A
City/Town: Concord, Lincoln, Lexington
Project Proponent
Name: Massachusetts Department of Transportation
Address: 10 Park Plaza, Room 4260
City/Town/Zip/Telephone: Boston, MA 02116 / cell phone: 978-325-2094

Agency license or funding for the project (list all licenses, permits, approvals, grants or other entitlements being sought from state and federal agencies).

<u>Agency Name</u>	<u>Type of License or funding (specify)</u>
MassDOT	State Funding

Project Description (narrative):

The scope of work for the proposed state funded interim pavement and shoulder repair project along Route 2A includes mill and pave, center line pavement repairs, placement of dense graded stone at shoulders, placement of loam and seed, selected tree pruning and brush cutting, and restriping. The locations selected for interim repairs along Route 2A pose hazards to motorists and bicyclists and must be addressed as soon as feasible.

Shoulder repairs along Route 2A shall consist of placing **dense graded stone** (grey) at select locations where vehicles leaving the roadway have eroded the edge of pavement and created sheer drop offs of several inches. The coarse aggregate shall consist of hard, durable fragments of stone as described in the enclosed special provision. Fine aggregate shall consist of natural or crushed sand. The dense graded stone shoulder is needed to improve safety at pavement drop off areas and particularly to provide a stabilized edge and refuge area for bicyclists. The dense graded stone shall be compacted so that it is level with the elevation of the finish pavement. Shoulder repair with dense graded stone is proposed at the following locations:

- South side of Route 2A in the vicinity of Bedford Lane/NPS Ranger Station for 518' easterly from Sta. 11+20. (Shown as two separate strips on Sheets 12-13)
- North side of Route 2A at Hanscom Drive for 281' easterly from Sta. 12+00. (Sheet 16)
- North side of Route 2A west of the Paul Revere Capture Site parking lot for 221' easterly from Sta. 30+90. (Sheet 19)
- South side of Route 2A east of Mill Street across from the Paul Revere Capture Site parking lot for 180' easterly from Sta. 34+70. (Sheet 19)
- North side of Route 2A east of Airport Road for 342' easterly from Sta. 172. (Sheet 24).

Shoulder repair at one location will consist of placing **loam and seed** (no dense graded stone) along the north side of Route 2A east of Sunnyside Lane for 374' easterly from Sta. 23+45. (Sheets 9-10)

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Pavement repair shall consist of milling and paving at selected locations at the edges of the existing paved roadway or center line patching at selected locations along the existing paved roadway, except for one location where full width mill and pave is proposed. No widening of the existing paved roadway footprint is proposed. Pavement repair is proposed at the following select locations:

- Full width mill and pave for 1,410' beginning approximately 1,000' east of Brooks Road at Sta. 42+15 and extending easterly to Sunnyside Lane, including mill and pave at existing paved swales at catch basins. (Sheets 6-9)
- Variable width mill and pave along the south side of Route 2A beginning approximately 700' east of Sunnyside Lane at Sta. 19+55 and extending easterly for 685'. (Sheets 10-11)
- Variable width mill and pave along the south side of Route 2A east of Bedford Lane for 100' easterly from Sta. 6+00. (Sheet 13)
- Variable width mill and pave along the south side of Route 2A west of Bedford Road for 100' easterly from Sta. 2+00. (Sheet 14)
- Variable width mill and pave along the south side of Route 2A east of Bedford Road for 247' easterly from Sta. 7+00. (Sheet 15)
- Variable width mill and pave along the north side of Route 2A at Hanscom Drive for 270' easterly from Sta. 15+00. (Sheet 16)
- Pavement repair at center line of Route 2A at Hanscom Drive for 139' easterly from Sta. 16+50. (Sheet 16)
- Variable width mill and pave along the south side of Route 2A beginning approximately 700' east of Hanscom Drive at Sta. 24+35 and extending easterly for 305'. (Sheet 18)
- Variable width mill and pave along the south side of Route 2A west of Mill Street for 301' easterly from Sta. 31+85. (Sheet 19)
- Variable width mill and pave along the north side of Route 2A east of Mill Street for 50' easterly from Sta. 2+85. (Sheet 20)
- Variable width mill and pave along the south side of Route 2A east of Mill Street for 245' easterly from Sta. 6+80. (Sheets 20-21)
- Variable width mill and pave along the south side of Route 2A beginning approximately 1,300' east of Mill Street extending easterly for 611' from Sta. 12+85. (Sheets 21-22)
- Variable width mill and pave along the north side of Route 2A beginning approximately 1,400' east of Mill Street for 115' easterly from Sta. 15+15. (Sheet 22)
- Pavement repair at center line at the Lincoln-Lexington Town Line for 57' easterly from Sta. 20+75 (Sheets 22-23)
- Mill and pave along both sides of Route 2A east of the Lincoln-Lexington Town Line beginning near Sta. 180+60 and extending easterly for 230' along the north side of the roadway and for 201' along the south side. (Sheet 23)

Selective tree trimming and brush cutting is proposed along the south side of Route 2A to improve sight lines east of Bedford Road easterly from Sta. 0+50. The MassDOT Highway Landscape Architect will verify tree pruning and brush cutting in the field and will engage the services of a professional arborist. (Sheet 14)

Restriping to replicate existing lane and shoulder conditions is proposed on Route 2A along the entire project corridor following completion of pavement repairs.

Does the project include demolition? No.

Does the project include rehabilitation of any existing buildings? No.

Does the project include new construction? No.

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Are any historic or archaeological properties known to exist within the project's area of potential impact?

Much of the project corridor along Route 2A is adjacent to the State and National Register-listed Minute Man National Historical Park (MMNHP), as described in various Section 106 consultation documents. Proposed work involves in-kind repairs entirely within the State Highway Layout. A review of the MHC's archaeological maps in MACRIS revealed numerous recorded sites within the MMNHP.

Archaeological and Historical Services, Inc., on behalf of MassDOT, conducted an intensive (locational) archaeological survey as part of the proposed federally funded Route 2A project (#608495). The archaeological survey was conducted between July 11 and July 14, 2023, under State Archaeologist Permit #4277. No significant archaeological resources were identified. A final report will be submitted to the State Historic Preservation Officer.

What is the total acreage of the project area?

Woodland	_____	acres	Productive Resources:		
Wetland	_____	acres	Agriculture	_____	acres
Floodplain	_____	acres	Forestry	_____	acres
Open Space	_____	acres	Mining/Extraction	_____	acres
Developed	_____	acres	Total Project Acreage	_____	Acres

What is the acreage of the proposed new construction?

N/A acres

What is the present land use of the project area?

Please attach a copy of the section of the USGS quadrangle map which clearly marks the project location.

This Project Notification Form has been submitted to the MHC in compliance with 950 CMR 71.00.

Signature of person submitting this form: Jeffrey Shrimpton Date: 8/3/2023
 Name: Jeffrey Shrimpton, Program Engineer for Design, Environmental Section
 Address: Massachusetts Department of Transportation, 10 Park Plaza
 City/Town/Zip: Boston, MA 02116
 Telephone: cell phone 978-325-2094

REGULATORY AUTHORITY

950 CMR 71.00: M.G.L. c. 9, §§ 26-27C as amended by St. 1988, c. 254.