



# Massachusetts Bay Transportation Authority

Deval L. Patrick  
Governor

Timothy P. Murray  
Lt. Governor

James A. Aloisi, Jr.  
Secretary and MBTA Chairman

Daniel A. Grabauskas  
General Manager

May 14, 2009

Richard Doyle, Regional Administrator  
Federal Transit Administration, Region 1  
55 Broadway -- Suite 920  
Cambridge, MA 02142

RE: Wonderland Station – Busway Project  
Categorical Exclusion

Dear Regional Administrator Doyle:

On July 2, 2007, the MBTA submitted a Categorical Exclusion Checklist for the Wonderland Station Busway project. The CE proposed improvements to Wonderland Station including the construction of a new bus facility on Route 1A near Butler Circle in Revere, Massachusetts which is on the opposite side of the station and approximately 200 feet from the existing busway. The project also includes the demolition of the existing busway structure. The project's new facility will replace the existing six bus bays located on the east side of Wonderland Station, currently accessed from Ocean Avenue. In addition to improvements of the busway, the MBTA proposed improvements to the intersection of Butler Circle and the Proposed Busway Entrance, and at the intersection of Route 1A and Wonderland Station Entrance/Exit, to facilitate access for MBTA vehicles. On September 7, 2007, the FTA sent the MBTA a letter in which it stated that the FTA had determined that the specific conditions for a Categorical Exclusion were satisfied.

The CE Checklist explained that the MBTA would be working with MHD and the developer to determine what if any signalization improvements should be implemented along Route 1A. Over the course of the past year, the parties have determined that signalization is warranted at the intersection of Route 1A. Under the new configuration, the existing signalized entrance into the MBTA station will be modified to allow for safe separation of bus, automobile and pedestrian traffic at this intersection. The MBTA will also be providing a left turn lane into the station at this intersection which will eliminate the need for south bound traffic to enter the Butler Circle rotary in order to get access into the station which is the current condition. This will in turn allow the rotary to operate more safely. Additionally because the new busway physically divides the north and south MBTA parking lots and due to safety concerns, it is not possible to provide an internal vehicle link between these two lots it is, therefore, necessary to add a the new entrance into the north lot from Route 1A. Also in order to provide access off the Butler Circle rotary for buses coming into the new busway, we will be constructing a new entrance from the rotary as well as providing lane markings and signage that will provide a separate bus only lane and improve safety at the rotary.

Attached are a set of graphics showing the intersection improvements, including the signal phasing system, for both the busway entrance as well as improvements to the rotary.

As described above, the MBTA's CE Checklist describes that these improvements were being considered at the time the CE was filed; the MBTA has decided that the work on the new busway warrants and would be enhanced by these transit related improvements. The MBTA believes that neither of these improvements increases the scope of the project such that it would

***Driven by Customer Service***

Massachusetts Bay Transportation Authority, Ten Park Plaza, Boston, MA 02116-3974

Richard Doyle, FTA Regional Administrator  
55 Broadway -- Suite 920  
Cambridge, MA 02142  
RE: Wonderland Station – Busway Project CE  
May 14, 2009  
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no longer qualify for the Categorical Exclusion issued by the FTA, and that FTA's September 2007 CE Determination is still appropriate.

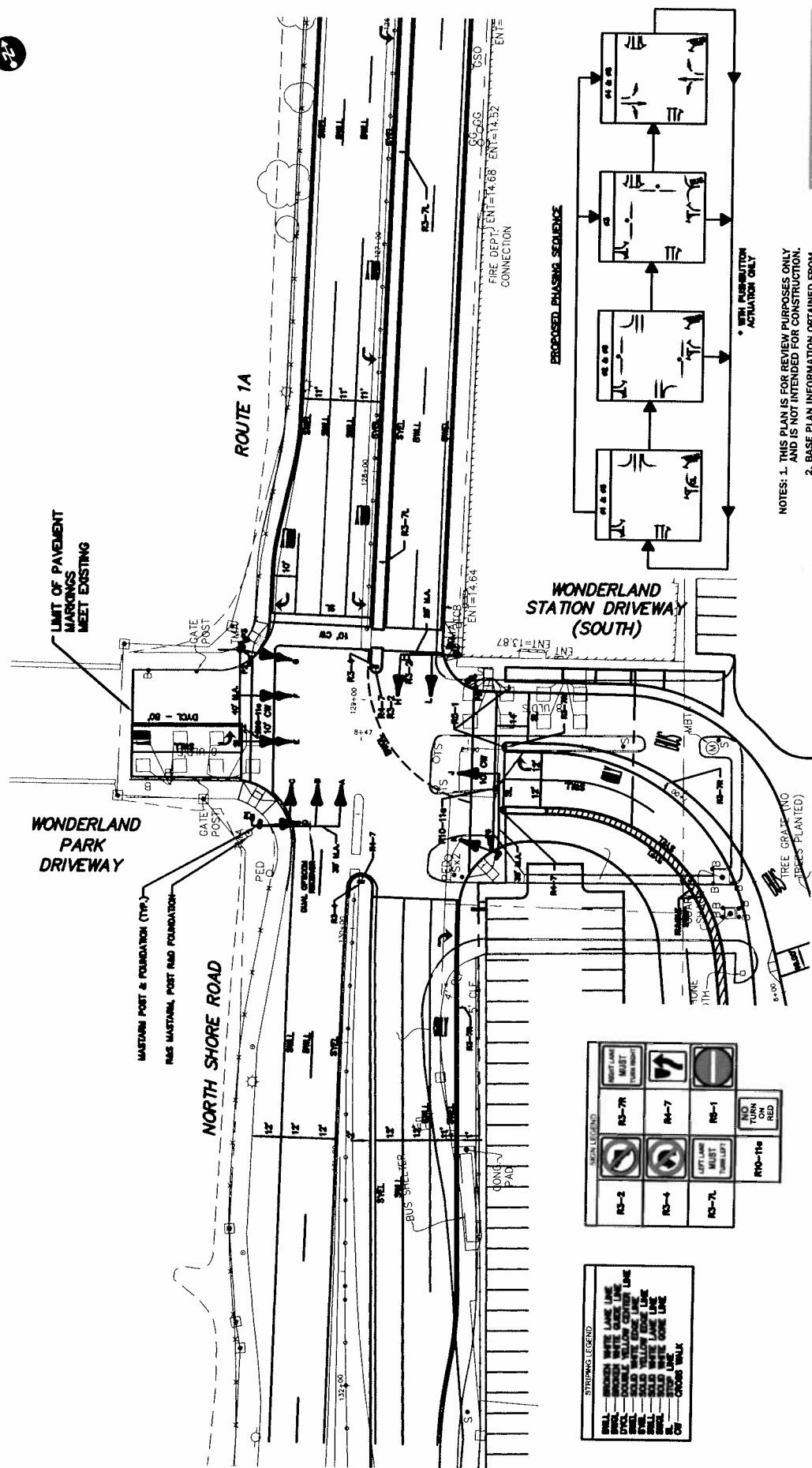
By way of this letter, we seek FTA's concurrence on this determination. The MBTA appreciates the continued assistance and cooperation of the FTA's staff in their efforts to improve the quality of the MBTA's public transportation system. Should you require additional information, please do not hesitate to contact me at 617-222-3126 or by email at [abrennan@mbta.com](mailto:abrennan@mbta.com).

Sincerely,



Andrew D. Brennan  
Director of Environmental Affairs

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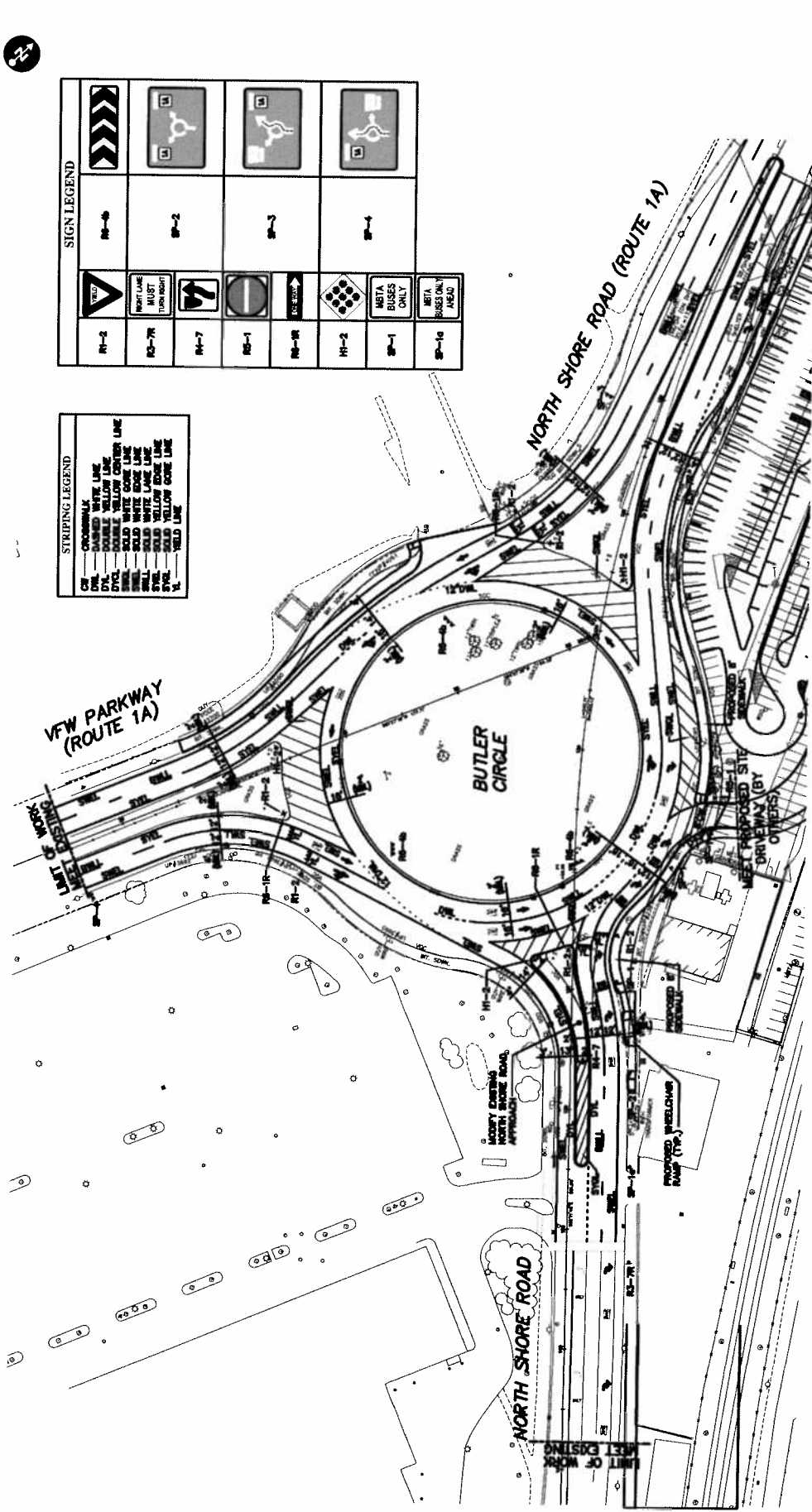


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# Waterfront Square at Revere Beach FEIR



Figure 7-7  
Conceptual Improvement Plan, Route 1A (South Intersection)



**STRIPING LEGEND**

CH	CROWNWALK
DWL	DASHED WHITE LINE
DYL	DOUBLE YELLOW LINE
SL	SINGLE YELLOW LINE
SWL	SOLID WHITE EDGE LINE
SWL	SOLID WHITE EDGE LINE
SWL	SOLID WHITE EDGE LINE
SWL	SOLID WHITE EDGE LINE
SWL	SOLID WHITE EDGE LINE
SWL	SOLID YELLOW EDGE LINE
SWL	SOLID YELLOW EDGE LINE
YL	YIELD LINE

**SIGN LEGEND**

W-1	W-2	W-3	W-4
W-5	W-6	W-7	W-8
W-9	W-10	W-11	W-12
W-13	W-14	W-15	W-16
W-17	W-18	W-19	W-20
W-21	W-22	W-23	W-24
W-25	W-26	W-27	W-28
W-29	W-30	W-31	W-32
W-33	W-34	W-35	W-36
W-37	W-38	W-39	W-40
W-41	W-42	W-43	W-44
W-45	W-46	W-47	W-48
W-49	W-50	W-51	W-52
W-53	W-54	W-55	W-56
W-57	W-58	W-59	W-60
W-61	W-62	W-63	W-64
W-65	W-66	W-67	W-68
W-69	W-70	W-71	W-72
W-73	W-74	W-75	W-76
W-77	W-78	W-79	W-80
W-81	W-82	W-83	W-84
W-85	W-86	W-87	W-88
W-89	W-90	W-91	W-92
W-93	W-94	W-95	W-96
W-97	W-98	W-99	W-100

NOTES: 1. THIS PLAN IS FOR REVIEW PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION.  
 2. BASE PLAN INFORMATION OBTAINED FROM NITCH ENGINEERING AND VAI FIELD MEASUREMENTS.



Waterfront Square at Revere Beach FEIR

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