Key to Descriptions of Projects in the Long-Range Transportation Plan Universe of Projects			
Municipalities	Project Title	MassDOT Highway District Number	Jurisdiction
Bellingham	Ramp Construction and Relocation on I-495 at Route 126	3	MassDOT
Hudson, Marlborough	I-290 / I-495 Reconstruction and Bridge Replacement	3	MassDOT
Framingham	Intersection Improvements at Route 126 and CSX Railroad	3	Municipality
Framingham, Natick	Route 30 (Cochituate Road)	3	Municipality
Marlborough	Reconstruction of Route 20 East	3	Municipality
Milford	Veterans Memorial Drive	3	Municipality
Natick	Route 27 Bridge Replacement (605313)	3	Municipality
Southborough, Westborough	Improvements at I-495 and Route 9 (607701)	3	Municipality
Beverly	Bridge Replacement on Bridge Street (608514)	4	MassDOT
Beverly	Interchange Route 128 and Brimbal Avenue (607727)	4	MassDOT
Beverly, Salem	Drawbridge Replacement on Kernwood Avenue (605276)	4	MassDOT
Concord	Concord Rotary (602091)	4	MassDOT
Concord	Reconstruction and Widening on Route 2 (608015)	4	MassDOT
Lynn, Revere	Route 1A Bridge Reconstruction (608396)	4	MassDOT
Lynnfield, Peabody	Route 128 Capacity Improvements	4	MassDOT
Lynnfield, Reading	I-95 Capacity Improvements	4	MassDOT
Malden, Revere, Saugus	Widening of Route 1 (605012)	4	MassDOT
Peabody	Route 128 Improvements (604638)	4	MassDOT
Saugus	Interchange at Walnut Street and Route 1 (601513)	4	MassDOT
Somerville	McGrath Boulevard (607981)	4	MassDOT
Woburn	Bridge Replacement Washington Street Over I-95	4	MassDOT
Woburn, Reading, Stoneham, Wakefield	I-93 / I-95 Interchange	4	MassDOT
Arlington, Cambridge	Routes 2A and 16		Municipality
Everett	Sweetser Circle	4	Municipality
Lynn	Route 1A / Lynnway / Carroll Parkway	4	Municipality
Lynn	Reconstruction of Western Ave	4	Municipality
Medford	Route 60	4	Municipality
Revere	Mahoney Circle Grade Separation	4	Municipality
Revere	Route 1A / Route 16 Connector	4	Municipality
Revere	Route 1/ Route 16 Connector	4	Municipality
Salem	Reconstruction of Bridge Street (5399)	4	Municipality
Salem	Reconstruction of Route 107 (608927)	4	Municipality
Wilmington	I-93 / Route 125-Ballardvale Road	4	Municipality
Norwood, Foxborough	Route 1 Intersection Signalization	5	MassDOT
Boston	Allston I-90 Viaduct	6	MassDOT
Boston	Cypher Street Extension	6	MassDOT
Boston	SE Expressway Modification at Southampton Interchange	6	MassDOT
Braintree	I-93 / Route 3 Interchange	6	MassDOT
Braintree, Weymouth, Norwell	Route 3 South Widening	6	MassDOT
Canton, Dedham, Norwood	Interchange Improvements at I-93 / I-95		
Newton	Improvements of Route 128 / I-95 & Grove St	6	MassDOT MassDOT
Newton	Newton Corner Rotary	6	MassDOT
Boston	Charlestown Haul Road	6	Massport
Boston	Conley Rail Service	6	Massport
	Summer Street Connector	6	•
Boston	Boardman Street at Route 1A		Massport
Boston Boston	Commonwealth Avenue	6 6	Municipality Municipality
Boston	Northern Avenue Bridge Reconstruction	6	Municipality

District 3 Municipal Projects

Monicipality Project Proposed Interaction Improvements at flower 126/13/MRTA and CX Anisota Interaction Improvements at flower 126/13/MRTA and CX Anisota Interaction Improvements at flower 126/13/MRTA and CX Anisota Interaction of Interaction Improvements at flower 126/13/MRTA and CX Interaction of Interaction Improvements at flower 126/13/MRTA and CX Interaction of Interaction Improvements at flower 126/Interaction Improvements and Interaction of Interaction Improvements Interaction of Interaction Improvements Interaction Interaction Improvements Interaction Interacti	Project Overview	Current Project Information	Notes Use this space to make notes on the project
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Project Details PROJIS # 606109 MassDOT Highway District 3 MAPC Subregion MWRC		access. The project also eliminates a significant congestion	
Project Details PROJIS # 606109 MassDOT Highway District 3 MAPC Subregion MWRC		point in downtown Framingham.	
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	Design Status	rkc approved (2010)	

Cost Estimate	\$115,000,000	DPW REVIEW
LRTP Status	FFY 2026-30	DI W KEVIEW
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	Contracts # 57726 and # 64303	
industry of studies in Froject Area	Downtown Study (BETA, 2009), Downtown Framingham	
	Transit Oriented Development Action Plan (MAPC, 2015),	
	Bicycle and Pedestrian Improvement Plan (2017),	
	Comprehensive Transportation Plan (in progress)	
Relevant Municipal Studies or Plans	comprehensive transportation than (in progress)	
Municipality Commitment and Actions Completed	The City Completed a preliminary "Constructability"	
	Assessment and commissioned a detailed physical model to	
	investigate impacts. The new Mayor and City Council took	
	office in January 2018. The mayor has been briefed and	
	supports the city continuing to investigate and prepare for this	
	project.	
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Municipality Actions Required and Next Steps	The Mayor and city staff are prepared to ask City Council for	
	preliminary design funds in FY2021. In preparation, we are	
	beginning to look at changes to the existing conditions since	
	the 2009 Downtown study was completed including	
	implications for Framingham of conversations around freight,	
	passenger, and commuter rail that are happening at the state	
	and regional level.	
Municipality's Desired Timeframe for the LRTP	At this point, we still expect to be able to advertise this project	
	in FY2026-2030.	
MassDOT Commitment and Actions Completed	Support for continued programming in LRTP; acknowledges	
	that traffic circulation is challenging in downtown	
	Framingham; MassDOT is in support of working with the	
	mayor on this complex project; will have to balance the fiscal	
	constraints of the project when advancing it to programming	
	in the TIP	
MassDOT Actions Required and Next Steps	Municipality should continue to work with Highway District	
	coordinators to keep MassDOT updated on any changes in	
	project scope	
MassDOT's Desired Timeframe for the LRTP	none at this time	

		l., .
Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Framingham/Natick	
Project Proponent	CTPS Study	
Project Name	Route 30 (Cochituate Road) in Framingham and Natick	
Project Description	The project area is a one-mile stretch of Route 30 connecting	
	with I-90 at Interchange 13 at the Framingham-Natick town	
	line. There are 5 signalized intersections in this corridor, and	
	disconnected elements of bicycle and pedestrian subsystems.	
	The project will address safety, congestion, and connectivity	
	issues.	
Project Impacts by MPO Goal Area		
	Two signalized intersections experienced a high number of	
Suicty	crashes, as did a two-way left-turn lane section serving curb-	
	·	
	cuts near Speen Street. Over the 2014-2016 period there were	
	168 crashes, 35 of which involved bodily injury.	
System Preservation	N/A	
Capacity Management and Mobility	There is PM peak period congestion and queuing at several	
	points in the project area. Improved signal timing and	
	driveway consolidation should improve these conditions.	
	,	
Class Ala/Containable Community	The second secon	
Clean Air/Sustainable Community	There are opportunities to improve, extend, and connect	
	existing bicycle/pedestrian circulation elements.	
Transportation Equity	N/A	
-	Route 30 and the associated I-90 Interchange 13 are gateways	
	to an extensive regional commercial and retail concentration.	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	3	
MAPC Subregion	MWRC	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	October 2013	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed		
initing anty Commitment and Actions Completed	no response	
Manufaine like, Askings Descriped and New Character		
Municipality Actions Required and Next Steps	no response	
Manufacture Plants Developed Thomas Co. 15, 1877		
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	The District is aware of the issues along the corridor and	
	would support appropriate improvements along the corridor.	
MassDOT Actions Required and Next Steps	The Towns should continue to work with the District office to	
	keep MassDOT updated on any changes in project scope	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes
,		Use this space to make notes on the project
Municipality	Marlborough	.,
Project Proponent	CTPS Study	
Project Name	Marlborough - Reconstruction of Route 20 East	
Project Description	Route 20 in Marlborough has been documented as a corridor	
	suffering from deterioration, congestion, crash history, and	
	lack of suitable bicycle/pedestrian amenities. Some efforts	
	have been taken to arrest roadway deterioration, but many	
	of the issues remain unaddressed. An early action project	
	that will address key traffic and safety issues is improvements	
	between the intersections of Route 20 with Concord Road	
	and Hosmer Street, a distance of 0.32 miles. The work entails	
	the signalization of the intersection of Route 20 and Concord	
	Road, and widening to four travel lanes and left turn lanes.	
Project Impacts by MPO Goal Area		
Safety	The three intersections in the project area have crash rates	
	well above the State and District averages. Over the 2014-	
	2016 period there were 16 crashes, 2 of which involved bodily	1
	injury.	
System Preservation	N/A	
,		
Capacity Management and Mobility	Adding a lane and other geometric improvements at one	
, , , , , , , , , , , , , , , , , , , ,	intersection, and traffic control improvements throughout	
	the project area will significantly improve traffic flow while	
	upgrading the associated pedestrian systems to modern	
	standards.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	The project area meets equity criteria for minority and	
	limited English proficiency populations, and low income	
	households. Project area residents will benefit primarily from	
	upgraded pedestrian systems.	
Economic Vitality	There are several mini-malls in or near the project area. The	
	proposed geometric improvements will be beneficial to truck	
	proposed geometric improvements will be beneficial to truck movements serving local businesses.	
Project Details		
Project Details PROJIS #		
-	movements serving local businesses. 604231	
PROJIS #	movements serving local businesses. 604231	
PROJIS # MassDOT Highway District	movements serving local businesses. 604231	
PROJIS # MassDOT Highway District MAPC Subregion	movements serving local businesses. 604231 3 MWRC	
PROJIS # MassDOT Highway District MAPC Subregion Design Status	movements serving local businesses. 604231 3 MWRC Conceptual	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate	movements serving local businesses. 604231 3 MWRC Conceptual not available Evaluating for 2020-2024 TIP - project has been separated into 3 separate projects and doesn't meet the criteria for the	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status	movements serving local businesses. 604231 3 MWRC Conceptual not available Evaluating for 2020-2024 TIP - project has been separated	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area	movements serving local businesses. 604231 3 MWRC Conceptual not available Evaluating for 2020-2024 TIP - project has been separated into 3 separate projects and doesn't meet the criteria for the	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area	movements serving local businesses. 604231 3 MWRC Conceptual not available Evaluating for 2020-2024 TIP - project has been separated into 3 separate projects and doesn't meet the criteria for the LRTP. Can be directly funded in TIP. none none	
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PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans Municipality Commitment and Actions Completed Municipality Actions Required and Next Steps Municipality's Desired Timeframe for the LRTP MassDOT Commitment and Actions Completed Municipality's Desired Timeframe for the LRTP MassDOT Commitment and Actions Completed	movements serving local businesses. 604231 3 MWRC Conceptual not available Evaluating for 2020-2024 TIP - project has been separated into 3 separate projects and doesn't meet the criteria for the LRTP. Can be directly funded in TIP. none none FDR January 2009 no response no response The intersection will be done as part of project #608566, which is programmed in fiscal year 2023 with \$2.784 M of Statewide HSIP funding. MassDOT is committed to moving forward with that project. The design is at the pre-25% stage. MassDOT and the designer need to meet with the City to discuss the possible cross-sections under consideration and then will hold a Public Informational Meeting to gather input from the public. The preliminary estimated cost of the project is closer to \$10 million, depending on the cross-section that is advanced, so additional funding for the project will be needed. This would be a priority for the District for fiscal year 2023 or later. The funding year would have to be coordinated with MassDOT's	

Project Overview	Current Project Information	Notes
	,	Use this space to make notes on the project
Municipality	Milford	
Project Proponent	Milford	
Project Name	Veteran's Memorial Drive/Alternate Route	
Project Description	This project would build a new minor arterial roadway roughly	
	parallel to Route 16 bypassing the downtown area in an	
	alignment slightly to the southeast. A multi-use path will be	
	built through the entire corridor, extending an existing path by	
	0.3 miles.	
Project Impacts by MPO Goal Area		
Safety	Nearby connecting roads to the planned new road	
	experienced 27 crashes over the 2014-2016 period, 2 of which	
	involved bodily injury.	
System Preservation	N/A	
Capacity Management and Mobility	Route 16 is a very busy major arterial connecting Milford and	
	neighboring communities with I-495. The capacity of Route 16	
	cannot be appreciably increased, and diverting a portion of	
	Route 16 traffic to an alternate route will improve the	
	functioning of Route 16.	
Clean Air/Sustainable Community	The extension of the Upper Charles Bike Trail will create a	
	convenient connection to the north-south Depot Street	
	corridor. (interim trail has been constructed and installed)	
Transportation Equity	N/A	
Economic Vitality	There is a large amount of commercial activity along Route 16.	
	Allowing regional traffic to use an alternate route will facilitate	
	business activity at Route 16 locations.	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	3	
MAPC Subregion	SWAP	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	Feasibility study, September 2005	
	Comprehensive Study Report, March 2007	
	"FST" Report, October 2012, Phase 1 Alternative Route (Depot Street Extension)	
	,	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	Municipality would like to keep this on the Universe of	
	Projects list.	
	i rojecta iist.	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	The last discussions with the Town on this project was over	
	ten years ago. The District is not aware of any interest in the	
	Town to move this forward.	
MassDOT Actions Required and Next Steps	no response	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Natick	
Project Proponent	MassDOT	
Project Name	Bridge Replacement, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements	
Project Description	The project involves modifying the existing three quadrant cloverleaf interchange to provide a partial cloverleaf ramping system with auxiliary lanes on Route 9. The project includes replacing the substandard bridge, approach work, and drainage improvements and adding bike lanes and sidewalks where the infrastructure does not exist.	
Project Impacts by MPO Goal Area		
	The interchange is the site of an HSIP crash cluster. Roadway	
Salety	geometry and sight distances do not meet modern safety standards. The interchange currently does not accommodate pedestrian and bicycle travel. Over the 2014-2016 period there were 362 crashes, 37 of which involved bodily injury.	
System Preservation	The bridge was built in 1931, and because of advanced deterioration is now on a MassDOT accelerated inspection program.	
Capacity Management and Mobility	The interchange experiences peak-period queuing, resulting in traffic backups onto Route 9. The proposed simplified ramp system and the addition of auxiliary lanes on Route 9 will improve traffic flow through the interchange system. There are currently no compliant sidewalks or bike lanes on the bridge. In fact, only one side of the bridge has sidewalks, which are in deplorable condition. This project will also provide a much needed pedestrian/bicycle link between the neighborhoods north of Route 9 with Natick Center and the	
Clean Air/Sustainable Community	Route 9 experiences localized flooding under this bridge during storms. The capacity of the drainage system will be expanded as part of this project. The sidewalk system will be reconstructed to modern standards, including improved access to MetroWest bus stops.	
Transportation Equity	The project area meets equity criteria for elderly population. Project area residents will benefit primarily from the reconstructed sidewalk system.	
Economic Vitality	The reconstructed interchange will improve truck movements through this area. The project environs has a number of truck dependent commercial activities.	
Project Details		
PROJIS #	605313	
MassDOT Highway District	3	
MAPC Subregion	MWRC	
Design Status	25% design	
Cost Estimate	\$25,793,370	
LRTP Status	FFY 2021-25: evaluating for 2020-2024 TIP	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	FDR May 2011 This is a MassDOT project. The Town is willing and able to	
Municipality Commitment and Actions Completed	This is a MassDOT project. The Town is willing and able to provide any public outreach support/engagement needed.	
Municipality Actions Required and Next Steps	None to the knowledge of the Municipality	
Municipality's Desired Timeframe for the LRTP	FFY 2021 - 25	
MassDOT Commitment and Actions Completed	Support for continued programming in LRTP; project faced some concerns from the public with initial 25% design plans and has since engaged a different designer.	

·	MassDOT hopes to return to the municipality with new plans in 2019. The District is meeting with the Town in March 2019 to discuss the alternatives currently under consideration. The next step would be to present the alternatives to the public in an informational meeting. If there is support for the preferred alternative, the design will begin immediately.	
	Given the poor condition of the bridge, programming in the FY 2020 – 2024 TIP is preferred.	_

Project Overview	Current Project Information	Notes
Troject overview	San Cit : 10 Jeet information	Use this space to make notes on the project
Municipality	Southborough/Westborough	
Project Proponent	MassDOT	
Project Name	Improvements at I-495 and Route 9	
Project Description	This project will reconstruct Route 9 between Computer Drive	
	west of I-495 and Crystal Pond Road east of I-495. The I-495	
	overpasses will be rebuilt and the ramp system will be	
	modified or replaced as appropriate. Bicycle and pedestrian	
	facilities will be added at selected locations.	
Project Impacts by MPO Goal Area		
	The weaving sections within the I-495/Route 9 cloverleaf are	
52.63,	intrinsically unsafe. Over the 2014-2016 period there were 85	
	crashes, 19 of which involved bodily injury.	
System Preservation	The I-495 bridges over Route 9 are at the ends of their useful	
	lives.	
Canacity Management and Mobility	This interchange experiences AM and PM peak-period	
Capacity management and Hobinty	congestion.	
Clean Air/Sustainable Community	There are currently no sidewalks on Route 9. Pedestrian and	
,	bicycle accommodations will be added as practicable.	
	· .	
Transportation Equity	N/A	
Economic Vitality	This interchange is the gateway to an extensive area of diverse	
	industrial and commercial facilities.	
Project Details		
PROJIS #	507704	
IF NOJIJ #	1607701	
	607701 3	
MassDOT Highway District		
MassDOT Highway District MAPC Subregion	3 MWRC	
MassDOT Highway District	3	
MassDOT Highway District MAPC Subregion Design Status	3 MWRC PRC approved (2013)	
MassDOT Highway District MAPC Subregion Design Status Cost Estimate	3 MWRC PRC approved (2013) \$35,000,000	
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District 3 MassDOT Projects

Project Overview	Current Project Information	Notes
	,	Use this space to make notes on the project
Municipality	Bellingham	·
Project Proponent	MassDOT	
Project Name	Ramp Construction and Relocation, I-495 at Route 126	
	(Hartford Avenue)	
Project Description	The project consists of a safety improvement of Hartford	
	Avenue at the interchange of I-495 and Route 126. The	
	project involves modifying the existing half-cloverleaf	
	interchange and replacing the signalized southbound ramps	
	intersection at Route 126. A new slip ramp is also proposed to enhance access to I-495 northbound from Route 126	
	westbound. The Route 126 overpass currently has no	
	sidewalks, and will be modified as part of this project to meet	
	current standards for bicycles and pedestrians.	
	, ,	
Project Impacts by MPO Goal Area		
Safety	This interchange is one of the top 200 crash locations in	
	Massachusetts. Over the 2014-2016 period there were 230	
	crashes, 30 of which involved bodily injury.	
System Preservation	N/A	
Capacity Management and Mobility	Traffic has increased at this location as a result of steady	
	commercial and residential development. The improved	
	interchange design will better accommodate both existing	
	traffic and anticipated increased traffic.	
Clean Air/Sustainable Community	The addition of bicycle and pedestrian facilities to the Route	
Cicum Any Sustainable Community	126 overpass will create a significant new non-motorized	
	transportation link.	
Transportation Equity	·	
Transportation Equity	IN/A	
Economic Vitality	Growth continues in the vicinity of this project, largely	
	because of the availability of land. Improving the safety and	
	capabilities of the existing express highway system will	
	facilitate continued economic growth in this area.	
Project Details	COMPCE	
PROJIS #	604862	
PROJIS # MassDOT Highway District	3	
PROJIS # MassDOT Highway District MAPC Subregion	3 SWAP	
PROJIS # MassDOT Highway District	3	
PROJIS # MassDOT Highway District MAPC Subregion Design Status	3 SWAP PRC approved (2006)	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate	3 SWAP PRC approved (2006) \$22,000,000	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area	3 SWAP PRC approved (2006) \$22,000,000 not currently programmed	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	3 SWAP PRC approved (2006) \$22,000,000 not currently programmed none none	
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Project Overview	Current Project Information	Notes
Bauriain alta.	LL, daga / Maullagas, jak	Use this space to make notes on the project
Municipality	Hudson/Marlborough	
Project Proponent	MassDOT	
Project Name	Reconstruction on I-290 and I-495 and Bridge Replacement	
Project Description	The project involves the replacement of three pairs of bridge	
	decks on I-495 north of the I-290/I-495 interchange: I-495 in	
	both directions over River Road, the Assabet River, and Robin	
	Hill Street. The ramp from I-290 to I-495 NB will also be rebuilt	
	where it crosses the WB Route 85 Connector.	
Project Impacts by MPO Goal Area		
Safety	During the 2014-2016 period there was one single-car crash at	
	this location and it resulted in bodily injury.	
System Preservation	The bridges are at the ends the their useful lives.	
Capacity Management and Mobility	N/A	
Clean Air/Sustainable Community	N/A	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Transportation Equity	N/A	
Transportation Equity	N/A	
Economic Vitality	N/A	
,	,	
Project Details		
PROJIS #	603345	
MassDOT Highway District	3	
MAPC Subregion	MAGIC	
Design Status	Pre-TIP	
Cost Estimate	\$125,000,000	
LRTP Status	not currently programmed but was programmed in previous	
	LRTP	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
internative Actions required and next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	·	
- Communication and rections completed	A designer was assigned to bring the project to the conceptual level and develop preliminary MEPA documents. The ENF was	
	filed in March 2008.	
MassDOT Actions Required and Next Steps		
	FHWA's review of the MEPA documents is required before	
	further action can be taken. However, they won't review any	
	environmental or interchange modification documents until	
	the project appears in the region's financial plan of the LRTP.	
MassDOT's Desired Timeframe for the LRTP		
The second secon	The interchange experiences significant delays and is high	
	crash cluster location. The preliminary cost for the	
	improvements is approximately \$125 million. The District	
	would like to be able to move forward with this project within	
	ten years and would support programming in the 2025 – 2030	
	time band.	
	1	

District 4 Municipal Projects

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Arlington/Cambridge	, , , , , ,
Project Proponent	Needs Assessment	
Project Name	Arlington, Cambridge - Routes 2A/16	
Project Description	This project will design and implement as appropriate safety	
	and operational improvements to the intersection of Routes	
	16 and 2A with a primary focus on providing bus priority into	
	and out of Alewife Station. Route 2 is owned by MassDOT and	
	the intersection is owned by DCR. The project area is in both	
	Cambridge and Arlington	
Project Impacts by MPO Goal Area		
	Over the 2014-2016 period this location experienced 39	
,	crashes, 7 of which involved bodily injury.	
System Preservation		
System Preservation	N/A	
Capacity Management and Mobility	This intersection experiences severe AM and PM peak-period	
	congestion and is an MPO designated bottleneck.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
	•	
Economic Vitality	The economic benefits of reducing congestion delay at this	
	interchange will accrue to the entire region.	
Project Details		
PROJIS#	Pre-PRC	
MassDOT Highway District	4	
MAPC Subregion	ICC	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	There have been some incremental changes to the Route	
	2A/16 intersection as a part of the BRT pilot that took place	
	this past October. DCR owns the intersection here and	
	Cambridge owns the traffic signals. Cambridge changed the	
	lane assignments going westbound and eastbound on Mass	
	Ave at this intersection, and changed the signal phasing to	
	accommodate the new assignments. They made the EB/WB	
	phases a split phase to allow eastbound and westbound traffic	
	to go independently from one another and allow buses to	
	travel EB from Arlington in the new right-turn only lane. The	
	phasing for Route 16/Alewife Brook Parkway did not change.	
	Cambridge has indicated that the signal changes have	
	improved traffic flow and they intend to do additional	
	improvements this spring, specifically to include pavement	
	markings to allow northbound lefts from the center lane and	
	installing upgraded detection to optimize the signal. Long	
	term, Arlington believes that Cambridge plans on upgrading	
	the entire signal system at the intersection.	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	The project proponent has not begun the project initiation	
•	process.	
	•	
MassDOT Actions Required and Next Steps	The project proponent should discuss the project need with	
The state of the s	the District and determine if a federally funded project is	
	appropriate.	
MassDOT's Desired Timeframe for the LRTP	none at this time	
	none at this time	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Everett	
Project Proponent	Public Comment	
Project Name	Everett - Sweetser Circle (Route 16 and Route 99)	
Project Description	This project will study and implement as appropriate safety	
	and operational improvements to the intersection of Route 16	
	and Route 99. The parkway-style interchange is referred to as	
	Sweetser Circle and is owned by the DCR.	
Project Impacts by MPO Goal Area		
	Over the 2014-2016 period this location experienced 81	
Suicty	crashes, 27 of which involved bodily injury.	
	Stastics, 27 or timer inversed boarry injury.	
System Preservation	N/A	
,		
Capacity Management and Mobility	This location experiences severe AM and PM peak-period	
	congestion and is an MPO designated bottleneck.	
Clean Air/Sustainable Community	N/A	
	11/4	
Transportation Equity	IN/A	
Economia Mitalia.	This project is in an area which has some of the most	
Economic Vitality	This project is in an area which has some of the most convenient and cost-effective access the Boston and the	
	Region for commercial activities, including heavy industry.	
	Industrial and commercial activities, including heavy industry.	
	there is some housing creation at and near the edge of the	
	industrial area. The Route 99, and Route 16, Second Street,	
	Marginal Street (in Chelsea) and Eastern Avenue corridor has	
	been designated by the MPO as a Critical Urban Freight	
	Corridor and has been incorporated into the National Highway	
	Freight Network.	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	4	
MAPC Subregion	ICC	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed	
CTPS Studies in Project Area MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none 2016 RSA	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	The project proponent has not begun the project initiation	
	process.	
MassDOT Actions Required and Next Steps	The project proponent should discuss the project need with	
	the District and determine if a federally funded project is	
20 20 2 1 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2	appropriate.	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes
- roject overview	Santant Pojett information	Use this space to make notes on the project
Municipality	Lynn	,
Project Proponent	CTPS Study	
Project Name	Lynn - Route 1A/Lynnway/Carroll Parkway	
Project Description	The project corridor is a DCR-owned urban parkway system in	
	Lynn, extending from the Saugus River at the south to the	
	Nahant Rotary to the east. The commercial and industrial land	
	uses are gradually evolving toward residential and civic land	
	uses. This project will implement design elements to	
	transform Lynnway/Carroll Parkway into an urban boulevard	
	while maintaining its viability as a key regional arterial.	
Project Impacts by MPO Goal Area		
	A recent MPO study has identified safety problems for	
	pedestrians, bicyclists, and vehicles, and has proposed short-	
	term measures to improve safety. Over the 2014-2016 period	
	the project area experienced 464 crashes, 104 of which	
Contract By		
System Preservation	IN/A	
Compathy Richards and Richards	Traffic flow can be improved with improved and discount of the	
Capacity Management and Mobility	Traffic flow can be improved with improved roadway design	
	and signal optimization.	
Clean Air/Sustainable Community	Bicycle and pedestrian accommodations will be improved or	
Clean Air/Sustainable Community		
	established throughout the corridor.	
Transportation Facility	NI/A	
Transportation Equity	IN/A	
Fronomic Vitality	The project corridor is expected to experience sustained	
Economic vicancy	growth in residential and business activity for the foreseeable	
	future. The roadway system must both adapt to and facilitate	
	this process.	
	tins process.	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	4	
MAPC Subregion	ICC	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	June 2016	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	No action at this time, this is a DCR project, please keep in	
	Universe of Projects for later consideration.	
Manufaire life. Askings Described and North Charac		
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LDTD	no reconnece	
Municipality's Desired Timeframe for the LRTP MassDOT Commitment and Actions Completed	no response	
iviasspor Commitment and Actions Completed	The project proponent has not begun the project initiation	
	process.	
MassDOT Actions Populated and Newt Stone	The project proponent should discuss the project need with	
MassDOT Actions Required and Next Steps		
	the District and determine if a federally funded project is	
MaccDOT's Desired Timeframe for the LBTD	appropriate.	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes Use this space to make notes on the project
Municipality	Lynn	ose and space to make notes on the project
Project Proponent	Lynn	
Project Name	Reconstruction of Western Avenue (Route 107)	
Project Description	This project will reconstruct 1.9 miles of Western Avenue	
,,,,,	(Route 107) in Lynn between Centre Street and Eastern	
	Avenue. Work will include roadway pavement	
	reconstruction, drainage improvements, improved design for	
	traffic operations and safety, new signs and pavement	
	markings, and bicycle and ADA-compliant pedestrian	
	improvements.	
	improvements.	
Project Impacts by MPO Goal Area		
Safety	Over the 2014-2016 period the project area experienced 760	
	crashes, 195 of which involved bodily injury.	
System Preservation	Roadway will be completely reconstructed.	
Capacity Management and Mobility	Proposed improvements to intersection design and signal	
	timing will improve LOS to acceptable levels throughout the	
	corridor during AM and PM peak periods. Roadway	
	operational improvements are anticipated to also improve	
	safety. MBTA bus routes 424, 434, and 450 serve this section	
	of Western Avenue. The City will be evaluating transit signal	
	priority and Bus Rapid Transit during the design phase as	
	well as improving bus stop locations throughout the corridor.	
	Brook College Whater was a least of	
Clean Air/Sustainable Community	Bicycle facilities will be incorporated within the project,	
	including separated facilities where feasible.	
Transportation Equity	The project area meets equity criteria for minority, low	
	English proficiency, and disabled populations, and low-	
	income and zero-vehicle households. Project-area residents	
	will benefit primarily from intersection safety improvements	
	and new, corridor-length bicycle lanes.	
Economic Vitality	Western Avenue conveys both transit and vehicular	
	population to and from residences, local businesses, offices,	
	restaurants, and grocery stores along the corridor, as well as	
	providing regional roadway and transit connectivity between	
	Salem and Peabody to the north and Boston to the south.	
	Improving safety, efficiency, and aesthetics along the	
	corridor for all users will further the City of Lynn's goals to	
	promote investment and quality development along	
	Western Avenue and throughout the City. Western Avenue	
	will provide regional access via Route 107 to the One Lynn	
	District, a MassDevelopment Transformative Development	
	Initiative (TDI) district in the City's downtown offering arts-	
	based residential, retail, and diverse restaurant development	
	in proximity to the Central Square MBTA commuter rail	
	station.	
	station.	
Project Details		
PROJIS #	609246	
MassDOT Highway District	4	
MAPC Subregion	ICC	
Design Status	PRC approved December 2018 City finalizing design contract	
_	with its consultant. Pre-25% design expected spring 2019	
Cost Estimate	\$36,205,000	
LRTP Status	Evaluated for 2020-2024 TIP; evaluation score: 70	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
	FDR Completed September 2018; Road Safety Audit	
Relevant Municipal Studies or Plans	Completed September 2018	
ncievant ividincipal studies Of Flatis	completed Jeptember 2010	

Municipality Commitment and Actions Completed	City finalizing design contract with its consultant. Pre-25% design expected spring 2019. City met w/MassDOT and confirmed commitment to advance the project.	
Municipality Actions Required and Next Steps	Execute consultant contract. Begin pre-25% design to include concept level planning and design, community outreach and update functional design report (FDR) in Spring 2019	
Municipality's Desired Timeframe for the LRTP	FFY 26-30	
MassDOT Commitment and Actions Completed	Project recently approved by PRC and is supported by MassDOT.	
MassDOT Actions Required and Next Steps	Municipality is responsible for advancing the design following listing on the LRTP.	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	•	Notes Use this space to make notes on the project
Municipality	Medford	ose this space to make notes on the project
Project Proponent	Needs Assessment	
Project Name	Medford - Route 60	
Project Description	This project will study and implement as appropriate safety	
	and operational improvements to the Route 60 corridor within	
	the municipal boundaries of Arlington and Medford.	
Duniant Immanta hu MADO Caal Avan		
Project Impacts by MPO Goal Area	Over the 2014-2016 period the project area experienced 640	
Salety	crashes, 133 of which involved bodily injury.	
	crasiles, 155 of which involved bodily injury.	
System Preservation	N/A	
Capacity Management and Mobility	This corridor experiences severe AM and PM congestion and	
	this part of Route 60 is an MPO-designated bottleneck	
	location.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
Economic Vitality	Route 60 is an important east-west commercial corridor	
	running roughly parallel with Route 16 on an alignment	
	slightly to the north. Trucks are prohibited on most of Route	
	16 (per DCR). Consequently, Route 60 serves as an important	
	logistic corridor for trucks and light vehicle trying to reach	
	commercial activity.	
Project Details		
PROJIS #	Pre-PRC	
PROJIS # MassDOT Highway District	4	
PROJIS # MassDOT Highway District MAPC Subregion	4 ICC	
PROJIS # MassDOT Highway District MAPC Subregion Design Status	4 ICC Conceptual	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate	4 ICC Conceptual not available	
PROJIS # MassDOT Highway District MAPC Subregion Design Status	4 ICC Conceptual not available not currently programmed	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study,	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate	4 ICC Conceptual not available not currently programmed	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study,	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none Haines Square Complete Streets - in design, funding applied	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none Haines Square Complete Streets - in design, funding applied for: Salem Street/Hadley Court Safe Routes to School early	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none Haines Square Complete Streets - in design, funding applied for: Salem Street/Hadley Court Safe Routes to School early design phase, Winthrop Circle Complete Streets - complete.	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none Haines Square Complete Streets - in design, funding applied for: Salem Street/Hadley Court Safe Routes to School early design phase, Winthrop Circle Complete Streets - complete. High Street at Brooks School - Safe Routes to School - 25%	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none Haines Square Complete Streets - in design, funding applied for: Salem Street/Hadley Court Safe Routes to School early design phase, Winthrop Circle Complete Streets - complete. High Street at Brooks School - Safe Routes to School - 25% design.	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none Haines Square Complete Streets - in design, funding applied for: Salem Street/Hadley Court Safe Routes to School early design phase, Winthrop Circle Complete Streets - complete. High Street at Brooks School - Safe Routes to School - 25%	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans Municipality Commitment and Actions Completed	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none Haines Square Complete Streets - in design, funding applied for: Salem Street/Hadley Court Safe Routes to School early design phase, Winthrop Circle Complete Streets - complete. High Street at Brooks School - Safe Routes to School - 25% design. Medford Square /Main Street Corridor (identified in CTPS Study); preparation of Functional Design Report and 25%	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans Municipality Commitment and Actions Completed	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none Haines Square Complete Streets - in design, funding applied for: Salem Street/Hadley Court Safe Routes to School early design phase, Winthrop Circle Complete Streets - complete. High Street at Brooks School - Safe Routes to School - 25% design. Medford Square /Main Street Corridor (identified in CTPS	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans Municipality Commitment and Actions Completed Municipality Actions Required and Next Steps	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none Haines Square Complete Streets - in design, funding applied for: Salem Street/Hadley Court Safe Routes to School early design phase, Winthrop Circle Complete Streets - complete. High Street at Brooks School - Safe Routes to School - 25% design. Medford Square /Main Street Corridor (identified in CTPS Study); preparation of Functional Design Report and 25%	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans Municipality Commitment and Actions Completed	4 ICC Conceptual not available not currently programmed Medford Square Priority Roadways Improvement Study, December 2018 none none Haines Square Complete Streets - in design, funding applied for: Salem Street/Hadley Court Safe Routes to School early design phase, Winthrop Circle Complete Streets - complete. High Street at Brooks School - Safe Routes to School - 25% design. Medford Square /Main Street Corridor (identified in CTPS Study); preparation of Functional Design Report and 25% design.	
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		congestion. This project may not be needed.	
	Mass DOT Actions Doggins daniel New Character	no reconnec	
MassDOT's Desired Timeframe for the LRTP none at this time	INIASSUUT ACTIONS REQUIRED AND NEXT Steps	no response	
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	MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes
Project Overview	Current Froject information	Use this space to make notes on the project
Municipality	Povoro	ose this space to make hotes on the project
Municipality	Revere	
Project Proponent	MassDOT	
Project Name	Route 1A/Route 16 Connector	
Project Description	This project will realign Route 16 (Revere Beach Parkway) and	
	its junction with Route 1A to the south, placing a 3/4	
	cloverleaf interchange the vicinity of the Global tank farm and	
	the FedEx motor pool. The move without the loop ramp will	
	be accommodated by a new signal on Route 16 allowing left	
	turns from Route 1A southbound to Route 16 eastbound. The	
	current alignment of Route 16 between Winthrop Avenue and	
	Mahoney Circle will be closed and converted into a linear	
	park.	
	park.	
Project Impacts by MPO Goal Area		
Safety	The project will divert traffic from an urban major arterial to a	
	new limited-access facility. The new facility will have an	
	intrinsically safer design. Over the 2014-2016 period the	
	project area experienced 165 crashes, 56 of which involved	
	bodily injury.	
System Preservation	· · ·	
Capacity Management and Mobility	This section of Routes 16 and 1A experience severe congestion	
	during AM and PM peak periods. This improvement will	
	improve traffic flow most notably on Route 16. If a related	
	improvement at the interchange of Routes 16 and 1 is also	
	implemented, traffic on Route 1A that currently uses Route 60	
	to reach Route 1 will be diverted to a short stretch of Route	
	16, significantly improving regional connectivity.	
	, , , , , , , , , , , , , , , , , , , ,	
	11/2	
Clean Air/Sustainable Community	N/A	
Transportation Equity	The MPO has identified this area of Revere as an	
, ,, ,, ,,	environmental justice community of concern. This project will	
	ease a burden on the community by moving regional trips	
	from the local roadways. (2007 LRTP)	
	Ironi the local roadways. (2007 ERTP)	
Economic Vitality	Logan Airport is a linchpin of the regional economy. The Route	
	1A corridor has become the locus of an increasing number of	
	airport support activities such as lodging, car rental, and air	
	cargo facilities. Improvement of this corridor and better	
	integrating it into the regional express highway system will be	
	necessary to accommodate anticipated growth in airport use.	
Project Details		
PROJIS #	Pre-PRC	
MARC Subrogion	ICC	
MAPC Subregion		
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed but was programmed in previous	
	LRTP	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	Project has not advanced. Need is unclear.	
MaccDOT Actions Poquired and Newt Stars	no rosponso	
MassDOT Actions Required and Next Steps	no response	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	•	Notes
		Use this space to make notes on the project
Municipality	Revere	
Project Proponent	MassDOT	
Project Name	Route 1/Route 16 Connector	
Project Description	Provide direct connections from Route 1 southbound to Route	
	16 (Revere Beach Parkway) eastbound and from Route 16	
	westbound to Route 1 northbound. The improvements include	
	a signalized left-turn from Route 1 southbound onto Route 16	
	eastbound and a new entrance ramp from Route 16	
	westbound to Route 1 northbound.	
Project Impacts by MPO Goal Area		
	Over the 2014-2016 period this location experienced 84	
Salety	crashes, 34 of which involved bodily injury. The current	
	interchange is not designed to modern standards, and any	
	reconstruction will result in an improved configuration.	
System Preservation	The Route 1 overpass over Route 16 is approaching the end of	
	its design life and will benefit from any required	
	reconstruction.	
Capacity Management and Mobility	This proposed improvement is related to the new proposed	
,,	interchange between Routes 1A and 16. Completing both	
	these projects will significantly shorten the roadway distance	
	between Logan Airport and Route 1 and reduce traffic on	
	Route 60 to Copeland Circle.	
	·	
Clean Air/Sustainable Community	N/A	
Transportation Equity	The MPO has identified this area of Revere as an	
	environmental justice community of concern. This project will	
	ease a burden on the community by moving regional trips	
	from the local roadways. (2007 LRTP)	
Economic Vitality	The economic benefits of adding new road network	
Economic vitality	connections at this point will accrue to the entire lower north	
	shore.	
Desired Details	siloie.	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	4	
MAPC Subregion	ICC	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed but was programmed in previous	
	LRTP	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
	·	
Municipality Actions Required and Next Steps	no response	
, ,,	'	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	Work may be part of the mitigation for Suffolk Downs.	
Masses Communicate and Actions Completed	work may be part of the initigation for surfor bowns.	
Macapart Antique Paravirad and New Charac		
MassDOT Actions Required and Next Steps	no response	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Salem	
Project Proponent	MassDOT	
Project Name	Reconstruction of Bridge Street, from Flint Street to Washington Street	
Project Description	The proposed project will widen Bridge Street from two to	
Project Description	four travel lanes between Flint Street and the North Street	
	interchange ramps. The project will also include new	
	sidewalks, curbing, drainage, street lighting and trees.	
	sidewalks, earbing, drainage, street lighting and trees.	
Project Impacts by MPO Goal Area		
	Over the 2014-2016 period the study area experienced 35	
Salety	crashes, 11 of which involved bodily injury.	
	crashes, 11 or willer involved bodily injury.	
System Preservation	N/A	
System reservation		
Capacity Management and Mobility	Salem commuter rail station is emerging as an important	
	subregional intermodal hub. This project will improve access	
	for autos, pedestrians, and bicycles.	
Clean Air/Sustainable Community	The project will include the design of bike accommodations,	
,	which will improve air quality	
Transportation Equity	N/A	
Economic Vitality	N/A	
Project Details	5000	
PROJIS #	5399	
PROJIS # MassDOT Highway District	4	
PROJIS # MassDOT Highway District MAPC Subregion	4 NSTF	
PROJIS # MassDOT Highway District MAPC Subregion Design Status	4 NSTF 25% design	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate	4 NSTF 25% design \$24,810,210	
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PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	4 NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none none	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	4 NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none The City Solicitor has reviewed the 1992 MOU for the project	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	4 NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none The City Solicitor has reviewed the 1992 MOU for the project and has determined it no longer applies. This significantly	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	A NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none The City Solicitor has reviewed the 1992 MOU for the project and has determined it no longer applies. This significantly reduces the required width of the project and will minimize	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	A NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none The City Solicitor has reviewed the 1992 MOU for the project and has determined it no longer applies. This significantly reduces the required width of the project and will minimize the impacts on the historic neighborhood, eliminate impact on	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none The City Solicitor has reviewed the 1992 MOU for the project and has determined it no longer applies. This significantly reduces the required width of the project and will minimize the impacts on the historic neighborhood, eliminate impact on the nearby active rail spur, and significantly reduce the overall	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	A NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none none The City Solicitor has reviewed the 1992 MOU for the project and has determined it no longer applies. This significantly reduces the required width of the project and will minimize the impacts on the historic neighborhood, eliminate impact on the nearby active rail spur, and significantly reduce the overall cost of the project (impact on Route 114 bridge abutments	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	A NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none none The City Solicitor has reviewed the 1992 MOU for the project and has determined it no longer applies. This significantly reduces the required width of the project and will minimize the impacts on the historic neighborhood, eliminate impact on the nearby active rail spur, and significantly reduce the overall cost of the project (impact on Route 114 bridge abutments	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans Municipality Commitment and Actions Completed	A NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none The City Solicitor has reviewed the 1992 MOU for the project and has determined it no longer applies. This significantly reduces the required width of the project and will minimize the impacts on the historic neighborhood, eliminate impact on the nearby active rail spur, and significantly reduce the overall cost of the project (impact on Route 114 bridge abutments eliminated).	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans Municipality Commitment and Actions Completed	A NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none The City Solicitor has reviewed the 1992 MOU for the project and has determined it no longer applies. This significantly reduces the required width of the project and will minimize the impacts on the historic neighborhood, eliminate impact on the nearby active rail spur, and significantly reduce the overall cost of the project (impact on Route 114 bridge abutments eliminated). The City of Salem is ready and willing to assist MassDOT with	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans Municipality Commitment and Actions Completed	A NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none none The City Solicitor has reviewed the 1992 MOU for the project and has determined it no longer applies. This significantly reduces the required width of the project and will minimize the impacts on the historic neighborhood, eliminate impact on the nearby active rail spur, and significantly reduce the overall cost of the project (impact on Route 114 bridge abutments eliminated). The City of Salem is ready and willing to assist MassDOT with advancing this project through design, permitting, and	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans Municipality Commitment and Actions Completed Municipality Actions Required and Next Steps	NSTF 25% design \$24,810,210 not currently programmed but was programmed in previous LRTP none none none The City Solicitor has reviewed the 1992 MOU for the project and has determined it no longer applies. This significantly reduces the required width of the project and will minimize the impacts on the historic neighborhood, eliminate impact on the nearby active rail spur, and significantly reduce the overall cost of the project (impact on Route 114 bridge abutments eliminated). The City of Salem is ready and willing to assist MassDOT with advancing this project through design, permitting, and construction.	
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Project Overview	•	Notes If current information is accurate, write "Confirmed"
Municipality	Salem	,
Project Proponent	MassDOT	
Project Name	Reconstruction of Route 107	
Project Description	This project would reconstruct Highland Avenue (Route 107) in Salem between the Lynn city line and Essex Street. Work is anticipated to include roadway pavement reconstruction, drainage improvements, improved design for traffic operations and safety, new signs and pavement markings, and bicycle and ADA-compliant pedestrian improvements. See Note below.	
Project Impacts by MPO Goal Area		
Safety	Over the 2014-2016 period the project area experienced 1,668 crashes, 448 of which involved bodily injury. The reduction in lane width serves as a traffic calming measure and discourages speeding along Route 107. Vehicle clearance intervals were adjusted based on MassDOT standards to reduce the amount of crashes due to conflicts at the signalized intersections. Reducing the travel lane widths and vehicle speeds increases the safety of pedestrians and bicycles in the study area. Introducing and/or enhancing the separate facilities for both bicycles and pedestrians also increases safety because it minimizes the interaction with vehicles.	
System Preservation	N/A	
Capacity Management and Mobility	Signal timing adjustments and optimization reduces the delay experienced by vehicles at signalized intersections along the corridor. New intersection configurations and access controls improve the operations in the area as well.	
Clean Air/Sustainable Community	Improving traffic operations to reduce congestion also reduces emissions. In addition, improved bicycle infrastructure may encourage more people to use a bicycle to travel on the corridor, which will reduce greenhouse gases.	
Transportation Equity	Improvements will be made to improve operations for vehicles and buses along the corridor, as well as to enhance facilities for pedestrians and bicycles.	
	Improved traffic operations, and pedestrian, bicycle and bus accommodations provide multimodal access to businesses in this segment of the study area. Replacing the median guardrail with a landscaped median improves the attractiveness of the study area for business development.	
Project Details		
PROJIS #	608927	
MassDOT Highway District	4	
MAPC Subregion	ICC/NSTF	
Design Status	Pre-25% design	
Cost Estimate	\$38,155,000 (Lynn and Salem combined): Salem only: \$12,452,000	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	Route 107 Corridor Study: Analysis and Multimodal Design of Recommendations Along Route 107 in Salem and Lynn, MA (November 2016).	
Relevant Municipal Studies or Plans	N/A	

Municipality Commitment and Actions Completed	The City of Lynn has initiated a project #609246 that would reconstruct 1.9 miles of the Route 107 corridor. That project has a completed FDR and is being evaluated for inclusion in the 2020-2024 TIP. The City of Salem fully supports the #608927 project. The City will soon be submitting a project for inclusion in the 2020-2024 TIP, that extends the proposed improvements at Essex St and Boston St (terminus of project #609246) on Boston St all the way to, and into, the City of Peabody. The Cost estimate of the Boston St TIP project is \$12,452,000.	
Municipality Actions Required and Next Steps	Submitting to MPO and MassDOT PRC in April 2019	
Municipality's Desired Timeframe for the LRTP	Inclusion in the 2020-2024 TIP	
MassDOT Commitment and Actions Completed	no response	
MassDOT Actions Required and Next Steps	Pre-25% traffic assessment to be completed to assist in determining preferred alternative. RFP will be developed for a design consultant.	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview		Notes
Municipality		Use this space to make notes on the project
Municipality	Wilmington	
Project Proponent	Wilmington	
Project Name	I-93/Route 125/Ballardvale Road	
Project Description	This project will implement low- and medium cost	
	improvements at and near Interchange 41 on I-93 in	
	Wilmington. This interchange serves an extensive regional	
	employment center and peak-period operations are	
	exacerbated by the close proximity of Interchange 40	
	approximately 3000 feet to the south. Implementation of an	
	auxiliary lane may be considered.	
Project Impacts by MPO Goal Area		
Safety	Over the 2014-2016 period this location experienced 207	
	crashes, of which 58 involved bodily injury. Weaving	
	conditions between interchanges 40 and 41 are intrinsically	
	unsafe. Exiting peak period traffic can back up to the mainline.	
	5 Op 11 p 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Custom Duncamentian	N/A	
System Preservation	IN/A	
Capacity Management and Mobility	This project will improve I-93 peak period operations.	
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Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
Economic Vitality	This project will enable continued employment growth in this	
	area.	
Businet Details		
Project Details PROJIS #	Dro DDC	
	Pre-PRC	
MassDOT Highway District MAPC Subregion	NSPC	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	Municipality is not pursuing this project and it can be removed	
The management of the second completed	from the Universe of Projects list.	
Municipality Actions Required and Next Steps	no response	
The state of the s		
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	The project proponent has not begun the project initiation	
·	process.	
MassDOT Actions Required and Next Steps	The project proponent should discuss the project need with	
	the District and determine if a federally funded project is	
	appropriate.	
MassDOT's Desired Timeframe for the LRTP	none at this time	

District 4 MassDOT Projects

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Beverly	
Project Proponent	MassDOT	
Project Name	Bridge Replacement, B-11-001, Bridge Street over Bass River (Hall-Whitaker Drawbridge)	
Project Description	This project will replace or rehabilitate the movable-span Bridge Street bridge over the Bass River.	
Project Impacts by MPO Goal Area	The contains and states along the state of t	
Safety	The weight restriction placed on the bridge prevents fire apparatus from utilizing Bridge Street affecting response time to certain areas of the neighborhood west of the Bass River.	
System Preservation	The current bridge is listed as structurally deficient and is beyond its design life. It has weight restrictions limiting vehicles to less than half their generally permitted vehicle weight. The bridge provides access to one of a total of two routes across the Danvers River into Salem from downtown Beverly.	
Capacity Management and Mobility	The Bridge Street project (TIP project #608348) will enhance capacity and mobility along the entire corridor; and is designed consistent with Complete Street standards. Bridge replacement will ensure Complete Street standards can be implemented throughout the entire corridor.	
Clean Air/Sustainable Community	Large vehicles must travel longer distances due to weight restrictions thereby using more fuel and increasing air pollution.	
Transportation Equity	The current weight restriction forces all truck traffic onto other routes adjacent to Environmental Justice neighborhoods.	
	The bridge is part of the Bridge Street corridor, a regional arterial, providing local and regional access to downtown Beverly. The Bridge Street corridor also provides local and regional access to the Beverly Depot commuter rail station. The area around the station and proximate to the Hall Whitaker Bridge is a priority development area, and the City has sought to encourage economic development in the area. The City has an permit to dredge the Bass River and is seeking funding to complete the dredge project and enhance and grow additional recreational and commercial boating in the Bass River. This is a movable bridge and its reliable operation is critical for commercial and recreational use of the Bass River.	
Project Details		
PROJIS #	608514	
MassDOT Highway District	4	
MAPC Subregion	NSTF	
Design Status	PRC approved	
Cost Estimate	\$34,500,000	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	MAPC prepared Bass River Area Study (2014); City of Beverly has a draft Harbor Plan including the waterfront east of the Bass River with recommendations public & private investment. Including enhancements to the Hall Whitaker Bridge. Beverly Bicycle Plan (2015) identifies bicycle lanes along Bridge Street corridor. Functional Design Report was submitted to MassDOT for the Bridge Street Corridor (2015) associated with TIP project #608348	

Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	MassDOT owned facility. Project approved by PRC. MassDOT Bridge section should be consulted regarding priority.	
MassDOT Actions Required and Next Steps	Consultant should chosen to advance the design pending listing on the LRTP.	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Description The four 12K of	Project Overview	Current Project Information	Notes
Project Description The four 12K of			Use this space to make notes on the project
Interchange Reconstruction at Route 1 28/20x 15 or 8 formation Annex (Phase II) The Route 12 is the 13 interchange improvement Project would modify the costing behind Avenue (Posture Rout and Costure Route 12 is the Dubban Road, two restricts and new ramps on and of the ingliney. The Route 2 rule fluid up office will allevier business and submanished generatives on Route 128, asignent roads which he gives 2 rule fluid up office the second to the area by improving transportation access to potential development and development progress and road of the area by improving transportation access to potential development and development progress of the flower 128 or not neces to real Bearing progress of project Route 128 or not neces to real Bearing progress of project Route 128 or not neces to real Bearing progress of project flower Posture Posture road flower Posture roads which the price of Bearing progress of project roads and the progress of the area by improving transportation access to potential development and development progress of project Route 128 or not neces to real Bearing progress of project Route 128 or not neces to real Bearing progress of project roads and project to real Route Posture Road of project roads and project to real Route Posture Road of project roads and project Posture Road of project roads and project Posture Road of Posture Roa	Municipality	,	
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an expanded interchange as part of fixed 13 Phase II (Full Bullis) (Involves building a bridge from from final Avenue over 6xtet 23 to Dumham Road, two rotates and new ramps on and of the highway. The Phase 2 (Full Bullis) (Propriet will alleviale backups and databanding germetrics on Road 213, additional and appropriate of the highway. The Phase 2 (Full Bullis) (Propriet will alleviale backups and databanding germetrics on Road 213, additional to the project area and Bullish the economic base of the area by improving transportation access to potential development and development parteris. Safety There were 29 crashes over the 2014 2016 period, 9 of which involved budly in jury. There of the resisting ramps to from Road 223 to not meet current design standards for acceptance of the control budges and structures dating. System Preservation This is one of the oldest sections of express highway in the egopo still in use, with stone designs and structures dating. Capacity Management and Mobility. The interchange current part of the high standards for acceptance of the part of the project of the project of the project of the project of the post of the project of the projec		would modify the existing Brimbal Avenue/Sohier Road	
Build involves building a bridge from firmbal Avenue over Rouse 228 to Dunham Roud. Aver ordane and new ramps on and of first highway. The Phase 2 ("All Build) project will all allevies backups and substanding dependency on Rouse 128, slew-vile congestion as float 15, firmbal Avenue and on adjector roads within the project are and rafficial frails and the project are and rafficial frails and the project are and rafficial frails and development purcels. Selfet There were 20 crahes over the 2014-2016 period, 9 of which moved body injury. Three of the existing ramps to from Avenue 228 do not meet current design standards for acceleration of deceleration lengths and curve radius. System Preservation This is one of the oldest sections of express highway in the responsibility of deceleration lengths and curve radius. System Preservation This is one of the oldest sections of express highway in the responsibility and 1950s. Capachty Management and Mobility in the responsibility of the oldest sections of express highway in the responsibility of the oldest sections of express highway in the responsibility of the oldest sections of express highway in the project of the oldest sections of express significant delays during peak periods. Triff to viouse set times extending leyond conducted in 2002 demonstrated active many position had at sess one curring movement that list during the AVI and PAP peak periods. Triff to viouse set times sectioning general for the time. Clean Air/Sustainable Community The project which was a conducted access to existing commercial and residential development. Transportation Equity N/A Economic Vitality Economic Vitality A		Interchange (Exit 19) with Route 128 in Beverly and construct	
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Municipality Actions Required and Next Steps no response		Construction was completed in 2015 and greatly enhanced	
		safety and capacity at the exit and adjacent intersections.	
Municipality's Desired Timeframe for the LRTP no response	Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP no response			
Municipality's Desired Timeframe for the LRTP no response			
	Municipality's Desired Timeframe for the LRTP	no response	

MassDOT Commitment and Actions Completed	Project was initiated by MassDOT. MassDOT is responsible for design. A short term improvement was completed by the City on the southerly side of Route 128 which included roundabouts at Sohier Road and Brimbal Avenue.	
MassDOT Actions Required and Next Steps	MassDOT would advance the design following listing on the LRTP.	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes
The state of the s	Carrent Fojett information	Use this space to make notes on the project
Municipality	Beverly/Salem	,
Project Proponent	MassDOT	
Project Name	Drawbridge Replacement/Rehabilitation, B-11-005=S-01-013, Kernwood Avenue over Danvers River	
Project Description	This project will replace or rehabilitate the movable-span	
Troject bescription	Kernwood Avenue bridge over the Danvers River.	
	Remwood Avenue bridge over the barriers river.	
Project Impacts by MPO Goal Area		
	The current bridge does not meet current standards for	
33.33,	sidewalks, breakdown lanes, or bicycles lanes. Over the 2014- 2016 period there were two crashes at this location, one of which involved bodily injury.	
System Preservation	The current bridge is beyond its design life and does not meet	
System reservation	current roadway standards. It has weight restrictions limiting vehicles to less than half their generally permitted vehicle weight, and it restricts vehicle height to 21 inches lower than a standard truck dry van trailer.	
Capacity Management and Mobility	N/A	
Clean Air/Sustainable Community	NI/A	
Clean Air/Sustamable Community	IN/A	
Transportation Equity	N/A	
Economic Vitality	This is a movable bridge and its reliable operation is critical for commercial and recreational use of the Danvers River	
Project Details		
PROJIS #	605276	
MassDOT Highway District	4	
MAPC Subregion	NSTF	
Design Status Cost Estimate	PRC approved \$47,750,300	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	MassDOT owned facility. Project under preliminary design. MassDOT Bridge section should be consulted regarding priority.	
MassDOT Actions Required and Next Steps	Type Study and Value Engineering will be needed to determine if scope of work should be rehabilitation or replacement.	
MassDOT's Desired Timeframe for the LRTP	none at this time	
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Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Concord	
Project Proponent	Concord	
Project Name	Improvements and Upgrades to Concord Rotary (Routes 2/2A/119)	
Project Description	This proposed project will remove the rotary at the intersection of Route 2, Route 119, Barrett's Mill Road, and Commonwealth Avenue in Concord. All alternatives under consideration include grade separation of Route 2 and an auxiliary westbound lane on Route 2 approaching the proposed interchange. A bridge over Route 2 will connect Commonwealth Avenue with Route 119. The design will have a provision for the extension of the Bruce Freeman Rail Trail.	
Project Impacts by MPO Goal Area		
Safety System Preservation	There were 150 crashes at this location over the 2014-2016 period, 35 of which involved bodily injury. N/A	
Capacity Management and Mobility	This location is a heavily used radial commute route, and experiences significant peak period congestion.	
Clean Air/Sustainable Community	There will be provision for extension of the Bruce Freeman Rail Trail, a multi-use path.	
Transportation Equity		
Economic Vitality	N/A	
Project Details		
PROJIS #	602091	
MassDOT Highway District	4	
MAPC Subregion	MAGIC	
Design Status	25% design	
Cost Estimate LRTP Status	\$103,931,250 not currently programmed but was programmed in previous LRTP	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	District support/priority - Conceptual design study completed. Project design has not advanced since the project is not listed on the LRTP.	
MassDOT Actions Required and Next Steps	Consultant to be chosen by MassDOT to advance design following LRTP listing.	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Concord	
Project Proponent	MassDOT	
Project Name	Reconstruction and Widening on Route 2, from Sandy Pond	
	Road to Bridge over MBTA/B&M Railroad	
	Thoua to Bridge over WBT-4 Betwithamoad	
Project Description	The project will widen Route 2 to three through lanes from	
	the Route 2 bridge over the MBTA/B&M Railroad to Sandy	
	Pond Road, the terminus of the Crosby Corner grade	
	separation project. New traffic signals including an upgraded	
	pedestrian crossing at Route 126 (Walden Street) will be	
	included.	
Project Impacts by MPO Goal Area		
Safety	Pedestrian systems at Route 126 do not conform with current	
	standards. There were 37 crashes over the 2014-2016 period,	
	12 of which involved bodily injury.	
System Preservation	N/A	
Capacity Management and Mobility	The green phase for Route 2 traffic at Route 126 will be	
	available for six lanes of traffic rather than four as it is today.	
	Westbound entering traffic from Crosby's Corner will enter	
	with its own lane, and eastbound traffic will exit to a collector-	
	distributor system.	
	·	
Clean Air/Sustainable Community	Pedestrian access to Walden Pond will be improved	
Transportation Equity	N/A	
Economic Vitality	N/A	
Project Details		
PROJIS #	608015	
MassDOT Highway District	4	
MAPC Subregion	MAGIC	
Design Status	PRC approved (2014)	
Cost Estimate	\$8,000,000	
LRTP Status	not currently programmed	
	7.	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	District priority - Project design has not advanced since the	
	project is not listed on the LRTP.	
MassDOT Actions Required and Next Steps	Consultant will be required to advance design following LRTP	
	listing.	
MassDOT's Desired Timeframe for the LRTP	none at this time	
	none at any time	

Project Overview	Current Project Information	Notes
i i oject overview	Carrent Poject Information	Use this space to make notes on the project
Municipality	Lynn/Revere	ose and space to make notes on the project
Project Proponent	MassDOT	
Project Name	Bridge Reconstruction, L-18-015=R-05-008, Route 1A over	
	Saugus River	
Project Description	This project will replace or rehabilitate the movable-span	
	Route 1A bridge over the Saugus River.	
Project Impacts by MPO Goal Area		
Safety	The current bridge does not meet current standards for	
	sidewalks, breakdown lanes, or bicycles lanes. Over the 2014-	
	2016 period there were 36 crashes, 15 of which involved	
	bodily injury.	
System Preservation	The current bridge is beyond its design life and does not meet	
System reservation	current roadway standards	
	San Sin Coddwdy Standards	
Capacity Management and Mobility	NI/A	
Capacity Management and Mobility		
Class At Journal to Live C	NI/A	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
Economic Vitality	This is a movable bridge and its reliable operation is critical for	
	commercial and recreational use of the Saugus River	
Project Details		
PROJIS #	608396	
MassDOT Highway District	4	
MAPC Subregion	icc	
Design Status	PRC approved	
Cost Estimate	\$74,750,000	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
, completed		
Municipality Actions Required and Next Steps	no response	
indingipality Actions required and Next Steps	ino response	
Municipality's Desired Timeframe for the LBTP	no rosponso	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	MassDOT owned facility. Preliminary Structural Report	
	complete by MassDOT consultant. MassDOT Bridge section	
	should be consulted regarding priority.	
MassDOT Actions Required and Next Steps	Design will advance following listing on the LRTP.	
The state of the s		
	1	1
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Lynnfield/Peabody	
Project Proponent	CTPS Study	
Project Name	Route 128 Capacity Improvements (Lynnfield to Peabody)	
Project Description	This project includes adding a fourth travel lane to the stretch of I-95 between Interchange 41 (Main Street) in Lynnfield and Interchange 44 (US 1) in Peabody.	
Project Impacts by MPO Goal Area		
	The project area experienced 138 crashes over the 2014-2016	
Suicty	period, 24 of which involved bodily injury.	
System Preservation	Bridges in project area have been recently rebuilt and allow the addition of a fourth lane.	
Capacity Management and Mobility	With the completion of this project, the inner circumferential Route 128 corridor will have at least 8 travel lanes throughout its extent from US 1 in the north to the Braintree Split in the south.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
Economic Vitality	N/A	
Project Details		
PROJIS#	Pre-PRC	
MassDOT Highway District	4	
MAPC Subregion	NSTF	
Design Status	Conceptual	
Cost Estimate	\$24,634,000	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	January 2008	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	The project proponent has not begun the project initiation process.	
MassDOT Actions Required and Next Steps	The project proponent should discuss the project need with the District and determine if a federally funded project is	
MassDOT's Desired Timeframe for the LRTP	appropriate. none at this time	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Lynnfield/Reading	
Project Proponent	Lynnfield/Reading	
Project Name	I-95 Capacity Improvements	
Project Description	This project is an early action element of the I-93/I-95	
	Interchange reconstruction and improvement project, PROJIS	
	#605605. Proposed work includes adding a fourth travel lane	
	to the stretch of I-95 between the Interchange 37 (I/93) and	
	Interchange 41 (Main Street) in Lynnfield.	
Duciest Invacate hy NADO Cael Avea		
Project Impacts by MPO Goal Area	The service to the service of 240 and the service to 2044 2046	
Safety	The project area experienced 349 crashes over the 2014-2016	
	period, 90 of which involved bodily injury.	
System Preservation	Bridges in project area have been recently rebuilt and allow	
	the addition of a fourth lane.	
Capacity Management and Mobility	This corridor experiences severe AM and PM peak period	
	congestion and is an MMPO-designated bottleneck.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
Economic Vitality	N/A	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	4	
MAPC Subregion	NSPC	
Design Status	Conceptual	
Cost Estimate	\$10,500,000	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	The project proponent has not begun the project initiation	
•	process. Project #608096 was an early action to the I-93/I-95	
	interchange reconstruction and widened I-95 beyond Route	
	28. That project was estimated to cost \$10.5 million.	
	20. That project was estimated to cost \$10.5 million.	
MassDOT Actions Required and Next Steps	The project proponent should discuss the project need with	
	the District and determine if a federally funded project is	
	appropriate.	
MassDOT's Desired Timeframe for the LRTP		
IMASSION S DESIRED HIMEHAME FOR THE LKTP	none at this time	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Malden, Revere, Saugus	
Project Proponent	MassDOT	
Project Name	Reconstruction and Widening on Route 1, from Route 60 to Route 99	
Project Impacts by MPO Goal Area	This project will widen Route 1 from four to six lanes between Copeland Circle (Route 60) and Route 99. As part of this project, the on- and off-ramps at Salem Street and Lynn Street will be reconstructed to provide acceleration/deceleration lanes, better turning radii, and full turning movements. Also, the connection between Route 99 and Route 1 will be improved by providing a normal right-lane merge from Route 99 northbound to Route 1 northbound. This project area includes a high-crash location at the merge	
	of Routes 1 and 99. There were 283 crashes over the 2014- 2016 period, 89 involving bodily injury. There are numerous design deficiencies in the project area which the project will correct.	
System Preservation		
. , .	The project area is a four-lane section of Route 1 connecting two six-lane sections, resulting in major queue formation during AM and PM peak periods. This is an MPO-designated bottleneck location.	
Clean Air/Sustainable Community		
Transportation Equity Economic Vitality	N/A Immediately north of the project area is a major commercial corridor served primarily by Route 1.	
	. , ,	
Project Details		
PROJIS #	605012	
MassDOT Highway District	4	
MAPC Subregion	ICC	
Design Status	PRC approved	
Cost Estimate	\$172,500,000	
LRTP Status	not currently programmed but was programmed in previous LRTP	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	District priority - Conceptual design study completed. Project design has not advanced since the project is not listed on the LRTP.	
MassDOT Actions Required and Next Steps	Consultant to be chosen by MassDOT to advance design following LRTP listing.	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes
Project Overview	Current Project Information	Use this space to make notes on the project
Municipality	Peabody	and space to make notes on the project
Project Proponent	MassDOT	
Project Name	Mainline Improvements on Route 128 (Phase II)	
Project Description	This project will address safety problems, congestion, and	
,	traffic flow on Route 128 from Interstate 95 in Peabody to	
	Brimbal Avenue in Beverly. The initial stage of the project will	
	be a detailed evaluation of all alternatives for moving	
	additional persons in the corridor. Because of existing safety	
	problems, implementation of improvements may be phased	
	to address more immediate concerns first. The addition of a	
	travel lane in each direction is also included. Bridge work on	
	Route 128 bridge over the Waters River (D-03-008) #607954,	
	is advancing separately.	
Project Impacts by MPO Goal Area		
	The project area includes several high-crash locations. One	
Safety	location experienced 226 crashes over the 2014-2016 period,	
	66 of which involved bodily injury.	
	The state of the s	
System Preservation	This is one of the oldest sections of express highway in the	
	region still in use, with some designs and structures dating	
	from the 1940s and 1950s	
Capacity Management and Mobility	The project area experiences severe AM and PM peak period	
, , , ,	congestion. This corridor is an MPO-designated bottleneck	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
produce to the the	N/A	
Economic Vitality	IN/A	
Project Details		
PROJIS #	604638	
MassDOT Highway District	4	
MAPC Subregion	NSTF	
Design Status	100% design	
Cost Estimate	\$24,031,419	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
As and the Physical Review B. 1991 (1991)		
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	District priority - 100% design completed. Project design has	
Thusse Commitment and Actions Completed	not advanced since the project is not listed on the LRTP.	
	inot davanced since the project is not listed on the LRTP.	
MassDOT Actions Required and Next Steps	MassDOT to update the 100% design following LRTP listing.	
	The appears are 20078 design following Early listing.	
MassDOT's Desired Timeframe for the LRTP	none at this time	
	1 1 1	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Saugus	
Project Proponent	MassDOT	
Project Name	Interchange Reconstruction at Walnut Street and Route 1,	
	includes S-05-016 (Phase II)	
Project Description	The work includes the widening of the Walnut Street (Route 129)	
	Bridge and ramp modifications associated with the widening of	
	Walnut Street Bridge and the reconstruction of the Walnut	
	Street/ Route 1 interchange. The work also includes the design	
	and the construction of four signal systems to be connected in a	
	closed loop system as a part of Route 1 and Walnut Street	
	reconstruction.	
Project Impacts by MPO Goal Area		
	The interchange will be reconstructed to modern standards. The	
Surcey	proposed interchange will be simplified and a complete sidewalk	
	system will be built. Over the 2014-2016 period there were 99	
	crashes at this location, 28 of which involved bodily injury.	
	erasites at this location, 20 or which involved bodily injuly.	
System Preservation	The project will result in a modern interchange and associated	
	sidewalk system.	
Consider Management and Br. 1999	The simplified interchange will reduce source as Boute 4	
Capacity Management and Mobility	The simplified interchange will reduce ramps on Route 1 and consolidate driveways. Access to Walnut Street will be controlled	
	•	
	with signals for certain moves. Signals will be timed to improve	
	traffic flow. Pedestrian access to MBTA bus 429 will be	
	improved.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	The project area meets the equity criteria for elderly and	
	populations with disabilities. Project area residents will benefit	
	primarily from upgraded pedestrian systems.	
Economic Vitality	Route 1 is a thriving commercial corridor and the overall corridor	
•	will benefit from improved traffic flow and safety. The	
	consolidation of driveways may be viewed as commercially	
	detrimental to some individual businesses.	
Project Details		
PROJIS #	601513	
MassDOT Highway District	4	
MAPC Subregion	ICC	
Design Status	75% design	
Cost Estimate	\$19,581,123	
LRTP Status	evaluating for 2020-2024 TIP	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	Traffic/Highway Report, April 2007	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	no response District Priority - High crash location - Project was progressing	
This so I communicate and Actions completed	toward 100% design but was removed from the TIP and LRTP.	
	Ramps are substandard. Pedestrian and bicycle accommodation	
	is lacking.	
	is identify.	
MassDOT Actions Required and Next Steps	MassDOT to update 75% design and advance to 100% design	
·	following LRTP listing.	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes Use this space to make notes on the project
Municipality	Somerville	
Project Proponent	Somerville	
Project Name	McGrath Boulevard Project	
Project Description	The proposed improvements will remove the existing McCarthy Viaduct and replace it with an at-grade urban boulevard approximately 0.7 miles long, from the Gilman Street Bridge in the north to Squires Bridge in the south. The	
	project will provide pedestrian and bicycle accommodation along the length of the reconstructed corridor, and opportunities for dedicated bus lanes / queue jump facilities are being considered. The project will result in more	
	conventional intersection configurations at Washington Street and Somerville Avenue, which currently travel under or next to the viaduct. Removing the viaduct will physically reconnect the neighborhoods of Somerville with more direct vehicle, pedestrian, bicycle, and transit networks.	
Project Impacts by MPO Goal Area		
	Project area crash history is being updated.	
	Three lane-miles of substandard pavement, 1.5 miles of	
,	substandard sidewalk, and a substandard bridge will be improved as part of this project. Eliminating the McCarthy viaduct also will serve to reduce long-term maintenance costs.	
Capacity Management and Mobility	Roadways: The proposed McGrath Boulevard will create conventional intersections that provide clear direction and safer operation for all modes of transportation along the corridor.	
	Transit: MBTA Routes 80 and 88 provide bus service in this corridor, with connections to the MBTA Green Line at Lechmere Station, and will have direct access to the Green Line Extension in the future, connecting the corridor to Boston, Cambridge, and Medford. Removing the viaduct will provide additional connectivity for existing bus routes along and across the proposed McGrath Boulevard. Pedestrians/Bicycles: New sidewalks and bicycle facilities will be provided for the length of the proposed McGrath Boulevard and will connect with the extended Community Path, creating access to a more regional bicycle transportation network. The proposed facilities will provide direct intermodal connections to existing bus routes and the new Green Line Station.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	The project area meets equity criteria for minority, limited English proficiency, and disability populations, and low income and zero-vehicle households. Most of the safety, transit, and bicycle/pedestrian mobility benefits will be realized by project area residents.	
Economic Vitality	The project provides access to the Inner Belt/Brickbottom,	
	Union Square, and Boynton Yards Priority Development Areas in Somerville, which are designated for high-intensity, equitable, transit-oriented mixed-use commercial and residential development. Redeveloping these three areas in Somerville should add 3,000 new housing units (at least 600 of which are permanently affordable to low- and moderate-income households) and an additional 6.5-million square feet of commercial development.	
Project Details		
PROJIS #	607981	
	4	
MassDOT Highway District	•	
MAPC Subregion	ICC	
Design Status	PRC Approved	
Cost Estimate	\$82,500,000	
LRTP Status	FFY 2026-30: evaluating for 2020-2024 TIP	
	Toward a Route 28 Corridor Transportation Plan (2008) and	
CTPS Studies in Project Area	Lower Mystic Regional Working Group (2018)	42

	Grounding McGrath report, December 2013 and Lower Mystic	
MassDOT Studies in Project Area	Regional Working Group (2018)	
	Inner Belt / Brickbottom Plan (2013; MassDOT-funded); Union	
	Square Neighborhood Plan (2015; City of Somerville funded)	
Relevant Municipal Studies or Plans		
Municipality Commitment and Actions Completed	Actions completed: Led community / stakeholder engagement	
	process in partnership with MassDOT	
Municipality Actions Required and Next Steps	Complete 25% design; Complete / file Project Development	
	Report; Initiate NEPA/MEPA filings	
Municipality's Desired Timeframe for the LRTP	FFY 2026-2030	
MassDOT Commitment and Actions Completed	Support for continued programming in LRTP, will have to	Actions completed: Funded and conducted Project
	balance the fiscal constraints of the project when advancing it	Development process, bringing design to approximately 20%
	to programming in the TIP	milestone. Survey has been completed for entire project
		corridor.
MassDOT Actions Required and Next Steps	Municipality should continue to work with Highway District	Complete 25% design; Complete / file Project Development
	coordinators to keep MassDOT updated on any changes in	Report; Initiate NEPA/MEPA filings
	project scope	
MassDOT's Desired Timeframe for the LRTP	none at this time	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Woburn	
Project Proponent	Woburn	
Project Name	Bridge Replacement and Related Work, Washington Street Over I-95 Bridge	
Project Description	This project is an early action element of the I-93/I-95	
	Interchange reconstruction and improvement project, PROJIS	
	#605605. The Washington Street bridge will be reconstructed	
	to accommodate the eventual I-93/I-95 Interchange design.	
Project Impacts by MPO Goal Area		
· · · ·	Over the 2014-2016 period this location experienced 48	
Jaiety	crashes, 11 of which involved bodily injury.	
	crushes, 11 or which involved bodily injury.	
System Preservation	The bridge was built in 1961 and is past its design life.	
,		
Capacity Management and Mobility	N/A	
Clean Air/Sustainable Community	N/A	
Towns and all on Family	21/4	
Transportation Equity	N/A	
Fronomic Vitality	The Washington Street bridge is the central link in a north-	
Economic vicancy	south arterial system that serves the Wilmington-Woburn-	
	Winchester industrial and commercial corridor.	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	4	
MAPC Subregion	NSPC	
Design Status	Conceptual	
Cost Estimate	\$12,200,000	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area Relevant Municipal Studies or Plans	none none	
Municipality Commitment and Actions Completed	no response	
The state of the s		
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	District support. MassDOT owned facility. Project was an	
	early action for the I-93/I-95 interchange but is currently	
	inactive. MassDOT Bridge section should be consulted	
	regarding priority.	
MaccDOT Actions Populated and Newt Stone	Mass DOT to advance the design following LDTD listing	
MassDOT Actions Required and Next Steps	MassDOT to advance the design following LRTP listing.	
MassDOT's Desired Timeframe for the LRTP	none at this time	
INIGOSDOT S DESILEA TIMENAME TOT THE PATE	none at this time	

Project Overview	Current Project Information	Notes
	•	Use this space to make notes on the project
Municipality	Woburn/Reading/Stoneham/Wakefield	ose and space to make notes on the project
Project Proponent	MassDOT	
Project Name	Interchange Improvements to I-93/I-95	
Project Description	This project will completely reconstruct the I-93/I-95	
Troject Bescription	interchange in Reading and Woburn. Safety and traffic flow	
	will be improved with the incorporation of direct connection	
	· · · · · · · · · · · · · · · · · · ·	
	flyover ramps which eliminate weaves and simplify merges.	
	New auxiliary lanes and other improvements throughout the	
	project area will be part of the overall reconstruction.	
Project Impacts by MPO Goal Area		
Safety	Over the 2014-2016 period this interchange experienced	
	1,282 crashes, 344 of which involved bodily injury. The	
	interchange design is obsolete, and safety-related deficiencies	
	will be eliminated in reconstruction. Truck rollovers are a	
	problem because of ramp radii and the high number of trucks	
	using this key regional nexus.	
System Preservation	Many elements of the interchange are at the ends of their	
	design lives.	
Capacity Management and Mobility	Approximately 400,000 vehicles enter this interchange on a	
	typical weekday, and severe congestion is experienced	
	throughout the system during AM and PM peak periods. This	
	interchange is an MPO-designated bottleneck.	
21 21 /2 11 12 21		
Clean Air/Sustainable Community	More intensive use of the various transit services at the	
	nearby Anderson Regional Transportation Center is planned	
	both as construction-phase mitigation and as long-term transit	
	service expansion.	
Transportation Equity	N/A	
Economic Vitality	The economic benefits of reducing congestion delay at this	
Economic vitality	interchange will accrue to the entire region.	
	interestablige will decree to the entire region.	
Project Details		
PROJIS #	605605	
MassDOT Highway District	4	
MAPC Subregion	NSPC	
Design Status	PRC approved (2009)	
Cost Estimate	\$276,708,768	
LRTP Status	not currently programmed but was programmed in previous	
	LRTP	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Doggingd and North Chara-	no rosponso	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	Strong District support/priority - Conceptual design study and	
masses a commitment and actions completed		
1		
	public input completed. Project design has not advanced since	
March 1997 Andrew David Laboratory and Company	public input completed. Project design has not advanced since the project is not listed on the LRTP.	
MassDOT Actions Required and Next Steps	public input completed. Project design has not advanced since the project is not listed on the LRTP. Consultant to be chosen by MassDOT to advance design	
MassDOT Actions Required and Next Steps	public input completed. Project design has not advanced since the project is not listed on the LRTP.	
MassDOT Actions Required and Next Steps MassDOT's Desired Timeframe for the LRTP	public input completed. Project design has not advanced since the project is not listed on the LRTP. Consultant to be chosen by MassDOT to advance design	

District 5 MassDOT Project

Project Overview	Current Project Information	Notes Use this space to make notes on the project
Municipality	Norwood to Foxborough	and space to make notes on the project
Project Proponent	MassDOT	
Project Name	Route 1 Corridor-wide Intersection Signalization/Multi-modal	
,	Improvements	
Project Description	The project is on the US Route 1 corridor between its two	
	interchanges with I-95: interchanges 15 in Westwood and 9 in	
	Walpole. This is a heavily traveled commuter and commercial	
	corridor with many closely spaced curb cuts. There are seven	
	signalized intersection in this corridor, 5 in Norwood and 2 in	
	Walpole. This project could identify and implement as	
	appropriate low- and medium-cost measures to improve	
	safety and traffic operations in this corridor.	
	Constitution of Constitution o	
	Currently MassDOT is conducting a Complete Streets study	
	along this corridor. Preliminary project information would	
	improve multi-modal accommodations at locations with	
	"Highest" or "High" Potential for Everyday Biking score along	
	Route 1. Currently, no existing bicycle facilities accommodate the "interested but concerned" cyclist, who requires	
	separation from the roadway due to high vehicle speeds and	
	ADT. A shared-use path adjacent to Route 1 is ideal, but	
	bicycle and pedestrian facilities will likely vary based on	
	adjacent land uses. This project is based on an ongoing study.	
	Project area and specifications will be determined at the	
	conclusion of the study.	
	constant of the study.	
Project Impacts by MPO Goal Area		
	There are 7 crash clusters, including 2 Top 200 Intersection	
	clusters, in the project area. Over the 2014-2016 period there	
	were 585 crashes, 137 of which involved bodily injury.	
System Preservation	N/A	
Capacity Management and Mobility	The project would increase access to pedestrian facilities and	
	increase access to bicycle facilities for "interested but	
	concerned cyclists."	
Clean Air/Sustainable Community	New daily bicycle and pedestrian trips would provide an air	
	quality benefit.	
Transportation Equity	N/A	
Economic Vitality	This is one of the most important corridors for retail and	
	industrial activity in the region.	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	5 & 6	
MAPC Subregion	TRIC	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	·	
MassDOT Commitment and Actions Completed	no response MassDOT Complete Streets study currently underway	
Communicate and Actions Completed	The streets study currently underway	
MassDOT Actions Required and Next Steps	no response	
masseor Actions required and next steps	no response	
MassPOT's Desired Timeframe for the LDTD	none at this time	
MassDOT's Desired Timeframe for the LRTP	none at this time	

District 6 Municipal Projects

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Boston	
Project Proponent	Boston	
Project Name	Boardman Street at Route 1A	
Project Description	This project will construct an overpass for Route 1A to replace	
	the existing signalized intersection at Boardman Street. Full	
	access between Boardman Street and Route 1A will be	
	provided with a new set of ramps.	
Project Impacts by MPO Goal Area		
Safety	Recent crash experience is not available at this time. Moving	
	the bulk of traffic the overpass will reduce the number of	
	crashes.	
System Preservation	N/A	
Capacity Management and Mobility	This location experiences severe congestion during AM and	
	PM peak periods and is an MPO-designated bottleneck	
	location.	
Clean Air/Sustainable Community	This intersection is particularly challenging for pedestrians and	
-	bicycles. Also, extended engine idling is a major source of local	
	area emissions.	
Towns and all on Fourth	21/4	
Transportation Equity	N/A	
Economic Vitality	The area is gradually evolving and there are now destinations	
Economic vitality	on both sides of Route 1A that grade separation will improve	
	access between. Also, the anticipated redevelopment of	
	Suffolk Downs will add significant traffic at this location.	
2	Surroik Downs will dud significant traine at this location.	
Project Details PROJIS #	Dro DDC	
	Pre-PRC 6	
MassDOT Highway District	ICC	
MAPC Subregion Design Status	Conceptual	
Cost Estimate	\$13,686,000	
LRTP Status	not currently programmed but was programmed in previous	
Little Status	LRTP	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	Project is currently inactive	
Municipality Actions Required and Next Steps	This project may become active with the development of	
	Suffolk Downs	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	No recent activity	
MassDOT Actions Required and Next Steps	No recent activity	
MassDOT's Desired Timeframe for the LRTP	No recent activity	

Project Overview	Current Project Information	Notes
,		Use this space to make notes on the project
Municipality	Boston	the second secon
Project Proponent	Boston	
Project Name		
	Improvements along Commonwealth Avenue (Route 30), from	
	Alcorn Street to Warren/Kelton Streets (Phase 3 and Phase 4)	
Project Description		
	The proposed 1.1 mile project includes full reconstruction of the	
	roadway pavement, sidewalks, curbs and medians. The addition	
	of separated bicycle facilities, retainage of mature trees, drainage upgrades, addition of new urban design and landscape features	
	and traffic signal and lighting upgrades.	
Ducinet Immedia by MADO Cool Aven	and traffic signal and lighting upgrades.	
Project Impacts by MPO Goal Area	The intersection of Commonwealth Avenue at Harvard Avenue is	
Jaiety	an HSIP Bicycle Cluster for 2006-2015 data. There are numerous	
	conflicts and potential conflicts between four heavily used	
	modes: auto, light-rail vehicle, bicycle, and pedestrian. The	
	project will reduce conflicts among all these modes. Signage is	
	deficient or erroneous. Over the 2014-2016 period 38 crashes	
	were reported, 13 of which involved bodily injury. Some	
	additional crashes may not have been reported.	
System Preservation		
	Most city-owned roadway and associated signage and traffic	
Course to Management and Mark title	control systems will be reconstructed to modern standards.	
Capacity Management and Mobility	Signal phases will be optimized for each intersection. Access to	
	the carriage roads and permitted turning movements will be	
	modified to improve traffic flow.	
Clean Air/Sustainable Community	Landscaped medians will be expanded or improved.	
Transportation Equity		
, ,		
	The project area meets equity criteria for minority and limited English proficiency populations, and low-income and zero-vehicle	
	households. Most of the safety, transit, and bicycle/pedestrian	
	mobility benefits will be realized by project area residents.	
Economic Vitality		
	Local businesses depend critically on safe and convenient access	
	by the four major modes serving this corridor.	
Project Details		
PROJIS #	608449	
MassDOT Highway District	6	
MAPC Subregion	ICC	
Design Status	25% design \$31,036,006	
Cost Estimate LRTP Status	evaluating for 2020-2024 TIP	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	FDR January 2016	
Municipality Commitment and Actions Completed		
, , ,	The City is in the process of sub-dividing the original scope of the	
	Commonwealth Avenue Phase 3/4 project into smaller sub-	
	projects. The sub-projects will require a scope that is both in the	
Manufainality, Astions Dominad and Nava Char	MBTA and MassDOT purview.	
Municipality Actions Required and Next Steps		
	The sub-projects will be less than \$20 million and don't add	
	capacity to the transportation system so they would be able to be	
	programmed in the TIP without first being listed in the LRTP	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	no response	
MacaDOT Actions Beautined and New Charac	Acceptance of 259/ Design Culturation Consulation of 259/ D	
MassDOT Actions Required and Next Steps	Acceptance of 25% Design Submission, Completion of 25% Design	
	Review, Approval of Design Exception Report and scheduling of 25% Design Public Hearing	
MassDOT's Desired Timeframe for the LRTP	none at this time	
MIGGSDOT 3 Desired Timenallie IVI the LRTF	mone at this time	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Boston	
Project Proponent	MassDOT/Boston	
Project Name	Bridge Rehabilitation, B-16-184, Northern Avenue over Fort	
	Point Channel	
Project Description	The project will rehabilitate or replace the Northern Avenue	
	bridge. This is a popular pedestrian and bicycle corridor, and	
	active transportation use is assumed. Potential use by peak-	
	direction traffic would require resolution of navigation and	
	associated street geometry issues.	
Project Impacts by MPO Goal Area		
Safety	N/A	
,		
System Preservation	At this time the structure is unsafe for any access.	
,	,	
Capacity Management and Mobility	Traffic on the parallel Seaport Boulevard experiences severe	
	peak period congestion. Restoring traffic across Fort Point	
	Channel via Northern Avenue is considered to be one possible	
	option to relieve Seaport Boulevard congestion.	
Clean Air/Sustainable Community	Expanded non-motorized access to the Seaport is a key factor	
	for ensuring sustainability in the district.	
Transportation Equity	N/A	
Economic Vitality	Expanded non-motorized access to the Seaport is a key factor	
	for accommodating ongoing development in the district.	
Project Details		
PROJIS #	606265	
PROJIS # MassDOT Highway District	6	
PROJIS # MassDOT Highway District MAPC Subregion	6 ICC	
PROJIS # MassDOT Highway District MAPC Subregion Design Status	6 ICC PRC approved	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate	6 ICC PRC approved \$55,000,015	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status	6 ICC PRC approved \$55,000,015 not currently programmed	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area	6 ICC PRC approved \$55,000,015 not currently programmed none	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status	6 ICC PRC approved \$55,000,015 not currently programmed none none	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area	6 ICC PRC approved \$55,000,015 not currently programmed none South Boston Waterfront Sustainable Transportation Plan,	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	6 ICC PRC approved \$55,000,015 not currently programmed none South Boston Waterfront Sustainable Transportation Plan, 2015	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area	6 ICC PRC approved \$55,000,015 not currently programmed none South Boston Waterfront Sustainable Transportation Plan, 2015 The City of Boston is conducting a robust public process	
PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans	6 ICC PRC approved \$55,000,015 not currently programmed none South Boston Waterfront Sustainable Transportation Plan, 2015 The City of Boston is conducting a robust public process around the reuse of Northern Avenue Bridge. The City has	
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PROJIS # MassDOT Highway District MAPC Subregion Design Status Cost Estimate LRTP Status CTPS Studies in Project Area MassDOT Studies in Project Area Relevant Municipal Studies or Plans Municipality Commitment and Actions Completed Municipality Actions Required and Next Steps Municipality's Desired Timeframe for the LRTP	6 ICC PRC approved \$55,000,015 not currently programmed none none South Boston Waterfront Sustainable Transportation Plan, 2015 The City of Boston is conducting a robust public process around the reuse of Northern Avenue Bridge. The City has engaged AECOM and its team of subconsultants to advance several design alternatives. The designs will emerge from the public discourse about the bridge with a focus in achieving four primary objectives: 1) improve mobility 2) strengthen resiliency 3) honor history 4) create destination More information available at: https://www.northernavebridgebos.com/ no response	
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District 6 MassDOT Projects

Project Overview	Current Project Information	Notes Use this space to make notes on the project
Municipality	Boston	and space to make notes on the project
Project Proponent	MassDOT	
Project Name	Replacement of Allston I-90 Elevated Viaduct, B-16-359,	
Toject Nume	including Interchange Reconstruction, Beacon Park commuter	
	rail layover yard, and accommodation for anticipated West	
	Station.	
	Station.	
Project Description	The project involves the complete replacement of the	
	elevated viaduct, realignment of I-90, reconstruction of	
	interchange and connecting ramps, reconstruction of	
	Cambridge Street, reconstruction of Beacon Park Yard to	
	accommodate an MBTA commuter rail layover facility, and	
	accommodation of anticipated of West Station.	
Project Impacts by MPO Goal Area		
Safety	This section of I-90 is not built to modern design standards. It	
	lacks breakdown lanes, an intrinsically unsafe condition. Over	
	the 2014-2016 period there were 326 crashes in the project	
	area, 43 of which involved bodily injury.	
System Preservation	Most elements of the interchange are at the end of their	
	design lives. The interchange will be completely redesigned,	
	and even elements of the current interchange that have been	
	refurbished will not be utilized in the proposed design.	
Consider Management and Mahilita	The averaged interelegate will be used after a set of several activations.	
Capacity Management and Mobility	The proposed interchange will have a set of ramps optimized	
	for anticipated traffic flow, which contrasts with the current	
	design that funneled traffic through a set of formerly manned	
	toll plazas.	
Clean Air/Sustainable Community	Current plans include bicycle and pedestrian accommodations	
,	where practicable throughout the project area.	
Transportation Equity	N/A	
Economic Vitality	The planned bicycle and pedestrian systems are integral to	
	transforming this area from an extensive center of freight rail	
	and regional highway infrastructure to an academic and	
	research community with updated and streamlined	
	transportation infrastructure.	
Project Details		
PROJIS #	606475	
MassDOT Highway District	6	
MAPC Subregion	icc	
Design Status	PRC approved (2011)	
Cost Estimate	\$936,100,000 to \$1,200,000,000	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
. , ,		
Municipality Actions Required and Next Steps	no response	
	p	
Municipality's Desired Timeframe for the LRTP	no response	
	p	

MassDOT Commitment and Actions Completed		
	Macaport has made with the musical Table Faura team in	
	MassDOT has met with the project Task Force team in	
	numerous meetings over the course of 2015, 2016, 2017,	
	2018, and into 2019. Meeting documents are available in the	
	project website:	
	https://www.mass.gov/allston-multimodal-project	
	Fall 2017 - Draft Environmental Impact Report (DEIR)	
	submitted to EEA	
	February 2018 - EEA issued MassDOT a scope of work for a	
	Final Environmental Impact Report (FEIR)	
	2018 - MassDOT contracted an Independent Review Team	
	(IRT) to review the alternatives for the "Throat" Section	
	January 2019 - Secretary Pollack issued a decision on the	
	"Throat" Section, using information compiled by the IRT. The	
	project team will advance the 'Hybrid' Option as the Preferred	
	Alternative for the FEIR.	
MassDOT Actions Required and Next Steps		
	CTPS is currently preparing a Regional Travel Demand Model	
	for Allston with a model year of 2040. Initial results due Spring	
	2019.	
	MassDOT to file the FEIR with EEA in 2019.	
MassDOT's Desired Timeframe for the LRTP		
	The project needs to be programmed into the LRTP, for many	
	1 , , ,	
	reasons including advancing the NEPA Action being filed in	
	Summer 2020 with FHWA and corresponding FONSI or ROD	
	being issued in 2021.	
	Project Design-Build Documents projected for Summer 2021.	
	Funding sources will be a combination of toll revenue, General	
	Obligation Bonds, State Obligation Bonds, and Federal funds.	

Project Overview	Current Project Information	Notes
Troject Overview	Carrent Poject Information	Use this space to make notes on the project
Municipality	Boston	ose and space to make notes on the project
Project Proponent	South Boston Transportation Study	
Project Name	Cypher Street Extension from D Street to E Street and	
,	Reconstruct and Extend E Street from Cypher Street to	
	Summer Street	
Project Description	This project includes reconstruction of Cypher Street from A St	
	to D St, and construction of a new Cypher extension from D St	
	to E St. Cypher Street will be built to standards appropriate	
	for use as a designated truck route. Cypher Street between A	
	St and D St will include new two-way separated bike lanes and	
	new sidewalks. The intersection of Cypher St and South	
	Boston Bypass Road will be designed to accommodate	
	bicyclists and pedestrians.	
Project Impacts by MPO Goal Area		
Safety	The South Boston Waterfront is experiencing strong growth in	
	diverse commercial and residential activities. Truck-dependent	
	freight activities still operate successfully in parts the port	
	area, and some of these industries are experiencing	
	expansion. This route will connect trucks with the Southeast	
	Expressway on a path most removed from the growing	
	commercial and residential areas.	
System Preservation	Cypher and E Streets are local streets, but they will be rebuilt	
	to standards appropriate for heavy trucking.	
Councits Management and Makilita	Deal, novied conception is a much loss at interceptions	
Capacity Management and Mobility	Peak period congestion is a problem at intersections	
	throughout the South Boston Waterfront. Currently, most	
	truck trips need to pass through congested intersections. The proposed corridor serves the industrial areas most directly,	
	and will remove substantial numbers of trucks from congested	
	intersections. This corridor will be open to light vehicles,	
	though use of the Bypass Road may be restricted.	
	though use of the bypass road may be restricted.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
Economic Vitality	The South Boston Bypass Road/Cypher Street/E	
	Street/Summer Street corridor has been designated by the	
	MPO as a Critical Urban Freight Corridor and has been	
	incorporated into the National Highway Freight Network.	
Project Details		
PROJIS #	608807	
MassDOT Highway District	6	
MAPC Subregion	ICC	
Design Status	25% Design	
Cost Estimate	TBD	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	Trucks in the South Boston Waterfront, 2017	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	South Boston Waterfront Sustainable Transportation Plan,	
	2015	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	

MassDOT Commitment and Actions Completed	May 2017 - MassDOT issued Notice to Proceed to Nitch Engineering for Design Services for t his project 2017 - 2018: MassDOT held multiple working group meetings with MassPort, City of Boston, MassDOT and MCCA to gain consensus on the proposed roadway typical section August 2018 - MassDOT received 25% Design Submission October 2018 - MassDOT completed 25% Submission Review 11/13/2018 - 25% Design Public Hearing held	
MassDOT Actions Required and Next Steps MassDOT's Desired Timeframe for the LRTP	75% Submission to be received and Reviewed by MassDOT	

Project Overview	Current Project Information	Notes
Froject Overview	Current Project information	Use this space to make notes on the project
Municipality	Boston	ose and space to make notes on the project
Project Proponent	MassDOT	
Project Name	Boston-Southeast Expressway Modification (Southampton	
	Interchange)	
Project Description	This project will relieve extreme PM peak period queuing at	
	the southbound entrance to the I-93 Southeast Expressway at	
	Interchange 16, Southampton Street/South Bay Center. A fifth,	
	auxiliary lane will be constructed from the Southampton	
	Street on-ramp one-half mile to the Columbia Road off-ramp.	
	This will allow any local traffic to quickly exit the Southeast	
	Expressway, and allow entering traffic destined to points	
	south to merge into general travel lanes over a half-mile	
	stretch of highway.	
Project Impacts by MPO Goal Area		
Safety	The Southeast Expressway does not have breakdown lanes,	
·	creating intrinsically unsafe conditions at all ramps. Over the	
	2014-2016 period the project area experienced 782 crashes,	
	of which 194 resulted in bodily injury.	
Contain Business Inc.	The Reston Street and Descharter Assessed heiden assessed	
System Preservation	The Boston Street and Dorchester Avenue bridges are past	
	their design lives and would be rebuilt as part of this project.	
Capacity Management and Mobility	This location experiences extreme congestion during PM peak	
	periods. Lengthy queues extend back into four distinct	
	approach paths. This is an MPO-designated bottleneck	
	location.	
Clean Air/Sustainable Community	N/A	
Community	ĺ ·	
Transportation Equity	N/A	
Economic Vitality	The economic benefits of reducing congestion delay at this	
	interchange will accrue to the entire region.	
Project Details		
PROJIS #	608128	
MassDOT Highway District	6	
MAPC Subregion	icc	
Design Status	Conceptual	
Cost Estimate	\$143,750,000	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	Improving the Southeast Expressway, a Conceptual Plan, 2012	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	March 2016 - Feasibility Study Report prepared by WSP for	
	MassDOT	
	August 2016 - Comments on Feasibility Study received from	
	FHWA	
MassDOT Actions Required and Next Steps	This project is not Active	
MassDOT's Desired Timeframe for the LRTP	This project is not Active	

Project Overview	Current Project Information	Notes
i Toject Overview	Carrent Poject Information	Use this space to make notes on the project
Municipality	Braintree	ose and space to make notes on the project
Project Proponent	MassDOT	
Project Name	I-93/Route 3 Interchange (Braintree Split)	
Project Description	This project will improve safety and mobility at the Braintree	
Troject bescription	Split by making improvements to the sections of I-93 and	
	Route 3 which connect directly with this interchange.	
	Proposed improvements include the addition of a travel lane,	
	a pair of auxiliary lanes, and associated acceleration lanes. A	
	new entrance ramp is proposed along with restricting the use	
	of an existing ramp.	
	or an existing ramp.	
Project Impacts by MPO Goal Area		
Safety	Over the 2014-2016 period this interchange experienced 639	
	crashes, 195 of which involved bodily injury, placing the	
	interchange #8 on the state's list of top crash cluster locations.	
System Preservation	N/A	
System Heservation		
Capacity Management and Mobility	Over 260,000 vehicles enter this interchange from three	
Capacity Management and Mobility	directions on a typical weekday, and severe congestion is	
	experienced through the system during AM and PM peak	
	periods. This is an MPO-designated bottleneck location.	
	periods. This is all Mir O-designated bottleneck location.	
Clean Air/Sustainable Community	All non-local traffic attempting to use the Quincy Adams Red	
,	Line station parking garage must use the interchange	
	approaches proposed for improvement.	
Transportation Equity	N/A	
Economic Vitality	The economic benefits of reducing congestion delay at this	
	interchange will accrue to the entire region.	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	6	
MAPC Subregion	SSC	
Design Status	Previous LRTP	
Cost Estimate	\$53,289,000	
LRTP Status	not currently programmed but was programmed in previous	
Little Status	LRTP	
CTPS Studies in Project Area		
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	none no response	
Invidence and Actions Completed	lio response	
Municipality Actions Required and Next Steps	no response	
ividincipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	no response In 2016, MassDOT initiated Project 608608 to replace lighting	
Massaci Commitment and Actions Completed		
	at the interchange to improve safety. Project Name is	
	"Highway Lighting Improvements at I-93/Route 3	
	Interchange". The project funded through the STIP at	
	\$9,697,229 and is scheduled for advertisement 6/29/2019.	
MassDOT Actions Required and Next Steps	no response	
MassDOT's Desired Timeframe for the LRTP	none at this time	
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Broject Overview	Current Brainst Information	Notes
Project Overview	Current Project Information	Notes
No. originality	Dunintung //Mauranish /Maurall	Use this space to make notes on the project
Municipality	Braintree/Weymouth/Norwell	
Project Proponent	MassDOT	
Project Name	Route 3 South Widening	
Project Description	Widen Route 3 from two lanes in each direction to three lanes	
	in each direction from Weymouth (Exit 16 at Route 18) to	
	Marshfield (Exit 12 at Route 139). It will restore the shoulder	
	breakdown lanes, provide safety recovery zones, and upgrade	
	interchange acceleration and deceleration lanes. The project	
	-	
	also involves design configuration improvements to the	
	interchange ramps at Exit 12 (Route 139 in Pembroke), related	
	intersection improvements at highway ramps at Exits 13 and	
	15, and upgrading the park-and-ride lot at Exit 14.	
Drainet Immosts by MDO Cool Area		
Project Impacts by MPO Goal Area	0 1 0044 0046 1 111 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Safety	Over the 2014-2016 period the project area experienced 754	
	crashes, 214 of which involved bodily injury. The use of	
	breakdown lanes for peak-period travel, and the concomitant	
	loss of a continuous refuge for stopped vehicles is intrinsically	
	dangerous. Restoration of standard breakdown lanes will	
	provide the major safety enhancement of this project.	
	provide the major safety emiantement of this project.	
System Preservation	N/A	
·		
Canacity Management and Mobility	Peak-period congestion is severe in this corridor, especially	
Capacity Management and Mobility		
	near the Braintree Split. Peak-period use of the breakdown	
	lanes to reduce congestion is problematic.	
Clean Air/Sustainable Community	The park-and-ride lot at exit 14 is an important service point	
Clean Any Sustainable Community		
	for the system of private regional buses.	
Transportation Equity	N/A	
Economic Vitality	N/A	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	6	
MAPC Subregion	SSC	
Design Status	Conceptual	
Cost Estimate	\$800,000,000	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality Actions Required and Next Steps	no response	
Municipality Actions Required and Next Steps	no response	
	·	
Municipality's Desired Timeframe for the LRTP	no response	
	·	
Municipality's Desired Timeframe for the LRTP	no response	
Municipality's Desired Timeframe for the LRTP	no response	
Municipality's Desired Timeframe for the LRTP	no response	
Municipality's Desired Timeframe for the LRTP MassDOT Commitment and Actions Completed	no response No recent activity	
Municipality's Desired Timeframe for the LRTP MassDOT Commitment and Actions Completed	no response No recent activity	
Municipality's Desired Timeframe for the LRTP MassDOT Commitment and Actions Completed	no response No recent activity	

Project Overview	Current Project Information	Notes
Municipality	Canton/Dedham/Norwood	Use this space to make notes on the project
Municipality Project Proponent	Canton/Dedham/Norwood MassDOT	
Project Name	Interchange Improvements at I-95/I-93/University Avenue/I-95 Widening	
Project Description	The I-95/I-93/University Avenue Interchange Improvement Project is divided into two distinct sections. The I-95/I-93/University Avenue Interchange costing extend calonal 28 coultbeautiful from just have 15 the I-93/Route 138	
	section extends along I-93 southbound from just west of the I-93/Route 138 Interchange out to the University Ave entrance ramp on I-95 northbound. Work in this area includes:	
	Replacement of the I-95 northbound clover leaf ramp with a high speed, two lane, direct connect ramp	
	A realigned and improved high speed two-lane, direct connect between I- 93 southbound and I-95 southbound	
	A new entrance ramp from University Avenue to I-93 northbound along the Green Lodge Street ROW. This includes discontinuance of Green Lodge Street	
	west of Elm Street A new exit ramp from I-93 southbound to University Ave.	
	The other section of the project is south of the I-95/I-93 Interchange and includes	
	The construction of a fourth lane, for two miles in the median, of I-95	
	southbound from the I-95/I-93 Interchange to Neponset St The construction of a fourth lane, for one mile in the median of I-95	
	northbound, from Dedham St to the I-93 on ramp.	
Project Impacts by MPO Goal Area		
	The project area includes 6 HSIP crash clusters and experienced 249 total	
	crashes, 53 involving bodily injury over the 2014-2016 period. Substandard loop ramps connecting I-95/I-93 contribute to truck crashes, including truck	
	rollovers as well as Substandard weaving distances between Exit 13 and Exit	
	12 heading SB and between Exit 1 and Exit 13 heading northbound.	
System Preservation	This project is replacing two I-95 structurally deficient bridges that carry 250,000 vehicles a day. These bridges have been shielded for more than 5	
	years and the deterioration is growing exponentially. This project addresses	
	this safety issue.	
Capacity Management and Mobility	The new lane configuration of direct connect fly-over ramps and added lanes	
	will address the severe congestion, high traffic volumes, and weaving conflicts. Currently there is no safe way for a pedestrian or a bicyclist to cross	
	I-95 from one side of the Blue Hills Reservation to the other. This project will	
	develop a separate multiuse path which will connect both sides of the	
	reservation as well as connect the Westwood Route 128 MBTA Station and	
	the University Station development to the northern side of I-95 allowing	
	pedestrians and bicyclists to take mass transit and access new and old park	
	land as well as businesses on the other side of the highway. The project area is an MPO-designated bottleneck.	
Clean Air/Sustainable Community	Installation of new drainage BMPs (best management practices) will help	
	address the salt run-off from the road surface and other suspended solids.	
	The installation of new catch basins, oil/water separation, infiltration basins,	
	drainage swales and new vegetation will address TMDL requirements which are not being met with the existing design. MassDOT has been working with	
	the Town of Westwood's Water Department in trying to lower the high salt	
	readings that have been seen in the wells adjacent to the area. By regrading	
	and installing better drainage management practices, this project will help	
	the environment, adjacent wetland areas and Westwood's watershed supply	
	area with active drinking wells. The new 50-acre passive parkland shows the	
	reduction of impervious cover and will create open water areas, restore	
	vegetated wetland areas and create wildlife / rare species habitat.	
Transportation Equity	The project area meets equity criteria for elderly population. Project area residents will benefit primarily from a planned multiuse path providing	
	expanded bicycle and pedestrian connections.	
Economic Vitality	The project is eligible for FHWA Interstate reimbursement, as well as NHS and	
	HSIP funding. It also complements the active transportation improvements in the adjoining University Station mixed-use development.	
	and adjoining only craitly station mixed-use development.	
Project Details		
PROJIS #	87790	
MassDOT Highway District MAPC Subregion	TRIC	
Design Status	25% design	
Cost Estimate	\$202,205,994	
LRTP Status	not currently programmed but was programmed in previous LRTP	
CTPS Studies in Project Area MassDOT Studies in Project Area	none MEPA DEIR September 2011	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
manuspainty netions nequired and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	See comment letter	
MassDOT Commitment and Actions Completed	2011 - PRC Approval	
	2014 - MassDOT received 25% Submission; Review of Submission was	
	completed, including MassDOT approval of Design Exception Report	
MassDOT Actions Required and Next Steps	Next steps are to secure funding for the project in order to be able to	
	advance reviews by FHWA, including DER and IMR. Once the project is	
MassDOT's Desired Timeframe for the LRTP	programmed, MassDOT can hold a 25% Design Public Hearing. MassDOT would like the project to be programmed on the LRTP. Project may	
massoci s pesiieu miiendille lui tile LRTP	be a good candidate for Design-Build procurement.	
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Project Overview	Current Project Information	Notes
Project Overview	Carrent Project information	Use this space to make notes on the project
Municipality	Newton	and space to make notes on the project
Project Proponent	Newton	
Project Name	Improvements of Route 128/I-95 & Grove St	
Project Description	This project will reconstruct a portion of the northbound	
7	collector-distributor ramp system on I-95/Route 128	
	northbound in the vicinity of Interchange 22 at Grove Street.	
	The on-ramp from Grove Street would become 2-way	
	between Grove Street and a new, signalized intersection that	
	will provide direct access to a new large-scale development	
	above the MBTA's Riverside Station parking lot.	
Project Impacts by MPO Goal Area		
Safety	Over the 2014-2016 period this location experienced 5	
	crashes, 3 of which involved bodily injury.	
System Preservation	N/A	
Capacity Management and Mobility	This improvement will add the local roadway capacity and	
	connectivity necessary to accommodate anticipated project-	
	area development.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
Economic Vitality	This access improvement is a required mitigation measure for	
	the "Station at Riverside" development, EEA #14590. The	
	envisioned housing, commercial, and terminal complex is not	
	feasible with only access from Grove Street.	
Project Details		
PROJIS #	607940	
MassDOT Highway District	6	
MAPC Subregion	ICC	
Design Status	Conceptual	
Cost Estimate	\$10,000,055	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
Municipality a Desired Time from 1 1000		
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	June 2013 - Project Framework Document was prepared by	
	VHB for MassDOT	
	August 1, 2014 - Project Framework Document was sent to	
	FHWA from MassDOT for approval.	
	February 2015 - Interchange Modification Report was	
	prepared by VHB for FHWA	
MassDOT Actions Required and Next Steps	no response	
· · ·		
MassDOT's Desired Timeframe for the LRTP	none at this time	
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Project Overview	Current Project Information	Notes
		If current information is accurate, write "Confirmed"
Municipality	Newton	
Project Proponent	MassDOT	
Project Name	Traffic Signal and Safety Improvements at Interchange 17 (Newton Corner)	
Project Description	Newton Corner is an unusual interchange in that its ramp	
	system is fully and directly integrated into the local roadway	
	system and its dense urban commercial and residential	
	environment. Regional and local traffic is mixed in a small	
	amount of space, including maneuvers in and out of on-street	
	parking, side streets, bus routes, parking garages, and	
	pedestrian crosswalks. This project will evaluate and	
	implement as appropriate low- and medium-cost roadway	
	improvements in this street and ramp system.	
Project Impacts by MPO Goal Area		
	Over the 2014 and 2016 period there were 381 crashes at this	
,	location, 63 of which involved bodily injury.	
System Preservation	N/A	
.,		
Capacity Management and Mobility	Interchange 17 experiences severe AM and PM congestion.	
auracityanagement and intobility	The section of I-90 between interchanges 16 and 17 is an MPO-	
	designated bottleneck location. The operational problems of	
	the Interchange 17 road system directly impact the safety and	
	operations of the connecting sections of I-90.	
Clean Air/Sustainable Community	N/A	
,		
Transportation Equity	N/A	
Fronomic Vitality	Newton Corner is a hub of diverse commercial and	
	institutional activity and residential development. Improving	
	regional and local traffic flow is necessary to maintain and	
	enhance the economic vitality of this location.	
	,	
Project Details		
PROJIS #	609288	
MassDOT Highway District	6	
MAPC Subregion	icc	
Design Status	Conceptual	
Cost Estimate	\$14,000,000	
LRTP Status	not currently programmed	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
The state of the s		
Municipality's Desired Timeframe for the LRTP	no response	
CTPS Studies in Project Area	September 2006, January 2009	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none DRC Approval in December 2019	
MassDOT Commitment and Actions Completed	PRC Approval in December 2018	
MassDOT Actions Required and Next Steps	MassDOT is currently reviewing the scope of work for a	
	consultant and will be issuing NTP for design in Spring 2019.	
	One of the early action items will be for the consultant to	
	conduct a Road Safety Audit.	
MassDOT's Desired Timeframe for the LRTP	none at this time	
IMASSION S DESIRED TIMENAME TOF THE LKTP	none at this time	

District 6 MassPort Projects

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Boston	
Project Proponent		
Project Name	Charlestown Haul Road	
Project Description	This project would construct an off-road truck route on the	
	alignment of a freight spur that leads to Massport's Moran	
	Terminal on the Mystic River near the Tobin Bridge. The	
	freight tracks would be maintained in the pavement of the	
	new roadway, allowing rail or off-road truck access to	
	industrial customers on the Mystic River waterfront.	
	industrial customers on the Mystic River watermont.	
Project Impacts by MPO Goal Area		
Safety	N/A	
System Preservation	N/A	
Capacity Management and Mobility	Industrial customers on this part of the Mystic River	
	waterfront use only trucks. The most active is the operator of	
	the Autoport at Massport's Moran Terminal. Car-carrier trucks	
	haul vehicles 8 or 9 at a time to dealerships in New England.	
	There are no freight capacity issues in the existing travel	
	markets in this area.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
Economic Vitality	The current designated truck route, Chelsea Street, is an MPO-	
	designated Critical Urban Freight Corridor and has been	
	incorporated into the National Highway Freight Network.	
	,,	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	6	
MAPC Subregion	ICC	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
, ,,		
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT/MassPort Commitment and Actions Completed	No recent activity, but keep this project on the Universe list	
MassDOT/MassPort Actions Required and Next Steps	No recent activity	
MassDOT's/MassPort's Desired Timeframe for the LRTP	No recent activity	

Project Overview	Current Project Information	Notes
		Use this space to make notes on the project
Municipality	Boston	
Project Proponent	Control Politicanitae	
Project Name	Conley Rail Service	
Project Description	This project would reconstruct a freight rail spur from the	
	existing track adjacent the South Boston Bypass Road to the	
	Conley container terminal. Service to other industrial	
	customers in this area had been provided by a track running in	
	the middle of East First Street. There is no proposed alignment	
	at this time.	
Project Impacts by MPO Goal Area		
Safety	NI/A	
Salety	IVA	
Contain Buseau ation	NI/A	
System Preservation	IN/A	
Compath Management and Local Mile	Destantia a manianal mantanad ay any aktimity a contain	
Capacity Management and Mobility	Boston is a regional port and ocean shipping containers	
	arriving at Conley Terminal are trucked to locations primarily	
	in eastern Massachusetts, southern New Hampshire, southern	
	Maine, and Rhode Island. Containers using on-dock rail service	
	would be destined for the midwest and beyond, a freight	
	travel market that the port of Boston does not participate in at	
	this time.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
Economic Vitality	N/A	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	6	
MAPC Subregion	ICC	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	not currently programmed, remove from the Universe list	
CTPS Studies in Project Area	Trucks in the South Boston Waterfront, 2017	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	none	
Municipality Commitment and Actions Completed	no response	
Municipality Actions Required and Next Steps	no response	
The state of the s		
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT/MassPort Commitment and Actions Completed	No recent activity, can be removed from the Universe list	
inasse of wasse of Communicing and Actions Completed	ivo recent activity, can be removed from the oniverse list	
AA	No constant the	
MassDOT/MassPort Actions Required and Next Steps	No recent activity	
MassDOT's/MassPort Desired Timeframe for the LRTP	No recent activity	

Municipality Project Proposent South Boston Transportation Study Project Name New Summer Street and Northern Avenue 4 what is today the extens project to Morthern Avenue/Haul Road/Drydock Avenue This project to Morthern Avenue 4 what is today the extens and for the Maspart Haul Road. Drydock Avenue in the Name of the Maspart Haul Road Drydock Avenue in the Name of the Maspart Haul Road avenue/Haul Road Drydock Avenue in the Name of the Maspart Haul Road avenue/Haul Road Drydock Avenue in the Name of the Maspart Haul Road avenue/Haul Road Drydock Avenue in the Name industrial Park would be extended directly west, connecting with the haul Road in a westerly direction and intersecting the new north-south connector. Project Impacts by MPO Goal Area Safety The new connection improves safety because it creates defined routes for trucks and reduces conflict between modes System Preservation N/A Capacity Management and Mobility This new connection will allow trucks and other vehicles to enably rover between the Marine Industrial Park and the envisioned 5 Street/Cypher Street corridor. It will also simplify welful movements between the Marine Industrial Park and the envisioned 5 Street/Cypher Street corridor. It will also simplify welful movements between the Marine Industrial Park and the Maspart Haul Road, which is the most direct route to connect with 1-90 and the Ted Williams Turnel. Clean Air/Sustainable Community N/A Transportation Equity N/A Transportation Equity N/A Transportation Equity N/A Foreign Details Pre-PRC MassOOT Highway District 6 Conceptual Cot testimate not available In Project Area Fuziks in the South Boston Waterfront Sustainable Transportation Plan, Relevant Municipality Commitment and Actions Completed Jordan Studies in Project Area Fuziks in Project Details MassOot MassOot Masterfront Sustainable Transportation Plan, 2015, Raymond Litym Marine Park Master Plan Municipality Commitment and Actions Completed	Project Overview	Current Project Information	Notes
Municipality Boston Project Mane New Summer Street North/South Connector to Northern New Summer Street North/South Connector to Northern New Summer Street North/South Connector to Northern New Summer Street North/South Connection Northern New Summer Street North/South Connection Northern New Summer Street North/South Connection Northern	Toject Overview	current roject mornation	
Project Temponent Project Temponent New Summer Street North/South Connector to Northern Assembly Assem	Municipality	Boston	,
Project Name New Summer Street North/South Connector to Northern Avenue/Haul Road/Drydock Avenue Project Description This project will provide a new north-south connection between Summer Street and Northern Avenue at what is today the eastern end of the Massport Haul Road, Drydock Avenue in the Marine Industrial Park would be extended directly west, connecting with the Haul Road in a westerly direction and intersecting with the Haul Road in a westerly direction and intersecting with the Haul Road in a westerly direction and intersecting with the Haul Road in a westerly direction and intersecting with the Haul Road in a westerly direction and intersecting with the Haul Road in a westerly direction and intersecting with the Haul Road in a westerly direction and intersecting with the Haul Road in a westerly direction and intersecting with the Haul Road in a westerly direction and intersecting with the Haul Road in a westerly direction and intersecting with the Haul Road in a westerly defined routes for trucks and reduces conflict between modes System Preservation N/A Capacity Management and Mobility This new connection will allow trucks and other vehicles to easily travel between the Marine industrial Park and the envisioned Estreet/Crypher Street corridor. It will also simplify whice movements between the Marine industrial Park and the envisioned Estreet/Crypher Street corridor. It will also simplify whice movements between the Marine industrial Park is preserved for marine and industrial Park is preserved for marine and industrial Park is preserved for marine and maintained as efficient logistic corridors. Project Details Pre-PRC			
Project Description This project will provide a new north-south connection between Summer Street and Northern Avenue at what is today the eastern end of the Massport Haul Road, Drydook Avenue in the Marine Industrial Park would be extended directly west, connecting with the Haul Road in a westerly direction and intersecting the new north-south connector. Project Impacts by MPO Goal Area Safety The new connection improves safety because it creates defined routes for trucks and reduces conflict between modes System Preservation N/A Capacity Management and Mobility This new connection will allow trucks and other vehicles to easily travel between the Marine Industrial Park and the envisioned Street/cythey's Street corridor. It will also simplify vehicle movements between the Marine Industrial Park and the envisioned Street/cythey's Street corridor. It will also simplify vehicle movements between the Marine Industrial Park and the Massport Haul Road, which is the most direct route to connect with 1-90 and the Ted Williams Tunnel. Clean Air/Sustainable Community N/A Transportation Equity N/A Economic Vitality The Marine Industrial Park is preserved for marine and industrial cues. Its proximity to the express highway system provides its linking industrial transportation advantage. These connections need to be optimized and maintained as efficient logistic corridors. Project Details Project Details Project Details Project Area Onceptual Contestinate These connections read to be optimized and maintained as efficient logistic corridors. Project Details Project Area Onceptual Contestinate Transportation Fortion to a contestion of the Contestion Park Satuss Conceptual Contestinate Transportation Fortion the South Boston Waterfront, 2017 Aussport and Boston Pinanning and Development Agency have pointly advanced a conceptual delaying this more the option the	Project Name	New Summer Street North/South Connector to Northern	
between Summer's Freet and Northern Avenue at what is today the eastern end of the Masport Haul Road, Drydock Avenue in the Marine Industrial Park would be extended directly west, connecting with the Haul Road in a westerly direction and intersecting the new north-south connector. Project Impacts by MPO Goal Area Safety The new connection improves safety because it creates defined routes for trucks and reduces conflict between modes. System Preservation N/A Capacity Management and Mobility This new connection will allow trucks and other vehicles to easily travel between the Marine industrial Park and the envisioned Extrect Cyndro It will also simplify which movements between the Marine industrial Park and the envisioned Extrect Cyndro It will also simplify which movements between the Marine industrial Park and the Masport Haul Road, which is the most direct crute to connect with I-90 and the Ted Williams Tunnel. Clean Air/Sustainable Community N/A Transportation Equity The Marine industrial Park is preserved for marine and industrial uses. Its proximity to the express highway system provides its industrial enates a distinct competitive advantage. These connections need to be optimized and maritained as efficient logistic corridors. Project Details Pre-PRC MAPS Subregion ICC Consequal C			
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