Table 1:
Long-Range Transportation Plan Universe of Highway Projects

Projects to Consider for Programming in the Transportation Improvement Program

The highway projects listed below are active MassDOT projects that are estimated to cost over $20 million dollars and/or add capacity to the transportation network. These projects are included in the FFY 2020-24 Transportation Improvement Program (TIP) Universe of Projects list and are being considered for programming in the FFY 2020-24 TIP. This table is the same as Table 3 in the FFY 2020-24 TIP Universe of Projects, with the exception that the LRTP evaluation score from the current LRTP, *Charting Progress to 2040* was added.

Municipality	Project Proponent	Project Name	PROJIS/TIP ID	Design Status	Cost Estimate	MAPC Subregion	MassDOT Highway District	TIP/LRTP Evaluation Score	LRTP Status (if applicable)
Inner Core									
Somerville	Somerville	McGrath Boulevard Project	607981	PRC approved	$ 82,500,000	ICC	4	68/13	FFY 2026-30
Boston	Boston	Improvements along Commonwealth Avenue (Route 30), from Alcorn Street to Warren/Kelton Streets (Phase 3 and Phase 4)	608449	25% design	$ 31,036,006	ICC	6	66/0	
Saugus	MassDOT	Interchange Reconstruction at Walnut Street and Route 1, includes S-05-016 (Phase II)	601513	75% design	$ 19,581,123	ICC	4	46/9	
Boston	MassDOT/ Boston	Bridge Rehabilitation, B-16-184, Northern Avenue over Fort Point Channel	606265	PRC approved	$ 55,000,015	ICC	6	Not Scored	
Boston	MassDOT	Replacement of Allston I-90 Elevated Viaduct, B-16-359, including Interchange Reconstruction Beacon Park Yard Layover and West Station	606475	PRC approved (2011)	$936,100,000 to $1,200,000,000	ICC	6	NS/15	
Lynn, Revere	MassDOT	Bridge Reconstruction, L-18-015=R-05-008, Route 1A over Saugus River	608396	PRC approved	$ 74,750,000	ICC	4	Not Scored	
Lynn	Lynn	Reconstruction of Western Avenue (Route 107)	609246	Pre-PRC; PRC-approval expected Dec. 2018	$ 36,205,000	ICC	4	Not Scored	
Malden, Revere, Saugus	MassDOT	Reconstruction and Widening on Route 1, from Route 60 to Route 99	605012	PRC approved	$ 172,500,000	ICC	4	NS/12	
Minuteman Advisory Group on Interlocal Coordination									
Lexington	Lexington	Route 4/225 (Bedford St.) and Hartwell Ave.	na	na	$ 30,557,000	MAGIC	4	NS/14	FFY 2021-25
Concord	Concord	Improvements and Upgrades to Concord Rotary (Routes 2/2A/119)	602091	25% design	$ 103,931,250	MAGIC	4	NS/11	
Concord	MassDOT	Reconstruction and Widening on Route 2, from Sandy Pond Road to Bridge over MBTA/B&M Railroad	608015	PRC approved (2014)	$ 8,000,000	MAGIC	4	Not Scored	
MetroWest Regional Collaborative									
Natick	MassDOT	Bridge Replacement, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements	605313	25% design	$ 25,793,370	MWRC	3	58/13	FFY 2021-25
Framingham	Framingham	Intersection Improvements at Route 126/135/MBTA and CSX Railroad	606109	PRC approved (2010)	$ 115,000,000	MWRC	3	NS/11	FFY 2026-30

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Municipality	Project Proponent	Project Name	PROJIS/TIP ID	Design Status	Cost Estimate	MAPC Subregion	MassDOT Highway District	TIP/LRTP Evaluation Score	LRTP Status (if applicable)
MetroWest Regional Collaborative									
Southborough, Westborough	MassDOT	Improvements at I-495 and Route 9	607701	PRC approved (2013)	$ 35,000,000	MWRC	3	NS/10	
North Suburban Planning Council									
Woburn, Reading, Stoneham, Wakefield	MassDOT	Interchange Improvements to I-93/I-95	605605	PRC approved (2009)	$ 276,708,768	NSPC	4	NS/13	
North Shore Task Force									
Peabody	MassDOT	Mainline Improvements on Route 128 (Phase II)	604638	100% design	$ 24,031,419	NSTF	4	36/10	
Beverly	Beverly	Interchange Reconstruction at Route 128/Exit 19 at Brimbal Avenue (Phase II)	607727	PRC approved (2014)	$ 23,000,000	NSTF	4	NS/8	
Beverly	MassDOT	Bridge Replacement, B-11-001, Bridge Street over Bass River (Hall-Whitaker Drawbridge)	608514	PRC approved	$ 34,500,000	NSTF	4	Not Scored	
Beverly, Salem	MassDOT	Drawbridge Replacement/Rehabilitation, B-11-005=S-01-013, Kernwood Avenue over Danvers River	605276	PRC approved	$ 47,750,300	NSTF	4	Not Scored	
Salem	MassDOT	Reconstruction of Bridge Street, from Flint Street to Washington Street	5399	25% design	$ 24,810,210	NSTF	4	NS/9	
South West Advisory Planning Committee									
Bellingham	MassDOT	Ramp Construction and Relocation, I-495 at Route 126 (Hartford Avenue)	604862	PRC approved (2006)	$ 13,543,400	SWAP	3	Not Scored	
Three Rivers Interlocal Council									
Canton, Dedham, Norwood	MassDOT	Interchange Improvements at I-95/I-93/University Avenue/I-95 Widening	87790	25% design	$ 202,205,994	TRIC	6	45/12	
Multiple Subregions									
Lynn, Salem	MassDOT	Reconstruction of Route 107	608927	PRC approved	$ 38,155,000	ICC, NSTF	4	Not Scored	

Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSTF = North Shore Task Force. NSPC = North Suburban Planning Council. SSC = South Shore Coalition. SWAP = South West Advisory Planning Committee. TRIC = Three Rivers Interlocal Council. Abbreviations: FDR = functional design report. LRTP = Long-Range Transportation Plan. MAPC = Metropolitan Area Planning Council. MassDOT = Massachusetts Department of Transportation. PNF = project need form. PRC = MassDOT Project Review Committee. TIP = Transportation Improvement Program. NS = Not Scored

Note: Bridges included in this list have been noted as local priorities during TIP contact outreach.

Table 1:
Long-Range Transportation Plan Universe of Highway Projects

Conceptual Highway Projects

The highway projects listed below include projects that are conceptual and are anticipated to cost over $20 million and/or add capacity to the transportation network. These projects would have to be listed in the Long-Range Transportation Plan (LRTP) before they can be funded in the Transportation Improvement Program. The projects have been identified through studies, the LRTP Needs Assessment, or from public comment. The projects with PROJIS numbers have had some planning work done in the past. The LRTP evaluation score, if shown, is the score from the current LRTP, *Charting Progress to 2040* .

Project Type	Investment Program	PROJIS	Proponent(s)	Project Name	LRTP Status-Evaluation Score	CTPS Study	Estimated Cost
Inner Core							
Major Highway	Major Infrastructure	608128	MassDOT	Boston-Southeast Expressway Modification (Southampton Interchange)	Conceptual-12		$143,750,000
Major Highway	Interchange	N/A	CTPS Study	Newton Corner Rotary (Interchange 17) Improvements	Conceptual-8	2009	$4,000,000
Major Highway	Interchange	N/A	Newton	New Route 128 Ramp to Riverside Station	Conceptual-7		N/A
Major Highway	Bridge	N/A	Boston/South Boston Transportation Study	Northern Avenue Bridge reconstruction	Conceptual-N/A		N/A
Major Highway	Bottleneck	N/A	CTPS Study	Extend I-93 High-Occupancy Vehicle Lane into the City (Somerville)	Conceptual-N/A	2006	N/A
Freight	Freight Movement	N/A	Boston	Charlestown Haul Road	Conceptual-N/A		N/A
Freight	Freight Movement	N/A	Boston	Conley Rail Service	Conceptual-N/A		N/A
Arterial and Intersection	Intersection Improvements	N/A	South Boston Transportation Study	Cypher Street Extension from D Street to E Street and Reconstruct and Extend E Street from Cypher Street to Summer Street	Conceptual-10	2015	$9,700,000
Arterial and Intersection	Intersection Improvements	N/A	South Boston Transportation Study	New Summer Street North/South Connector to Northern Avenue/Haul Road/Drydock Avenue	Conceptual-N/A	2015	N/A
Arterial and Intersection	Intersection Improvements	N/A	Winn Resort/ Everett	Improvements Associated with Winn Development	Conceptual-N/A	2017	N/A
Arterial and Intersection	Interchange	N/A	Boston	Boardman Street at Route 1A	Conceptual-10	1990	$13,686,000
Arterial and Intersection	Interchange	N/A	Revere (MassDOT)	Mahoney Circle Grade Separation	Conceptual-10		$60,000,000
Arterial and Intersection	Interchange	N/A	Revere (MassDOT)	Route 1/Route 16 Connector	Conceptual-9		N/A
Arterial and Intersection	Interchange	N/A	Revere (MassDOT)	Route 1A/Route 16 Connector	Conceptual-8		N/A
Arterial and Intersection	Complete Streets	N/A	CTPS Study	Lynn - Route 1A/Lynnway/Carroll Parkway	Conceptual-N/A	2015	N/A

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Project Type	Investment Program	PROJIS	Proponent(s)	Project Name	LRTP Status-Evaluation Score	CTPS Study	Estimated Cost
Arterial and Intersection	Complete Streets	N/A	Public Comment	Everett - Sweetser Circle (Route 16 and Route 99)	Conceptual-N/A		N/A
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Medford - Route 60	Conceptual-N/A	2018	N/A
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Arlington, Cambridge - Routes 2A/16	Conceptual-N/A	2018	N/A
Minuteman Advisory Group on Interlocal Coordination							
Major Highway	Interchange	603345	Hudson, Marlborough (MassDOT)	Reconstruction on I-290 and I-495 and Bridge Replacement	Pre-TIP-9		$100,000,000
Major Highway	Bottleneck	N/A	CTPS Study	Route 2 Capacity Improvements (Acton to Lexington)	Conceptual-N/A	2006	N/A
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Bolton - Route 117	Conceptual-N/A	2018	N/A
MetroWest Regional Collaborative							
Arterial and Intersection	Major Infrastructure	N/A	CTPS Study	Route 30 (Cochituate Road) in Framingham and Natick	Conceptual-N/A	2013	N/A
Arterial and Intersection	Complete Streets	N/A	CTPS Study	Marlborough - Reconstruction of Route 20 East	Conceptual-N/A	2017	N/A
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Weston - Route 20	Conceptual-N/A	2018	N/A
North Shore Task Force							
Major Highway	Bottleneck	N/A	CTPS Study	Route 128 Capacity Improvements (Lynnfield to Peabody)	Conceptual-N/A	2006	$24,634,000
North Suburban Planning Council							
Major Highway	Major Infrastructure	N/A	Lynnfield to Reading	I-95 Capacity Improvements	Conceptual-9	N/A	$198,443,000
Major Highway	Interchange	N/A	Wilmington	I-93/Route 125/Ballardvale Road	Conceptual-N/A		N/A
Major Highway	Bridge		Woburn	Bridge Replacement and Related Work, Washington Street Over I-95 Bridge	Conceptual-N/A		$12,200,000
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Burlington - Route 3A	Conceptual-N/A	2018	N/A
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Wilmington - Routes 38 and 129	Conceptual-N/A	2018	N/A

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Long-Range Transportation Plan Universe of Highway Projects

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Project Type	Investment Program	PROJIS	Proponent(s)	Project Name	LRTP Status-Evaluation Score	CTPS Study	Estimated Cost
South Shore Coalition							
Major Highway	Major Infrastructure	N/A	MassDOT	Route 3 South Widening	Conceptual-11		$800,000,000
Major Highway	Interchange	N/A	Braintree (MassDOT)	I-93/Route 3 Interchange (Braintree Split)	Previous LRTP-12	2006	$53,289,000
Major Highway	Bottleneck	N/A	CTPS Study	I-93 Capacity Improvements (Boston to Braintree)	Conceptual-N/A	2006	N/A
Arterial and Intersection	Major Infrastructure	N/A	Abington, Weymouth, Rockland	Improvements Associated with the Completion of the South Weymouth Naval Air Station	Conceptual-N/A		N/A
South West Advisory Committee							
Arterial and Intersection	Major Infrastructure	N/A	Milford	Veteran's Memorial Drive/Alternate Route	Conceptual-N/A		N/A
Three Rivers Interlocal Council							
Major Highway	Interchange	N/A	Randolph	I-93/Route 24 Interchange	Conceptual-N/A		N/A
Major Highway	Bottleneck	N/A	CTPS Study	I-95 Capacity Improvements (Canton to Foxborough)	Conceptual-N/A	2006	N/A
Major Highway	Bottleneck	N/A	CTPS Study	Route 24 Capacity Improvements (Taunton to Randolph)	Conceptual-N/A	2006	N/A
Arterial and Intersection	Complete Streets	N/A	MassDOT	Route 1 Intersection Signalization (Corridor-wide)	Conceptual-N/A		N/A
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Canton - Route 128	Conceptual-N/A	2018	N/A
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Norwood, Westwood, Walpole - Route 1	Conceptual-N/A	2018	N/A
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Medfield - Routes 109 and 27	Conceptual-N/A	2018	N/A
Multiple Subregions							
Major Highway	Bottleneck	N/A	CTPS Study	Interstate 93 Capacity Improvements (Somerville to Woburn) (ICC and NSPC)	Conceptual-13	2006	$550,000,000
Major Highway	Bottleneck	N/A	CTPS Study	I-495 Capacity Improvements (Littleton to Wrentham) (MAGIC, MWRC, and SWAP)	Conceptual-N/A	2006	N/A
Major Highway	Bottleneck	N/A	CTPS Study	Route 128 HOV (Wellesley to Woburn) (MWRC, MAGIC, and NSPC)	Conceptual-N/A	2006	N/A

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Project Type	Investment Program	PROJIS	Proponent(s)	Project Name	LRTP Status-Evaluation Score	CTPS Study	Estimated Cost
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Quincy, Weymouth, Hingham - Route 3A (SWAP and ICC)	Conceptual-N/A	2018	N/A
Arterial and Intersection	Bottleneck	N/A.	Brookline to Framingham	Route 9 Capacity Improvements (MWRC and ICC)	Conceptual-N/A		N/A
Arterial and Intersection	Bottleneck	N/A	Needs Assessment	Wellesley, Sherborn, Holliston - Route 16 (MWRC and SWAP)	Conceptual-N/A	2018	N/A

Table 2:
Long-Range Transportation Plan Universe of Transit Projects

MBTA Focus40 Next Priorities Through 2040

The transit projects and initiatives listed below are the core pieces of the Focus40 investment strategy through 2040 to be prioritized for planning and design work and phased in through the MassDOT/MBTA's rolling five-year Capital Investment Plan (CIP) development process. All projects in this Focus40 category are included to provide a more complete picture of proposed transportation projects in the Boston region. Rows highlighted in orange indicate projects or initiatives for which the MPO may be able to provide financial or analytical support.

Transit Investment -Type	Service	Proponent(s)	Project Name	TIP/ LRTP Status	Potential MPO Action
Resiliency	Assessments	MassDOT/MBTA	Incremental Implementation of Systemwide Climate Change Vulnerability Assessments	Conceptual	Provide MPO funds for implementing resiliency projects at specific locations in MPO municipalities, particularly those related to recommendations identified in municipal vulnerability assessments and resiliency plans.
Resiliency	Blue Line	MassDOT/MBTA	Blue Line Resiliency Phase 2: Further Implementation	Conceptual	
Resiliency	Power Supply	MassDOT/MBTA	Resilient Power Supply	Conceptual	
Transit Capacity	Blue Line	MassDOT/MBTA	Blue Line Capacity and Reliability Improvements - Signals and Power	Conceptual	
Transit Capacity	Blue Line/Red Line/Place-based	MassDOT/MBTA	Blue Line Connection to Red Line and Beyond	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Capacity	Blue Line/Red Line	MassDOT/MBTA	Downtown Pedestrian Connection Between Red and Blue Lines	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Capacity	Bus	MassDOT/MBTA	Bus Fleet Expansion to Serve Bus and Bus Rapid Transit Network	Conceptual	
Transit Capacity	Bus	MassDOT/MBTA	Priority Bus Rapid Transit Corridors	Conceptual	Provide MPO funds for implementation through a Dedicated Bus Lane Program.
Transit Capacity	Bus/Place-Based Additions	MassDOT/MBTA	Better Bus Project Phase 3: Implementation of Network Redesign	Conceptual	Fund studies of potential routes through the MPO's UPWP or provide staff analytical support for studies funded by MassDOT/MBTA. Provide MPO funds for implementation through a Dedicated Bus Lane Program.
Transit Capacity	Commuter Rail	MassDOT/MBTA	Regional Multimodal West Station and Midday Train Layover	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Capacity	Commuter Rail	MassDOT/MBTA	Commuter Rail Double and Triple Tracking to Add Capacity	Conceptual	
Transit Capacity	Commuter Rail	MassDOT/MBTA	Commuter Rail Station Investments (Infill Stations, Connections to Rapid Transit)	Conceptual	Fund feasibility studies through the MPO's UPWP or provide staff analytical support for studies funded by MassDOT/MBTA. Provide MPO funds to create infill stations.

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Long-Range Transportation Plan Universe of Transit Projects

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Transit Investment -Type	Service	Proponent(s)	Project Name	TIP/ LRTP Status	Potential MPO Action
Transit Capacity	Customer Experience	MassDOT/MBTA	System Access Improvements (Parking and Other)	Conceptual	Fund feasibility studies or technical assistance through the MPO's UPWP or provide staff analytical support for studies funded by MassDOT/ MBTA. Provide MPO funds for implementation through the Community Tranportation/Parking /Clean Air and Mobility Program.
Transit Capacity	Green Line	MassDOT/MBTA	Green Line Transformation Phase 2: New Fleet, Upgraded Infrastructure and Maintenance Facilities	Conceptual	
Transit Capacity	Green Line	MassDOT/MBTA	Green Line Transformation Phase 3: Expanded Capacity on D and E Branches	Conceptual	
Transit Capacity	Green Line	MassDOT/MBTA	Reservation and Right-of-Way Expansion for Surface Green Line	Conceptual	
Transit Capacity	Orange Line	MassDOT/MBTA	Orange Line Additional Capacity Improvements (3-minute headways)	Conceptual	
Transit Capacity	Place-Based Additions	MassDOT/MBTA	Place-based Service Expansions Based on Pilots and Transit Action Plans	Conceptual	Fund related studies of potential routes through the MPO's UPWP or provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Capacity	Red Line	MassDOT/MBTA	Red Line Strategic Track Reconfiguration to Address Bottlenecks	Conceptual	
Transit Capacity	Silver Line	MassDOT/MBTA	Silver Line Next Generation Vehicles and Maintenance Facility	Conceptual	
Transit Extension	Commuter Rail	MassDOT/MBTA	Phase 2: Commuter Rail South Coast Rail	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Extension	Customer Experience	MassDOT/MBTA	Partnerships for Improved First-Mile/Last-Mile Connections	Conceptual	Fund feasibility studies or technical assistance through the MPO's UPWP or provide staff analytical support for studies funded by MassDOT/ MBTA. Provide MPO funds for implementation through the Community Tranportation/Parking /Clean Air and Mobility Program.
Transit Extension	Silver Line	MassDOT/MBTA	Silver Line Bus Rapid Transit to Everett	Conceptual	Provide MPO funds for supportive roadway investments through a Dedicated Bus Lane Program.

Table 2:
Long-Range Transportation Plan Universe of Transit Projects

MBTA Focus40 Next Priorities Through 2040

The transit projects and initiatives listed below are the core pieces of the Focus40 investment strategy through 2040 to be prioritized for planning and design work and phased in through the MassDOT/MBTA's rolling five-year Capital Investment Plan (CIP) development process. All projects in this Focus40 category are included to provide a more complete picture of proposed transportation projects in the Boston region. Rows highlighted in orange indicate projects or initiatives for which the MPO may be able to provide financial or analytical support.

Transit Investment -Type	Service	Proponent(s)	Project Name	TIP/ LRTP Status	Potential MPO Action
Transit Extension	Water Transportation	MassDOT/MBTA	Phase 1: Expanded and Better Integrated Multi-Operator Water Transportation Network	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Modernization	Accessibility	MassDOT/MBTA	Accessibility Improvements at Surface Green Line Stops	Conceptual	Provide MPO funds for implementing accessibility improvements at surface level Green Line stops.
Transit Modernization	Accessibility	MassDOT/MBTA	Plan for Accessible Transit Service Phase 2: Implementation of Mid-term Recommendations	Conceptual	Provide MPO funds for implementing accessibility improvements for specific stops, stations, or corridors in MPO municipalities.
Transit Modernization	Accessibility	MassDOT/MBTA	The RIDE Service Reimagining	Conceptual	Fund related studies through the MPO's UPWP or provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Modernization	Bus	MassDOT/MBTA	Phased Conversion to Zero-Emission Fleets	Conceptual	
Transit Modernization	Customer Experience	MassDOT/MBTA	Station Modernization, including Implementation of Platform Barriers and Doors	Conceptual	Provide MPO funds for implementing modernization improvements at specific stations in MPO municipalities.
Transit Modernization	Red Line	MassDOT/MBTA	Mattapan High-Speed Line Phase 2: Implementation of Reimagining	Conceptual	
Transit Modernization	Silver Line	MassDOT/MBTA	Infrastructure Upgrade in Silver Line Tunnel	Conceptual	

Table 2:
Long-Range Transportation Plan Universe of Transit Projects

MBTA Focus40 Big Ideas

The transit projects in Focus40's "Big Ideas" category are included to provide a more complete picture of proposed transportation projects in the Boston region. However, these projects are distinct from the projects in the "Next Priorities for 2040" category, because the MBTA needs to better understand the feasibility, benefits, and costs of these projects before determining how to move forward. The MBTA may consider advancing planning work for these projects as it makes progress on implementing the investments in the "Next Priorities for 2040" category. Rows highlighted in orange indicate projects or initiatives where the MPO may be able to provide financial or analytical support.

Transit Investment Type	Service	Proponent(s)	Project Name	TIP/ LRTP Status	Potential MPO Action
Resiliency	Assessments	MassDOT/MBTA	Full Systemwide Climate Resilience	Conceptual	Provide MPO funds for implementing resiliency projects at specific locations in MPO municipalities, particularly those related to recommendations identified in municipal vulnerability assessments and resiliency plans.
Transit Capacity	Commuter Rail/Orange Line/Silver Line	MassDOT/MBTA	Sullivan Square Superstation	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Capacity	Blue Line/Red Line/ Green Line/Orange Line	MassDOT/MBTA	Downtown Superstation	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Capacity	Green Line	MassDOT/MBTA	Green Line Transformation Phase 4, Expanded Capacity on B and C Branches	Conceptual	
Transit Capacity	Commuter Rail	MassDOT/MBTA	MBTA's Rail Vision will examine various service models for rail transportation. Analysis topics may include urban and regional rail, reverse commutes needs, and system electrification.	Conceptual	Fund supportive studies through the MPO's UPWP or provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Extension	Blue Line/Place-based	MassDOT/MBTA	Blue Line Extension to Lynn	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Extension	Green Line/Place-based	MassDOT/MBTA	Green Line Extension to Hyde Square	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Extension	Green Line/Place -based	MassDOT/MBTA	Green Line Extension (GLX) to Mystic Valley Parkway, Somerville/Medford	Conceptual	This project was included in *Charting Progress to 2040* before it was removed in Amendment 1 to transfer funds to GLX Phase 1. The MPO could fund GLX Phase 2 through its Major Infrastructure program.
Transit Extension	Orange Line/Place-based	MassDOT/MBTA	Orange Line Extension to Roslindale	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Extension	Orange Line/Place-based	MassDOT/MBTA	Orange Line Extension to Everett	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Extension	Water Transportation	MassDOT/MBTA	Phase 2: Full Implementation of an Expanded, Comprehensive, Multi-Operator Network	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Extension	Silver Line	MassDOT/MBTA	Silver Line Tunnel Extension Under D Street in the Seaport	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA.
Transit Modernization	Accessibility	MassDOT/MBTA	Full Systemwide Accessibility	Conceptual	Provide MPO funds for implementing accessibility improvements at specific locations in MPO municipalities.

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Transit Investment Type	Service	Proponent(s)	Project Name	TIP/ LRTP Status	Potential MPO Action
Transit Modernization	Bus	MassDOT/MBTA	Autonomous Bus Shuttles	Conceptual	
Transit Modernization	Customer Experience	MassDOT/MBTA	Comprehensive and Cutting Edge Digital MBTA	Conceptual	

Other Transit Ideas

The projects in this table were included in the *Charting Progress to 2040* project universe. Rows highlighted in orange indicate projects or initiatives where the MPO may be able to provide financial or analytical support.

Transit Investment Type	Service	Proponent(s)	Project Name	TIP/ LRTP Status	Potential MPO Action
Transit Capacity	Commuter Rail	MassDOT/MBTA	South Station Expansion Project	Conceptual	
Transit Extension	Commuter Rail	Public Input	Improved connections between North and South Station	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA or other entities.
Transit Extension	Water Transportation	South Boston Transportation Study	New ferry service in Boston Harbor	Conceptual	Fund a feasibility study through the MPO's UPWP or provide staff analytical support for studies funded by MassDOT/MBTA or other entities.
Transit Extension	Silver Line	South Boston Transportation Study	Extension of Silver Line to Dudley Square - Silver Line service to Dudley Square via a new tunnel connecting South Station with the Orange Line at Chinatown and the Green Line at Boylston (Silver Line Phase 3)	Conceptual	Provide staff analytical support for studies funded by MassDOT/MBTA or other entities.
Transit Extension	Bus	Merrimack Valley Planning Commission	Bus on Shoulder	Conceptual	CTPS study completed in 2014, further action would include coordination with Merrimack Valley Planning Commission.

Additional District 4 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. The scope could extend north and south along 2A (Massachusetts Avenue) and east and west along Route 16 (Alewife Brook Parkway) to create more comprehensive bus priority and improved bicycle facilities in both municipalities and along Route 16. Route 16 and a small portion of Route 2A is owned by DCR. The intersection signal equipment is owned by Cambridge. The project area is in both Cambridge and Arlington.	
Project Impacts by MPO Goal Area		
Safety	Over the 2014-2016 period this location experienced 39 crashes, 7 of which involved bodily injury.	
System Preservation	N/A	
Capacity Management and Mobility	This intersection experiences severe AM and PM peak-period congestion and is an MPO designated bottleneck. Improvements are intended to focus on public transit and other sustainable modes (to provide benefits to current riders and incentivize mode shift) while improving flow and safety overall.	
Clean Air/Sustainable Community	N/A	
Transportation Equity	N/A	
Economic Vitality	The economic benefits of reducing transit delay and mitigating the impacts of congestion at this intersection and along these roadways 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	Both communities have piloted bus priority facilities on Mass Ave and intend to continue those facilities. There have been some incremental changes to the Route 2A/16 intersection as a part of the Arlington BRT pilot that took place in October 2018. 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 in spring 2019, specifically to include pavement markings to allow northbound lefts from the center lane and installing upgraded detection to optimize the signal. Both municipalities feel that these improvements can be built upon to create greater opportunities for transit priority and improve bicycle and pedestrian safety and connectivity to incentivize sustainable modes, better manage regional congestion and meet transportation needs. All roadway users should see safety and operational improvements at the intersection.	
Municipality Actions Required and Next Steps	Design work is needed to assess what additional transit priority and bicycle/pedestrian safety improvements can be implemented outside of the intersection itself, and public process would be an important part of that effort.	
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 scope and need with the District and determine if a federally funded project is 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	Everett	
Project Proponent	City of Everett	
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 goals include creating dedicated ROW for bus lanes on Route 99, dedicated ROW and possible station area for future Silver Line, connections to regional trail system (Northern Strand, Malden River and Chelsea Greenway, reclamation and access to approximately 13 acres of green-space "trapped" within the interchange.	
Project Impacts by MPO Goal Area		
Safety	Over the 2014-2016 period this location experienced 81 crashes, 27 of which involved bodily injury. The current facility contains no bicycle facilities and pedestrian facilities that compete with high-speed vehicle traffic entering and exiting the circle.	
System Preservation	The interchange contains four bridge structures, two over the MBTA railroad and two over Route 16. At least one of the bridges is structurally deficient. MassDOT project #608706 proposes to replace the bridge decks on all four bridges at an estimated contract cost of $16 million.	
Capacity Management and Mobility	This location experiences severe AM and PM peak-period congestion and is an MPO designated bottleneck. Serves all Wellington, Sullivan and Malden Center bus routes running through Everett (8 total) carrying 11,413 daily bus riders in addition to 53,107 AADT vehicles. Currently contains no transit priority despite existing dedicated bus lanes operating north of the interchange and proposed lanes south of the interchange. Currently contains no bike facilities despite all approaches from Broadway, Main Street and Revere Beach Parkway having bike facilities. City of Everett is the only Inner Core community without rapid transit or key bus route service. High dependency on local bus service of which all route utilize the Sweetser Circle Interchange as well as all alternative modes including bicycles and pedestrians intending to reach Boston/Cambridge. The City of Everett is investing heavily in dedicated transit facilities as well as bicycle facilities and bike sharing, all of which must utilize Sweetser Circle. Improving service for all of these modes depends on substantial improvements to Sweetser Circle to match the City's investments.	
Clean Air/Sustainable Community	Dedicated ROW for bicycles local buses and future Silver Line will reduce vehicle dependency and contribute to clean air and a sustainable community.	
Transportation Equity	N/A	

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 activity are both increasing, and 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. The City of Everett has permitted over 1,000 new residential units within a 1-mile radius of Sweetser Circle in the past two years. The inclusion of bicycle and rapid transit components to this project will increase mobility in nearby redevelopment areas including the Commercial Triangle (bounded by Rte 99, Rte 16 and MBTA rail) and Lower Broadway.	
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	Route 16 Corridor Study (ongoing)	
MassDOT Studies in Project Area	Everett Transit Action Plan (2016), Lower Mystic Regional Working Group (2019)	
Relevant Municipal Studies or Plans	2016 RSA, Everett Transportation Strategy (2019)	
Municipality Commitment and Actions Completed	$100,000 committed City funds to perform study and visioning process for Sweetser Circle. Implementation of dedicated bus lane on Route 99 SB approaching Sweetser Circle, 25% design plans for dedicated bus lane on Rte 99 SB leaving Sweetser Circle, Design an Construction of Northern Strand Bike Path extension (in progress), Construction of dedicated bicycle facilities on Route 99, Funding and implementation of Blue Bikes bike share system (launching spring 2019), Transit signal priority on Rte 99.	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	2026-2030	
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	

Project Overview	Current Project Information	Updated Project Information *Use this space to make notes on the project*
Municipality	Lexington	
Project Proponent	Lexington	
Project Name	Route 4/225 (Bedford St.) and Hartwell Ave.	
Project Description	This project will widen portions of Route 4/225 (Bedford Street) and Hartwell Avenue to facilitate traffic flow, including pedestrian and transit, between I-95/Route 128 and employment centers along Hartwell Avenue and at Hansom Field and the Town of Bedford. New bicycle and pedestrian facilities will be constructed as part of this project.	
Project Impacts by MPO Goal Area		
Safety	There are two HSIP clusters in the project area.	
System Preservation	Five lane-miles of substandard pavement will be replaced as part of this project.	
Capacity Management and Mobility	The MBTA and a local TMA operate several bus routes in this corridor. Improvements that improve traffic flow will also improve bus operations. Pedestrian improvements will enhance rider access to transit.	
Clean Air/Sustainable Community	New bicycle and pedestrian facilities will provide important extensions to the trunk Minuteman Commuter Bikeway. Multi-modal improvements will also enhance access to transit.	
Transportation Equity	This project is not within an EJ area. (2015 LRTP)	
Economic Vitality	The Town is carefully considering zoning that will continue to improve the area's economic vitality.	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	4	
MAPC Subregion	MAGIC	
Design Status	Pre-PRC; The Town will seek 25% design funding at Special Town Meeting in FY2020.	
Cost Estimate	$30,557,000	
LRTP Status	FFY 2021-25	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	2007 Hartwell TMOD Study; 2018 Zoning Initiative Transportation Impacts Study; 2018 Architectural Design Consulting; 2018 Real Estate Consulting; 2018 Fiscal Impact Study; 2019 Zoning Initiative. 2019 Comprehensive Plan is underway.	
Municipality Commitment and Actions Completed	In anticipation of this project, the Town has nearly completed the Maguire Road Intersection and Bridge Design and already has approved construction funding. A $1M water main replacement project is out to bid. The Town has recently constructed a bus stop, multi-use trail, and pedestrian crossing. A HAWK pedestrian crossing will be constructed Spring 2019.	
Municipality Actions Required and Next Steps	The Town appropriated $50K to update the Hartwell TMOD to reflect completed work above. This work is beginning Spring 2019.	
Municipality's Desired Timeframe for the LRTP	FY2026-30	
MassDOT Commitment and Actions Completed	Support for continued programming in LRTP, 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	no response	

Key to Descriptions of Projects in the Long-Range Transportation Plan Universe of Projects				
Municipalities	**Project Title**	**MassDOT Highway District Number**	**Jurisdiction**	**Page**
Framingham	Intersection Improvements at Route 126 and CSX Railroad	3	Municipality	3
Natick	Route 27 Bridge Replacement (605313)	3	MassDOT	5
Bellingham	Ramp Construction and Relocation on I-495 at Route 126	3	MassDOT	7
Hudson, Marlborough	I-290 / I-495 Reconstruction and Bridge Replacement	3	MassDOT	8
Framingham, Natick	Route 30 (Cochituate Road)	3	Municipality	9
Marlborough	Reconstruction of Route 20 East	3	Municipality	10
Milford	Veterans Memorial Drive	3	Municipality	11
Southborough, Westborough	Improvements at I-495 and Route 9 (607701)	3	Municipality	12
Norwood, Foxborough	Route 1 Intersection Signalization	5	MassDOT	14
Boston	Cypher Street Extension	6	MassDOT	16
Boston	Summer Street Connector	6	Massport	18
Canton, Dedham, Norwood	Interchange Improvements at I-93 / I-95	6	MassDOT	19
Newton	Newton Corner Rotary	6	MassDOT	21
Boston	Boardman Street at Route 1A	6	Municipality	22
Boston	Commonwealth Avenue	6	Municipality	23
Boston	Northern Avenue Bridge Reconstruction	6	Municipality	24
Boston	Allston I-90 Viaduct	6	MassDOT	25
Boston	SE Expressway Modification at Southampton Interchange	6	MassDOT	27
Braintree	I-93 / Route 3 Interchange	6	MassDOT	28
Braintree, Weymouth, Norwell	Route 3 South Widening	6	MassDOT	29
Newton	Improvements of Route 128 / I-95 & Grove St	6	MassDOT	30
Boston	Charlestown Haul Road	6	Massport	31
Boston	Conley Rail Service	6	Massport	32

District 3 Projects

Project Overview	Current Project Information	Notes *Use this space to make notes on the project*
Municipality	Framingham	
Project Proponent	Framingham	
Project Name	Intersection Improvements at Route 126/135/MBTA and CSX Railroad	
Project Description	This alternative would provide a grade separated crossing at the intersection of Route 135 and Route 126. Route 135 would be depressed under Route 126, with Route 126 approximately maintaining its existing alignment. The depressed section of Route 135 would extend from approximately 500 feet to the west and east of Route 126. Route 126 would continue to cross the Worcester commuter rail line at grade, but traffic on both Routes 135 and 126 would be much less impacted by rail operations with this grade separation.	
Project Impacts by MPO Goal Area		
Safety	This project area includes one of the top-200 Massachusetts crash locations, a situation that has existed for a number of years. Over the 2014-2016 period there were 93 crashes, 22 of which involved bodily injury.	
System Preservation	This project will rebuild one-half mile of roadway.	
Capacity Management and Mobility	**Roadways**: This project will allow traffic on Route 135 to bypass the intersection with Route 126. According to MassDOT 2018 traffic volume data, average daily traffic at this location is 40,800 vehicles on Route 126 and 24,000 vehicles on Route 135. The Route 126/Route 135 intersection functions at LOS F in the AM and PM peak periods. **Transit**: The Framingham commuter rail station is located near the project site; and key Metrowest bus Routes 2, 3, and 7 now terminate at the station. Pedestrian and bicycle access to the station via Route 126 from the south will be improved since most of Route 135 traffic would now be below-grade.	
Clean Air/Sustainable Community	Pedestrian and bicycle accommodations will be provided.	
Transportation Equity	This project is entirely within an EJ area. (2015 LRTP)	
Economic Vitality	This project is entirely within an MPO-designated priority development area as well as the core of the City's Central Business District which was recently rezoned to encourage mixed use transit-oriented development. This Framingham's central business district, which, according to the Executive Office of Environmental Affairs and the Metropolitan Area Planning Council's build-out analysis, is subject to absolute development constraints, but also is a designated redevelopment district. According to the Route 126 Corridor Study, the construction of this project would help facilitate redevelopment by making the downtown area more attractive and providing redevelopment sites through the partial taking of business sites as necessary for the roadway work. As currently envisioned the project includes many streetscape amenities to improve pedestrian and other non-vehicular access. The project also eliminates a significant congestion point in downtown Framingham.	
Project Details		
PROJIS #	606109	
MassDOT Highway District	3	
MAPC Subregion	MWRC	

Design Status	PRC approved (2010)	
Cost Estimate	$115,000,000	DPW REVIEW
LRTP Status	FFY 2026-30	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	Contracts # 57726 and # 64303	
Relevant Municipal Studies or Plans	Downtown Study (BETA, 2009), Downtown Framingham Transit Oriented Development Action Plan (MAPC, 2015), Bicycle and Pedestrian Improvement Plan (2017), Comprehensive Transportation Plan (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.	
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	

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		
Safety	The interchange is the site of an HSIP crash cluster. Roadway 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	
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 Actions Required and Next Steps	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.	
MassDOT's Desired Timeframe for the LRTP	MassDOT would support continuing programming in the LRTP.	

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 126 overpass will create a significant new non-motorized transportation link.	
Transportation Equity	N/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		
PROJIS #	604862	
MassDOT Highway District	3	
MAPC Subregion	SWAP	
Design Status	PRC approved (2006)	
Cost Estimate	$22,000,000	
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	The info you have on the spreadsheet looks to be current. Town met with MassDOT District 3 a few weeks ago and their comments on the spreadsheet reflect the most recent change that will reduce wetlands impacts and expedite the project.	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	The District has met with the Town to discuss removing the geometric improvements to the ramp, significantly reducing the wetland impacts and focusing the safety improvements on the Route 126 corridor in order to move the project forward.	
MassDOT Actions Required and Next Steps	The District will modify the scope and limits of work and reintroduce the project to Boston Highway Design and Traffic Safety Program sections to garner additional support. MassDOT will also need to assign the design of the project to a design consultant. Moving forward, the project will still require environmental or Interchange Modification documents, which FHWA won't review until the project appears in a financial plan of the LRTP. Additionally, the project will need to be included in the Region's air quality conformity analysis.	
MassDOT's Desired Timeframe for the LRTP	The preliminary cost of these improvements is $22 million. The project could be programmed in 2025 – 2030 time band of the LRTP or earlier through the TIP.	

Project Overview	Current Project Information	Notes *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	
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	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions 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 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.	

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		
Safety	Two signalized intersections experienced a high number of 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.	
Clean Air/Sustainable Community	There are opportunities to improve, extend, and connect existing bicycle/pedestrian circulation elements.	
Transportation Equity	N/A	
Economic Vitality	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	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 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 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 movements serving local businesses.	
Project Details		
PROJIS #	604231	
MassDOT Highway District	3	
MAPC Subregion	MWRC	
Design Status	Conceptual	
Cost Estimate	not available	
LRTP Status	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.	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	FDR January 2009	
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 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 Actions Required and Next Steps	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.	
MassDOT's Desired Timeframe for the LRTP	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 Traffic Safety and Highway Design Sections, where the Statewide HSIP funding is allocated.	

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.	
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	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		
Safety	The weaving sections within the I-495/Route 9 cloverleaf are 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.	
Capacity Management and Mobility	This interchange experiences AM and PM peak-period 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 #	607701	
MassDOT Highway District	3	
MAPC Subregion	MWRC	
Design Status	PRC approved (2013)	
Cost Estimate	$35,000,000	
LRTP Status	This project is included in the CMRPC 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	A consultant scope of work has been drafted, reflecting a scope that includes replacing the bridges, constructing a braided ramp system and improving Route 9.	
MassDOT Actions Required and Next Steps	MassDOT needs to assign a design consultant to move forward with the 25% design. However, FHWA won't review any environmental or interchange modification documents until the project appears in a financial plan of the LRTP.	
MassDOT's Desired Timeframe for the LRTP	The preliminary cost of these improvements is $45 million. The District anticipates that the bridges within the project limits will need to be replaced within ten years. The project could be programmed in 2025 - 2030 time band of the LRTP.	

District 5 Project

Project Overview	Current Project Information	Notes *Use this space to make notes on the project*
Municipality	Norwood to Foxborough	
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. 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.	
Project Impacts by MPO Goal Area		
Safety	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	no response	
MassDOT Commitment and Actions Completed	MassDOT Complete Streets study currently underway	
MassDOT Actions Required and Next Steps	no response	
MassDOT's Desired Timeframe for the LRTP	none at this time	

District 6 Projects

Project Overview	Current Project Information	Notes *Use this space to make notes on the project*
Municipality	Boston	
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.	
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.	
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 this 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	75% Submission to be received and Reviewed by MassDOT	
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	Boston	
Project Proponent	South Boston Transportation Study	
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 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 E Street/Cypher 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 I-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 uses. Its proximity to the express highway system provides its industrial tenants a distinct competitive advantage. These connections need to be optimized and maintained as efficient logistic corridors.	
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	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; Raymond L Flynn Marine Park Master Plan	
Municipality Commitment and Actions Completed	no reponse	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT/MassPort Commitment and Actions Completed	Massport and Boston Planning and Development Agency have jointly advanced a conceptual design with input from the MBTA	
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	Canton/Dedham/Norwood	
Project Proponent	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 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		
Safety	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.	

Project Details		
PROJIS #	87790	
MassDOT Highway District	6	
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	none	
MassDOT Studies in Project Area	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	
Municipality's Desired Timeframe for the LRTP	See comment letters	
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 programmed, MassDOT can hold a 25% Design Public Hearing.	
MassDOT's Desired Timeframe for the LRTP	With near completion of the Add-a-Lane project, safety improvements and upgrades will be needed in this area of the I-95 Corridor. Project may be a good candidate for Design-Build procurement.	

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		
Safety	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. 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	
Economic 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	
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	
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	

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.	
Transportation Equity	N/A	
Economic Vitality	The area is gradually evolving and there are now destinations 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.	
Project Details		
PROJIS #	Pre-PRC	
MassDOT Highway District	6	
MAPC Subregion	ICC	
Design Status	Conceptual	
Cost Estimate	$13,686,000	
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	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	
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.	
Project Impacts by MPO Goal Area		
Safety	The intersection of Commonwealth Avenue at Harvard Avenue is 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 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	
Cost Estimate	$31,036,006	
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 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	
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	

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	
MassDOT Highway District	6	
MAPC Subregion	ICC	
Design Status	PRC approved	
Cost Estimate	$55,000,015	
LRTP Status	not currently programmed	
CTPS Studies in Project Area	none	
MassDOT Studies in Project Area	none	
Relevant Municipal Studies or Plans	South Boston Waterfront Sustainable Transportation Plan, 2015	
Municipality Commitment and Actions Completed	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/	
Municipality Actions Required and Next Steps	no response	
Municipality's Desired Timeframe for the LRTP	no response	
MassDOT Commitment and Actions Completed	No MassDOT involvement	
MassDOT Actions Required and Next Steps	No MassDOT involvement	
MassDOT's Desired Timeframe for the LRTP	No MassDOT involvement	

Project Overview	Current Project Information	Notes *Use this space to make notes on the project*
Municipality	Boston	
Project Proponent	MassDOT	
Project Name	Replacement of Allston I-90 Elevated Viaduct, B-16-359, including Interchange Reconstruction, Beacon Park commuter rail layover yard, and accommodation for anticipated West 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.	
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	
Municipality's Desired Timeframe for the LRTP	no response	

MassDOT Commitment and Actions Completed	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	With the support of the Secretary's Office, MassDOT is advancing this project. The NEPA Action is 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 *Use this space to make notes on the project*
Municipality	Boston	
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.	
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	
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 *Use this space to make notes on the project*
Municipality	Braintree	
Project Proponent	MassDOT	
Project Name	I-93/Route 3 Interchange (Braintree Split)	
Project Description	This project will improve safety and mobility at the Braintree 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.	
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	
Capacity Management and Mobility	Over 260,000 vehicles enter this interchange from three 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.	
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 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	In 2016, MassDOT initiated Project 608608 to replace lighting 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	

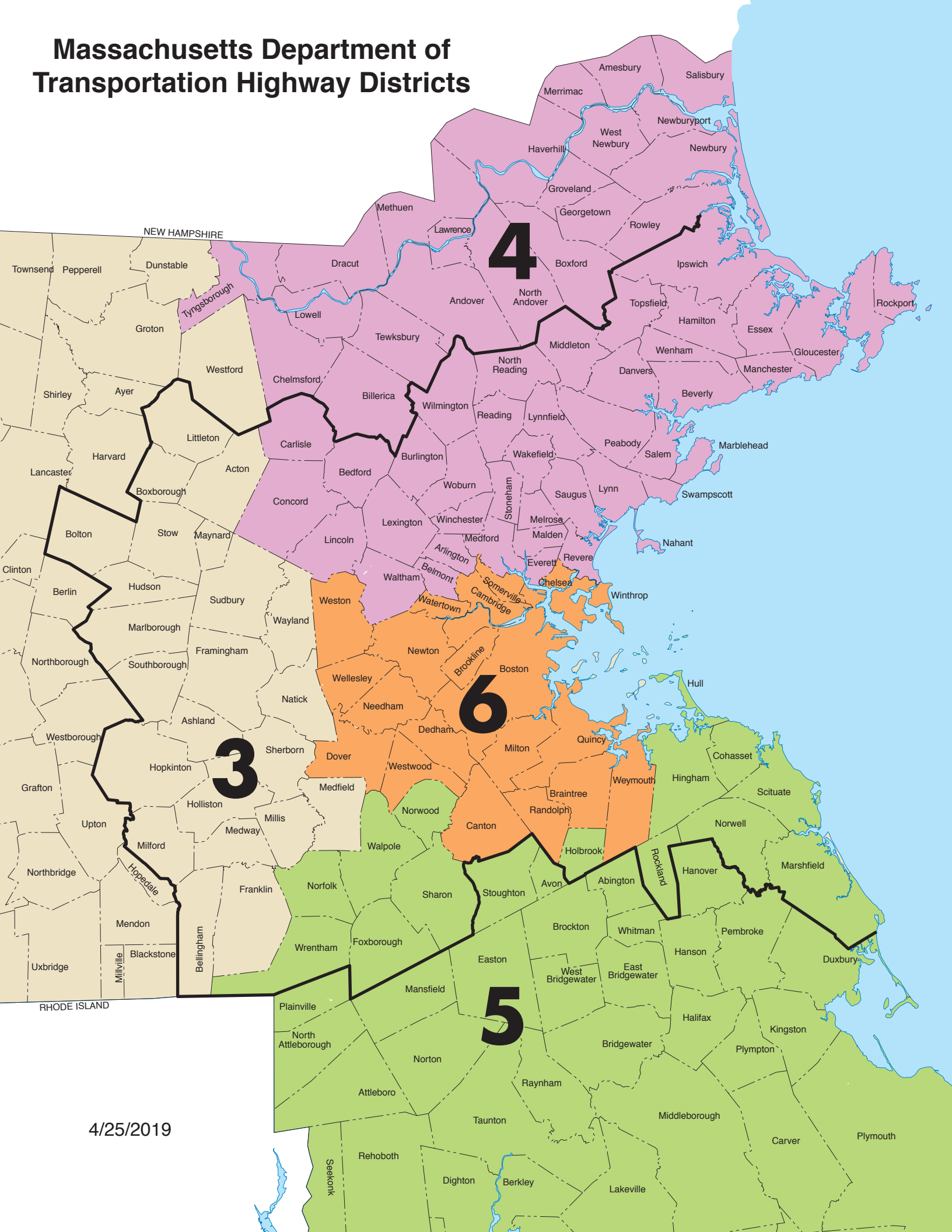
Project Overview	Current Project Information	Notes *Use this space to make notes on the project*
Municipality	Braintree/Weymouth/Norwell	
Project Proponent	MassDOT	
Project Name	Route 3 South Widening	
Project Description	Widen Route 3 from two lanes in each direction to three lanes in each direction 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.	
Project Impacts by MPO Goal Area		
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.	
System Preservation	N/A	
Capacity Management and Mobility	Peak-period congestion is severe in this corridor, especially 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 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'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	Newton	
Project Proponent	Newton	
Project Name	Improvements of Route 128/I-95 & Grove St	
Project Description	This project will reconstruct a portion of the northbound 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'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	

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.	
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		
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	N/A	
System Preservation	N/A	
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	
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	
MassDOT/MassPort Actions Required and Next Steps	No recent activity	
MassDOT's/MassPort Desired Timeframe for the LRTP	No recent activity	

Massachusetts Department of Transportation Highway Districts



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