

Key to Descriptions of Projects in the Long-Range Transportation Plan Universe of Projects

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District 3 Projects

Project Overview	Current Project Information	Notes <i>Use this space to make notes on the project</i>
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	<p>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.</p> <p>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.</p>	
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 <i>Use this space to make notes on the project</i>
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 <i>Use this space to make notes on the project</i>
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	
L RTP 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 L RTP	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 L RTP. Additionally, the project will need to be included in the Region's air quality conformity analysis.	
MassDOT's Desired Timeframe for the L RTP	The preliminary cost of these improvements is \$22 million. The project could be programmed in 2025 – 2030 time band of the L RTP or earlier through the TIP.	

Project Overview	Current Project Information	Notes <i>Use this space to make notes on the project</i>
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	
L RTP Status	not currently programmed but was programmed in previous L RTP	
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 L RTP	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 L RTP.	
MassDOT's Desired Timeframe for the L RTP	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 <i>Use this space to make notes on the project</i>
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 curbs-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 <i>Use this space to make notes on the project</i>
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 <i>Use this space to make notes on the project</i>
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	
L RTP 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 L RTP	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 L RTP	none at this time	

Project Overview	Current Project Information	Notes <i>Use this space to make notes on the project</i>
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	
L RTP Status	This project is included in the CMRPC L RTP	
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 L RTP	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 L RTP.	
MassDOT's Desired Timeframe for the L RTP	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 L RTP.	

District 5 Project

Project Overview	Current Project Information	Notes <i>Use this space to make notes on the project</i>
Municipality	Norwood to Foxborough	
Project Proponent	MassDOT	
Project Name	Route 1 Corridor-wide Intersection Signalization/Multi-modal Improvements	
Project Description	<p>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.</p> <p>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.</p>	
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 <i>Use this space to make notes on the project</i>
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	<p>May 2017 - MassDOT issued Notice to Proceed to Nitch Engineering for Design Services for this project</p> <p>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</p> <p>August 2018 - MassDOT received 25% Design Submission</p> <p>October 2018 - MassDOT completed 25% Submission Review</p> <p>11/13/2018 - 25% Design Public Hearing held</p>	
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 <i>Use this space to make notes on the project</i>
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	
L RTP 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 <i>Use this space to make notes on the project</i>
Municipality	Canton/Dedham/Norwood	
Project Proponent	MassDOT	
Project Name	Interchange Improvements at I-95/I-93/University Avenue/I-95 Widening	
Project Description	<p>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:</p> <ul style="list-style-type: none"> • 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. <p>The other section of the project is south of the I-95/I-93 Interchange and includes</p> <ul style="list-style-type: none"> • 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	
L RTP Status	not currently programmed but was programmed in previous L RTP	
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 L RTP	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 L RTP	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 <i>If current information is accurate, write "Confirmed"</i>
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	
L RTP 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 L RTP	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 L RTP	none at this time	

Project Overview	Current Project Information	Notes <i>Use this space to make notes on the project</i>
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 <i>Use this space to make notes on the project</i>
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	
L RTP 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 L RTP	
Municipality's Desired Timeframe for the L RTP	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 L RTP	none at this time	

Project Overview	Current Project Information	Notes <i>Use this space to make notes on the project</i>
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	
L RTP 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 L RTP	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 L RTP	No MassDOT involvement	

Project Overview	Current Project Information	Notes <i>Use this space to make notes on the project</i>
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	

<p>MassDOT Commitment and Actions Completed</p>	<p>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.</p>	
<p>MassDOT Actions Required and Next Steps</p>	<p>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.</p>	
<p>MassDOT's Desired Timeframe for the LRTP</p>	<p>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.</p>	

Project Overview	Current Project Information	Notes <i>Use this space to make notes on the project</i>
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 <i>Use this space to make notes on the project</i>
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 <i>Use this space to make notes on the project</i>
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 <i>Use this space to make notes on the project</i>
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 <i>Use this space to make notes on the project</i>
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	
L RTP 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 L RTP	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 L RTP	No recent activity	

Project Overview	Current Project Information	Notes <i>Use this space to make notes on the project</i>
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	