

HIGHWAY PROJECT RATINGS

Each highway project included in the Universe of Projects with a defined description was rated for its impact consistency with six of the eight Boston Region MPO Regional Transportation Plan policies. Ratings were given a value from –3 to 3.

This evaluation of the projects is summarized on the following pages in five matrices, each addressing a category of highway project. In the matrices, the numbers in parentheses that follow most of the project names refer to notes on the projects; the notes follow each matrix. For type of project, MI is an acronym for Major Investment (over \$25 million) and AQ stands for Regionally Significant for AQ Conformity.

TRANSIT PROJECT RATINGS: SEE PAGE C-12

IECT .0.		TYPE OF PROJECT		MIC	MIC	MI/ AQ*	MIX	MIX	≅	Q	MIX	MIV	Ą	ž
PRO.		CURRENT STATUS OF PROJECT		RTP	RTP	ВТР	RTP	RTP/ TIP	RTP	RTP	RTP	RTP 1	RTP	RTP
REVISED COST		NOITAJANI %4 NO GƏSAB		\$194,792,000	\$190,000,000	\$36,017,000	\$63,274,000	\$72,000,000	\$50,078,000	\$4,975,000	\$16,224,000	\$29,852,000	\$3,786,000	\$43,264,000
o		OVERALL RATING		1.25	0.25	-0.75	1.00	-0.50	1.00	0.00	1.00	1.25	0.75	-1.00
ONOMIC		PROVIDES LINKS FOR ECONOMIC ACTIVITIES		÷	-	0	N	÷	-	÷	-	÷	-	0
SE & EC		SERVES EXISTING CENTER OF ACTIVITY			Υ	τ	-	ņ	-	Ŧ	-	-	-	Ŧ
		SUPPORTS SUSTRINABLE DEVELOPMENT		N	Ŧ	τ	Ŧ	Ŧ	-	Ŧ	-	-	Ŧ	Ŧ
		ECONOMIC PLANS CONSIDERS LAND USE &		÷	N	Ŧ	N	÷	-	-	-	N	N	ę
7		ОЛЕВАLL ВАТИО		•	•	•	N	0	-	-	N	0	0	0
EGION		ADDRESSES EJ ISSUE		0	0	0	N	0	-	-	N	0	0	0
<u>۳</u>		EJ RESIDENTS IMPROVES MOBILITY FOR		0	0	0	0	0	0	0	0	0	0	0
ţ		OVERALL RATING		÷	-	0	•	-	•	•	-	o	0	0
ONMER		-JUDARUTAN SAVABSAR9 SADARANASA NATURAL/CUL-		0	0	0	0	0	0	0	0	0	0	0
ENVIR		PROTECTS WATER, OPEN SPACE, WILDLIFE, ETC.		0	-	0	0	0	-	0	0	0	0	0
		YTIJAUQ AIA SƏVORAMI		÷	o	0	0	-	0	o	-	0	0	0
ESER-				•	•	0	•	0	•	•	•	0	0	•
₩ >		PRESERVES EXISTING	NGES	0	0	0	0	0	0	0	0	0	0	0
			ERCHA	e,	N	8	ю 	N	-	N	ю 	e	-	e
URITY		COMPONENT OF SAFETY/	S - INT	e	e	ю П	e	<i>с</i> у	N	N	e		N	n
EC		ENHANCES SAFETY OF ROT SAFETY OF ROT SAFETY OF	OUECT	0	-	-	N	N	-	-	m	N	-	m
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AFETY & \$	АТА	VEHICLES ⁴ CRASHES PER MILLION	WAY PR	1.23	0.87	.56	1.67	1.70	NA	0.81	2.52	1.50	V/N	2.44
SAFETY & S	MMS DATA	VEHICLES ⁴ CRASHES PER MILLION CRASHES/MILES	S HIGHWAY PR	1.23	0.87	<u>8</u> ;	1.67	18 1.70	N/A	0.81	2.52	1.50	NA	2.44
SAFETY & S	MMS DATA	ACHICTES, CEASHES BEE MITTION CEASHES HES/MILES CEASHES BEE AEBE.	ACCESS HIGHWAY PR	147 1.23	67 0.87	53 53	106 1.67	31 18 1.70	N/A N/A	39 0.81	48 2.52	53 1.50	N/A	41 2.44
SAFETY & S	MMS DATA	AEHICTE2- AEHICTE2- CBASHE2 BEH WITTION CBASHE2 BEH AEPH- CBASHE2 BEH AEPH- WOBITLLA	AITED ACCESS HIGHWAY PR	3 147 1.23	3 67 0.87	89. 89. 89. 89. 80. 80. 80. 80. 80. 80. 80. 80. 80. 80	2 106 1.67	2 31 18 1.70	2 N/A N/A		2 48 2.52	2 23	a NIA	2 41 2.44
SAFETY & S	MMS DATA	VEHICLES' VEHICLES' OVERALES PER MILLION CRASHES PER MILLION CRASHES PER YEAR' MOBILITY OVERALES PER MILLION	LIMITED ACCESS HIGHWAY PR	2 3 147 1.23	2 3 67 0.87	8 8 8	2 106	2 2 31 130	NIA 01	0 90 0 90 0 90	525 525 525	2 53	3 NA	244 244
SAFETY & S	MMS DATA		LIMITED ACCESS HIGHWAY PR	0 2 3 147 1.28	0 2 <b>3 67 0.87</b>	<mark></mark>	0 2 106	0 5 170 170	0 NA	60 60 70 70 70	<b>525</b> <b>5</b> 0	0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	NA 0 0	544 544 0
SAFETY & S	MMS DATA	AEHICTE2- AEHICTE2- CEVEREES BEE WITTION CEVEREES BEE WITTION CEVEREES BEE AEEVE INDEGE DODATES DEE INDEGE DODATES DEE INDEGE STENDING BELLEE VOCESS DOG INDEGESS RIBHING INDEGESS RIBHIN INDEGESS RIBHING INDEGESS RIBHING INDEGES	LIMITED ACCESS HIGHWAY PR	0 0 2 3 147 128	1 0 087	8 8 0 0 0 0	0 0 2 106 1.67	0 10 10 10 10 10	0 0 0	0 <mark>9</mark> 38 50 50 50 50 50 50 50	<b>522</b> 0 <b>5</b> 0	2000 2000 2000 2000 2000 2000 2000 200	<b>NA</b> <b>NA</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b> <b>1</b>	544 544 0 0
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SAFETY & S	MMS DATA	AEHICTES AEHICTES CEVERES EEU WITTION CEVERES EEU WITTION CEVERES EEU AEVEL WOBITLLA UNDUESZES CRONTEUONS EELLEU VOCESS LOU EELLEU VOCESS	LIMITED ACCESS HIGHWAY PR	3 0 0 2 3 147 128	<b>90</b> <b>9</b> <b>9</b> <b>9</b> <b>9</b> <b>9</b>	8 9 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 106 2 2 106 1.67	13 13 13 13 13 13 13 13 13 13	<b>NA</b> 0 0 0 0 0	6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	525 525 525 525 525	2000 2000 2000 2000 2000 2000 2000 200	NA NA NA NA NA NA NA NA NA NA	544 54 54 54 54 54 54 54 54 54 54 54 54
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MOBILITY SAFETY & S	MMS DATA	AEHICTES- CEVERES EEU WITCION CEVERES EEU WITCION CEVERES EEU AEPU- WOBITLLA WOBITLLA WOBITLLA UNDEDAES EU AENOR EELEU YOCESS COM EELEU YOCESS COM WOBITLLA WOBITLLA WOBITLLA UNDEDAES EU EELEU YOCESS COM EELEU YOCESS LO SAZLEW WOBICLES AU EELEU YOCESS LO SAZLEW WOBICLES AU EELEU YOCESS LO SAZLEW WOBICLES AU EELEU YOCESS LO SAZLEW COMPACIANCES COMMECILIONS/ IWNEJOAES COMMECILIONS/ COMPACIAL - YNEBYGE COMPACIAL - YNEBYGE	LIMITED ACCESS HIGHWAY PR	NA 2 0 3 0 0 2 3 147 128	NA 2 67 0 20 087 087 087 087 087 087 087 087 087 08	NA SS SS SS SS SS SS SS SS SS S	NA 2 105 157 157 157 157 157 157 157 157 157 15	NA 13 NA 13 NA 14 NA	NA 2	093 30 093 00 00 00 00 00 00 00 00 00 00 00 00 00	NA 2.52 1 2.52 1 2.52 1 2.52	NA NA NA NA NA NA NA NA NA NA	NA NA NA NA NA NA NA NA NA NA NA NA NA N	NA 0 244 0 0 0 0 0 0 0 0 0 0 0 0 0
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TERCHANCE 212,000 46- 80% N/A N/A 2 1 3 0 1 0 2 3 67 0.87	HestApurtes         Sea         Sea <th< th=""><th>HeadMissing         31-         34-         NMA         2         1         2         1         0         2         2         167           AME_INITE- CHANGE(D)         36-,         NMA         2         1         2         1         0         2         2         106         1.67</th><th>HOUTE? CHOCEN'S CHOCEN'S SAUDENER SAUDENER ANDWER RAUDYER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER</th><th>FOUTE 1V FOUTE 16 CONNEC- DONNEC- TDN/(F)         36.5 65%         NA         2         0         0         0         2         NA           TDN/(F)         65%         63%         888         NA         2         0         1         0         0         2         NA</th><th>ROUTE 1/ HOUTE 16 NTER- CHANGE (3) CHANGE (3) CHANGE (4) CHANGE (4) CHANGE (4) CHANGE (5) CHANGE (5</th><th>MAHONEY OFICLE GRADESERA. 82.500 55% 44% 38.5/ 838 N/A 2 1 2 1 0 0 2 2 48 2.52 RATION (H) 2 2.52</th><th>I-145(1-200' ROUTE 65 SNUECTION         SN SNUECTION         NA         NA         2         0         0         2         53         1.50           NUEL NUEL ANGE*(I)         91%         NA         2         0         0         2         53         1.50</th><th>He North- BONNO, RED- HAWS REET         To - I to 500         To - 3         D         I         D         I         D         I         D         I         D         I         D         I         D         I         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         <thd< th="">         D         D         <thd<< th=""><th>CONCOPID ROTIARY ROTIFZY(N) 42,000 36- 48% 42% 038 NA 80 80 80 80 80 80 80 80 80 80 80 80 80</th></thd<<></thd<></th></th<>	HeadMissing         31-         34-         NMA         2         1         2         1         0         2         2         167           AME_INITE- CHANGE(D)         36-,         NMA         2         1         2         1         0         2         2         106         1.67	HOUTE? CHOCEN'S CHOCEN'S SAUDENER SAUDENER ANDWER RAUDYER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER ANDWER	FOUTE 1V FOUTE 16 CONNEC- DONNEC- TDN/(F)         36.5 65%         NA         2         0         0         0         2         NA           TDN/(F)         65%         63%         888         NA         2         0         1         0         0         2         NA	ROUTE 1/ HOUTE 16 NTER- CHANGE (3) CHANGE (3) CHANGE (4) CHANGE (4) CHANGE (4) CHANGE (5) CHANGE (5	MAHONEY OFICLE GRADESERA. 82.500 55% 44% 38.5/ 838 N/A 2 1 2 1 0 0 2 2 48 2.52 RATION (H) 2 2.52	I-145(1-200' ROUTE 65 SNUECTION         SN SNUECTION         NA         NA         2         0         0         2         53         1.50           NUEL NUEL ANGE*(I)         91%         NA         2         0         0         2         53         1.50	He North- BONNO, RED- HAWS REET         To - I to 500         To - 3         D         I         D         I         D         I         D         I         D         I         D         I         D         I         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D <thd< th="">         D         D         <thd<< th=""><th>CONCOPID ROTIARY ROTIFZY(N) 42,000 36- 48% 42% 038 NA 80 80 80 80 80 80 80 80 80 80 80 80 80</th></thd<<></thd<>	CONCOPID ROTIARY ROTIFZY(N) 42,000 36- 48% 42% 038 NA 80 80 80 80 80 80 80 80 80 80 80 80 80

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E & EC		SERVES EXISTING CENTER OF ACTIVITY	
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8		EJ RESIDENTS IMPROVES MOBILITY FOR	
È		OVERALL RATING	
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¹ "Average Daily Traffic Entering Interchange" is a measure of the traffic activity at the interchange. It is defined by the sum of the ADT entering the interchange from all approaches, highway and arteria/other. ADT volumes were collected in 2003-2008.

- ² Speeds were collected during spring 2004-fall 2007.
- ³ Crash data is from 2004-2006.
- 4  Crash rate per million entering vehicles=(Avg. # of crashes per year * 10°) / (ADT * 365).
- ⁵ Safety Rating is largely based on the following criteria: crash rate<1: 1; crash rate greater than 1 but less than 2: 2; crash rate >2: 3.
- ⁶ ADT counts are from major road only, not all 4 approaches to the interchange.

### Notes: Limited-Access Highway Projects – Interchanges

- A. A high crash location (#1); with moderately high crash rate. It is used daily by the highest number of commuters.
- B. A high crash location (#23) with low crash rate. Chronic congestion AM and PM. LOS F. Route to Route128 commuter rail station and used by feeder shuttles to station. Implements previous MPO study; consistent with local growth planning study. Much abutting land protected (ACEC). MBTA station access. Economic development district.
- C. A high crash location (#30) with low crash rate. Congestion in AM northbound (entering split) and PM southbound (both entering and leaving split). Implements results of previous MPO study. * AQ depending on alternative chosen.
- D. A high crash location (#4) with medium crash rate. Design addresses safety on the arterial local road network. Some elements at LOS F in AM. At the intersection of 2 major regional roadways. Used by 3 MBTA bus routes accessing Orange Line rapid transit and commuter rail stations; will provide access to proposed Assembly Square station and major future development; rezoned to encourage high-density/ mixed use development. Somerville is a state economic target area. Lack of direct access from Route 28 south of I-93; lack of pedestrian access under I-93.
- E. AM and PM LOS F (1995). High commuting use. Consistent with Concord long-range planning.
- F. A high usage corridor to Boston and Logan. Below 70% posted speed in AM and at LOS E/F in PM. Revere is a state economic target area.

- G. A high crash location (#80) with low crash rate. Will improve mobility regional connections from Routes 1A, 107, and 1. Benefits EJ community. Linked to other improvements in the corridor. Revere is a state economic target area. Route 1/Route 16 would remove traffic now going through Mahoney Circle. Direct connection would relieve Mahoney Circle/Route 60 traffic delays.
- H. Questionable community support. Development of parcels in project area will hinder project. A high crash location (#46) with high crash rate. LOS D in AM and LOS D and F in PM. The 18th most delayed intersection in the MPO region. Moves regional trips from local roads; benefits this EJ community. Revere is a state economic target area. Within 1/2 mile of MBTA Blue Line rapid transit station.
- I. Existing safety problems. A high crash location (#48), with medium crash rates; truck rollovers. Ramps at or near LOS F.
- J. Benefit for local streets and access to major industrial/commercial area. Improves access to Westwood and MBTA 128 commuter rail station. Implements previous MPO study; consistent with local growth planning study. In protected area (ACEC). Provides direct connection with Westwood business district and MBTA commuter station, eliminating circuitous access from I-95/Route 128. Canton opposition.
- K. A high crash location (#123) and high crash rate. One of 5 busiest radial routes to Boston; high commuting use. Questionable support by Concord.
- L. A high crash location (#600). LOS D in AM and F in PM. Ranked 1A's worst intersection. Air quality benefits.

- M. A high crash location (#15). Serious congestion in AM and PM. Corridors are in designated redevelopment districts.
- N. Two high crash locations (#46 and #136).
   LOS D in PM at one ramp; LOS F in AM and E in PM at another (the 15th most delayed intersection in N. Suburban subregion in PM).



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Average Major Road ADT: Values were calculated based on the information presented in the Traffic Volumes on Major Highways in Massachusetts book (May 2007). The ADT values were determined by matching the project area to the road segments presented in the book, converting the AWDT to ADT with a 0.875 adjustment factor and then averaging the segment values for the project.

- Range of Peak Hour Speed Index: The speed index values were calculated by matching up the project area to the travel time run values conducted by the MMS. The speed from each segment of the travel time run was divided by the posted speed limit for that segment for Northbound/Easbound and Southbound/Westbound direction during both the AM and PM Peak Hour. The results of these calculations were then used to define the range of values.
- was divided by the posted speed limit for that segment for Northbound/Easbound and Southbound/Westbound direction during both the AM and PM Peak Hour. The results of these calculations were then averaged Average Peak Hour Speed Index: The speed index values were calculated by matching up the project area to the travel time run values conducted by the MMS. The speed from each segment of the travel time run by project
- matching the project area to the road segments presented in the book, converting the AWDT to ADT with a 0.875 adjustment factor. These values were then divided by the Practical Capacity (20,000 vehicle per lane) Parage of Volume/Practical Capacity: Values were calculated based on the information presented in the Traffic Volumes on Major Highways in Massachusetts book (May 2007). The ADT values were determined by to generate the V/PC figures for each segment within the project area. The V/PC were then used to define the range.
- matching the project area to the road segments presented in the book, converting the AWDT to ADT with a 0.875 adjustment factor. These values were then divided by the Practical Capacity (20,000 vehicle per lane) Average of Volume/Practical Capacity: Values were calculated based on the information presented in the Traffic Volumes on Major Highways in Massachusetts book (May 2007). The ADT values were determined by to generate the V/PC figures for each segment within the project area. The V/PC were then averaged to provide the value per project

### Notes: Limited-Access Highway Projects – Segments

- A. Eight high crash locations (#22 to #166). Oldest remaining section of 128; poor design standards and high volumes.
- B. A high crash location (#79). Congestion southbound in AM and northbound in PM peaks. Two redevelopment areas in project area; state economic target area. High crash location and substandard horizontal curve design.
- C. Four high crash locations (#8 to # 84). LOS E and F in AM and PM peaks; breakdown lane used in peaks.

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URITY	MMS DATA	ENHANCES SAFETY OF IN- SRASU ROF ARUTOUATSAAT	TS - IN	m		ECTS -	ECTS -	m	m	-	-	N	-	ო	-	0							
ETY & SEC		CRASHES/AVERAGE ANNUAL DAILY TRAFFIC (CRASHES PER MILLION VEHICLES)	AY PROJEC	2.46																			
SAF		сиранез/міге	ERIAL ROAD			FERIAL ROA	TERIAL RO	3	86	a	75	65	50	99	25	48							
		CRASHES PER YEAR	ARTEP	S	ART	355	197	÷	118	8	ន	62	8										
		олеяаль вала в		N		e	e	N	N	-	0	-	-	N									
		IMPROVES FREIGHT MOBILITY		N		N	N	N	-	-	0	-	-	-									
		ROTESS FOR SNOTALOPOLATIONS		0		0	0	0	0	0	0	0	0	0									
		NABRUBUS SESERODA SOEIN TISNART		0		0	0	0	0	0	0	0	0	0									
		PROVIDES BIKE & PED FACILITIES		-		-	0	-	N	0	0	0	0	0									
Ł		EXPANDS SYSTEM CAPACITY		0					m	m	m	N	-	$\overline{\nabla}$	N	0	e						
MOBIL		IMPROVES PUBLIC TRANSIT SERVICE		0											0	0	0	0	0	-	0	0	0
		IMPROVES CONNECTIONS/ ACCESS TO SYSTEM		N					e	N	-	-	-	-	-	-	N						
		TA YAJƏM PELAY AT AVADAQ (SECONDA AVAJƏD TO AVAJƏD TO		218/220																			
	MMS DATA	AVERAGE DELAY PER MILE - PA/PM (SECONDS OF DELAY PER MILE)				51/55	102/102	25/28	17/19	N/A	N/A		10/14	56/68									
		ТДА ДАОЯ ЯОГАМ ЭДАЯЭVА		36,800		25,200 TO 36,600	40,200 TO 52,800	15,000 TO 20,000	26,000	25,200 TO 34,000	12,600 TO 29,100	33,600 TO 36,400	6,200 TO 20,100	17,800 TO									
		PROJECT		ROUTE 126/ ROUTE 135 GRADE SEPARA- TION (A)					ROUTE 18 CA- PACITY IMPROVE- MENTS (B)	ROUTE 16 (REVERE BEACH PARKWAY) (C)	MIDDLESEX TURNPIKE IM- PROVEMENTS (D)	WASHINGTON STREET (ROUTE 85) WIDENING	NEEDHAM STREETAHIGH- LAND AVENUE (E)	RUTHERFORD AVENUE (F)	MONTVALE AVENUE (G)	ROUTE 139 IM- PROVEMENTS(H)	ROUTE 16 BY- PASS ROAD (I)						
		сомминту		FRAMINGHAM		WEYMOUTH	EVERETT, MED- FORD, REVERE	BEDFORD, BUR- LINGTON AND BILLERICA	NOSQUH	NEWTON AND NEEDHAM	BOSTON	WOBURN	MARSHFIELD	MILFORD									

# Notes: Arterial Roadway Projects – Intersections

A. A high crash location (#130). Intersection at LOS F in AM and PM. Second worst in MetroWest subregion and 8th worst in MPO region. MBTA commuter rail station in the vicinity and LIFT buses operate in area. Is an identified EJ community. Linked to downtown redevelopment.

## Notes: Arterial Roadway Projects - Segments

- B. Three high crash locations (#8 to #298). Six intersections in the top 25 most delayed in South Shore Coalition subregion. Provides access to South Weymouth commuter rail station on Plymouth Line. Part of development plan for S. Weymouth Naval Air Station, site designated for redevelopment. Weymouth is a state economic target area.
- C. Four high crash locations (#11 to #539). LOS E/F in AM and PM. Would improve access to MBTA Wellington Orange Line station. Important access to Telecom City site. Everett is a state economic target area.
- LOS E in AM and PM along Turnpike. LOS F at 6 of 7 intersections. Adding sidewalks. Improvements in a multi-community Economic Opportunity Area.
- E. One high crash location (#41). LOS E/F in AM and PM. MBTA bus route uses Needham St. in Newton. Needham section in a redevelopment district; project would facilitate.
- F. Two Orange Line rapid transit stations adjacent to project. An Urban Ring Phase 2 route. Would improve access to historic resources and park; improve pedestrian facilities; add open space. Boston is a state economic target area.

- G. Improvements in traffic flow. Adding additional lanes between I-93 and Washington St. and will improve flow at Montvale and Washington St. intersection.
- H. Sidewalks and shared bicycle lane (shoulder) included. Development consistent with local master plan.
- I. Improvements in traffic flow and a bike trail extension. Crash information is for Route 16 in area of bypass.

Ю.		TYPE OF PROJECT		MI/ AQ	AQ	AQ	Å. ÅÅ	ÅQ M	AQ	×		M AQ
PROJ		O SA TOELOPA OF PROJECT AS OF 80/15/21		ВТР	ЯТР	ЯТР	ЯТР	ВТР	ВТР			RTP
REVISED COST		BASED ON 4% INFLATION		\$62,000,000	\$7,500,000	\$4,500,000	\$10,000,000	\$16,440,000	\$2,488,000	\$80,000,000		\$18,000,000
U		ОЛЕРАLL РАТІИС		1.75	2.00	0.25	0.50	1.75	00.0	1.50		1.00
CONOMI		PROVIDES LINKS FOR PCONOMIC ACTIVITIES		N	-	-	-	-	-	-		ო
ISE & E VELOP		SERVES EXISTING CENTER OF ACTIVITY		-	N	Υ	Ŷ	-	Υ	-		-
-AND L		SUPPORTS SUSTAINABLE DEVELOPMENT		-	m	Ŧ	-	N	Ŧ	N		π
		CONSIDERS LAND USE & ECONOMIC PLANS		m	N	N	N	m	-	N		-
_		ОИЕТАЯ ЛАЯЗИО		•	0	0	0	0	•	•		N
GIONA QUITY		ADDRESSES EJ ISSUE		0	0	0	0	0	0	0		N
ŭŭ K		EJ RESIDENTS IMPROVES MOBILITY FOR		0	0	0	0	0	0	0		0
		ОИЕТАЯ ЛАЯЗИО		0	0	o	o	0	0	÷		<del></del>
NMENT		-PRESERVES ИАТИRAL/CUL- Саралован и Солеса		0	0	0	0	0	0	0		-
INVIRO		PROTECTS WATER, OPEN SPACE,WILDLIFE, ETC.		0	0	0	0	0	0	0		0
		YTIJAUD AIA SƏVOA9MI		0	o	o	0	0	0	-		-
N SER		ОИЕТАЯ ЛАЯЗИО	CTS	0	0	0	0	0	0	0		0
PRE		PRESERVES EXISTING SYSTEM	PROJI	0	0	0	0	0	0	0		0
		ОИЕТАЯ ЛАЯЗИО	DWAY	•	•	0	N	•	N	-	JECTS	N
URITY		COMPONENT OF SAFETY/ SECURITY INITIATIVE	AL ROA	0	-	-	N	0	N	-	п РВО	-
& SEC		ENHANCES SAFETY OF IN- FRASTRUCTURE FOR USERS	OR/LOC	0	0	0	N	0	N	-	FREIGH	N
АРЕТҮ	рата	CBASHES/MILE	LLECTO						99			
•,	SMM	ААЭҮ ЯЭӨ ХЭНСАЯО СКАСНЕС РЕК ҮЕКК	00				36		37			
		OVERALL RATING		ю	e	e	N	N	N	<del>.</del>		ო
		MOBILITY IMPROVES FREIGHT		0	-	N	-	-	-	0		m
		Retter Access For Shoulations		0	o	0	o	o	o	0		0
		NABRUBUS SƏSEBADDA SOBƏT TIRNART		0	0	0	0	0	0	0		0
λ		PROVIDES BIKE & PED FACILITIES		-	-	o	-	0	0	0		÷
MOBI		MAT2Y2 SQNA9XE YTIJA9AD		m	m	m	m	m	m	0		ო
		IMPROVES PUBLIC TRANSIT SERVICE		-	0	-	N	0	-	N		-
		IMPROVES CONNECTIONS/ ACCESS TO SYSTEM		N	N	σ	-	N	-	-		e
	MMS DATA	TOA DAOR ROLAM BDAREVA					17,300 to 23,900		22,900			
		ьволест		S. WEYMOUTH NAVAL AIR STA- TION ACCESS IM- PROVEMENTS (A)	QUINCY CENTER CONCOURSE, PHASE 2(B)	NEW BOSTON STREET BRIDGE(C)	BRIDGE STREET (D)	TELECOM CITY BOULEVARD (E)	BOSTON STREET (F)	T UNDER D (G)		EAST BOSTON HAUL ROAD/ CHELSEA TRUCK BOUTE (H)
		соимпинт		WEYMOUTH, HINGHAM, AND ROCKLAND	QUINCY	WOBURN	SALEM	EVERETT, MALDEN, MEDFORD	SALEM	BOSTON		BOSTON

### Notes: Collector/Local Roadway Projects

- A. Five high crash locations (#142 to #985) Would connect 2 regional routes and provide access to mixed-use redevelopment site and proposed multi-modal center for the South Weymouth commuter rail station on the Plymouth Line.
- B. Would provide new connection and improve access and economic activity in downtown.
- C. Would provide a second access route to the Anderson Regional Transportation Center on the Lowell commuter rail line and the Industriplex area and for emergency vehicles.
- D. Two high crash locations (#141 and #600).
   Would improve access to Salem commuter rail station including pedestrian access.
   MBTA buses serve the station.
- E. Would facilitate development at Telecom City and vicinity, a state economic target area.
- F. Salem is a state economic target area.
- G. Would provide more reliable service to Logan on Silver Line. In South Boston Waterfront District.

## **Notes: Freight Projects**

Would enhance accessibility for commercial vehicles to Logan and Chelsea; remove this traffic from neighborhood streets; add pedestrian connection to E. Boston Greenway. Eliminates truck traffic bottleneck. Boston is a state economic target area.

# **TRANSIT PROJECT RATINGS**

Evaluations of the transit expansion projects broken down by mode (rapid transit, bus and trackless trolley, commuter rail, and boat) follow. High, medium, and low ratings are used.

OVERALL RAPID TRANSIT PROJECT EVALUATION											
PROJECT DESCRIPTION	TYPE	UTILIZATION	MOBILITY	COST- EFFECTIVE	AIR QUALITY	SERVICE QUALITY	ECON./ LAND USE IMPACTS	ENVIRON. JUSTICE	TOTAL		
BLUE-RED CONNECTOR	LINE EXT.	•	•	•			•	•			
CONVERT DUDLEY/ BOYLSTON SECTION OF SILVER LINE TO LIGHT RAIL	LINE EXT.	0	0	0	0	•	•	•	0		
EXTEND BLUE LINE FROM BOWDOIN TO WEST MEDFORD	LINE EXT.	•	•	•	•	•	•	•	•		
EXTEND BLUE LINE FROM LYNN TO SALEM	LINE EXT.	•	•	•	•	О	•	•	•		
EXTEND BLUE LINE FROM WONDERLAND TO LYNN	LINE EXT.	•	•	•	•	•	•	•	•		
EXTEND GREEN LINE TO WEST MEDFORD	LINE EXT.	•	•	•	•		•	•	•		
NEW GREEN LINE NEEDHAM BRANCH	LINE EXT.	0	О	О	О	•	О	О	0		
ORANGE LINE NO. EXT. FROM OAK GROVE TO READING/ROUTE 128	LINE EXT.	•	0	0	•	О	0	0	О		
ORANGE LINE SO. EXT. FROM FOREST HILLS TO RTE. 128 VIA HYDE PARK	LINE EXT.	О	О	0	•	•	•	•	О		
ORANGE LINE SO. EXT. FROM FOREST HILLS TO W. ROXBURY/NEEDHAM	LINE EXT.	О	0	0	О	О	0	•	О		
RED LINE EXTENSION TO WEYMOUTH	LINE EXT.	•	О	О	•	О	•	О	0		
RED LINE NW EXT. FROM ALEWIFE TO RTE. 128	LINE EXT.	0	0	0	•	•	0	0	О		
RESTORE GREEN LINE SERVICE BETWEEN HEATH ST. & ARBORWAY	LINE EXT.	0	0	•	0	•	•	•	•		
SILVER LINE EAST EXT. TO CITY POINT	LINE EXT.	0	0	•	•	•	•	0	•		
SILVER LINE PHASE III: SOUTH STATION- BOYLSTON CONNECTOR	LINE EXT.	•	•	•	•	•	•	•	•		
SILVER LINE SO. EXT. TO ASHMONT & MATTAPAN	LINE EXT.	•	•	•	•	•	•	•	•		
SILVER LINE WEST EXTS. TO ALLSTON & LONG- WOOD MEDICAL AREA	LINE EXT.	•	•	•	•	•	•	•	•		
URBAN RING PHASE 2	LINE EXT.	•	•	•	•	•	•	•	•		
URBAN RING PHASE 3	LINE EXT.	•	•	•	•	•	•	•	•		
CONSTRUCT ORANGE LINE NEW STATION AT ASSEMBLY SQ.	NEW STATION	0	0	•	•	0	•	•			
WONDERLAND: NEW CONNECTOR	NEW STATION	0	0	•		0	•	0	0		

HIGH PRIORITY 
MEDIUM PRIORITY 
LOW PRIORITY O

OVERALL BUS/TRACKLESS TROLLEY PROJECT EVALUATION												
PROJECT DESCRIPTION	TYPE	UTILIZATION	MOBILITY	COST- EFFECTIVE	AIR QUALITY	SERVICE QUALITY	ENVIRON. JUSTICE	TOTAL				
BUILD NEW BUSWAYS TO LINE EXT./ALEWIFE STATION	LINE EXT./ NEW LINE	О	О	•	•	•	О	•				
EXTEND TRACKLESS TROLLEY LINE #71 FROM WATERTOWN TO NEWTON CORNER	LINE EXT./ NEW LINE	О	О	•	•	О	О	О				
ROUTE 128 CIRCUMFERENTIAL BUS SERVICE	LINE EXT./ NEW LINE	•	•	0	0	0	0	0				
SUBURBAN COMMUTER RAIL FEEDER BUS SERVICES	LINE EXT./ NEW LINE	•	•	•	•	•	•	•				
URBAN RING PHASE 1	LINE EXT./ NEW LINE	•	•	0	0	•	•	•				

HIGH PRIORITY 
MEDIUM PRIORITY 
LOW PRIORITY

OVERALL COMMUTER RAILROAD PROJECT EVALUATION											
PROJECT DESCRIPTION	TYPE	UTILIZA- TION	MOBILITY	COST- EFFECTIVE	AIR QUALITY	SERVICE QUALITY	ECON./ LAND USE IMPACTS	ENVIRON. JUSTICE	TOTAL		
BUILD CRR SPUR FROM FRAMINGHAM TO LEOMINSTER	LINE EXT.	•	•	0	0	0	•	•			
BUILD CRR SPUR FROM SALEM TO DANVERS	LINE EXT.	•	•	•	•	0	0	•	•		
CRR BRANCH FROM EXISTING OLD COLONY LINES TO GREENBUSH	NEW LINE	•	•	•	•	0	0	0	•		
CRR TO MILLIS	LINE EXT.	•	•	•		О	0	О			
CRR TO NEW BEDFORD/FALL RIVER	LINE EXT.	•	•		•	0	•	•	•		
EXTEND CRR FROM PROVIDENCE TO T.F. GREEN (RI)	LINE EXT.	•	•	•	•	•	0	0	•		
EXTEND CRR FROM FITCHBURG TO GARDNER	LINE EXT.	0	•	О	0	О	•	•	•		
EXTEND CRR FROM FORGE PARK TO MILFORD	LINE EXT.	•	•		•	О	О	•	•		
EXTEND CRR FROM HAVERHILL TO PLAISTOW	LINE EXT.	•	О	•	•	О	О	О			
EXTEND CRR FROM LOWELL TO NASHUA	LINE EXT.	•	•	•	•	О	О	О			
EXTEND CRR FROM MIDDLEBOROUGH TO WAREHAM	LINE EXT.	•	•	0	•	0	•	0	•		
EXTEND PASSENGER RAIL SERVICE FROM WAREHAM TO HYANNIS	LINE EXT.	•	0	0	•	О	0	0	0		
NORTH-SOUTH RAIL LINK	LINE EXT.	•					•		•		
OPERATE FULL-TIME SERVICE TO FOXBORO STA.	LINE EXT.	0	•	0	•	0	0	0	0		
OPERATE HIGH-FREQUENCY RIVERSIDE – SOUTH STATION CRR	LINE EXT.	О	О	О	О	О	•	О	0		
OPERATE HIGH-FREQUENCY RIV- ERSIDE – JFK/UMASS CRR	LINE EXT.	•	О	0	О	О	•	•	0		
OPERATE HIGH-FREQUENCY READVILLE – ALLSTON LANDING CRR	LINE EXT.	0	•	0	0	0	•	•			
ADD STATION AT MILLBURY ON THE FRAMINGHAM/WORCESTER LINE	NEW STATION	0	•	•	•	0	•	0	•		
ADD A STATION AT SO. SALEM ON ROCKPORT/NEWBURYPORT LINE	NEW STATION	О	•	•	•	0	•	•			
BUILD A NEW ALLSTON/ BRIGHTON CRR STATION	NEW STATION	0	•	•	•	0	•	•	•		
BUILD A NEW CRR STATION ON THE FITCHBURG LINE AT UNION SQ., SOMERVILLE	NEW STATION	0	•	•	•	0	•	•	•		
BUILD A REGIONAL CRR STATION ALONG RTE. 2 WEST OF I-495	NEW STATION	О	0	0	•	0	0	0	0		
BUILD REGIONAL CRR STATION ON I-495 IN METROWEST	NEW STATION		0	•	•	0	0	0	•		
CONNECT FITCHBURG CRR W/ RED LINE AT ALEWIFE	NEW STATION	0	О	•			•	0			
FAIRMOUNT LINE IMPROVEMENTS	NEW STATION		•	•	0	•	•	•	•		
NEW CRR STATION AT RIVERSIDE	NEW STATION	0	О	•		•	О	О			

HIGH PRIORITY 
MEDIUM PRIORITY LOW PRIORITY O

OVERALL BOAT PROJECT EVALUATION												
PROJECT DESCRIPTION	ТҮРЕ	UTILIZA- TION	MOBILITY	COST EFFECTIVE	AIR QUALITY	SERVICE QUALITY	ECON./ LAND USE IMPACTS	ENVIRON. JUSTICE	TOTAL			
RUSSIA WHARF/ SOUTH STATION	LINE EXT./ NEW LINE	•	•	•	О		•	О	•			
HIGH-SPEED FERRY SERVICE FROM THE NORTH SHORE TO BOSTON AND THE AIRPORT	LINE EXT./ NEW LINE	•	0	О	О	0	•	•	0			
RESTORE EAST BOSTON FERRY	LINE EXT./ NEW LINE	0	0	•	0	0	•	•				
IMPROVED FERRY SERVICE FROM SOUTH SHORE COMMUNITIES (QUINCY, HINGHAM AND HULL) TO BOSTON	FREQUENCY IMPROVE- MENT	•	•	•	0	О	О	•	•			

HIGH PRIORITY 
MEDIUM PRIORITY 
LOW PRIORITY O