

Evaluated Major Infrastructure Projects for the LRTP

Abbreviated Project Name	Project Cost	AADT	Safety	Cost per EPDO	EPDO per 100,000,000 vehicles	EPDO	Top 200 Crash Location (Total EPDO)	HSIP Cluster (Total EPDO)	Truck Polygon (Truck-involved EPDO)	HSIP Bicycle Cluster (Bike-involved EPDO)	HSIP Pedestrian Cluster (Ped-involved EPDO)	System Preservation	Improves substandard pavement	Improves substandard bridge	Improves sidewalk infrastructure	Improves bicycle facilities	Improves emergency response/Improves response to extreme conditions	Capacity Management/Mobility (Autos)	MPO-identified express highway bottleneck location	MPO-identified arterial bottleneck location	Capacity Management/Mobility (Buses)	Number of Bus Routes Served	Total Bus Trips Served Daily	Capacity Management/Mobility (Peds/Bikes)	Expands bicycle network	Bay State Greenway Priority 100	High Priority Gap (Network Evaluation Study)	Expands sidewalk network	Improves transit access	Economic Vitality	Provides vehicle access to target development area	Provides transit access to target development area	Provides bicycle access to target development area	Provides pedestrian access to target development area	Mostly serves existing area of concentrated development	Parity serves existing area of concentrated development	Facilitates new development	
Allston Viaduct Realignment (Boston)	\$460,000,000	174,000	medium	\$1,133,005	236	406	3					high	7			X	medium				medium	9	421	high	X		X	X	high	X	X	X	X	X	X	X		
Route 18 Widening (Weymouth)	\$58,822,115	29,600	high	\$43,252	4641	1360	6	10	4			high	8	1	8	X	medium		moderate		low	1	127	medium	8				high	X	X	X	X	X	X	X		
Highland Ave (Newton)	\$14,297,606	35,000	high	\$24,233	1703	590	3	1				high	9	1	6	X	medium				low	2	86	medium	6		X		high	X		X	X	X	X	X	X	
Route 4/225 (Lexington)	\$23,221,000	40,200	high	\$44,400	1314	523	2					medium	8			X	medium		moderate		medium	3	104	high	8		8	X	medium						X	X		
Rutherford Ave (Boston)	\$109,967,000	48,200	medium	\$561,056	411	196	1	1				high	9	3	6	X	low				low	8	897	high	6		X		high	X	X	X	X	X	X	X	X	
McGrath (Somerville)	\$56,563,000	38,000	medium	\$425,286	354	133	2		1	1		high	3	2	1.5		low				low	7	558	high	1.5		X		high	X	X	X	X	X	X	X	X	
Extend I-93 HOV Lane (Somerville to Woburn)	\$550,000,000	202,000	low	\$239,234	1150	2299	17	7				high	6			X	high		severe		high	8	492	low				medium	X					X	X	X		
I-93/I-95 (Woburn)	\$294,000,000	373,000	high	\$207,774	383	1415	7	5				medium	1			X	high		severe		medium	3	92	low				medium	X					X	X	X		
Route 27/9 (Natick)	\$25,793,370	80,000	high	\$55,709	585	463	1	2				high	1	1	1	X	medium				medium	4		medium	1		X		low					X				
New Boston St (Woburn)	\$9,706,549	14,000	low	\$9,706,549	7	1						low					high				low	0		high	0.5		0.5	X	high	X		X	X	X	X			
Route 1 Widening (Malden, Revere, Saugus)	\$236,078,161	115,000	medium	\$666,887	311	354	5	2				low		1		X	high		severe		high	6	250	low			medium	X					X	X	X	X	X	
Braintree Split	\$53,288,794	282,000	high	\$32,612.48	585	1634	4	1				medium		3		X	high		severe		medium	5	283	low				low								X		
Montvale Ave (Woburn)	\$4,225,256	31,000	high	\$15,534	886	272	1	1				high	1		0.5	X	medium				low	1	38	medium	0.5		X		low						X			
Southampton Interchange (Boston)	\$143,750,000	225,000	medium	\$123,709	522	1162	1					medium		1		X	medium		severe		medium	8	705	medium				medium						X				
I-93/I-95 (Canton)	\$186,700,000	240,000	medium	\$470,277	167	397	4	2				medium		2		X	medium				low	0		medium	X		X	X	high	X					X	X		
Route 128 Add-a-Lane (Needham, Wellesley)	\$150,000,000	188,000	medium	\$208,333	387	720	4	1				high		4			high		severe		low	1	50	low				low							X			
Concord Rotary	\$104,000,000	48,000	medium	\$594,286	368	175	2	1				high	6	1		X	high			severe	low	0		low				low							X			
Dedham St Ramp (Canton, Norwood, Westwood)	\$50,961,567	5,000	low	\$1,456,045	707	35						low		1		X	high				low	0		medium	1		1	X	high	X					X	X		
Route 3 Widening	\$800,000,000	159,000	high	\$365,297	1391	2190	15	3				high		9			medium		moderate		low	5	361	low				low								X		
I-90/I-495 (Hopkinton)	\$220,000,000	209,000	medium	\$660,661	161	333	3	4				high		4			medium				low	0		low				medium	X							X		
Middlesex, Phase III (Bedford, Burlington)	\$26,935,171	14,300	medium	\$402,017	473	67						high	3	1			low				low	3	8	medium	3		3	X	medium	X					X	X		
Route 126/135 (Framingham)	\$115,000,000	35,400	medium	\$542,453	605	212	1	1	1	1		low	0.5	0.5		X	low				medium	7		medium	0.5	X	X	high	X	X	X	X	X	X	X	X	X	X
I-95 Add-a-Lane (Woburn)	\$32,900,000	164,000	medium	\$109,667	185	300	2	1				medium		2		X	medium		severe		low	2	75	low				medium	X							X		
Mahoney Circle (Revere)	\$60,000,000	56,000	low	\$588,235	184	102	2	1				low	1			X	medium		moderate		high	10	451	low				medium	X	X						X		
Route 9/I-495 (Southborough)	\$25,000,000	135,000	low	\$342,466	55	73	1					high		2			medium				low	0		low				medium	X							X		
Route 128, Phase II (Danvers, Peabody)	\$23,776,000	102,000	medium	\$65,319	360	364	3	1				high	7	2		X	medium				low	3	57	low				low								X		
Boardman St (Boston)	\$13,686,000	59,500	low	N/A	N/A	N/A						low	0.5			X	high		severe		medium	5	205	low			X	medium	X							X		
Walnut Street Interchange (Saugus)	\$19,500,000	136,000	medium	\$103,723	140	188	1					low			0.5	X	medium				low	1	51	medium	1		0.5	X	low							X		
Bridge St (Salem)	\$16,613,152	17,800	medium	\$117,824	800	141	1					medium	1		0.5		low				low	5	133	low			X	medium	X			X	X					
Route 1/16 (Chelsea, Revere)	N/A	40,200	low	N/A	193	77	1	2	1			high	5.25	1		X	low		moderate		low	2	75	low				medium	X	X				X				
I-95 Capacity Improvements (Lynnfield, Reading)	\$198,443,000	157,000	low	\$187,742	680	1057	6	1				low				X	high		severe		low	0		low				medium	X							X	X	

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I-290/495 (Hudson, Marlborough)	\$100,000,000	162,500	medium	\$334,448	186	299	2	1				high	2	1				low			low	0		low						low							
Route 1A/16 (Revere)	N/A	36,700	low	N/A	39	14	1	3	1			medium	1.5			X		low	severe		low	9	416	low						medium	X				X		
Brimbal Ave, Phase II (Beverly)	\$23,000,000	73,500	low	\$383,333	82	60	1					medium	1			X		low			low	1		low					medium	X					X	X	
I-90/Interchange 17 (Newton)	\$4,000,000	141,000	medium	\$8,677	330	461	4	1		1		low	3	0.5		X	medium	severe			low	12	528	low					low						X		
128 Capacity Improvements (Peabody)	\$24,634,000	110,000	low	\$98,536	230	250	2					low	1			X	high	severe			low	1	36	low					low						X		
Riverside Ramp (Newton)	N/A	23,500	low	N/A	4	1	2					low					low	moderate			low	1	20	low				X	medium	X				X	X		
Washington Street Bridge (Woburn)	\$12,200,000	38,800	low	\$98,387	323	124	1					low		0.1		X	low				low	0		medium	0.1			X	low					X			