

FFYs 2021-25 TIP: Descriptions of Evaluated Projects, Grouped by MPO Investment Category

Bicycle/Pedestrian

610544	Peabody	Multi-Use Path Construction of Independence Greenway at I-95 and Route 1
609204	Belmont	Community Path, Belmont Component of the MCRT (Phase I)
610666	Swampscott	Rail Trail Construction

Complete Streets

609532	Chelsea	Targeted Safety Improvements and Related Work on Broadway, from Williams Street to City Hall Avenue
610662	Woburn	Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street, and Montvale Avenue
609437	Salem	Boston Street Improvements
608954	Weston	Reconstruction on Route 30
610674	Newton	Reconstruction of Commonwealth Avenue (Route 30), from East of Auburn Street to Ash Street
610671	Manchester-by-the-Sea	Bridge Replacement, M-02-001 (8AM), Central Street (Route 127) Over Saw Mill Brook

Intersection Improvements

608067	Burlington, Woburn	Intersection Reconstruction at Route 3 (Cambridge Road) & Bedford Road and South Bedford Street
608940	Weston	Intersection Improvements Boston Post Road (Route 20) at Wellesley Street
608955	Milton	Intersection Improvements Squantum Street at Adams Street
608947	Westwood	Traffic Signal Improvements on Route 109

Major Infrastructure

609246	Lynn	Reconstruction of Western Avenue (Route 107)
607981	Somerville	McGrath Boulevard Project
605313	Natick	Bridge Replacement, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements
610545	Wakefield	Main Street Reconstruction

Peabody: Multi-Use Path Construction of Independence Greenway at I-95 and Route 1 (610544)

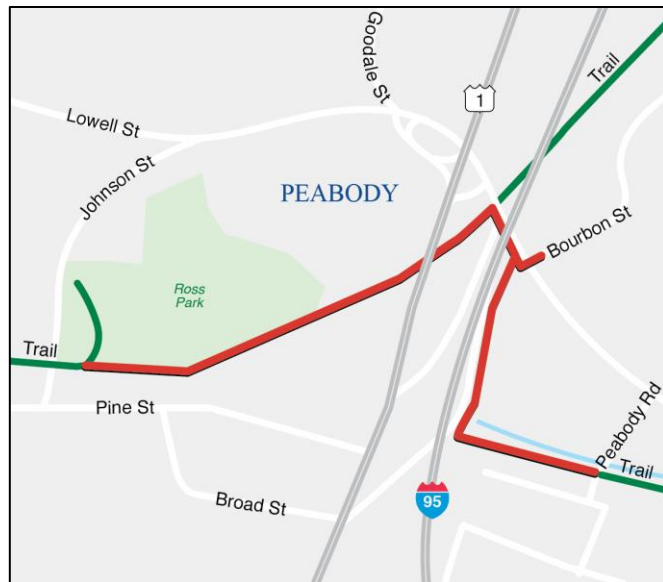
MPO Investment Category: Bicycle Network and Pedestrian Connections

Evaluation Score: 53

Cost: \$5,865,000

Main Objectives:

- Provide a crucial final connection between two existing segments of the Independence Greenway and the Border to Boston trailhead
- Expand the network of connected bicycle and pedestrian paths that provide safe and accessible commuting and recreation opportunities for those living on the North Shore



Project Details:

- The project includes construction of a new 12-foot wide multi-use paved path westerly along the abandoned railbed (owned by the City of Peabody) beginning at the end of the existing Independence Greenway at Peabody Road to the existing state right-of-way of the Route 1 NB to I-95 NB connection; then northerly along the toe of slope of Route 1 NB connection within MassDOT right-of-way to Lowell Street; then northerly along the west side of Lowell Street as a protected path, under the I-95 NB/SB overpass; then onto land now or formerly of 215 Newbury Street via an existing 99-year lease agreement granted to the City of Peabody; then over Route 1 NB/SB via a new two-span pedestrian bridge; then westerly along abandoned railbed (owned by the City of Peabody) where it will connect to Lt. Ross Park.
- The project also includes a connection to the existing Border to Boston trailhead at Lowell Street via the existing signalized crossing at the Route 1 NB off/on ramp (i.e. Speedway property) and a connection to the signalized intersection of Lowell and Bourbon Street. The work includes full-depth pavement construction, minor drainage improvements, vegetative privacy screening, new timber rail, new and reset granite curb, new cement concrete sidewalk and/or hot mix asphalt, new precast cement concrete barrier, signal upgrades at Lowell/Bourbon Street and Route 1 NB/Lowell Street intersection, a new 2-span steel pedestrian bridge, and various curb/walking/parking improvements to the existing parking lot at 215 Newbury Street.

Belmont: Community Path, Belmont Component of the MCRT (Phase I) (609204)

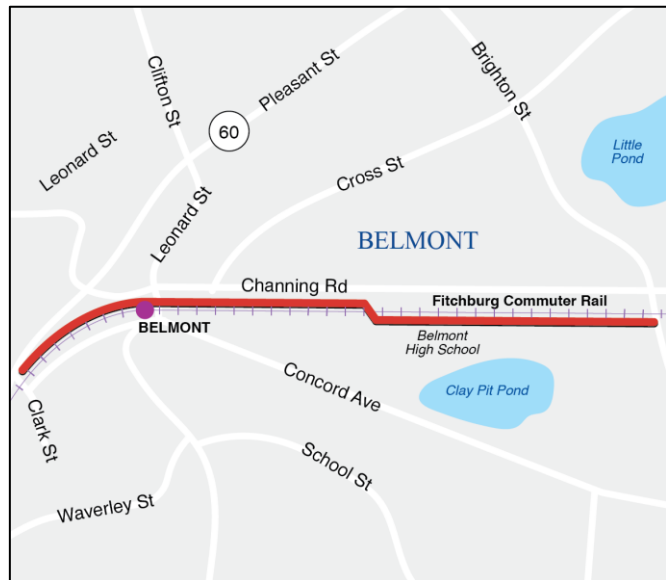
MPO Investment Category: Bicycle Network and Pedestrian Connections

Evaluation Score: 42

Cost: \$16,703,600

Main Objectives:

- Construct the Belmont Community Path to connect the Fitchburg Cutoff Bike Path at Brighton Street (eastern end of project), which provides a crucial link to the MBTA Alewife T Station, to Belmont Center



Project Details:

- The project has been divided into 2 phases: Phase 1 connects the Fitchburg Cutoff Bike Path at Brighton Street with the Clark Street pedestrian bridge just west of Belmont Center; Phase 2 connects Clark Street to the Mass Central Rail Trail at the Waltham/Belmont municipal boundary. Phase 1 is contemplated under this TIP proposal; Phase 2 will be pursued later.
- The project includes an underpass beneath the commuter rail tracks at Channing Road and Alexander Avenue to provide a safe connection between the Winnbrook neighborhood that lies on the north side of the tracks with the bike lanes on Concord Avenue that lie on the south side of the tracks. The underpass will also provide access to the path and a safer, more direct connection to the Fitchburg Cutoff Path and the MBTA Alewife T Station beyond for those who live on the south side of the tracks.
- The path and underpass will also offer bicycle and pedestrian access to the current high school and future 7-12 grade school via a 16-foot paved facility. 2-foot grass shoulders and additional landscaping along the length of the path will buffer the new facility from the adjacent railroad tracks and neighboring properties.

Swampscott: Rail Trail Construction (610666)

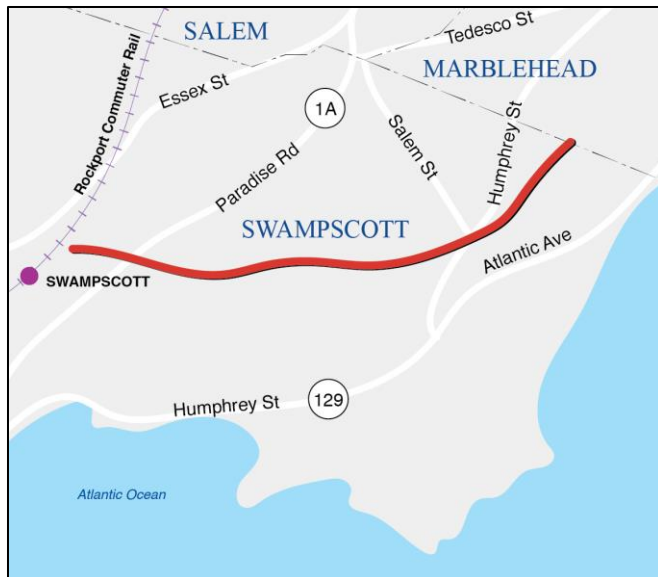
MPO Investment Category: Bicycle Network and Pedestrian Connections

Evaluation Score: 34

Cost: \$7,700,000

Main Objectives:

- Provide safe, accessible off-road recreational and transportation opportunities to Swampscott and the surrounding communities
- Provide a critical link between the existing Marblehead Rail Trail and the Swampscott Commuter Rail station



Project Details:

- The proposed trail will be a new 2.1-mile long, multi-use linear park, running the length of Swampscott and connecting with the existing Marblehead Rail Trail. This project will provide access to the Town's schools, recreation areas and natural resources and improve quality of life for multiple generations of users in Swampscott and its Lynn, Marblehead and Salem neighbors.
- The trail will also expand the vision for the East Coast Greenway (a 3,000-mile route running from Maine to Florida). The completed Swampscott Rail Trail will upgrade the Greenway by moving the Swampscott segment of that trail (connecting Lynn and Marblehead) off-road, a priority for the Greenway project.
- The trail will run from Stetson Avenue in Swampscott to the Marblehead Rail Trail at the Swampscott-Marblehead town line. The trail will be situated in the center of the former railroad bed which is now a 30-115 ft. wide utility corridor. The trail will be 10 ft. wide with a 2 ft. sloping shoulder on each side. The trail will cross five streets at grade and two school driveways safely utilizing a combination of signage, markings, and flashing beacons or signals in all directions for both vehicles and trail users approaching the crossing. In addition, the trail will cross Paradise Road (State Route 1A) with a pedestrian bridge using existing abandoned railroad abutments. The entire trail will be accessible. Green screening using appropriate native vegetation will be used in areas where neighbors have requested it. Signage indicating the Swampscott Rail Trail's roles as part of the Swampscott Green Corridor network and a segment of the East Coast Greenway will be located along the trail. Trail amenities will be located at the Swampscott Middle School including bathrooms, vehicle parking for trail users, bicycle parking, and a public bike repair station.

Chelsea: Targeted Safety Improvements and Related Work on Broadway, from Williams Street to City Hall Avenue (609532)

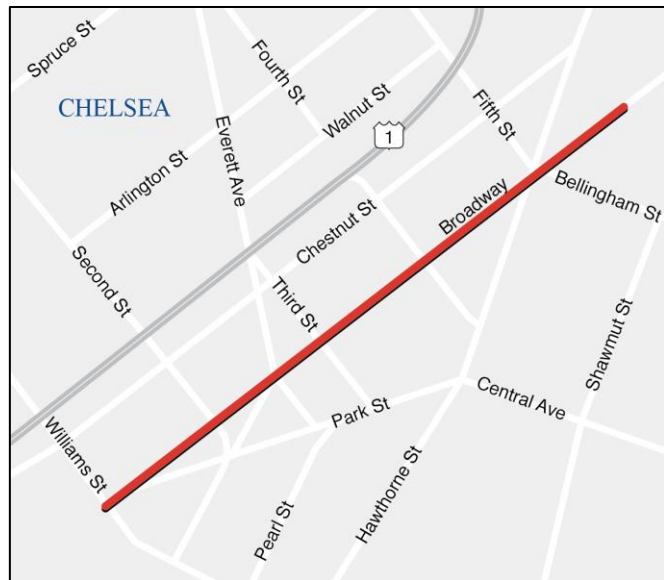
MPO Investment Category: Complete Streets

Evaluation Score: 83

Cost: \$5,750,000

Main Objectives:

- Enhance the safety of all users of the roadway, with an emphasis on bicycle and pedestrian safety
- Increase economic activity along Broadway by widening sidewalks, improving signalization, and enhancing streetscaping of the corridor to stimulate the City's Central Business District



Project Details:

- The entirety of Downtown Broadway falls within an HSIP Pedestrian Crash Cluster. Additionally, Downtown Broadway contains one of the state's Top 200 HSIP Crash Clusters. This is primarily due to poor roadway design, a lack of comprehensive signalization, and the high instance of exposure between vehicular, bicyclist, and pedestrian travels along the roadway.
- The proposed improvements within this project will increase business visibility throughout the corridor while increasing multi-modal access and mobility in downtown Chelsea. This project will focus primarily on the safety of pedestrians and bicyclists along the corridor, while enhancing the roadway for bus (MBTA routes 111, 116, and 117) and vehicular travel.
- Current design alternatives all include improvements to pedestrian and bicycle infrastructure through the widening of sidewalks, installation of tree boxes, and the implementation of dedicated bike or combined bus and bike lanes with protective barrier options. Additionally, the upgrading of signals and pavement markings at each intersection along the corridor will increase safety of pedestrians through higher levels of visual indication. This project will also comprehensively upgrade the entire corridor to ADA compliance and allow for more efficient on-boarding and off-boarding of MBTA bus patrons.
- Smart signals will communicate with one another along the corridor and generate a more rigorous traffic management framework for the entirety of Broadway while allowing for preferential movements of safety vehicles and MBTA buses through each intersection.

Woburn: Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street, and Montvale Avenue (610662)

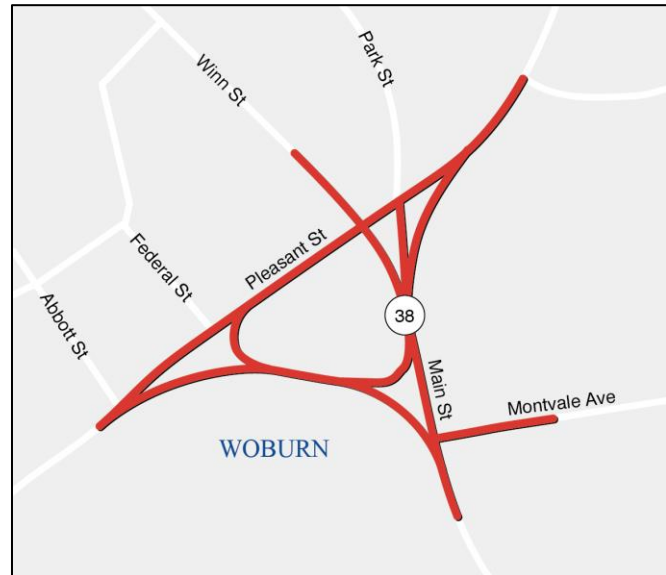
MPO Investment Category: Complete Streets

Evaluation Score: 75

Cost: \$14,380,000

Main Objectives:

- The primary goals for this project are to improve safety for drivers, pedestrians, and bicyclists while improving congestion within the Town Common area



Project Details:

- The Woburn Common is currently confusing for drivers with a one-way circulation pattern under various types of control. There are traffic signals as well as stop signs for circulating traffic. It is dangerous for drivers, pedestrians and bicyclists as evidenced by the presence of an HSIP crash cluster as well as an HSIP pedestrian crash cluster. Woburn Center experiences excessive delays and queuing, necessitating police assistance weekday afternoons/evenings. Due to the configuration of the circulating roadways, frequent long queues end up blocking roadways within the Center, creating an ever-worsening problem.
- The project consists of safety and operational improvements and includes the reconfiguration of the Woburn Common rotary to a more traditional configuration. The total length of the project is approximately 5,000 linear feet. This includes Main Street from Salem Street to High Street, Pleasant Street from the Woburn Common to Court Street and Montvale Avenue from Main Street to Greenwood Avenue.
- The project will include roadway reconstruction, roadway realignment, sidewalk reconstruction, and the addition of bicycle lanes. One new signal will be added and two existing signals will be replaced. The project will be consistent with Woburn's adopted complete streets policy.
- The proposed project will make improvements for freight by re-configuring the roadways to eliminate awkward geometry such as double turn lanes. Currently, due to the awkward geometry and poor operations, truck drivers have difficulty accessing the arterial roadways around the Common and look for alternative roadways.

Salem: Boston Street Improvements (609437)

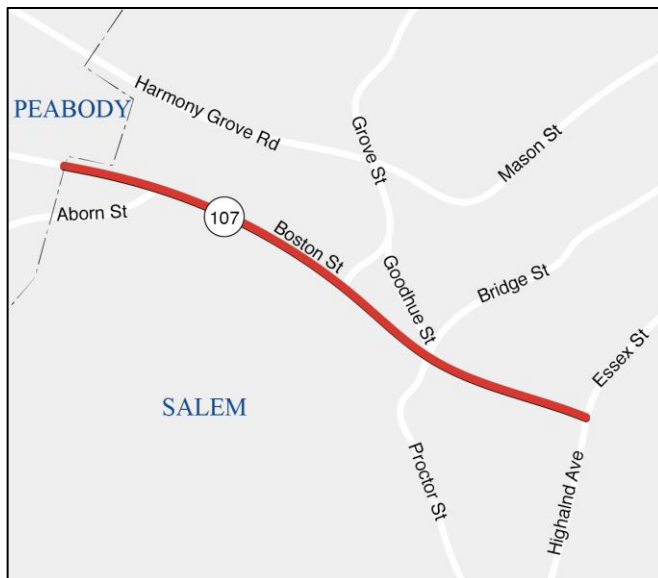
MPO Investment Category: Complete Streets

Evaluation Score: 69

Cost: \$12,480,000

Main Objectives:

- Improve mobility for vehicles, bicycles, and pedestrians between Salem and Peabody and create separated bicycle facilities between the two municipalities that do not currently exist today
- Install ADA compliant bus stops
- Improve safety at 2 high-crash locations (Bridge Street and Essex Street)



Project Details:

- Major improvements to the corridor include incorporating complete streets design elements such as off-road bicycle facilities throughout the length of the corridor (either as separated bike lanes or a shared-use path), and ADA/AAB-compliant sidewalks, pedestrian ramps, and crosswalks.
- The proposed cross-section for Boston Street includes one lane of travel in each direction with additional turn lanes at signalized intersections (where warranted), on-street parking for portions of the corridor, and off-road bicycle facilities. Currently there are no bicycle facilities on Boston Street and this will provide a new bicycle through connection between Peabody and Downtown Salem.
- This project will add a new traffic signal at the intersection of Boston Street at Aborn Street and will upgrade existing traffic signals at the intersections of Boston Street at Essex Street, Boston Street at Bridge Street / Proctor Street / Goodhue Street, at Boston Street and Grove Street / Nichols Street.

Weston: Reconstruction on Route 30 (608954)

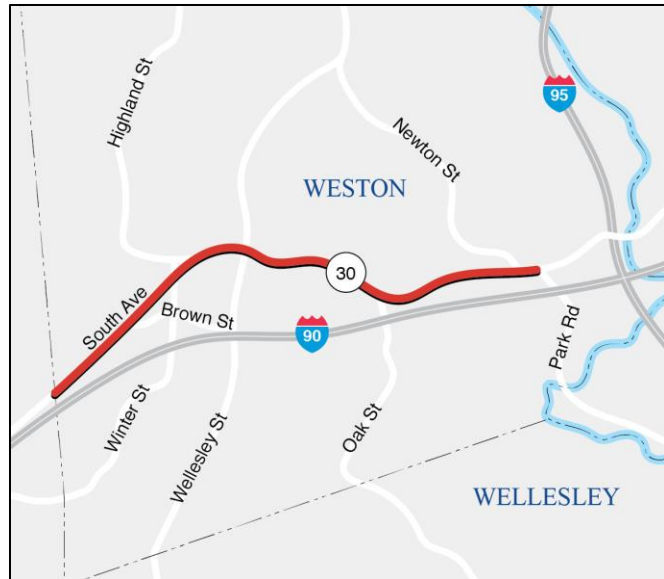
MPO Investment Category: Complete Streets

Evaluation Score: 57

Cost: \$8,117,562

Main Objectives:

- Create a corridor that better serves all users of Route 30, including bicycles and pedestrians
- Improve pavement and roadway conditions along Route 30 and make geometric and safety improvements at intersections along the corridor



Project Details:

- This project is proposing to reconstruct the entire length of Route 30 within the Town of Weston that falls within the Town's roadway layout. The limits start at the Natick Town line in the west, to the end of the Town's roadway layout near the intersection of Cutters Bluff Lane. The total length of the project is approximately 3.7 miles.
- The proposed work includes a combination of resurfacing and box widening to achieve a proposed cross section of 11-foot lanes and 3-foot shoulders. Full depth reconstruction will only be used in areas where a change in roadway cross slope is necessary.
- This project also serves to provide 3.7 miles of 10-foot, separated, off-road shared use path (SUP) for the region with the intent of a future connection to other SUPs being planned along Route 30 in Newton. The SUP will run along the south side of the roadway from the Natick town line to the intersection at Newton Street. The SUP will cross to the north side at Newton Street to continue to the end of the project limits. The SUP would be separated from the roadway with a grass/landscape buffer where space allows. In some constrained areas, the SUP will abut the roadway.
- This project also includes intersection improvements along the corridor. Geometric improvements will be made to the intersections at Winter Street, Highland Street, Ash Street, and Oak Street. New traffic signals are proposed at Winter Street and Oak Street. A hybrid pedestrian/emergency signal is proposed at Ash Street. The Newton Street and Park Street intersections will include updated signal phasing and minor geometric changes in order to match the new roadway cross section.

Newton: Reconstruction of Commonwealth Avenue (Route 30), from East of Auburn Street to Ash Street (610674)

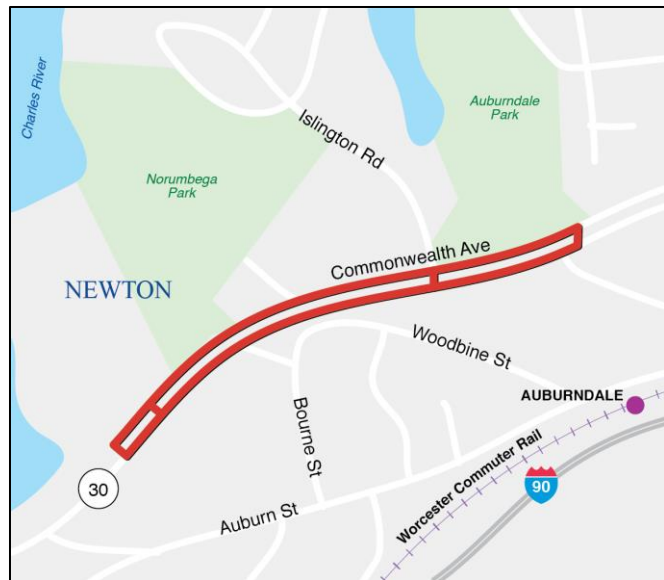
MPO Investment Category: Complete Streets

Evaluation Score: 51

Cost: \$5,098,755

Main Objectives:

- Create safe and attractive bicycle and pedestrian facilities within the current right-of-way of the existing carriageway on Route 30 to improve the City of Newton's connectivity to greenspace, trails, and other recreation opportunities
- This project is a critical segment of a greater vision that will create high-quality, separated biking and walking facilities along Route 30 on the MassDOT bridge over the Charles River and through the Town of Weston



Project Details:

- The proposed improvements to Route 30 and the adjacent carriageway begin at the westernmost driveway of the Boston Marriott Hotel, just east of Auburn Street, and end at Ash Street, including the intersection and all approaches.
- For the segment from the hotel to Woodbine Street, Route 30 is a divided 4-lane roadway with no sidewalk (except for a short segment on the south side at the westernmost edge of the project limits) or bicycle facilities and a wide median. The project will narrow this median and re-purpose the space on the north side of the roadway to either a shared-use path or separated bicycle and pedestrian facilities.
- East of Woodbine Street, the existing 22-foot carriageway will be converted to the shared-use path or separated bicycle and pedestrian facilities. The existing cross section of Route 30 will be maintained, but 5-foot shoulders will be striped to allow for on-road bicycling facilities as well. Driveways and side streets will be extended from where they currently intersect the carriageway to Route 30; the pedestrian and bicycle facilities will be raised across the driveways and side streets.
- There will be three mid-block crossings with Rectangular Rapid Flashing Beacons (RRFBs) installed at MBTA bus stops and the Blue Heron trail entrance.
- The intersection at Ash Street will be reconstructed to improve pedestrian and bicycle crossings and address circulation issues at Lyons Field. This will include signal reconstruction, wheelchair ramps, and crosswalks.

Manchester-by-the-Sea: Bridge Replacement, M-02-001 (8AM), Central Street (Route 127) Over Saw Mill Brook (610671)

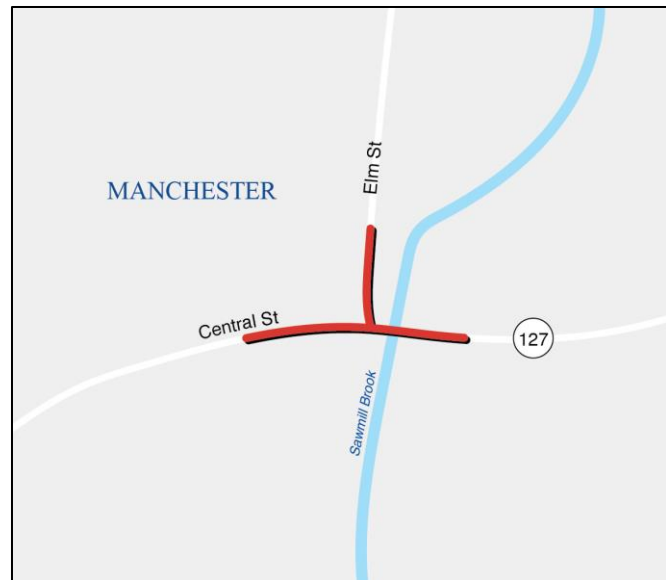
MPO Investment Category: Complete Streets

Evaluation Score: 46

Cost: \$4,350,000

Main Objectives:

- The current bridge that carries Route 127 over Saw Mill Brook is deteriorating and is at risk of failing in the near future. This project will maintain the needed mobility in the town, providing the only brook crossing in the downtown.



Project Details:

- The project includes the replacement of the existing Central Street bridge over Sawmill Brook. The project will also include utility replacement, storm drainage upgrades, and roadway reconstruction of 225-foot section of Central Street between 29 Central Street and the Church Street intersection.
- The project seeks to continue the Town's complete streets section through the corridor. To that end, traffic signs, pavement markings, sidewalks, crosswalks, granite curb, and drainage structures will be replaced within the limits of the project. Pedestrian crossing bump-outs will be added at the crossing on Central Street to improve pedestrian safety and bring the roadway into ADA compliance.
- The new structure will positively impact the adjacent wildlife habitat in Saw Mill Brook and decrease the likelihood of flooding in the area.

Burlington, Woburn: Intersection Reconstruction at Route 3 (Cambridge Road) & Bedford Road and South Bedford Street (608067)

MPO Investment Category:
Intersection Improvements

Evaluation Score: 52

Cost: \$1,440,000

Main Objectives:

- Enhance safety, improve traffic operations, and provide pedestrian and bicycle accommodations through the reconstruction of the intersection

Project Details:

- The intersection of U.S. Route 3 (Cambridge Street) at South Bedford Street and Bedford Road has been identified as a high-crash location in the Boston region. The existing geometry and traffic operations can often present challenges for motorists, pedestrians, and cyclists. The project aims to address these deficiencies through the complete reconstruction of the intersection.
- The proposed design will consist of an upgrade of all traffic signal equipment within the intersection and geometry enhancements to accommodate exclusive turn lanes for all approaches to the intersection.
- The project will also include reconstruction of the sidewalk along the east side of Cambridge Street and both sides of the Bedford Road westbound approach, and new sidewalk will be constructed on the south side of South Bedford Street.
- Bicycle accommodations consisting of 5-foot wide bicycle lanes (with 2-foot wide buffer where feasible) will be provided to address MassDOT's Complete Street and GreenDOT initiatives.
- Upgraded ADA-compliant MBTA bus stops on Cambridge Street will be provided.



Weston: Intersection Improvements Boston Post Road (Route 20) at Wellesley Street (608940)

MPO Investment Category:
Intersection Improvements

Evaluation Score: 40

Cost: \$1,219,250

Main Objectives:

- Address the safety concerns and crash incidents that contribute to the intersection's inclusion on the State's HSIP eligibility list as a high crash location
- Address traffic congestion on Boston Post Road and the side streets
- Improve cross-town connectivity along Route 20
- Improve pedestrian and bicycle accommodations



Project Details:

- The project limits include the immediate vicinity of the intersection of Route 20, Boston Post Road, Wellesley Street and Winsor Way.
- The project scope includes the installation of a new traffic signal system, reconfiguring the intersection to address documented safety issues, consolidating pavement area, and the simplification of turning movements. Simplifying the geometry of the intersection requires the relocation and introduction of a curve along Winsor Way, which can be accomplished within existing rights-of-way.
- Proposed pedestrian improvements include replacement of sidewalks along the north side of Route 20 (800') and the east side of Boston Post Road (150'). New sidewalk is proposed on the south side of Route 20 (300'), the west side of Boston Post Road (150'), and on both sides of Wellesley Street (100') within the immediate intersection limits. The proposed traffic signal system includes protected pedestrian crossings and crosswalks are proposed on all approaches to the intersection.
- A school bus stop that serves Winsor Way will be incorporated into the design and includes a sidewalk connection between the bus stop location and Winsor Way.
- The roadway cross-section will be widened slightly to accommodate four lanes, including bicycle lanes.

Milton: Intersection Improvements Squantum Street at Adams Street (608955)

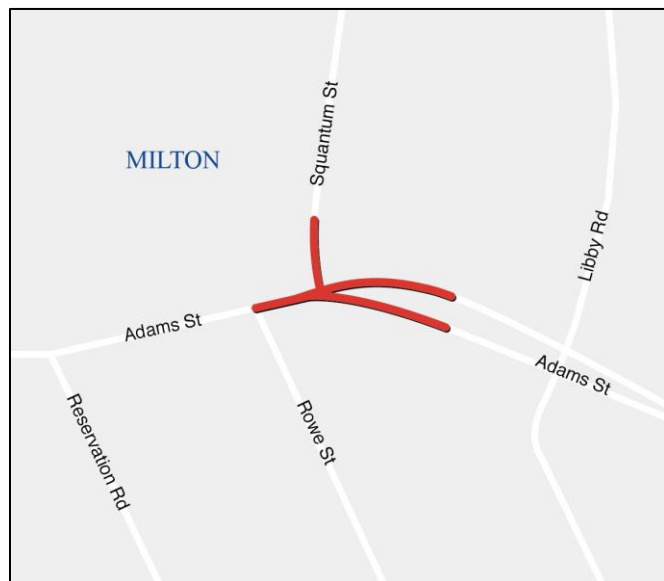
MPO Investment Category:
Intersection Improvements

Evaluation Score: 33

Cost: \$979,762

Main Objectives:

- Provide pedestrian and bicycle accommodations through the intersection
- Improve traffic flow and operations along the Adams Street and Squantum Street corridors through the signalization of the intersection



Project Details:

- The Town of Milton is proposing to improve safety and operations for vehicles, bicyclists, and pedestrians where Adams Street and Squantum Street intersect, consequently reducing congestion and the occurrence of crashes. The proposed project will introduce a traffic signal at the intersection to better regulate traffic flow from Squantum Street onto Adams Street, where significant delays currently exist during peak periods.
- Improvements will be made to sidewalks and curb ramps to meet ADA/AAB standards and shorter pedestrian crosswalks and restriping will be considered within the project limits.
- Dedicated bicycle facilities will be included with the project to connect to the existing bicycle network on Adams Street located west of the project area.
- Existing lighting will be maintained or relocated as needed based on relocation of utility poles.

Westwood: Traffic Signal Improvements on Route 109 (608947)

MPO Investment Category:
Intersection Improvements

Evaluation Score: 31

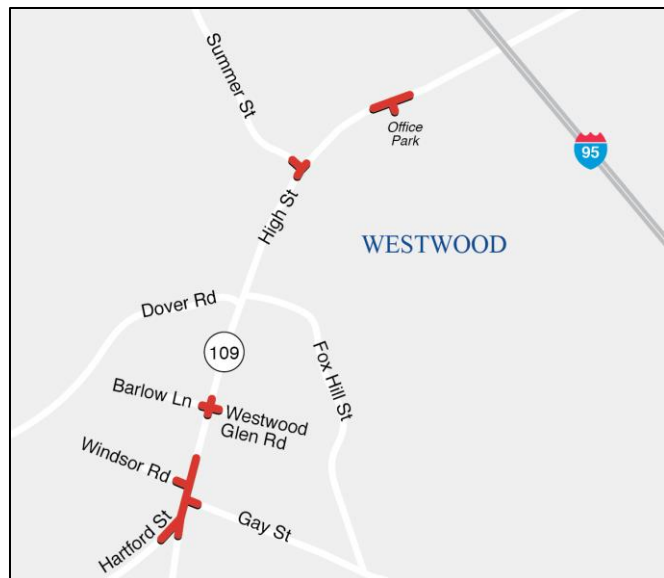
Cost: \$929,280

Main Objectives:

- This project aims to upgrade signals at six intersections along Route 109 (High Street) to improve traffic flow throughout the corridor

Project Details:

- The project includes upgrading/retrofitting existing traffic control equipment and software at the following six existing signalized locations along High Street:
 - Hartford Street
 - Gay Street
 - Windsor Street
 - Barlow Lane/Westwood Glen Road
 - Summer Street
 - Lower Brook Drive
- The project includes traffic signal controller upgrades, data communication interfaces, remote central operation capability, system level vehicle detection, and the installation of an ASCT (Adaptive Signal Control Technology) system to improve traffic operations by dynamically updating signal timing parameters.
- The communication equipment at the existing fire station emergency signal located between Windsor Road and Barlow Lane/Westwood Glen Road on High Street will be upgraded which will serve as the ASCT communication interface hub.
- The project will improve traffic congestion along the Route 109 corridor, which serves as a regional east-west connector between I-95/Route 128 and the westerly communities (Walpole, Dover, Millis, and Medfield). Route 109 also serves the Westwood civic and commercial area. The ASCT system will improve traffic operations by dynamically updating signal timing parameters based on real-time traffic demand particularly during the peak commuter periods and other unexpected peak traffic surge conditions.



Lynn: Reconstruction of Western Avenue (Route 107) (609246)

MPO Investment Category: Major Infrastructure

Evaluation Score: 76

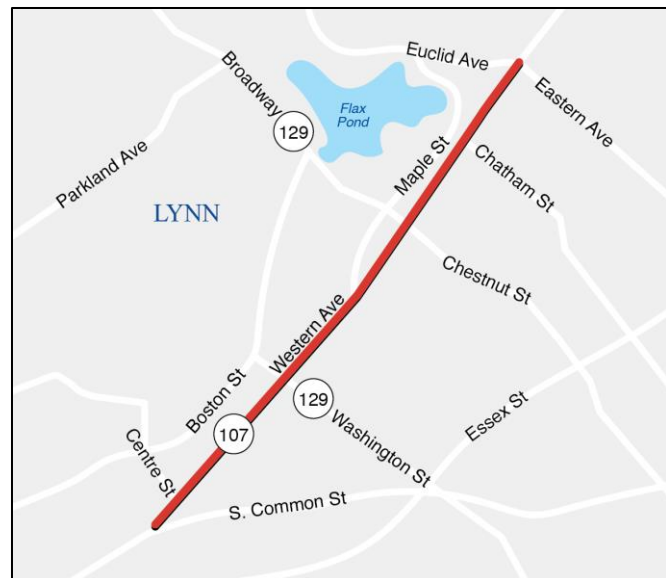
Cost: \$36,205,000

Main Objectives:

- Enhance safety and accessibility for all users through the full reconstruction of the corridor

Project Details:

- This project will reconstruct 1.9 miles of Western Avenue (Route 107) in Lynn between Centre Street and Eastern Avenue. Work will include roadway pavement reconstruction, drainage improvements, improved design for traffic operations and safety, new signs and pavement markings, and bicycle and ADA-compliant pedestrian improvements.
- Proposed improvements to intersection design and signal timing will improve the level of service to acceptable levels throughout the corridor during AM and PM peak periods. In addition, roadway operational improvements are anticipated to improve safety.
- MBTA bus routes 424, 434, and 450 serve this section of Western Avenue. The City will be evaluating transit signal priority and bus rapid transit elements during the design phase and improving bus stop locations throughout the corridor.
- Western Avenue conveys both transit and vehicular users to and from residences, local businesses, offices, restaurants, and grocery stores along the corridor, as well as providing regional roadway and transit connectivity between Salem and Peabody to the north and Boston to the south. Improving safety, efficiency, and aesthetics along the corridor for all users will further the City of Lynn's goals to promote investment and quality development along Western Avenue and throughout the City.
- Western Avenue will provide regional access via Route 107 to the One Lynn District, a MassDevelopment Transformative Development Initiative district in the City's downtown offering arts-based residential, retail, and diverse restaurant development in proximity to the Central Square MBTA commuter rail station.



Somerville: McGrath Boulevard Project (607981)

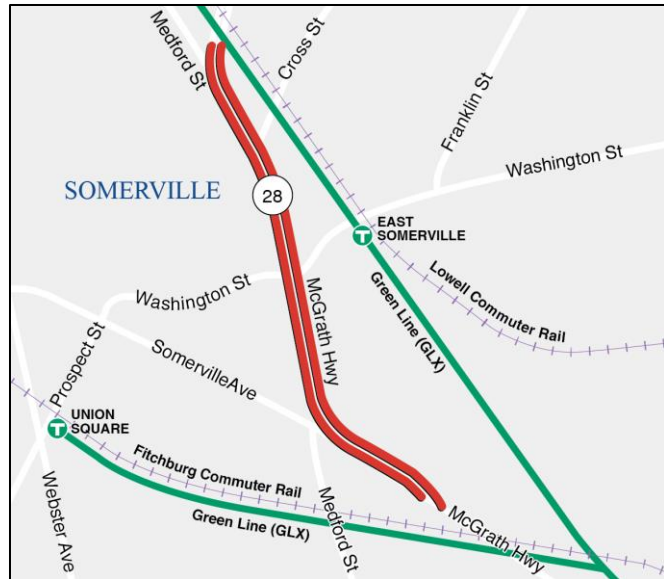
MPO Investment Category: Major Infrastructure

Evaluation Score: 74

Cost: \$88,250,000

Main Objectives:

- Enhance safety and accessibility for all users by rationalizing intersections, improving signalization, and creating off-street pedestrian and bicycle facilities
- Increase quality of life for the Inner Belt, Brickbottom, and Union Square neighborhoods by increasing connectivity throughout the corridor and removing the existing elevated barrier between neighborhoods



Project Details:

- The proposed improvements will remove the existing McCarthy Viaduct and replace it with an at-grade urban boulevard, approximately 0.7 miles long, from the Gilman Street Bridge in the north to Squires Bridge in the south.
- The project will result in more conventional intersection configurations at Washington Street and Somerville Avenue, which are currently under or next to the viaduct. Removing the viaduct will physically reconnect the neighborhoods of Somerville with more direct vehicle, pedestrian, bicycle, and transit networks. Opportunities for dedicated bus lanes/queue jump facilities are also being considered.
- New sidewalks and bicycle facilities will be provided for the length of the proposed McGrath Boulevard and will connect with the extended Somerville Community Path, creating access to the regional bicycle transportation network. The proposed facilities will provide direct intermodal connections to existing bus routes and the new Green Line station in East Somerville.

Natick: Bridge Replacement, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements (605313)

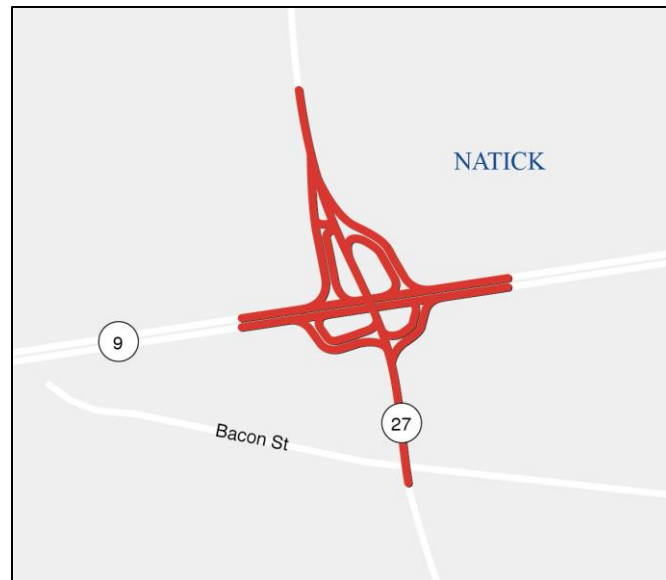
MPO Investment Category: Major Infrastructure

Evaluation Score: 66

Cost: \$25,897,370

Main Objectives:

- Improve roadway geometry and sight distances to meet modern safety standards and provide accommodations for pedestrian and bicycle travel
- Reconstruct a bridge that was built in 1931 and is currently listed as structurally deficient



Project Details:

- This project proposes to completely reconfigure and reconstruct the bridge that carries Route 27 over Route 9, creating a modified diverging diamond layout that aims to improve traffic flow and roadway geometry while enhancing safety for all users.
- There are currently no ADA-compliant sidewalks or bike lanes on the bridge. Only one side of the bridge has sidewalks, which are in poor condition. This project will create a dedicated bicycle and pedestrian bridge along with off-road facilities throughout the project area, providing a pedestrian and bicycle link between the neighborhoods north of Route 9 with Natick Center and the Cochituate Rail Trail.

Wakefield: Main Street Reconstruction (610545)

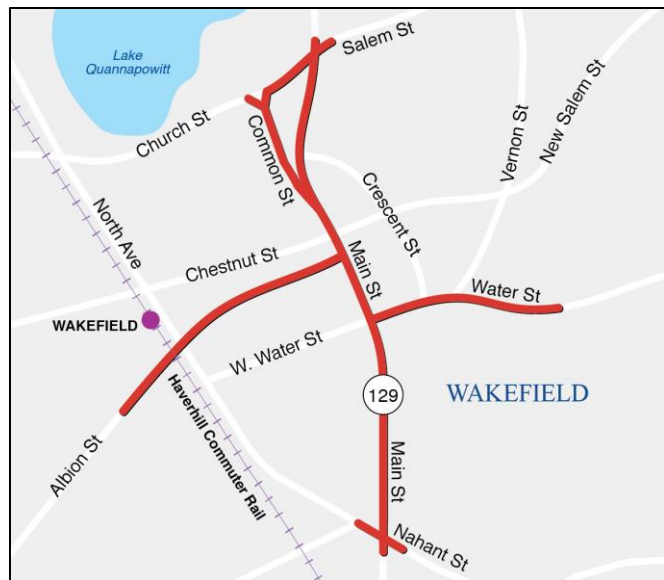
MPO Investment Category: Major Infrastructure

Evaluation Score: 59

Cost: \$26,382,000

Main Objectives:

- The goal of the project is to improve complete street design elements within the corridor to provide mobility and safety for all users (vehicles, bicycles and pedestrians) while enhancing the vibrancy and streetscape of Wakefield's downtown
- The project also aims to provide improved connections to transit (Wakefield Commuter Rail Station and bus routes 137/138) and to recreational and civic areas (Lake Quannapowitt & proposed Wakefield/Lynnfield Rail Trail) in Wakefield



Project Details:

- The proposed project includes the narrowing of the existing roadway cross section to incorporate dedicated bicycle facilities and improve intersection safety. Specifically, the project proposes the installation of a new elevated multi-use path on the South Main Street portion of the corridor (Water Street to North Ave), two new separated/elevated bike lanes for the heart of Downtown (Main Street from Crescent Street to Water Street), and a striped bike lane on Common Street (from Crescent Street to Yale Ave).
- The project will improve pedestrian mobility through the replacement of signal equipment and by making updates to pedestrian crossings and sidewalks to meet ADA requirements for cross slope and curb ramp construction. The Main Street corridor (Crescent Street to Water Street) and Water Street (Main Street to Vernon Street) are both pedestrian crash clusters.
- The project also enhances mobility between abutting neighborhoods to the Route 136 and 137 bus routes as well as the Wakefield Commuter Rail station.
- Existing signals at the Main Street/Salem Street, Main Street/Water Street, Main Street/North Avenue are proposed to be upgraded with the project. The Main Street/Water Street signal is proposed to be replaced with an adaptive system that will be connected to a signal at the Water Street/Vernon Street intersection proposed to be replaced as part of the Wakefield/Lynnfield rail to trail project.