

Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

—Jeffrey Mullen, Massachusetts Department of Transportation Secretary



Freight Capacity Needs

Interstate 95/Interstate 93 Interchange Reconstruction

The I-95/I-93 interchange carries more than 375,000 vehicles on an average weekday, twice the traffic level than when it was originally constructed. The interchange is a major connector for freight movements entering and leaving the Boston metropolitan region and for long-haul routes into northern New England. All legs of this cloverleaf interchange operate at severely congested levels for parts of the day. This is caused by a combination of substandard ramps and weave distances, close proximity of other adjacent congested interchanges, and the loss of a lane on I-95 north of the interchange.

These factors create safety problems at this interchange, which are amplified for trucks that must navigate the tight turns and congested conditions. Traffic speeds are significantly reduced through the interchange area beyond the extended morning and afternoon peak hours, affecting the reliability and cost of shipping freight in the state.

Improvements for this interchange are under development. In addition to replacing two of the four loop ramps, resulting in the elimination of all the weaves, the project proposes adding a lane on I-95 to create four lanes in each direction between the interchange and Massachusetts 28 in Stoneham/Reading. The additional northbound lane would be extended further to Route 129 in Wakefield. A number of alternatives will be considered including direct connect flyover ramps, providing connections underground, and varying ramp design speeds. Close proximity to residential and commercial development will constrain design options to limit right-of-way takings and reduce potential noise impacts. These design considerations will be further defined in the environmental study and final design phases, which are currently under negotiation for this construction project – which is estimated to cost in the range of \$300 million.