

## ► QUINCY: BURGIN PARKWAY (\$18,000,000)

### Description

The project creates new ramps at the Route 3/Burgin Parkway interchange. A grade separation for the Burgin Parkway southbound movement (toward Route 3) is proposed over Centre Street. Beginning on Burgin Parkway just south of Penn Street, the outbound roadway will split. Southbound traffic staying left will continue to the existing at-grade intersection at Centre Street. Traffic bearing right and continuing south along Burgin Parkway will pass over Centre Street en route to the Route 3/Route 128/I-93 ramp system. The grade-separated section will provide two travel lanes and will be constructed with a maximum grade of less than 7%. A viaduct section will be constructed over Centre Street. The viaduct will merge with the existing viaduct carrying outbound traffic from the Quincy Adams MBTA station.

A new ramp is proposed from Crown Colony Drive at its intersection with Congress Street that will carry traffic from Centre Street to I-93 north and Route 128. The ramp will join the southbound flow from Burgin Parkway downstream of the MBTA ramp and the Burgin Parkway merge location. Traffic using this ramp will not be required to weave with other traffic using Burgin Parkway, which will minimize traffic weaving conditions on the Route 128/I-93 ramps. Construction of a channelized ramp is also proposed to allow northbound Crown Colony Drive traffic to bypass the Crown Colony Drive/Centre Street and Burgin Parkway/Centre Street intersections and connect with southbound Burgin Parkway ramps.

### Project's Context/Possible Impacts, by MPO Policy Area

#### Land Use

The project is located near the intersection of three major highways—Interstate 93, Route 128, and Route 3. The area is zoned for industrial use and consists mainly of commercial, industrial, and office developments. According to the Execu-

tive Office of Environmental Affairs/Metropolitan Area Planning Council buildout analysis, the area is subject to absolute development constraints.

The Metropolitan Area Planning Council, the regional planning agency for the MPO region, provided the following comments/analysis:

- Uses in the Crown Colony development include medium-density offices and a hotel, as well as industrial. There are other low-density industrial and commercial uses around the Burgin Parkway/Centre Street intersection. There are also residential uses to the north along Centre Street, although their access to the highways will not be significantly improved.
- There are several brownfield sites (large sites that are available for infill development) nearby.
- The city of Quincy is state-designated as an economically distressed area/economic target area.
- The project will significantly improve access to the Crown Colony development area, which will increase the development potential of any remaining parcels.

#### Safety

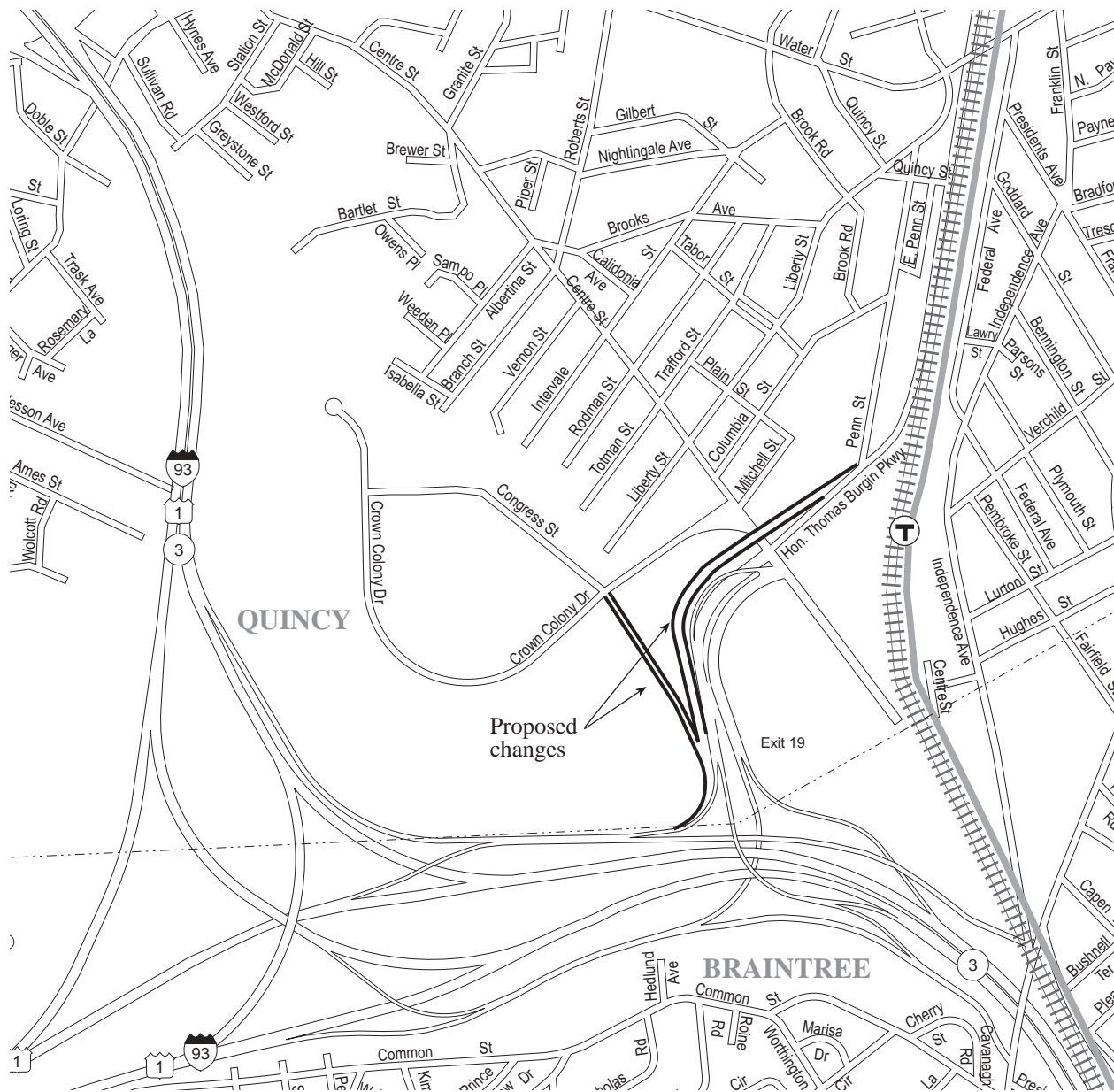
This project is located at a high-crash location: between 1997 and 1999, Burgin Parkway at Centre Street was the site of 69 accidents, of which 39 involved only property damage, 29 involved bodily injury, and 1 resulted in a fatality. It ranked #263\* on the list of the state's high-crash intersections.

#### Mobility

According to the Expanded Environmental Notification Form dated February 2003, the Burgin Parkway/Centre Street intersection functions at level of service (LOS) E in the AM peak period

\* The MPO safety ranking of this intersection is different from the official MassHighway ranking due to a different numbering system.

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and LOS F in the PM peak period. A ramp weave/merge operations analysis was performed for the southbound Burgin Parkway and MBTA exit ramp to the I-93/Route 128 and southbound Route 3 ramps. The analysis showed that this weave section of roadway is operating at LOS E during the PM peak period. The project will provide a new overpass that minimizes conflicts for the highest volume traffic movements through the Burgin Parkway/Centre Street intersection: the northbound left-turn movement from the Route 3

ramps onto Centre Street and the southbound movement from Burgin Parkway to Routes 3, 128, and I-93. It will also improve the level of service for the weave mentioned above in both peak periods.

**Connectivity**

The MBTA’s Quincy Adams Red Line station is located at the site of this project. The project has been designed to accommodate traffic entering and exiting the station.