

REVERE: MAHONEY CIRCLE GRADE SEPARATION (\$25,000,000)

Description

Mahoney Circle (also known as Bell Circle) is a major intersection for local and regional traffic in Revere, accommodating the approaches of Route 1A, Route 60, Route 16, and Beach Street. The preferred alternative for this project will remove the rotary by relocating a portion of Route 1A and depressing Route 60 under Beach Street. Access to local streets will be maintained via direct connections from a newly constructed Beach Street Connector.

The connection of Route 1A and Route 60 will be relocated north of the existing rotary by extending Route 1A west from the vicinity of Butler Circle to Route 60 on an alignment just south of the newly constructed Comfort Inn Suites hotel. The connection between Route 1A southbound and Route 60 northbound would be a standard right-lane merge under yield conditions, while the connection to Route 60 southbound will be a fully signalized left turn. Just south of this connection, the right lane will split off from Route 60 to provide a direct connection to Beach Street west of the current rotary. Going north on Route 60, two lanes of traffic will split off at the new traffic signal to provide direct access to Route 1A northbound, while two lanes will continue as Route 60 northbound.

Route 60 will be depressed under Beach Street from the vicinity of Everett Street to where Route 16 eastbound connects to Route 1A. The depressed section of Route 60 will provide two southbound lanes and two northbound lanes with a ramp added from Route 16 eastbound to Route 60 northbound. The depressed section will be wide enough to allow for an added lane in each direction in the future. Access to the existing businesses and potential business parcels will be provided from relocated Route 1A via ramps in the vicinity of existing Everett Street. Local traffic will access the business parcel south of relocated Route 1A via a curb cut on Beach Street.

The Beach Street Connector will connect the section of Beach Street west of the depressed section

of Route 60 to relocated Route 1A. Beginning at the bridge over Route 60, the connector will follow the current alignment of Route 1A to an intersection with Beach Street and will proceed directly north to a signalized intersection with relocated Route 1A just east of the MBTA commuter railroad tracks. Kimball Street will be extended to intersect with the Beach Street Connector.

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

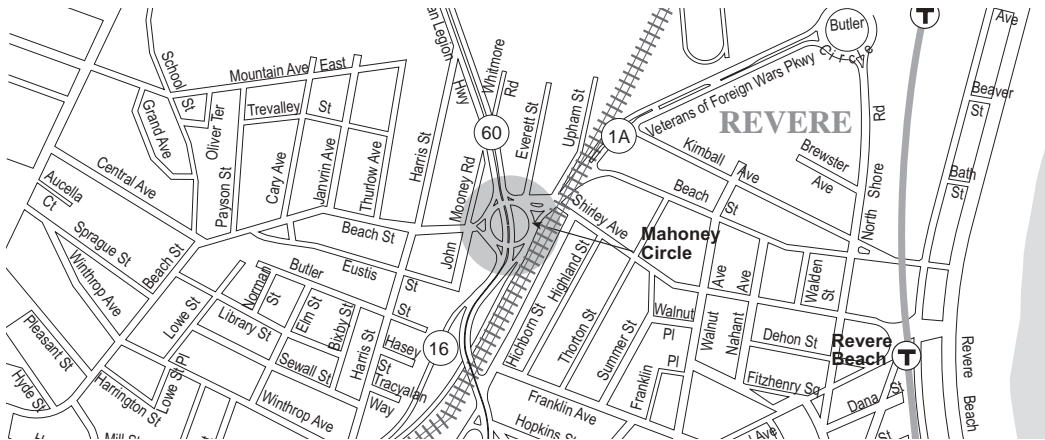
Land Use

The zoning in the project area is general residential (8,000-square-foot lots) west of Mahoney Circle, general industrial and industrial park north of the circle, and general business and high-rise mixed-use zones east of the circle. According to the Executive Office of Environmental Affairs/Metropolitan Area Planning Council buildout analysis, land in the Mahoney Circle 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:

- Existing adjacent land use is mostly residential (high density), with some industrial and commercial uses. There appears to be developable industrial land just east of the new Comfort Inn Hotel.
- There are no brownfield sites (large sites that are available for infill development) nearby.
- Revere is state-designated as an economically distressed area/economic target area.
- The project is just under one-half mile from the Revere Beach MBTA station, and should include improved bicycle and pedestrian connections between previously separated sections of Revere. The land made available by the grade-separation could be available for park use, and the project could allow some mixed-use redevelopment to occur nearby.

MAP 5-28 REVERE: MAHONEY CIRCLE GRADE SEPARATION



- The proposed roadway configuration will divide a parcel currently zoned general industrial that is adjacent to a newly constructed hotel into at least two additional parcels, each one with the potential for commercial/industrial development. Currently, there are no known plans for redevelopment of this area by the city or by the landowner. Road designs that include a connection between Route 1A and Route 60 have been preempted by the location of a hotel in the site proposed for the connector. Plans for the project will have to be rethought in light of this action.

Safety

This project is located at a high-crash location—between 1997 and 1999, Mahoney Circle was the site of 243 accidents, of which 130 involved only property damage and 113 involved bodily injury. It ranked #15 on the list of the state's high-crash intersections.

Mobility

MassHighway traffic counts show that average daily traffic volumes on the two commuter routes north of Mahoney Circle are approximately 40,000 on Route 60 and 29,000 on Route 1A. To the south, the average daily traffic on Route 1A is 50,000 and on Revere Beach Parkway is 20,000. According to the Mahoney Circle Grade Separation Feasibility Study (June, 1997), the approaches to Mahoney Circle operate at a relatively uniform level of service (LOS) D during the AM peak hour. During the PM peak hour, some approaches remain at LOS D, but the

Route 1A northbound and Route 16 northbound approaches operate at LOS F. In terms of delay, this intersection is tentatively rated as the 12th most delayed intersection in the Inner Core subregion and the 18th most delayed intersection for the entire region (source 2001 Congestion Management System monitoring).

Environmental Justice

The MPO has identified this area of Revere as an environmental justice community of concern. This project will ease a burden on the community by moving regional trips from the local roadways.

Notes

MassHighway is currently preparing a draft environmental impact report and environmental assessment for this project and anticipates a submittal to the Federal Highway Administration in 2003.

This project is in close proximity to the Route 1A/Route 16 connection project. The two projects will allow a direct connection between Routes 1 and 1A via Route 16, eliminating the need for regional traffic to utilize local streets. Both of these projects are components of a Lower North Shore transportation improvement scheme that includes the widening of Route 1A from four lanes to six lanes between Curtis Street (north of Logan Airport) and Mahoney Circle in Revere; creating a direct express highway connection between Route 1A north of Logan Airport and the Chelsea Street Bridge to Chelsea; and grade separating the intersection of Route 1A with Route 60 at Mahoney Circle in Revere.