

DANVERS/PEABODY: RTE. 1/RTE. 114 CORRIDOR IMPROVEMENTS (\$40,000,000)

Description

This project is a major highway-access improvement initiative for the Route 1/Route 114 interchange, as well as for the respective corridors. The project includes the addition of a third travel lane in each direction and eliminates the center turn lane on Route 114 between the intersection of Watson Parkway and just east of the Boston and Maine Railroad bridge that crosses over Route 114. Also included in the design concept is the total reconfiguration of the Route 1/Route 114 interchange by creating a modified diamond design. Additional southbound on- and off-ramps between Route 114 and Interstate 95 will be constructed to create a full interchange.

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

Land Use

Zoning in Danvers west of the Route 1/Route 114 interchange is residential (with 30,000-square-foot lots) and highway commercial. East of the interchange, the property is Zone A – 30% four-story office and 70% one-story retail. According to the Executive Office of Environmental Affairs/Metropolitan Area Planning Council buildout analysis, the majority of the Route 1, Route 114, and I-95 corridors are subject to absolute development constraints in both communities; however, the corridors in Danvers are designated as redevelopment districts. According to a Route 114 and I-95 Interchange Justification Study conducted in April 1994, the construction of this project will improve traffic flow and turning movements to businesses along the corridors. Construction will also occur with few or no land takings of business sites for the roadway work.

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

- West of the Route 1/Route 114 interchange, land use is primarily low- to medium-density residential and commercial development. To

the east, existing uses are mostly strip commercial with some office development and big box retail. There are 25 acres of developable commercial land available nearby.

- Neither Danvers nor Peabody is state-designated as an economically distressed area/economic target area.
- There is no transit service in the area.
- Widening the road, if it does reduce congestion, will make the remaining developable parcels more likely to be developed, while any redevelopment of existing uses will be constrained to the same general types and densities.

Safety

This project is located at a high-crash location—between 1997 and 1999, the Route 1/Route 114 interchange has been the site of 316 crashes, of which 197 involved only property damage and 119 involved bodily injury. It ranked #10 on the list of the state's high-crash intersections. The design of this project will maintain all current movements while providing additional travel lanes for through traffic on Route 114.

Mobility

According to traffic count data collected by MassHighway, the average daily traffic on this segment of roadway was approximately 34,700 vehicles in 1999. According to the Justification Study, the Route 1/Route 114 intersection has serious traffic congestion in both the AM and PM peak periods, in part because direct access from Route 114 to I-95 southbound is restricted. In terms of delay, average travel speed on Route 114 is below 70% of the posted speed in the eastbound direction in the PM peak period (source: 2001/2002 Congestion Management System monitoring).

MAP 5-12 DANVERS/PEABODY: RTE. 1/RTE. 114 CORRIDOR IMPROVEMENTS

