

**APPENDIX A**

**TRAFFIC FLOW CHARACTERISTICS**

**OF**

**PROJECT AREA FREEWAY SEGMENTS**

# METROPOLITAN BOSTON IVHS STUDY

Segment	Direction	Length in Miles	ADT	Number of			K	D	PHF	Fw	Fhv	Ep	Fe	SF	V/C	MSF	LOS	Number of Accidents	Accidents Per Mile
				Lanes	%Grade	%Trucks													
<b>ROUTE 128</b>	<b>NB</b>																		
I-93 to Rte 24		3.6	149500 *	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,609	0.97	1,933	E	175	49
			153985 **	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,808	1.00	1,991	E		
			162955 ***	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	7,204	1.05	2,107	F		
Rte 24 to 195		3.2	146000	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,455	0.94	1,887	F	53	17
			150380	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,648	0.97	1,944	E		
			159140	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	7,036	1.03	2,057	F		
Rte 195 to Rte 109		4.4	146500	4	1	5	0.07	0.60	0.95	1	0.91	1	0.9	6,477	0.99	1,977	F	42	10
			150895	4	1	5	0.07	0.60	0.95	1	0.91	1	0.9	6,671	1.02	2,036	F		
			159685	4	1	5	0.07	0.60	0.95	1	0.91	1	0.9	7,060	1.08	2,155	F		
Rte 109 to Rte 9		5.6	134500	4	1	5	0.07	0.60	0.95	1	0.91	1	0.9	5,946	0.91	1,815	D	92	16
			138535	4	1	5	0.07	0.60	0.95	1	0.91	1	0.9	6,125	0.93	1,870	E		
			146605	4	1	5	0.07	0.60	0.95	1	0.91	1	0.9	6,481	0.99	1,978	E		
Rte 9 to I-90		2.5	143000	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,322	0.92	1,849	D	45	18
			147290	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,512	0.95	1,904	E		
			155870	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,891	1.01	2,015	F		
I-90 to Rte 2		6.4	154000	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,808	1.00	1,991	E	101	16
			158620	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	7,013	1.03	2,050	F		
			167860	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	7,421	1.08	2,170	F		
Rte 2 to Rte 3		4.8	152500	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,742	0.99	1,971	E	91	19
			157075	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,944	1.02	2,031	F		
			166225	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	7,349	1.07	2,149	F		
Rte 3 to I-93		5.6	157500		0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,963	1.02	2,036	F	230	41
			162225	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	7,172	1.05	2,097	F		
			171675	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	7,590	1.11	2,219	F		
I-93 to Haverhill St		3.5	139860	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,183	1.21	2,411	F	29	8
			144060	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,369	1.24	2,483	F		
			152450	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,740	1.31	2,628	F		
Haverhill St To Rte 1		4.4	104000	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,598	0.90	1,793	D	39	9
			107120	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,736	0.92	1,844	D		
			113360	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	5,012	0.98	1,954	E		
Rte 1 To Rte 1A		7.2	55000	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,432	0.73	1,453	C	190	26
			56650	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,505	0.75	1,496	C		
			59950	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,650	0.79	1,583	D		
Rte 1A to Southern Av		7	38000	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	1,680	0.50	1,004	B	37	5
			39140	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	1,730	0.52	1,034	B		
			41420	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	1,831	0.55	1,094	B		

\* Year 1991 Volumes \*\* - Year 1994 Volumes \*\*\* - Year 2000 Volumes

# METROPOLITAN BOSTON IVHS STUDY

Segment Direction	Length in Miles	ADT	Number of			K	D	PHF	FW	Fhv	Fp	Fe	SF	V/C	MSF	LOS	Number of Accidents	Accidents Per Mile
			Lanes	%Grade	%Trucks													
<b>ROUTE 128 (Cont'd)</b>																		
Southern Av to End 128	7	28000 *	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	1,238	0.37	739	B	73	10
		28840 **	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	1,275	0.38	762	B		
		30520 ***	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	1,349	0.40	806	B		
<b>I-495 SB</b>																		
I-95 to Broad st	5.3	44500	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	1,967	0.38	767	B	17	3
		45835	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,026	0.40	790	B		
		48505	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,144	0.42	836	B		
Brood St to Amesbury Rd	3.8	46000	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,034	0.40	793	B	35	9
		47380	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,095	0.41	817	B		
		50140	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,217	0.43	854	B		
Amesbury Rd to Rt 125 Con	5.4	105775	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	4,676	0.95	1,903	E	63	12
		108950	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	4,817	0.98	1,960	E		
		115295	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	5,097	1.04	2,075	F		
Rte 125 Con to Rte 110	2.9	106564	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,711	0.92	1,837	D	16	6
		109760	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,853	0.95	1,892	E		
		116155	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	5,135	1.00	2,002	F		
Rte 110 to I-93	6.2	95430	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,219	0.82	1,645	D	142	23
		98295	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,346	0.85	1,694	D		
		104020	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,599	0.90	1,793	D		
I-93 to Rte 3	7.9	88500	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,913	0.80	1,592	D	106	13
		91155	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	4,030	0.82	1,640	D		
		96465	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	4,265	0.87	1,736	D		
Rte 3 to Rte 225	5.9	75620	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,343	0.68	1,361	C	46	8
		77890	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,444	0.70	1,402	C		
		82425	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,644	0.74	1,483	C		
Rte 225 to Rte 2	5.7	79000	3	2	5	0.07	0.60	0.95	1	0.8	1	0.9	3,493	0.81	1,617	D	29	5
		81370	3	2	5	0.07	0.60	0.95	1	0.8	1	0.9	3,597	0.83	1,665	D		
		86110	3	2	5	0.07	0.60	0.95	1	0.8	1	0.9	3,807	0.88	1,762	D		
Rte 2 to Rte 117	7.0	66120	3	2	5	0.07	0.60	0.95	1	0.8	1	0.9	2,923	0.68	1,353	C	37	5
		68105	3	2	5	0.07	0.60	0.95	1	0.8	1	0.9	3,011	0.70	1,394	C		
		72070	3	2	5	0.07	0.60	0.95	1	0.8	1	0.9	3,186	0.74	1,475	C		
Rte 117 To I-290	5.2	77000	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,404	0.69	1,386	C	15	3
		79310	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,506	0.71	1,427	C		
		83930	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,711	0.76	1,510	C		
I-290 To I-90	7.1	70000	2	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,095	0.94	1,889	E	51	/
		72100	2	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,188	0.97	1,946	E		
		76300	2	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,373	1.03	2,059	F		

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Segment	Direction	Length In Miles	ADT	Number of			K	D	PHF	Fw	Fhv	Fp	Fe	SF	V/C	MSF	LOS	Number of Accidents	Accidents Per Mile
				Lanes	%Grade	%Trucks													
<b>I-495 (Cont'd)</b>																			
I-90 to Rte 85	SB	7.0	57000 *	2	2	5	0.07	0.60	0.95	1	0.8	1	0.9	2,520	0.88	1,750	D	24	3
			58710 **	2	2	5	0.07	0.60	0.95	1	0.8	1	0.9	2,500	0.90	1,803	D		
			62130 ***	2	2	5	0.07	0.60	0.95	1	0.8	1	0.9	2,747	0.95	1,908	E		
Rte 85 to Rte 140	SB	7.2	47080	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	2,081	0.42	847	B	24	3
			48495	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	2,144	0.44	873	B		
			51320	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	2,269	0.46	923	B		
Rte 140 To Rte 1	SB	7.7	52580	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	2,325	0.47	946	B	17	2
			54160	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	2,394	0.49	975	B		
			57315	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	2,534	0.52	1,031	B		
Rte 1 to I-95	SB	2.7	50000	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,211	0.43	862	B	6	2
			57500	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,277	0.44	888	B		
			54500	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,409	0.47	939	B		
I-95 To Rte 123	SB	6	42160	3	0	4	0.07	0.60	0.95	1	0 %	1	0.9	1,864	0.36	719	B	5	1
			43425	3	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,920	0.37	741	B		
			45955	3	0	4	0.07	0.60	0.95	1	0.96	1	0.9	2,032	0.39	784	B		
Rte 123 To Rte 24	SB	7.5	39780	3	0	4	0.07	0.60	0.95	1	0 %	1	0.9	1,759	0.34	679	A	0	0
			40975	3	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,812	0.35	699	A		
			43360	3	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,917	0.37	740	B		
Rte 24 To Rte 105	SB	7	36590	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,618	0.47	936	B	0	0
			37690	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,666	0.48	964	B		
			39885	2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	1,763	0.51	1,020	B		
Rte 105 To End I-495	SB	2.7	28000	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,238	0.36	716	B	0	0
			28840	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,275	0.37	730	B		
			30520	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,349	0.39	781	B		
<b>I-90 Between Interchanges</b>																			
11A to 12	EB	5.1	60058	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,655	0.52	1,035	B	26	3
			61860	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,735	0.53	1,066	B		
			65465	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,894	0.56	1,128	C		
12 to 13	EB	5.3	72436	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,202	0.62	1,249	C	35	1
			74610	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,299	0.64	1,286	C		
			76955	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,491	0.68	1,361	C		
13 to 14	EB	6.2	89853	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,972	0.81	1,617	D	59	10
			92550	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	4,092	0.83	1,665	D		
			97940	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	4,330	0.88	1,162	D		

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Segment	Direction	Length in Miles	ADT	Number of Lanes	%Grade	% Trucks	K	D	PHF	Fw	Fhv	Fp	Fe	SF	V/C	MSF	LOS	Number of Accidents	Per Mile	
1-90(Cont'd)																				
14 to 15		0.5	45541	*	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,013	0.39	705	B	15	30
			46910	**	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,074	0.40	809	B		
			49640	***	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,195	0.43	856	B		
15 to 16		2	04375		3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,730	0.73	1,454	C	38	19
			85910		3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,842	0.75	1,498	C		
			91970		3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,066	0.79	1,585	D		
16 to 17		2.6	94880		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,195	0.61	1,227	C	0	0
			97730		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,321	0.63	1,263	C		
			103420		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,572	0.67	1,337	C		
17 to 18		3.4	97267		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,300	0.63	1,257	C	2	1
			100185		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,429	0.65	1,295	C		
			106021		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,687	0.69	1,371	C		
18 to 21		2.2	94779		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,190	0.61	1,225	C	71	20
			97625		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,316	0.63	1,262	C		
			103310		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,567	0.67	1,335	C		
21 to 23		0.8	91946		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,065	0.59	1,189	C	71	20
			94705		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,187	0.61	1,224	C		
			100225		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,431	0.65	1,296	C		
23 to 24		0.6	70842		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,132	0.46	916	B	71	20
			72970		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,226	0.47	943	B		
			77220		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,414	0.50	998	B		
<b>I-95</b>	<b>SB</b>																			
I-495 to Central St		7.7	51390		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,272	0.33	664	A	15	2
			52935		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,340	0.34	684	A		
			56015		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,476	0.36	724	B		
Central St. to Rte 97		5.6	46960		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,076	0.30	607	A	8	1
			48370		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,138	0.31	625	A		
			51190		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,263	0.33	662	A		
Rte 97 to Rte 1		6.4	54980		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,431	0.36	711	B	10	2
			56630		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,504	0.37	732	B		
			59930		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,650	0.39	775	B		
Rte 1 to Rte 128 N		5.8	54210		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,397	0.35	701	B	42	2
			55840		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,469	0.36	722	B		
			59090		4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	2,612	0.38	764	B		

**METROPOLITAN BOSTON IVHS STUDY**

Segment	Direction	Length in Miles	ADI	Number of			K	D	PHF	Fw	Fhv	Fp	Fe	SF	V/C	MSF	LOS	Number of Accidents	Accidents Per Mile
				Lanes	% Grade	% Trucks													
<b>I-95 (Conf'd)</b>																			
	SB																		
Rte 128 S to Rte 27		6.2	69500	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,073	0.60	1,198	C	20	3
			71585	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,165	0.62	1,234	C		
			75755	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,349	0.65	1,306	C		
Rte 27 to I-495		0.7	69000	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,051	0.59	1,189	C	42	5
			71070	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,142	0.61	1,225	C		
			75210	3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,325	0.65	1,296	C		
<b>I-93</b>																			
	NB																		
I-495 to Rte 62		6.6	100500	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,443	0.65	1,299	C	104	16
			103515	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,576	0.67	1,338	C		
			109545	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,843	0.71	1,416	C		
Rte 62 to Rte 128		5.7	114500	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	5,062	0.74	1,480	C	145	25
			117935	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	5,214	0.76	1,525	C		
			124805	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	5,518	0.81	1,613	D		
Rte 128 to Rte 28		3.2	117450	4	1	5	0.07	0.60	0.91	1	0.95	1	0.9	5,421	0.79	1,585	D	76	24
			120975	4	1	5	0.07	0.60	0.91	1	0.95	1	0.9	5,583	0.82	1,633	D		
			128020	4	1	5	0.07	0.60	0.91	1	0.95	1	0.9	5,909	0.86	1,728	D		
Rte 28 to Rte 16		3.8	132950	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	5,870	0.86	1,719	D	106	28
			136940	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,054	0.89	1,770	D		
			144915	4	0	5	0.07	0.60	0.95	1	0.95	1	0.9	6,407	0.94	1,873	E		
Rte 16 to I-90		5.5	152065	4	4	5	0.07	0.60	0.95	1	0.71	1	0.9	6,723	1.32	2,630	F	65	12
			156627	4	4	5	0.07	0.60	0.95	1	0.71	1	0.9	6,925	1.35	2,709	F		
			165750	4	4	5	0.07	0.60	0.95	1	0.71	1	0.9	7,328	1.43	2,867	F		
I-90 to Mass Ave		1.1	165035	4	3	5	0.07	0.60	0.95	1	0.77	1	0.9	7,296	1.32	2,632	F	297	61
			169990	4	3	5	0.07	0.60	0.95	1	0.77	1	0.9	7,515	1.36	2,711	F		
			179890	4	3	5	0.07	0.60	0.95	1	0.77	1	0.9	7,953	1.43	2,869	F		
Mass Ave to Neponset		3.0	158000	4	2	5	0.07	0.60	0.95	1	0.8	1	0.9	6,985	1.21	2,425	F	297	61
			162740	4	2	5	0.07	0.60	0.95	1	0.8	1	0.9	7,195	1.25	2,498	F		
			172220	4	2	5	0.07	0.60	0.95	1	0.8	1	0.9	7,614	1.32	2,644	F		
Neponset to Rte 37		5.2	162630	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	7,190	1.46	2,926	F	81	16
			167510	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	7,406	1.51	3,014	F		
			177270	3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	7,837	1.59	3,190	F		
Rte 37 to Rte 128		3.1	157000	4	1	5	0.07	0.60	0.95	1	0.91	1	0.9	6,941	1.06	2,119	F	80	26
			161710	4	1	5	0.07	0.60	0.95	1	0.91	1	0.9	7,149	1.09	2,182	F		
			171130	4	1	5	0.07	0.60	0.95	1	0.91	1	0.9	7,566	1.15	2,309	F		

**METROPOLITAN BOSTON IVHS STUDY**

Segment	Direction	Length in Miles	ADI	Number of			K	D	PHE	Fw	Fhv	Fp	EQ	SE	V/C	MSF	LOS	Number of Accidents	Accident Per Mile	
				Lanes	% Grade	% Trucks														
<b>ROUTE 2</b>																				
EB																				
I-495 to Rte 27		4.4	42940	*	2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	1,898	0.55	1,099	B	54	12
			44230	**	2	0	4	0.07	0.60	0.95	1	0.96%	1	0.9	1,955	0.57	1,132	C		
			46805	***	2	0	4	0.07	0.60	0.95	1	0.96%	1	0.9	2,069	0.60	1,191	C		
Rte 27 to Rte 126		6.3	38930		2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	1,721	0.50	996	B	141	22
			40100		2	0	4	0.07	0.60	0.95	1	0.96%	1	0.9	1,773	0.51	1,026	H		
			42435		2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	1,876	0.54	1,086	B		
Rte 126 to Rte 128		4.7	45080		2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,993	0.58	1,153	C	0	0
			46435		2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	2,053	0.59	1,188	C		
			49140		2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	2,173	0.63	1,257	C		
<b>ROUTE 24</b>																				
NB																				
Rte 128 to Central St		5.4	93690		3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,142	0.81	1,615	D	54	10
			96500		3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,266	0.83	1,663	D		
			102125		3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	4,515	0.88	1,760	D		
Central St to Rte 106		7.9	78500		3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,471	0.71	1,413	C	+++++++	
			80855		3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,575	0.73	1,455	C		
			85565		3	1	5	0.07	0.60	0.95	1	0.91	1	0.9	3,783	0.77	1,540	C		
Rte 106 to I-495		3.9	70180		3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,103	0.60	1,210	C	72	18
			72285		3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,110	0.62	1,246	C		
			76500		3	0	5	0.07	0.60	0.95	1	0.95	1	0.9	3,382	0.66	1,319	C		
<b>ROUTE 3</b>																				
SB																				
I-495 to Concord Rd		5.1	84500		2	0	4	0.07	0.60	0.95	1	0.96%	1	0.9	3,734	1.08	2,162	F	100	20
			87035		2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	3,848	1.11	2,227	F		
			92105		2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	4,072	1.18	2,356	F		
Concord Rd to Rte 128		5.7	82260		2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	3,637	1.05	2,105	F	85	15
			84730		2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	3,746	1.08	2,168	F		
			a9665		2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	3,964	1.15	2,294	F		
I-93 to Rte 228		6.9	75000		3	0	4	0.07	0.60	0.95	1	0 %	1	0.9	3,316	0.64	1,279	C	168	24
			77250		3	0	4	0.07	0.60	0.95	1	0.96	1	0.9	3,415	0.66	1,318	C		
			81750		3	0	4	0.07	0.60	0.95	1	0.96	1	0.9	3,614	0.70	1,394	C		
Rte 228 to Church St		7.0	63850		3	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,823	0.56	1,124	C	74	9
			65765		3	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,908	0.58	1,158	C		
			69600		3	1	4	0.07	0.60	0.95	1	0.93	1	0.9	3,077	0.61	1,225	C		
Church St to Rte 3A		7.3	47000		3	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,078	0.41	828	B	41	6
			48410		3	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,140	0.43	852	B		
			51230		3	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,265	0.45	902	B		

## METROPOLITAN BOSTON IVHS STUDY

Segment	Direction	Length In Miles	ADT	Number of			K	D	PHE	Fw	Fhv	Fr	Fe	SE	V/C	MSE	LOS	Number of Accidents	Accidents Per Mile
				Lanes	% Grade	% Trucks													
<b>ROUTE 3 (Cont'd)</b>																			
Rte 3A to Rte 44		5	57000 *	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	2,520	0.73	1,458	C	10	2
			58710 **	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	2,520	0.75	1,502	C		
			62130 ***	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	2,747	0.79	1,590	D		
Rte 44 to Clark Rd		8	50000	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,211	0.66	1,321	C	55	
			51500	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,277	0.68	1,360	C		
			54500	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,409	0.72	1,439	C		
Clark Rd to Rte 6		7.3	28750	2	2	4	0.07	0.60	0.95	1	0.83	1	0.9	1,271	0.43	851	B	31	4
			29615	2	2	4	0.07	0.60	0.95	1	0.83	1	0.9	1,309	0.44	876	B		
			31340	2	2	4	0.07	0.60	0.95	1	0.83	1	0.9	1,386	0.46	927	B		
<b>ROUTE 1 SB</b>																			
I-95 to Rte W		5	88300	3	1	4	0.07	0.60	0.95	1	0.93	1	0.9	3,904	0.78	1,555	D	235	22
			90949	3	1	4	0.07	0.60	0.95	1	0.93	1	0.9	4,021	0.80	1,601	D		
			96247	3	1	4	0.07	0.60	0.95	1	0.93	1	0.9	4,255	0.85	1,695	D		
Rte W to Tobin Bridge		5.8	88680	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	3,921	0.76	1,528	C	235	22
			91340	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	4,038	0.79	1,574	D		
			96665	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	4,274	0.83	1,666	D		
Tobin Bridge to Rte 9		5.4	88680	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	3,921	0.76	1,528	C	34	6
			91340	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	4,038	0.79	1,574	D		
			96665	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	4,274	0.83	1,666	D		
Rte 9 to Rte 109		6.2	70270	3	1	4	0.07	0.60	0.95	1	0.95	1	0.9	3,107	0.61	1,211	C	72	12
			72380	3	1	4	0.07	0.60	0.95	1	0.95	1	0.9	3,200	0.62	1,248	C		
			76595	3	1	4	0.07	0.60	0.95	1	0.93	1	0.9	3,386	0.67	1,349	C		
Rte 109 to Rte 128		3.3	51860	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	2,293	0.45	894	B	72	22
			53415	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	2,362	0.46	921	B		
			56530	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	2,499	0.49	974	B		
Rte 128 to Hawes Brook		3.9	48540	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	2,146	0.42	837	B	50	13
			50000	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	2,211	0.43	862	B		
			52910	3	0	4	0.07	0.60	0.95	1	0.95	1	0.9	2,339	0.46	912	B		
Hawes Brook to I-95		4.2	26600	2	2	4	0.07	0.60	0.95	1	0.83	1	0.9	1,176	0.39	787	B	137	12
			27398	2	2	4	0.07	0.60	0.95	1	0.83	1	0.9	1,211	0.41	811	B		
			20994	2	2	4	0.07	0.60	0.95	1	0.83	1	0.9	1,282	0.43	858	B		
I-95 to I-495		7.5	23060	2	1	4	0.07	0.32	0.95	1	0.93	1	0.9	1,019	0.30	609	A	137	12
			23755	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	1,050	0.31	627	A		
			25135	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	1,111	0.33	664	A		



**METROPOLITAN BOSTON IVHS STUDY**

Segment	Direction	Length In Miles	ADT	Number of			K	D	PHF	Fw	Fhv	Ep	Fe	SF	V/C	MSF	LOS	Number of Accidents	Accidents Per Mile
				Lanes	% Grade	% Trucks													
<b>ROUTE 1A NB</b>																			
Tunnel to me 60		3.4	45710 *	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,021	0.60	1,207	C	51	9
			47085 **	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,082	0.62	1,244	C		
			49825 ***	2	1	4	0.07	0.60	0.95	1	0.93	1	0.9	2,203	0.66	1,316	C		
Rte 60 to Rte 1		2	49750	2	0	4	0.07	0.60	0.95	1	0.95	1	0.9	2,199	0.64	1,286	C	51	7
			51245	2	0	4	0.07	0.60	0.95	1	0.95	1	0.9	2,266	0.66	1,325	C		
			54230	2	0	4	0.07	0.60	0.95	1	0.95	1	0.9	2,398	0.70	1,402	C		
<b>ROUTE 28 SB</b>																			
Rte 128 to Roosevelt Cir		5.4	30000	2	0	4	0.07	0.60	0.95	1	0%	1	0.9	1,326	0.38	768	B	28	5
			30900	2	0	4	0.07	0.60	0.95	1	0%	1	0.9	1,366	0.40	791	B		
			32700		0	4	0.07	0.60	0.95	1	0%	1	0.9	1,446	0.42	837	B		
Roosevelt Cir to 193		3.4	44740	3	0	4	0.07	0.60	0.95	1	0%	1	0.9	1,978	0.38	763	B	24	7
			46085	3	0	4	0.07	0.60	0.95	1	0%	1	0.9	2,037	0.39	786	B		
			48770	3	0	4	0.07	0.60	0.95	1	0%	1	0.9	2,156	0.42	832	B		
I-93 to Longfellow Brg		3.1	46000	3	0	4	0.07	0.60	0.95	1	0.96	1	0.9	2,034	0.39	785	B	106	34
			47380		0	4	0.07	0.60	0.95	1	0%	1	0.9	2,095	0.40	808	B		
			50140	3	0	4	0.07	0.60	0.95	1	0.96	1	0.9	2,217	0.43	855	B		
Longfellow Brg to Egleston Sq		3.9	40000	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,768	0.51	1,023	B	0	0
			41200	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,821	0.53	1,054	B		
			43600	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,928	0.56	1,115	C		
Egleston Sq to Truman Hwy		3.8	35000	2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	1,547	0.45	895	B	0	0
			36050	2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	1,594	0.46	922	B		
			38150	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,687	0.49	976	B		
Truman Hwy to 193/Rte 128		4.3	30000		0	4	0.07	0.60	0.95	1	0 %	1	0.9	1,326	0.38	768	B	47	11
			30900	2	0	4	0.07	0.60	0.95	1	0 %	1	0.9	1,366	0.40	791	B		
			32700	2	0	4	0.07	0.60	0.95	1	0.96	1	0.9	1,446	0.42	837	B		
<b>ROUTE 3A NB</b>																			
Fore River Brg to SE X-Way		5.1	65450	2		4	0.07	0.60	0.95	1	0.93	1	0.9	2,894	0.86	1,729	D	66	16
			67420	2		4	0.07	0.60	0.95	1	0.93	1	0.9	2,981	0.89	1,781	D		
			71340	2		4	0.07	0.60	0.95	1	0.93	1	0.9	3,154	0.94	1,884			