

Bremerton Economic Development Study

EVALUATION METHODOLOGY

The evaluation methodology for the Bremerton Economic Development Study is designed to provide an unbiased rating for each proposed project to assist in prioritizing the improvements for implementation as funds become available. It is based on the evaluation criteria used in state, regional, county and local grant decision processes. These criteria include the following categories:

- Safety
- Constructability
- Congestion/Mobility
- Environmental Impact
- Community Issues

Specific evaluation criteria were developed for each category, based on available data, knowledge of the area, and grant programs. The specific criteria are listed below by category:

- Safety
 - Three-year Average Rate - Total Collisions
 - Three-year Average Rate - Injury Collisions
 - Three-year Average Rate - Fatality Collisions
- Constructability
 - 2008 Planning Level Cost Estimate
 - Benefit Cost Ratio
 - Right of Way (ROW) Needed
- Congestion/Mobility
 - Average Daily Traffic (ADT)
 - 2020 Level of Service without improvement
 - Non-motorized Benefit
- Environmental Impact
 - Wetlands
 - Cultural Sites
 - Endangered Species Impacts
 - Unsafe Soils or Slopes
- Community Issues
 - Job Creation or Preservation
 - Community Support
 - Local Comprehensive Plan Consistency

A preliminary set of maximum points available for each category as well as the scoring method for each criterion is summarized on the following pages. The Stakeholders' Group will review and approve the categories and criteria, maximum point and scoring process before it is applied to the project.



TABLE 1: - EVALUATION CRITERIA & SCORING SUMMARY

Safety: (Maximum Points – 20)

Calculated - Rate per million vehicles miles of traveled and compared to 2007 WSDOT Olympic Region average rate for similar class of highway as listed below:

(Principal Arterial – Olympic Region)	Rural	Urban
Collision Rate	1.15	2.30
Injury Collision	0.39	0.83
Fatality Collision	2.20	0.59

- Three-year Average Rate - Total Collisions
- Three-year Average Rate - Property Damage Only Collisions
- Three-year Average Rate - Fatality Collisions

Scoring: 5 = > average rate
 3 = around average rate
 0 = < average rate

Constructability: (Maximum Points – 15)

- 2008 Planning Level Cost Estimate

Scoring: 5 = Tier 1 - < \$5M
 3 = Tier 2 - >\$5M to \$25M
 1 = Tier 3 - >\$25M

- Benefit Cost Ratio – Based on WSDOT planning level benefit cost analysis

Scoring: 5 = > 1.1
 3 = 0.9 to 1.1
 1 = < 0.9



- ROW Needed - Based on rough planning estimate

Scoring: 5 = < 0.5 acre
4 = 0.5 to 1 acre
3 = 1 to 2 acres
2 = 2 to 3 acres
1 = 3 to 4 acres
0 = > 4 acres

Congestion/Mobility: (Maximum Points – 45)

- ADT (PM peak hour volumes times 10)

Scoring: 5 = > 60,000
4 = 40,000 to 60,000
3 = 25,000 to 40,000
2 = 10,000 to 25,000
1 = < 10,000

- 2020 Level of Service without improvement (Based on HCS Analysis)

Scoring: 5 = LOS >F minimum
3 = LOS F minimum
1 = LOS < D

- Non-motorized Benefit

Scoring: 5 = Dedicated non-motorized facility
3 = Shared Use Facility
(Shoulders/intersection)
1 = Little or no improvement



Environmental Impact: (Maximum Points – 10)

Based on currently available plans from County wetland and sensitive designated areas, State Historic Preservation Office (SHPO) identified sites, and wildlife areas

- Wetland Impacts
- Cultural Site Impacts
- Species Impacts
- Unsafe Soils or Slopes

Scoring: 5 = little or no adverse impact potential
 3 = moderate adverse impact potential
 1 = high adverse impact potential

Community Issues (Maximum Points – 10)

- Job Creation or Preservation (qualitative evaluation based on personal knowledge)

Scoring: 5 = high potential
 3 = moderate potential
 1 = low potential

- Community Support (qualitative evaluation based on personal knowledge)

Scoring: 5 = high potential
 3 = moderate potential
 1 = low potential

- Local Comprehensive Plan Consistency (Based on project consistency with current state, regional and local agency plans)

Scoring: 5 = consistent with state, regional and local plans
 3 = consistent with two of the three plans
 1 = consistent with one plan
 0 = not included in any current plans



Once the evaluation categories, criteria and scoring is approved, the data will be developed by the project team into the scoring spreadsheet for review and scoring by each Stakeholder Agency independently. The scoring will then be reviewed by the project team and averages will be developed for each criterion and entered into the combined scoring sheet for review and discussion by the Stakeholders' Group.

A preliminary scoring sheet with the proposed projects is attached on the following pages.



EVALUATION MATRIX FOR THE BREMERTON ECONOMIC DEVELOPMENT STUDY

Priority	Suggested Weights						20			
	Project		Road Number	Location/Description			Safety			
	Category	Project		Description	From	To	Three-Year Annual Average Collision Rate	Three-Year Annual Average Injury Collision Rate	Three-Year Total Fatality Collision Rate	CATEGORY SCORE
1	Widen to 4 Lanes; Improvements for Matlock Rd interchange; Limited Access - Freeway Section		SR 101	W. Shelton-Matlock Rd to Wallace Kneeland Blvd; 2-lane highway	345.4	347.11				0
2	Widen to 4 Lanes; Limited Access - Freeway Section		SR 101	W. Shelton-Matlock Rd to SR 3; 2-lane highway	347.11	349.16				0
3	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants		SR 101	Intersection with SR 102; Stop sign on SR 102	343.44	343.44				0
4	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants		SR 101	SB Ramp at Wallace-Kneeland Blvd; All-way Stop Control	345.12	345.12				0
5	Intersection Improvements; Install traffic signal or roundabout, based on detailed traffic study and warrants		SR 101	NB Ramp at Wallace-Kneeland Blvd; Stop sign on the ramp	345.12	345.12				0
6	Intersection Improvements; Install new SB off ramp; Install traffic signal or roundabout, based on detailed traffic study and warrants		SR 101	SB Ramp at W. Shelton-Matlock Rd; Stop sign on the ramp	346.8	346.8				0
7	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants		SR 101	NB Ramp at W. Shelton-Matlock Rd; Stop sign on the ramp	346.8	346.8				0
8A	Intersection Improvements; 1. Install flyover & Install traffic signal		SR 3	Intersection with Johns Prairie Rd; Stop sign on the side street	6.57	6.57				0
8B	Intersection Improvements; 2. Install new connector between Johns Prairie Rd and Mason Lake Rd. Convert Johns Prairie Rd / SR 3 intersection to a local street		SR 3	Intersection with Johns Prairie Rd; Stop sign on the side street	6.57	6.57				0
9	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants		SR 3	Intersection with Mason Lake Rd; Stop sign on the side street	7.24	7.24				0
10	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants		SR 3	East Cranberry Creek Rd; Stop sign on the side street	8.76	8.76				0
11	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants		SR 3	Intersection with Agate Rd; Stop sign on the side street	8.99	8.99				0
12	Install new connector roadways to combine traffic from Cranberry Creek Rd, Deer Creek Road and Agate Rd; Install roundabout or traffic signal at common point for traffic movements with SR 3. Limit access at other locations to right-in/right-out. (This project replaces Project #11 and #12)		SR 3	East Cranberry Creek Rd to Agate Rd	8.76	8.99				0
13	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants		SR 3	Intersection with Pickering Rd; Stop sign on the side street	10.76	10.76				0
14	Widen shoulders, install SB left-turn lane at South Grapeview Loop Rd, install NB right-turn lane at North Grapeview Loop Rd		SR 3	Pickering Rd to East Grapeview Loop Rd (north intersection); 2-lane highway	10.76	20.32				0
15	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants		SR 3	North Intersection with East Grapeview Loop Rd; Stop sign on the side street	20.32	20.32				0
16	Standardizing shoulders		SR 3	East Grapeview Loop Rd (north intersection) to Sherwood Creek Rd	20.32	20.48				0
17	Install sidewalks within Allyn business zone		SR 3	Sherwood Creek Rd to East North Bay Rd	20.48	21.17				0
18	Intersection Improvements; Install traffic signal, based on detailed traffic study and warrants		SR 3	Intersection with East Lakeland Dr/Evans St; Stop sign on the side street	20.93	20.93				0
10	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants		SR 3	Intersection with East North Bay Rd; Stop sign on the side street	21.28	21.28				0
20	Intersection Improvements; Add additional channelization improvements		SR 3	Intersection with Imperial Way; Traffic signal controlled	30.51	30.51				0
21	Widen to 4 lanes		SR 3	Intersection with Imperial Way to intersection with Sunnyslope Rd; 2/3-lane highway	32.31	30.51				0
22	Widen to 4 lanes		SR 3	Intersection with Sunnyslope Rd to SR 16 (Gorst); 2/3-lane highway	32.31	34.18				0
23	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants		SR 3	Intersection with Sunnyslope Rd; Stop sign on the side street	32.60	32.60				0
24	Extend SR 3 lane over SR 16 north for longer merge area (interim)		SR 3	Intersection with SR 16 (Gorst)	34.15	34.95				0
25	Widen to 6 lanes plus HOV lanes		SR 3	Gorst spur to SR 304 interchange; 4-lane divided	34.26	36.59				0
26	Interim improvements to meet 2008 demand - (Interim); add extra left turn lanes from Sam Christopherson Rd to SR 3, add right turn lane from SR 3 to Sam Christopherson Road, limit other access points to right-in/right-out		SR 3	Intersection with Christopherson Rd	34.41	34.42				0
27	2020 Intersection improvements and rechannelization: In addition to the interim improvements, add one through lane in each direction on SR 3 approaches, add a double left turn and a separate right turn from SR 16 Spur to SR 3		SR 3	Intersection with Christopherson Rd	34.41	34.42				0
28	Widen Sedgwick Rd to 4 lanes plus turn lanes		SR 16	Interchange with Sedgwick Rd; Traffic signal controlled	25.14	25.14				0
29	Widen Tremont St to 4 lanes, install new signals at both NB and SB ramp interchanges		SR 16	Interchange with Tremont St; Stop signs on the ramps	26.69	26.69				0
30	Install new northbound lane plus HOV lanes		SR 16	Interchange with Sedgwick Rd to Gorst 4-lane divided	25.14	29.05				0

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EVALUATION MATRIX FOR THE BREMERTON ECONOMIC DEVELOPMENT STUDY

Priority	Suggested Weights					15				CATEGORY SCORE
	Project		Location/Description			Constructability				
	Category	Road Number	Description	From	To	2008 Cost (millions) Planning Level	Benefit - Cost Ratio Planning Level	ROW Needs Planning Level		
		Project								
1	Widen to 4 Lanes; Improvements for Matlock Rd interchange; Limited Access - Freeway Section	SR 101	W. Shelton-Matlock Rd to Wallace Kneeland Blvd; 2-lane highway	345.4	347.11					0
2	Widen to 4 Lanes; Limited Access - Freeway Section	SR 101	W. Shelton-Matlock Rd to SR 3; 2-lane highway	347.11	349.16					0
3	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 101	Intersection with SR 102; Stop sign on SR 102	343.44	343.44					0
4	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 101	SB Ramp at Wallace-Kneeland Blvd; All-way Stop Control	345.12	345.12					0
5	Intersection Improvements; Install traffic signal or roundabout, based on detailed traffic study and warrants	SR 101	NB Ramp at Wallace-Kneeland Blvd; Stop sign on the ramp	345.12	345.12					0
6	Intersection Improvements; Install new SB off ramp; Install traffic signal or roundabout, based on detailed traffic study and warrants	SR 101	SB Ramp at W. Shelton-Matlock Rd; Stop sign on the ramp	346.8	346.8					0
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8A	Intersection Improvements; 1. Install flyover & Install traffic signal	SR 3	Intersection with Johns Prairie Rd; Stop sign on the side street	6.57	6.57					0
8B	Intersection Improvements; 2. Install new connector between Johns Prairie Rd and Mason Lake Rd. Convert Johns Prairie Rd / SR 3 Intersection to a local street	SR 3	Intersection with Johns Prairie Rd; Stop sign on the side street	6.57	6.57					0
9	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with Mason Lake Rd; Stop sign on the side street	7.24	7.24					0
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17	Install sidewalks within Allyn business zone	SR 3	Sherwood Creek Rd to East North Bay Rd	20.48	21.17					0
18	Intersection Improvements; Install traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with East Lakeland Dr/Evans St; Stop sign on the side street	20.93	20.93					0
10	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with East North Bay Rd; Stop sign on the side street	21.28	21.28					0
20	Intersection Improvements; Add additional channelization improvements	SR 3	Intersection with Imperial Way; Traffic signal controlled	30.51	30.51					0
21	Widen to 4 lanes	SR 3	Intersection with Imperial Way to intersection with Sunnyslope Rd; 2/3-lane highway	32.31	30.51					0
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EVALUATION MATRIX FOR THE BREMERTON ECONOMIC DEVELOPMENT STUDY

Priority	Suggested Weights					45			
	Project	Location/Description			Congestion/Mobility				
	Category	Road Number	Description	From	To	ADT or Daily Intersection Approach Volume	Level of Service	Non-Motorized Benefit	CATEGORY SCORE
		Project							
1	Widen to 4 Lanes; Improvements for Matlock Rd interchange; Limited Access - Freeway Section	SR 101	W. Shelton-Matlock Rd to Wallace Kneeland Blvd; 2-lane highway	345.4	347.11				0
2	Widen to 4 Lanes; Limited Access - Freeway Section	SR 101	W. Shelton-Matlock Rd to SR 3; 2-lane highway	347.11	349.16				0
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5	Intersection Improvements; Install traffic signal or roundabout, based on detailed traffic study and warrants	SR 101	NB Ramp at Wallace-Kneeland Blvd; Stop sign on the ramp	345.12	345.12				0
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15	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	North Intersection with East Grapeview Loop Rd; Stop sign on the side street	20.32	20.32				0
16	Standardizing shoulders	SR 3	East Grapeview Loop Rd (north intersection) to Sherwood Creek Rd	20.32	20.48				0
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18	Intersection Improvements; Install traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with East Lakeland Dr/Evans St; Stop sign on the side street	20.93	20.93				0
10	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with East North Bay Rd; Stop sign on the side street	21.28	21.28				0
20	Intersection Improvements; Add additional channelization improvements	SR 3	Intersection with Imperial Way; Traffic signal controlled	30.51	30.51				0
21	Widen to 4 lanes	SR 3	Intersection with Imperial Way to intersection with Sunnyslope Rd; 2/3-lane highway	32.31	30.51				0
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Priority	Suggested Weights					10				
	Project		Location/Description			Environmental Impact				
	Category	Road Number	Description	From	To	Wetland Impact	Cultural Site Impact	Species Impact	Unstable Soils or Slopes	CATEGORY SCORE
		Project								
1	Widen to 4 Lanes; Improvements for Matlock Rd interchange; Limited Access - Freeway Section	SR 101	W. Shelton-Matlock Rd to Wallace Kneeland Blvd; 2-lane highway	345.4	347.11					0
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26	Interim improvements to meet 2008 demand - (Interim): add extra left turn lanes from Sam Christopherson Rd to SR 3, add right turn lane from SR 3 to Sam Christopherson Road, limit other access points to right-in/right-out	SR 3	Intersection with Christopherson Rd	34.41	34.42					0
27	2020 Intersection improvements and rechannelization: In addition to the interim improvements, add one through lane in each direction on SR 3 approaches, add a double left turn and a separate right turn from SR 16 Spur to SR 3	SR 3	Intersection with Christopherson Rd	34.41	34.42					0
28	Widen Sedgwick Rd to 4 lanes plus turn lanes	SR 16	Interchange with Sedgwick Rd; Traffic signal controlled	25.14	25.14					0
29	Widen Tremont St to 4 lanes, install new signals at both NB and SB ramp interchanges	SR 16	Interchange with Tremont St; Stop signs on the ramps	26.69	26.69					0
30	Install new northbound lane plus HOV lanes	SR 16	Interchange with Sedgwick Rd to Gorst 4-lane divided	25.14	29.05					0

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EVALUATION MATRIX FOR THE BREMERTON ECONOMIC DEVELOPMENT STUDY

Priority	Suggested Weights		Location/Description				10				Other	100
	Project	Category	Road Number	Description	From	To	Job Creation or Preservation	Community Support	Local Plan Consistency	CATEGORY SCORE		
	Project	Category	Road Number	Description	From	To	Job Creation or Preservation	Community Support	Local Plan Consistency	CATEGORY SCORE		
1	Widen to 4 Lanes; Improvements for Matlock Rd interchange; Limited Access - Freeway Section	SR 101	W. Shelton-Matlock Rd to Wallace Kneeland Blvd; 2-lane highway	345.4	347.11					0		0
2	Widen to 4 Lanes, Limited Access - Freeway Section	SR 101	W. Shelton-Matlock Rd to SR 3, 2-lane highway	347.11	349.16					0		0
3	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 101	Intersection with SR 102; Stop sign on SR 102	343.44	343.44					0		0
4	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 101	SB Ramp at Wallace-Kneeland Blvd; All-way Stop Control	345.12	345.12					0		0
5	Intersection Improvements; Install traffic signal or roundabout, based on detailed traffic study and warrants	SR 101	NB Ramp at Wallace-Kneeland Blvd; Stop sign on the ramp	345.12	345.12					0		0
6	Intersection Improvements; Install new SB off ramp; Install traffic signal or roundabout, based on detailed traffic study and warrants	SR 101	SB Ramp at W. Shelton-Matlock Rd; Stop sign on the ramp	346.8	346.8					0		0
7	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 101	NB Ramp at W. Shelton-Matlock Rd; Stop sign on the ramp	346.8	346.8					0		0
8A	Intersection Improvements: 1. Install flyover & Install traffic signal	SR 3	Intersection with Johns Prairie Rd; Stop sign on the side street	6.57	6.57					0		0
8B	Intersection Improvements: 2. Install new connector between Johns Prairie Rd and Mason Lake Rd. Convert Johns Prairie Rd / SR 3 intersection to a local street	SR 3	Intersection with Johns Prairie Rd; Stop sign on the side street	6.57	6.57					0		0
9	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with Mason Lake Rd; Stop sign on the side street	7.24	7.24					0		0
10	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	East Cranberry Creek Rd; Stop sign on the side street	8.76	8.76					0		0
11	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with Agate Rd; Stop sign on the side street	8.99	8.99					0		0
12	Install new connector roadways to combine traffic from Cranberry Creek Rd, Deer Creek Road and Agate Rd; Install roundabout or traffic signal at common point for traffic movements with SR 3, Limit access at other locations to right-in/right-out. (This project replaces Project #11 and #12)	SR 3	East Cranberry Creek Rd to Agate Rd	8.76	8.99							0
13	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with Pickering Rd; Stop sign on the side street	10.76	10.76					0		0
14	Widen shoulders, install SB left-turn lane at South Grapeview Loop Rd, install NB right-turn lane at North Grapeview Loop Rd	SR 3	Pickering Rd to East Grapeview Loop Rd (north intersection); 2-lane highway	10.76	20.32					0		0
15	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	North Intersection with East Grapeview Loop Rd; Stop sign on the side street	20.32	20.32					0		0
16	Standardizing shoulders	SR 3	East Grapeview Loop Rd (north intersection) to Sherwood Creek Rd	20.32	20.48					0		0
17	Install sidewalks within Allyn business zone	SR 3	Sherwood Creek Rd to East North Bay Rd	20.48	21.17					0		0
18	Intersection Improvements; Install traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with East Lakeland Dr/Evans St; Stop sign on the side street	20.93	20.93					0		0
19	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with East North Bay Rd; Stop sign on the side street	21.28	21.28					0		0
20	Intersection Improvements; Add additional channelization improvements	SR 3	Intersection with Imperial Way; Traffic signal controlled	30.51	30.51					0		0
21	Widen to 4 lanes	SR 3	Intersection with Imperial Way to intersection with Sunnyslope Rd; 2/3-lane highway	32.31	30.51					0		0
22	Widen to 4 lanes	SR 3	Intersection with Sunnyslope Rd to SR 16 (Gorst); 2/3-lane highway	32.31	34.18					0		0
23	Intersection Improvements; Install roundabout or traffic signal, based on detailed traffic study and warrants	SR 3	Intersection with Sunnyslope Rd; Stop sign on the side street	32.60	32.60					0		0
24	Extend SR 3 lane over SR 16 north for longer merge area (interim)	SR 3	Intersection with SR 16 (Gorst)	34.15	34.95					0		0
25	Widen to 6 lanes plus HOV lanes	SR 3	Gorst spur to SR 304 interchange; 4-lane divided	34.26	36.59					0		0
26	Interim improvements to meet 2008 demand - (Interim): add extra left turn lanes from Sam Christopherson Rd to SR 3, add right turn lane from SR 3 to Sam Christopherson Road, limit other access points to right-in/right-out	SR 3	Intersection with Christopherson Rd	34.41	34.42					0		0
27	2020 Intersection improvements and rechannelization: In addition to the interim improvements, add one through lane in each direction on SR 3 approaches, add a double left turn and a separate right turn from SR 16 Spur to SR 3	SR 3	Intersection with Christopherson Rd	34.41	34.42					0		0
28	Widen Sedgwick Rd to 4 lanes plus turn lanes	SR 16	Interchange with Sedgwick Rd; Traffic signal controlled	25.14	25.14					0		0
29	Widen Tremont St to 4 lanes, install new signals at both NB and SB ramp interchanges	SR 16	Interchange with Tremont St; Stop signs on the ramps	26.69	26.69					0		0
30	Install new northbound lane plus HOV lanes	SR 16	Interchange with Sedgwick Rd to Gorst 4-lane divided	25.14	29.05					0		0

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