I. Introduction & Project Background

Route 1A in East Boston, also referred to as the William F. McClellan Highway, is an approximately three-mile stretch of roadway running from Revere to the Callahan Tunnel in Boston. Located parallel to Route 1A on the west is a narrow segment of land consisting of two parcels owned by the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA). The map below shows the location and boundaries of the land corridor, which is about one mile long. The land was previously used as a railroad passage before it was decommissioned years ago.
The corridor surrounding Route 1A and the land segment is dominated by industrial and commercial uses. The roadways in the corridor are often heavily trafficked with both freight and single occupancy drivers. In 2019, approximately 62,500 vehicles (3% of which were commercial vehicles) traversed the section of Route 1A adjacent to the land segment daily and Bell Circle in Revere has been identified as one of Massachusetts's highway bottlenecks for freight.

The area is also served by the MBTA Blue Line, Silver Line, and MBTA Bus Routes. Specifically, Routes 434 and 450 use Route 1A to pass through this corridor of East Boston to reach Downtown Boston. Suffolk Downs is located on the east side of Route 1A, and its redevelopment will greatly impact the surrounding area. The corridor is also near the Logan International Airport, and could potentially provide connections to the existing trail system including to the East Boston Greenway and the Chelsea Greenway.

Due to the significance of this corridor and recent discussions about transportation improvements in the area, particularly along MassDOT and the MBTA's vacant land segment, the purpose of this study is to improve connections to the local and regional roadway network, enhance transit, improve bicycle and pedestrian connections, and mitigate climate change impacts. The study will examine both Route 1A and the land segment's potential for transportation improvements. Alternatives will be developed for various transportation uses as well as Transportation Systems Management and Operations (TSMO) opportunities.

The selected consultant team will be directed and monitored by MassDOT's Office of Transportation Planning (MassDOT Planning). As part of the public involvement process, a study Interagency Working Group (Working Group) will be developed by MassDOT Planning, which will be finalized as part of the study process. A project manager designated by MassDOT Planning will be the primary interface between the consultant and the Working Group.

The final product will be in the form of a report that includes all tasks outlined in this scope. The overall study report is expected to take 12 to 18 months from issuance of a Notice to Proceed (NTP). Up to $500,000 in funding will be available to conduct the study.

**IA. Data**

All data proposed for use in this project work must be reviewed and approved by OTP independently of this scope. OTP owns and has access to data that can and may be used as part of this project; the selected consultant must review the data currently owned and retained by MassDOT and privilege this data over outside or additional resources. Should additional data be considered required or beneficial, all proposed data procurements must be approved by OTP along with this scope prior to Notice to Proceed.

Should a data procurement be found to be beneficial or necessary by OTP, MassDOT will retain exclusive and non-transferable ownership of the procured data beyond applications to the immediate project. The rights and privileges associated with the procured data will be at the sole discretion of OTP. This means that OTP retains the right to make use of, and have designated users make use, of any procured data for purposes deemed worthwhile for enhancing transportation planning activities in the Commonwealth of Massachusetts.
II. Project Tasks

The following sections addressing the specific tasks of the Scope of Work to be undertaken by the consultant are intended to serve as a guide for prospective consultants in preparing their respective technical proposals.

The selected consultant team will be directed by MassDOT Planning, and the consultant’s progress will be monitored by the Project Manager. The selected consultant will perform specific tasks as outlined below, with summary report, presentation materials (presumably in Microsoft Office PowerPoint), and other products as needed for each major task.

Each task will be accomplished in coordination with a public involvement plan. However, no items in this scope shall preclude the consultant from proposing modified or additional approaches or activities to accomplish the objectives of this effort. At the same time, the selected consultant must recognize that while this scope includes most major tasks expected to be required, the consultant will be responsible for other tasks necessary to deliver the major study elements, even though not all may be explicitly referenced in this scope.

Task 1. Documenting Relevant Efforts, Study Area, Goals and Objectives, Evaluation Criteria, and Public Participation

The purpose of this task is to develop the framework necessary to conduct the study. The consultant, in consultation with MassDOT Planning and the study’s Interagency Working Group, will finalize the study area and develop goals and objectives, evaluation criteria, and a public involvement plan. Evaluation criteria will be determined based on the defined goals and objectives.

A. Documenting Relevant Efforts

MassDOT is looking to build off of any ongoing or recently completed planning work, studies, and/or projects related to the study area. Therefore, the consultant will compile relevant information and recommendations to ensure that any and all past studies and projects, including Vision Chelsea Creek, are examined to avoid the duplication of past efforts.

Product:

- Summary of any ongoing or recently completed planning work, studies, and/or projects relevant to the study area and their findings

B. Study Area

The local and regional study areas will be defined, with the boundaries of the areas to be analyzed differing by task and need. Each study area should be defined to incorporate both local and regional impacts of any alternative. The local study area should encompass Route 1A, the land segment, and the space immediately surrounding it from Chelsea Street/Saratoga Street (point B on the local study area map) to Bell Circle in Revere (point A on the local study area map).
The regional study area will be larger and should encompass other roadways, neighborhoods, or developments in the surrounding region which can affect, or be affected by the development of a transportation improvement in this area. The municipalities included in the regional study area could include but are not limited to those which may be directly impacted by a potential transportation facility in this area, such as: East Boston, Revere, Lynn, Chelsea, and Winthrop. The development of the regional study area will also involve consideration of regional bus routes and bicycle routes. Other considerations for the development of the regional study area may be taken into account as well.

The study areas will be finalized in the initial stages of the study with input from the study’s Working Group. This does not preclude the consultant from proposing modified boundaries as part of their response to this procurement.

Product:

- Local and regional study area definitions
- Definition of any supplemental study areas
- Mapping and other supporting documentation for study areas
C. Goals and Objectives

Goals and objectives, which define the purpose of the study and its guiding principles, will be developed for this project in close coordination with the study Working Group and the public. The goals and objectives provide a “mission statement” for the study as a whole, as well as for addressing a particular issue or set of issues. The goals and objectives should shape the framework for the entire study. The goal of improving transportation conditions in the study area will generally serve as a base, but will not preclude modifications or additional goals and objectives from being developed.

Product:

- Goals and Objectives

D. Evaluation Criteria

The evaluation criteria are specific considerations, or measures of effectiveness, used to assess benefits and impacts of alternatives developed during the study. The evaluation criteria will be based on the defined objectives, and must support the ultimate goals of the study. Such criteria commonly include, but are not limited to, those that fall in the following categories:

- Mobility and accessibility in all major transportation modes, including access to destinations, person throughput, and roadway volumes
- Cost and cost effectiveness, including both capital and operating cost
- Economic and land use impact
- Climate change and resiliency
- Safety
- Social equity and fairness
- Environmental effects, including air quality and greenhouse gas impacts
- Health effects, including promotion of healthy transportation options as well as other public health factors, such as air quality and noise
- Support of policy, including supporting local, regional, or state policies not addressed by other criteria

The evaluation criteria finalized by the consultant team should be consistent with MassDOT’s performance measures and align with Capital Investment Plan scoring and with state policy directives such as MassDOT’s Complete Streets Policy, the Massachusetts Healthy Transportation Compact, and MassDOT’s Healthy Transportation Policy Directive. These initiatives embrace opportunities to accommodate and promote alternative travel modes including transit, bicycling, and walking.

The evaluation criteria will be used for Task 4 (alternatives analysis) of the study. The criteria should be logically related to objectives, and wherever possible, be quantitatively measured and directly derived from either previously developed information or analysis techniques used in the study. All evaluation criteria – containing both quantitative or more subjective, qualitative measures of effectiveness – should be used to determine the best solutions for the defined goals and objectives.

Product:
E. Public Involvement Plan

The study’s Public Involvement Plan will be developed by the consultant in consultation with MassDOT Planning, the MBTA, and municipal partners in the study area. It is anticipated that at a minimum, it will have two components: 1) meetings with the study’s Working Group and 2) general public informational meetings at key project milestones. The Working Group will involve local, state, legislative and federal representation. Both private and public landowners should also be involved, including nearby shipping companies along the Chelsea Creek and Route 1A. The Working Group will also include regional representation such as the Metropolitan Area Planning Council (MAPC). Development of the Working Group will also involve collaboration with the MassDOT Highway Division (Highway Division participants may include, but are not limited to, Highway Design, Environmental, and Traffic & Safety), and the MBTA’s Bus Operations, Capital Delivery, Real Estate, and Capital Planning Divisions.

Working Group meetings will be scheduled at key project milestones with input from the members, and will be conducted by MassDOT Planning and the consultant. Following consultant selection, the first Working Group meeting will be scheduled to discuss the study area limits; to discuss the goals, objectives, and evaluation criteria for the project; and to give the Working Group the opportunity to comment on these elements.

MassDOT and the consultant will conduct public informational meetings at major project milestones. Public meetings will be scheduled and publicized by MassDOT Planning and the consultant, and in conjunction with the MBTA and municipal partners in the study area. The consultant will be expected to provide support for all elements of the public meetings.

All Working Group and public meetings are subject to virtual participation depending on the guidelines for in-person meetings and large gatherings mandated or recommended by the Commonwealth of Massachusetts.

The consultant shall be principally responsible for the preparation of presentation and display materials for Working Group meetings and public informational meetings. These materials shall be prepared at least two weeks in advance to allow MassDOT Planning adequate time for review and approval. At MassDOT Planning’s discretion, the consultant may be required to present materials in advance of the Working Group or public informational meeting.

A project website will be created, maintained, and updated by MassDOT. The consultant will be responsible for providing content data for development of this website. The consultant will also be responsible for providing relevant historical documents, task deliverables, and both pre- and post-meeting materials to the MassDOT project manager for posting in a timely manner.

All elements of the Public Involvement Plan must include specific communication strategies to provide continuous and meaningful opportunities for involvement by the public throughout the study process. These strategies must provide the opportunity for the full and fair participation by all potentially affected communities, including minority and low-income populations, at this stage of the transportation decision-making process. Likewise, these strategies must include provisions to actively engage communities of color and gather their responses, as well as mitigate against potential discrimination based on race, color, national origin, English proficiency, income, religious
creed, ancestry, disability, age, gender, sexual orientation, military service, or gender identity or expression. These strategies must also include provisions to actively engage local property owners and abutting municipalities. The consultant should utilize MassDOT’s Public Participation Plan, and, Engage (MassDOT’s mapping tool for outreach), to guide the public participation process. All public materials produced as part of this study, including those posted to the project website, must be in an accessible format consistent with MassDOT guidelines.

Please refer to the following web address for additional information on accessibility:
https://www.mass.gov/web-accessibility-statement

Product:

- Public Involvement Plan

FINAL PRODUCTS FOR TASK 1:

1. Draft report/chapter containing the following:
   - Ongoing or recently completed studies and/or projects
   - Study areas
   - Goals and objectives
   - Evaluation criteria and measurement methods

2. Public Involvement Plan

Task 2. Existing Conditions, Future No-Build Conditions, and Issues Evaluation

Existing transportation conditions will be inventoried and evaluated, as well as anticipated future-year conditions. Existing and future land use and environmental constraints will be examined and documented. Other issues raised by the Working Group may be evaluated if feasible.

A. Existing Conditions and Data Collection

Current year (2019) transportation conditions will be analyzed for the study area. Existing data from MassDOT, the regional planning agencies/commissions, municipalities, regional transit authorities, and other sources will be used. This includes all available transit services, availability and ridership; access to destinations; traffic volume, turning movement, crash data; bicycle connections and volumes; pedestrian volumes; and any other data required for a complete understanding of the transportation conditions within the study area. Data collected as a part of the existing conditions report for the Suffolk Downs development should be consulted. An investigation of the two land parcels will also be necessary in order to document parcel length, width, encumbrances, easements, and other conditions.

The study area will be analyzed for bus level of service, traffic volumes and levels of service, safety, bicycling and pedestrian conditions and levels of comfort/traffic stress, adherence to Americans with Disabilities Act Standards, and other conditions as necessary. Other transportation issues as suggested in the public involvement process may be evaluated as appropriate. The consultant will utilize a microsimulation software such as SYNCHRO and/or VISSIM as required to perform the analysis of current year transportation conditions, as well as other analyses outlined in Tasks 3 and 4.
Recent traffic count data will be used to the greatest extent possible, although historical data may be used to demonstrate trends in traffic changes. Additional traffic counts (automatic traffic recorder and/or turning movements) may be required to properly assess the conditions within the study area. These counts will be undertaken by MassDOT’s Traffic Data Collection section.

Crash data will also be analyzed as appropriate for the study. The selected consultant will initially use the data from the MassDOT Crash Records database (developed from the Registry of Motor Vehicle crash data) to provide a preliminary review. However, the actual crash reports from both state and local police may need to be obtained by the selected consultant, for the three most recent years available, to ensure a thorough understanding of the existing safety conditions and future impacts to safety.

Existing land use/economic development, environmental and public health data will also be reviewed and assembled for the study area, from existing sources to the degree feasible. This includes the Massachusetts Department of Public Health, the Central Transportation Planning Staff, GIS data layers that are available from municipal or regional GIS sources, and MassGIS sources.

Land use and economic development data collected may include, but are not limited to:

- Local comprehensive planning documents
- Previous conceptual planning studies
- Land-use patterns
- Zoning regulations
- Designated Port Area boundaries
- Chapter 91 boundaries
- Right-of-way
- Property values
- Tax revenue data
- Car and truck access
- Freight flow data
- Roadway network
- Transit access
- Access to destinations
- Bicycle facilities
- Pedestrian facilities
- Parking
- Regional employment
- Labor market conditions
- Elevation and visibility information
- Emergency response
- Public facilities and utilities

Environmental data collected may include, but are not limited to:

- Wetlands
- Floodplain information
- Surface geology
- Protected and recreational open space
Areas of Critical Environmental Concern (ACECs)
- Hazardous materials sites
- Noise levels
- Air quality
- Cultural, historical, and archaeological resources

Public health data collected may include, but are not limited to:
- Hospitalization (inpatient) data for asthma, myocardial infarction, congestive heart failure, stroke, and hypertension
- Levels of pediatric and adult obesity
- Levels of pediatric and adult depression
- Levels of pediatric and adult diabetes (including Type II)
- Levels of pediatric asthma
- Injuries and fatalities related to crashes
- Impact of COVID-19 on populations within the study area

Recent and proposed commercial/industrial developments, major residential and mixed-use projects, and other proposed projects with significant trip generation in the study area will be identified and mapped. The Suffolk Downs redevelopment is an example of one of these projects.

MassDOT will provide available aerial photography files and any previously existing maps for the development or updating of base maps by the consultant as necessary. The general accuracy of these data will be confirmed through site visits. Final resolution/scales of photographs and base maps will be determined jointly by MassDOT and the consultant team, and will be based on available data files.

Using the above collected data, a base map will then be assembled in a GIS format for use in the future tasks. The consultant team will identify all potential land use and environmental constraints that could affect the feasibility of any alternatives developed during the study. The data will be used for other analytical purposes as well.

The consultant shall also be responsible for obtaining or collecting other data and information that are needed to execute the study scope.

Products:
- Existing transit services, availability, and ridership for study area
- Existing traffic volumes, turning movements, levels of service, and crash data (with collision diagrams and crash rates)
- Existing bicycle and pedestrian conditions and levels of comfort/traffic stress
- Existing land use, economic development, environmental, and public health data
- Technical documentation and data
- Other data and information as needed

B. Future Year Conditions

Conditions in the study area will be forecasted for the intermediate year of 2030 and horizon year of 2040 for traffic projections, and 2070 for environmental projections, including climate modeling and
sea level rise. Traffic projections will be developed based upon information within the Boston MPO’s long-range transportation plan, as well as data already provided for recent development projects as a part of the Massachusetts Environmental Policy Act (MEPA) review process. For example, forecasted traffic data for this area have been collected for the Draft Environmental Impact Report (DEIR) of the Suffolk Downs redevelopment, and the Single Environmental Impact Report (SEIR) of the Silver Line 3 Chelsea project. The consultant should also consider data made available from other state agencies, such as Massport, for forecasted traffic data. No new travel demand modeling work will be conducted as a part of this effort.

Anticipated development, socioeconomic, environmental, and land use changes in the study area will be analyzed to measure their effect on future study area conditions. As a part of this, the consultant will consider major specific planned developments in the project vicinity. Any traffic studies conducted for new developments should also be consulted. The consultant will work with MassDOT Planning and other appropriate parties to identify appropriate assumptions for future year infrastructure and development. All developments in the area will be examined for possible increase to residences and potential job creation.

Transportation projects programmed in local, regional, and statewide plans will be considered for their effect on future conditions. It is important to note that Railroad Street to the west of Route 1A in the study area will likely be closed to the public in the coming years. The study should take into consideration how the closure of this roadway could impact any proposed transportation connections or improvements.

Anticipated environmental changes such as climate change and sea level rise must be considered for future year conditions. The City of Boston’s plans for climate change mitigation, Climate Ready, will be considered as a part of this effort.

Products:

- Forecasted traffic levels and conditions
- Forecasted transit ridership and services
- Socioeconomic projections
- Environmental projections
- Land use projections
- Technical documentation

C. Definition and Evaluation of Issues and Opportunities

Based on the existing and future conditions analysis, the consultant shall identify, quantify, and evaluate a comprehensive catalog of current and future transportation and environmental deficiencies and issues in the study area. Wherever feasible, issues and constraints will be presented in graphical or map form suitable for presentation to the study Working Group.

Deficiencies and issues in the study area will be identified, quantified, and evaluated for use in subsequent tasks. Opportunities for new connections and improvements to infrastructure, access, mobility, and economic development will also be identified, quantified, and evaluated.

As part of defining transportation and environmental issues in the study area, the following elements should be considered: current and future traffic congestion, safety, climate change, health.
determinants, community effects, economic development, land use, transit, bicycling, pedestrians, and other factors as appropriate. Additionally, the consultant should identify any existing transportation effects on minority or low-income populations which are disproportionate, high, and adverse. Wherever feasible, the defined issues and opportunities will be presented in graphical or map form suitable for presentation at a public informational meeting.

Product:

- Inventory and definition of issues and opportunities, including assumptions, methods, and approach

**D. Constraints Identification**

MassDOT and the consultant will identify a set of project constraints related to environmental impacts, engineering/design feasibility, business and residential effects, cost, transit services, and other factors as appropriate. Constraints for engineering feasibility will be based on appropriate MassDOT Highway Division guidelines as applicable.

Product:

- Inventory of project constraints

**FINAL PRODUCT FOR TASK 2:**

Completed draft chapter/section containing the following:

- Existing site conditions
- Existing transit services, availability, and ridership for study area
- Existing traffic volumes, turning movements, levels of service, and crash data (with collision diagrams and crash rates)
- Existing bicycle and pedestrian conditions
- Existing land use, economic development, environmental, and public health data
- Other data and information as needed
- Forecasted traffic levels and conditions
- Forecasted transit ridership and services
- Forecasted environmental changes including sea level rise
- Socioeconomic projections
- Land use projections
- Inventory and definition of issues and opportunities
- Inventory of project constraints

**Task 3. Alternatives Development**

The consultant will develop potential short, medium, and long range alternatives based on the transportation deficiencies, issues, and constraints identified in Task 2. Alternatives will be developed for Route 1A and the land segment, separately or combined. As each alternative is developed, the consultant must consider designs which improve connections to the local and regional roadway network, enhance transit, improve bicycle and pedestrian connections, mitigate...
climate change impacts, and other criteria determined in Task 1. Examples of alternatives could include a bus corridor providing express services, a freight corridor, shoreside protections against sea level rise, a multi-use path or bikeway, or some combination of these. Alternatives which utilize or incorporate Transportation Systems Management and Operations (TSMO) strategies will also be developed.

In consultation with the Working Group, MassDOT and the consultant team will develop alternatives and refine a selection of alternatives for detailed analysis in Task 4. When appropriate, visual imaging tools (ranging from maps and graphics to the use of three-dimensional display techniques) are strongly encouraged as part of this task.

FINAL PRODUCT FOR TASK 3:

Draft section/chapter containing the following:

- Descriptions of short, medium and long range alternatives
- Maps, graphics, and other visualizations showing alternatives
- Technical documentation and datasets

Task 4. Alternatives Analysis

The alternatives will be analyzed based on the evaluation criteria from Task 1. Any necessary mitigation related to each alternative should also be considered in the analysis. The consultant will analyze the alternatives developed in Task 3 based on the set of evaluation criteria developed in Task 1 with feedback from the Working Group and identified stakeholders. At a minimum, the consultant should evaluate each alternative relative to multi-modal mobility, safety, the environment, land use and economic development, the community, constructability, cost, public health, and other effects.

A. Mobility and Accessibility Analysis

The consultant will analyze the impacts of alternatives on mobility in the study area. Mobility as it relates to the bus, vehicular, bicycle and pedestrian systems should be considered. Transit services to analyze include the MBTA’s Blue Line, Silver Line, and Bus Routes 434, 448, 449, 450, as well as any other transit routes which are determined to be included in the study area. The roadway system to be analyzed includes local roads and intersections, related highway interchanges, as well as bicycle and pedestrian accommodations such as the East Boston Greenway, in the local and regional study areas.

Product:

- Alternatives analysis for transit ridership, transit routing, roadway network, roadway volumes, access to destinations, traffic operations, and bicycle and pedestrian conditions

B. Safety Analysis

The consultant will analyze the traffic safety impacts in the study area for each alternative to the degree feasible, including examining the impacts on bicycle and pedestrian, vehicular, and bus
movements in the study area. Each of the alternative designs should refer to the crash expectations at the intersection treatments proposed according to nationally published factors.

Products:

- Alternatives analysis for traffic safety

C. Environmental Effects Analysis

The consultant will analyze the environmental impacts for each alternative to the degree feasible, including examining: climate change mitigation and adaptation, wetlands, floodplains, surface geology, protected and recreational open space, ACECs, hazardous materials sites, air quality, greenhouse gas impacts, noise, cultural, historical and archaeological resources, and other constraints as necessary to fully analyze each alternative.

Product:

- Alternatives analysis for environmental effects

D. Public Health Analysis

The consultant will analyze the public health impacts for each alternative to the degree feasible, including examining: hospitalization (inpatient) data for asthma, myocardial infarction, congestive heart failure, stroke, and hypertension, levels of pediatric and adult obesity, levels of pediatric and adult depression, levels of pediatric and adult diabetes (including Type II), levels of pediatric asthma, injuries and fatalities related to crashes, and the impact of COVID-19 on populations within the study area.

Product:

- Alternatives analysis for public health impacts

E. Land Use and Economic Development Analysis

The consultant will analyze land use, economic development and business impacts for each alternative to the degree feasible, including examining: right-of-way, property values, tax base, planned and potential zoning changes, planned developments (including Chapter 40B and Transit-Oriented Developments), parking, car and truck access to existing or planned parcels, visibility, labor force impacts, regional and local employment, and other elements as necessary to fully analyze each alternative.

Product:

- Alternatives analysis for land use, economic development, and business impacts

F. Community Effects/Title VI/Environmental Justice Analysis

As part of the evaluation of effects on the community, the consultant shall analyze the alternatives and identify the potential social equity impacts of the alternatives, including how they may impact or
benefit the minority and low-income populations that now reside in or adjacent to the study area. Special consideration should be given to the project's impacts on access to community resources, assets, and industries. The consultant should also analyze the possible social equity impacts of the alternatives analyzed and how they may impact or benefit the minority and low-income (please refer to Executive Order 12898 on Environmental Justice), limited-English proficiency (please refer to Executive Order 13166), and Title VI protected populations (please refer to Title VI of the Civil Rights Act of 1964 for additional information).

Product:

- Alternatives analysis for community effects/environmental justice

G. Cost Analysis

Approximate construction, operations and maintenance, right-of-way, and mitigation costs will be estimated at a conceptual level for each alternative. Other information (project implementation scenarios, construction schedules, etc.) will be estimated to the extent possible.

Products:

- Analysis of conceptual costs associated with each alternative

FINAL PRODUCT FOR TASK 4:

Draft report section evaluating the medium and long range alternatives based on Task 1 criteria, including:

- Mobility in all major transportation modes
- Accessibility
- Safety
- Environmental effects, including climate change mitigation and adaptation, and air quality and greenhouse gas impacts
- Health effects, including promotion of healthy transportation options as well as discussion of other public health factors, such as air quality and noise
- Land use and economic development
- Community effects
- Cost, including conceptual capital, and operations and maintenance cost

Task 5. Findings

The findings may include short-, medium- and long-term improvements as a result of the analysis completed in the previous tasks. The feasibility of each improvement should be detailed. The findings shall also be presented in the form of an implementation plan that identifies key stakeholders, issues, milestones, regulatory and procedural requirements, potential funding sources, and other relevant issues. The findings must reflect a consensus of the public input attained and documented through the public participation plan. The consultant will work with the identified stakeholders to outline the steps necessary to implement improvements.
FINAL PRODUCT FOR TASK 5:

Draft report section/chapter on findings containing:

- Tables of short-, medium- and long-term alternatives
- Feasibility narrative and improvement implementation plan
- Alternatives maps, graphics, and displays

Task 6. Final Report

A Final Report will be prepared consisting of revised versions of the report chapters developed under Tasks 2 through 5, with an introductory chapter discussing the overall project and the goals-related material developed in Task 1. The report will also include an executive summary and appendices. The consultant team will be expected to deliver five (5) paper copies of the report to MassDOT Planning, as well as one copy for each member of the Working Group (maximum 10 copies). Furthermore, the final report should be made available in an accessible PDF format in adherence to Section 508 of the Rehabilitation Act. All electronic files (Word, PowerPoint, GIS Data layers, traffic analysis software, etc.) printed as part of the final report should also be provided to MassDOT on compact disc or USB flash drive.

FINAL PRODUCTS FOR TASK 6:

- Draft final report
- PowerPoint document of findings
- Revised final report
- Online version of final report
- Datasets