Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 9,888,000
Project ID	608737 *(municipal project)*	**Current Estimate (if different)**	$ n.a.
Town/City	Dalton	**AADT**	8,958 (2015)
Name	Dalton Division Road	**Cost per lane mile**	$ 3,090,000
Start/End	Williams St to South St	**Cost per AADT**	$ 1,104
Length	1.6 miles	**Design Status (GPI)**	pre-25%

Status: Town has secured GPI as designer

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	1	1	1	0	1	1

Description: Road reconstruction and minor widening are proposed for this 30-ft roadway to create a new cross-section (5-11-11-5) with sidewalks on both sides to provide better accommodation for all users. The project will also make geometric improvements at the Williams Street intersection to improve safety, improve sub-standard vertical curvature, address drainage, and upgrade signs/pavement markings to MUTCD compliance. Bicycle and pedestrian use is evident along the corridor, but there are no sidewalks or bike lanes adjacent to the roadway at this time. The roadway is used regularly by two BRTA routes, but there are no designated bus shelters on this road. Transit stops may be formalized as the project advances.

Proposed Geometric Design Improvements: The southern intersection with Williams Street and Washington Mountain Rd will be assessed for geometric deficiencies, and improvement options will be evaluated. At least one location with sub-standard vertical curvature along the corridor will also be addressed to improve sight distance.

Proposed Traffic Control Improvements: Options for improved traffic control at the northern and southern intersections (i.e. the project limits) will be analyzed.

Safety: The southern intersection with Williams Street and Washington Mountain Rd has a crash rate above the statewide average (17 crashes from 2009-2013) with predominantly PDO crashes and several non-fatal injuries. Options for improved traffic control at this location will be analyzed. The roadway segment crash rate for Dalton Division Road is lower than the District-wide average for urban arterials; therefore at this time, no specific safety improvements are proposed for the corridor.

ROW: At this time, it is anticipated that the project can be implemented within existing municipal ROW.

Residential Traffic: No anticipated effect.

Proposed Improvements to Alternate Modes: Currently, there are no designated accommodations for bikes/ped or transit along the corridor. Although the current concept is to provide bike shoulders and sidewalks on both sides of the roadway; a shared-use path option may also be considered.

Environmental Justice: Not an EJ area.

Economic Development: This roadway supports current economic commerce and activity between suburban residential areas in southeast Pittsfield/Dalton and the commercial/industrial areas in the northeast.

Environmental Factors: Dalton Division Rd crosses Brattle Brook and a contributory stream to Brattle Brook at 2 locations along the corridor. The project will provide opportunity to assess, repair and/or replace the existing manhole & culvert associated with the Brattle Brook crossing and will also allow for incorporation of stormwater BMP's to improve the quality of receiving waters and wetlands.

Additional Information: Town's Public Input Meeting (9/26/16) generated discussion about the balance between multi-modal accommodation along the corridor and abutter concerns over potential property impacts.

Project Description Sheet

Project ID 608767 *(MassDOT project)*
Town/City Egremont
Name Route 23/41 Reconstruction
Start/End Creamery Rd to N. Undermountain Rd
Length 0.7 miles

Project-Info Estimate (MassDOT) $ 6,690,270
Current Estimate (if different) $ n.a.
AADT: 5,256 vpd (design year) with 5% trucks
Cost per lane mile $ 4,778,764
Cost per AADT $ 1273
Des. Status (Jacobs Engr. Inc.) 75%

Status: 75% Design received August 2020. 100% Design anticipated March 2021.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	1	1	1	1	1	1

Description: This 0.9-mi State Highway reconstruction project will create a "complete streets" design in the village center of Egremont. Existing roadway cross-section consists of two travel lanes with variable width shoulders (2-6 ft). Sections of un-connected sidewalk, on both sides of the roadway, are present on the western half of the project. Crosswalks exist at the South Egremont Post Office and the South Egremont School. The current design concept is to reconstruct the roadway to a consistent 32 ft width (5-11-11-5) for bicycle accommodation, and provide continuous sidewalks on both sides with improved crossing opportunities for pedestrians.

Total length of new bike lanes proposed is 1.6 miles; and total length of new sidewalk (where none currently exists) is 4,400 linear feet.

Access management techniques may be used to consolidate access points to abutting properties. Existing horizontal and vertical alignment and intersection geometry will be evaluated for AASHTO compliance and improved to the extent feasible. Drainage improvements will include "in-kind" replacement of a 48-in x 60-in concrete box culvert, 250-ft east of Creamery Rd. Roadside embankment areas will be evaluated for improved stabilization measures. Other pedestrian-scale amenities may be included in the design to enhance the village center.

Proposed Geometric Design Improvements: Horizontal/vertical alignment improvements and some geometric improvements at intersections.

Proposed Traffic Control Improvements: No changes to existing traffic control.

Safety: Current segment crash rate is above average for Rural Minor Arterials; project will improve safety for all users.

ROW: Permanent and temporary easements required.

Residential Traffic: Proposed sidewalks and bike-lanes will benefit abutting residences.

Proposed Improvements to Alternate Modes: Project will support mode-shift (CMAQ Committee approval 10/22/20)

Environmental Justice: Project is not within/adjacent to EJ population.

Economic Development: Investment to improve roadway condition and multi-modal accommodation in the village center supports local economy and raises economic development potential in this area.

Environmental Factors: New culvert, east of Creamery Rd, will comply with Stream Xing standards (score 1 point for ENV). Sections of project are adjacent to NHESP Habitat of Rare Wildlife, and the western end of project is within BioMap 2 Core Habitat. Since this area is already developed, major impacts are not anticipated.

Additional Information: Numerous meetings with town officials, MassDOT, and Jacobs Engineering were held during project development and design build community consensus and refine design concept.

Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 8,320,000
Project ID	608547 *(municipal project)*	**Current Estimate (if different)**	n.a.
Town/City	Egremont	**AADT**	900 (6% trucks)
Name	Mount Washington Road	**Cost per lane mile**	$ 1,188,571
Start/End	Mt. Washington TL to Undermountain Rd	**Cost per AADT**	$ 9,244
Length	3.5 miles	**Design Status (CHA, Inc.)**	pre-25%

Status: Design Exception and pre-25% Design concept approved.
Designer is preparing 25% Design (structural plans required).

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	1	1[1]	0	0[2]	0	0

[1] Although overall AADT is low, truck percentage (6%) and proposed highway improvements are sufficient to warrant a point in this category.
[2] Scoring committee decided to wait until MassDOT receives structural/hydraulic design before determining if proposed bridge replacements will score a "1" in this category.

Description: Current proposal is reconstruction with minor widening to achieve 26-ft cross-section (current pavement width 22 ft). Project will also include drainage, guard rail, and bridge culvert work to maintain safe and reliable access between Egremont and Mount Washington for all users. There is steep and challenging topography as the roadway climbs in elevation toward the Mt. Washington line. Drainage system consists of country drainage, swales, drop-inlets, and cross culverts with direct discharge into Karner Brook. Existing guard rail, end treatments and transitions at bridges are not compliant with current safety standards. Within the project limits, there are four municipally owned, MassDOT inventoried bridge culverts (E-08-007, -008, -009, -010) which vary in span from 12 ft – 25 ft. E-08-009 was rehab/replaced in 2016 using town funds. The other three structures are being evaluated for improvement.

The roadway provides direct access to Mt. Everett State Reservation, Mt. Washington State Forest, Camp High Rock (YMCA), Bash Bish Falls, and is also a bus route for Mount Washington students to access regional schools. The road is used for local organized cycling events and is one of only four access routes to the town.

Proposed Geometric Design Improvements: Minor geometric/alignment changes proposed (Design Exception approved)

Proposed Traffic Control Improvements: None.

Safety: 4 recorded crashes occurred during 2013-2015. Crash rate = 1.16. Statewide average is 1.38 for Rural Major Collectors. Crash rate is below average; no specific counter-measures proposed.

ROW: May require strip takings or construction easements, depending on width of municipal ROW.

Residential Traffic: No anticipated effect.

Proposed Improvements to Alternate Modes: Currently, bicyclists and pedestrians share the roadway with motor vehicles. There are no proposed improvements for separated bike/ped accommodations on this project. A Healthy Transportation Policy Waiver will be prepared for this project and submitted to the Secretary for review and approval.

Environmental Justice: Project is not within/adjacent to EJ population.

Economic Development: No anticipated effect.

Environmental Factors: MassGIS data indicates numerous wetland areas associated with Karner Brook, Fenton Brook, and Mill Pond adjacent to the roadway. Project provides opportunity to improve runoff received by these resource areas; however, widening the roadway will increase impervious surface by about 1.7 acres, thus increasing runoff to these resource areas. Mt Washington Rd is located in a NHESP Priority Habitat of Rare Species & Estimated Habitat of Rare Wildlife; however, impacts to habitat area are not anticipated to be significant. Project is also within 100-year floodplain.

Additional Information: None at this time.

Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 12,700,000
Project ID	609465 *(MassDOT project)*	**Current Estimate (if different)**	$ n.a.
Town/City	Great Barrington	**AADT**	11,448 vpd (2016)
Name	Route 7/23 Complete Streets	**Cost per lane mile**	$ 2,540,000
Start/End	From Belcher Square, north on Route 7 for 1.4 miles and east on Route 23 for 1.1 miles	**Cost per AADT**	$ 1,109
Length	2.5 miles	**Des. Status (MassDOT D1)**	pre-25%

Status: Survey, base plan prep, and some preliminary design performed in 2020

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0[1]	1	0[2]	1	0	1	1

[1] Need LOS analysis (existing/proposed) at Belcher Square intersection before point can be assigned.
[2] Need additional info on truck volumes and proposed geometric improvements before point can be assigned.

Description: This project will implement "Complete Streets" on urban sections of State Highways Route 7 and Route 23. Proposed highway cross-section will include full bicycle and pedestrian accommodation and likely two travel lanes for motor vehicles (TWLTL currently exists on Route 7). The intersection at Belcher Square will be evaluated for improvement; with a roundabout to be considered as a possible option.

Drainage, signage, guardrail, and highway lighting will all be evaluated for upgrade/replacement as required. Bridge G-11-021 on Route 7 (over Tom Palmer Brook, about 600 ft north of Belcher Sq.) will likely require rehab/replacement to accommodate a wider highway cross-section (bike lanes do not currently exist on the bridge). At the time of project initiation (May 2019) the town of Great Barrington indicated that they will be constructing an off-road pedestrian path from the northern end of the Route 7 commercial strip (about 0.9 miles north of Belcher Sq.) to the Community Health Center (another 0.4 miles north). This off-road path will be considered during MassDOT's Complete Streets evaluation.

Proposed Geometric Design Improvements: Existing alignment and intersection(s) will be evaluated for compliance under current AASHTO and MassDOT requirements.

Proposed Traffic Control Improvements: Traffic signal at Belcher Square was initially installed in 1992 and has had various upgrades since then including total control cabinet replacement in 2016; condition and operation are good. The intersection will be evaluated for a roundabout.

Safety: In April 2019, town expressed concern over 3 crashes that occurred since 2009 involving ped's crossing Route 7 at northern end of commercial strip. Current crash data does not show any high crash locations within project limits; however, the pedestrian related crashes will be taken into consideration during design.

ROW: Temporary or permanent construction easements may be required.

Residential Traffic: No anticipated effect.

Proposed Improvements to Alternate Modes: New sidewalks/ramps will be constructed where none currently exist; expanding the sidewalk network and improving pedestrian mobility and safety. Bike lanes do not exist now; the project will provide full accommodation (either on-road or separated, yet to be determined). GHG point.

Environmental Justice: Project is not within/adjacent to EJ population.

Economic Development: Complete streets accommodation will support existing businesses. Several parcels of municipal, non-profit, and land-trust open space exist adjacent to project limits; opportunities for improved access.

Environmental Factors: Sections of project are adjacent to NHESP Habitat, Coldwater Fishery, and BioMap 2 Core Habitat. Impacts from highway widening will be evaluated during Complete Streets analysis.

Additional Information: No additional information at this time.

Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 6,931,990
Project ID	609215 *(municipal project)*	**Current Estimate (if different)**	$ 7,124,000
Town/City	Great Barrington	**AADT**	19,600 (7% trucks)
Name	Reconstruction of S. Main St (Route 7)	**Cost per lane mile**	$ 2,849,600
Start/End	Taconic Ave to Brookside Rd	**Cost per AADT**	$ 363
Length	1.25 mi	**Des. Status (Foresight Land Serv.)**	pre-25%

Status: Topo and wetlands survey, preliminary design work in 2020. Town is anticipating 25% Design Public Hearing in June 2021. Need to submit 25% Design for MassDOT review.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	1	0	0	0	1	1

Description: Project scope includes roadway reconstruction/resurfacing from Maple Ave. to just south of Brookside Road (beginning of State Highway). Project may also include consideration of a "road-diet" on the 1,600-ft section of Route 7 just north of Maple Ave. to allow more space for bike/ped accommodation without any widening required. A TWLTL may also be considered for this section. Proposed work includes new sidewalks, ADA ramps, and major improvements to the existing urban drainage system. According to the PNF/PIF, proposed expansion/development at the existing Big-Y Plaza will likely require improvement/upgrade to the existing traffic signal at the plaza entrance.

In addition, the PNF/PIF states that, "the proposed roadway improvements are necessary to support $80 million of permitted development both within and adjacent to the project area; including but not limited to Grocery Store expansion, 31 Units of Senior Affordable Housing, 10,000 SF of additional commercial development, and 12 Affordable Housing Units. The highway improvement project will be supplemented by an off-road pedestrian path [separate project] that will connect these improvements."

Coordination has begun between the town and MassDOT to ensure design coordination and compatibility between this project and the proposed roundabout at Maple Ave (Project 607756 – to be advertised in 2020).

Proposed Geometric Design Improvements: May include TWLTL.

Proposed Traffic Control Improvements: Possible traffic signal upgrade at Big-Y (or may be done by future developer).

Safety: At present, no specific safety issues have been identified.

ROW: May require temporary construction easements and/or strip takings.

Residential Traffic: Mostly CBD/regional traffic - no anticipated effect for residential traffic.

Proposed Improvements to Alternate Modes: Sidewalk and curb-cut ramp improvements; possibly improved bicycle accommodation over existing conditions.

Environmental Justice: Project is within an EJ population area *(source: MassDOT GIS 2010 Census Data).*

Economic Development: Supports proposed development and senior/affordable housing.

Environmental Factors: No specific improvements identified.

Additional Information: None at this time.

Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 2,750,000
Project ID	609464 *(MassDOT project)*	**Current Estimate (if different)**	n.a.
Town/City	Great Barrington	**AADT**	3,830 (2018)
Name	Route 23/183 Resurfacing	**Cost per lane mile**	$ 763,900
Start/End	E. Mountain Rd (MM 9.7) to Old Monterey Rd (MM 11.5)	**Cost per AADT**	$ 718
Length	1.8 miles	**Design Status (MassDOT D1)**	pre-25%

Status: Preliminary design/data collection

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
0	0	1	0	0	0	0	0

Description: Proposed work will include resurfacing and related work (guardrail upgrades, minor drainage work, adjusting structures, etc). Pavement was last resurfaced in 2005 with 1.75-in hot-mix asphalt. Pavement Serviceability Index (PSI) is less than 2.3, which, for non-interstate pavement, indicates that condition is trending toward poor. Pavement is at the point in its life-cycle where resurfacing is required to extend service life.

Two culverts, G-11-025 & -026 are rated 6 and 7, respectively; these structures are neither SD nor posted. One bridge-culvert, G-11-030, rated 6, is also non-SD and can carry full statutory loads. G-11-025 was built in 1918 and reconstructed in 1952. The other two structures were built in 1950 and have not been reconstructed. No work is currently proposed on these structures under this project; however, they will be evaluated for pavement surface conditions to determine if minor repairs or preservation measures might be necessary.

Proposed Geometric Design Improvements: None.

Proposed Traffic Control Improvements: None.

Safety: Current segment crash rate is 0.66 per million vehicle lane-mi, which is well below the average (1.57) for Rural Major Collectors. Crash data does not suggest a discernable pattern or safety issue along the corridor. Existing guard-rail and end treatments will be upgraded to meet current safety standards, as well as signage and pavement markings. Recessed centerline markers will be added where none currently exist.

ROW: At this time, it is anticipated that the project can be implemented within existing State ROW.

Residential Traffic: No anticipated effect.

Proposed Improvements to Alternate Modes: Sidewalks are not currently present along this section of highway, and the current project scope does not include the addition of sidewalks here. Bicyclists will benefit from an improved riding surface in the shoulders that currently exist (6-ft wide). Although the current proposal is to re-stripe the highway to provide bicyclists an additional 1-ft of shoulder on each side, the project will need to be evaluated for current compliance under MassDOT's recently issued Engineering Directive E-20-001, specifically in light of the posted 50 mph speed limit.

Environmental Justice: Not an EJ area.

Economic Development: No anticipated effect.

Environmental Factors: No anticipated effect.

Additional Information: None at this time.

Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 4,200,000
Project ID	607500 *(municipal project)*	**Current Estimate (if different)**	n.a.
Town/City	Hinsdale	**AADT**	552 (2016)
Name	Route 143	**Cost per lane mile**	$ 840,000
Start/End	From Route 8 to Peru town line	**Cost per AADT**	$ 7,610
Length	2.5 miles	**Design Status**	pre - 25%

Status: 25% Design has not yet been submitted for MassDOT review

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	0[1]	0[2]	0[3]	0[4]	0	0

Description: Existing pavement width varies from 26 feet to 34 feet. Project proposes to mill and overlay with minor widening to achieve bicycle accommodation. Project will also improve sub-standard and poorly functioning drainage (road condition point). Minor geometric improvements at two intersections and sidewalk reconstruction are also proposed. There are two culverts at the eastern end of the project that should be evaluated for structural adequacy and hydraulic capacity. Roadway context is rural developed, with a village center at the western end of the project (including school, town offices, library, church, restaurant and other small businesses). The town is considering geometric improvements at two intersections; Plunkett Street and Old Dalton Road, to improve awkward turning movements. There is approx. 0.6 mile of existing sidewalk adjacent to Route 143, from the village center east to Old Dalton Road; some of this sidewalk will require reconstruction to achieve current compliance.

Proposed Geometric Design Improvements: The town is considering geometric improvements at two intersections; Plunkett Street and Old Dalton Road, to improve turning movements.

Proposed Traffic Control Improvements: None proposed.

Safety: See note 3 below.

ROW: May require temporary construction easements and/or strip takings for minor roadway widening, sidewalk construction, drainage or other related work.

Residential Traffic: Some potential improvement for residential traffic.

Proposed Improvements to Alternate Modes: Improved accommodation for bicyclists in the roadway and reconstructed sidewalks and ramps for pedestrians.

Environmental Justice: Proposed improvements are not within EJ area.

Economic Development: No anticipated effect; town could provide additional info.

Environmental Factors: Potential positive effect from culvert improvements (need additional info.)

Additional Information:

[1] Route 143 has Route 9 as alternate route (no regional connectivity points).
[2] Latest truck count available (2013 – MassDOT Traffic Counts) did not meet threshold of 50 ADT over 3-axle.
[3] No recorded crashes during 2013-2015 *(Source: MassDOT/RMV crash database)*
[4] Need info on scope of culvert improvements to determine environmental effects (water quality, wildlife passage, etc.)

Project Description Sheet

Project ID	609256 *(MassDOT project)*	**Project-Info Estimate (MassDOT)**	$ 3,400,000
Town/City	Lanesborough	**Current Estimate (if different)**	n.a.
Name	Resurfacing & Sidewalk Construction on Route 7	**AADT:**	6,045 (2017) with 5% trucks
Start/End	From Bridge St/Prospect St intersection About 1500 feet north of Bailey Road	**Cost per lane mile**	$ 1,000,000
		Cost per AADT	$ 562
Length	1.7 miles	**Des. Status (MassDOT D1)**	pre-25%

Status: Some prelim. design and concept work performed by District

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	1	0	0	0	1	0

Description: This project proposes resurfacing and related work on Route 7 in Lanesborough from the Bridge St/Prospect St intersection to about 1500 feet north of Bailey Road; a distance of 1.7 miles. The project will also include construction of a new sidewalk, by town request, from Town Hall to Bill Laston Memorial Park, about 3200 feet.

Proposed Geometric Design Improvements: None proposed.

Proposed Traffic Control Improvements: None proposed.

Safety: At present, no specific safety issues have been identified.

ROW: State ROW; potential strip easements or acquisitions.

Residential Traffic: No anticipated effect.

Proposed Improvements to Alternate Modes: Bicyclists are currently accommodated in 8-ft shoulders on both sides of the highway, but pedestrians do not have sidewalk on this section of Route 7. There is sidewalk on Route 7 in Lanesborough from the Pittsfield line north to Lanesborough Town Hall (about 2 miles) but it ends there. Town wrote a letter to MassDOT (March 2018) requesting sidewalk to be added when MassDOT resurfaces this section of Route 7.

Environmental Justice: No EJ communities within/adjacent to project area.

Economic Development: No anticipated benefit.

Environmental Factors: Supports pedestrian mobility and mode-shift (GHG point).

Additional Information: No additional information at this time.

Project Description Sheet

Project-Info Estimate (MassDOT) $ 12,691,138
Project ID 609508 *(municipal project)* **Current Estimate (town)** $ 10,000,000
Town/City Lee **AADT** 5,600 (2016) 6% trucks
Name Reconstruction of Columbia St, Bradley St, and Mill St **Cost per lane mile** $ 4,532,500
Start/End From E. Center St. (Lee) to Lenox T.L. **Cost per AADT** $ 2,266
Length 1.4 miles **Design Status (Foresight)** pre-25%

Status: Survey and preliminary design in 2020. Town anticipates 25% Design submittal in June 2021.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	0	0	0	0	1	1

Description: This project proposes approximately 1.4 miles of road reconstruction and replacement of the Mill St bridge (L-05-013) over Washington Mountain Brook. The project will improve bicycle and pedestrian accommodation (shoulders/sidewalks), drainage, retaining walls, pavement markings and signage.

The Mill St bridge (L-05-013) was built in 1911 and reconstructed in 1937; it is structurally deficient. It was last inspected by MassDOT in 2018 and rated 5/4/6 (deck/super/sub). An existing culvert that carries Bradley St over Codding Brook (L-05-031) was built in 1937 and has never been reconstructed. The culvert was last inspected by MassDOT in 2018 and was given a rating of 7.

Proposed Geometric Design Improvements: Some possible realignment/geometric improvements to meet current AASHTO/MassDOT standards.

Proposed Traffic Control Improvements: None identified.

Safety: Current crash data does not suggest safety issues or crash patterns along the corridor.

ROW: May require easements or strip takings (municipal ROW).

Residential Traffic: Positive effect anticipated for surrounding neighborhoods.

Proposed Improvements to Alternate Modes: Shoulders will be widened to provide bicycle accommodation and existing sidewalks and ramps will be reconstructed to ADA compliance; sidewalk network expansion is anticipated for improved mobility/access.

Environmental Justice: Project is not within/adjacent to EJ population (more than 0.25 mi away).

Economic Development: Project is envisioned to support the town's $70M re-development of the former Eagle Paper Mill. Town received a $4.9M MassWorks grant in 2019 to build supporting infrastructure for the 6.5-acre site; which is proposed to include 80 housing units, a riverfront office building, market and retail space, and boutique hotel.

Environmental Factors: Potential impacts to resource areas (wetlands, NHESP priority habitat) from bridge replacement and roadway widening for shoulders and sidewalks; but impacts may be offset by improved bridge hydraulics and accommodation for species passage and improved habitat connectivity. TIP data form indicates approx. 65,000 sf of buffer zone and riverfront development.

Additional Information: The town held a pre-design Public Input Meeting on June 6, 2019 to solicit public comment.

Project Description Sheet

Project ID	611970 *(MassDOT project)*	**Project-Info Estimate (MassDOT)**	$ 3,880,875
Town/City	Lee	**Current Estimate (if different)**	n.a.
Name	Intersection Improvement Route 20 @ W. Park St	**AADT** (Route 20)	12,674 (2019)
Start/End	n.a.	**Cost per lane mile**	n.a.
Length	n.a.	**Cost per AADT**	$ 306
		Design Status	pre-25%

Status: MassDOT's designer (Toole Design Group) is preparing 25% Design concept

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
0	1	1[1]	0[2]	1	0	1	1

[1] The majority of northbound traffic from the I-90 exit in Lee goes through this intersection; therefore, the Scoring Committee determined that a score of "1" is warranted in this category.
[2] The Scoring Committee decided to wait until 25% Design to make a design-based determination on improvements to truck movements as a result of the proposed roundabout.

Description: This 3-way intersection was identified by MassDOT as an HSIP cluster in 2015 and was further evaluated for improvement by MassDOT's Intersection Safety Team. Although the intersection is not on the current HSIP list (crash rate is just below the State average but over the District average) operational deficiencies noted by MassDOT and the region (2010 Lee Traffic Study) were sufficient enough to warrant an improvement project. MassDOT is considering a roundabout here.

Proposed Geometric Design Improvements: Current proposal is to convert the 3-way unsignalized intersection into a modern roundabout.

Proposed Traffic Control Improvements: Remove existing stop signs for westbound through movements and eastbound through/left movements. All approaches would operate under yield condition in new roundabout.

Safety: Recent crash data (2017-2020) shows 12 PDO (property damage only) crashes. Earlier crash data (2013-2015) showed 11 crashes for that time period (4 injury and 7 non-injury). Intersection crash rate based on 2017-2020 data is 0.54, which is just under the statewide average (0.57) for un-signalized intersections, but over the District average of 0.44.

During peak hours, inadequate gaps in main-line traffic can elicit driver frustration and lead to "risky" maneuvers from West Park St (left and through) and Park St (through movement). Potential for "courtesy crashes" is also present here as some main-line drivers stop abruptly to allow minor movements to go through. Since roundabouts produce lower travel speeds, eliminate left-turns, and have yield-entry on all approaches, intersection safety will be improved.

ROW: At this time, it is anticipated that the project may require some ROW, but no significant alterations or takings are anticipated.

Residential Traffic: No anticipated effect.

Proposed Improvements to Alternate Modes: MassDOT has determined that this area has medium potential for walkable trips and high potential for everyday biking. This intersection is the northern connection point of Phase 1 of the Lee Bikeway. The proposed roundabout will likely add an additional crossing location also; and since roundabouts produce lower travel speeds and shorter crossing distances, mobility and safety for other modes at the roundabout will be improved. A shared side-path will also be considered.

Environmental Justice: Project abuts EJ area; possible mobility/safety improvements for users from West Park Street.

Economic Development: Roundabouts are traffic calming and business/pedestrian friendly; project will likely enhance Main Street and surrounding area.

Environmental Factors: No anticipated effects.

Additional Information: Aug 2020 - virtual meeting with town officials to discuss project concept. Public input and participation strategy will be similar to Williamstown roundabout project at Routes 7/43.

Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 7,280,143
Project ID	609277 *(municipal project)*	**Current Estimate (City)**	$6,057,000
Town/City	North Adams	**AADT**	6,065 (9% trucks)
Name	Reconstruction of Ashland St	**Cost per lane mile**	$ 4,853,429
Start/End	Main St. to Davenport St.	**Cost per AADT**	$ 1,200
Length	0.75 miles	**Design Status (Tighe & Bond)**	25%

Status: January 25, 2021 – 25% Design was submitted for MassDOT review.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	0	0[1]	1[2]	0	1	1

[1] Although the truck % is high, current design is keeping the corridor narrow with parking lanes.
[2] See notes under Safety

Description: The goals of this ¾ mile "Complete Streets" include: using available right-of-way to provide for all modes of transportation; providing continuous sidewalks along both sides of the entire corridor with accessible crosswalks at every intersection; and providing landscape and streetscape enhancements like ornamental and shade trees, bike racks near popular destinations, enhanced crosswalks, and improved pedestrian lighting. Access management techniques will also be implemented where feasible by strategically consolidating driveways.

It is desired to improve corridor aesthetics by relocating existing overhead utilities underground; implementing signage regulations for businesses to enhance sign legibility and attractiveness along the corridor; and implementing additional parallel parking north of Chestnut Street. Ashland Street is one of several municipal streets that provide access to and through MCLA campus. Project concept is centered around the "Complete Streets Initiative for Ashland Street" Final Report (completed 2015) through the Department of Housing & Community Development's (DHCD) Massachusetts Downtown Initiative (MDI) grant.

Proposed Geometric Design Improvements: No major alignment changes proposed, but it appears that additional parking will be added along the corridor.

Proposed Traffic Control Improvements: There are two existing traffic signals, one at American Legion/Chestnut St. and one at Main St. At this time, improvements are only proposed at the American Legion Drive intersection.

Safety: Northern project limit (Main St) is at the boundary of an identified 2013-2015 HSIP cluster. Calculated corridor crash rate (2014-2017 data) is 5.74, which is higher than the Statewide average (3.58) for Urban Minor Arterials. A safety analysis will be required during project development /design to address cause(s) of crashes and propose appropriate counter-measures.

ROW: Possible construction easements required (ROW plans will be required for design).

Residential Traffic: Improved bike/ped and parking access to abutting residences.

Proposed Improvements to Alternate Modes: Sidewalks currently exist on both sides of the roadway; proposed project will improve sidewalk conditions, upgrade ramps/crossings at intersections, and add new on-road bike lanes.

Environmental Justice: Project is located within an EJ area. The need to improve safety & mobility within the EJ community is documented in the City's Comprehensive Master Plan - Vision 2030, where this project is specifically discussed. The Clark Biscuit low-income apartment complex and the low-income North Adams Housing Authority high rise are both located on this section of Ashland Street. The EJ community will directly benefit from proposed improvements.

Economic Development: Vacant storefronts & office space exist along this roadway. Beautifying and creating a more accessible environment on Ashland Street will help to attract retailers to this section of town. In addition, the City is revising the City Zoning Code, and part of this section of town is slated to become part of the Central Business District to essentially expand the footprint of the City center. This Complete Streets project will greatly complement this zoning change and the desire to fill vacancies and attract customers.

Environmental Factors: No anticipated effect.

Additional Information: As of February 2021 – 25% Design is currently under review by MassDOT

Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 4,979,287
Project ID	606233 *(municipal project)*	**Current Estimate (if different)**	$ n.a.
Town/City	Pittsfield	**AADT**	18,000
Name	BMC Area Improvements (First/North St)	**Cost per lane mile**	N.A.
Start/End	Burbank St. to Charles St.	**Cost per AADT**	$ 277
Length	N.A. (intersection improvements)	**Des. Status (Fuss & O'Neill)**	25%

Status: 25% Design received July 2020; reviewed by MassDOT
Design Public Hearing anticipated Feb/Mar 2021

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
0	1	1	1	1	0	1 (CMAQ)	1

Description: The project proposes geometric and/or operational improvements at several intersections along the First St and North St corridors between Burbank St. and Springside Ave. The City and Fuss & O'Neill have evaluated several design options, which will likely include one roundabout. The intent of the project is to improve traffic circulation, multi-modal safety (there are high-crash locations), intersection and corridor LOS, and bike/ped accommodation. The project is both CMAQ and HSIP eligible.

Proposed Geometric Design Improvements: Improved intersection geometry is proposed at First/Burbank, First/Tyler, BMC Main Entrance, Tyler/North, and North/Charles and North/Springside.

Proposed Traffic Control Improvements: Traffic signal improvements and potentially one roundabout are options under consideration.

Safety: Intersection improvements and construction of a roundabout will have operational and safety benefits by reducing conflict potential. Recommendations from 2016 RSA will be implemented.

ROW: Potential fee taking(s) and/or permanent/temporary easements, may include some structures as well.

Residential Traffic: Improved circulation/traffic flow could benefit adjacent residential areas.

Proposed Improvements to Alternate Modes: Improved bike/ped accommodation on roadways and intersections throughout the project area. Project will also upgrade curb-cut ramps and crosswalks to enhance pedestrian safety and mobility around the medical center area.

Environmental Justice: Project is within/adjacent to EJ population.

Economic Development: Project directly supports major regional employer.

Environmental Factors: Air quality benefit is likely from improved intersection operation; reduced idle/delay time at intersections (needs CMAQ analysis to quantify benefit).

Additional Information: This project is listed in the Berkshire region's current RTP, and was initiated by recommendation from the MPO approved Pittsfield Downtown Circulation Study, performed by Fuss & O'Neill in 2006. Project has not yet been evaluated by CMAQ Consultation Committee. A Road Safety Audit was performed on January 22, 2016 to secure eligibility for HSIP (safety) funding.

Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 8,152,035
Project ID	608768 *(MassDOT project)*	**Current Estimate (if different)**	$ n.a.
Town/City	Pittsfield	**AADT**	16,400
Name	Merrill Road	**Cost per lane mile**	$ 1,848,534
Start/End	East St to Junction Rd	**Cost per AADT**	$ 497
Length	1.47 miles	**Design Status (Jacobs Engr. Inc.)**	25%

Status: 25% Design was submitted for MassDOT review on Jan 11, 2021

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	1	1	1	0	1	1

Description: This project proposes to resurface and reconstruct 0.85 mile of Merrill Road (Route 9) from East Street to Junction Road (approx. MM 1.78 to MM 2.63). Drainage, guardrail, and other supporting elements will be evaluated for compliance with current design and safety standards.

The existing sidewalk on the north side of Merrill Road, from East Street to Junction Road, will be replaced with a shared-use path to improve bike/ped accommodation along the corridor. The installation of this shared-use path will necessitate removing a travel lane on Merrill Road, resulting in a three-lane highway (2 lanes WB, 1 lane EB). The proposed shared use path will extend an additional 0.5 mile east of Junction Road to meet the proposed extension of the Ashuwillticook Rail Trail, currently programmed for construction funding in 2024.

Proposed Geometric Design Improvements: Changes include reduction of one travel lane (EB), minor horizontal and vertical alignment changes, improved super-elevation (curve banking) and intersection improvements at Junction Rd per Road Safety Audit (May 2019).

Proposed Traffic Control Improvements: Upgraded traffic signals at Junction Rd and New York Ave.

Safety: The intersection of Merrill Rd/Junction Rd was identified as a high crash location and a Road Safety Audit was conducted in May 2019 to determine potential counter-measures that could be implemented. The audit determined that, during the PM peak between 2 PM and 6 PM, the intersection experienced a higher volume of crashes (50%) than is typically seen at a four-way signalized intersection. It was also determined that 58% of crashes cited driver inattention or disregard for traffic signals during red light phases.

ROW: State ROW review required

Residential Traffic: No anticipated effect.

Proposed Improvements to Alternate Modes: Current pedestrian accommodation consists of a concrete sidewalk on the north side of the roadway; there is no specific bicycle accommodation. The proposed 1.47-mi shared use path will link MassDOT's future East Street Improvement Project (604003) to the City's future Ashuwillticook Extension (609289). This will complete a link between the Ashuwillticook Trail and downtown Pittsfield, opening up new connections that do not currently exist.

Environmental Justice: Project is within proximity to, and will benefit, two EJ neighborhoods.

Economic Development: Improving this corridor will strengthen the link between downtown Pittsfield and the Coltsville/Allendale area; supporting the City's current economy and potential future development.

Environmental Factors: Strongly supports and encourages mode shift.

Additional Information: None at this time.

Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 6,091,247
Project ID	604003 *(MassDOT project)*	**Current Estimate (if different)**	$ n.a.
Town/City	Pittsfield	**AADT**	19,770 (3% trucks)
Name	Reconstruction of East Street	**Cost per lane mile**	$ 5,076,000
Start/End	Lyman St. to Merrill Rd.	**Cost per AADT**	$ 308
Length	0.6 miles	**Design Status (GPI)**	pre-25% Design

Status: Project needs a complete 25% Design submittal, review & approval before Public Hearing can be scheduled.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	1	1	1	0[1]	0	1	1

[1] See notes under Safety

Description: Project begins 200 feet west of Lyman Street and proceeds easterly to Merrill Road intersection. The project includes roadway reconstruction with reconfigured cross-sections from Lyman to Silver Lake Blvd (proposed 3-lane section with TWLTL) and from Silver Lake Blvd to Merrill Rd (proposed 2-lane section with raised median and auxiliary turn lanes, where warranted). The project also includes sidewalk reconstruction, drainage improvements, landscaping, and upgrade/replacement of two existing traffic signals; one at Woodlawn Avenue and one at Merrill Road. When complete, on-road buffered bike lanes and sidewalks will run continuously along both sides of East Street throughout the project length.

Proposed Geometric Design Improvements: Improved intersection geometry at Lyman Street, Silver Lake Blvd. and Woodlawn Avenue intersections; improved bicycle accommodation in buffered shoulders; access management between Lyman and Silver Lake Blvd, and landscaped median from Silver Lake Blvd to Merrill Rd.

Proposed Traffic Control Improvements: Upgraded traffic signals proposed at Woodlawn Avenue and Merrill Road. Woodlawn Ave signal is currently pre-timed; new signal will reduce delay (GHG points)

Safety: Crash rate calculation (2013-2015 data) for this segment of East Street is 2.69. Statewide average is 3.29 for Urban Principal Arterials; crash rate is below average. No HSIP clusters identified along corridor.

ROW: Preliminary ROW plans indicate 5 Fee takings, 22 Perm-Easements, and 28 Temp-Easements.

Residential Traffic: This section of East Street is not residential.

Proposed Improvements to Alternate Modes: Continuous sidewalks on both sides of East Street and buffered bike lanes are proposed (GHG points). Improved pedestrian accommodation will be implemented at all intersections. Proposed landscaped median is envisioned to have a traffic calming effect, create a more "human-scale" environment, and define a more comfortable "sense of place" for alternate modes.

Environmental Justice: Proposed improvement project is adjacent to an EJ population.

Economic Development: Project would directly support and enhance PEDA site (William Stanley Business Park, Berkshire Innovation Center, etc.)

Environmental Factors: May potentially see a decrease in impervious area through this project. There have been numerous discussions regarding improving storm-water quality through this project that runs through a former brownfields site. Preliminary design concept includes a proposed leaching basin, forebay, and detention basin; however, overall project was scored as "neutral" under Environmental category.

Additional Information: Design is active under new design team, but environmental issues and City input is needed to advance.

Project Description Sheet

		Project-Info Estimate (MassDOT)	$ 5,000,000
Project ID	609292 *(municipal project)*	**Current Estimate (if different)**	$ n.a.
Town/City	Pittsfield	**AADT**	19,800 (3% trucks)
Name	Reconstruction of East Street	**Cost per lane mile**	$ 3,703,000
Start/End	Copley Terr. to Lyman St.	**Cost per AADT**	$ 253
Length	0.45 miles	**Design Status (Fuss & O'Neill)**	pre-25%

Status: City's schedule indicates 25% Design in Summer 2021, but project needs Design Scoping approval from MassDOT before advancement.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0[1]	1	1	1[2]	0	1	1

[1] Need corridor evaluation for mobility improvement (new TWLTL vs. new signal at Fenn, which influences delay more?)
[2] TWLTL can reduce corridor crashes by up to 30%; roundabouts are proven safety counter-measures; prop. traffic signal at Fenn could reduce frequency of some crashes; prop. buffered bike lanes and RRFB near Lyman St will support bike/ped safety.

Description: Project is intended to match into MassDOT Project 604003 (East St) currently under design by GPI. The proposed project begins 100 feet west of Copley Terr. and ends 350 feet east of Lyman St. Project goals include managing traffic congestion, improving safety, implementing corridor access management, providing safe and improved bike/ped facilities, and creating a gateway into downtown Pittsfield with tree plantings and minor streetscape enhancements. Current concept includes mill/overlay with full-depth box widening to accommodate the addition of a shared center turn lane and bike lanes.

High volumes of left-turning vehicles into commercial drives along East St can create long queues due to the lack of adequate gaps in opposing traffic. Through vehicles often try to bypass turning vehicles by weaving or merging, creating safety issues. The unsignalized intersection at East/Fenn is a 2014-2016 HSIP cluster and may not currently meet signal warrants, but experiences excessive side-street delay during the peak hour. A new traffic signal is proposed at this intersection.

Safety improvements include a new roundabout at the East/Elm/Fourth St intersection, adding a shared center turn lane (TWLTL) along the corridor, adding bike lanes (including a separated bike lane on the north side of East St) and upgrading the ped-crossing west of Lyman St with a Rectangular Rapid Flashing Beacon. Existing sidewalks and ramps throughout the project area will be upgraded to current compliance and new signs/markings will be installed.

Proposed Geometric Design Improvements: New roundabout at East/Elm/Fourth and intersection improvements at East/Fenn to accommodate new traffic signal.

Prop. Traffic Control Improvements: New traffic signal at East/Fenn; new roundabout at Elm/Fourth; RRFB near Lyman.

Safety: The East/Fenn intersection is a 2014-2016 HSIP cluster for motor vehicles and the East/Elm/Fourth intersection is a 2007-2016 HSIP cluster for bikes; safety improvements are proposed at both of these locations. Also see note 2 above.

ROW: Anticipated acquisition of building at 661 East Street (East/Fenn) and additional property acquisition at East/Fourth to accommodate new roundabout. Other temporary or permanent easements may also be required.

Residential Traffic: Some residences present along corridor; TWLTL may provide gaps for access.

Proposed Improvements to Alternate Modes: Sidewalks already exist on both sides of the corridor, but new on-road buffered bike lanes are proposed, as well as crossing enhancements for pedestrians.

Environmental Justice: Within EJ area; elements of the project are intended to improve safety/mobility in the community.

Economic Development: Project would directly support PEDA site (William Stanley Business Park, Berkshire Innovation Center, etc.) and create downtown gateway; addition of TWLTL will improve access to existing businesses.

Environmental Factors: None currently identified.

Additional Information: Road Safety Audit required at East/Fenn and East/Elm/Fourth before 25% Design.

Project Description Sheet

Project ID	608472 *(MassDOT project)*	**Project-Info Estimate (MassDOT)**	$2,812,500
Town/City	Williamstown	**Current Estimate (if different)**	$7M to $14M
Name	Complete Streets Reconstruction on Route 43	**AADT**	2,753 (2020) 4.6% trucks
Start/End	From Route 7 to just south of Meachum St.	**Cost per lane mile**	$1,750,000
Length	2 miles	**Cost per AADT**	$ 2,543
		Design Status	pre-25%

Status: MassDOT's designer (HDR Engineering, Inc.) is preparing 25% Design concept

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	0	0[1]	0[2]	0	1	1

[1] Although truck % is high enough, proposed highway width will remain narrow with minimal alignment improvements.
[2] Although project will improve bike/ped safety over existing conditions, the current segment crash-rate is lower than the statewide average.

Description: This 2-mile highway reconstruction project will implement "Complete Streets" design on Route 43 in Williamstown from approximately Mile Marker 13.2 (Hopper Rd) to Mile Marker 15.15 (0.15 mi south of Meachum St). The current design concept consists of reconstructing Route 43 at a narrow width (24-ft +/-) for motor vehicles and constructing a separated, shared-use path for alternate modes. Construction of the shared-use path will require retaining walls of variable height; the cumulative length of retaining walls will likely be several thousand feet.

Proposed Geometric Design Improvements: Project will make alignment changes to improve curvature, sight distance, and profile where feasible.

Proposed Traffic Control Improvements: None proposed.

Safety: All guard-rail will be replaced with guard-rail that meets current crash/safety standards. Although the corridor is constrained, the designer will evaluate horizontal and vertical geometry and make improvements where feasible to address safety issues such as sight distance, curvature, superelevation, and rideability.

Preliminary query of crash data indicates 15 crashes (2 injury crashes) from 2016-2020. Calculated segment crash rate is 1.49 crashes per million veh-mi travelled, which is lower than the statewide average (3.33) for major collectors in urban areas. As design advances, more recent crash data will be evaluated to determine if opportunities exist to improve specific safety issues.

ROW: The project will definitely require ROW acquisition along the corridor, likely in the form of partial linear takings for retaining wall construction and layout alteration; no entire property takings are anticipated.

Residential Traffic: Improved bike/ped access for abutting properties.

Proposed Improvements to Alternate Modes: Currently, bicyclists and pedestrians share the very narrow roadway with motor vehicles as there is no paved shoulder or separate facility for safe and comfortable accommodation. The current design concept envisions reconstructing Route 43, maintaining a narrow pavement width for motor vehicles and constructing a separated, shared-use path for alternate modes, buffered from the highway.

Environmental Justice: Not an EJ area.

Economic Development: Positive effect likely for businesses at northern and southern project limits.

Environmental Factors: Construction of additional impervious surface; project located within NHESP Habitat; adjacent to Green River; BioMAP2 Core Habitat & Cold-Water Fishery resources; will require extensive permitting.

Additional Information: Estimated construction cost is fluid at this time, until a 25% concept can be fully developed and vetted.

Project Description Sheet

Project ID	610716 *(MassDOT project)*	**Project-Info Estimate (MassDOT)**	$ 1,528,500
Town/City	Williamstown	**Current Estimate (if different)**	n.a.
Name	Intersection Improvement Route 7 @ Route 43	**AADT**	6,499 (2019)
Start/End	n.a.	**Cost per lane mile**	n.a.
Length	n.a.	**Cost per AADT**	$ 235
		Design Status	pre-25%

Status: MassDOT's designer (Toole Design Group) is preparing 25% Design concept

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
0	0	0	1	1	0	1	0

Description: This 4-way intersection was originally identified for potential improvement through MassDOT's Intersection Safety Program. The location has been the site of several crashes since 2013, including one fatality. MassDOT is considering a roundabout here; crash history indicates that about 70% of crashes at the intersection are angle-type; for which a roundabout is a proven safety counter-measure.

Proposed Geometric Design Improvements: Current proposal is to convert the 4-way intersection into a modern roundabout.

Proposed Traffic Control Improvements: A flashing beacon is currently present at the intersection (yellow for Route 7, red for Route 43). The current proposal is to remove the flashing beacon and create a modern roundabout.

Safety: Between 2013–2017, there were 20 crashes at this intersection; 16 of the crashes involved property damage only, but there were 3 injury crashes and one fatality. Seventy percent of the crashes were angle-type crashes and there were four head-on crashes. Using 2013-2017 data, the intersection crash rate is 1.68, which is almost triple the statewide average for un-signalized intersections (0.57).

In 2014, MassDOT identified the intersection as an HSIP cluster. After a fatal crash occurred, MassDOT modified the geometry of the traffic islands in 2014 and the intersection has not re-appeared on the HSIP list since then. However, to address on-going safety concerns at this location, MassDOT is considering a four-leg modern roundabout.

ROW: At this time, it is anticipated that the project may require some ROW, but no significant alterations or takings are anticipated.

Residential Traffic: No anticipated effect.

Proposed Improvements to Alternate Modes: There are no existing bicycle or pedestrian facilities through the intersection. This location has been designated by MassDOT to have a low potential for walkable trips and everyday biking. The proposed roundabout will be evaluated for bike/ped accommodation and improvements made accordingly.

Environmental Justice: Not an EJ area.

Economic Development: Positive effect possible on adjacent business property.

Environmental Factors: No anticipated effects.

Additional Information: A virtual Public Info Meeting/Comment Period was conducted from January 4, 2021 to February 3, 2021; although there were some concerns registered, there was also substantial public support for the project.