

## Project Description Sheet

<b>Project ID</b>	604003 ( <i>MassDOT project</i> )	<b>Cost Est. at PRC approval (2003)</b>	\$ 3,200,006
<b>Town/City</b>	Pittsfield	<b>Current TFPC (Proj-Info)</b>	\$ 10,423,290
<b>Name</b>	Reconstruction of East Street	<b>AADT</b>	19,770 (3% trucks)
<b>Start/End</b>	Lyman St. to Merrill Rd.	<b>Cost per lane mile</b>	\$ 8,686,075
<b>Length</b>	0.6 miles	<b>Cost per AADT</b>	\$ 527
		<b>Design Stage (GPI)</b>	75% Design

**Status:** 100% Design due March 2024. EPA review of drainage/PEDA site.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	1	1	1	0 <sup>1</sup>	0 <sup>2</sup>	1	1

<sup>1</sup> See notes under Safety

<sup>2</sup> Proposed design does not score as “improvement” under current MPO criteria.

**Description:** Project begins 200 feet west of Lyman Street and proceeds easterly to Merrill Road intersection. The project includes roadway reconstruction with reconfigured cross-section from Lyman St. 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). The project also includes sidewalk reconstruction, drainage improvements, landscaping, and upgrade/replacement of two existing traffic signals; one at Woodlawn Ave. 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; a 10-ft shared-use path will be built along the north side of East St. from Woodlawn Ave. to Merrill Rd.

**Proposed Geometric Design Improvements:** Improved intersection geometry at Silver Lake Blvd. (adding right turn lane) and Woodlawn Ave. signal; improved bicycle accommodation in buffered bike lanes; access management improvement (TWLTL) from Lyman to Silver Lake Blvd, and center median traffic control 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:** 75% ROW plans indicate 2 Fee takings, 12 Perm-Easements, and 15 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, creating a more “human-scale” environment in this post-industrial setting; construction of a shared-use path will provide a bike/ped connection between this project, Merrill Rd. and Ashuwillticook Extension further east.

**Environmental Justice:** Project is adjacent to an EJ population and will be a substantial improvement over existing conditions.

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

**Environmental Factors:** EPA requirement to separate highway drainage from PEDA site drainage; awaiting final EPA determination. If highway drainage is diverted from PEDA system, this will actually not result in improvement; scoring committee determined that score of “0” should remain.

## Project Description Sheet

<b>Project ID</b>	608737 ( <i>municipal project</i> )	<b>Cost Est. at PRC approval (2016)</b>	\$ 9,888,000
<b>Town/City</b>	Dalton	<b>Current TFPC (Proj-Info)</b>	\$ 14,213,400
<b>Name</b>	Dalton Division Road	<b>AADT</b>	8,958 (2015)
<b>Start/End</b>	Williams St to South St	<b>Cost per lane mile</b>	\$ 4,441,688
<b>Length</b>	1.6 miles	<b>Cost per AADT</b>	\$ 1,586
		<b>Design Stage</b> (Fuss & O'Neill)	pre-25%
<b>Status:</b> Dec-2023 – Fuss & O'Neill provided updated pre-25% construction estimate. 25% Design due May 2024.			

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 that is compliant with Complete Streets. The project will also make geometric improvements at the Williams Street intersection to improve geometry and safety, drainage, and upgrade signs/pavement markings to MUTCD compliance. Bicyclists and pedestrians regularly use the corridor, but no sidewalks or bike lanes currently exist. The roadway is also used regularly by two BRTA routes, but there are no designated bus shelters on this road. Formal transit stops will be considered as the project advances.

**Proposed Geometric Design Improvements:** The southern intersection at Williams Street and Washington Mountain Road is being evaluated for geometric/operational improvements (roundabout is under consideration). Any horizontal or vertical alignment deficiencies along the corridor will be identified and evaluated for improvement.

**Proposed Traffic Control Improvements:** Traffic control at the northern and southern project limits will be evaluated for improvement.

**Safety:** The southern intersection with Williams Street and Washington Mountain Road has a crash rate above the statewide average (17 crashes from 2009-2013) with predominantly PDO crashes and several non-fatal injuries. Safety improvement measures at this intersection are currently under review. The roadway segment crash rate for Dalton Division Road is lower than the District-wide average for urban arterials.

**ROW:** Awaiting 25% Design Right-of-Way plans to determine ROW impacts.

**Residential Traffic:** No anticipated effect.

**Proposed Improvements to Alternate Modes:** Currently, no designated accommodations exist for bike/ped or transit users along the corridor. A Complete Streets evaluation will be conducted to determine specific improvements.

**Environmental Justice:** Not an EJ area.

**Economic Development:** This roadway is a link for commuter and commerce traffic between suburban residential areas in southeast Pittsfield and Dalton and retail, commercial, and light industrial areas in northeast Pittsfield.

**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. Shared-use path vs. sidewalks and consideration of a roundabout at the southern project limit are controversial elements of this project.

## Project Description Sheet

<b>Project ID</b> 608768 ( <i>MassDOT project</i> )	<b>Cost Est. at PRC approval</b> (orig. 2017, re-scoped 2019) \$ 4,815,000	<b>Current TFPC (Proj-Info)</b> \$15,059,375
<b>Town/City</b> Pittsfield		<b>AADT</b> 14,739 (5% trucks)
<b>Name</b> Merrill Road		<b>Cost per lane mile</b> \$ 2,561,118
<b>Start/End</b> East St to Junction Rd		<b>Cost per AADT</b> \$ 1,022
<b>Length</b> 1.47 miles	<b>Design Stage</b> (Jacobs Engr. Inc.) 25%	

**Status:** 25% DPH has not yet occurred. Meeting with Navy scheduled for March 2024.  
Design alternatives have been identified to address issues w/ROW, Gen-Dynamics, Navy security.

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 0.87 mile of Merrill Road (Route 9) from East Street to Junction Road (approx. MM 1.78 to MM 2.65). Drainage, guardrail, and other upgrades will be included to meet 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 one 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 0.6 mile east of Junction Road to meet the proposed extension of the Ashuwillticook Rail Trail, currently under construction.

**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 Road per recommendations from Road Safety Audit (May 2019).

**Proposed Traffic Control Improvements:** Upgrades to traffic signals proposed 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 (RSA) was conducted in May 2019 to determine potential crash counter-measures. The RSA 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 four-way signalized intersections. It was also determined that 58% of crash reports cited driver inattention or disregard for traffic signals during red light phases.

**ROW:** Mostly temp. and perm. easements (a small number of partial takings are also likely)

**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 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 of two EJ neighborhoods; and will improve access/mobility.

**Economic Development:** Improving this corridor will strengthen the connection between downtown Pittsfield and Coltsville-Allendale retail commercial area; supporting existing businesses and potential future (re)development.

**Environmental Factors:** None currently identified.

# Project Description Sheet

**Project ID** 609292 (munic. project)    **Cost at PRC approval** (*orig. 2018, re-scoped 2020*)    \$ 5,000,000  
**Town/City**    Pittsfield    **Current TFPC (Proj-Info)**    \$ 6,823,275  
**Name**    Reconstruction of East Street    **AADT**    19,800 (3% trucks)  
**Start/End**    Copley Terrace to Lyman St.    **Cost per lane mile**    \$ 5,054,278  
**Length**    0.45 miles    **Cost per AADT**    \$ 345  
**Design Stage** (Fuss & O'Neill)    pre-25%  
**Status:** Jan 2024 – F&O provided updated pre-25% construction estimate. ICE Stages 1&2 complete; anticipate 25% Design submittal summer 2024. Road Safety Audit conducted 12/06/21.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0 <sup>1</sup>	1	1	1 <sup>2</sup>	0	1	1

<sup>1</sup> If roundabout at Elm/Fourth, mobility score will likely increase to 1 (reduce delay) but offset by new signal at Fenn?  
<sup>2</sup> TWLTL can reduce corridor crashes by up to 30%; roundabouts are proven safety counter-measures; proposed traffic signal at Fenn could result in some crash reduction; proposed 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:** Consideration of new roundabout (or other geometric improvement) at East/Elm/Fourth intersection; also new geometry considered at East/Fenn intersection.

**Prop. Traffic Control Improvements:** Depending on outcome of ICE process, possible new traffic signal at East/Fenn and possible new roundabout at East/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, contingent upon ICE process/approval by MassDOT.

**ROW:** Anticipated acquisition of building at 661 East Street (East/Fenn) and possible property acquisition at East/Elm/Fourth to accommodate new roundabout (if implemented). Other temporary or permanent easements will likely be required.

**Residential Traffic:** Some residences are present along corridor; TWLTL will 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:** Project is within EJ tract; proposed design will improve safety/mobility/access.

**Economic Development:** Project will 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.

## Project Description Sheet

<b>Project ID</b>	609277 ( <i>municipal project</i> )	<b>Cost Est. at PRC approval (2018)</b>	\$ 5,792,500
<b>Town/City</b>	North Adams	<b>Current TFPC (Proj-Info)</b>	\$ 11,008,510
<b>Name</b>	Reconstruction of Ashland St	<b>AADT</b>	6,065 (9% trucks)
<b>Start/End</b>	Main St. to Davenport St.	<b>Cost per lane mile</b>	\$ 7,056,737
<b>Length</b>	0.78 miles	<b>Cost per AADT</b>	\$ 7,398
		<b>Design Stage (Tighe &amp; Bond)</b>	100%

**Status:** Project needs approved ROW plans. Also requires E.I.R. (Environmental Impact Report)

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	1	0	1	1 <sup>1</sup>	0	1	1

<sup>1</sup> See notes under "Safety"

**Description:** The goals of this Complete Streets project include providing accommodation for all modes of transportation along the entire corridor with accessible crosswalks at every intersection; and providing landscape and streetscape enhancements such as ornamental/shade trees, bike racks, benches near popular destinations, enhanced crosswalks, and improved pedestrian lighting. Access management techniques will also be implemented where feasible by strategically consolidating driveways.

Local efforts may also include improving corridor aesthetics by 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:** Geometric alignment improvements will be implemented where feasible; 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. Traffic signal and intersection improvements at American Legion Drive scored one point for Mobility.

**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. By implementing Complete Streets design and creating a more pedestrian-scale environment, traffic safety along the corridor will be enhanced.

**ROW:** Temporary and Permanent Easements required.

**Residential Traffic:** Improved bike/ped accommodation, mobility, and parking access for abutting residences.

**Proposed Improvements to Alternate Modes:** Although sidewalks currently exist on both sides of the roadway, the proposed project will improve sidewalk conditions, provide consistent ADA compliance, upgrade ramps/crossings at intersections, and construct a new 10-ft shared-use path along a portion of the corridor.

**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:** Revised federal regulations (Jan 2022) regarding EJ areas require that an E.I.R. (Environmental Impact Report) be completed for this project.

# Project Description Sheet

<b>Project ID</b>	611970 ( <i>MassDOT project</i> )	<b>Cost Est. at PRC approval (2021)</b>	\$ 3,880,875
<b>Town/City</b>	Lee	<b>Current TFPC (Proj-Info)</b>	no submittals
<b>Name</b>	Intersection Improvement Route 20 @ W. Park St	<b>AADT (Route 20)</b>	12,674 (2019)
<b>Start/End</b>	n.a.	<b>Cost per lane mile</b>	n.a.
<b>Length</b>	n.a.	<b>Cost per AADT</b>	\$ 306

**Design Stage** (Toole Design Group, LLC ) pre-25%

**Status:** Dec 2023 - ICE Stage 2 Memo; roundabout is preferred control. Jan 2023 – MassDOT presentation to Selectboard; roundabout was discussed – needs public input to advance.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
0	1	1 <sup>1</sup>	1 <sup>2</sup>	1	0	1	1

<sup>1</sup> 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.

<sup>2</sup> The Scoring Committee determined that a point should be awarded here for geometric improvements at the intersection that will facilitate truck movements.

**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:** Will likely require taking of one parcel (currently vacant business site).

**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; 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:** Project concept has been positively received by town officials since initial virtual meeting in August 2020; needs public input and participation to solidify project support. Project is currently funded with Statewide NHPP; not competing for regional target funds.

## Project Description Sheet

<b>Project ID</b>	609465 ( <i>MassDOT project</i> )	<b>Cost Est. at PRC approval (2019)</b>	\$ 12,700,000
<b>Town/City</b>	Great Barrington	<b>Current TFPC (Proj-Info)</b>	no submittals
<b>Name</b>	Route 7/23 Reconstruction	<b>AADT</b>	11,448 vpd (2016)
<b>Start/End</b>	Belcher Square to Route 183	<b>Cost per lane mile</b>	\$ 4,535,714
<b>Length</b>	1.4 miles	<b>Cost per AADT</b>	\$ 1,109
		<b>Design Stage (MassDOT D1)</b>	pre-25%

**Status:** MassDOT District Design Section is working toward 25% Design submittal in 2025.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0 <sup>1</sup>	1	0 <sup>2</sup>	1	0	1	1

<sup>1</sup> Need to determine if Belcher Square intersection will be included in project; if so, LOS analysis (existing/proposed) will be required before point can be assigned.

<sup>2</sup> Scoring committee determined that additional info is required regarding truck volumes and proposed geometric improvements before point can be assigned.

**Description:** This project will implement Complete Streets on an urban section of State Route 7 from Belcher Square (Route 23) north to the intersection of Route 183. 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 signalized intersection at Belcher Square will be evaluated for possible inclusion in the project.

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 be evaluated for inclusion in the project, since a wider highway cross-section would be required to comply with current Complete Streets policy. At project initiation (May 2019) the town of Great Barrington indicated that they would 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). The town's off-road path could possibly be connected to this project, if project conditions warrant.

**Proposed Geometric Design Improvements:** Existing highway alignment and, possibly, 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 undergone various upgrades since then; including total control cabinet replacement in 2016. Condition and operation are rated as "good". Depending on outcome of the MassDOT scoping process, the intersection may be evaluated for inclusion in the project.

**Safety:** In April 2019, town expressed concern over at least three (3) crashes that occurred since 2009 involving pedestrians crossing Route 7 at northern end of commercial strip. An analysis of current crash data indicates that this is not a high-crash location; however, the town remains concerned about pedestrian safety in this area.

**ROW:** Temporary and/or permanent construction easements will likely 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 design supports existing local businesses along this commercial corridor.

**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.

## Project Description Sheet

<b>Project ID</b>	609215 ( <i>municipal project</i> )	<b>Cost Est. at PRC approval (2018)</b>	\$ 6,931,990
<b>Town/City</b>	Great Barrington	<b>Current TFPC (Proj-Info)</b>	\$ 7,124,000
<b>Name</b>	Reconstruction of S. Main St (Route 7)	<b>AADT</b>	19,600 (7% trucks)
<b>Start/End</b>	Taconic Ave to Brookside Rd	<b>Cost per lane mile</b>	\$ 2,849,600
<b>Length</b>	1.25 mi	<b>Cost per AADT</b>	\$ 363
		<b>Design Stage</b> (Foresight L.S.)	pre-25%

**Status:** Jan 2020 – town’s designer (Foresight Land Services) provided revised pre-25% Design construction estimate.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	1	0	0 <sup>1</sup>	0	1	1

<sup>1</sup> Current segment crash rate is below State average, but injury percentage is 16.5% (based on 2016-2020 data); need to see proposed 25% Design to re-evaluate safety category.

**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."

Project coordination/design compatibility required with Project 607756 (roundabout at Route7 and Maple Ave.)

**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:** Segment crash rate (2016-2020) is 2.04, which is below the Statewide average of 3.58; however, 16.5% of recorded crashes are injuries; so the proposed design should be evaluated for safety improvements.

**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 abuts EJ population (*source: Mass.gov map based on US Census Bureau data released in October 2021 and March 2022; and updated November 12, 2022*).

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

**Environmental Factors:** No specific improvements identified.



## Project Description Sheet

<b>Project ID</b>	608547 ( <i>municipal project</i> )	<b>Cost Est. at PRC approval (2016)</b>	\$ 13,243,530
<b>Town/City</b>	Egremont	<b>Current TFPC (Proj-Info)</b>	\$ 8,846,608
<b>Name</b>	Mount Washington Road	<b>AADT</b>	1,408 (7.9% trucks)
<b>Start/End</b>	Mt. Wash. TL to 2,000-ft west of Jug End Rd.	<b>Cost per lane mile</b>	\$ 5,659,628
<b>Length</b>	1.17 miles	<b>Cost per AADT</b>	\$ 9,405
		<b>Design Stage (CHA)</b>	100%

**Status:** 12/22/23 – 100% Design received. Municipal ROW has town meeting approval.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	1	1 <sup>1</sup>	0	1 <sup>2</sup>	0	0

<sup>1</sup> Truck percentage (7.9%) meets criteria and proposed design elements (embankment and shoulder stabilization, safer guardrail) will improve roadway conditions for truck traffic.

<sup>2</sup> Substantial investment in roadway, drainage, and embankment stabilization will protect adjacent environmental resource areas; an improvement over existing conditions.

**Description:** This project is Phase I of a two-phase project (Phase II is Project 612784). The original project (approved 2016) was a 3.5-mi highway reconstruction project from Mt. Washington Town Line to Route 41. During TIP development in Spring 2022, it was determined that the project should be split into two phases to facilitate TIP programming. The town of Egremont prioritized the western third of the project (about 1.17-mi) as the greatest need for improvement.

The project includes roadway reconstruction and drainage improvements, new guardrail, and slope stabilization measures including seven (7) new retaining walls (total 2,155 feet) with varying heights from 9-ft to 13-ft. 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 Mt. Washington students to access regional schools. The road is used for local organized cycling events and is the only route into Mount Washington from adjacent Berkshire communities.

**Proposed Geometric Design Improvements:** Minor geometric/alignment improvements; Design Exception for lane and shoulder width (10-ft lanes, 2-ft shoulders) was approved Feb-2021 by MassDOT Secretary.

**Proposed Traffic Control Improvements:** None.

**Safety:** Crash rate is below statewide average; no specific counter-measures proposed.

**ROW:** Current design shows 24 PE's & 39 TE's; design has Town Meeting approval for acquisition.

**Residential Traffic:** No anticipated effect.

**Proposed Improvements to Alternate Modes:** Currently, bicyclists and pedestrians share the roadway with motor vehicles. The project received Complete Streets approval on 2/09/21 for a 2-10-10-2 cross-section, which is in keeping with the low ADT.

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

**Economic Development:** No anticipated effect.

**Environmental Factors:** Stabilization of deteriorating roadway, embankment areas, and installing energy-dissipating flared pipe ends and stone splash pads at drainage outfalls will all contribute to improved preservation of environmentally sensitive areas adjacent to the project.

# Project Description Sheet

<b>Project ID</b>	613657 ( <i>municipal project</i> )	<b>Cost Est. at PRC approval (2023)</b>	\$ \$17,919,975
<b>Town/City</b>	Adams	<b>Current TFPC (Proj-Info)</b>	no submittals
<b>Name</b>	Reconstruction of Howland Ave (Route 8) and Lime St	<b>AADT</b>	11,076 (2023) 10% trucks
<b>Start/End</b>	approx. 900-ft south of Lime St. to North Adams line	<b>Cost per lane mile</b>	\$ 6,179,302
<b>Length</b>	1.45 miles	<b>Cost per AADT</b>	\$ 1,618
		<b>Design Stage (VHB)</b>	pre-25%

**Status:** 12/14/23 – Project was approved by MassDOT’s Project Review Committee.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0 <sup>1</sup>	1	0 <sup>2</sup>	0 <sup>3</sup>	0	1	1

<sup>1</sup> While road-diet can result in positive community effects, scoring committee determined that it would reduce corridor capacity.  
<sup>2</sup> Although truck percentage (10%) is high, proposed road-diet will decrease highway capacity for heavy vehicles.  
<sup>3</sup> Safety point is awarded only if crash rate is higher than State average; this segment of Route 8 has a crash rate that is below State average for Urban Principal Arterials.

**Description:** A "road-diet" is proposed for approx. one mile on Howland Ave. in Adams; reducing the existing four-lane highway to two (2) travel lanes, a two-way-left-turn-lane (with some left-turn bays), and 5-ft shoulders from curb to curb. A buffered 10-ft shared use path is proposed on the west side of the highway and a buffered 6-ft sidewalk is proposed on the east side. Another design alternative, consisting of two 8-ft shared-use paths, is also being considered. Also included is approximately 2,100-ft of roadway rehabilitation and a new buffered shared use path on the north side of Lime Street to provide connectivity to the existing northern terminus of the Ashuwillticook Rail Trail.

**Proposed Geometric Design Improvements:** A road diet was originally identified as a preferred design, with consideration given to installing a median and prohibiting left turns; but this concept was not favorably received during public outreach. While there was general support for the road diet to reduce speeds, a TWLTL was more favorably received as a measure to maintain access to existing properties.

**Proposed Traffic Control Improvements:** Possibly some new pedestrian signals and “Check Your Speed” radar equipment is being considered.

**Safety:** Crash rate is below statewide average; however, road diet is intended to reduce vehicle speeds and promote traffic calming (see improvements to alternate modes).

**ROW:** Although some parcels may require easements or partial acquisition by municipality, no residential or business displacements are proposed.

**Residential Traffic:** Anticipated traffic calming effects from road-diet, plus increase in buffer width/green space, shared-use path and/or sidewalks on both sides, and connection to Ashuwillticook Trail are all positive amenities for residential neighborhoods within project limits.

**Proposed Improvements to Alternate Modes:** Currently, bicycles must share the road (posted 45 mph) or use the 6-ft shoulders and there is a sidewalk on only one side of the highway. Project includes shared-use path and/or sidewalk(s) on both sides buffered from highway; an improvement over existing conditions. In addition, enhanced, high-visibility crosswalks are proposed at some locations with new pedestrian signals.

**Environmental Justice:** Project is within/adjacent to EJ population, which will benefit from project.

**Economic Development:** Project is consistent with and support town’s economic development plans.

**Environmental Factors:** Project is within 100-ft of NHESP Priority/Est. Rare Wildlife habitat. Foxtail Sedge, Hairy Fruited Sedge, and Longnose Sucker are anticipated within the NHESP boundary. It is not anticipated that the project will adversely affect their habitat, but the project will file with NHESP for a MESA determination.

## Project Description Sheet

<b>Project ID</b> 608472 ( <i>MassDOT project</i> )	<b>Cost Est. at PRC approval (2016)</b> \$2,812,500
<b>Town/City</b> Williamstown	<b>Estimated TFPC (25% Design<sup>1</sup>)</b> \$18,336,200
<b>Name</b> Reconstruction of Route 43	<b>AADT</b> 1,650 (2019) 8% trucks
<b>Start/End</b> Gale Rd. to Meachum St.	<b>Cost per lane mile</b> \$ 12,224,133
<b>Length</b> 0.75 miles ( <i>reduced from 2-mi</i> )	<b>Cost per AADT</b> \$ 11,112
	<b>Design Status (HDR)</b> 25%

**Status:** June 16, 2023 – site walk with MassDOT Complete Streets determined that project impacts from previous design (Jan 2023) were excessive; it was decided to reduce project length from 2-mi to 0.75-mi; highway cross-section will be limited to 26-ft paved width, with one sidewalk.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	0	0 <sup>2</sup>	0 <sup>3</sup>	0	1	1

<sup>1</sup> Feb-2024, MassDOT is awaiting revised design plans and cost estimate from HDR for revised project length and scope.

<sup>2</sup> Feb-2024, Scoring committee determined that the current revised design will actually reduce the proposed shoulder width from 5-ft (previous design) to 2-ft; which is insufficient to warrant an improvement point for trucks in this category.

<sup>3</sup> Although project will improve bike/ped safety over existing conditions, the current roadway crash-rate is lower than the statewide average.

**Description:** This 0.75-mi project will reconstruct Route 43 from Gale Rd. to just south of Meachum St. The proposed pavement width will be 26-ft, with one new sidewalk to be constructed where none currently exist.

The previous design concept was a longer project (2-mi) and would have provided 2-ft shoulders from Hopper Rd to Blair Rd, 5-ft shoulders from Blair Rd to Gale Rd, and 2-ft shoulders from Gale Rd to Meachum St, with a 12-ft shared-use path on the west side of the highway. Proposed impacts from this previous design concept were determined to be too excessive to advance as a project; so it was determined to reduce the project scope.

**Proposed Geometric Design Improvements:** Existing highway alignment will be improved to the extent feasible.

**Proposed Traffic Control Improvements:** None proposed.

**Safety:** Previously 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.

Project will include replacing guard rail to meet current safety standards, and the installation of slotted pavement markers for improved night-time visibility. Improvements to horizontal and vertical geometry, superelevation, and sight distance will be implemented to the extent feasible. New sidewalk will get pedestrians out of roadway.

**ROW:** The preliminary ROW plans show temporary and permanent easements; no property takings are proposed.

**Residential Traffic:** The project will improve pedestrian access for abutting residential properties.

**Proposed Improvements to Alternate Modes:** Currently, bicyclists and pedestrians share the very narrow roadway with motor vehicles; there are no paved shoulders or sidewalks to provide separate accommodation. The proposed design will construct one new sidewalk which will benefit pedestrians.

**Environmental Justice:** Not an EJ area.

**Economic Development:** Project will connect to town's previously constructed Water St. project (Project 605799) and will support local businesses/housing developments at northern project limits.

**Environmental Factors:** Project is located within NHESP Habitat; adjacent to Green River; BioMAP2 Core Habitat & Cold-Water Fishery resources. Reduced project length/scope will reduce potential impacts compared to previous design concept.

## Project Description Sheet

<b>Project ID</b>	609256 ( <i>MassDOT project</i> )	<b>Cost Est. at PRC approval (2018)</b>	\$ 3,400,000
<b>Town/City</b>	Lanesborough	<b>Current TFPC (Proj-Info)</b>	no submittals
<b>Name</b>	Resurfacing & Sidewalk Construction on Route 7	<b>AADT:</b>	6,045 (2017) with 5% trucks
<b>Start/End</b>	From Bridge St/Prospect St (Town Hall) to Bill Laston Memorial Park	<b>Cost per lane mile</b>	\$ 2,833,333
<b>Length</b>	0.6 miles	<b>Cost per AADT</b>	\$ 562
		<b>Design Stage (MassDOT D1)</b>	pre-25%

**Status:** District anticipates submitting 25% Design in Fall 2024.

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 intersection of Bridge St/Prospect St to Bill Laston Memorial Park; a distance of about 0.6-mi. The project also includes construction of a new sidewalk, by town request, for the length of the project (about 3,200 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 that sidewalk be constructed when the next scheduled resurfacing occurs on this section of Route 7.

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

**Economic Development:** No anticipated benefit.

**Environmental Factors:** Specifically supports pedestrian mobility and mode-shift (GHG point).

**Additional Information:** Project is currently funded with Statewide NHPP; not competing for regional target funds.

## Project Description Sheet

<b>Project ID</b>	613074 ( <i>MassDOT project</i> )	<b>Cost Est. at PRC approval (2022)</b>	\$3,458,138
<b>Town/City</b>	Williamstown	<b>Estimated TFPC (Proj-Info)</b>	no submittals
<b>Name</b>	Retaining Wall Replacement Route 7	<b>AADT</b>	4,107, 8% trucks
<b>Start/End</b>	MM 52.0 +/- (2-mi south of VT line)	<b>Cost per lane mile</b>	n.a.
<b>Length</b>	n.a.	<b>Cost per AADT</b>	\$ 842
		<b>Design Status</b> (District One)	pre-25%

**Status:** Sept 18, 2023 – pre 25% MassDOT Scoping Meeting (project is anticipated to be funded through Statewide Resiliency Program)

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	1	1 <sup>1</sup>	0	0	0	0

<sup>1</sup> Scoring committee awarded one point here – project will provide wider shoulders for trucks at pinch-point.

**Description:** Project will replace a deteriorating concrete retaining wall within State Highway layout on the east side of Route 7 just south of MM 52.0. The existing retaining wall provides structural support for an embankment on the cut-side of the highway and also supports a local street (Jamieson Heights) which is the sole access road for several residences.

**Proposed Geometric Design Improvements:** Project will improve highway cross-section by widening at a “pinch-point” on Route 7.

**Proposed Traffic Control Improvements:** None proposed.

**Safety:** Project is not a high crash location; nor is the crash rate higher than average on this section of Route 7.

**ROW:** Project may require partial property acquisition and alteration to the State Highway layout.

**Residential Traffic:** Project will maintain access to residences on Jamieson Heights.

**Proposed Improvements to Alternate Modes:** This section of Route 7 carries local and regional traffic within two miles of the Vermont state line. This narrow, winding section of Route 7, which is classified as “urban” must also provide local access to several side streets which are predominantly residential. This area is rated by MassDOT with “high potential” for walkable trips but “low potential” for everyday biking. Although an existing sidewalk is present on west side of Route 7, it needs upgrade to comply with current accessibility requirements. Minimal shoulders exist; so bicycle accommodation is only provided within the travelled way. This project will undergo a Complete Streets evaluation and review which will determine the appropriate design to accommodate all anticipated users.

**Environmental Justice:** Although project abuts EJ area (income); project scope is limited to replacement of the retaining wall, so benefits to EJ community are likely minimal.

**Economic Development:** No anticipated effects.

**Environmental Factors:** Project is within ½ mile of DEP wetland areas and NHESP Rare Habitat; project impacts to these resource areas are anticipated to be minimal.

**Additional Information:** Project is anticipated to be funded through Statewide Resiliency Program; not competing for regional target funds.

## Project Description Sheet

<b>Project ID</b> 613053 ( <i>MassDOT project</i> ) <b>Town/City</b> Lenox <b>Name</b> Intersection Improvement - Route 20 at Plunkett St. and Blantyre Rd. <b>Start/End</b> n.a. <b>Length</b> n.a. <b>Status:</b> Fall 2023 – ICE Stage 1 process. Zoom meeting on 9/01/22 with MassDOT District staff and representatives from Coldbrooke South Condos to discuss safety concerns.	<b>Cost Est. at PRC approval (2022)</b> \$ 1,544,650 <b>Current TFPC (Proj-Info)</b> no submittals <b>AADT (Route 20)</b> 8,669 (2020) 5% trucks <b>Cost per lane mile</b> n.a. <b>Cost per AADT</b> \$ 178 <b>Design Stage</b> (Dewberry Engineers, Inc.) pre-25%
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Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
0	0	1	0	1	0	0	0

**Description:** Primary project need is to improve intersection safety. This location was identified as an HSIP Crash Cluster based upon 2013-2017 crash data. The Statewide Average Crash Rate (2018) for Unsignalized Intersections is 0.57 crashes per-MEV; the crash-rate at this intersection is 1.47. In previous years and in summer 2022, MassDOT implemented various low-cost safety improvements at this intersection in response to safety concerns from residents (trimming back roadside vegetation, signage, solar flashing beacons, speed feedback trailer).

**Proposed Geometric Design Improvements:** ICE process and Road Safety Audit will evaluate crash data and propose appropriate crash counter-measures for design (will include consideration of roundabout).

**Proposed Traffic Control Improvements:** Existing stop control and flashing beacons will be evaluated during ICE process, RSA, and design development.

**Safety:**

- 2017** – one angle crash at this intersection resulted in two 2 fatalities.
- 2018** - 4 total crashes (2 angle, 1 rear-end, 1 single-veh.) The rear-end crash and one of the angle crashes each resulted in a non-fatal injury.
- 2019** - 8 total crashes (7 angle, 1 head-on). One of the angle crashes resulted in a non-fatal injury, the rest were property damage only.
- 2020** - 2 total crashes (1 angle, 1 single-veh.) Both crashes resulted in property damage only.
- 2021** - 4 total crashes (3 rear-end, 1 angle). One rear-end crash was non-fatal injury, the rest were PDO.
- 2022** - 2 crashes (both angle). One of the angle crashes resulted in a non-fatal injury.

**ROW:** May require acquisition of State Highway layout.

**Residential Traffic:** Project location is in close proximity to Coldbrooke South Condos and low density residential neighborhood on Plunkett St.

**Proposed Improvements to Alternate Modes:** Currently, there are no existing bicycle facilities through the intersection or sidewalks adjacent to the intersection or its approaches. The project is located within the urban boundary, but is not ranked “high” for walkable trips or everyday biking. MassDOT’s designer will evaluate the intersection for bicycle and pedestrian accommodation subject to review by Complete Streets, and an appropriate design will be determined through the review process.

**Environmental Justice:** Project is not within an EJ area.

**Economic Development:** No anticipated effects.

**Environmental Factors:** Project is within 0.5-mi of BioMap 2 Core Habitat and wetlands; project impacts are anticipated to be minimal.

**Additional Information:** Project is currently funded through Statewide HSIP (Highway Safety Improv. Program) not competing for regional target funds. Consideration of roundabout at this location will likely be controversial.

## Project Description Sheet

<b>Project ID</b>	612691 ( <i>MassDOT project</i> )	<b>Cost Est. at PRC approval (2022)</b>	\$ 500,000
<b>Town/City</b>	Williamstown	<b>Estimated TFPC (Proj-Info)</b>	no submittals
<b>Name</b>	Route 7 Access Improvements - Mt. Greylock Reg. School	<b>AADT</b>	5,805 (2021) 8.4% trucks
<b>Start/End</b>	MM 47.86 to MM 48.11	<b>Cost per lane mile</b>	\$ 1,000,000
<b>Length</b>	0.25-mi	<b>Cost per AADT</b>	\$ 86
		<b>Design Status</b> (District One)	pre-25%

**Status:** Feb 2024, District is considering reducing project scope to traffic equip. only - no geometric improvements.

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

Description: Primary project need is to address safety concerns and traffic operations at school driveway on Route 7. Project will likely consist of installing equipment for an “Intersection Collision Warning System” (ICWS) in advance of the school entrance. This equipment is being considered in response to operational and safety concerns expressed by parents and school officials regarding traffic conditions at the school entrance during arrival and dismissal times.

Proposed Geometric Design Improvements: None.

Proposed Traffic Control Improvements: An Intersection Collision Warning System (ICWS) is being considered for installation on Route 7 in advance of the school entrance.

Safety: Although this section of Route 7 and the driveway location have been the site of several crashes in the past (property damage only, one fatality in 2013), it is not a high-crash location based on crash data analysis.

ROW: Project may require the acquisition of State Right-of-Way.

Residential Traffic: This section of Route 7 is not predominantly residential.

Proposed Improvements to Alternate Modes: Currently, no existing bicycle or pedestrian facilities exist on this section of Route 7. The project is located outside the urban boundary and is not ranked “high” for walkable trips or everyday biking. As of February 2024, no shoulder widening, bike lanes, or sidewalks are proposed.

Environmental Justice: Project is not within or adjacent to an EJ area (*based on US Census Bureau data released in October 2021 and March 2022, and was updated on November 12, 2022*).

Economic Development: No anticipated effects.

Environmental Factors: Project is within 0.5-mi of BioMap 2 Core Habitat; project impacts are anticipated to be minimal.

## Project Description Sheet

<b>Project ID</b> 613093 ( <i>MassDOT project</i> )	<b>Cost Est. at PRC approval (2022)</b> \$ 5,255,000
<b>Town/City</b> Williamstown	<b>Estimated TFPC (Proj-Info)</b> no submittals
<b>Name</b> Route 7 Resurfacing & Related Work	<b>AADT</b> 4,076 (2020) 6.1% trucks
<b>Start/End</b> MM 44.9 to MM 47.1	<b>Cost per lane mile</b> \$ 1,194,318
<b>Length</b> 2.2-mi	<b>Cost per AADT</b> \$ 1,289
	<b>Design Status</b> (District One) pre-25%

**Status:** District Design Section is preparing 25% Design, in the event that this project might need to be ready as a 2024 TIP replacement.

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

Description: Project includes resurfacing & related work on a 2.2-mi rural section of Route 7. Project begins at Mile Marker 44.9 (New Ashford/Williamstown line) and proceeds north to Mile Marker 47.1 (just south of the new roundabout at the intersection of Routes 7 and 43). Primary project need is pavement preservation (MassDOT 2020 Pavement Condition Rating is “fair”).

Proposed work will likely include pavement milling and overlay, adjustment of drainage structures (if any), signs, pavement markings, rumble strips, guardrail upgrades (at bridge approaches), and resurfacing of driveways and side-street aprons within State Highway Layout.

Proposed Geometric Design Improvements: Since this is a pavement preservation project, no geometric changes are proposed.

Proposed Traffic Control Improvements: None proposed.

Safety: No high-crash locations along this corridor. Existing sections of guardrail (limited to bridge approaches) will be replaced to comply with current FHWA/MassDOT standards. In addition, recessed centerline pavement markers will be installed to improve night-time visibility (reduce center-line cross over crashes). Existing signage will be upgraded to current retro-reflectivity standards.

ROW: All work is anticipated to occur within State Right-of-Way.

Residential Traffic: This section of Route 7 is sparsely developed, low-density residential.

Proposed Improvements to Alternate Modes: This section of Route 7 is a high-speed (50-55 mph) corridor in a rural setting with minimal access points. Bicyclists ride in the 10-ft shoulder provided on both sides of the highway. Currently, there are no sidewalks along this section of Route 7, which is rated by MassDOT as having a “low potential” for both walkable trips and everyday biking. No specific bike/ped amenities are anticipated to be included in this project.

Environmental Justice: Project is not within EJ area.

Economic Development: No anticipated effects.

Environmental Factors: Project is within 0.5-mi of DEP wetland areas, BioMAP 2 Core Habitat, NHESP Rare Habitat, and Cold-Water Fisheries. Project scope is limited to work on the existing highway, with minimal impacts, if any, to resource areas.



## Project Description Sheet

<b>Project ID</b>	613677 ( <i>MassDOT project</i> )	<b>Cost Est. at PRC approval (2022)</b>	\$ 5,575,000
<b>Town/City</b>	Sandisfield	<b>Estimated TFPC (Proj-Info)</b>	no submittals
<b>Name</b>	Route 8 Resurfacing & Related Work	<b>AADT</b>	2,909 (2022) 8% trucks
<b>Start/End</b>	MM 0.00 to MM 3.40	<b>Cost per lane mile</b>	\$ 819,853
<b>Length</b>	3.4-mi	<b>Cost per AADT</b>	\$ 1,916
		<b>Design Status</b> (District One)	pre-25%

**Status:** District Design Section is preparing 25% Design, in the event that this project might need to be ready as a 2024 TIP replacement.

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

**Description:** Project includes resurfacing & related work on a 3.4-mi rural section of Route 8. Project begins at the CT State line and proceeds north to the intersection of Roosterville Road (MM 3.40). Primary project need is pavement preservation/asset management (MassDOT 2020 Pavement Condition Rating is “good”). Travel lanes (12-ft) and shoulders (8-ft) will be resurfaced; existing signage and guardrail will be evaluated for replacement as needed.

Proposed Geometric Design Improvements: Since this is a pavement preservation project, no geometric changes are proposed.

Proposed Traffic Control Improvements: None proposed.

Safety: No high-crash locations along this corridor; calculated segment crash rate is below State average. Existing sections of guardrail will be evaluated for compliance with current FHWA/MassDOT standards. Centerline recessed pavement markers will be installed to improve night-time visibility (reduce center-line cross over crashes). Existing signage will be upgraded to current retro-reflectivity standards.

ROW: All work is anticipated to occur within State Right-of-Way.

Residential Traffic: This rural-natural section of Route 8 is sparsely developed, very low-density.

Proposed Improvements to Alternate Modes: This section of Route 8 is high-speed (55 mph) in a rural, sparsely developed area with low-density land access. If bicyclists (or pedestrians) are travelling this section of Route 8, they are likely confident, experienced and in the 8-ft shoulder area. Currently, there are no sidewalks along this section of Route 8; which is rated by MassDOT as having a “low potential” for both walkable trips and everyday biking.

Environmental Justice: Project is not within EJ area.

Economic Development: No anticipated effects.

Environmental Factors: Based on preliminary GIS query; intersections were found with DEP Wetland Areas (100-foot buffer) Rivers, BioMAP2 Core Habitat (1/2 mile buffer), NHESP Rare Habitat (100-foot buffer of priority and estimated habitat), and Coldwater Fisheries. Construction activity will be limited to existing highway corridor; any impacts to resource areas are anticipated to be temporary and minimal.