

Project Description Sheet

Project ID	608737 (<i>municipal project</i>)	Cost Est. at PRC approval (2016)	\$ 9,888,000
Town/City	Dalton	Current TFPC (Proj-Info)	\$ 14,214,440
Name	Dalton Division Road	AADT	8,958 (2015)
Start/End	Williams St to South St	Cost per lane mile	\$ 4,442,012
Length	1.6 miles	Cost per AADT	\$ 1,586
		Design Stage (Fuss & O'Neill)	pre-25%

Status: Feb 19, 2025 – 10% Design Public Input Meeting
 Feb 06, 2025 – Project Status Meeting (Dalton, Pittsfield, MassDOT, F&O)
 Sept 2024 – ICE Stage 2 Evaluation performed

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

Description: Existing pavement is 30-ft wide; bicyclists and pedestrians regularly use the corridor, but no sidewalks or bike lanes currently exist. Project proposes roadway reconstruction to achieve Complete Streets, with new side-path and/or sidewalk currently under consideration. Project will implement geometric improvements at the Williams Street intersection to improve geometry/safety. Project will also include drainage improvements and signs/pavement markings upgrade to MUTCD compliance. Although the roadway carries two BRTA routes, there are no designated bus shelters on the road. Formal transit stops will be considered as the project advances.

Proposed Geometric Design Improvements: The intersection at Williams Street/Washington Mountain Road is being evaluated for a roundabout. Other horizontal or vertical alignment deficiencies along the corridor will be identified and evaluated for improvement.

Proposed Traffic Control Improvements: A new roundabout is under consideration at the southern project limit.

Safety: At project initiation, the Williams St. & Washington Mountain Rd. intersection had a crash rate above the statewide average (17 crashes from 2009-2013) with predominantly PDO crashes and several non-fatal injuries. If a roundabout is implemented; this would be a proven safety improvement measure. Overall, the corridor crash rate is lower than the District-wide average for urban arterials.

ROW: Town of Dalton owns the roadway layout. Beyond the western layout line, properties are owned by Pittsfield.

Residential Traffic: Improved bike/ped accommodation will benefit adjacent residential neighborhoods.

Proposed Improvements to Alternate Modes: Currently, no accommodations exist for bike/ped or transit users along the corridor. A Complete Streets design will improve accommodation/safety for all users.

Environmental Justice: The entire western side of the project abuts an EJ area (income) in Pittsfield.

Economic Development: This roadway is a link for commuters and commerce between suburban residential areas in Pittsfield/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 two locations along the corridor. The project will provide opportunity to assess, repair and/or replace existing drainage infrastructure associated with Brattle Brook and will also allow for incorporation of stormwater BMP's to improve quality of receiving waters and wetlands.

Additional Information: Original Public Input Meeting (9/26/16) generated discussion about the balance between providing multi-modal accommodation along the corridor and sensitivity to abutters regarding potential property impacts. Project location, at the boundary of two municipalities, provides a unique challenge.

Project Description Sheet

Project ID	608768 (<i>MassDOT project</i>)	Cost Est. at PRC approval (orig. 2017, re-scoped 2019)	\$ 4,815,000
Town/City	Pittsfield	Current TFPC (Proj-Info)	\$15,059,375
Name	Merrill Road	AADT	14,739 (5% trucks)
Start/End	East St to Junction Rd	Cost per lane mile	\$ 2,561,118
Length	1.47 miles	Cost per AADT	\$ 1,022
		Design Stage (Jacobs Engr. Inc.)	25%
Status: Feb 14, 2025 – Project Status Meeting; MassDOT is exploring alternative project & funding options. Recommend removing project from TIP consideration for regional target funding.			

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

Description: Prior to 2025, project scope had included resurfacing and reconstruction on Merrill Road (about 0.87-mi) from East St. to Junction Rd. The design concept included replacing the existing sidewalk on the north side of Merrill Road with a shared-use path. The installation of this shared-use path required the removal of one travel lane on Merrill Road, reducing it to a three-lane highway (2 lanes WB, 1 lane EB). The proposed shared use path would extend an additional 0.6 mile east of Junction Road to meet the new southern terminus of the Ashuwillticook Rail Trail, completed in 2024.

March 2024, MassDOT meeting with Navy confirmed that proposed SUP on north side was not feasible. Also, to address deteriorating pavement conditions, MassDOT resurfaced Merrill Road in Fall 2024; consequently, the scope and need of this project is being re-evaluated.

Proposed Geometric Design Improvements: The project had included a lane reduction on Merrill Rd (west of Junction Road only) but that concept is under review.

Proposed Traffic Control Improvements: If road diet is implemented, potential changes would be made to traffic signals at Junction Road, New York Ave, and East St.

Safety: The intersection at Merrill Rd/Junction Rd was identified as a high crash location and a Road Safety Audit (RSA) was conducted in May 2019. 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: Need to see revised 25% Design (with proposed SUP on south side) to determine impacts.

Residential Traffic: If implemented, new SUP will benefit residential neighborhoods adjacent to project.

Proposed Improvements to Alternate Modes: Current pedestrian accommodation consists of a concrete sidewalk on the north side of the roadway; there is no dedicated bicycle accommodation. The proposed 1.47-mi shared use path would provide a connection between the East Street Improvement Project (604003) and the new southern terminus of the Ashuwillticook Trail (609289).

Environmental Justice: Project is within proximity of two EJ neighborhoods; and will improve access/mobility.

Economic Development: New SUP would support connection between downtown Pittsfield and Coltsville-Allendale retail commercial area.

Environmental Factors: No specific improvements proposed.

Project Description Sheet

Project ID	609292 (munic. project)	Cost at PRC approval (<i>orig. 2018, re-scoped 2020</i>)	\$ 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: Feb 2025 – awaiting 25% Design submittal.

ICE Stages 1&2 have been submitted for review. Road Safety Audit conducted 12/06/21.

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

¹ If roundabout at Elm/Fourth, mobility score will likely increase to 1 (reduce delay) but if new signal at Fenn, will that negate?

² TWLTL can reduce corridor crashes by up to 30% and roundabouts are proven safety counter-measures. If new traffic signal installed at Fenn, could see crash reduction; proposed buffered bike lanes and RRFB near Lyman St will support bike/ped safety.

Description: Project begins about 150-ft west of Copley Terrace and ends about 350-ft east of Lyman St. Project goals include managing traffic congestion, improving safety, corridor access management, providing safe and improved bike/ped facilities, and creating a gateway into downtown Pittsfield with potential streetscape amenities.

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 was previously identified as a 2014-2016 HSIP cluster and may not meet traffic signal warrants, but experiences excessive side-street delay during the peak hour. The East/Elm/Fourth St. intersection is also slated for geometric and/or signal improvements.

Proposed Geometric Design Improvements: Installation of a TWLTL is under consideration to improve safety and access management.

Proposed Traffic Control Improvements: Through the ICE process, the intersections at East/Elm/Fourth and East/Fenn are under review; geometric changes, traffic signal, and roundabout are under consideration. The existing ped-crossing west of Lyman St. will likely be upgraded to a Rectangular Rapid Flashing Beacon

Safety: The East/Fenn intersection was identified as a 2014-2016 HSIP cluster for motor vehicles and the East/Elm/Fourth intersection was identified as a 2007-2016 HSIP cluster for bikes. Safety improvements are proposed at both of these locations, contingent upon ICE process/approval by MassDOT.

ROW: Depending on the type(s) of intersection improvements selected, temporary and/or permanent impacts to abutting properties are likely at some locations.

Residential Traffic: Some residences are present along corridor; TWLTL will provide gaps for improved access.

Proposed Improvements to Alternate Modes: Sidewalks already exist on both sides of the corridor; proposed improvements will provide improved access and safety to vulnerable users.

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

Project ID	611970 (<i>MassDOT project</i>)	Cost Est. at PRC approval (2021)	\$ 3,880,875
Town/City	Lee	Current TFPC (Proj-Info)	no submittals
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 Stage (Toole Design Group, LLC)	pre-25%

Status: Feb 2025 – project will not advance (will be removed from TIP consideration).
Dec 2023 - ICE Stage 2 Memo; roundabout was preferred control.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
0	1	1 ¹	1 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 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 did not consistently appear on MassDOT’s HSIP list (crash rate was below 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. The ICE process recommended a roundabout as the preferred control.

Proposed Geometric Design Improvements: The project proposed 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: Historic 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 would be improved.

ROW: Project would have required full taking of one property.

Residential Traffic: No anticipated effect.

Proposed Improvements to Alternate Modes: During design, MassDOT 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 would 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 would be improved. A shared side-path was 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 would have enhanced Main Street and surrounding area.

Environmental Factors: No anticipated effects.

Project Description Sheet

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

Status: Complete Streets has approved Design Concept. Needs pre-25% Design Scoping Meeting and public input.

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

¹ Design needs to advance further to determine if Belcher Square intersection will see LOS improvement (reduced delay).

² Belcher Square intersection is being evaluated to improve truck turning movements.

³ Point awarded for new shared use path where none currently exists.

Description: This project will implement Complete Streets on an urban section of State Route 7 from Belcher Square north to the intersection of Route 183. Proposed cross-section will include a continuous sidewalk on the west side of Route 7, a shared-use path on the east side, and three motor-vehicle lanes (TWLTL currently exists on Route 7).

Drainage, signage, guardrail, and highway lighting will all be evaluated for upgrade/replacement as required. Work on Bridge No. G-11-021 (Route 7 over Tom Palmer Brook, 600-ft north of Belcher Sq.) will be evaluated for inclusion in the project. After this project was initiated, the town of Great Barrington constructed an off-road pedestrian path on the east side of Route 7, beginning about 600-ft north of Crissey Road and ending at the Community Health Center. MassDOT's shared-use path will connect to the town's path.

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

Proposed Traffic Control Improvements: Two signalized intersections, at Belcher Square and the Market 32 plaza driveway, will be evaluated through ICE. The 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".

Safety: At project initiation, the town expressed concern over at least three (3) crashes involving pedestrians crossing Route 7 at northern end of commercial strip. Although not a high-crash location based on RMV data, MassDOT is evaluating design options at this location to address town concerns over pedestrian safety.

ROW: Temporary and/or permanent construction easements on Route 7 will likely be required.

Residential Traffic: Blue Hill Rd, Fairview Terr, and Commonwealth Ave connect residential neighborhoods to Route 7.

Proposed Improvements to Alternate Modes: New sidewalks/ramps and shared use path will provide better access/safety for alternate modes within the commercial corridor; coordination w/BRTA and South County micro-transit could also be considered. RRFB to be considered for pedestrian crossing.

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 design refinement.

Project Description Sheet

Project ID	609215 (<i>municipal project</i>)	Cost Est. at PRC approval (2018)	\$ 6,931,990
Town/City	Great Barrington	Current TFPC (Proj-Info)	\$ 7,124,000
Name	Reconstruction of S. Main St (Route 7)	AADT	7,546 (2018) 5.5% trucks (2024)
Start/End	Taconic Ave to Brookside Rd	Cost per lane mile	\$ 2,849,600
Length	1.25 mi	Cost per AADT	\$ 944
		Design Stage (Foresight L.S.)	pre-25%

Status: Fall 2023 & Spring 2024 – town stated that they may seek alternate funding for project. Confirm town’s interest in advancing this project through the TIP?

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

¹ Current segment crash rate is below State average; ICE analysis required for intersections.

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 involved injuries; ICE analysis required at intersections if project is to advance.

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

Project ID	608547 (<i>municipal project</i>)	Cost Est. at PRC approval (2016)	\$ 8,320,000
Town/City	Egremont	Current TFPC (Proj-Info)	\$ 21,032,870
Name	Mount Washington Road (Phase 1)	AADT	900 (7.9% trucks)
Start/End	Mt. Wash. TL to 2,000-ft west of Jug End Rd.	Cost per lane mile	\$ 8,988,406
Length	1.17 miles	Cost per AADT	\$ 23,370
		Design Stage (CHA)	100%

Status: PS&E due 03/17/25.

02/07/25 – Meeting w/Designer, Town, and MassDOT to discuss rock catchment options.

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

¹ Roadway is Critical Rural Freight Route (MassDOT 2023 Freight Plan); truck percentage (7.9%) meets regional criteria and proposed design (embankment/shoulder stabilization, MASH guardrail) will improve roadway conditions for truck traffic.

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

Description: This project is Phase 1 of a two-phase project (Phase 2 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 Spring 2022, it was decided to split the project into two phases to facilitate TIP programming; Phase 1 is the western third of the project (about 1.17-mi).

Project includes roadway reconstruction, drainage improvements, new guardrail, and slope stabilization measures including seven (7) new retaining walls (over 2,000-ft total length) of varying height. 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; major guard rail upgrade to current safety standards.

ROW: Current design shows 25 PE's & 38 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: Improvement to designated freight corridor (trucking/commerce).

Environmental Factors: Stabilization of deteriorating roadway, embankment areas, and installation of 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

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

Status: Feb 2025 – town status/priority?

March 05, 2024 – pre 25% Design Scoping Meeting w/Town, MassDOT, and Designer.
Town conducted Public Input Meetings on 3/23/22 and 1/26/23.

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

¹ While road-diet can result in positive community effects, scoring committee determined that it would reduce corridor capacity.

² Although truck percentage (10%) is high, proposed road-diet will decrease highway capacity for heavy vehicles.

³ Safety point is awarded only if improvements are proposed where crash rate is higher than State average; this segment of Route 8 has a crash rate 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. This section of Route 8 was resurfaced in 2023 under the Municipal Paving Program.

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: New pedestrian signals and "Check Your Speed" radar signs are 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

Project ID	612784 (<i>municipal project</i>)	Cost Est. at PRC approval (2016)	\$ 9,807,885
Town/City	Egremont	Current TFPC (Proj-Info)	\$ 9,807,885
Name	Mount Washington Road (Phase 2)	AADT	1,400 (7.9% trucks)
Start/End	From 2,000-ft west of Jug End Rd. to Route 41	Cost per lane mile	\$ 2,291,562
Length	2.14 miles	Cost per AADT	\$ 7,005
		Design Stage (TBD)	pre-25%

Status: PRC approval May 2022 (when 608547 was split into two phases).

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

¹ Roadway is Critical Rural Freight Route (MassDOT 2023 Freight Plan) with truck percentage (7.9%).

² Culvert replacements will be improved to current Stream Crossing Standards (natural flow/hydraulics, wildlife passage, etc).

Description: This project begins where Phase 1 ends, about 2,000-ft west of Jug End Rd. Phase 2 proposes about 2.14-mi of highway reconstruction; average pavement is width is 22-ft (MassDOT Secretary approved Des. Exception for 10-ft lanes and 3-4 ft shoulders on 02/09/21). Project will also include improvements to the open drainage system and potential replacement of at least two bridge/culverts. Existing guard rail end treatments and transitions at structures will be updated to current safety standards.

Within the project limits are five (5) municipally owned structures. One of them, E-08-009, was already replaced by the town in 2016 using local funding. Two of them are “short-span” bridges (E-08-07 & E-08-010) which are slated for replacement under this project. The two remaining structures, E-08-006 and E-08-008 are not SD (as of 2024); however, E-08-008 is eligible for FA Bridge funds (separate project 613736, approved May 2024).

Proposed Geometric Design Improvements: Corridor will be evaluated for AASHTO compliance; minor geometric/alignment improvements anticipated. (Design Exception for lane/shoulder width, 10-ft lanes, 2-ft shoulders, was approved Feb-2021 by MassDOT Secretary).

Proposed Traffic Control Improvements: None.

Safety: Corridor crash rate is below statewide average; guard rail will be upgraded to current safety standards.

ROW: Pre-25% Design; ROW impacts not yet determined (will be constrained by environmental resource areas).

Residential Traffic: Project will improved roadway conditions for abutting residences.

Proposed Improvements to Alternate Modes: Currently, bicyclists and pedestrians share the narrow roadway with motor vehicles. Proposed reconstruction will likely not provide additional width, but will improve riding surface.

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

Economic Development: No anticipated effect.

Environmental Factors: The entire project is within an ACEC and intersects the watershed of an Outstanding Resource Water (Marsh Pond, Karner Brook and Karner Brook Reservoir). Project context is rural, low-density residential, with open-space parcels (state park, WMA's, potential Article 97) abutting each side of the roadway at several locations. Challenging permitting conditions.

Project Description Sheet

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

Status: Feb 2025 – awaiting revised 25% Design submittal. 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 ¹	0 ²	0	1	1

¹ 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.

² 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 about 600-ft 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; so it was determined to reduce the project scope.

Proposed Geometric Design Improvements: Existing highway alignment will be evaluated for AASHTO compliance.

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 provide accommodation for pedestrians out of roadway.

ROW: 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 scale of environmental impacts compared to previous design concept.

Project Description Sheet

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

Status: District is working toward submitting 25% Design in Summer 2025.
Project is currently funded in FFY 2027 using Statewide NHPP.

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).

Project Description Sheet

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

Status: Pre-25% Design Scoping Meeting was conducted 9/19/23. Borings have been completed. Awaiting 25% Design from Jacobs. Project is currently funded FFY 2029 using Statewide NHPP.

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

¹ 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.

Project Description Sheet

Project ID 613877 (<i>municipal project</i>)	Cost Est. at PRC approval (2024) \$ 28,038,775
Town/City Great Barrington	Current TFPC (Proj-Info) no submittals
Name Route 183 (Park Street)	AADT 2,300 (2025) 6% trucks
Start/End Old Stockbridge Rd. to Grove St.	Cost per lane mile \$ 6,095,386
Length 2.3 miles	Cost per AADT \$ 12,190
	Design Stage (Tighe & Bond) pre-25%

Status: Oct 2024 – approval by PRC. Fall 2024 - wetlands delineation, traffic data collection, topographic survey completed; also Conceptual Roll Plans developed for town discussion. pre-25% Design Scoping Meeting to be scheduled late-February 2025.

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

¹ Committee decided that additional info is needed to determine if project will improve conditions for truck traffic.

² Segment Crash Rate is currently lower than State/District average; proponent should monitor for future years.

³ See discussion under Environmental Factors (below).

⁴ Point awarded for construction of new shared-use path where none currently exists.

Description: Project proposes 2.3-mi of reconstruction on Route 183 (Park St.) from Old Stockbridge Rd. to Grove St. Existing pavement is 24-ft wide; proposed pavement will be 26-ft with a new, separated, shared-use path adjacent to roadway for entire length of project.

Proposed Geometric Design Improvements: Existing roadway geometry will be evaluated for compliance with current AASHTO standards; identified deficiencies will be addressed to the extent feasible within the project scope.

Proposed Traffic Control Improvements: No changes to existing traffic control (stop-signs) are currently proposed. The designer may consider additional signage, rectangular rapid flashing beacons (RRFBs), and dynamic speed feedback signs, if warranted.

Safety: The segment crash rate is currently lower than the State/District average. RMV crash data indicates 16 crashes between 2018-2023; 65% of which were single-vehicle crashes. There were 4 crashes with potential injury reported, no fatalities, and no indication of crashes involving vulnerable users.

ROW: PNF/PIF indicates that municipal layout is 50-ft. Right-of-Way impacts on abutting properties are likely.

Residential Traffic: Single and multi-unit residential properties are present within corridor; project will benefit neighborhood access.

Proposed Improvements to Alternate Modes: Currently, no consistent or continuous bike/ped accommodation exists along the corridor; some sidewalks (one side only) are present in the northern third of the project. BRTA Route 21 travels the full length of Park St, providing access to/from Gt. Barrington and the Lee Premium Outlets; there is also an existing bus shelter just south of Bernard Gibbons Dr. Proposed shared-use path will substantially improve accommodation/safety for bikes/peds, and proposed infrastructure improvements will support/enhance transit access.

Environmental Justice: Project is within ¼-mi of an EJ area and will provide benefit to that population.

Economic Development: Northern project limit is within the Housatonic Mills Revitalization Overlay District, the purpose of which is to create employment opportunities, maintain/increase supply of affordable housing, encourage mixed development, promote public access to the Housatonic River for scenic/recreational purposes, and promote development that supports bike/ped activity, access, and safety. This project's investment in the Park St. corridor directly supports the Overlay District initiative in many aspects.

Environmental Factors: Project location intersects with multiple environmental resource areas. PNF/PIF indicates that a closed drainage system will need to be constructed (change from existing conditions) and the increase in impervious surface area will create need to improve water quality and provide for groundwater recharge. As of February 2025, it is too early in the planning/design process to determine if this project will result in a net gain for environmental effects.

Project Description Sheet

Project ID	613053 (<i>MassDOT project</i>)	Cost Est. at PRC approval (2022)	\$ 1,544,650
Town/City	Lenox	Current TFPC (Proj-Info)	no submittals
Name	Intersection Improvement - Route 20 at Plunkett St. and Blantyre Rd.	AADT (Route 20)	8,669 (2020) 5% trucks
Start/End	n.a.	Cost per lane mile	n.a.
Length	n.a.	Cost per AADT	\$ 178
		Design Stage (Dewberry Engineers, Inc.)	pre-25%

Status: 6/11/25 - 25% Design due from Dewberry Engineers. ICE Stage 2 under review.
Project is currently funded FFY 2027 using Statewide HSIP.

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 determine design (roundabout?).

Proposed Traffic Control Improvements: Existing stop control and flashing beacons will be evaluated during ICE process.

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

Project ID 612691 (<i>MassDOT project</i>)	Cost Est. at PRC approval (2022) \$ 500,000
Town/City Williamstown	Estimated TFPC (Proj-Info) \$ 600,000
Name Route 7 Access Improvements at Mount Greylock Regional School	AADT 5,805 (2021) 8.4% trucks
Start/End MM 47.86 to MM 48.11	Cost per lane mile \$ 1,000,000
Length 0.25-mi	Cost per AADT \$ 86
	Design Status (District One) pre-25%
Status: Feb 2025 - District Design Section is evaluating alternatives. Project is currently programmed in FFY 2026 using regional target (STBG), but is under consideration for Statewide Safety funding.	

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. Design alternatives will include evaluating an “Intersection Collision Warning System” (ICWS) in advance of the school entrance, and possible geometric improvements, if warranted. This project 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: A specific design alternative has not yet been decided (see below).

Proposed Traffic Control Improvements: Current traffic control alternatives under consideration include an Intersection Collision Warning System (ICWS) or a roundabout.

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

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 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. The level of improvement for alternate modes will depend upon the design alternative chosen.

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 updated on November 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

Project ID 613093 (<i>MassDOT project</i>)	Cost Est. at PRC approval (2022) \$ 5,255,000
Town/City Williamstown	Estimated TFPC (Proj-Info) \$ 3,237,262
Name Route 7 Resurfacing & Related Work	AADT 4,076 (2020) 6.1% trucks
Start/End MM 44.9 to MM 47.1	Cost per lane mile \$ 735,741
Length 2.2-mi	Cost per AADT \$ 794
	Design Status (District One) pre-25%

Status: 8/12/24 – Final Design submittal (PS&E) by District Design Section.
 Project is not currently programmed, but is ready to advertise if funding becomes available.

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 will 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

Project ID	613677 (<i>MassDOT project</i>)	Cost Est. at PRC approval (2022)	\$ 5,575,000
Town/City	Sandisfield	Estimated TFPC (Proj-Info)	\$ 5,703,362
Name	Route 8 Resurfacing & Related Work	AADT	2,909 (2022) 8% trucks
Start/End	MM 0.00 to MM 3.40	Cost per lane mile	\$ 838,730
Length	3.4-mi	Cost per AADT	\$ 1,960
		Design Status (District One)	Final Design

Status: 8/12/24 – Final Design submittal (PS&E) by District Design Section.
 Project is not currently programmed, but is ready to advertise if funding becomes available.

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 will 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.