

LENOX - STOCKBRIDGE PEDESTRIAN & BICYCLE CIRCULATION STUDY

September 2025

ACKNOWLEDGEMENTS

Berkshire Regional Planning Commission (BRPC)

Clete Kus, Transportation Program Manager
Nicholas Russo, Project Manager

Town of Lenox

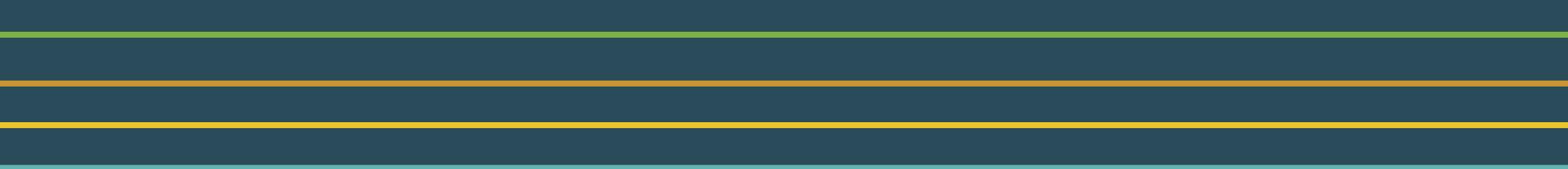
Eammon Coughlin, Land Use Director
William J. Gop, Superintendent of Public Works
Marybeth Mitts, Select Board

Town of Stockbridge

Michael Canales, Town Administrator
Christine Rasmussen
Patrick White

BETA Group, Inc.

Jeff Maxtutis, Project Manager
Bill McGrath, QA/QC
Anna Sangree, Transportation Planner



Introduction

Project Overview

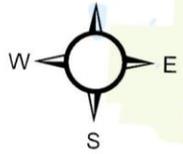
Project Initiation

The Lenox-Stockbridge-Tanglewood Pedestrian & Bicycle Circulation Study was initiated by the towns of Lenox and Stockbridge to enhance walking and biking connections between the numerous arts, music and cultural institutions located in the Lenox – Stockbridge project area. The Berkshire Regional Planning Commission (BRPC) funded and supported the study and partnered with BETA Group, Inc. as the primary study consultant.

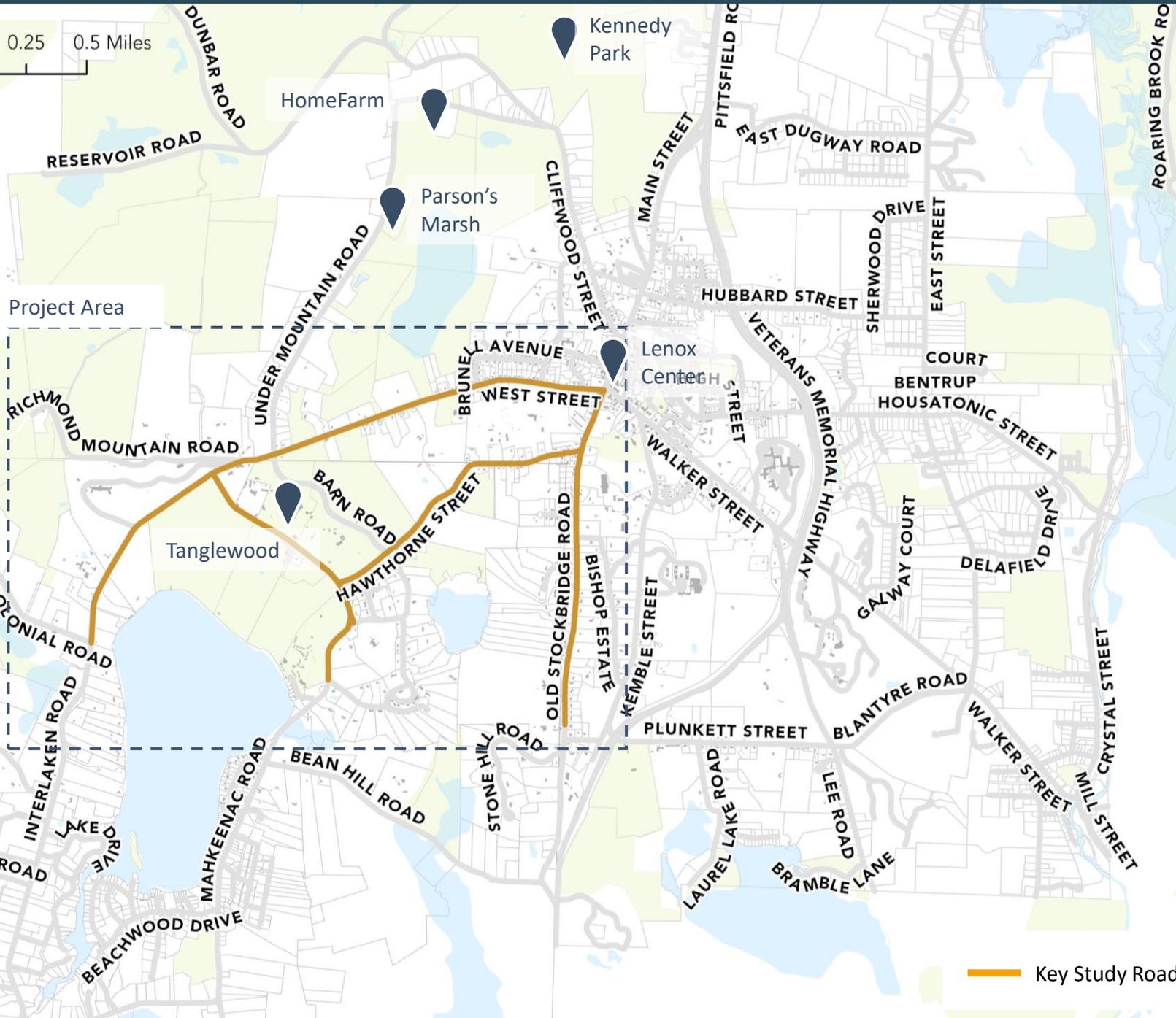
Project Goals

- Improve bicycle and pedestrian access within the project area – make getting around safer and more fun.
- Recognize the area's significance as a cultural hub – brand connections linking the institutions in the area.

Locus Map

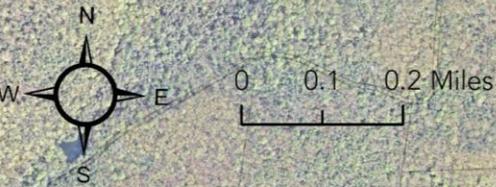


0 0.25 0.5 Miles



Key Study Roadways

Project Area



Morris Elementary School

BU Tanglewood Institute

The Curtis (Senior Housing)

Kripalu

Gould Meadows

Tanglewood

Frelinghuysen Morris House & Studio

Shakespeare & Company

Berkshire Country Day School

Town Boat Ramp

White Pines Condominiums

Elm Court Estate

Stockbridge Bowl

Project Process

April
2025

September
2025

*Existing Conditions and
Information Gathering*

*Alternatives
Development*

*Final Plan &
Recommendations*

**Developing
Project Goals
& Objectives
(April)**

**Analysis of
Constraints and
Opportunities
(May)**
Wetlands, ROW, etc.

**Develop Options
at key locations
(June)**

**Final Report
(September)**

Public & Stakeholder Engagement

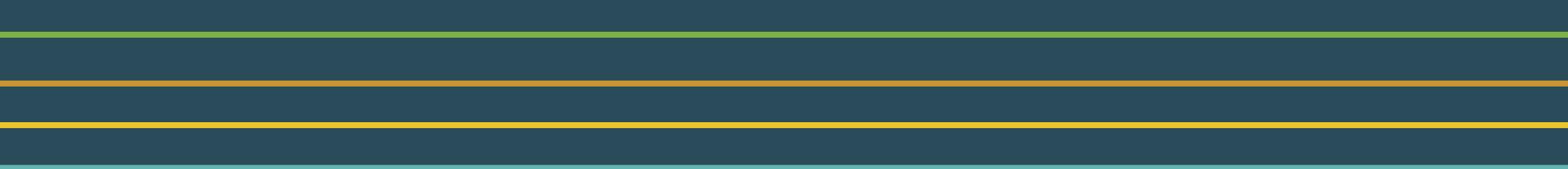
**Kick Off
Meeting
(April)**
with BRPC, Lenox
& Stockbridge
Representatives

**Site Visit
(April)**
with BRPC, Lenox,
Stockbridge &
Tanglewood
Representatives

**Stakeholder
Interviews
(June)**

**Site Visit
(August)**
With BRPC, Lenox
and the Boston
University
Tanglewood
Institute

**Public Meeting
(September)**



Public & Stakeholder Engagement

Engagement Methods

Discussions with Leaders in Lenox and Stockbridge

During the planning process, the project team met regularly, including members of BRPC, the Town of Lenox and the Town of Stockbridge. Members of the project team regularly interact with residents in the area and brought a good understanding of needs and desires of people throughout the planning process.

Stakeholder Outreach

The project team reached out to institutional stakeholders in the area and informed them about the project, sharing initial recommendations and existing conditions analysis. The team met in the field with members of the Boston University Tanglewood Institute to explore connections through their property.

Public Open House

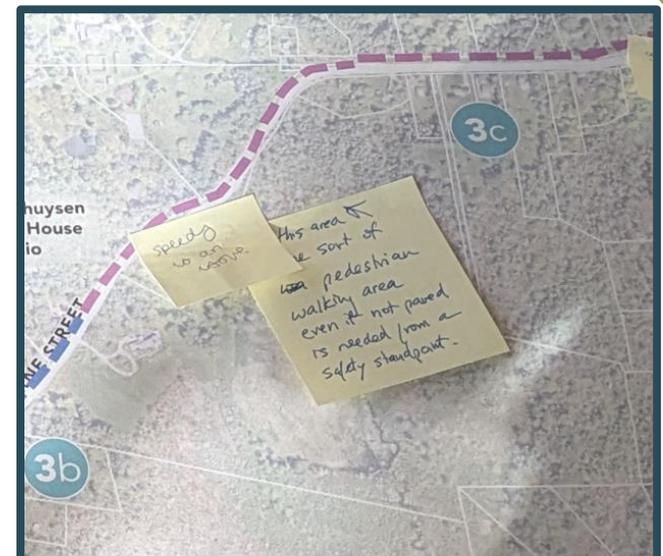
On September 17, 2025, the project team hosted an open house in the Lenox Town Hall where the team presented existing condition analysis and recommendations. Around 40 members of the Stockbridge and Lenox community came to the meeting. Participants could provide input on maps of the study area using sticky notes, in a comment box and could ask questions during and after the presentation. Members of the project team were available to gather comments and feedback. Generally, the sentiment towards the project was positive and people were excited to see more opportunities to get outside and walk in the area. Some folks in the area also shared concerns about the impacts of the project on the natural environment and the cost.

What We Heard: Key Themes from Stakeholder and Public Engagement

- Desire for a **walking loop** around the project area
- Desire to **maintain the natural and rural character** of the area while providing improved and safer walking and biking connections
- Some **speeding concerns**, particularly on Hawthorne Street
- **New connections are a priority** over reconstructing existing sidewalks or paths
- Introducing **landscaping and public realm amenities** is important to make the walking experience enjoyable
- Consider including **traffic calming measures** on roadways

“I run and bike on Hawthorne Street and do not feel very safe”

“A sidewalk from Elm Court to the existing sidewalk at Hawthorne Street [on Old Stockbridge Road] would be of great use to the residents of Winden Hill”



Map where participants could place comments during the public meeting

What We Heard (Continued)

- **Balancing cost with quality** of new facilities
- Consider **further connections and extensions** to these connections in the future
- Desire to **enhance biking** along West Street and Interlaken Road
- Importance of **managing conflicts** between people walking and biking in the area
- Desire to **protect trees** and the natural environment
- Ensuring the new facilities are **accessible for people with disabilities**
- **Provide parking** for new trails
- Requested additional information concerning **potential impacts** as project progresses

“[Hawthorne Street] is narrow and winding – dangerous for pedestrians and dog walkers currently”

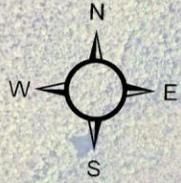
“A better protected bicycle path appears important”

“I have misgivings about tree destruction and long-term maintenance costs”



Existing Conditions Inventory

Key Roadways



0 0.1 0.2 Miles



Key Roadways

West Street

West Street (State Route 183) connects Lenox town center west towards Tanglewood in Stockbridge. It provides access to several key destinations including Tanglewood, Morris Elementary School, and BU Tanglewood Institute. It is under town jurisdiction and changes classification from a minor arterial in Lenox to a collector in Stockbridge. The road has one lane in each direction with a shoulder of varying width. For most of the roadway, there is an asphalt sidewalk on the south side of the road with a grass buffer of varying width. To the west, State Route 83 continues as Interlaken Road after the intersection with Richmond Mountain Road. Several neighborhood roads connect into West Street with stop control. The West Street approach is stop-controlled at the eastern intersection with Old Stockbridge Road.



Interlaken Road

Interlaken Road (State Route 183) connects from West Street to the southwest, where it eventually connects to Route 102 in Stockbridge. In the project area, Interlaken Road provides access to Kripalu Center, Berkshire Country Day School, Gould Meadows and the public boat ramp on the Stockbridge Bowl. It is classified as a collector roadway and is under town jurisdiction. The road has one lane in each direction with a shoulder of varying width. No pedestrian or bicycle accommodation is on the roadway.



Hawthorne Road

Hawthorne Road connects from Interlaken Road south to the causeway by the Stockbridge Bowl where it connects with Mahkeenac Lake Road. In the project area, it provides access to Tanglewood's Lion's Gate entrance, parking areas and Linde Center for Music and Learning, the White Pines Condominiums and Camp Mah-keenac. It is classified as a collector roadway and is under town jurisdiction. The road has one lane in each direction. No pedestrian or bicycle accommodation is on the roadway besides two crosswalks connecting from Tanglewood parking to the Lion's gate entrance to Tanglewood. Hawthorne Road is designated as a scenic roadway.



Key Roadways (Continued)

Hawthorne Street

Hawthorne Street connects from Hawthorne Road to Old Stockbridge Road. It provides access to Tanglewood Drive and the Frelinghuysen Morris House & Studio, as well as homes and tourist accommodation. The road is classified as a collector roadway and is under town jurisdiction. It has one lane in each direction with a shoulder of varying width. The road crosses over several streams and has culverts. No pedestrian or bicycle accommodation is on the roadway. The Hawthorne Street approach is stop controlled at the intersection with Old Stockbridge Road and with Hawthorne Road.

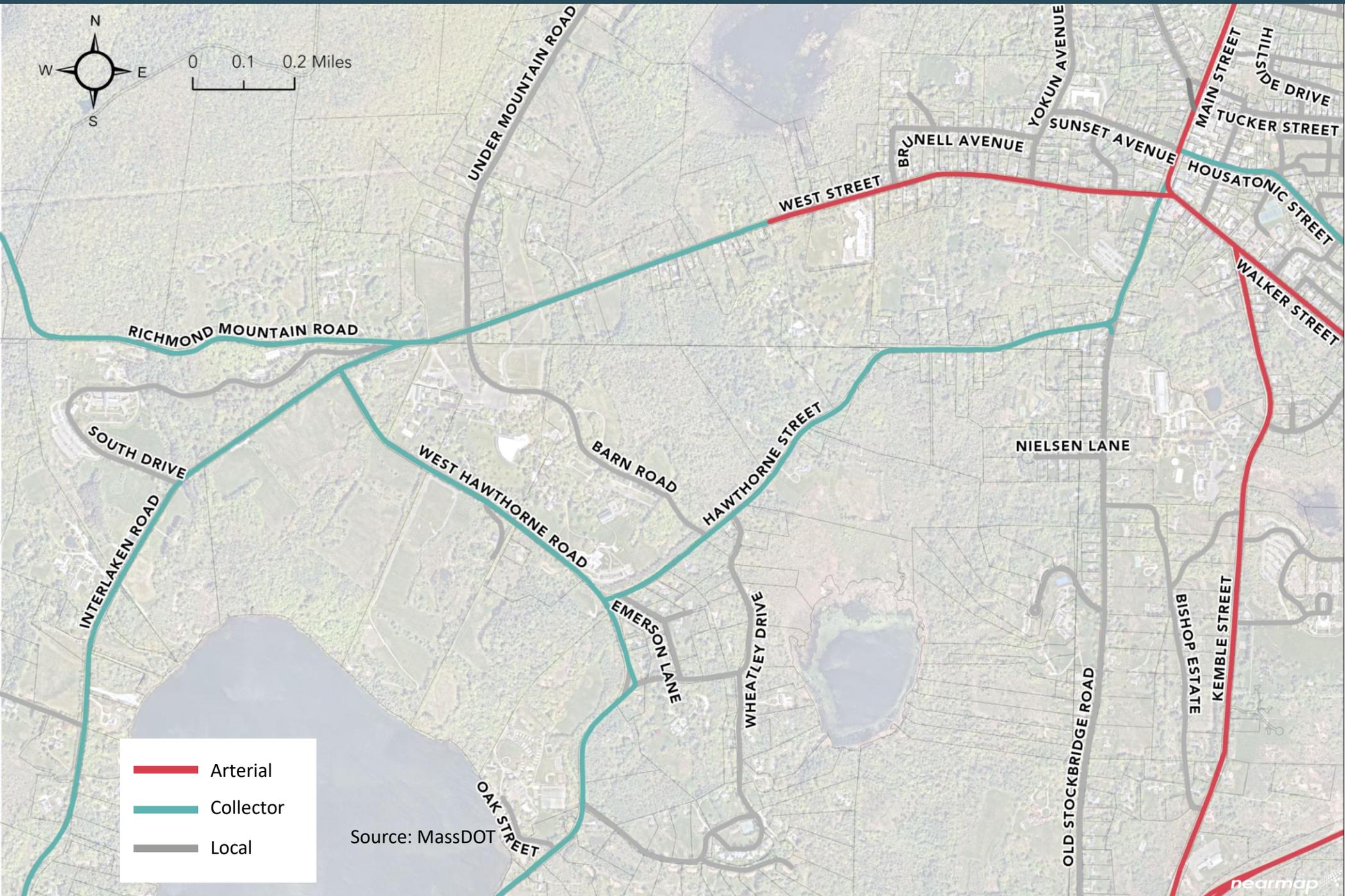


Old Stockbridge Road

Old Stockbridge Road connects from Lenox town center to the north to Route 7 to the north. In the project area, the road provides access to Shakespeare & Company, Elm Court and homes. The road is classified as a collector road north of Hawthorne Street and a local roadway south of Hawthorne Street. It is under town jurisdiction. The road has one lane in each direction with a shoulder of varying width. An asphalt sidewalk is provided on the west side of the road on the segment between Hawthorne Street and Lenox Center. The Old Stockbridge Road approach is stop-controlled at the intersection with West Street.



Roadway Classification



Roadway Jurisdiction



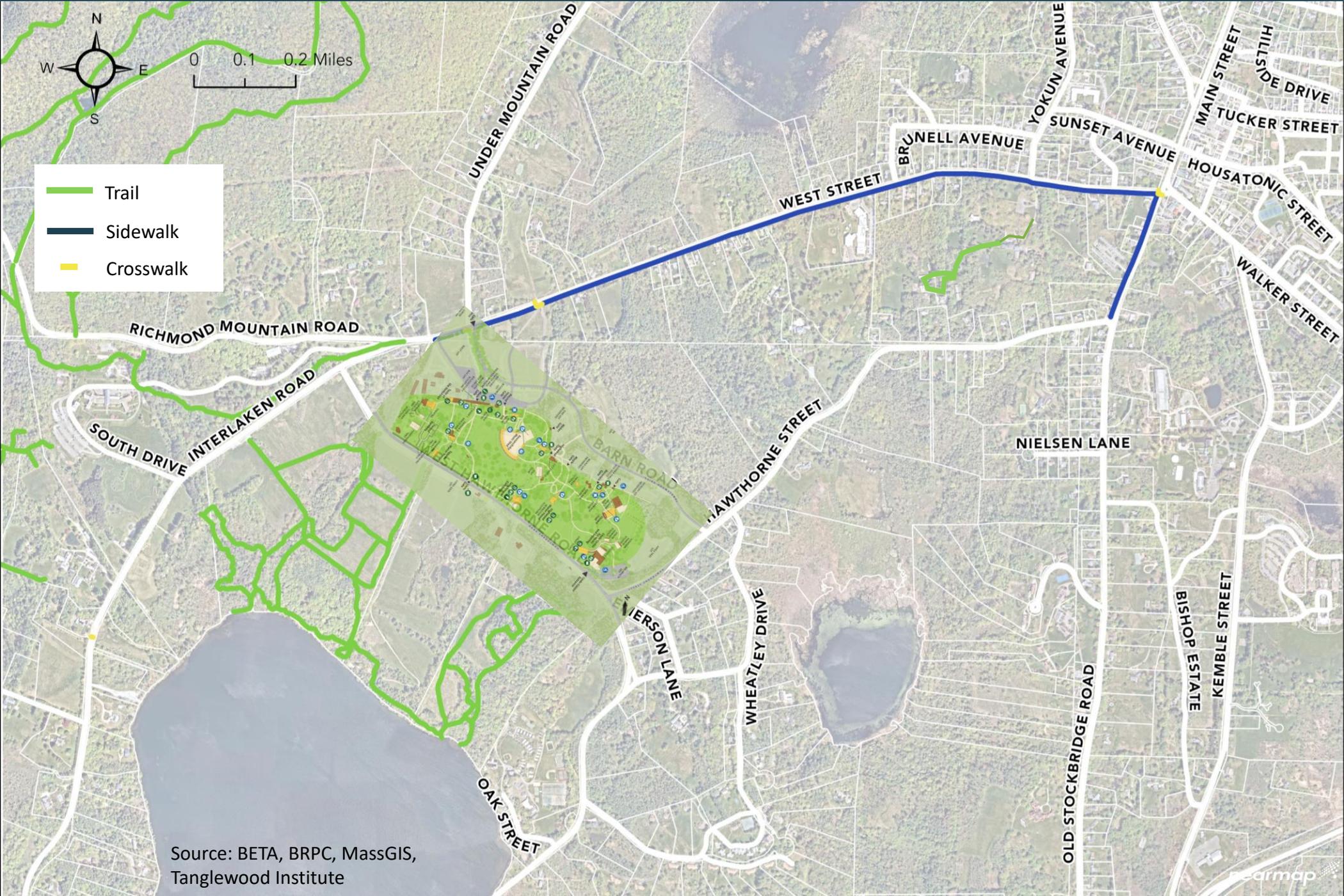
Scenic Roadways



— Scenic Roadway

The Stockbridge town bylaws designates Hawthorne Road as a scenic roadway, in accordance with the M.G.L. c.40, section 15C. This means no repairs or maintenance can impact trees or stone walls without written consent of the Planning Board.

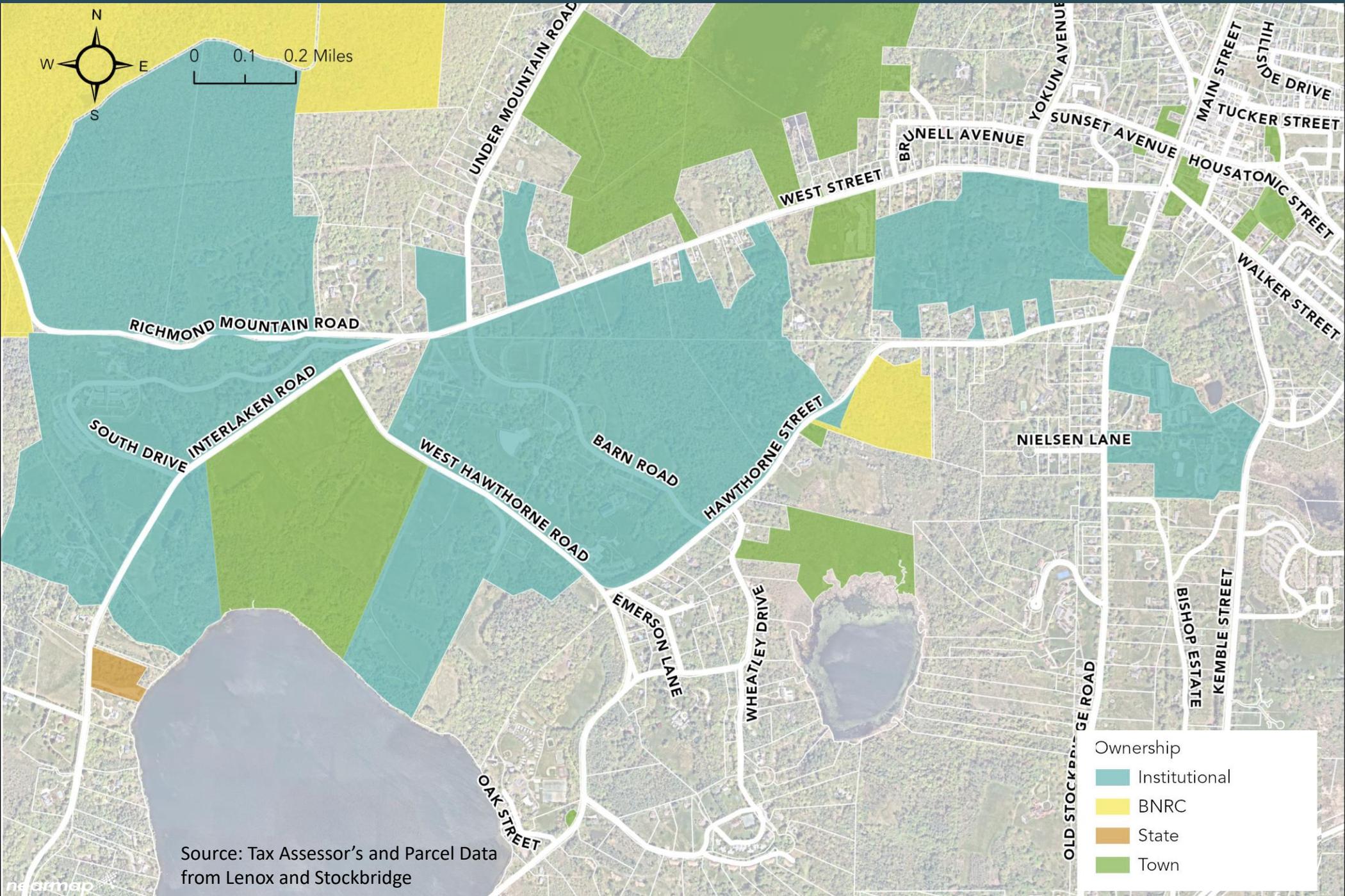
Existing Sidewalks, Crosswalks and Trails – Key Roadways



Within Tanglewood (Private trails with some public walking access)

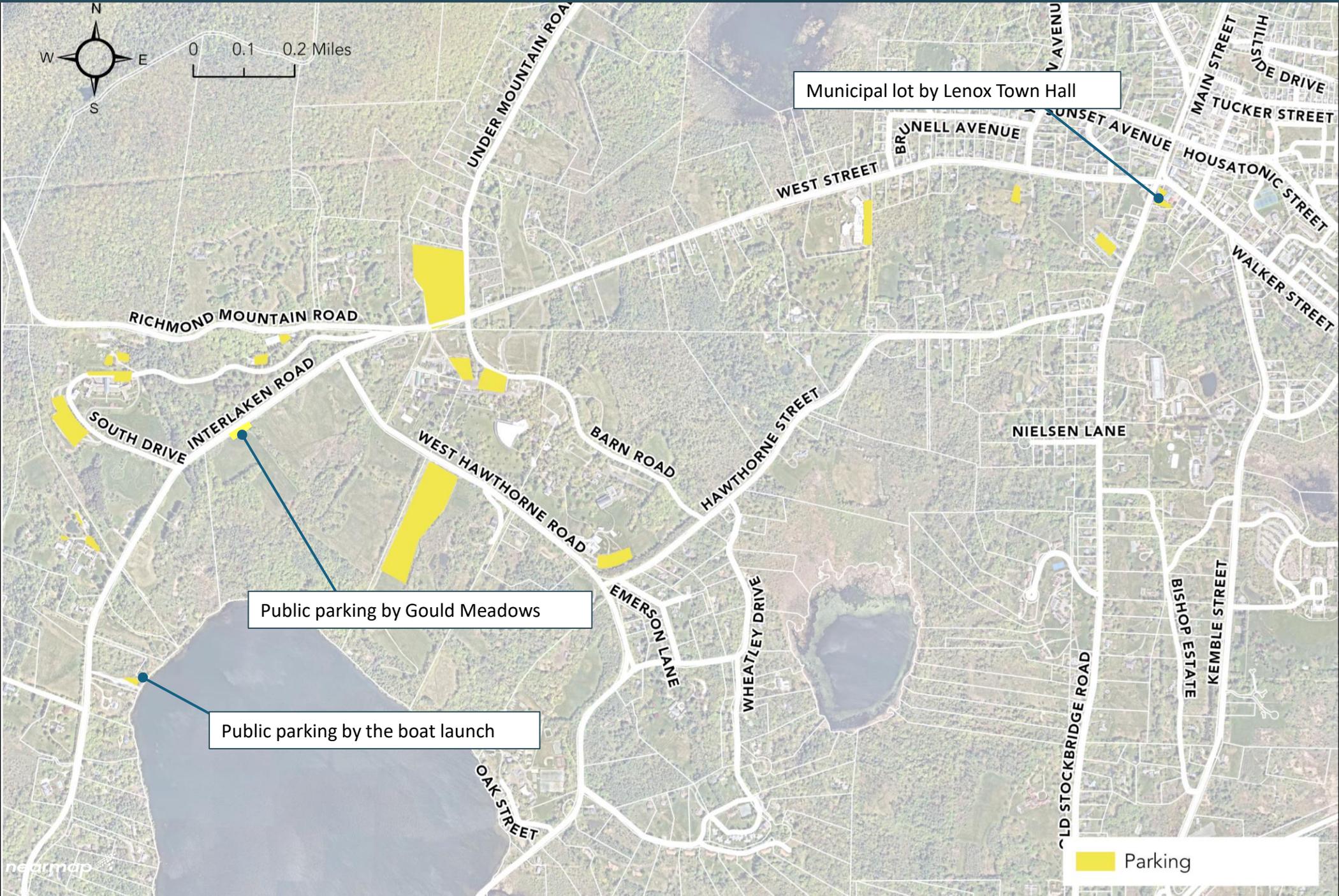


Land Ownership



Source: Tax Assessor's and Parcel Data from Lenox and Stockbridge

Off-Street Parking Areas



Previous Reports/Plans

Lenox Comprehensive Plan, 2021

The plan outlines the Town's long-term vision. The plan discusses goals and actions for improving the transportation system in town. Walkability and improving connections between cultural venues and public parks is mentioned in the plan. The plan indicates a goal to "continue to promote a transportation system that expands mobility for all and increases access to employment and leisure opportunities." Relevant actions discussed in the plan include: sidewalk extension on Old Stockbridge Road to Elm Court entrance, speed feedback signs, wayfinding system around town, connect cultural institutions with shared use paths, traffic calming in Lenox Village downtown area, provide pedestrian lighting, provide sidewalks and bike lanes throughout town, and develop general design guidelines.

Stockbridge Visioning Report, 2016

The Stockbridge Visioning Report creates a vision for Stockbridge in 2036. The report states " In 2036, people can move safely and efficiently throughout town by using various modes of transportation, both motorized and non-motorized. Stockbridge residents and visitors are less automobile-reliant than in decades past with expanded pedestrian networks, bicycle infrastructure, expanded regional bus services and regional ride-sharing services"

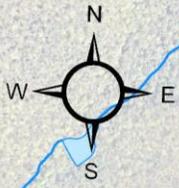
Lenox Complete Streets Prioritization Plan, 2017

The plan recommends improvements for people walking, biking and rolling in Lenox. Relevant projects include: a roundabout or intersection realignment at Old Stockbridge Road and West Street, installation of a town-wide wayfinding system, and a sidewalk extension on Old Stockbridge Road from Hawthorne Street to Elm Court.

Stockbridge Complete Streets Prioritization Plan

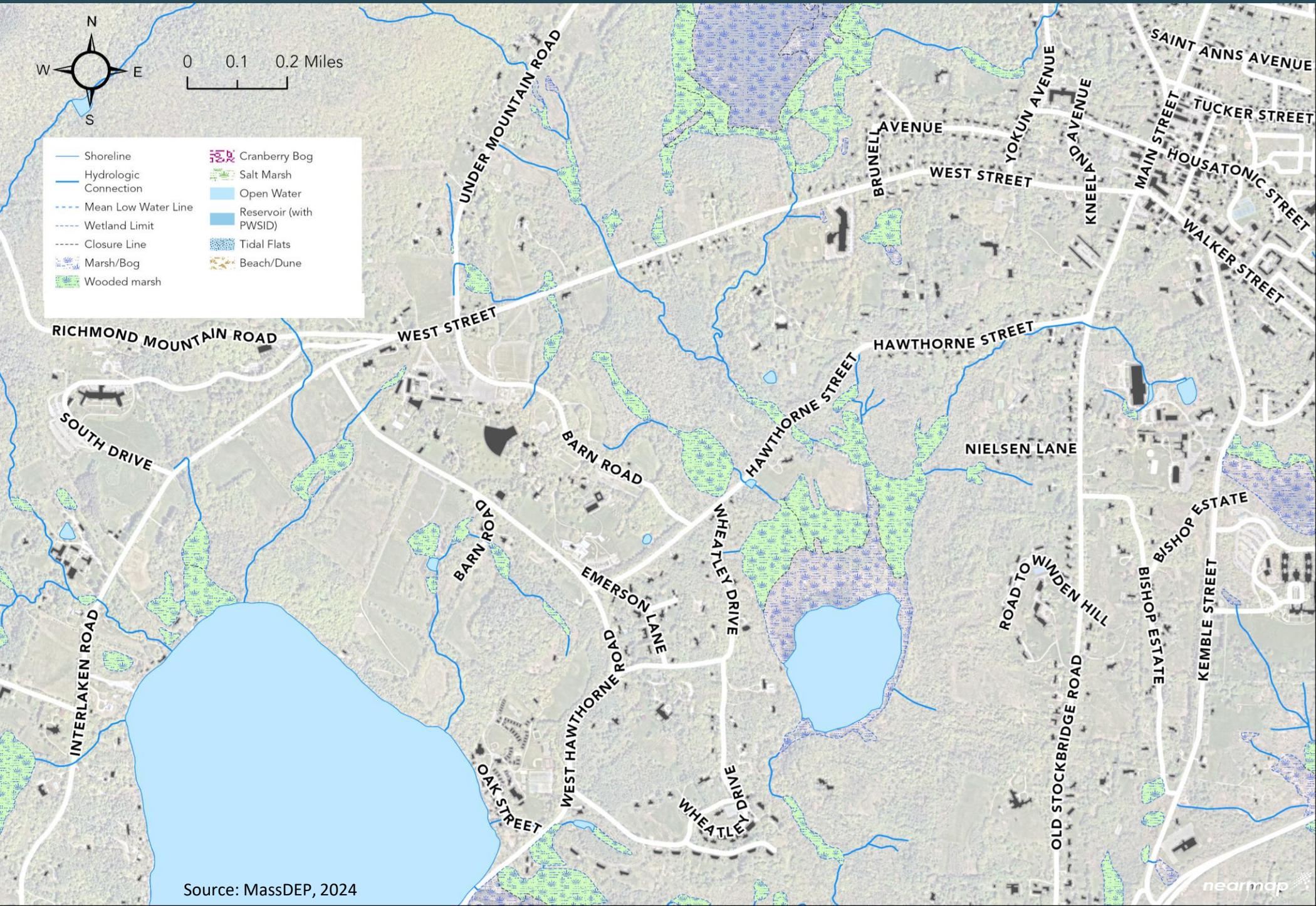
The plan recommends improvements for people walking, biking and rolling in Lenox. Relevant projects include: Hawthorne Road shoulder widening from the Stockbridge Bowl to Wheatleigh Drive, and road widening to accommodate a bike/walk lane on Interlaken Road just south of the town boat ramp on the uphill side of the roadway.

Wetlands



0 0.1 0.2 Miles

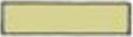
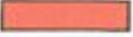
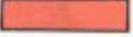
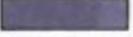
- Shoreline
- Hydrologic Connection
- Mean Low Water Line
- Wetland Limit
- Closure Line
- Marsh/Bog
- Wooded marsh
- Cranberry Bog
- Salt Marsh
- Open Water
- Reservoir (with PWSID)
- Tidal Flats
- Beach/Dune

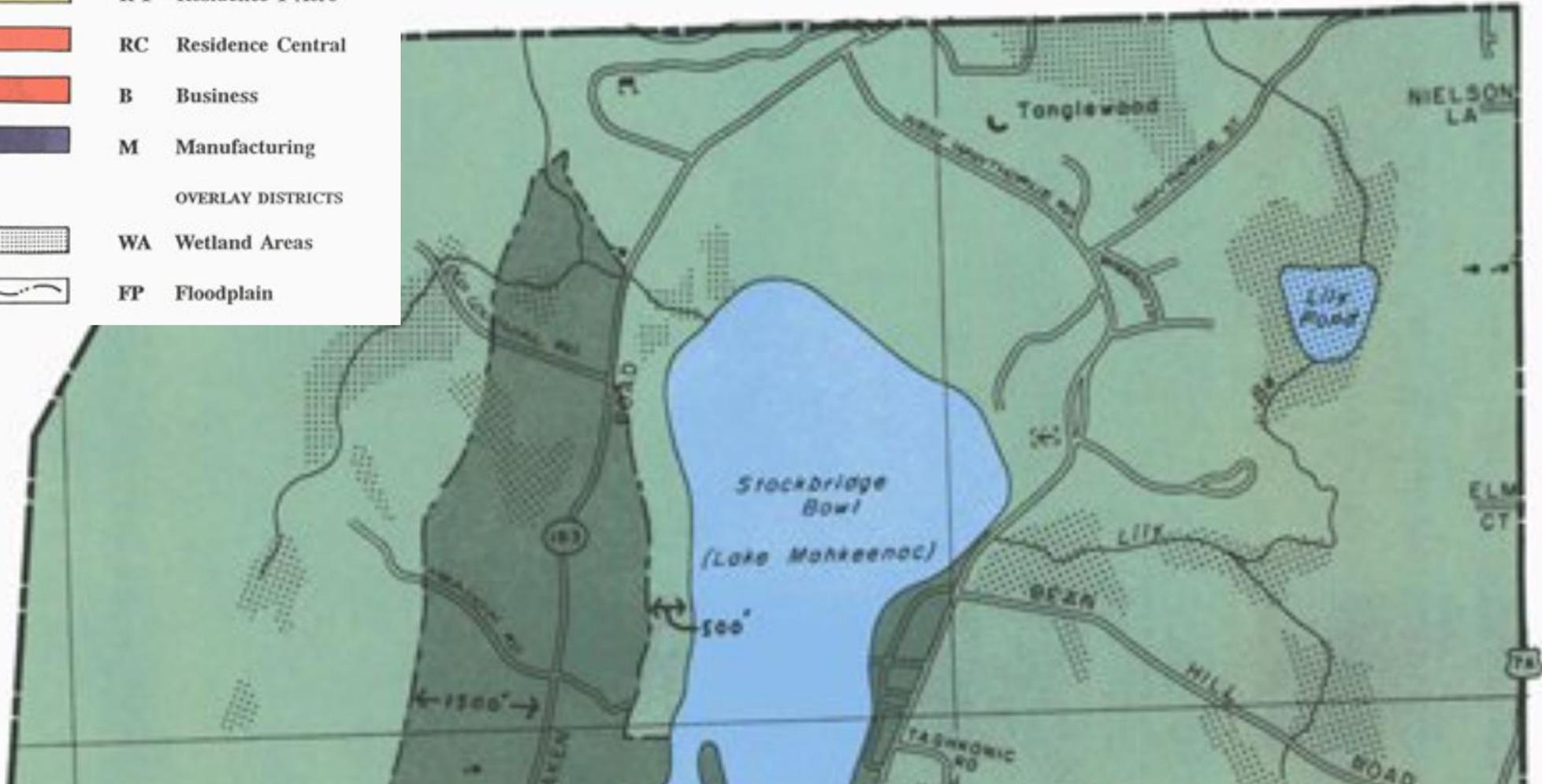


Source: MassDEP, 2024

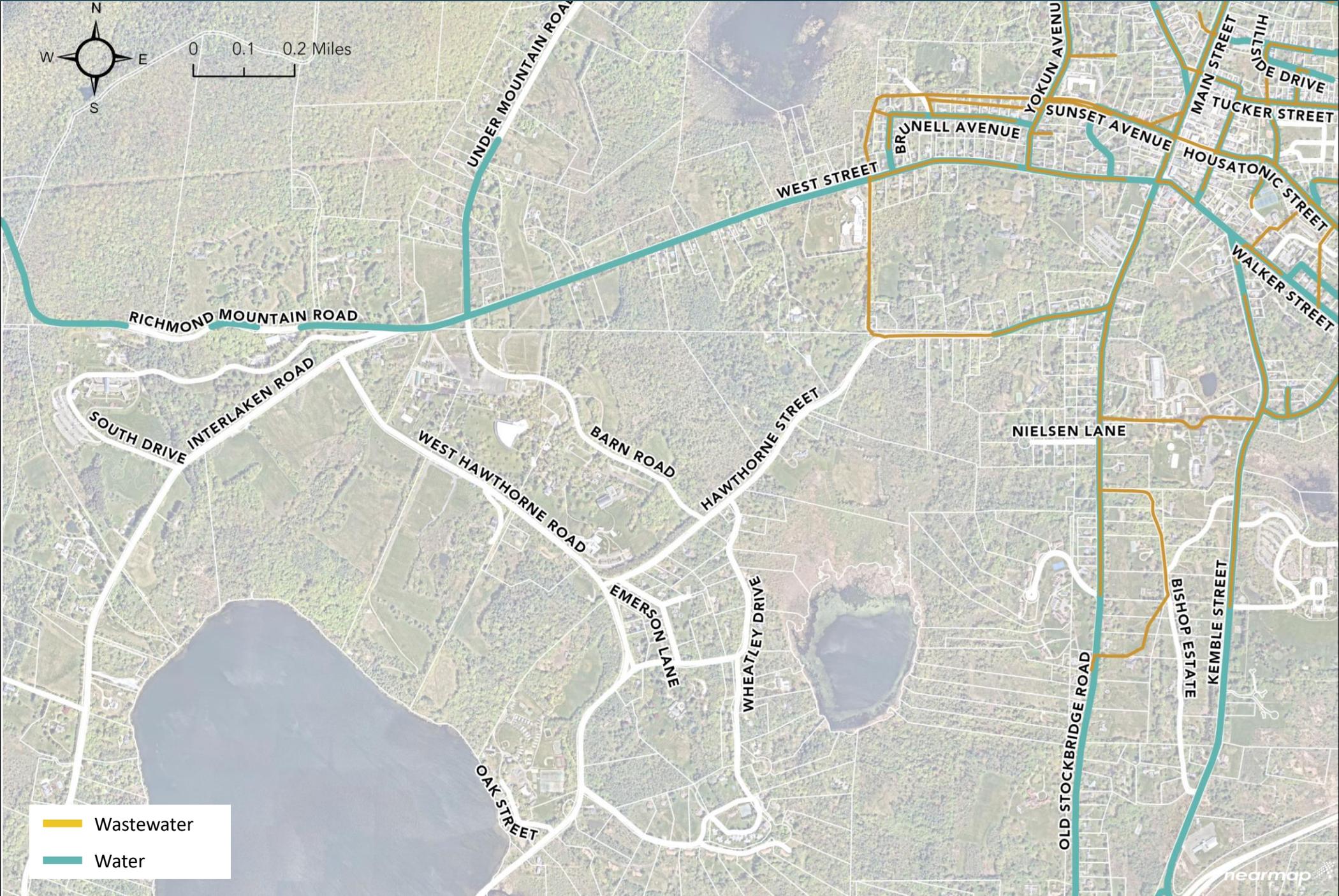
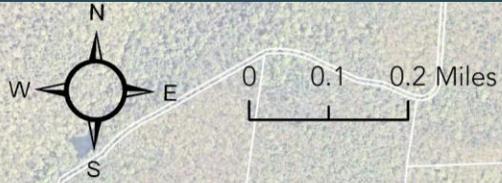
nearmap

Zoning (Stockbridge)

	R-4	Residence 4 Acre
	R-2	Residence 2 Acre
	R-1	Residence 1 Acre
	RC	Residence Central
	B	Business
	M	Manufacturing
OVERLAY DISTRICTS		
	WA	Wetland Areas
	FP	Floodplain



Utilities



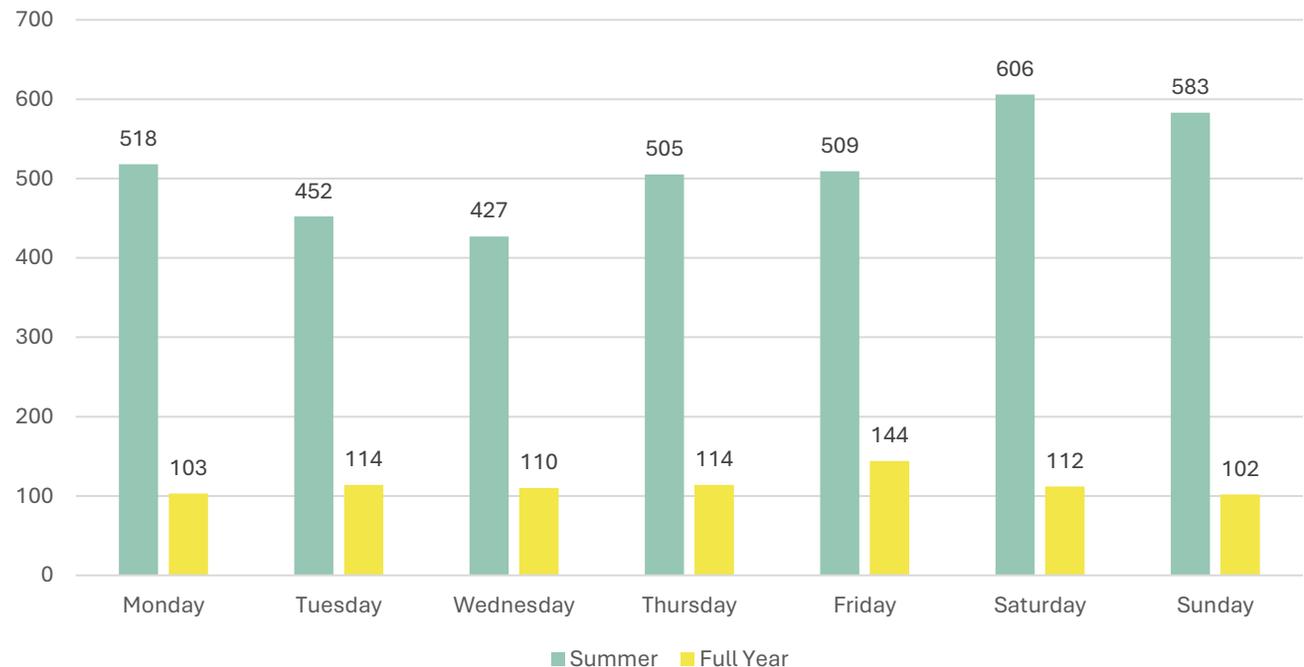
- Wastewater
- Water

Volumes and Speeds

A permanent traffic counter is located within the project area on Interlaken Road by Hawthorne Road, just to the west of the Tanglewood driveway. This counter emphasizes the highly seasonal variation in vehicle volumes within the project area, due to the nature of the area as a summer cultural destination. As shown in the table below, Saturdays and Sundays have the highest peak hours in the summer while Friday has the highest year round. It also shows that peak hours in the summer experience up to 6 times as much traffic as the yearly average peak hour.

Summer peak hours experience up to 6 times as much traffic as the yearly average peak hour.

Top Summer Peak Hours vs. Year Round Peak Hours
Traffic Volume Comparison By Day of the Week



Data is from 2023. It shows average peak period traffic for the whole year vs. the top 5 busiest peak periods in the summer time.

Key Assets



Public & institutional land and resources



Beautiful natural areas

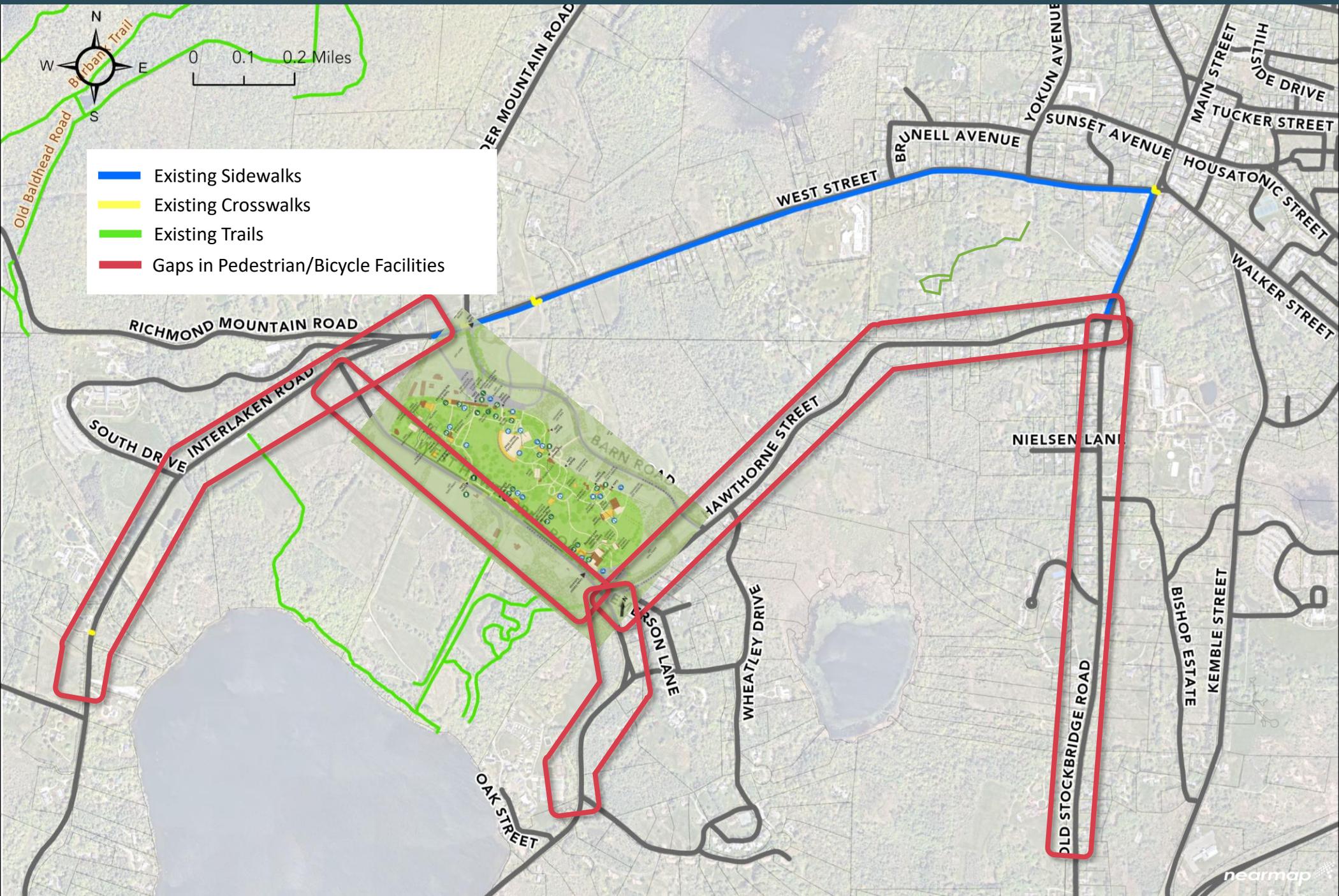


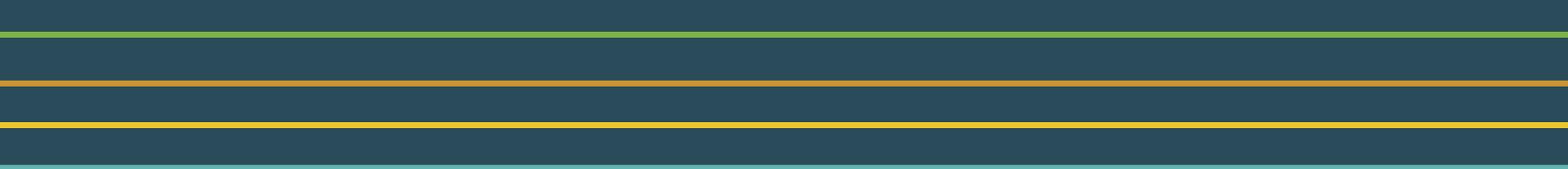
Existing sidewalks and trails



Lenox town center destinations

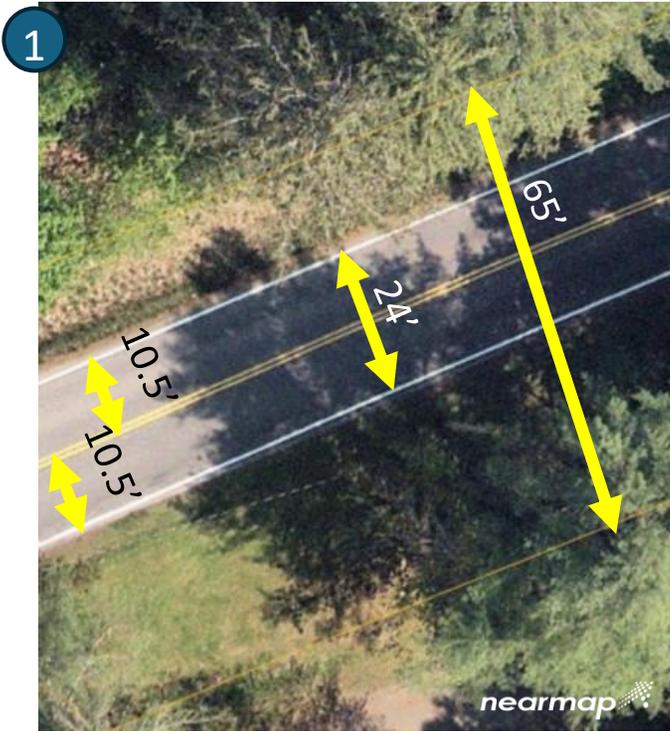
Key Pedestrian and Bicycle Network Gaps





Existing Roadway Widths

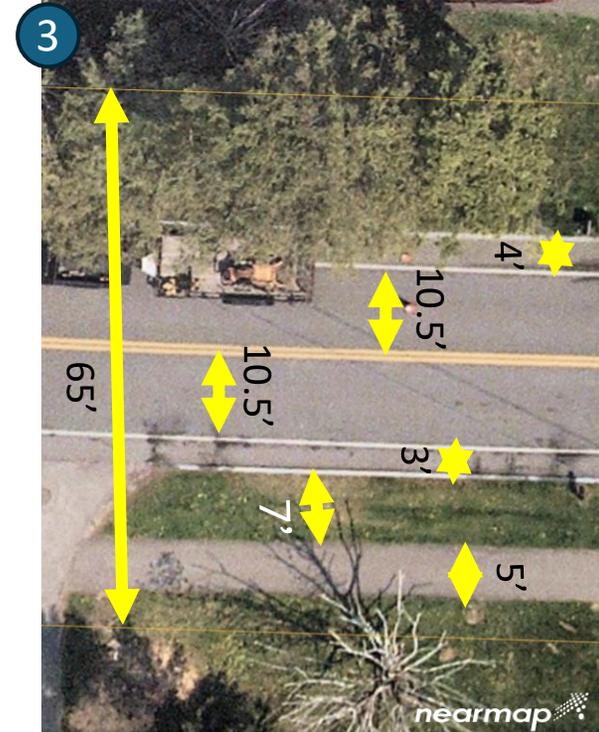
West Street



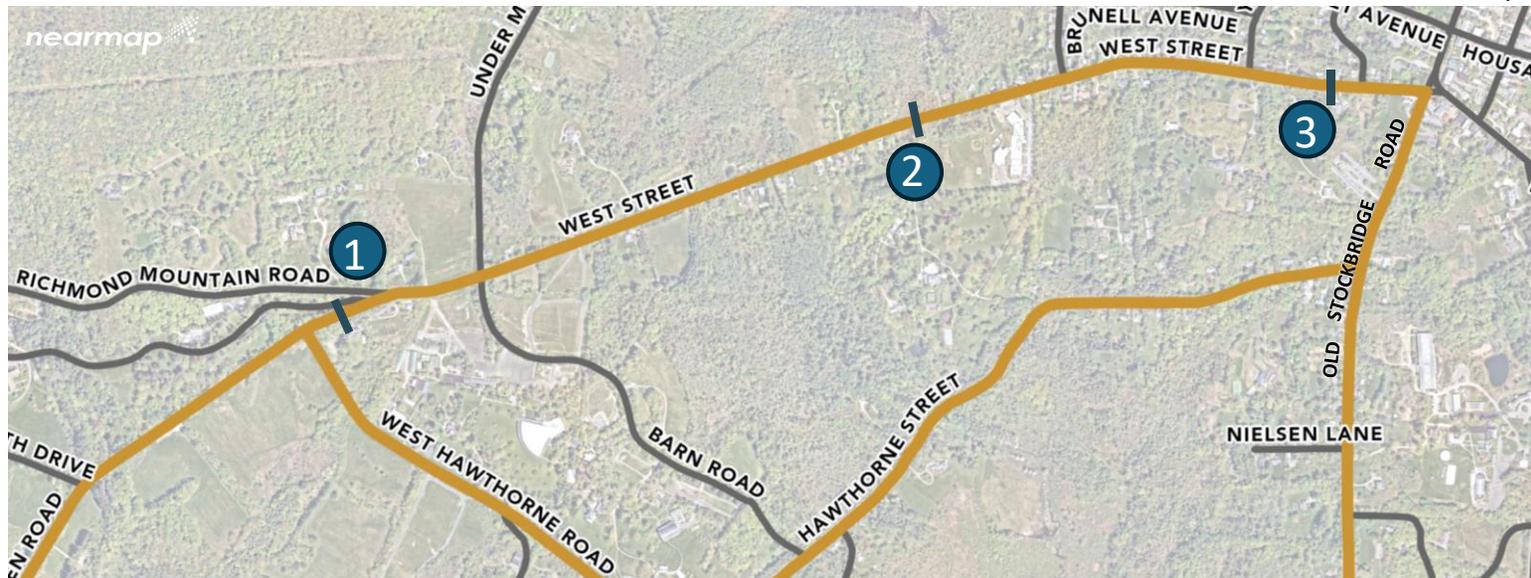
Source: Nearmap



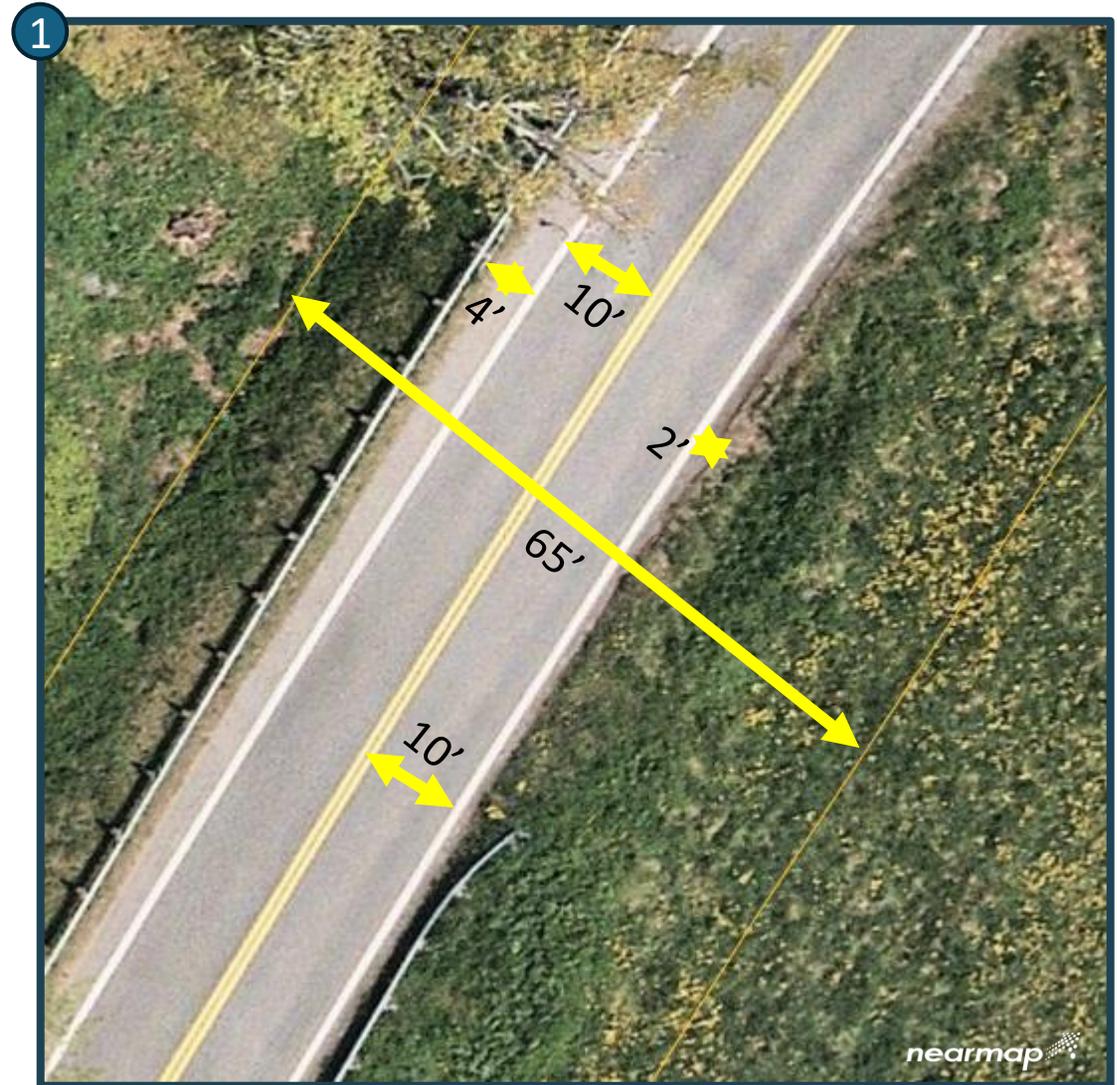
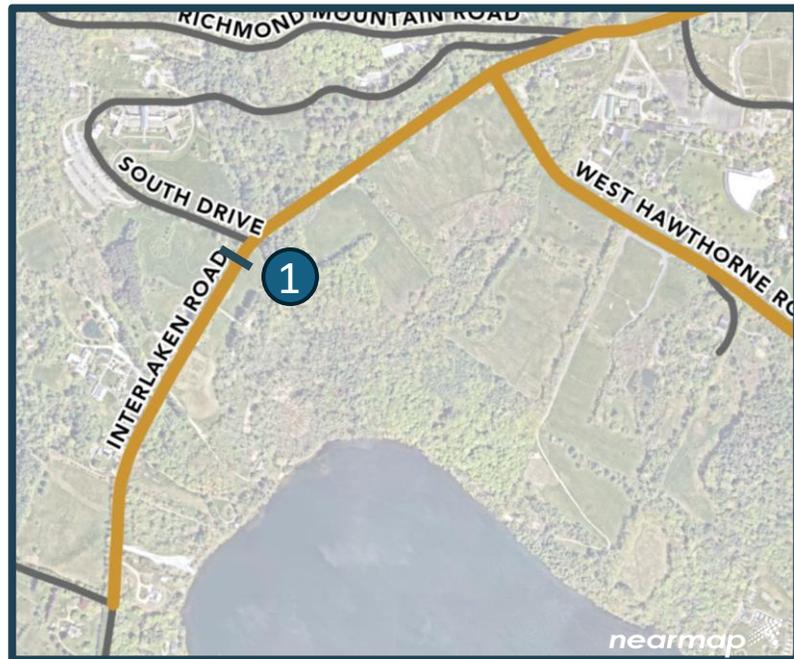
Source: In field/Nearmap



Source: In field/Nearmap

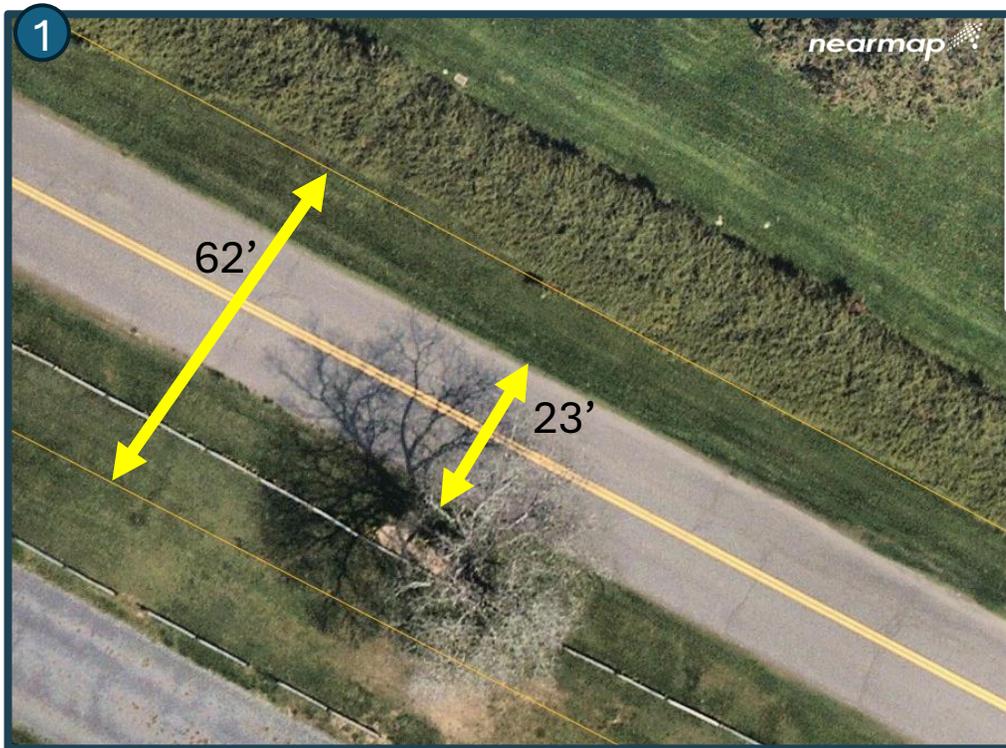
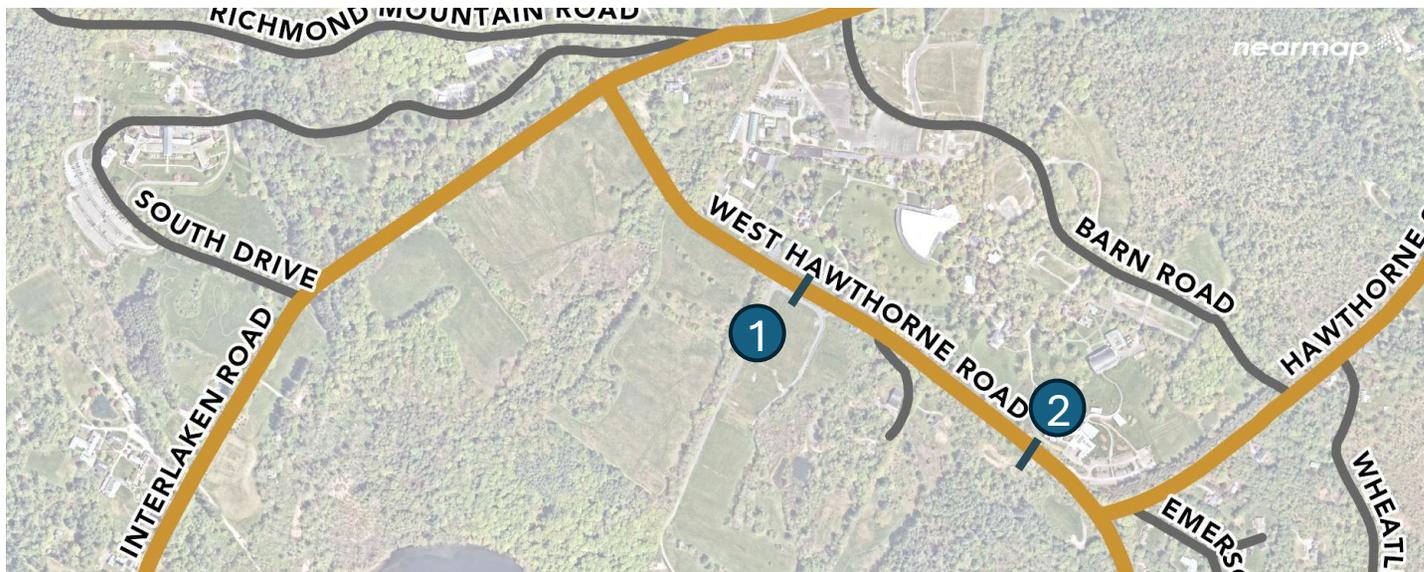


Interlaken Road

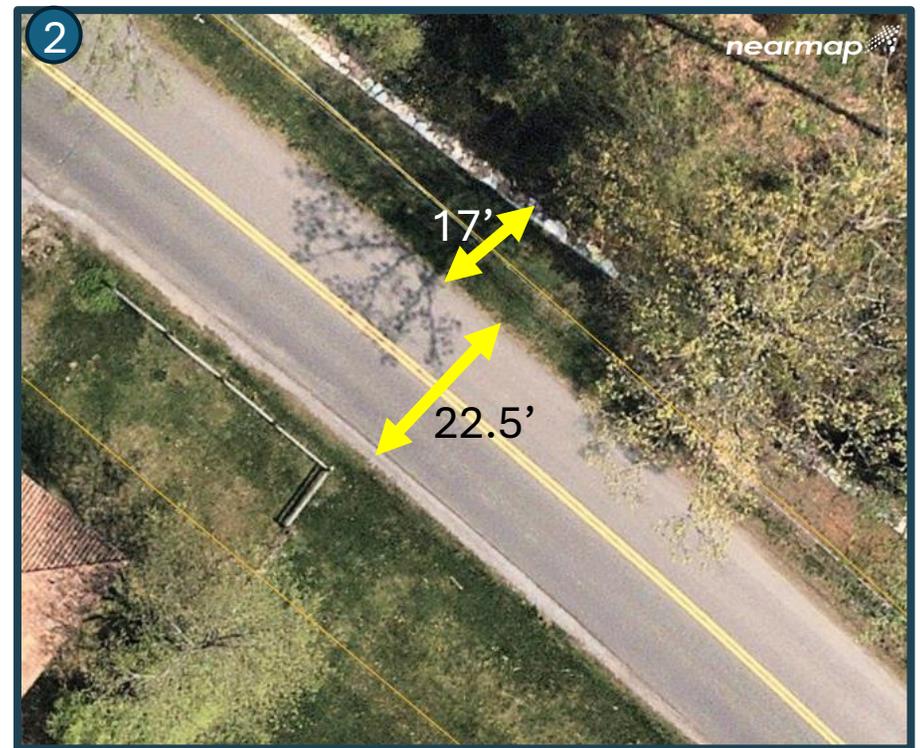


Measured on Nearmap

Hawthorne Road



Measured on Nearmap



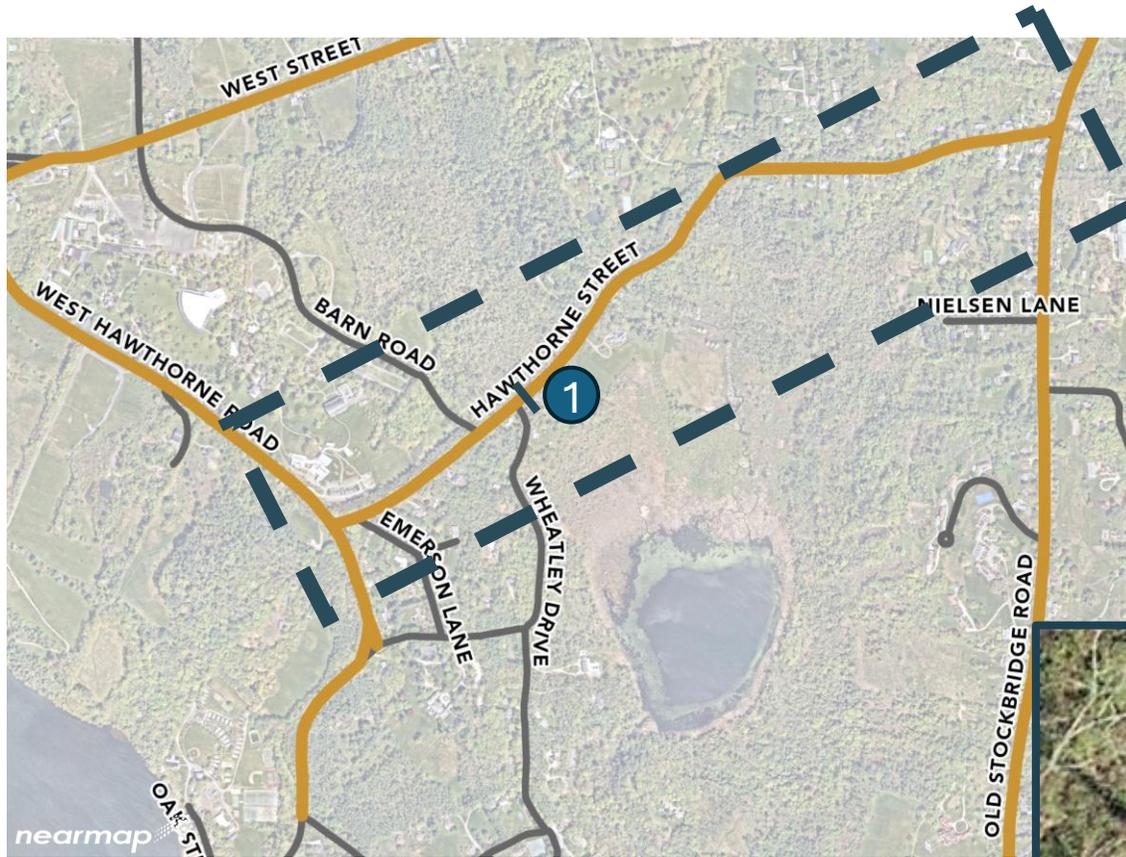
Measured in the field

Hawthorne Road



Lane width measured in field. ROW is Nearmap

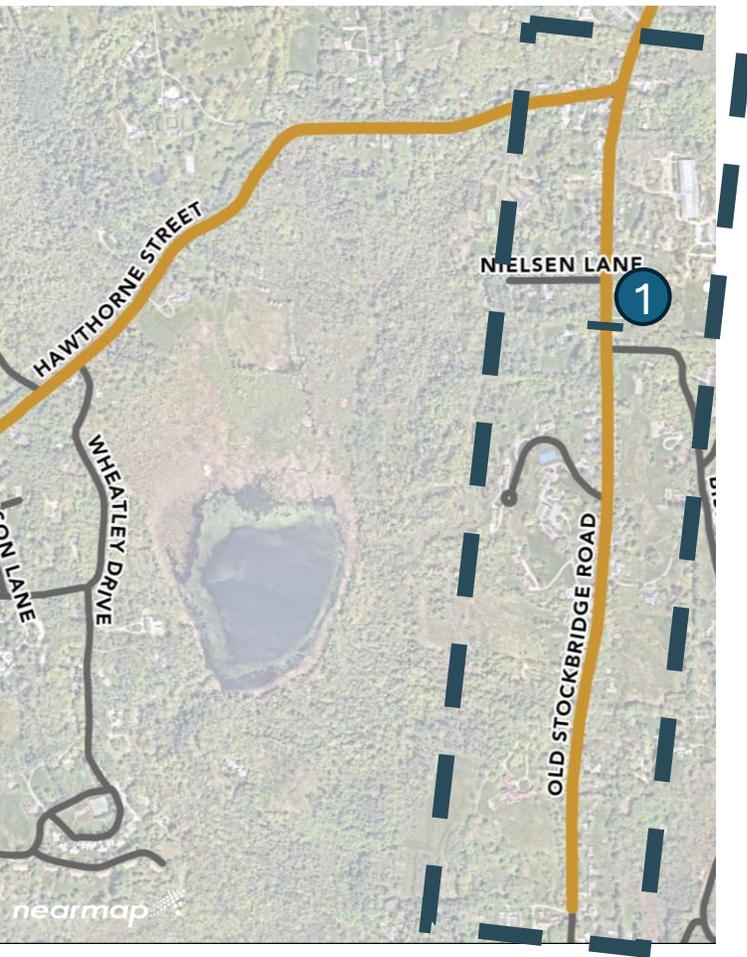
Hawthorne Street



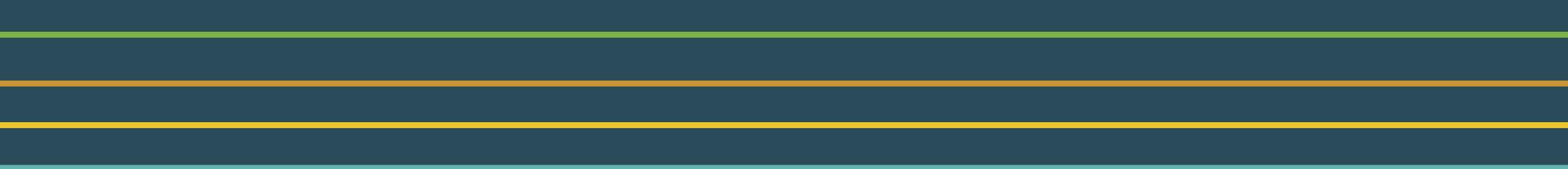
Roadway width measured in field – confirmed on Nearmap. ROW width from Nearmap



Old Stockbridge Road

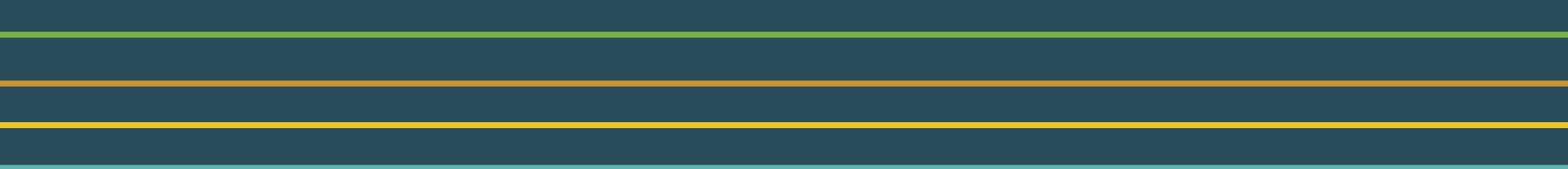


Roadway Width and ROW width from Nearmap



Barriers, Constraints and Opportunities

Street	Existing Barriers	Constraints	Opportunities
West Street	No sidewalk west of Tanglewood Main Gate, no bike facilities	Minor constraints include some grade change, trees and a pole	Continue sidewalk to Interlaken road Shoulder on roadway could be repurposed to bicycle or pedestrian facilities. Sufficient ROW
Interlaken Road	No pedestrian or bike facilities – though Kripalu has existing trail (not ADA accessible)	Moderate constraints include wet areas, trees, private property, culverts. Challenging to put bike/ped amenities directly next to roadway	Work with private land owners to provide path through grassy areas. Provide trail through Gould Meadows (public)
Hawthorne Road	No pedestrian or bicycle facilities (except crosswalks from Tanglewood parking to Lion’s gate)	Minor constraints include some required grading, trees, and a drop off on the south side near White Pines condos. Scenic Roadway. Moderate constraints include poles on the side of the road, steep grade where a retaining wall would be required and a culvert east of Lions Gate entrance. Scenic Roadway	Space on roadside for path. Sufficient ROW. Gould Meadows is public and could accommodate a path. ROW is wide. Grassy areas on side of road. Collaboration with Tanglewood
Hawthorne Street	No pedestrian or bicycle facilities	Major constraints include several culverts, long drop offs on edge of road, grade changes, wet areas, roadway length, trees	Wind a path through the wooded area on the west side. BNRC owns land. Institutional land owners
Old Stockbridge Road	No sidewalk south of Hawthorne Street, no bicycle facilities	Minor constraints include mailboxes, poles and trees. Hilly segments. Scenic Roadway	Wide grass area by Elm Court. Sufficient ROW



Pedestrian and Bicycle Toolbox

Crossing Treatments



Raised Crosswalk, *Lenox, MA*



Curb Extension, *Weston, MA*



**Rectangular Rapid Flashing Beacon
*Stow, MA***

Sidewalks and Paths



Sidewalk, Weston, MA



Asphalt Path, Westford, MA



Stone Dust Path, Wellesley, MA

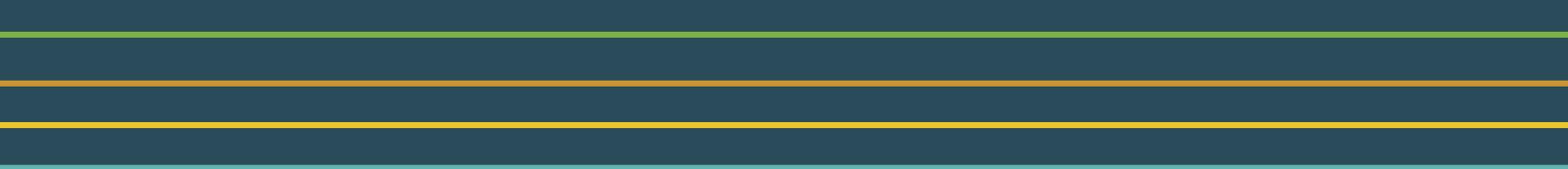
Wayfinding / Trail Branding



Bruce Freeman Trail Signage, Acton, MA

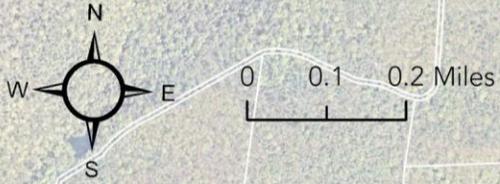


WOW! Trail branding, Laconia, NH



Recommendations

Recommendations



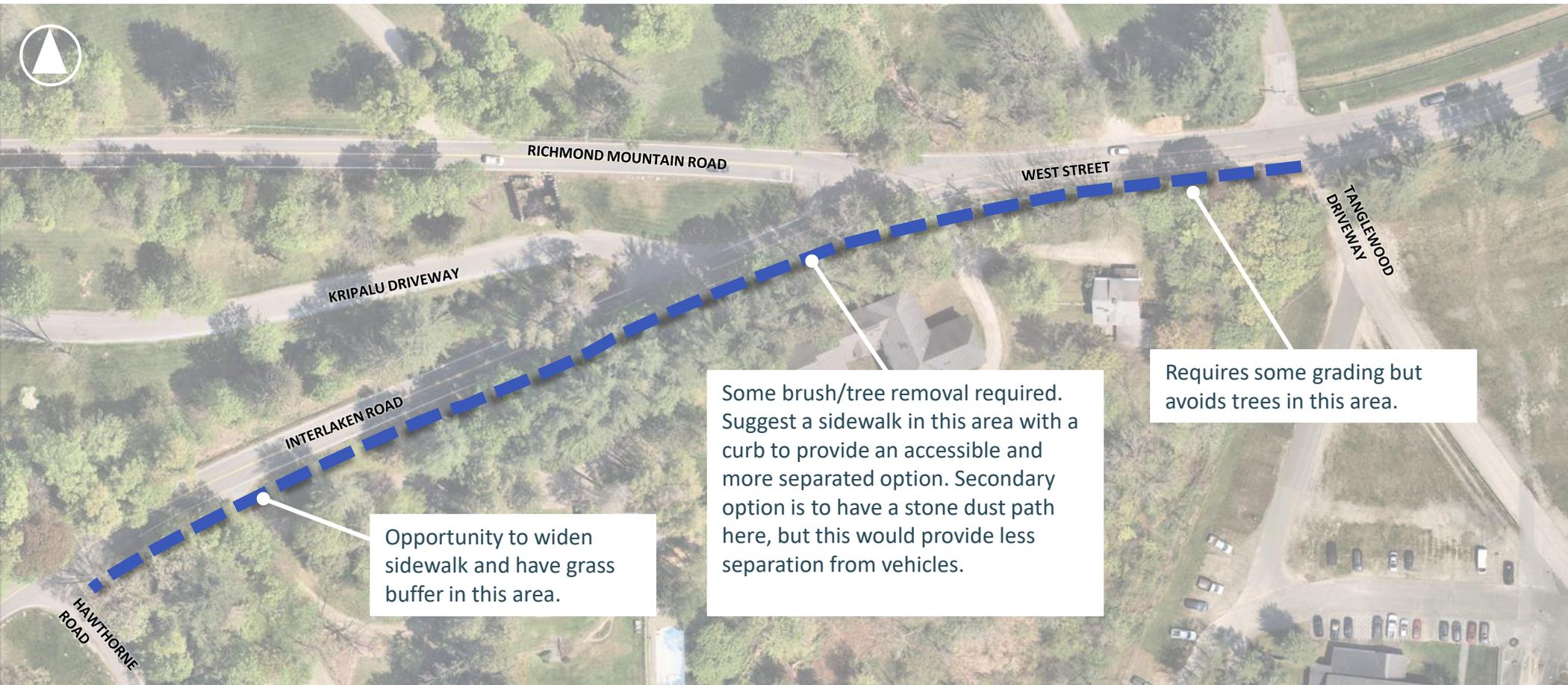
The recommendations are labeled by project and priority, starting with West Street and Interlaken Road (Route 183), then Hawthorne Road, Hawthorne Street and Old Stockbridge Road. The recommendations create a walking loop and introduce off-road facilities for biking.



1a

West Street/Interlaken Road Sidewalk Extension

Construct a new asphalt or stone dust sidewalk or side path (5'-8' feet wide) with either granite curb or a grass buffer for ~ 1,000 ft on the south side of the roadway.

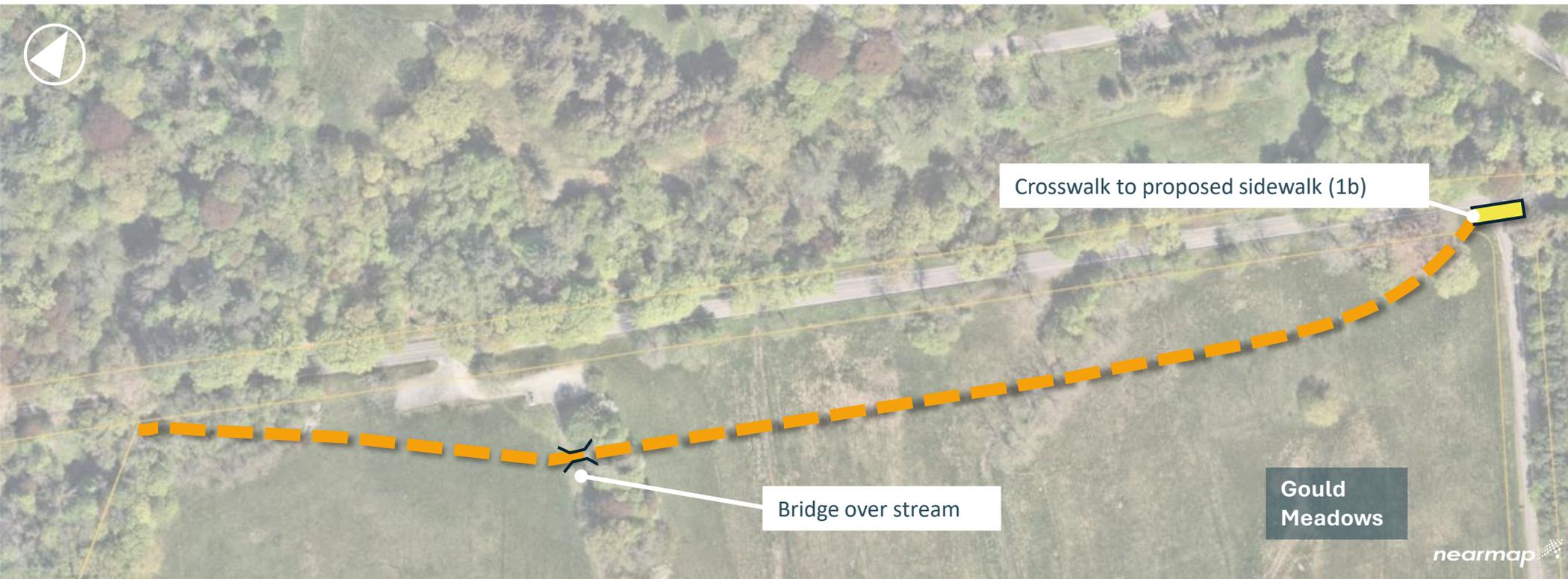


1b

Gould Meadows Stone Dust Path

Construct a new accessible 10' stone dust path for ~1,800 feet. Install a crosswalk across Hawthorne Road connecting the path to the proposed sidewalk on Interlaken Road to the north (1b).

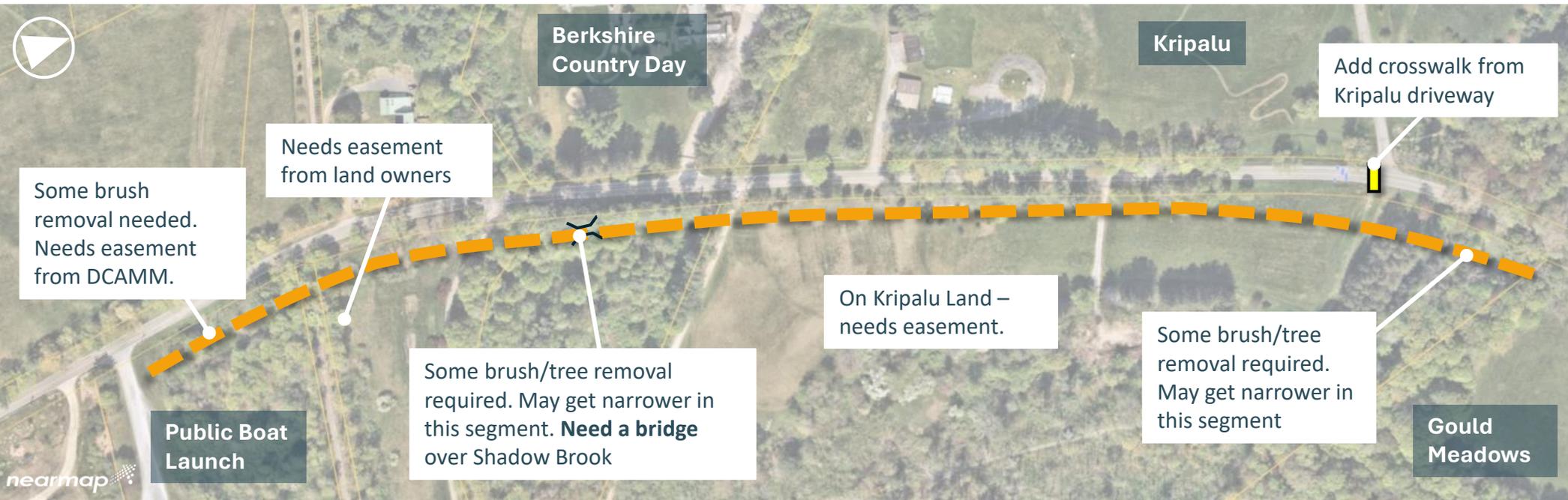
Some grading is required. Take advantage of shade trees where possible. Consider providing benches for people to sit and enjoy the park.



1c

Interlaken Road Stone Dust Path

Construct a new stone dust path (10' wide) for ~4,600 feet from Gould Meadows to the Public Boat Launch on Interlaken Road. Install a new crosswalk across Interlaken Road by the Kripalu driveway. Requires easements from abutting land owners, brush and vegetation removal, and a bridge over Shadow Brook.



1d

West Street Sidewalk Reconstruction

Reconstruct existing asphalt sidewalk with granite curb for ~1.5 miles on the south side of the road. Sidewalk sometimes also is buffered from the road by a grass strip that will be maintained. Project includes reconstruction of pedestrian ramps and driveway entrances.

In the long term, the Town should consider options for widening the existing sidewalk to shared use path width for an all ages and abilities bicycling option providing a connection to Lenox Center from the boat ramp.



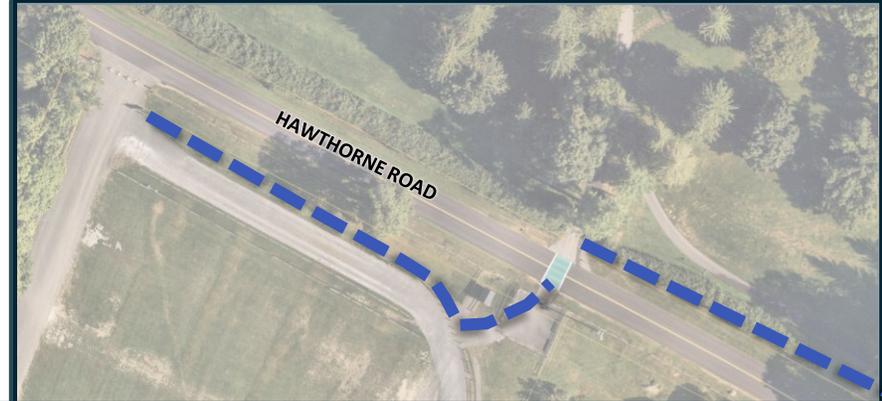
Existing sidewalk on West Street



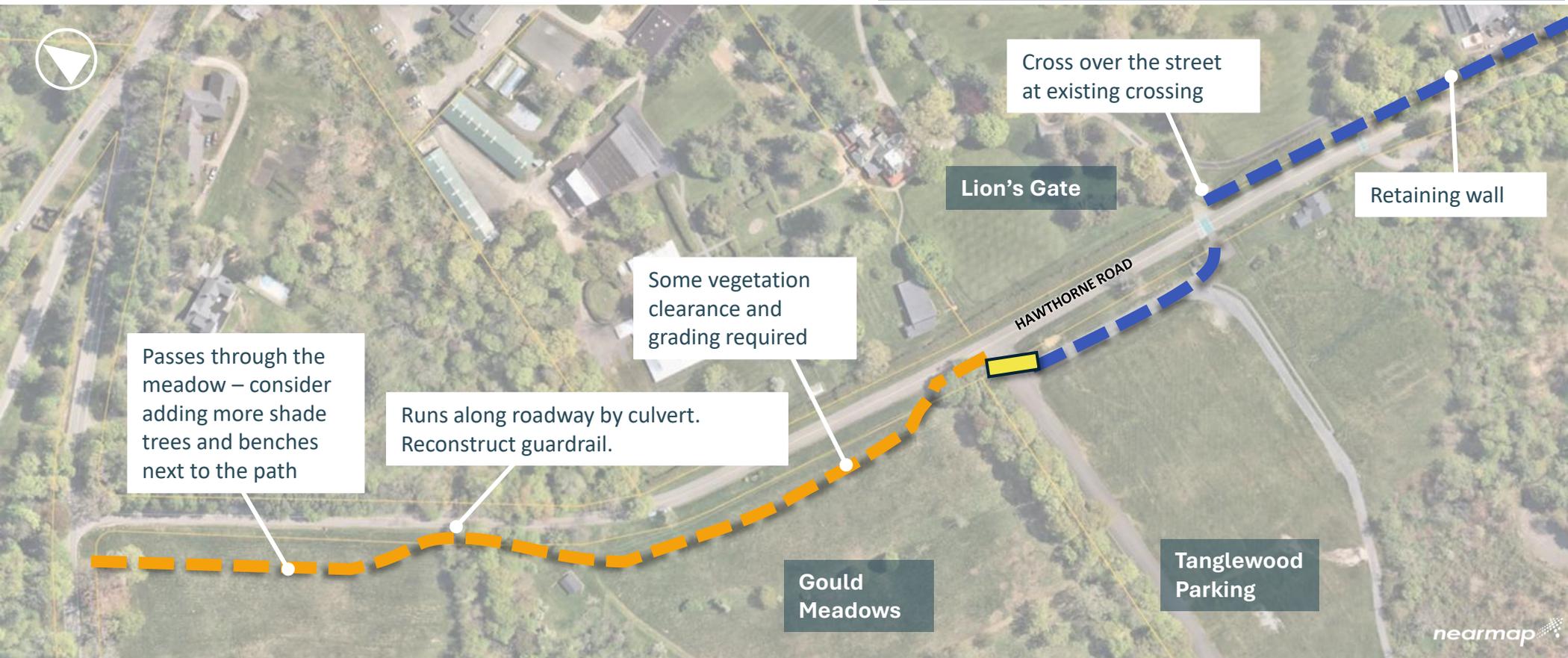
2a

Shared Use Path and Sidewalk Along Hawthorne Road – Gould Meadows and Tanglewood

Construct stone dust shared use path (8'-10' wide) within Gould Meadows following Hawthorne Road for ~1,500 feet. Construct 5-6' asphalt sidewalk with granite curb (5'-6' wide) along Hawthorne Road from Gould Meadows to Hawthorne Street for ~2,200 feet (concept continued on next page).



Provide path in the existing parking area access road. Requires coordination with Tanglewood



2a

Continued



Sidewalk along the north side of Hawthorne Road

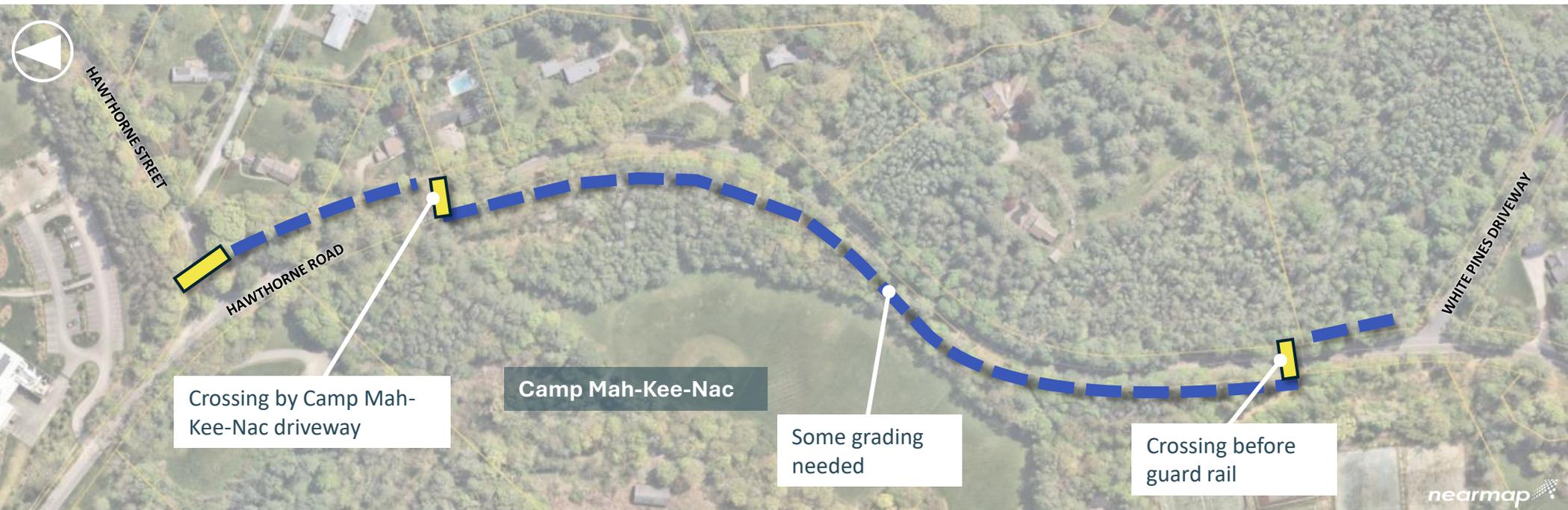
2b

Hawthorne Road Sidewalk

Construct asphalt sidewalk (6' wide) with grass buffer or asphalt berm for ~2,400 feet. Sidewalk switches sides based on where fewer constraints exist to construct the sidewalk, once by Camp Mah-Kee-Nac driveway and once before White Pines driveway.



Proposed crosswalk east of Camp Mah-Kee-Nac driveway



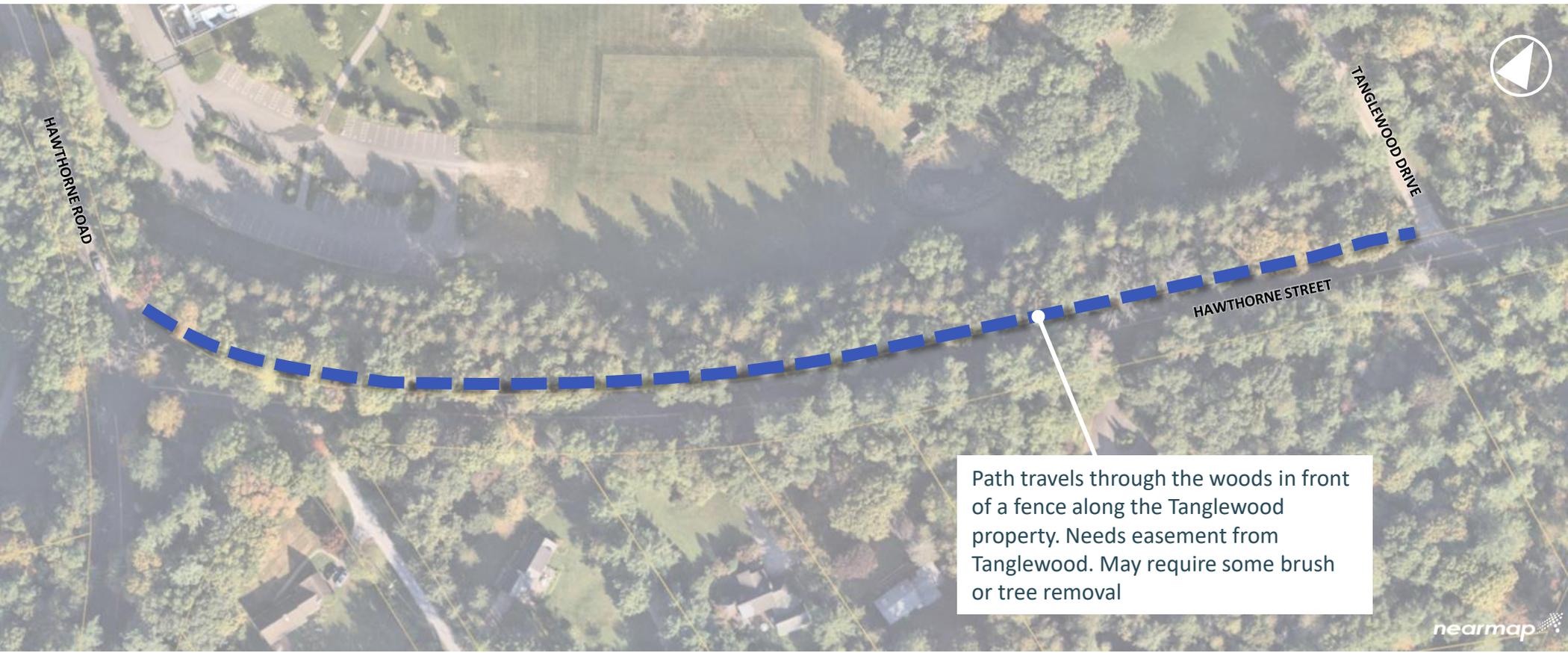
3a

Stone dust path along Hawthorne Street

Construct stone dust path (6' wide) through wooded area on the north side of Hawthorne Street between Hawthorne Road and Tanglewood Drive for ~1,200 feet.



Path travels through the woods along Hawthorne Street

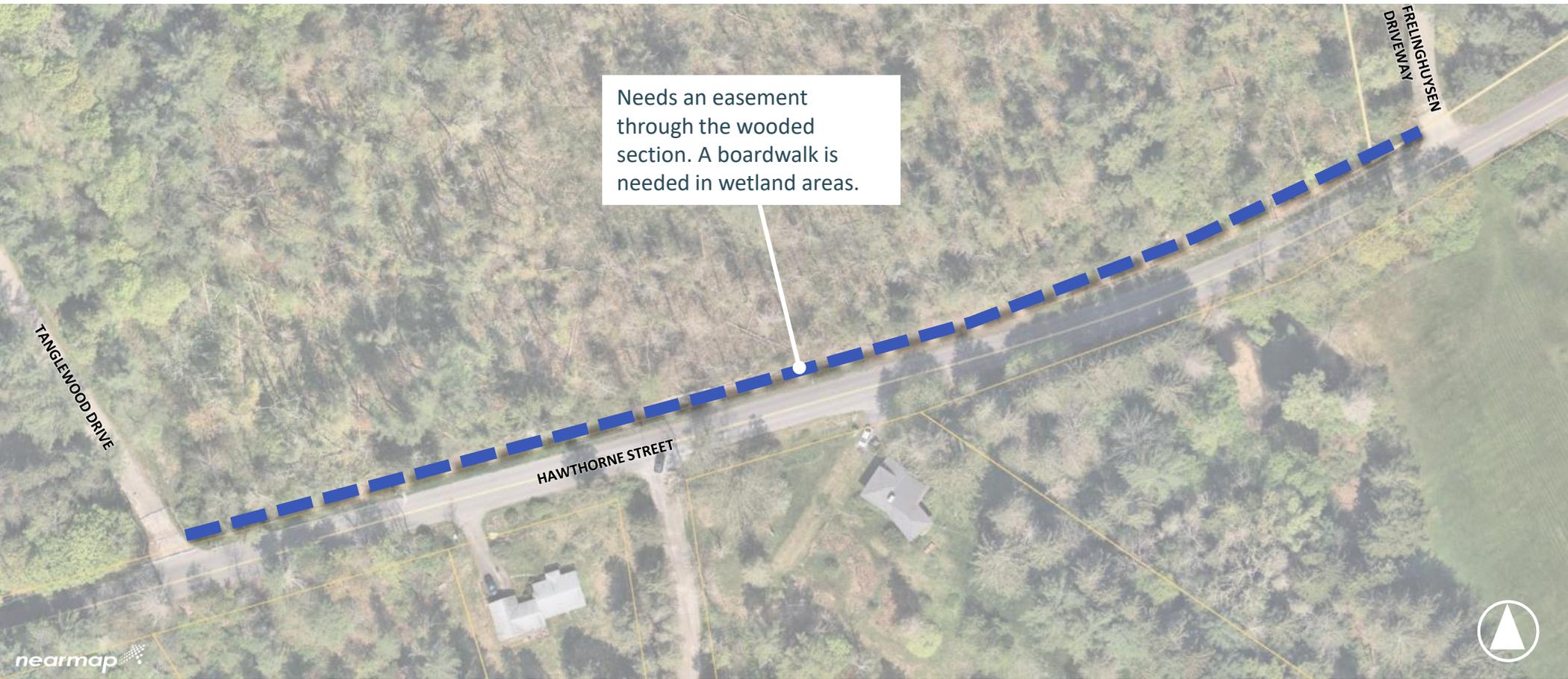


Path travels through the woods in front of a fence along the Tanglewood property. Needs easement from Tanglewood. May require some brush or tree removal

3b

Stone dust path along Hawthorne Street

Construct 6' sidewalk/stone dust path through wooded area on the north side of the roadway between Tanglewood Drive and Frelinghuysen Driveway for ~1,100 feet. This includes a board walk in wet areas.



3c

Walking Connections West of Frelinghuysen Morris House & Studio

Consider stone dust recovery area on north side of road to give walking accommodation for ~4,000 feet west of the Frelinghuysen House driveway to Old Stockbridge Road. Traffic calming options such as speed humps should also be considered to improve multimodal mixing and safety in this area.

In addition to the stone dust recovery area, the towns can consider future options to provide an additional connection between Hawthorne Street and West Street through institutional and/or private properties.



Proposed gravel recovery area on Hawthorne Street west of Frelinghuysen Morris House & Studio driveway



4a

Old Stockbridge Road Sidewalk Reconstruction

Reconstruct existing asphalt sidewalk on Old Stockbridge Road from West Street to Hawthorne Street on west side of roadway, maintaining existing trees and grass buffer. The project includes pedestrian ramp upgrades and reconstruction of driveway entrances. Segment is ~1,400 feet long.



4b

Old Stockbridge Road Sidewalk Extension

Construct asphalt sidewalk (6' wide) with grass buffer or asphalt berm for ~1.15 miles on the west side of Old Stockbridge Road from Hawthorne Street south to Elm Court. Provide new crosswalk at the Hawthorne Street intersection connecting the new sidewalk to the existing sidewalk north of Hawthorne Street.



By Elm Court, place the sidewalk along the stone wall.



Consider Public Realm Amenities



Maintain and plant **shade trees**



Consider **native plantings** instead of grass in buffer areas. They support wildlife & pollinators (birds, bees, butterfly's and insects), providing food and shelter. They also tend to require less maintenance as they are adapted to soils, climate and rainfall patterns conserving water



Consider options for **pedestrian scale lighting**



Consider options for **benches**

Consider Branding Options



Additional Suggestions Provided at the September 17, 2025 Public Meeting

- Golden Path Trail
- Cultural Trail
- Mah-Kee-Nac Trail

Potential Funding Options

[MassDOT Complete Streets Funding Program](#)

Massachusetts cities and towns are eligible for up to \$500,000 in infrastructure grant funding aimed at improving safety for all road users, and particularly people walking and biking. The program is run through Massachusetts Department of Transportation (MassDOT). Both Lenox and Stockbridge are participants in this program.

[MassTrails Grant Program](#)

MassTrails is a grant program through the Massachusetts Department of Conservation and Recreation (DCR) that funds recreational trails or shared use path projects. The program generally gives up to \$100,000 for recreational trail projects or up to \$500,000 for shared use path projects.

[LEAP Funding](#)

As of July 2025, Massachusetts Department of Transportation Office of Transportation Planning (MassDOT OTP) is providing funding for early design assistance aimed at rural or economically disadvantaged communities.

[Chapter 90](#)

The towns also have their MassDOT provided formula funds through Chapter 90 that can be used to fund these projects.

[Private Grant Programs](#)

Private grants through organizations like the Barr Foundation could be explored as an option for funding improvements.

[Contributions from Private Institutions](#)

Draft Implementation Plan

Cost estimates are preliminary and not based on engineering survey or design. They do not include cost of any easements, property acquisition or design.

Rank	Roadway	Segment	Recommendations	Length	Prelimin Cost
1a	Interlaken Road/ West Street	West Street to Hawthorne Road	Construct a 5' – 8' wide asphalt or stone dust sidewalk with either granite curb or a grass buffer on the south side of the roadway.	~1,000 feet	\$295,800
1b	Interlaken Road/ Gould Meadows	Hawthorne Road through Gould Meadows	Construct a new accessible stone dust path (10' wide) through Gould Meadows parallel to Interlaken Road. Install a crosswalk across Hawthorne Road connecting to proposed Interlaken Road sidewalk (1b).	~1,800 feet	\$285,300
1c	Interlaken Road	End of Gould Meadows to Public Boat Launch	Construct a new stone dust path (10' wide) from Gould Meadows to the Public Boat Launch on Interlaken Road. Install a new crosswalk across Interlaken Road by the Kripalu driveway.	~4,600 feet	\$373,100
1d	West Street	Old Stockbridge Road to Tanglewood West Lot Driveway	Reconstruct existing asphalt sidewalk with granite curb. Grass buffers will be maintained. Project includes reconstruction of pedestrian ramps and driveway entrances.	~1.5 miles	\$1,414,900
2a	Hawthorne Road/ Gould Meadows	Interlaken Road to Hawthorne Street	Construct stone dust shared use path (8'-10' wide) within Gould Meadows following Hawthorne Road for ~1,500 feet. Construct 5-6' asphalt sidewalk with granite curb (5'-6' wide) along Hawthorne Road from Gould Meadows to Hawthorne Street for ~2,200 feet.	~3,700 feet	\$966,700
2b	Hawthorne Road	Hawthorne Street to White Pines Driveway	Construct asphalt sidewalk (6' wide) with grass buffer or asphalt berm.	~2,400 feet	\$459,700
3a	Hawthorne Street	Hawthorne Road to Tanglewood Drive	Construct stone dust path (6' wide) through wooded area on the north side of Hawthorne Street.	~1,200 feet	\$145,200
3b	Hawthorne Street	Tanglewood Drive to Frelinghuysen Driveway	Construct 6' sidewalk/stone dust path through forested area on the north side of the roadway. This includes a board walk in wet areas.	~1,100 feet	\$525,100
3c	Hawthorne Street	Frelinghuysen House driveway to Old Stockbridge Road	Consider stone dust recovery area on north side of road to give some space for walking. Traffic calming options can also be explored on the roadway to reduce vehicle speeds and allow for safer multimodal mixing.	~4,000 feet	\$306,400
4a	Old Stockbridge Road	West Street to Hawthorne Street	Reconstruct existing asphalt sidewalk, maintaining existing trees and grass buffer. The project includes pedestrian ramp upgrades and reconstruction of driveway entrances.	~1,400 feet	\$247,200
4b	Old Stockbridge Road	Hawthorne Street south to Elm Court	Construct asphalt sidewalk (6' wide) with grass buffer or asphalt berm on the west side. Provide new crosswalks at the Hawthorne Street intersection connecting the new sidewalk to the existing sidewalk north of Hawthorne Street.	~1.15 miles	\$1,071,900
Total				~6.7 miles	\$6,091,300