Berkshire MPO FFY 2027-2031 TIP Project Evaluation

Results of MPO Staff Evaluation of Highway Projects, February 12th, 2026, sorted by Total Project Score

Project ID	Project	Town/City	Road Condition	Mobility	Reg. Connectivity	Goods Movement	Safety	Environment	GHG Emissions	Livability	Total Project Score	Project Cost	Project Design Status (MassDOT)	CMAQ Eligible	HSIP Eligible	Most Recent PASER Rating	Programmed in FFY 2026-2030 TIP	MassDOT TIP Readiness Day Comments
			Project will construct new road, or will strengthen pavement structure (not surface only) of existing road or will improve sub-standard or poorly functioning drainage.	Project will reduce vehicle delay at intersections (LOS C or worse) and/or improve through lane(s) capacity along a corridor.	Improves Principal Arterial, or minor arterial/collector with no alternate route.	Project will make geometric improvements at intersections or along a corridor to facilitate truck movement (3 axle ADT greater than 50).	Improves safety at location where accident rate exceeds the State average.	Project has positive (not neutral) effect on water quality, wildlife, or other natural features.	Project has positive (not neutral) effect on GHG emissions reduction/ air quality.	Meets at least two of these standards: Supports economic development, increase use of alternate modes, or benefits defined minority populations.								
608737	DALTON DIVISION ROAD	DALTON	1	0	1	1	1	0	1	1	**6**	$17,170,589	<25%	√		6	2028 & 2029	2028 & 2029
609292	EAST STREET (LYMAN ST TO ELM ST)	PITTSFIELD	1	0	1	1	1	0	1	1	**6**	$9,652,005	<25%	√	√	4	2027 & 2028	2028
609465	ROUTE 7 & ROUTE 23	GREAT BARRINGTON	1	0	1	1	1	0	1	1	**6**	$12,700,000	<25%	√		5	2029 & 2030	2029
613657	ROUTE 8 (HOWLAND AVENUE)	ADAMS	1	0	1	0	1	0	1	1	**5**	$17,919,975	<25%			8		2031
609215	SOUTH MAIN STREET (ROUTE 7)	GREAT BARRINGTON	1	0	1	0	0	0	1	1	**4**	$7,124,000	<25%			6		
612784	MOUNT WASHINGTON ROAD (PHASE II)	EGREMONT	1	0	1	1	0	1	0	0	**4**	$9,807,885	<25%			7		
616280	STATE ST & MAIN ST INTERSECTION IMPROVEMENTS	NORTH ADAMS	0	1	1	0	0	0	1	1	**4**	$11,885,800	<25%	√	√			
613877	PARK STREET (ROUTE 183)	GREAT BARRINGTON	1	0	0	0	0	0	1	1	**3**	$28,038,775	<25%			7		
616299	ROUTE 7 RESURFACING	SHEFFIELD	0	0	1	0	1	0	0	0	**2**	$6,000,000	<25%					2027

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			Project will construct new road, or will strengthen pavement structure (not surface only) of existing road or will improve sub-standard or poorly functioning drainage.	Project will reduce vehicle delay at intersections (LOS C or worse) and/or improve through lane(s) capacity along a corridor.	Improves Principal Arterial, or minor arterial/collector with no alternate route.	Project will make geometric improvements at intersections or along a corridor to facilitate truck movement (3 axle ADT greater than 50).	Improves safety at location where accident rate exceeds the State average.	Project has positive (not neutral) effect on water quality, wildlife, or other natural features.	Project has positive (not neutral) effect on GHG emissions reduction/ air quality.	Meets at least two of these standards: Supports economic development, increase use of alternate modes, or benefits defined minority populations.						
607570	BIKEWAY CONSTRUCTION FROM STOCKBRIDGE T.L. TO WEST PARK ST	LEE	1	0	1	0	0	0	1	1	**4**	$6,177,361	25%	√	2030	2030
606890	ASHUWILLTICOOK RAIL TRAIL EXTENSION: LIME ST TO ROUTE 8A (HODGES CROSS RD)	ADAMS	1	0	1	0	0	0	1	1	**4**	$19,840,442	<25%	√	2030	2029
609324	NORTH ADAMS ADVENTURE TRAIL INCLUDES CONSTRUCTION OF NEW PEDESTRIAN BRIDGES	NORTH ADAMS - WILLIAMSTOWN	1	0	1	0	0	0	1	1	**4**	$36,525,625	<25%	√		

Project Description Sheet

Project ID 608737 *(municipal project)*
Town/City Dalton
Name Dalton Division Road
Start/End Williams St to South St
Length 1.6 miles

Cost Est. at PRC approval (2016) $ 9,888,000
Current TFPC (Proj-Info) $ 17,170,589
AADT 8,958 – 6% trucks
Cost per lane mile $ 5,365,809
Cost per AADT $ 1,917
Design Stage (Fuss & O'Neill) pre-25%

Status: 02/11/26 – coord. meeting (Dalton, Pittsfield, MassDOT, F&O) designer recommends 2029 readiness
Current schedule: May 2026 Public Info Mtg – Sept 2026 25% Design – June 2027 25% DPH
11/14/25 - Dalton & Pittsfield signed inter-munic. agreement; pre-25% Scoping March 2023;
ICE-2 Fall 2024; OTS review anticipated late-Feb 2026; 02/19/25 - 10% Design Public Input Meeting
02/06/25 – Project Status mtg. (Dalton, Pittsfield, MassDOT, F&O)

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: Proposed design cross-section will consist of 11-ft travel lanes, 4-ft shoulders, 5-ft buffer and 10-ft SUP on west side and 2-ft buffer with 5-ft sidewalk on east side.

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. Proposed construction of a roundabout at this location would be a proven safety 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 609292 (munic. project) **Cost at PRC approval** *(orig. 2018, re-scoped 2020)* $ 5,000,000
Town/City Pittsfield **Current TFPC (Proj-Info)** $ 9,652,005
Name Reconstruction of East Street **AADT** 15,360 – 8.5% trucks)
Start/End Appleton Ave. to Lyman St. **Cost per lane mile** $ 10,724,450
Length 0.45 miles **Cost per AADT** $ 628
Design Stage (Fuss & O'Neill) pre-25%

Status: 10/27/25 – Designer & City recommended moving project to 2028.
02/10/26 – OTS review; Fall 2025 - ICE Stage 2; Aug-2022 pre-25% Scoping; RSA conducted 12/06/21.
25% Design prev. scheduled for Spring 2026; cost est. is anticipated to increase substantially.

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

[1] Need to see 25% Design before making determination about reduced vehicle delay at intersection(s) and along the corridor.
[2] May need to re-visit safety score if TWLTL is removed from project design. Proposed roundabout at Fenn will contribute to improved motor-vehicle safety and proposed buffered bike lanes and RRFB near Lyman St will support bike/ped safety.

Description: Project begins at Appleton Avenue 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 Fenn St. was a previously identified HSIP cluster (2014-2016) which can experience excessive side-street delay during the peak hour.

Proposed Geometric Design Improvements: Minimal geometric design changes proposed. A new TWLTL was considered under a previous design, but is not included in the current concept.

Proposed Traffic Control Improvements: Through the ICE process, the intersections at East/Elm/Fourth and East/Fenn are under review. Current concept includes improving traffic signals at East/Elm/Fourth and a roundabout at East/Fenn. The existing ped-crossing west of Lyman St. will be upgraded to an RRFB.

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. Neither of these intersections are on the current HSIP list.

ROW: Project will require acquisition of municipal Right-of-Way.

Residential Traffic: Some residences are present along corridor; current proposal should be evaluated for impacts to these residences.

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

Environmental Justice: Project is within EJ area; proposed design will improve safety, mobility, and access.

Economic Development: Project will support PEDA site (William Stanley Business Park, Berkshire Innovation Center, etc.) and create downtown gateway.

Environmental Factors: None currently identified.

Project Description Sheet

Project ID	609465 *(MassDOT project)*	**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**	21,260 – 6% trucks
Start/End	Belcher Square to Route 183	**Cost per lane mile**	$ 4,230,000
Length	1.0 mile	**Cost per AADT**	$ 597
		Design Stage (MassDOT D1)	pre-25%

Status: District is coord. with BSC (TRAF-ENV-ROW) on 25% Design delivery.
9/11/25 – MassDOT District meeting w/town to present concept; positively received.
MassDOT Complete Streets has approved Design Concept.

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

[1] Improvements to Belcher Square signal timing are primarily for pedestrian accommodation, not improved vehicle LOS.
[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 5-ft sidewalk on the west side of Route 7, an 8-ft shared-use path on the east side, and a 40-ft highway cross-section, retaining the existing TWLTL (3'-11'-12'-11'-3').

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 proposed shared-use path will connect to the town's path. Coordination with BRTA anticipated.

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" – Belcher Sq. signal timing improvements are focused on improving pedestrian accommodation.

Safety: At project initiation, the town expressed concern over at least three (3) crashes involving pedestrians crossing Route 7 at northern end of the commercial strip. Although not a high-crash location based on RMV crash data, MassDOT will install a new pedestrian refuge island, crosswalk w/RRFB on Route 7 at the Holliday Inn location; and will also install a "gateway" median island about 350-ft north of there as a traffic calming measure.

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, shared use path, RRFB crossing will provide better access/safety for alternate modes within the commercial corridor; coordination w/BRTA and South County micro-transit could also be considered.

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	613657 *(municipal project)*	**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**	14,813 - 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**	$ 1,210
		Design Stage (VHB)	pre-25%

Status: 2026 update from town/VHB – 25% Design is anticipated late 2026/early 2027.
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]	1[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] See safety discussion below. Although a safety point is typically awarded only when crash rate is higher than State average, the Scoring Committee decided to award this point to highlight two recent pedestrian crashes (2024) one of which resulted in a fatality, and to honor the town's decision to implement a road-diet specifically designed to improve safety for vulnerable users.

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: Planning level review of RMV crash data (2021-2025) shows a road-segment crash rate of 2.48; lower than Statewide average of 3.05 for Urban Principal Arterials. However, there were two pedestrian crashes in 2024, one resulting in injury and one fatality. Proposed road diet is designed to reduce vehicle speeds, promote traffic calming, and improve safety for vulnerable users.

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	609215 *(municipal project)*	**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**	13,200 - 7% trucks
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: 05/27/25 - letter to MassDOT from town; town wants to keep project active for TIP consideration.

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 all 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: A planning-level road-segment crash rate based on RMV data (2020-2024) is 2.72, which is below the Statewide average of 3.05 for urban principal arterials; however, 20% of recorded crashes resulted in injuries. ICE analysis is required at all intersections for project 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	612784 *(municipal project)*	**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% 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 (CHA)	pre-25%

Status: Fall 2025 – town was seeking grant funding for design
PRC approval for "Phase 2" May 2022 (orig. project, 608547, was approved in 2016 but was split into two phases in 2022 to facilitate TIP programming).

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" bridge/culverts (E-08-07 & E-08-010) eligible for replacement and inclusion in the roadway project. One of the remaining bridges, E-08-006, is not SD and is not located on Mount Washington Rd, but is actually on Jug End Road. The last bridge, E-08-008, is SD and is eligible for FA Bridge funds (under separate MassDOT 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	616280 (munic. project)	**Cost at PRC approval**	$ 11,885,800
Town/City	North Adams	**Current TFPC (Proj-Info)**	no submittals
Name	Intersection improvements at State & Main	**AADT**	13,336 (3.3% trucks)
Start/End	N.A.	**Cost per lane mile**	N.A.
Length	N.A.	**Cost per AADT**	$ 891
		Design Stage (Designer TBD)	pre-25%

Status: Project was approved by MassDOT PRC Committee Dec-2025.
Project is recommendation from City's R2OS Final Report, public release 12/12/25.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
0[1]	1[2]	1[3]	0[4]	0[5]	0	1[6]	1

[1] The Scoring Committee assigns "0" to intersection projects since purpose and need is capacity, not pavement condition.
[2] Committee scored "1" under the assumption that either roundabout or signal improvements will reduce intersection delay.
[3] Committee scored "1" since State St. (Route 8) is an Urban Principal Arterial.
[4] Committee scored "0" - need to see design plans before making determination on improved truck turning movements.
[5] Current intersection crash-rate is below average, not an HSIP location, more info needed.
[6] It is assumed that either improved signals or roundabout will result in decreased vehicle delay at intersection and reduced GHG emissions; a more refined analysis will be performed as design advances.

Description: This project will make intersection improvements at State St. and Main St. in North Adams to address operational and capacity issues. The City's R2OS (Route 2 Overpass) Study identified existing deficiencies at this intersection under current traffic conditions. If the Route 2 overpass will indeed be removed in the future, all Route 2 traffic will flow through this intersection, which will require greater capacity to process additional vehicles.

Proposed Geometric Design Improvements: The City's R2OS Study presented two design alternatives; an intersection reconstruction with improved/expanded traffic-signal control or a roundabout. It is assumed that that project will seek Federal funds for construction; therefore, intersection pre-design will follow the ICE process to determine the preferred intersection control.

Proposed Traffic Control Improvements: See discussion above.

Safety: This intersection is not a high-crash location (HSIP) identified by MassDOT. The R2OS Study did not evaluate specific crash data at this intersection; however, a planning level crash analysis from 2019-2023 RMV crash data shows 21 crashes over a five-year period, which yields a crash rate of 0.59 crashes per MEV, below the Statewide average of 0.78 for signalized intersections. As project design advances, a more refined analysis will be performed by the designer.

ROW: Although Right-of-Way impacts will vary based on the alternative chosen, both the signal option or the roundabout will require the acquisition of municipal Right-of-Way.

Residential Traffic: Although not a predominantly residential area; downtown residential units are present within close proximity to the project. This project is critical to implementing the City's broader vision of downtown re-development with improved connectivity among mixed-use buildings including residential units.

Proposed Improvements to Alternate Modes: R2OS identified the need for a safer and more connected downtown for pedestrians, bicyclists and other modes. This project will include accommodation for all modes.

Environmental Justice: Project is within EJ tract; proposed design will improve safety/mobility/access and is highlighted in R2OS Study.

Economic Development: This project directly supports recommendations in the City's R2OS Study and similar economic development goals highlighted in North Adams' Master Plan, Bicycle and Pedestrian Plan, and MassMOCA's 2030 Vision Plan.

Environmental Factors: Urban area; specific environmental resource areas (if any) to be identified during scoping.

Project Description Sheet

Project ID	613877 *(municipal project)*	**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: 04/02/25 – MassDOT pre-25% Design Scoping Meeting
Oct 2024 – approval by PRC. Fall 2024 - wetlands delineation, traffic data collection, topographic survey completed; also Conceptual Roll Plans developed for town discussion.

Road Condition	Mobility	Regional Connectivity	Goods Movement	Safety	Environment	GHG	Livability
1	0	0[1]	0[2]	0[3]	0[4]	1[5]	1

[1] Scoring Committee decided that suitable alternate routes are available (Route 41 to the west and Route 7 to the east).
[2] Scoring Committee decided that additional info is needed to determine if project will improve conditions for truck traffic.
[3] Segment Crash Rate is currently lower than State/District average; Committee can re-visit score in future if warranted.
[4] See discussion under Environmental Factors (below).
[5] 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. The designer is also evaluating extending the southern terminus to connect to Route 7. 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 Drive. 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 2026, 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	616299 *(MassDOT project)*	**Cost Est. at PRC approval (2026)**	$6,000,000
Town/City	Sheffield	**Estimated TFPC (Proj-Info)**	no submittals
Name	Resurfacing and Related Work on Route 7	**AADT**	5,914 - 3% trucks
Start/End	MM 0.0 to MM 3.3	**Cost per lane mile**	$ 909,100
Length	3.3-mi	**Cost per AADT**	$ 1,015
		Design Status (District Design)	pre-25%

Status: PRC approval is pending. District can have project ready for FFY 2027 advertising.

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

[1] See safety discussion below.

Description: This project is for resurfacing and related work on Route 7 in Sheffield from MM 0.0 (CT State Line) north to MM 3.3 (intersection with Route 7A). Scope will also include some safety related work, including guardrail and signage upgrades, installation of center-line rumble strips, recessed pavement markers, and other incidental work.

Proposed Geometric Design Improvements: None proposed.

Proposed Traffic Control Improvements: None proposed.

Safety: The estimated road segment crash rate based on 2020-2024 RMV data (only 6 crashes) is 0.17 crashes per MVMT. Although this rate is well below the Statewide average for Rural Principal Arterials (0.61), two of the crashes were fatalities; a single vehicle crash in June 2022 (vehicle hit a tree) and a head-on, two-vehicle crash in October 2022 which killed three persons and injured five others. Proposed safety upgrades to guardrail and the installation of center-line rumble strips and recessed pavement markers (which are currently not present here) will contribute to improved safety along this corridor.

ROW: None required.

Residential Traffic: No impacts.

Proposed Improvements to Alternate Modes: Alternate modes are prohibited from this partial-access control highway.

Environmental Justice: Not an EJ area.

Economic Development: No anticipated effects.

Environmental Factors: No impacts anticipated.