



Deval L. Patrick, Governor  
Timothy P Murray, Lt. Governor  
Jeffrey B. Mullen, Secretary & CEO  
Frank DePaola, Acting Administrator

JUN 27 2011



June 22, 2011

**SUBJECT** PROJECT DEVELOPMENT – Buckland  
Project No. 606463 – Reconstruction and Minor Widening, Conway Street,  
South Street, and Conway Road from Bridge Street to Conway Town Line

Ms. Andrea Llamas  
Town Administrator  
Buckland Town Hall  
17 State Street  
Shelburne Falls, MA 01370

Dear Ms. Llamas:

On behalf of MassDOT, I am writing to inform you that the Highway Division's Project Review Committee has evaluated the subject project and determined that it is eligible for Federal Aid highway funding. It is the Project Review Committee's understanding that the estimated construction cost of this project is \$5,160,000. This estimated construction cost shall include costs for construction engineering, construction contingencies, and police/flagger details. Additional costs for project design, right-of-way procurement and environmental permitting/mitigation are the responsibility of the municipality.

This eligibility determination by the Project Review Committee is not a commitment of state or federal funding to the project, nor is the decision to commit funding solely MassDOT's. The decision to program funding for this project is made by the Franklin County Transportation Planning Organization (TPO) as part of its annual Transportation Improvement Program development process. The Franklin TPO - comprised of representatives from MassDOT Office of Transportation Planning, MassDOT Highway Division, the Franklin Regional Transit Authority, the Franklin Regional Council of Governments, the Mayor of Greenfield, and locally elected sub-regional representatives - is the federally designated entity charged with developing transportation plans and programs for this region.

The eventual implementation of this project is also contingent on successful completion of the project design and review process, securing all necessary right-of-way, and receipt of all appropriate permits. The traffic control measures developed for this project must be prepared consistent with 701 CMR 7.00 (Use of Road Flaggers and Police Details on Public Works Projects). The Highway Division will only advertise for construction projects that have been developed consistent the Road Flagger and Police Detail Guidelines that are found at our website. It is the understanding of the Project Review Committee that the municipality will be responsible for funding and administering the project design (with Highway Division review and approval), and that the municipality will secure and provide documentation for all necessary right-of-way. The Highway Division will be responsible for administering the environmental permitting process necessary to obtain the required permits and for overseeing the project construction.

The following sections of this letter discuss programming and project development requirements in more detail:

#### Programming Requirements

1. In order to be advertised for bids, all federal aid projects must be listed in the annual element, or first year, of the regional TPO's approved Transportation Improvement Program which covers four federal fiscal years. Please work with the District One Office and FRCOG, which serves as staff to the Franklin County TPO, to discuss the appropriate programming approach for this project.
2. All projects, even though listed in the TIP, are subject to the availability of state and federal funding. Please understand that considerably more projects are eligible for federal aid in the TPO region than can be programmed in the TIP.
3. Since the TIP is financially constrained by the anticipated federal funding available each year, any request for amendments (such as a revision to the project year, total project cost, or project-funding category) should be coordinated through the TPO. It is expected, however, that the proponent will attempt to constrain project costs to available funding.
4. The TPO considers Transportation Evaluation Criteria in establishing priorities for programming TIP projects. You should consider both the Highway Division's and the TPO's evaluation in relation to other similar projects in your region to determine the level of commitment, and schedule, of your community's resources for this project. If this project has not already been evaluated by the TPO, or if you believe the evaluation needs to be updated, please contact this office and the TPO.
5. The municipality and its project designer should be aware that the total estimated construction cost, as listed in the TIP, should include an amount for contingencies, construction engineering, and traffic police (where appropriate under 701 CMR 7.00) , and that MassDOT will include an inflationary adjustment based upon the estimated year of advertising.

#### Project Development Requirements

1. The municipality is responsible for the completion of the project design in accordance with the 2006 Massachusetts Highway Department Project Development and Design Guide and other relevant Highway Division standards and criteria. The Highway Division requires formal approval of design exceptions when any of the 13 controlling criteria outlined in the Project Development and Design Guide (Chapter 2 Section 11) cannot be met.

2. Providing safe and convenient walking and bicycling accommodations in all transportation projects is a goal of MassDOT. The municipality is responsible for developing this project in accordance with relevant multimodal guidance in the MassDOT Project Development Design Guide, and its Policy and Engineering Directives.
3. If the municipality requires the services of a Design Consultant, it must hire a firm that is currently pre-qualified for the appropriate type of work by the Highway Division's Architects and Engineers Review Board. Lists of pre-qualified firms are available on the Highway Division website.
4. When soliciting services from Design Consultants, the Highway Division recommends that the municipality use a qualifications-based selection process. In addition, the Highway Division encourages the municipality to refer to the *1999 Design Scope Guidebook for Municipal Projects Constructed by the Massachusetts Highway Department* during the project development and contract negotiation process. This document is available on the Highway Division website - please contact the District office for the latest version.
5. The Highway Division encourages municipalities to use the attached Standardized Scope of Work and Work Hour Estimate Form for Design Services as a template for municipal agreements with design consultants. This document is attached for your convenience, and the work hour estimate form is available in spreadsheet format on the Highway Division website - please contact the District office for the latest version. The municipality should provide a draft Design Consultant Work Scope to the District Office for review.
6. Cost estimates should be reviewed at major design milestones, and at least annually.
7. To improve the quality of its design and construction projects, the Highway Division employs a Cost Recovery Procedure for construction extra work orders determined to be caused by designer errors and omissions. The municipality and/or its Design Consultant are responsible for addressing all Cost Recovery inquiries and for making Cost Recovery restitution payments to the Commonwealth, if determined to be warranted.
8. The municipality is responsible for securing the necessary right-of-way required to complete the project. Right-of-way guidelines and a checklist are enclosed for your reference. Please ensure that sufficient work-hours are provided in the design contract for the Design Consultant to prepare all necessary right-of-way plans and documents.
9. The municipality shall be named as the applicant on all required environmental permits. The Highway Division must have the opportunity to review draft permit applications prior to submission. The Highway Division reserves the right to assume the role of permit applicant on any project it will advertise.

10. This project is subject to Early Environmental Coordination as described in the Thresholds, Timelines, and Submission Requirements that appear in Appendixes 2-A-6 and 2-A-7 of the *Project Development and Design Guide*. These requirements must be met in order to expedite project design acceptance and regulatory clearances, and to ensure the inclusion of essential information at the 25% design stage. Submissions for this project should include documentation of any coordination that has been completed by the municipality. The Highway Division will not initiate the 25% design submission review until the Early Environmental Coordination checklist has been submitted to the Highway Division.
11. For all roadway projects, the project designer must submit the pavement design to the Highway Division Pavement Management Section for approval. If this was not done during the project initiation phase, then the project designer should submit a pavement design through the Highway Division Project Manager prior to the 25% design submission.
12. Prior to the beginning of preliminary survey work, the project designer should contact the District Survey Engineer to coordinate the establishment of horizontal and vertical control points near the beginning and end on the project. All survey work must be prepared in accordance with the MassDOT Survey Manual.
13. Prior to the beginning of preliminary survey work, the project designer should contact the District Survey Engineer to coordinate the establishment of horizontal and vertical control points near the beginning and end on the project.
14. All projects require some level of construction phase engineering services by the design engineer. The municipality is responsible for ensuring that any contracts with Design Consultants include appropriate consideration for these important services.
15. The municipality should coordinate the design of the project with all municipal departments and with any applicable public or private utilities such as gas, electric, cable, and telephone, to determine if there are any potential utility projects that would disturb the completed roadway work. Any proposed utility construction must be completed before the project can begin. Please be aware that Highway Division policy restricts highway surface openings for a period of at least five years after the new surface is placed, except for emergencies. Justification of surface opening requires the approval of the District Highway Director. In addition, the community is responsible for obtaining any required waivers.
16. Any proposed water and sewer work improvements in the area will be the responsibility of the municipality.
17. All Highway Division projects must be designed and constructed in compliance with the specifications set forth in Massachusetts Architectural Access Board (AAB) regulations. The municipality is responsible for ensuring that any right-of-way necessary for construction complies with AAB specifications.

18. The municipality will be required to enter into a Municipal Agreement with the Highway Division, similar to the enclosed sample, when the actual construction project bid has been determined. If the municipality will not be able to comply with the terms of the agreement, it should not advance this project for advertising by the Highway Division.

When available, please provide the draft Design Consultant Work Scope to the District for review. Thank you for your attention to the information in this letter, and for your support of transportation system improvements in the Commonwealth of Massachusetts. If you have any questions or need additional information, please contact Mark Moore, District Project Development Engineer, at (413) 637-5750. We look forward to working with you.

Sincerely,



Peter A. Niles, P.E.  
District Highway Director

PLF/leb

Attachments: Standardized Scope of Work and Work Hour Estimate Form for Design Services

Right-of-Way Guidelines

Sample Municipal Agreement

cc: Francis DePaola, Acting Highway Administrator  
Thomas F. Broderick, P.E., Acting Chief Engineer  
Maureen Mullaney, FRCOG  
Steven Daby, Highway Superintendent  
ProjDevLen

ecc: William Palmer, Office of Transportation Planning  
Marie Rose, P.E., Director of Project Management  
PlanLen

**COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION**

**PROJECT INITIATION FORM**

Project File Number: To Be Assigned

**Part I: Summary Information**

**A. Proponent Information**

Municipality/Agency submitting form: Town of Buckland

Municip. Contact: Andrea Llamas Completed by: Andrea Llamas

Title: Town Administrator Title: Town Administrator

Department: Selectmen Representing: \_\_\_\_\_

Email: twnadmin@town.buckland.ma.us Email: \_\_\_\_\_

Phone: (413) 625-6167 Phone: \_\_\_\_\_

**B. Geographic Location of Proposed Project or Program (check all that apply)**

Highway Division District:      Statewide ☐      District 3 ☐  
   District 1 ☒      District 4 ☐  
   District 2 ☐      District 5 ☐

MPO:	Statewide	<input type="checkbox"/>	Merrimack Valley MPO	<input type="checkbox"/>
	Berkshire MPO	<input type="checkbox"/>	Montachusett MPO	<input type="checkbox"/>
	Boston Region MPO	<input type="checkbox"/>	Nantucket	<input type="checkbox"/>
	Cape Cod MPO	<input type="checkbox"/>	N. Middlesex MPO	<input type="checkbox"/>
	Central Mass MPO	<input type="checkbox"/>	Old Colony MPO	<input type="checkbox"/>
	Franklin County TPO	<input checked="" type="checkbox"/>	Pioneer Valley MPO	<input type="checkbox"/>
	Martha's Vineyard	<input type="checkbox"/>	Southeastern Mass MPO	<input type="checkbox"/>

Municipality(ies): Town of Buckland  
\_\_\_\_\_  
\_\_\_\_\_

**C. Maximum Geographic Extent or Coverage of the Project or Program (Check one)**

Statewide	<input type="checkbox"/>
MassDOT Highway Division Districtwide	<input type="checkbox"/>
Entire Metropolitan Planning Organization	<input type="checkbox"/>
Regional Transit Authority district	<input type="checkbox"/>
Municipality(ies) only	<input checked="" type="checkbox"/>

D. Facility Location

If the need and/or opportunity are related to a particular facility, please fill as a much of the following information that applies. Please include a locus map.

Route Number(s): \_\_\_\_\_

Street Name(s): Conway Street, South Street, Summer Street, Conway RoadFrom Cross Street: State Street to Elm Street, South Street to Town Line

To Cross Street: \_\_\_\_\_

Mile Marker: From: \_\_\_\_\_ To: \_\_\_\_\_

Intersection of: \_\_\_\_\_ and \_\_\_\_\_

Address: \_\_\_\_\_

Other Location Info: \_\_\_\_\_

If work is proposed on a bridge or bridges as part of the project, please complete the following:

Bridge ID Number(s): \_\_\_\_\_

Facility Carried on Bridge: \_\_\_\_\_

Facility Bridge is Over: \_\_\_\_\_

E. Area Type

Please denote the area type of the project's location, as defined in the Chapter 3 of the Guidebook. Project limits may include more than one area type.

Rural Natural ☐  
Rural Village ☒  
Rural Developed ☐

Suburban High Density ☐  
Suburban Village/Town Center ☐  
Suburban Low Density ☐

Urban Park ☐  
Urban Residential ☐  
Urban CBD ☐

**Part II: Project or Program Description****A. Please briefly describe the proposed transportation project or program:**

The proposed project seeks to continue to support the economic growth of the center of Buckland (part of the village of Shelburne Falls) by reconstructing approximately 1.8 miles of roadway and 1,104 feet of sidewalk on part of this route and to further help with the state and local efforts to improve access to the business district. The main economic driver in the Town each year are tens of thousands of visitors to the Bridge of Flowers, the Glacial Potholes and the surrounding artist studios and shops. This project would enhance and extend the benefits of the State Street project (Proj. #604268) by beginning where that project ended and continuing the improvements from the center of Shelburne Falls village all the way to the Buckland/Conway Town Line. It would also enhance the Town's 2009 CDBG and Town Projects that reconstructed a part of Conway Street and Summer Street. The Town Police Station and Highway Garage are located on Conway Street and the Wastewater Treatment Plant is located just off South Street. The new traffic count data from the Franklin Regional Council of Governments shows that from 2005 to 2010 there was an increase from 1750 cars to 1980 cars tracked by their Average Annual Daily Traffic Count data on Conway Street.

**B. Estimated Costs**

Please list available cost estimates or estimated cost ranges in current-year dollars. Please attach any cost estimate work sheets or summaries:

*Estimated Construction Costs:*

Construction Items:	\$3,890,400	Planning/Design:	\$100,000
Contingencies (@ 10 %):	\$389,040	Right-of-way:	\$12,000
Other Constr. Costs (@__%):	_____	Env. Mitigation:	_____
Total Est. Construction Cost:	\$4,279,440	Total Other Costs:	_____

*Estimated Other Costs:***C. Funding**

Please identify any current or expected funding related to this need or opportunity, including federal earmarks in legislation, budget acts, or programs; state earmarks in bond bills, budget acts, or programs; funding provided by the municipality or other local agency; and/or funding provided by private entities:

Federal:	_____	Year(s)	_____	Amount:	_____
Federal:	_____	Year(s)	_____	Amount:	_____
State:	_____	Year(s)	_____	Amount:	_____
State:	_____	Year(s)	_____	Amount:	_____
Municipal:	Design/ROW (Chapter 90 Funds)	Year(s)	2012-2015	Amount:	\$112,000
Private:	_____	Year(s)	_____	Amount:	_____
Other:	_____	Year(s)	_____	Amount:	_____



**D. Cross Section Data**

Please fill in as much of the following project cross section information that applies. "Current" data should describe actual current conditions. "Future w/o Project" should describe estimated future (20 years from now) conditions if the project is not implemented. "Future with Project" should describe estimated future conditions if the project is implemented.

	Current	Future w/o Project	Future with Project	Data Source
Project length (mi)	1.8 miles	same	same	Field measurements
Speed limit (mph)	30/40 mph	same	same	Posted Signs
Design speed (mph)	X	X	same	
Number of travel lanes	2	2	2	Field measurements
Travel lane width (ft)	10 – 15'	same	11 – 12'	Field measurements
Bike lane width (ft)	none	None	shoulder width	
Shoulder width (ft)	none	None	3-4 '	Field measurements
Sidewalk width (ft)	3.6 – 4'	Same	4'	
Median width (ft)	X	X	X	N/A
Total cross section (ft)	varies	Varies	varies	

**E. Usage Section Data**

Please fill in as much of the following usage information that applies. "Current" data should describe actual current conditions. "Future w/o Project" should describe estimated future (20 years from now) conditions if the project is not implemented. "Future with Project" should describe estimated future conditions if the project is implemented.

	Current	Future w/o Project	Future with Project	Data Source
Traffic volume (AADT)	1982 vpd	2000-3000 vpd	2000-3000 vpd	FRCOG Count Data
Percentage of Trucks (%)	5.7%	6-8%	6-8%	FRCOG Count Data
Number of Pedestrians				
Number of Bicyclists				
Number of Transit Riders	X	X	X	N/A
Num. of Parking spaces	X	X	X	No on-street parking
Parking Utilization (%)				N/A

**Part III: Summary of Project Planning and Public Process Activities and Results****A. Planning Summary**

Please summarize project-planning activities that were undertaken prior to the submission of this PIF. Please refer to pages 2-12 to 2-27 of the Guidebook for descriptions of suggested activities:

☒ None, other than completing the PNF (please attach). Please describe any updated PNF information, if any:

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☐ Project-focused planning study (please attach document).

☐ Comprehensive corridor study and alternatives analysis (please attach document).

**B. Public Participation Summary**

Please summarize any public participation activities and results that were undertaken prior to the submission of this PIF. Please include meeting dates, participants, issues, and outcomes, and note any opposition to the project/program. Please refer to Section 2-9 of the Guidebook for descriptions of suggested public participation activities.

No formal public outreach has been done on this project to date. There had been previous outreach when part of Conway Street was considered for a CDBG. There was an income survey done and some public meetings with the Selectboard to discuss an application for Conway Street. Due to the number of businesses on the road it was deemed ineligible for A CDBG application.

**C. Environmental Coordination Activities**

Please summarize any environmental coordination activities and results that were undertaken prior to the submission of this PIF, such as meetings, filings, etc. Please include meeting dates, participants, issues, and outcomes.

No formal environmental coordination activities have been undertaken to date. Anticipated environmental impacts are limited to the replacement of existing drainage pipes and some structures for most of the project. Based on preliminary review, no direct wetland impacts are anticipated for this part of this project. A Request for Determination of Applicability will be filed by the Town once preliminary design submittals are made to verify. There are two large culverts and drainage structures that cross under South Street. There is obvious scouring and 25 to 30 feet of the bottom has eroded away of one of the concrete box culverts that runs under the road causing the road fill and base to wash away. Proper engineering and environmental work will be done. Currently the Town has been notified by the FRCOG that the South Street culvert is under consideration for Natural Hazard Mitigation grant funding. So the Town will be pursuing those funds for the culver repair.

**D. Design Activities**

Please summarize any design activities that were undertaken prior to the submission of this PIF.

No formal design activities have been undertaken to date. Engineers have made a visual assessment of the roadway infrastructure. The preliminary estimate has been prepared based on anticipated construction activities.

**E. Right-of-Way Activities**

Please describe any activities related to right-of-way undertaken prior to the submission of this PIF.

No right-of-way activities have been undertaken to date. It is anticipated that sufficient right-of-way widths are available for the recommended improvements and right-of-way activities will be limited to temporary construction easements if needed.

**Part IV: Project or Program Activities, Benefits, and Impacts**

Please complete all applicable sections of Part IV to the extent possible.

**A. Condition**

1. Please describe the effect of the project/program on the surface condition of the roadway, path, or other horizontal facility.

The proposed project will result in a smoother, more consistent riding surface on the roadway. It will establish defined shoulders on the road. The project will install sidewalks in some areas, and make the existing sidewalks handicap compliant. This will benefit motorists, pedestrians and bicyclists. The proposed project will address drainage issues thereby reducing damage done to the road from existing drainage problems and will extend the life of the infrastructure.

2. Please describe the effect of the project/program on the condition of any roadside/facility appurtenances, such as signs, signals, lighting, median barriers, guardrail, pavement markings, drainage facilities, curbs/sidewalks, fences, etc.

The proposed project will either improve, upgrade, or install new roadside appurtenances including signs, curbs, sidewalks, pavement markings, drainage facilities, barriers and guardrails. Outdated, inappropriate and missing signage will be removed, replaced and installed in accordance with MUTCD standards. Drainage will be updated and improved along the entire project, including replacement of some "fabricated" structures. Road edge and pavement markings will be installed allowing for lane markings and improved safety for pedestrians and bicyclists. New curbing and sidewalks where there currently are none will tie the area to the downtown business district by making it safer and more friendly for pedestrians and bicyclists. Damaged and non-functional guardrails will be replaced along Conway Road.

3. If the project/program includes a bridge or bridges, please describe its/their condition, such as bridge ratings, dates of inspection, weight restrictions, closings, structural adequacy, functional obsolescence, condition of other bridge elements, etc., and the benefit/impact of project:

There is no bridge in the scope of this project.

4. Please describe effect of the project on the condition of other facilities, structures, or equipment (buildings, noise barriers, bus shelters, bike racks, etc.)

Currently there are many tripping hazards where the roadway connects to the existing sections of sidewalk. Road edges are rough, uneven, undefined and dangerous for both pedestrians and bicyclists. Lack of defined road edge, sidewalks and curbing make for inconsistent and dangerous parking for homeowners and businesses located in the project area as well as for pedestrians.

5. Please describe the most recent repairs, preventive maintenance, rehabilitation, reconstruction, or replacement of the facility, including the extent and date.

In 2010 the Town used CDBG funds to reconstruct a portion (450 feet) of Conway Street in conjunction with \$248,000 in Chapter 90 funds to repair some sidewalks on Summer Street as well as to place a 2" bituminous overlay on 281 feet of Summer Street and 410 feet of South Street. 1250 feet of new drainage pipe was also replaced using Sewer District funds.

## **B. Mobility**

1. Please describe the effect of the project/program on the magnitude and duration of traffic congestion.

Conway Road, South, Summer and Conway Streets are lower volume arterials and do not tend to have congestion problems. However, improving the road conditions, including pot holes, that currently result in water backup and icing will improve driver decision times and help to maintain appropriate levels of service.

2. Please describe the effect of the project/program on travel time (not congestion-related) and connectivity/access for users.

The Town Police Department, Highway Garage and Wastewater Treatment Facility access the Town via this Route. They have no alternate routes. Any improvements to this route help to increase response time by all of these departments for all residents of the Town. This route is used by trucks of all sizes and the residents of Conway, Ashfield and Buckland to access their homes. The road is a major connection between Routes 112 and 2 that run through Buckland and Route 116 in Conway. The next connections to 116 would be all the way down Route 2 into Greenfield and down Route 91, or further west up to the center of Ashfield. Improvements to access via this route would enhance operations resulting in

reductions of travel time, especially in the winter and spring when there is icing and flooding.

3. Please describe the effect of the project/program on other users of the facility including changes in service quality, number of existing and new users, and accessibility.

Several businesses along the corridor will benefit from enhanced definition of curb cuts both from safety and aesthetic perspectives. Improvements and expansion of sidewalks will benefit these businesses as well by resulting in a more walkable community, business and tourist district. It is anticipated that improvements on Conway Street could help to revitalize this edge of the village of Shelburne Falls where there are several buildings that house shops and offices as well as a small park and observation deck over the Deerfield River to view Salmon Falls. Increased pedestrian and bicycle activities could also be anticipated with the improvements to road edges.

4. Please describe any proposed Intelligent Transportation System components of the project.

As Conway Road, South, Summer and Conway Streets are lower volume arterials it is not anticipated that traffic volume would justify ITS components.

### **C. Safety and Security**

1. Please describe any highway safety concerns, such as number and severity of vehicle crashes, crash rates, fatalities, etc., and the effect of the project/program on safety.

Data from 2005 to 2010 show that there were 7 crashes on this route. The majority having taken place on Conway Road. Six of the seven were single vehicle crashes, two were collisions with guardrail, one with the embankment and one with a utility pole. The other three were with "other moveable objects" – including one with a deer. Three were during the daylight and three were at night, with one occurring at dusk. Three were passenger vehicles and four were trucks ranging from light trucks to 2-axle trucks. Five occurred while the vehicle was traveling straight ahead and two when the vehicle was slowing or turning. In only one incident was there an injury requiring a person to be transported due to injuries and in all the other incidents no injuries were reported. Only in two cases was the road reported to have been dry. In all the others the road surface was categorized as either wet, icy, sandy or slushy. Two were reported to have occurred at a T-intersection all the rest were not at any junction. Poor road edge, old, damaged or inadequate drainage structures leading to lack of adequate drainage, water buildup and ice are two major highway concerns along this corridor. This project would be anticipated to improve drainage and lessen the probability of pooling water and icing thereby reducing the frequency and potential for accidents.

2. Please describe any safety issues for other users such as pedestrians, bicyclists, persons with disabilities, transit riders, trucks, schoolchildren, etc., and the effect of the project/program.

Due to the poor condition and non-defined road edge, as well as the poor condition of existing or missing sidewalk, there has been concern for bicyclist and pedestrian safety in this area for some time. There is a recreational field along South Street and sometimes there are a number of pedestrians. Bicyclists and joggers use this route daily. It is a school bus route for both elementary and high school students who must walk along poor sidewalks, or walk along the road edge where the sidewalk is either poor or missing completely. Even the existing sidewalk offers little safety as there is no definition from the road edge on much of it and it is flush with the lane of travel. Much of the sidewalk is severely cracked and heaving. It contains trip hazards and there are sections that are impassible to wheelchairs. Wheel chair ramps are nonexistent or in poor shape along most of the route. The proposed project will define the edges of the roadway and shoulders with markings as none currently exist, as well as reconstruct sidewalks and wheelchair ramps to meet standards and greatly improve pedestrian and bicyclist safety.

3. Please describe the effect of the project/program on security, such as vulnerability, evacuation procedures, hazardous materials, etc.

The route is not defined as an evacuation route, however there is a very active Pan Am Southern freight rail line that crosses the road at intersection of South Street and Conway Road. This route would be the only way out for residents of southern Buckland on one side and on the other side of the tracks, residents of Buckland and southern Ashfield, should the road be shut down due to any incident on the rail line. This route, ending at the intersection of Conway Street, Ashfield Street, Clement Street and State Street, is the major southerly route into/out of Buckland and its operation is essential to the safety and security of the Town. Both the current Highway Department facility and the Police Station are located along this route on Conway Street, and the Wastewater Treatment Plant is located on a dead end street (Gardner Falls Road) that is accessed off of Summer Street.

#### **D. Land Use and Economic Development**

1. Please describe any project/program issues or opportunities related to area businesses, such as access to labor, parking, noise, freight access, etc.

The downtown area, collectively called Shelburne Falls with part of Shelburne, is a major tourist and shopping area. Several shops, including the historic manufacturing plant and shop of Lamson and Goodnow, are located on Conway Street and are a part of the Shelburne Falls business district. The Town's economic development and local employment base very much depend on the Town's ability to present a vibrant and attractive gateway to the "Shelburne Falls" village community. This project will help with pedestrian access and parking improvements for the village area and these businesses in particular.

2. Please describe any project/program issues or opportunities related to economic development and job creation, and the relationship of the project/program to particular development projects or attractions.

The Town works very closely with the Shelburne Falls Area Business Association (SFABA) which is an organization made up of local business owners in Buckland and Shelburne which are located primarily in the downtown business district of Shelburne Falls. The Town supports SFABA initiatives, including annual events like "Moonlight Magic", the Salmon Falls Street Fest and the Annual Bridge Dinner. All of these events take place in around Conway Street including the annual Moonlight Magic Parade which goes down Conway Street. Another important event is the Bridge of Flowers Road Race. Thousands of visitors attend the event in which hundreds of runners compete each year. The entire day is devoted to the race and all area businesses are open and involved, including the businesses on Conway Street, which is adjacent to the bridge. Reconstruction of this corridor will result in better pedestrian and vehicular safety and a more attractive area presented to the tens of thousands of visitors the village center sees each year.

3. Please describe any project/program issues or opportunities related to land use, smart growth, and transit-oriented development, as well as the relationship of the project to local and regional economic development and land use plans, zones, or districts.

Reconstruction of this route and the sidewalks will help in the current revitalization efforts the town has been working on including the reconstruction of State Street. The Town has been actively pursuing any available funding to make improvements to the downtown Shelburne Falls village area. The Town has improved State Street from the village center all the way to Route 2 (a major gateway into Shelburne Falls.) The Town has used Chapter 90 funds on South Street to make improvements to this corridor, and the Town has utilized CDBG program funds to reconstruct connecting downtown streets, including part of Conway Street in 2009 and Franklin Street in 2010 (off Ashfield Street-an intersecting street with Conway Street) in 2010. The Town's current 2011 CDBG application has been submitted for Clement Street, which intersects with Conway Street in the village as well. This project is consistent with the Town's Strategic Action Plan in our 2011 Community Development Strategy which states, "Support the growth expansion of local industries and reinvest in vacant or underutilized spaces in Buckland, such as Lamson & Goodnow (located on Conway Street)...."

#### **E. Environmental and Air Quality/Climate Effects**

1. Please describe any project/program environmental quality issues or opportunities related to wetlands.

Upgrades to the closed drainage system and road run off along the entire route will improve the quality of the stormwater discharged into the Deerfield River and Salmon Falls. No

wetland resource area impacts are anticipated as part of this project.

2. Please describe any project/program environmental quality issues or opportunities related to water quality and water supply.

Upgrades to the closed drainage system and road run off along the entire route will improve the quality of the stormwater discharged into the Deerfield River and Salmon Falls.

3. Please describe any project/program environmental quality issues or opportunities related to wildlife habitat and endangered species.

No impact to wildlife habitat or endangered species is anticipated as part of this project.

4. Please describe any project/program environmental quality issues or opportunities related to historic and cultural resources.

No impact to historical or cultural resources is anticipated as part of this project.

Consultation with the Massachusetts Historical Commission and the Town of Buckland Historical Commission will be performed as part of the early environmental coordination to verify that there are no historical impacts associated with the design.

5. Please describe any project/program environmental quality issues or opportunities related to air quality and climate change.

Planned improvements may lead to improved traffic flow that could decrease vehicle emissions that would improve air quality.

## **F. Community Effects and Environmental Justice**

1. Please describe any project/program community or neighborhood issues or opportunities such as emergency vehicle access, access to schools, cut-through traffic, etc.

There is a community ball field that is accessed from South Street and the back of the field runs along Summer Street increasing pedestrian and vehicle use. Bicyclists and joggers use this route daily. It is a school bus route for both elementary, high school and Franklin County Technical School students who walk along poor sidewalks, or walk along the road edge where the sidewalk is either poor or missing completely. The existing sidewalk offers little safety as there is no definition from the road edge to much of it and it is flush with the lane of travel and much of the sidewalk is severely cracked and heaving. It contains trip hazards and there are sections that are impassible to wheelchairs. The Police Station and the Highway Department are located on Conway Street, the Wastewater Treatment Facility is located just off Summer Street. All of these departments would benefit from improved road and drainage conditions improving their response times. This route is a major connection from Routes 2 and 112 to Route 116 in Conway, and many Conway residents and Southern Ashfield residents use this route daily to connect to routes 2 and 112.



2. Please describe the type, magnitude, and extent of any project/program right-of-way impacts including takings, noise, property values, etc., and any associated mitigation efforts.

The proposed sidewalk and road improvements are anticipated to be done within the current Right of Way. If any easements are needed they will only be temporary construction easements.

3. Please note whether the project/program is in an environmental justice community/area as defined by the MPO, and describe any community or neighborhood issues or opportunities that the project or program may address related to environmental justice.

This project is not located within an environmental justice community.

4. Please describe any project/program community or neighborhood issues or opportunities related to the creation or rehabilitation of housing.

The project is not expected to involve the creation or rehabilitation of any housing.

#### **Part V: Future Activities and Project Management**

- A. If the Highway Division approves this project, please check all remaining activities that will be necessary to implement this project/program and the responsible entity:

	<u>N/A</u>	<u>HighwayDivision</u>	<u>Municipality</u>	<u>Other</u>
State MEPA Env. Notification Form	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State MEPA Draft EIR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State MEPA EIR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal NEPA Categorical Exclusion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal NEPA Environmental Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal NEPA DEIS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal NEPA EIS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preliminary Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Final Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Environmental Permitting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Right-of-Way Permits and Takings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Thank you for completing this form. Please submit this form and attachments to your local MassDOT Highway Division District Office.**