

# 2019 Franklin Region Transportation Improvement Program

| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼<br><i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i> |
|-------------------------------|----------------|----------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|
|-------------------------------|----------------|----------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|

## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

|  |                        |        |   |   |      |                     |                     |                     |   |
|--|------------------------|--------|---|---|------|---------------------|---------------------|---------------------|---|
|  | Roadway Reconstruction | 606507 | CHARLEMONT- ROADWAY RECONSTRUCTION AND VILLAGE CENTER TRAFFIC CALMING ON ROUTE 2, FROM MM 29.5 TO MM 31.0 | 1 | CMAQ | \$ 275,000          | \$ 220,000          | \$ 55,000           | Construction; Total project cost \$7,860,351, funded with combination of CMAQ, STP and Statewide STP; A/C Year 1 of 2; Year 1 cost \$7,168,549 TEC score 9.4; PSAC score 30.5 |
| AMENDMENT:Increase Cost                    | Roadway Reconstruction | 606507 | CHARLEMONT- ROADWAY RECONSTRUCTION AND VILLAGE CENTER TRAFFIC CALMING ON ROUTE 2, FROM MM 29.5 TO MM 31.0 | 1 | STP  | \$ 5,564,638        | \$ 4,451,710        | \$ 1,112,928        | Construction; Total project cost \$7,860,351, funded with combination of CMAQ, STP and Statewide STP; A/C Year 1 of 2; Year 1 cost \$7,168,549 TEC score 9.4; PSAC score 30.5 |
| Regionally Prioritized Projects subtotal ► |                        |        |   |   |      | <b>\$ 5,839,638</b> | <b>\$ 4,671,710</b> | <b>\$ 1,167,928</b> | ◀ 80% Federal + 20% Non-Federal   |

## ► Section 1A / Fiscal Constraint Analysis

|   |  | Total Regional Federal Aid Funds Programmed ► | \$ 5,839,638 | \$ 5,839,638 | ◀ Total | \$ - | Target Funds Available |
|---|--|---|--------------|--------------|---------|------|------------------------|
| <i>Section 1A instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail &amp; Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.</i> |  | STP programmed ►                              | \$ 5,564,638 | \$ 5,839,638 | ◀ STP   |      |                        |
|   |  | HSIP programmed ►                             | \$ -         | \$ -         | ◀ HSIP  |      |                        |
|   |  | CMAQ programmed ►                             | \$ 275,000   | \$ -         | ◀ CMAQ  |      |                        |
|   |  | TAP programmed ►                              | \$ -         | \$ -         | ◀ TAP   |      |                        |

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

### ► Bridge Program / On-System (NHS)

|   |                |        |   |   |          |                      |                      |                     |   |
|---|----------------|--------|---|---|----------|----------------------|----------------------|---------------------|---|
| AMENDMENT:Move Project - (FROM 2022)        | Bridge Program | 606548 | GREENFIELD- BRIDGE REPLACEMENT, G-12-052 (0XR) & G-12-053 (0XT), I-91 (NB & SB) OVER BMRR | 2 | Other FA | \$ 22,211,607        | \$ 17,769,286        | \$ 4,442,321        | Construction; total project cost \$22,211,607. Funding source is NHPP-E |
| Bridge Program / On-System (NHS) subtotal ► |                |        |   |   |          | <b>\$ 22,211,607</b> | <b>\$ 17,769,286</b> | <b>\$ 4,442,321</b> | ◀ Funding Split Varies by Funding Source                                |

## ► Section 2B / State Prioritized Modernization Projects

### ► Roadway Reconstruction

|  |                        |        |   |   |     |              |              |            |   |
|--|------------------------|--------|---|---|-----|--------------|--------------|------------|---|
|  | Roadway Reconstruction | 606507 | CHARLEMONT- ROADWAY RECONSTRUCTION AND VILLAGE CENTER TRAFFIC CALMING ON ROUTE 2, FROM MM 29.5 TO MM 31.0 | 1 | STP | \$ 1,328,911 | \$ 1,063,129 | \$ 265,782 | Construction; Total project cost \$7,860,351, funded with combination of CMAQ, STP and Statewide STP; A/C Year 1 of 2; Year 1 cost \$7,168,549 TEC score 9.4; PSAC score 30.5 |
|--|------------------------|--------|---|---|-----|--------------|--------------|------------|---|

## ► Section 2C / State Prioritized Expansion Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 3 / Planning / Adjustments / Pass-throughs

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 4 / Non-Federally Aided Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## 2019 Summary

|                     | TIP Section 1 - 3: ▼ | TIP Section 4: ▼ | Total of All Projects ▼ |  |
|---------------------|----------------------|------------------|-------------------------|--|
| Total ►             | \$ 29,380,156        | \$ -             | \$ 29,380,156           | ◀ Total Spending in Region             |
| Federal Funds ►     | \$ 23,504,125        | \$ -             | \$ 23,504,125           | ◀ Total Federal Spending in Region     |
| Non-Federal Funds ► | \$ 5,876,031         | \$ -             | \$ 5,876,031            | ◀ Total Non-Federal Spending in Region |

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <http://www.massdot.state.ma.us/Highway/flaqqers/main.aspx>

# 2020 Franklin Region Transportation Improvement Program

| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼<br><i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i> |
|-------------------------------|----------------|----------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|
|-------------------------------|----------------|----------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|

## ► Section 1A / Regionally Prioritized Projects

| ► Regionally Prioritized Projects          |                           |        |  |   |      |                     |                     |                     |   |
|--|---------------------------|--------|--|---|------|---------------------|---------------------|---------------------|---|
|  | Roadway Reconstruction    | 606507 | CHARLEMONT- ROADWAY RECONSTRUCTION AND VILLAGE CENTER TRAFFIC CALMING ON ROUTE 2, FROM MM 29.5 TO MM 31.0              | 1 | STP  | \$ 691,801          | \$ 553,441          | \$ 138,360          | Construction; Total project cost \$7,860,350, A/C Year 2 of 2; Year 2 cost \$691,801; TEC score 9.4 |
|  | Intersection Improvements | 607538 | COLRAIN- INTERSECTION IMPROVEMENTS @ MAIN ROAD, JACKSONVILLE ROAD (ROUTE 112) & GREENFIELD ROAD                        | 1 | CMAQ | \$ 1,917,473        | \$ 1,533,978        | \$ 383,495          | Construction; total project cost \$1,917,473; TEC score 11.3  |
|  | Roadway Reconstruction    | 607245 | SUNDERLAND- RESURFACING & RELATED WORK ON A SECTION OF NORTH MAIN STREET (ROUTE 47), FROM ROUTE 116 TO CLAYBROOK DRIVE | 2 | STP  | \$ 2,655,824        | \$ 2,124,659        | \$ 531,165          | Construction; total project cost \$2,655,824; TEC score 10.8  |
| Regionally Prioritized Projects subtotal ► |                           |        |  |   |      | <b>\$ 5,265,098</b> | <b>\$ 4,212,078</b> | <b>\$ 1,053,020</b> | ◀ 80% Federal + 20% Non-Federal   |

## ► Section 1A / Fiscal Constraint Analysis

| Total Regional Federal Aid Funds Programmed ►   |  |  |  |  |  |                   |              |              |         |            |                        |
|---|--|--|--|--|--|-------------------|--------------|--------------|---------|------------|------------------------|
| <p><b>Section 1A Instructions:</b> MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; <b>Column C)</b> Enter ID from ProjectInfo; <b>Column E)</b> Choose Municipality Name from dropdown list; <b>Column H)</b> Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; <b>Column I)</b> Enter the total amount of funds being programmed in this fiscal year and for each funding source; <b>Column J)</b> Federal funds autocalculates. Please verify the amount and only change if needed for flex. <b>Column K)</b> Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail &amp; Transit Division before programming; <b>Column L)</b> Enter Additional Information as described - please do not use any other format.</p> |  |  |  |  |  | STP programmed ►  | \$ 3,347,625 | \$ 6,057,310 | ◀ Total | \$ 792,212 | Target Funds Available |
|   |  |  |  |  |  | HSIP programmed ► | \$ -         | \$ -         | ◀ HSIP  |            |                        |
|   |  |  |  |  |  | CMAQ programmed ► | \$ 1,917,473 | \$ -         | ◀ CMAQ  |            |                        |
|   |  |  |  |  |  | TAP programmed ►  | \$ -         | \$ -         | ◀ TAP   |            |                        |
|   |  |  |  |  |  |                   |              |              |         |            |                        |

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / Off-System

|  |                |        |   |   |            |              |              |            |  |
|--|----------------|--------|---|---|------------|--------------|--------------|------------|--|
|  | Bridge Program | 608643 | CHARLEMONT- BRIDGE REPLACEMENT, C-05-037, WEST OXBOW ROAD OVER WILDER BROOK | 1 | STP-BR-OFF | \$ 2,706,000 | \$ 2,164,800 | \$ 541,200 | Construction; total project cost \$2,706,000 |
|  | Bridge Program | 608644 | CHARLEMONT- BRIDGE REPLACEMENT, C-05-008, TOWER ROAD OVER CHICKLEY RIVER    | 1 | STP-BR-OFF | \$ 2,692,000 | \$ 2,153,600 | \$ 538,400 | Construction; total project cost \$2,692,000 |

### ► Bridge Program / On-System (Non-NHS)

|   |                |        |  |   |          |                     |                     |                   |  |
|---|----------------|--------|--|---|----------|---------------------|---------------------|-------------------|--|
|   | Bridge Program | 604189 | BERNARDSTON- BRIDGE REPLACEMENT, B-10-004, U.S. ROUTE 5 (BRATTLEBORO ROAD) OVER SHATTUCK BROOK | 2 | NHPP-Off | \$ 2,993,214        | \$ 2,394,571        | \$ 598,643        | Construction; total project cost \$2,993,214 |
| Bridge Program / On-System (Non-NHS) subtotal ► |                |        |  |   |          | <b>\$ 2,993,214</b> | <b>\$ 2,394,571</b> | <b>\$ 598,643</b> | ◀ 80% Federal + 20% Non-Federal              |

## ► Section 2B / State Prioritized Modernization Projects

### ► Intersection Improvements

|                                      |                           |        |   |   |      |                     |                     |                   |  |
|--------------------------------------|---------------------------|--------|---|---|------|---------------------|---------------------|-------------------|--|
|                                      | Intersection Improvements | 606011 | DEERFIELD- WHATELY- RESURFACING & RELATED WORK ON ROUTES 5 & 10, FROM OLD STATE ROAD TO CONWAY ROAD (1.1 MILES) | 2 | HSIP | \$ 2,574,885        | \$ 2,317,397        | \$ 257,489        | Construction; total project cost \$2,574,885; TEC score 10.3 |
| Intersection Improvements subtotal ► |                           |        |   |   |      | <b>\$ 2,574,885</b> | <b>\$ 2,317,397</b> | <b>\$ 257,489</b> | ◀ Funding Split Varies by Funding Source                     |

## ► Section 2C / State Prioritized Expansion Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 3 / Planning / Adjustments / Pass-throughs

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 4 / Non-Federally Aided Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## 2020 Summary

|                     | TIP Section 1 - 3: ▼ | TIP Section 4: ▼ | Total of All Projects ▼ |  |
|---------------------|----------------------|------------------|-------------------------|--|
| Total ►             | \$ 16,231,197        | \$ -             | \$ 16,231,197           | ◀ Total Spending in Region             |
| Federal Funds ►     | \$ 13,242,446        | \$ -             | \$ 13,242,446           | ◀ Total Federal Spending in Region     |
| Non-Federal Funds ► | \$ 2,988,751         | \$ -             | \$ 2,988,751            | ◀ Total Non-Federal Spending in Region |

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <http://www.massdot.state.ma.us/Highway/flagoers/main.aspx>

# 2021 Franklin Region Transportation Improvement Program

| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼<br><i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i> |
|-------------------------------|----------------|----------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|
|-------------------------------|----------------|----------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|

## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

|  |                        |        |  |   |     |                     |                     |                     |  |
|--|------------------------|--------|--|---|-----|---------------------|---------------------|---------------------|--|
|  | Roadway Reconstruction | 606463 | BUCKLAND- RECONSTRUCTION & MINOR WIDENING ON CONWAY STREET, SOUTH STREET & CONWAY ROAD | 1 | STP | \$ 5,572,800        | \$ 4,458,240        | \$ 1,114,560        | Construction; total project cost of \$5,160,000 inflated 4% per year to \$5,572,800; TEC score 9.1 |
| Regionally Prioritized Projects subtotal ► |                        |        |  |   |     | <b>\$ 5,572,800</b> | <b>\$ 4,458,240</b> | <b>\$ 1,114,560</b> | ◀ 80% Federal + 20% Non-Federal  |

## ► Section 1A / Fiscal Constraint Analysis

**Section 1A Instructions:** MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; **Column C**) Enter ID from ProjectInfo; **Column E**) Choose Municipality Name from dropdown list; **Column H**) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; **Column I**) Enter the total amount of funds being programmed in this fiscal year and for each funding source; **Column J**) Federal funds autocalculates. Please verify the amount and only change if needed for flex. **Column K**) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; **Column L**) Enter Additional Information as described - please do not use any other format.

### Total Regional Federal Aid Funds Programmed ►

|                   |                     |                     |                |                   |                               |
|-------------------|---------------------|---------------------|----------------|-------------------|-------------------------------|
|                   | <b>\$ 5,572,800</b> | <b>\$ 6,179,913</b> | <b>◀ Total</b> | <b>\$ 607,113</b> | <b>Target Funds Available</b> |
| STP programmed ►  | \$ 5,572,800        | \$ 6,179,913        | ◀ STP          |                   |                               |
| HSIP programmed ► | \$ -                | \$ -                | ◀ HSIP         |                   |                               |
| CMAQ programmed ► | \$ -                | \$ -                | ◀ CMAQ         |                   |                               |
| TAP programmed ►  | \$ -                | \$ -                | ◀ TAP          |                   |                               |

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / Off-System

|  |                |        |  |   |            |              |              |              |  |
|--|----------------|--------|--|---|------------|--------------|--------------|--------------|--|
|  | Bridge Program | 608634 | DEERFIELD- BRIDGE PRESERVATION D-06-001, UPPER ROAD OVER DEERFIELD RIVER | 2 | STP-BR-OFF | \$ 6,551,200 | \$ 5,240,960 | \$ 1,310,240 | Construction; total project cost \$6,551,200 |
|--|----------------|--------|--|---|------------|--------------|--------------|--------------|--|

## ► Section 2B / State Prioritized Modernization Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 2C / State Prioritized Expansion Projects

### ► Bicycles and Pedestrians

|                                     |                          |        |   |   |      |                      |                     |                     |   |
|-------------------------------------|--------------------------|--------|---|---|------|----------------------|---------------------|---------------------|---|
|                                     | Bicycles and Pedestrians | 607588 | NORTHFIELD- CONSTRUCT BIKE/PED BRIDGE TO REPLACE N-22-002, SCHELL BRIDGE OVER THE CONNECTICUT RIVER | 2 | CMAQ | \$ 11,086,757        | \$ 8,869,406        | \$ 2,217,351        | Construction / PSAC score 36 / Total Cost \$17,390,041 / AC YR 1 of 2 |
| Bicycles and Pedestrians subtotal ► |                          |        |   |   |      | <b>\$ 11,086,757</b> | <b>\$ 8,869,406</b> | <b>\$ 2,217,351</b> | ◀ 80% Federal + 20% Non-Federal                                       |

## ► Section 3 / Planning / Adjustments / Pass-throughs

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 4 / Non-Federally Aided Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## 2021 Summary

|                     | TIP Section 1 - 3: ▼ | TIP Section 4: ▼ | Total of All Projects ▼ |  |
|---------------------|----------------------|------------------|-------------------------|--|
| Total ►             | \$ 23,210,757        | \$ -             | \$ 23,210,757           | ◀ Total Spending in Region             |
| Federal Funds ►     | \$ 18,568,606        | \$ -             | \$ 18,568,606           | ◀ Total Federal Spending in Region     |
| Non-Federal Funds ► | \$ 4,642,151         | \$ -             | \$ 4,642,151            | ◀ Total Non-Federal Spending in Region |

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <http://www.massdot.state.ma.us/Highway/flaqqers/main.aspx>

# 2022 Franklin Region Transportation Improvement Program

| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼<br><i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i> |
|-------------------------------|----------------|----------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|
|-------------------------------|----------------|----------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|

## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

|  |        |  |   |      |              |                     |                     |   |                                 |
|--|--------|--|---|------|--------------|---------------------|---------------------|---|---------------------------------|
| Intersection Improvements                  | 608414 | GREENFIELD- INTERSECTION IMPROVEMENTS AT TWO LOCATIONS, ROUTE 2 AND COLRAIN ROAD & ROUTE 2 AND BIG Y ENTRANCE    | 2 | HSIP | \$ 253,975   | \$ 228,578          | \$ 25,398           | Construction; total project cost of \$1,981,822 inflated 4% per year to \$2,219,641; funded with combination of HSIP & STP; TEC score 9.2 |                                 |
| Intersection Improvements                  | 608414 | GREENFIELD- INTERSECTION IMPROVEMENTS AT TWO LOCATIONS, ROUTE 2 AND COLRAIN ROAD & ROUTE 2 AND BIG Y ENTRANCE    | 2 | STP  | \$ 1,965,666 | \$ 1,572,533        | \$ 393,133          | Construction; total project cost of \$1,981,822 inflated 4% per year to \$2,219,641; funded with combination of HSIP & STP; TEC score 9.2 |                                 |
| Roadway Reconstruction                     | 605983 | WHATELY- REHABILITATION OF HAYDENVILLE ROAD, FROM CONWAY ROAD TO THE WILLIAMSBURG T.L. (1.7 MILES)               | 2 | STP  | \$ 2,016,000 | \$ 1,612,800        | \$ 403,200          | Construction; total project cost of \$1,800,000 inflated 4% per year to \$2,016,000; TEC score 7.3  |                                 |
| Bicycles and Pedestrians                   | 607610 | BUCKLAND- CONSTRUCTION OF BICYCLE SHOULDERS ON ROUTE 112, FROM MOHAWK TRAIL REGIONAL HIGH SCHOOL TO NORTH STREET | 1 | CMAQ | \$ 1,680,000 | \$ 1,344,000        | \$ 336,000          | Construction; total project cost of \$1,500,000 inflated 4% per year to \$1,680,000; TEC score 5.2  |                                 |
| Regionally Prioritized Projects subtotal ► |        |  |   |      |              | <b>\$ 5,915,641</b> | <b>\$ 4,757,910</b> | <b>\$ 1,157,731</b>   | ◀ 80% Federal + 20% Non-Federal |

## ► Section 1A / Fiscal Constraint Analysis

|   |  | Total Regional Federal Aid Funds Programmed ► | \$ 5,915,641 | \$ 6,305,751 | ◀ Total | \$ 390,110 | Target Funds Available |
|---|--|---|--------------|--------------|---------|------------|------------------------|
| <i>Section 1A instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail &amp; Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.</i> |  | STP programmed ►                              | \$ 3,981,666 | \$ 6,305,751 | ◀ STP   |            |                        |
|   |  | HSIP programmed ►                             | \$ 253,975   | \$ -         | ◀ HSIP  |            |                        |
|   |  | CMAQ programmed ►                             | \$ 1,680,000 | \$ -         | ◀ CMAQ  |            |                        |
|   |  | TAP programmed ►                              | \$ -         | \$ -         | ◀ TAP   |            |                        |

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / Off-System

|  |        |  |   |            |              |                     |                     |  |                                 |
|--|--------|--|---|------------|--------------|---------------------|---------------------|--|---------------------------------|
| Bridge Program                         | 608849 | LEVERETT- BRIDGE REPLACEMENT, L-09-003, MILLERS ROAD OVER ROARING BROOK    | 2 | STP-BR-OFF | \$ 1,128,912 | \$ 903,130          | \$ 225,782          | Construction; total project cost \$1,128,912 |                                 |
| Bridge Program                         | 608855 | ROWE- BRIDGE REPLACEMENT, R-10-008, CYRUS STAGE ROAD OVER POTTER BROOK     | 1 | STP-BR-OFF | \$ 1,990,560 | \$ 1,592,448        | \$ 398,112          | Construction; total project cost \$1,990,560 |                                 |
| Bridge Program                         | 608858 | CHARLEMONT- BRIDGE REPLACEMENT, C-05-042, EAST OXBOW ROAD OVER OXBOW BROOK | 1 | STP-BR-OFF | \$ 1,396,176 | \$ 1,116,941        | \$ 279,235          | Construction; total project cost \$1,396,176 |                                 |
| Bridge Program / Off-System subtotal ► |        |  |   |            |              | <b>\$ 4,515,648</b> | <b>\$ 3,612,518</b> | <b>\$ 903,130</b>                            | ◀ 80% Federal + 20% Non-Federal |

## ► Section 2B / State Prioritized Modernization Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 2C / State Prioritized Expansion Projects

### ► Bicycles and Pedestrians

|                                     |        |   |   |      |              |                     |                     |   |                                 |
|-------------------------------------|--------|---|---|------|--------------|---------------------|---------------------|---|---------------------------------|
| Bicycles and Pedestrians            | 607588 | NORTHFIELD- CONSTRUCT BIKE/PED BRIDGE TO REPLACE N-22-002, SCHELL BRIDGE OVER THE CONNECTICUT RIVER | 2 | CMAQ | \$ 6,303,284 | \$ 5,042,627        | \$ 1,260,657        | Construction / PSAC score 36 / Total Cost \$17,390,041 / AC YR 2 of 2 |                                 |
| Bicycles and Pedestrians subtotal ► |        |   |   |      |              | <b>\$ 6,303,284</b> | <b>\$ 5,042,627</b> | <b>\$ 1,260,657</b>   | ◀ 80% Federal + 20% Non-Federal |

## ► Section 3 / Planning / Adjustments / Pass-throughs

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 4 / Non-Federally Aided Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## 2022 Summary

|                     | TIP Section 1 - 3: ▼ | TIP Section 4: ▼ | Total of All Projects ▼ |  |
|---------------------|----------------------|------------------|-------------------------|--|
| Total ►             | \$ 16,734,573        | \$ -             | \$ 16,734,573           | ◀ Total Spending in Region             |
| Federal Funds ►     | \$ 13,413,056        | \$ -             | \$ 13,413,056           | ◀ Total Federal Spending in Region     |
| Non-Federal Funds ► | \$ 3,321,517         | \$ -             | \$ 3,321,517            | ◀ Total Non-Federal Spending in Region |

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <http://www.massdot.state.ma.us/Highway/flagoers/main.aspx>

# 2023 Franklin Region Transportation Improvement Program

| Amendment / Adjustment Type ▼ | STIP Program ▼ | MassDOT Project ID ▼ | MassDOT Project Description ▼ | MassDOT District ▼ | Funding Source ▼ | Total Programmed Funds ▼ | Federal Funds ▼ | Non-Federal Funds ▼ | Additional Information ▼<br><i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information |
|-------------------------------|----------------|----------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|
|-------------------------------|----------------|----------------------|-------------------------------|--------------------|------------------|--------------------------|-----------------|---------------------|--|

## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

|  |                        |        |  |   |     |                     |                     |                     |   |
|--|------------------------|--------|--|---|-----|---------------------|---------------------|---------------------|---|
|  | Roadway Reconstruction | 603371 | ORANGE- RECONSTRUCTION OF NORTH MAIN STREET, FROM SCHOOL STREET TO LINCOLN AVENUE (0.4 MILES) INCL RELOCATION OF FALL HILL BROOK CULVERT | 2 | STP | \$ 5,735,214        | \$ 4,588,171        | \$ 1,147,043        | Construction; total project cost of \$4,944,150 inflated 4% per year to \$5,735,214; TEC score 10.3 |
| Regionally Prioritized Projects subtotal ► |                        |        |  |   |     | <b>\$ 5,735,214</b> | <b>\$ 4,588,171</b> | <b>\$ 1,147,043</b> | ◀ 80% Federal + 20% Non-Federal   |

## ► Section 1A / Fiscal Constraint Analysis

**Section 1A instructions:** MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; **Column C**) Enter ID from ProjectInfo; **Column E**) Choose Municipality Name from dropdown list; **Column H**) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; **Column I**) Enter the total amount of funds being programmed in this fiscal year and for each funding source; **Column J**) Federal funds autocalculates. Please verify the amount and only change if needed for flex. **Column K**) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; **Column L**) Enter Additional Information as described - please do not use any other format.

| Total Regional Federal Aid Funds Programmed ► | \$ 5,735,214 | \$ 6,443,474 | ◀Total | \$ 708,260 | Target Funds Available |
|---|--------------|--------------|--------|------------|------------------------|
| STP programmed ►                              | \$ 5,735,214 | \$ 6,443,474 | ◀ STP  |            |                        |
| HSIP programmed ►                             | \$ -         | \$ -         | ◀ HSIP |            |                        |
| CMAQ programmed ►                             | \$ -         | \$ -         | ◀ CMAQ |            |                        |
| TAP programmed ►                              | \$ -         | \$ -         | ◀ TAP  |            |                        |

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / On-System (Non-NHS)

|   |                |        |   |   |          |                     |                     |                   |  |
|---|----------------|--------|---|---|----------|---------------------|---------------------|-------------------|--|
|   | Bridge Program | 609082 | CONWAY- BRIDGE REPLACEMENT, C-20-004, NORTH POLAND ROAD OVER POLAND BROOK | 1 | NHPP-Off | \$ 4,139,808        | \$ 3,311,846        | \$ 827,962        | Construction, total project cost \$4,139,808 |
| Bridge Program / On-System (Non-NHS) subtotal ► |                |        |   |   |          | <b>\$ 4,139,808</b> | <b>\$ 3,311,846</b> | <b>\$ 827,962</b> | ◀ 80% Federal + 20% Non-Federal              |

## ► Section 2C / State Prioritized Expansion Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 3 / Planning / Adjustments / Pass-throughs

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## ► Section 4 / Non-Federally Aided Projects

|                        |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|
| No Projects Programmed |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|

## 2023 Summary

|                     | TIP Section 1 - 3: ▼ | TIP Section 4: ▼ | Total of All Projects ▼ |  |
|---------------------|----------------------|------------------|-------------------------|--|
| Total ►             | \$ 9,875,022         | \$ -             | \$ 9,875,022            | ◀ Total Spending in Region             |
| Federal Funds ►     | \$ 7,900,018         | \$ -             | \$ 7,900,018            | ◀ Total Federal Spending in Region     |
| Non-Federal Funds ► | \$ 1,975,004         | \$ -             | \$ 1,975,004            | ◀ Total Non-Federal Spending in Region |

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: <http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>