

CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO & AC

T.I.P. PROJECT STATUS UPDATE

		Date:	2/8/2016
Project Number:	602991	Town/City :	SPENCER
		MDOT DISTRICT:	3
Project Name:	Reconstruction of Maple St./Charlton Rd. (Route 31) from Bemis St. to the Charlton Town Line		

<u>STATUS</u>	Design Level:	25% +	Engineers Estimate :	\$5 mil.
	PRC Approved ?	June 1999	TIP Schedule :	TBD
Is the Project eligible for "HSIP" ?		TBD	Is the Project eligible for "CMAQ" ?	
			No	
Has an RSA been held/scheduled :		Completed March 2014	Does the Project comply with Healthy Transportation Policy ?	
			Waiver	

Project Overview :

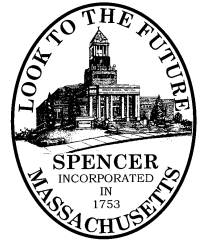
The proposed project extends from Bemis Street to the Charlton Town line, a distance of approximately 3.6 miles. The primary purpose of the project is to rehabilitate the roadway. The Charlton Road segment of Route 31 is in very poor condition with an Overall Condition Index of 16.9, or worse, on a 100 - 0 scale. The Town of Spencer in coordination with the MassDOT D3 Office is proposing a reconstruction design consisting of geometric improvements, limited roadway or shoulder widening, drainage and safety improvements recommended in the March 2014 Roadway Safety Audit (RSA). A design waiver from the Healthy Transportation Policy is required for this smaller scale scope alternative in order to keep overall construction costs in the approximately \$5 mil. cost range. A fully designed roadway per current TIP standards would cost \$13-\$14 million dollars plus engineering. Both the Town and MassDOT recognize that the regional TIP would have a very difficult time funding that size of a project for this roadway any time in the near future. Refer to the following page for additional information on project history and work completed by the Town of Spencer to date and the proposed typical cross-sections.

Regional Significance :

Depending on the roadway segment Route 31 carries 3,000 to 4,650 vehicles per day. Regionally, Route 31 is the north-south connector/arterial route/road between Holden, Paxton, Spencer, Charlton and Dudley.

What Permits and/or ROW are anticipated :	Permitting will be limited to the local Conservation Commission. All roadway work can be accomplished within the existing ROW.
Are there EJ Concerns	No.
Are there ED Benefits :	No immediate ED benefits. However, it is anticipated that the Town and the region will benefit economically by bringing this arterial up to a state of good repair.
Can the Project be PHASED :	Yes. The project can be phased. However, the entire roadway segment is in such poor condition that it all needs to be reconstructed in the near future.
What is Next in the Schedule :	Obtain waiver from the Healthy Transportation Policy. Obtain acceptance of the project from MassDOT D3 Community Compliance Section.

Spencer – Route 31 (MassDOT Project File No. 602991)



Project Planning, Development and Programming/Funding History

The following is a brief summary of project development milestones for the Charlton Rd. (Rte 31) corridor.

June 1999 – Project Review Committee (PRC) approves project for federal aid funding eligibility.

December 2003 – Town hires consultant for study and design development for Route 31 (Maple St. and Charlton Rd.).

March 2004 – Consultant completes Conditions Assessment and Conceptual Design Analysis Report (approx. cost \$50,000).

April 2004 – Town retained surveyor and environmental consultant to survey Route 31 corridor, delineate wetlands and determine permitting requirements (approx. cost \$120,000).

May 25, 2004 – Public Hearing for Route 31 corridor is well attended. Route 31 from Main St. to Charlton town line identified by attendees as top roadway priority need.

November 2004 - Additional coordination between Town and MassDOT indicates that potential TIP funding for Charlton Rd. will be difficult and may be a long time out.

December 2004 - Town sets Charlton Road project aside and pursue "Footprint Road" funding for Maple St. segment of Route 31

November 2005 – Consultant completes Functional Design Report (FDR) for Route 31 corridor (approx. cost \$32,000).

December 2005 – Maple St. funding approved. Town funds design of Maple St. Maple St. construction completed 2011.

March 2006 – Town retains consultant to analyze various designs and costs for Charlton Rd. Town and consultant meet with MassDOT to discuss design alternatives. MassDOT estimates 2006 cost to reconstruct the road to TIP/FHWA design standards will cost approx. \$8 to \$10 million dollars, which is close to using the entire annual TIP budget for the region at that time. Town is told project is too costly for MassDOT to support programming on TIP.

September 2006 – Based upon meeting with MassDOT and apparent lack of near future construction funding the Town elects to set Charlton Rd. design on the shelf for now and focus on other projects.

Summer 2010 – Town reconstructs small section of Route 31 due to icing and numerous accident issues. \$200,000.00 approx. cost

November 2011 – Maple St. section of Route 31 reconstruction completed under Footprint Roads program.

FY 14 Transportation Bond Bill including \$11 million dollar earmark for Charlton Rd.

March 2014 - Roadway Safety Audit (RSA) report for Charlton Road completed. Town meets with MassDOT and RSA consultants to discuss findings and reconstruction cost alternatives.

Spring 2014 - MassDOT begins design development for potential book job.

Spring 2015 – Town initiates design of Route 31 (Charlton Rd) stormwater and drainage repairs, etc. following winter 2015. Project includes the replacement of 6 culverts. Completed in December 2015 for a total cost of \$350,000.

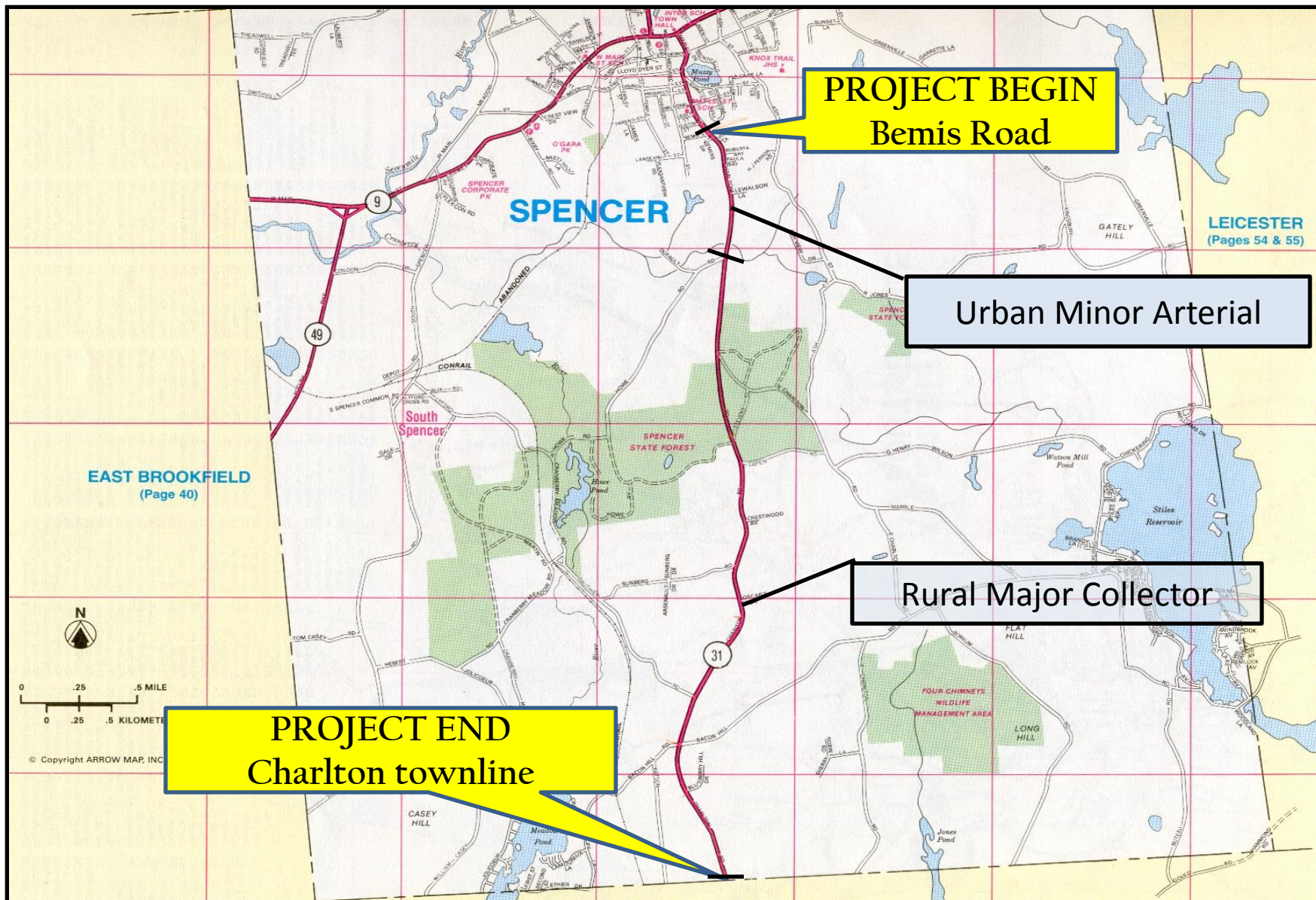
May 2015 – Town begins hazardous tree removals per Roadway Safety Audit recommendations. As of December 2015 the Town has removed approximately 200 trees totaling approx. \$50,000 in cost. Approx. \$50,000 more to complete the remaining tree removals.

October 2015 – Town labor forces graded and reshaped all drainage swales and roadway edges for the entire 3.8 miles of Charlton Rd (Route 31). Total estimated Town labor and equipment costs for this work is \$30,000.

December 2015 – Town initiates survey and design for 5 more Route 31 (Charlton Rd) culvert replaces to be constructed in 2016. Total estimated survey, design and construction costs for this work is \$450,000.

Approx. Total local funds invested by the Town of Spencer into the Route 31 corridor from Main St to Charlton Town line from 2003 – December 2015 = approx. \$1,430,000+. In addition, the Town is ready to commit an additional \$450,000 in 2015 for engineering services and construction for the replacement of an additional 5 existing cross-culverts and \$50,000 additional in tree removal work.

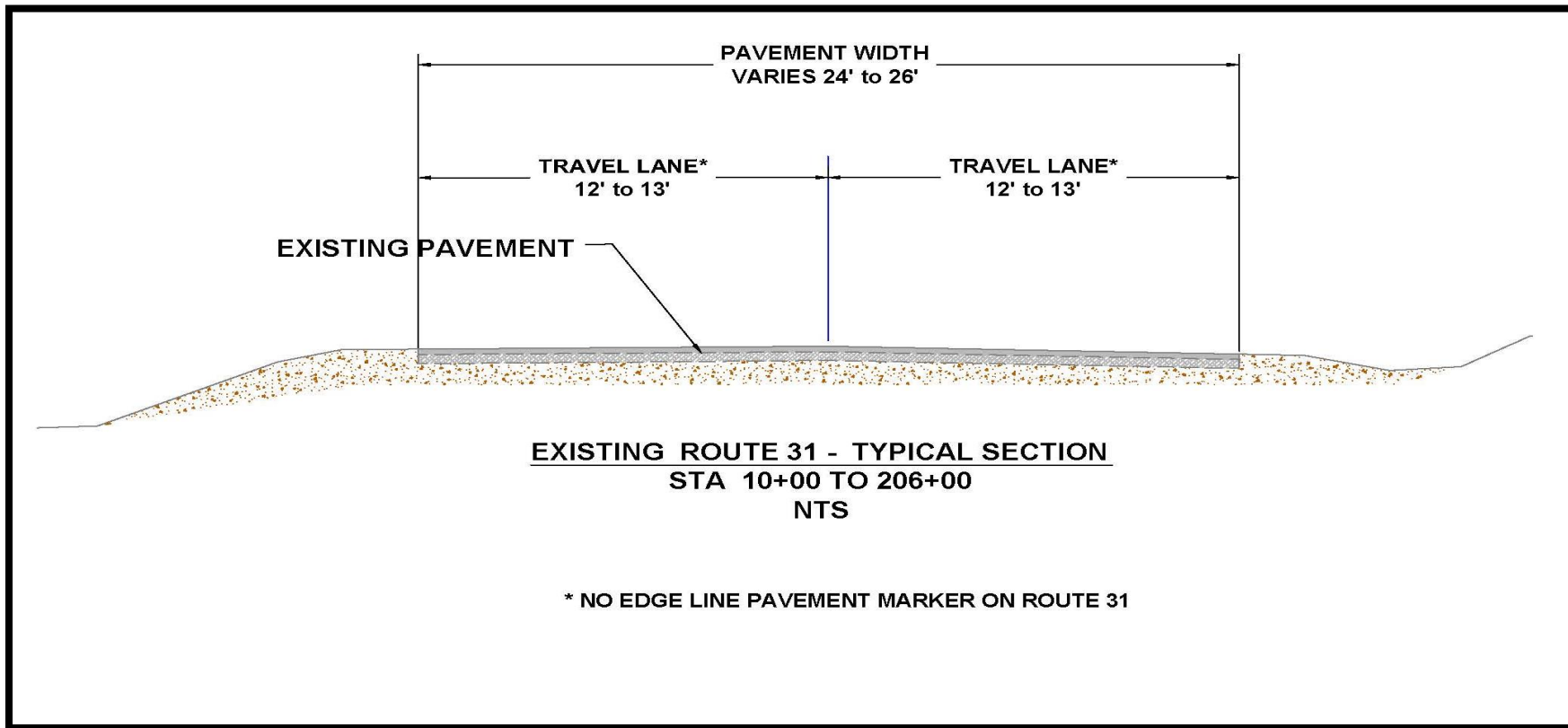
It should be noted that Spencer's total annual road budget is approximately \$550,000, therefore, we are currently committing a large majority of our 2015 and 2016 roadway budget funds to Charlton Rd (Route 31). The Town cannot sustain that level of investment for this one road or the rest of our roads will suffer too much and other critical roadway and bridge infrastructure needs cannot be addressed.



PROJECT LOCUS MAP

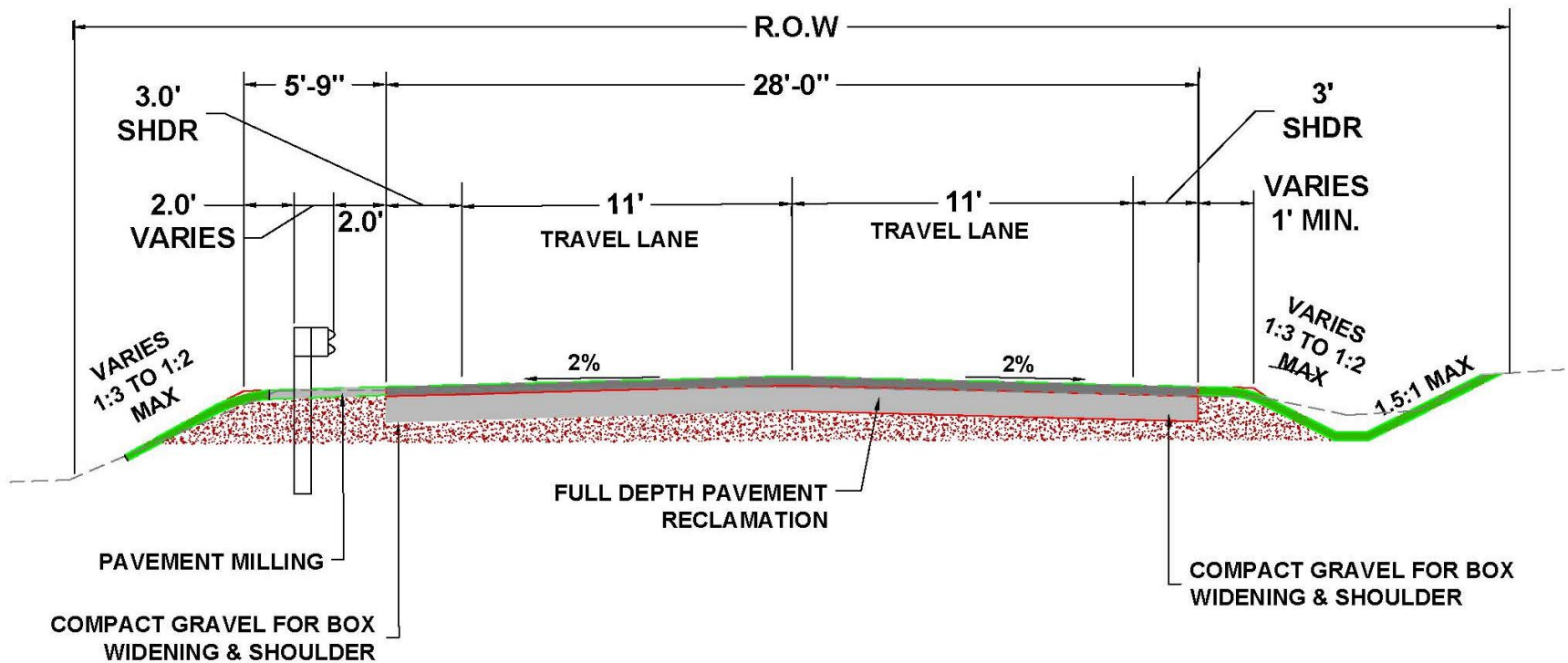
PROJECT SCOPE:

- ☐ Reclamation & Minor Roadway Widening & To Improve Shoulder Widths
- ☐ Intersection Geometry Re-Alignment
- ☐ Pavement Marking and Signage
- ☐ Vegetation Removal
- ☐ Drainage Improvements
- ☐ Guardrail Replacement



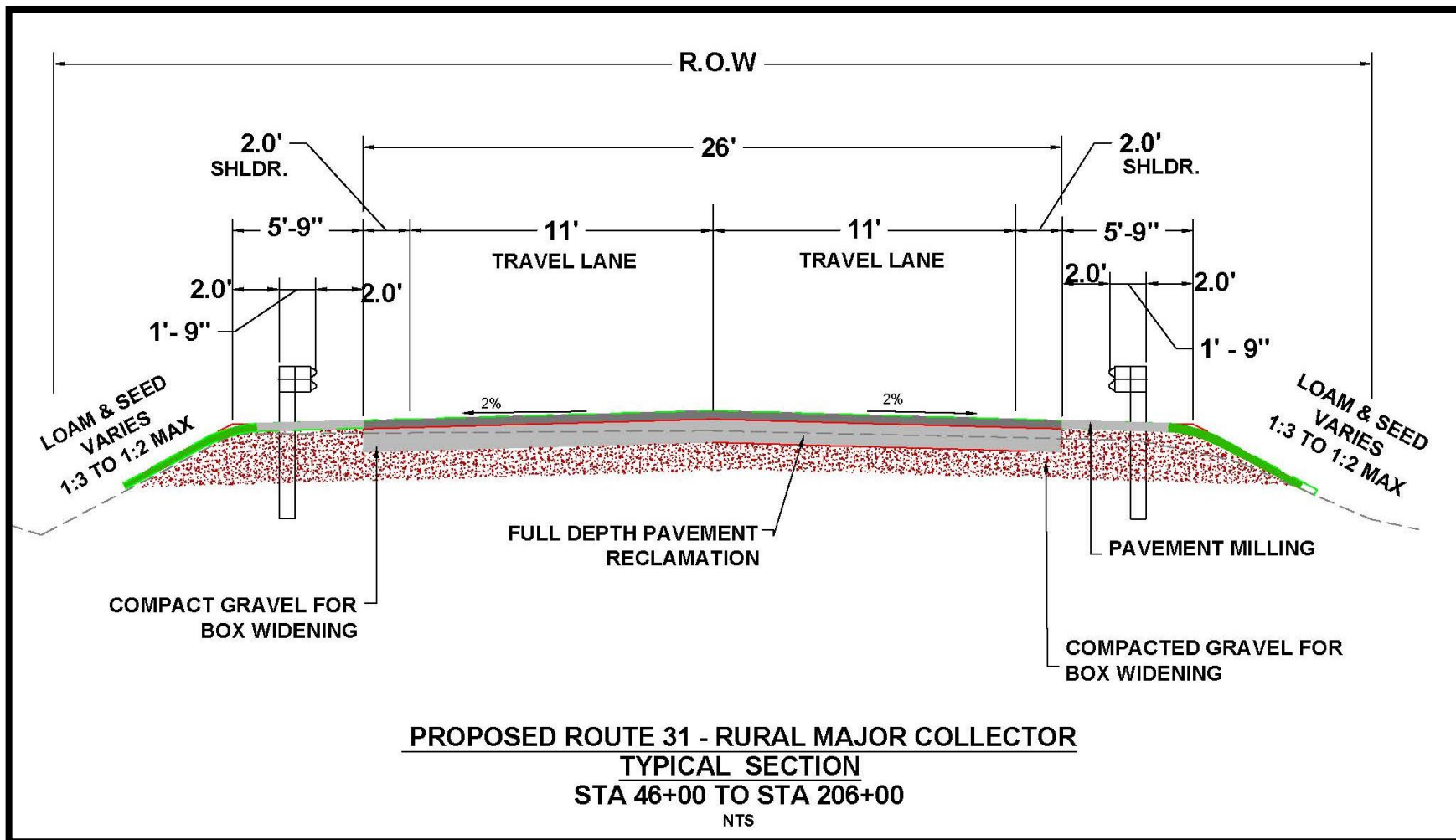
EXISTING CONDITION

ROADWAY WIDTH VARIES FROM 24 FEET TO 26 FEET



PROPOSED ROUTE 31 - URBAN MINOR ARTERIAL
TYPICAL SECTION
STA 10+00 TO 46+00
NTS

URBAN MINOR ARTERIAL - BEMIS ROAD TO HOWE ROAD
PROPOSED 28 FEET WIDE ROADWAY



RURAL MAJOR COLLECTOR - HOWE ROAD TO CHARLTON TOWNLIN

PROPOSED 26 FEET WIDE ROADWAY

Alternative & Cost Comparison

Design Criteria Values	Wetlands (SF)	Trees (EA)	Stone Walls (LF)	Utility Relocation (\$)	ROW Cost (\$)	Construction Cost (\$)	Total Cost (\$)
<u>Desirable:</u> Minimum Full Depth Reconstruction – 32 ft (Roadway, 11 ft travel lanes, 5 ft Shoulders, and sidewalks)	29,600	100+	800	\$459,000	\$42,000	\$11,100,000	\$13,320,000
Alternative 1							
<u>Proposed:</u> Reclaimed & box widening to 26 ft to 28 ft (roadway 11 ft lanes, 2' to 3' Shoulder)	n/a	4	n/a	\$90,000		\$4,000,000	\$5,000,000