

CAPITAL INVESTMENT FRAMEWORK

Relationship Between the Capital Budget and Capital Improvement Plan

The FY27 Capital Budget and the FY27–FY31 Capital Improvement Plan (CIP) together establish the Town’s comprehensive capital investment framework. While presented in sequence, they serve distinct but interrelated purposes within the Town’s financial management structure.

The FY27 Capital Budget represents the annual appropriation request for capital expenditures to be authorized at Town Meeting. It reflects projects that have been evaluated for readiness, urgency, fiscal capacity, and alignment with strategic priorities. The FY27 recommendation incorporates current revenue conditions, levy constraints, debt service capacity, and operating budget impacts.

The FY27–FY31 Capital Improvement Plan, by contrast, is a multi-year planning document. It provides a structured forecast of anticipated capital needs and establishes a phased roadmap for infrastructure preservation, facility investment, fleet replacement, and enterprise modernization. The CIP does not constitute authorization of future spending; rather, it is a financial planning tool that supports long-range decision-making and debt management.

Purpose of the Annual Capital Budget

The FY27 Capital Budget reflects the Town’s immediate investment priorities within the context of:

- Public health and safety requirements
- Infrastructure condition and asset preservation
- Regulatory compliance
- Lifecycle replacement schedules
- Debt affordability
- Operating budget sustainability

Only those projects deemed operationally necessary, financially supportable, and administratively prepared for implementation are advanced for FY27 appropriation.

This disciplined annual review ensures that capital spending remains aligned with the Town’s fiscal policies and long-term financial position.

Role of the Five-Year Capital Improvement Plan (CIP)

The FY27–FY31 CIP extends beyond the current fiscal year to provide visibility into future infrastructure demands and financial commitments. It serves several core functions:

1. Debt Modeling and Affordability Analysis

The CIP allows the Town to project borrowing requirements and associated debt service impacts over multiple years, thereby protecting structural balance within the operating budget.

2. Phased Project Sequencing

Major capital initiatives including roadway reconstruction, facility renovation, and enterprise system upgrades are distributed over multiple fiscal years to stabilize annual borrowing and avoid concentration of debt.

3. Asset Management Planning

The CIP supports lifecycle-based planning for fleet, equipment, and building systems, reducing the risk of emergency replacements and deferred maintenance escalation.

4. Strategic Transparency

By identifying anticipated projects in advance, the CIP provides policymakers and residents with a clear understanding of emerging infrastructure obligations and long-term financial considerations.

While the CIP establishes a five-year planning horizon, it is subject to annual review and revision. Each year, the Town reassesses:

- Project timing and readiness
- Updated cost estimates
- Revenue and levy conditions
- Debt capacity and bond rating considerations
- Grant opportunities and external funding sources

Accordingly, only the first year of the CIP (FY27) is brought forward for appropriation. Years FY28 through FY31 remain planning estimates, subject to modification based on fiscal conditions and community priorities.

Integrated Capital Strategy

The separation between the annual capital budget and the five-year CIP is fundamental to responsible municipal financial management.

The FY27 Capital Budget reflects immediate, executable investment decisions.

The FY27–FY31 Capital Improvement Plan reflects long-term infrastructure stewardship, debt stabilization, and strategic sequencing.

Together, they ensure that the Town:

- Preserves existing assets before expansion
- Aligns capital investment with fiscal capacity
- Maintains predictable debt service growth
- Supports public safety and regulatory compliance
- Provides transparent and forward-looking financial planning

This integrated framework positions the Town to meet current obligations while responsibly preparing for future infrastructure demands.

Town Manager's Recommended One-Year Capital Investment Plan

The FY27 Capital Budget represents the Town's annual investment in long-term assets, infrastructure preservation, regulatory compliance, and public safety readiness. While informed by the broader five-year Capital Improvement Plan (CIP), the FY27 capital budget is a discrete appropriation plan requiring Town Meeting authorization and reflects the immediate fiscal realities facing the Town.

For FY27, the Town Manager recommends total capital investments of:

- General Fund Capital: \$4,837,548.44
- Wastewater Enterprise Fund: \$635,000
- Community Preservation: \$993,000
- Total FY27 Capital Recommendation: \$6,465,548.44

This recommendation reflects a deliberate recalibration of departmental submissions. Original requests were reviewed through the lens of:

- Debt capacity and long-term borrowing impact
- Levy limitations and operating budget pressures
- Lifecycle replacement schedules
- Regulatory and safety requirements
- Project readiness and sequencing
- Strategic alignment with Select Board priorities

The FY27 capital plan prioritizes preservation of existing assets, public safety continuity, and regulatory compliance over expansionary initiatives.

CAPITAL ALLOCATION POLICY: INFRASTRUCTURE FIRST

Beginning with the FY27 recommendation, the Town establishes a structured capital allocation framework designed to restore predictability, preserve infrastructure, and stabilize long-term borrowing.

The FY27 capital program reflects the intentional dedication of:

- \$2 million annually for roadway and bridge infrastructure, and
- \$1 million annually for all other general government capital needs.

This allocation model recognizes that transportation infrastructure represents the Town's largest and most vulnerable asset class. Roadways, bridges, culverts, and pedestrian systems are foundational to public safety, economic vitality, emergency response, and community connectivity.

Historically, roadway investment has fluctuated year to year, resulting in deferred maintenance and episodic borrowing. By establishing a predictable \$2 million annual commitment to roads and bridges, the Town transitions from reactive infrastructure repair toward a disciplined asset management strategy.

The additional \$1 million allocation for all other general capital needs establishes a sustainable baseline for:

- Public safety fleet and equipment replacement
- Municipal facility preservation

- Technology modernization
- Regulatory compliance investments
- Equipment lifecycle planning

This framework creates structural balance within the capital program and reduces reliance on one-time funding solutions or episodic borrowing spikes.

GENERAL OPERATING CAPITAL

1. Cruiser Replacement Program - \$85,000 (FREE CASH)

Scheduled replacement maintains fleet reliability and operational readiness. Lifecycle-based replacement reduces maintenance costs and prevents service disruption.

2. Body Worn Camera (BWC) Contract Extension & Upgrade - \$48,201.44 (FREE CASH)

This investment sustains and upgrades the Police Department's body-worn camera program. The upgrade enhances evidentiary integrity, transparency, and administrative efficiency.

3. Turnout Gear Replacement - \$45,800 (FREE CASH)

Replacement ensures firefighter safety and compliance with protective equipment standards. Modern gear reduces occupational risk and liability exposure.

4. Exhaust Capture (Plymovent) System Improvements - \$80,000 (FREE CASH)

Improvements enhance indoor air quality and reduce carcinogen exposure within the fire station. This investment protects personnel health and supports workplace safety standards.

5. Town Building Water Infiltration Testing - \$150,000 (FREE CASH)

Testing identifies structural vulnerabilities and water intrusion risks within municipal buildings. Early detection supports preventive maintenance and protects long-term asset value.

6. Bridge Street Bridge Rehabilitation (FREE CASH)

This project addresses structural rehabilitation needs to preserve the safety and service life of the Bridge Street Bridge. Proactive investment avoids accelerated deterioration, higher long-term reconstruction costs, and potential service disruptions.

7. Shaw Bridge Rehabilitation - \$1,603,000 (FREE CASH)

Funding supports critical repairs to maintain structural integrity and public safety. Early intervention reduces the risk of costly emergency repairs and preserves transportation continuity.

8. Roadway Improvements (Phase 2) - \$410,000 (CHAPTER 90)

This phase continues the Town's structured pavement management strategy under the \$2 million annual infrastructure commitment. Phased roadway investment stabilizes pavement conditions and reduces long-term reconstruction liability.

9. Brush Hill Road Culvert Replacement - \$777,500 (GRANT)

Replacement of the culvert improves drainage capacity, roadway resilience, and stormwater management. This investment mitigates flooding risk and protects roadway infrastructure.

10. Crosswalk Installation & Replacement - \$171,000 (CAPITAL STABILIZATION)

Improvements enhance pedestrian safety and traffic visibility at targeted locations. This project supports safe mobility and reduces liability exposure.

11. Roadwork Engineering (2 out of 4 Projects) - \$550,000 (CHPT. 90 / CAPITAL STABILIZATION)

Engineering design ensures future roadway phases are construction-ready and properly sequenced. Advance planning improves cost control and project efficiency. \$250,000 is proposed to be funded by Chapter 90, and the remaining \$300,000 is to be funded by Capital Stabilization.

12. Trailer-Mounted 75KW Generator - \$75,000 (FREE CASH)

The mobile generator provides deployable backup power to critical facilities during extended outages. It strengthens emergency preparedness and continuity of operations.

13. Portable Electronic Message Board - \$54,842 (FREE CASH)

This unit improves real-time communication during emergencies, construction projects, and roadway closures. It enhances public safety messaging and traffic control.

14. Online Permitting Software - \$90,000 (FREE CASH)

Modernizes permit processing, improves public and ADA accessibility, and increases administrative efficiency. The system reduces paper workflows and enhances transparency.

15. Assessor Software Upgrade - \$43,000 (FREE CASH)

Upgraded software improves data management, valuation accuracy, and compliance reporting. It strengthens operational reliability within property assessment functions.

16. Archival Storage Feasibility Study - \$50,000 (FREE CASH)

This study evaluates long-term preservation solutions for vital records. Proactive planning ensures statutory compliance and protection of historical documents.

17. Inspector Vehicle - \$35,000 (FREE CASH)

Supports field inspections and regulatory enforcement activities. Reliable transportation is essential for environmental health and public safety functions.

18. Council on Aging Van - \$53,000 (FREE CASH)

The van supports senior transportation services and access to essential programs. This investment strengthens mobility and aging-in-place initiatives.

19. Master Plan (Visioning Phase Funding) - \$50,000 (FREE CASH)

Initial funding advances the Town's comprehensive planning update. The Master Plan guides long-term land use, infrastructure alignment, and economic development strategy.

20. Accessible Electric Vehicles - \$18,205 (FREE CASH)

Acquisition of accessible electric vehicles supports mobility equity and sustainability objectives. The investment enhances transit accessibility while reducing long-term operating emissions.

WASTEWATER ENTERPRISE CAPITAL**1. Sewer Infrastructure Work - \$100,000 (RETAINED EARNINGS)**

Targeted system improvements address aging components within the collection system to maintain reliability and regulatory compliance. Proactive investment reduces the risk of failures, inflow issues, and costly emergency repairs.

2. Sludge Loadout Upgrade - \$145,000 (RETAINED EARNINGS)

This upgrade modernizes sludge handling operations at the treatment facility to improve efficiency, safety, and operational reliability. The investment supports compliance and enhances long-term system sustainability.

3. Miscellaneous Engineering Services - \$200,000 (RETAINED EARNINGS)

Funding supports professional engineering services required for system evaluation, regulatory reporting, permitting, and project development. Ongoing technical support ensures informed capital planning and operational compliance.

4. Capacity, Management, Operations & Maintenance - \$30,000 (RETAINED EARNINGS)

This investment advances the Town's structured CMOM program to strengthen system oversight, asset tracking, and preventive maintenance practices. Continued implementation improves operational performance and regulatory compliance.

5. Annual Inflow & Infiltration (I&I) Design - \$160,000 (RETAINED EARNINGS)

Engineering design supports ongoing efforts to identify and reduce stormwater infiltration into the wastewater system. Reducing I&I lowers treatment costs, protects system capacity, and supports long-term rate stability.

FY27 CAPITAL and IMPROVEMENT PLAN

Department Recommendations

	FY27	FY28	FY29	FY30	FY31	TOTAL CIP
Police	\$ 273,201.44	\$ 309,693.10	\$ 317,786.88	\$ 166,000.00	\$ 173,000.00	\$ 1,239,681.42
Fire	\$ 125,800.00	\$ 54,385.18	\$ -	\$ -	\$ -	\$ 180,185.18
DPW Facilities	\$ 3,700,000.00	\$ 280,000.00	\$ -	\$ -	\$ -	\$ 3,980,000.00
DPW Highway	\$11,025,451.00	\$ -	\$ -	\$ -	\$ -	\$11,025,451.00
Emergency Mgmt	\$ 169,842.00	\$ -	\$ -	\$ -	\$ -	\$ 169,842.00
Informational Technology	\$ 133,000.00	\$ -	\$ -	\$ -	\$ -	\$ 133,000.00
Town Clerk	\$ 75,000.00	\$ -	\$ -	\$ -	\$ -	\$ 75,000.00
Health	\$ 33,300.00	\$ -	\$ -	\$ -	\$ -	\$ 33,300.00
Council On Aging	\$ 53,000.00	\$ -	\$ -	\$ -	\$ -	\$ 53,000.00
Parks & Rec	\$ 174,000.00	\$ -	\$ -	\$ -	\$ -	\$ 174,000.00
Planning	\$ 200,000.00	\$ 200,000.00	-	-	-	\$ 400,000.00
Transportation	\$ 36,410.00	\$ -	\$ -	\$ -	\$ -	\$ 36,410.00
TOTAL GENERAL	\$ 15,999,004.44	\$ 844,078.28	\$ 317,786.88	\$ 166,000.00	\$ 173,000.00	\$ 17,499,869.60
Wastewater	\$ 3,000,900.00	\$ -	\$ -	\$ -	\$ -	\$ 3,000,900.00
Community Preservation	\$ 993,000.00					\$ 993,000.00
Grand Total DH CIP	\$ 20,029,314.44	\$ 844,078.28	\$ 317,786.88	\$ 166,000.00	\$ 173,000.00	\$ 21,530,179.60

Town Manager's Recommendations

	FY27	FY28	FY29	FY30	FY31	TOTAL CIP
Police	\$ 133,201.44	\$ 309,693.10	\$ 317,356.88	\$ 306,000.00	\$ 173,000.00	\$ 1,239,251.42
Fire	\$ 125,800.00	\$ 54,385.18	\$ -	\$ -	\$ -	\$ 180,185.18
DPW Facilities	\$ 150,000.00	\$ 280,000.00	\$ -	\$ 2,500,000.00	\$ 1,050,000.00	\$ 3,980,000.00
DPW Highway	\$ 3,959,500.00	\$ 1,559,793.00	\$ 2,734,206.00	\$ 1,447,084.00	\$ 1,874,868.00	\$ 11,575,451.00
Emergency Mgmt	\$ 129,842.00	\$ -	\$ -	\$ -	\$ 42,000.00	\$ 171,842.00
Informational Technology	\$ 133,000.00	\$ -	\$ -	\$ -	\$ -	\$ 133,000.00
Town Clerk	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ 50,000.00
Health	\$ 35,000.00	\$ -	\$ -	\$ -	\$ -	\$ 35,000.00
Council On Aging	\$ 53,000.00	\$ -	\$ -	\$ -	\$ -	\$ 53,000.00
Parks & Rec	\$ -	\$ 23,000.00	\$ -	\$ 151,000.00	\$ -	\$ 174,000.00
Planning	\$ 50,000.00	\$ 200,000.00	\$ -	\$ 200,000.00	\$ -	\$ 450,000.00
Transportation	\$ 18,205.00	\$ -	\$ -	\$ -	\$ -	\$ 18,205.00
TOTAL GENERAL	\$ 4,837,548.44	\$ 2,426,871.28	\$ 3,051,562.88	\$ 4,604,084.00	\$ 3,139,868.00	\$ 18,059,934.60
Wastewater	\$ 635,000.00	\$ 838,000.00	\$ 1,527,900.00	\$ -	\$ -	\$ 3,000,900.00
Community Preservation	\$ 993,000.00					\$ 993,000.00
Grand Total DH CIP	\$ 6,465,548.44	\$ 3,264,871.28	\$ 4,579,462.88	\$ 4,604,084.00	\$ 3,139,868.00	\$ 22,053,834.60

FY27 CAPITAL - Dept Review

Project Title	FY2027	Safety	Need	Priority Alignment	SCOREING	Town Manager Recommendation
Crosswalk Install & Replace, 5 Locations	\$171,000.00	42	42	39	41	\$171,000.00
Plymovent System (Facilities)	\$70,000.00	44	43	33	40	\$80,000.00
Bridge Street Bridge Rehab	\$426,000.00	42	42	36	40	\$426,000.00
Shaw Bridge Rehab	\$1,603,000.00	41	40	38	39.66666667	\$1,603,000.00
Back up set of Turnout Gear (10 SETS)	\$45,800.00	42	41	35	39.33333333	\$45,800.00
Master Plan	\$200,000.00	32	41	45	39.33333333	\$50,000.00
Body Camera	\$48,201.44	43	39	35	39	\$48,201.44
Sludge Loadout Upgrade	\$145,000.00	41	40	36	39	\$145,000.00
Online Permitting Software	\$90,000.00	34	40	39	37.66666667	\$90,000.00
Town Building Water Infiltration Testing	\$150,000.00	36	39	33	36	\$150,000.00
Multi Dept Response Van	\$140,000.00	38	35	32	35	
Trailer Mounted 75KW Generator	\$73,000.00	33	33	39	35	\$75,000.00
Inspector Vehicle	\$33,300.00	31	36	37	34.66666667	\$35,000.00
Upgrade Assessors Software	\$43,000.00	20	38	40	32.66666667	\$43,000.00
Cruiser Replacement (1-2/yr)	\$84,000.00	35	28	33	32	\$85,000.00
2 - Accessible Electric Vehicles	\$36,410.00	31	31	33	31.66666667	\$18,205.00
Archival Storage Feasibility Study	\$75,000.00	17	41	35	31	\$50,000.00
Manhole Installation Pearl St.	\$22,000.00	36	31	23	30	\$22,000.00
Sewer Infrastructure Work	\$100,000.00	29	29	31	29.66666667	\$100,000.00
Council on Aging Van	\$53,000.00	19	32	37	29.33333333	\$53,000.00
Brush Hill Road Culvert	\$777,500.00	30	28	29	29	\$777,500.00
Sunoco Station Transfer Switch	\$42,000.00	28	27	28	27.66666667	
Message Board Purchase	\$54,842.00	25	23	27	25	\$54,842.00
Roadway Improvements (2 of 6)	\$410,000.00	21	25	26	24	\$410,000.00
Lake Mansfield Sidewalk & Beach Restoration	\$151,000.00	23	22	23	22.66666667	
Ramsdell Library Renovation	TBD	17	22	28	22.33333333	
Roadway Improvements (1 of 6)	\$1,559,793.00	18	22	24	21.33333333	
Misc Sidewalk Improvements	\$104,000.00	19	19	25	21	
Roadway Improvements (3 of 6)	\$1,221,206.00	17	19	22	19.33333333	
Freightliner Purchase	\$438,000.00	17	13	21	17	
Roadwork Engineering (2 projects)	\$1,075,000.00	14	16	17	15.66666667	\$550,000.00
Bird Mgmt - Lake Mansfield	\$23,000.00	18	12	17	15.66666667	
Roadway Improvements (4 of 6)	\$1,343,084.00	13	16	17	15.33333333	
Roadway Improvements (5 of 6)	\$1,190,366.00	13	15	17	15	
Roadway Improvements (6 of 6)	\$684,502.00	11	14	17	14	
DPW Cold Storage	\$1,050,000.00	9	14	18	13.66666667	
Capacity, Management, Operations and Maintenance Year 6 FY2027	\$ 30,000.00	Tardy Submission				\$ 30,000.00
Miscellaneous Engineering Services	\$ 200,000.00	Tardy Submission				\$ 200,000.00
Annual Inflow & Infiltration Design	\$ 160,000.00	Tardy Submission				\$ 160,000.00

General	\$4,837,548.44
Enterprise	\$ 635,000.00
Total General and Enterprise	\$5,472,548.44

Service Enhancement Grants	\$ 150,000.00
Enterprise	\$ 635,000.00
Community Preservation	\$ 993,000.00
Capital Stabilization	\$471,000.00
Grants	\$777,500.00
Chpt 90	\$660,000.00
Capital Plan	\$900,048.44
Roads & Bridges	\$2,029,000.00
Total General Capital	\$4,837,548.44
TOTAL General and Enterprise	\$5,472,548.44
GRAND TOTAL CAPITAL	\$ 6,615,548.44

Chapter 90 Projects	
Roadway Improvements (2 of 6)	\$410,000.00
Route 183 TIP	\$250,000.00
Total Chapter 90 Funds	\$660,000.00

Service Enhancement Grants	
Health/Water Quality Intern	\$ 25,000.00
Human Services	\$ 53,000.00
Arts & Culture	\$ 30,000.00
Employee Prof. Dev.	\$ 30,000.00
Fire Department Washer & Dryer	\$ 2,000.00
Computer Replacement Program	\$ 10,000.00
Total Service Enhancement Grants	\$ 150,000.00

Capital Improvement Plan

Dept	Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Police	Cruiser Replacement (1-2/yr)	\$ 85,000.00	\$ -	\$ -	\$ -	\$ -	\$ 85,000.00
	Cruiser Replacement (1-2/yr)	\$ -	\$ 159,530.00	\$ -	\$ -	\$ -	\$ 159,530.00
	Cruiser Replacement (1-2/yr)	\$ -	\$ -	\$ 159,530.00	\$ -	\$ -	\$ 159,530.00
	Cruiser Replacement (1-2/yr)	\$ -	\$ -	\$ -	\$ 166,000.00	\$ -	\$ 166,000.00
	Cruiser Replacement (1-2/yr)	\$ -	\$ -	\$ -	\$ -	\$ 173,000.00	\$ 173,000.00
	Multi Dept Response Van		\$ -	\$ -	\$ 140,000.00	\$ -	\$ 140,000.00
	Body Camera	\$ 48,201.44	\$ 150,163.10	\$ 157,826.88	\$ -	\$ -	\$ 356,191.42
TOTAL POLICE	\$ 133,201.44	\$ 309,693.10	\$ 317,356.88	\$ 306,000.00	\$ 173,000.00	\$ 1,239,251.42	
Fire	Plymovent System (Facilities)	\$ 80,000.00	\$ -	\$ -	\$ -	\$ -	\$ 80,000.00
	Back up set of Turnout Gear	\$ 45,800.00	\$ -	\$ -	\$ -	\$ -	\$ 45,800.00
	700/800mhz radios	\$ -	\$ 54,385.18	\$ -	\$ -	\$ -	\$ 54,385.18
	TOTAL FIRE	\$ 125,800.00	\$ 54,385.18	\$ -	\$ -	\$ -	\$ 180,185.18
Facilities	Ramsdell Library Rennovation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -
	Town Building Water Infiltration Testing	\$ 150,000.00	\$ -	\$ -	\$ -	\$ -	\$ 150,000.00
	Town Hall Rennovation/Feasibility Study	\$ -	\$ -	TBD	\$ -	\$ -	\$ -
	Police Station Rennovation/Feasibility Study	\$ -	\$ 150,000.00	\$ -	\$ -	TBD	\$ 150,000.00
	Housatonic Community Center Rennovation	\$ -	\$ -	\$ -	\$ -	TBD	\$ -
	DPW Facility	\$ -	\$ -	\$ -	\$ 2,500,000.00	\$ -	\$ 2,500,000.00
	Fire Station Roof Repairs	\$ -	TBD	\$ -	\$ -	\$ -	\$ -
	Mason Library Repairs	\$ -	\$ -	TBD	\$ -	\$ -	\$ -
	Town Hall Generator	\$ -	\$ 130,000.00	\$ -	\$ -	\$ -	\$ 130,000.00
	DPW Cold Storage	\$ -	\$ -	\$ -	\$ -	\$ 1,050,000.00	\$ 1,050,000.00
TOTAL FACILITIES	\$ 150,000.00	\$ 280,000.00	\$ -	\$ 2,500,000.00	\$ 1,050,000.00	\$ 3,980,000.00	
Highway	Bridge Street Bridge Rehab	\$ 426,000.00	\$ -	\$ -	\$ -	\$ -	\$ 426,000.00
	Shaw Bridge Rehab	\$ 1,603,000.00	\$ -	\$ -	\$ -	\$ -	\$ 1,603,000.00
	Freightliner Purchase	\$ -	\$ -	\$ 438,000.00	\$ -	\$ -	\$ 438,000.00
	Crosswalk Install & Replace, 5 Locations	\$ 171,000.00	\$ -	\$ -	\$ -	\$ -	\$ 171,000.00
	Brush Hill Road Culvert	\$ 777,500.00	\$ -	\$ -	\$ -	\$ -	\$ 777,500.00
	Roadway Improvements (6 of 6)	\$ -	\$ -	\$ -	\$ -	\$ 684,502.00	\$ 684,502.00
	Roadway Improvements (5 of 6)	\$ -	\$ -	\$ -	\$ -	\$ 1,190,366.00	\$ 1,190,366.00
	Roadway Improvements (4 of 6)	\$ -	\$ -	\$ -	\$ 1,343,084.00	\$ -	\$ 1,343,084.00
	Roadway Improvements (3 of 6)	\$ -	\$ -	\$ 1,221,206.00	\$ -	\$ -	\$ 1,221,206.00
	Roadway Improvements (2 of 6)	\$ 410,000.00	\$ -	\$ -	\$ -	\$ -	\$ 410,000.00
	Roadway Improvements (1 of 6)	\$ -	\$ 1,559,793.00	\$ -	\$ -	\$ -	\$ 1,559,793.00
	Roadwork Engineering (4 projects)	\$ 550,000.00	\$ -	\$ -	\$ -	\$ -	\$ 550,000.00
	Manhole Installation Pearl St.	\$ 22,000.00	\$ -	\$ -	\$ -	\$ -	\$ 22,000.00
	Misc Sidewalk Improvements	\$ -	\$ -	\$ -	\$ 104,000.00	\$ -	\$ 104,000.00
TOTAL DPW - Highway	\$ 3,959,500.00	\$ 1,559,793.00	\$ 1,659,206.00	\$ 1,447,084.00	\$ 1,874,868.00	\$ 10,500,451.00	

Capital Improvement Plan

Dept	Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Emerg. Mgmt	Trailer Mounted 75KW Generator	\$ 75,000.00	\$ -	\$ -	\$ -	\$ -	\$ 75,000.00
	Sunoco Station Transfer Switch	\$ -	\$ -	\$ -	\$ -	\$ 42,000.00	\$ 42,000.00
	Message Board Purchase	\$ 54,842.00	\$ -	\$ -	\$ -	\$ -	\$ 54,842.00
	TOTAL EMERGENCY MGMT	\$ 129,842.00	\$ -	\$ -	\$ -	\$ 42,000.00	\$ 171,842.00
IT	Online Permitting Software	\$ 90,000.00	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00
	Upgrade Assessors Software	\$ 43,000.00	\$ -	\$ -	\$ -	\$ -	\$ 43,000.00
	TOTAL IT	\$ 133,000.00	\$ -	\$ -	\$ -	\$ -	\$ 133,000.00
Clerk	Archival Storage Feasibility Study	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ 50,000.00
	TOTAL TOWN CLERK	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ 50,000.00
Health	Inspector Vehicle	\$ 35,000.00	\$ -	\$ -	\$ -	\$ -	\$ 35,000.00
	TOTAL HEALTH	\$ 35,000.00	\$ -	\$ -	\$ -	\$ -	\$ 35,000.00
COA	COA Van	\$ 53,000.00	\$ -	\$ -	\$ -	\$ -	\$ 53,000.00
	TOTAL COA	\$ 53,000.00	\$ -	\$ -	\$ -	\$ -	\$ 53,000.00
Planning	Castle Street Pedestrian underpass and canopy	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ 200,000.00
	Master Plan	\$ 50,000.00	\$ -	\$ -	\$ 200,000.00	\$ -	\$ 250,000.00
	TOTAL PLANNING	\$ 50,000.00	\$ 200,000.00	\$ -	\$ 200,000.00	\$ -	\$ 450,000.00
Transit	Accessible Electric Vehicles	\$ 18,205.00	\$ -	\$ -	\$ -	\$ -	\$ 18,205.00
	TOTAL TRANSPORTATION	\$ 18,205.00	\$ -	\$ -	\$ -	\$ -	\$ 18,205.00
Total General Capital		\$ 4,837,548.44	\$ 2,403,871.28	\$ 1,976,562.88	\$ 4,453,084.00	\$ 3,139,868.00	\$ 16,810,934.60

Capital Improvement Plan

Dept	Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
WWTP	Sewer Infrastructure Work	\$ 100,000.00	\$ -	\$ -	\$ -	\$ -	\$ 100,000.00
	Sludge Loadout Upgrade	\$ 145,000.00					\$ 145,000.00
	Miscellaneous Engineering Services	\$ 200,000.00					\$ 200,000.00
	Capacity, Management, Operations and Maintenance Year 6 FY2027	\$ 30,000.00					\$ 30,000.00
	Annual Inflow & Infiltration Design	\$ 160,000.00	\$ -	\$ -	\$ -	\$ -	\$ 160,000.00
	Annual Inflow & Infiltration Construction		\$ 838,000.00	\$ -			\$ 838,000.00
	Design & Permitting WWTP Upgrades and Avery Lane Pump Station Upgrades	\$ -	\$ -	\$ 1,527,900.00			\$ 1,527,900.00
	TOTAL WASTEWATER	\$ 635,000.00	\$ 838,000.00	\$ 1,527,900.00	\$ -	\$ -	\$ 3,000,900.00

Police Department						
Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Cruiser Replacement (1-2/yr)	\$ 85,000.00	\$ -	\$ -	\$ -	\$ -	\$ 85,000.00
Cruiser Replacement (1-2/yr)	\$ -	\$ 159,530.00	\$ -	\$ -	\$ -	\$ 159,530.00
Cruiser Replacement (1-2/yr)	\$ -	\$ -	\$ 159,960.00	\$ -	\$ -	\$ 159,960.00
Cruiser Replacement (1-2/yr)	\$ -	\$ -	\$ -	\$ 166,000.00	\$ -	\$ 166,000.00
Cruiser Replacement (1-2/yr)	\$ -	\$ -	\$ -	\$ -	\$ 173,000.00	\$ 173,000.00
Multi Dept Response Van	\$ 140,000.00	\$ -	\$ -	\$ -	\$ -	\$ 140,000.00
Body Camera	\$ 48,201.44	\$ 150,163.10	\$ 157,826.88	\$ -	\$ -	\$ 356,191.42
TOTAL POLICE	\$ 273,201.44	\$ 309,693.10	\$ 317,786.88	\$ 166,000.00	\$ 173,000.00	\$ 1,239,681.42

Police Department - Town Manager's Recommendation						
Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Cruiser Replacement (1-2/yr)	\$ 85,000.00	\$ -	\$ -	\$ -	\$ -	\$ 85,000.00
Cruiser Replacement (1-2/yr)	\$ -	\$ 159,530.00	\$ -	\$ -	\$ -	\$ 159,530.00
Cruiser Replacement (1-2/yr)	\$ -	\$ -	\$ 159,530.00	\$ -	\$ -	\$ 159,530.00
Cruiser Replacement (1-2/yr)	\$ -	\$ -	\$ -	\$ 166,000.00	\$ -	\$ 166,000.00
Cruiser Replacement (1-2/yr)	\$ -	\$ -	\$ -	\$ -	\$ 173,000.00	\$ 173,000.00
Multi Dept Response Van		\$ -	\$ -	\$ 140,000.00	\$ -	\$ 140,000.00
Body Camera	\$ 48,201.44	\$ 150,163.10	\$ 157,826.88	\$ -	\$ -	\$ 356,191.42
TOTAL POLICE	\$ 133,201.44	\$ 309,693.10	\$ 317,356.88	\$ 306,000.00	\$ 173,000.00	\$ 1,239,251.42



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Police

Division

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 2

Division Priority # ____ of ____

Request Prepared By:

ADAM

First

CARLOTTO

Last

Primary Staff Email

acarlotto@townofgbma.gov

2nd/Reviewing Staff Email

cbecker@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

FY27 Cruiser

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

FY27 Replacement Cruiser

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

Scheduled replacement of cruiser.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Replacing line cars at their expected end of life cycle of 2/3 year & 100k miles and prior to factory warranty expiration.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

After personnel, cruisers are our most valued and heavily used piece of equipment for delivery of service.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Expense	\$84,000.00
Total Cost: \$84,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Cruisers - Regular Operating Costs	Various	\$5,000.00
Total Cost: \$5,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

FY27 CRUISER GR BARRINGTON F150.pdf

Pictures, Site Plans, Other Visuals

F-150 Cruiser.webp

APX8500 - DataSheet.pdf

Other Backup Material for Justification





Quote

#QUO5367

11/21/2025

McGovern MHQ Inc

420-2 BOSTON TURNPIKE
SHREWSBURY MA 01545
United States

Bill To

CAPT ADAM CARLOTTO
GREAT BARRINGTON POLICE
465 MAIN STREET
GREAT BARRINGTON MA 01230
United States

Ship To

CAPT ADAM CARLOTTO
GREAT BARRINGTON POLICE
465 MAIN STREET
GREAT BARRINGTON MA 01230
United States

Sales Rep	PO #	Memo	Expected Ready Date
Steven Spokowski		F150 RESP FY27 BUDGET QUOTE	

VIN	Make	Model	Color
-----	------	-------	-------

Quantity	Item	Description	Contract ID	Rate	Amount
1	Vehicle Group				
	Description				
	VEHICLE				
1	W1P	2026 FORD F150 4X4 SUPER CREW POLICE RESPONDER	GBPC/BAPERN	\$47,376.00	\$47,376.00
1	UM	BLACK EXTERIOR PAINT	GBPC/BAPERN	\$0.00	\$0.00
1	PB	BLACK CLOTH 40/BLANK/40 FRONT SEATS W/CENTER SECTION DELETED	GBPC/BAPERN	\$0.00	\$0.00
1	998	3.5L V6 GAS ECOBOOST ENGINE	GBPC/BAPERN	\$0.00	\$0.00
1	44G	10 SPEED ELECTRONIC AUTOMATIC TRANSMISSION	GBPC/BAPERN	\$0.00	\$0.00
1	150A	STANDARD POLICE EQUIPMENT LEVEL CONTENT	GBPC/BAPERN	\$0.00	\$0.00
1	18B	RUNNING BOARDS	GBPC/BAPERN	\$247.35	\$247.35
1	54R	MANUAL FOLDING POWER HEATED EXTERIOR MIRRORS WITH SIGNAL	GBPC/BAPERN	\$392.85	\$392.85
1	595	FOG LAMPS	GBPC/BAPERN	\$140.65	\$140.65
1	67P	REMOTE KEYLESS ENTRY	GBPC/BAPERN	\$339.50	\$339.50
1	59E	DRIVER SIDE PILLAR MOUNTED LED SPOT LAMP	GBPC/BAPERN	\$392.85	\$392.85
1	924	REAR PRIVACY GLASS WITH ELECTRIC DEFROSTER	GBPC/BAPERN	\$97.00	\$97.00
1	17R	REAR DOOR CONTROLS INOPERABLE (LOCKS, HANDLES & WINDOWS)	GBPC/BAPERN	\$213.40	\$213.40



Quantity	Item	Description	Contract ID	Rate	Amount
VEHICLE SUB					\$49,199.60
1	PAINT	PAINT ROOF AND (4) DOORS COMPLETE WHITE (YZ)	GBPC/BAPERN	\$1,980.00	\$1,980.00
1	GRAPHICS-INHOUSE	CUSTOMER SPECIFIC GRAPHICS KIT: UNIT #: TBD	GBPC/BAPERN	\$895.00	\$895.00
1	94975	SET OF (4) WINDOW VENT SHADES	GBPC/BAPERN	\$160.00	\$160.00
1	MISCELLANEOUS-NON INVENTORY	NOTE: FLEET KEY NOT APPLICABLE TO PIU CODE	GBPC/BAPERN	\$0.00	\$0.00
1	OXFORD BEDLINER	SPRAY IN CARGO BEDLINER	GBPC/BAPERN	\$810.00	\$810.00
1	Wire Harness - Patrol & Slick Top	POWER DISTRIBUTION WIRE HARNESS FULL BUILD	NON CONTRACT	\$870.00	\$870.00
1	Labor	WIG WAG FLASHER (FOG LIGHTS)	GBPC/BAPERN	\$125.00	\$125.00
1	36-54085	F-150 POLICE RESPONDER PUSH BAR	GBPC/BAPERN	\$902.00	\$902.00
1	36-6015W4	4 HOLE RECESSED LIGHT CHANNEL FOR WHELEN ION	GBPC/BAPERN	\$54.00	\$54.00
4	I2E	DUO ION BLUE/WHITE IN P/BAR TOP CROSS RAIL FACING FORWARD	GBPC/BAPERN	\$250.00	\$1,000.00
2	V23BTPB	V2 SERIES LIGHT BLUE/BLACK SIDES OF PUSH BAR - 1/SIDE	GBPC/BAPERN	\$351.00	\$702.00
1	NEW ITEM	WHELEN LIBERTY II DUO BLUE/WHITE LIGHTBAR/SIREN PACKAGE	GBPC/BAPERN	\$5,230.00	\$5,230.00
1	BB2MHQ7	LIBERTY II DUO F-B/W R-B/A 2 A/R FULL LED LIGHT BAR INCLUDED	GBPC/BAPERN	\$0.00	\$0.00
1	C399	CENCOM CORE WCX CONTROL CENTER INCLUDED	GBPC/BAPERN	\$0.00	\$0.00
1	C399SP	SCANPORT KIT FOR C399 INCLUDED	GBPC/BAPERN	\$0.00	\$0.00
1	CCTL7	21 BUTTON CONTROL HEAD WITH (3) POSITION SLIDE SWITCH INCLUDED	GBPC/BAPERN	\$0.00	\$0.00
1	SA315P	SA315P SPEAKER, BLACK PLASTIC 100W ON PUSH BAR INCLUDED	GBPC/BAPERN	\$0.00	\$0.00
1	SAK1	SPEAKER BRACKET INCLUDED	GBPC/BAPERN	\$0.00	\$0.00
2	CEM16	WeCanX 16 OUTPUT EXPANSION MODULES	GBPC/BAPERN	\$301.00	\$602.00
2	LINSV2B	SURFACE MT LINZ V-SERIES BLUE UNDER EXTERIOR MIRRORS	GBPC/BAPERN	\$355.00	\$710.00



Quantity	Item	Description	Contract ID	Rate	Amount
1	LSVBKT47	LINSV MIRROR MOUNT KIT F-150	GBPC/ BAPERN	\$28.00	\$28.00
2	TLI2E	BLUE WHITE LED BETWEEN REAR BUMPER & GATE	GBPC/ BAPERN	\$250.00	\$500.00
1	Labor	FLASH TAIL RINGS AND BACK UP LED TO CORE	GBPC/ BAPERN	\$125.00	\$125.00
1	PLSW30	ROCKER SWITCH ON-OFF-ON MOUNTED ON CONSOLE	GBPC/ BAPERN	\$0.00	\$0.00
1	C-VSW-2400-F150-1-H	VEHICLE SPECIFIC 24" WIDE FLAT CONSOLE FOR 2025 FORD F-150 RESPONDER	GBPC/ BAPERN	\$915.00	\$915.00
1	CUP21001	CUP HOLDER	GBPC/ BAPERN	\$65.00	\$65.00
1	C-ARPB-1014	Brother Arm Rest Printer Bracket: Top Mount	GBPC/ BAPERN	\$285.00	\$285.00
2	MMSU1	MAGNETIC MIC CLIP SINGLE UNIT	GBPC/ BAPERN	\$64.00	\$128.00
2	CMCB	MIC CLIP BRACKET	GBPC/ BAPERN	\$16.00	\$32.00
1	C-LP3-USB-BL1	Console Accessory Bracket Kit with 3 Lighter Plug Outlets W/ 1 USB-C & USB Type A Dual Port Charger & 1 Blank for Rectangular Accessories	GBPC/ BAPERN	\$165.00	\$165.00
1	93904	PRINTER: I80 USB Vehicle Kit - Includes 93860, 93863, 93882, and one roll of perforated paper w/black mark	GBPC/ BAPERN	\$595.00	\$595.00
1	3SRCCDCR	RED WHITE DOME LIGHT FRONT CABIN OVER CONSOLE	GBPC/ BAPERN	\$150.00	\$150.00
1	PKG-PSM-185	2015+ F150 STANDARD PASS SIDE MOUNT	GBPC/ BAPERN	\$594.00	\$594.00
1	DS-PAN-1212N-2	Docking Station for Panasonic TOUGHBOOK 33 & TOUGHBOOK 33 with 5G with Standard Port Replication & Dual Pass-Thru Antenna Connections & Havis Power Supply	GBPC/ BAPERN	\$1,404.00	\$1,404.00
1	C-KBM-202	RUGGED KEYBOARD MNT & ADAPTOR PLATE	GBPC/ BAPERN	\$125.00	\$125.00
1	GP-IN2858	Computer/radio antenna: one 4G/5G, one WIFI, one GPS/GNSS, one Radio. Computer leads include cables with SMA connectors. Radio cable sold separately. (GPSB5G Base)	GBPC/ BAPERN	\$285.00	\$285.00
1	GPSB5G	Computer/radio antenna: one 4G/5G, one WIFI, one GPS/GNSS, one Radio. ALL cables are sold separately.		\$160.00	\$160.00
1	806-0022-00	RADAR STALKER 2 ANTENNA RADAR SYSTEM	GBPC/ BAPERN	\$3,284.00	\$3,284.00
2	Labor	INSTALL SUPPLIED 2 WAY POLICE RADIO AND ANTENNA	GBPC/ BAPERN	\$285.00	\$570.00





Quote

#QUO5367

11/21/2025

Quantity	Item	Description	Contract ID	Rate	Amount
2	NMOKUD20M PL	ANTENNA CABLE	GBPC/BAPERN	\$33.00	\$66.00
1	PRPSP8104FT2 1A	FULL STEEL/[PLEXY PRISONER BARRIER BEHIND FRONT SEATS WITH RECESSED PANEL & SLIDING POLY WINDOW	GBPC/BAPERN	\$1,415.00	\$1,415.00
1	1082E	BLAC RAC GUN LOCK BETWEEN FRONT BUCKET SEATS ON CAGE	GBPC/BAPERN	\$810.00	\$810.00
1	25010	MOUNTING RAIL	GBPC/BAPERN	\$54.00	\$54.00
1	DELIVERY FEE	DELIVERY FEE (WAIVED IF CUSTOMER PICKS UP)	GBPC/BAPERN	\$100.00	\$100.00
1	SHOP SUPPLIES	SHOP SUPPLIES	GBPC/BAPERN	\$270.00	\$270.00
					\$75,364.60
				Subtotal	\$75,364.60
				Tax (0%)	\$0.00
				Total	\$75,364.60

TERMS AND CONDITIONS

Custom or Special Orders are Non-Refundable. This Quote is for Budgetary Purposes and is Not a Guarantee of Cost for Services. Quote is based on Current Information from the Client about the Project Requirements. Actual Cost may change once Project Elements are finalized. Trade value is subject to change based on time, mileage, and condition of the Vehicle at turn-in

ORDER ACKNOWLEDGEMENT

By signing this document you are agreeing to the above terms and conditions of this order from McGovern MHQ, Inc.

Print Name

Title

Signature



APX 8500

All-band P25 mobile radio



Unlimited mobility.
Maximum connectivity.

Your next incident doesn't care about frequencies and neither should your first responders. Give them the communication tools to stay connected and stay safe wherever the call takes them. Give them the APX 8500 all-band mobile radio.

The APX 8500 radio enables you to exchange critical voice and data seamlessly with multiple agencies and jurisdictions operating on different radio bands. The available high-power transmitter gives you extraordinary P25 range while the integrated Wi-Fi, Bluetooth or

tethered in-vehicle broadband modem can extend communication beyond P25 radio service areas. Offload data to a broadband connection and create a data ecosystem in and around your vehicle. Or, use your broadband connection to send and receive P25 voice and data when outside of P25 coverage. And when your vehicle sustains a high impact, the radio can automatically send an alert to dispatch.

Stay connected and stay safe in more ways than ever with the all-band APX 8500 mobile radio.



All-band connectivity

All bands. No boundaries.

With a 4-in-1 mobile radio and an all-band antenna, you now have the ability to stay connected and expand communications across multiple agencies with one device. Extend your reach further with an available high-power transmitter and communicate with widely dispersed teams across different bands.



Built in data connectivity

Voice and data, all at once

Packed with all the connections you need, the APX 8500 keeps your team in touch and within reach of over-the-air updates. Receive new codeplugs, firmware updates and software features at the speed of Wi-Fi— without interruptions to voice communications.



SmartConnect

Get connected and stay connected

When the mission takes you out of LMR range, you risk being left in the dark. The APX 8500, equipped with SmartConnect, can reroute P25 voice and data communication over broadband via built-in Wi-Fi or a tethered LTE/satellite router. Stay connected to your P25 radio system, even when outside of P25 coverage.



Designed to secure and protect

Keep voice and data protected

The APX 8500 secures voice and data using multiple hardware encryption algorithms and the ability to rekey over the air, so it's protected from scanners and eavesdroppers. What's more, P25 Radio Authentication ensures only valid users can access the system while the available two-factor authentication secures database logins.



Device management services

All the support you need

Choose the level of support that suits you best, from simple support of technical troubleshooting to additional provisioning services.



APX 8500 control heads*

O2 Control head

Extreme usability

The O2 control head provides rugged simplicity for efficient and confident communication. Extreme controls with easy to read color display and a built-in 7.5 watt speaker provides clear visual and audible user experiences. Available in high impact green or black.



O3 Handheld control head

Handheld flexibility

The O3 corded control head fits all your mobile controls in your hand. With the O3 your radio controls are never out of reach.



E5 Control head

Unmatched Readability. Optimized Usability.

A bright color display and intelligent lighting makes the E5 easy to read under any condition while the optimized tactility and button placement reduces inadvertent actuations.



O7 Control head

Integrated multi-functionality

The O7 is a sophisticated control head with a color display and built-in keypad. It can integrate your radio vehicle control into a single ergonomic interface and supports dual radio installations.



OPERATION MODES

Digital Trunking: 9600 Baud APCO P25 Phase 1 FDMA and Phase 2 TDMA

Digital Conventional: APCO 25

Analog Trunking: 3600 Baud SmartNet, SmartZone, Omnilink

Analog Conventional: MDC 1200

ASTRO® 25 Integrated Voice and Data

SmartConnect Multi-net Connectivity*

FREQUENCY BANDS

All-band: Simultaneous Operation in VHF, UHF Range 1, UHF Range 2, 700 and 800 MHz Bands

100 Watt High-Power available in VHF and UHF Range 1 bands (High-Power model only)

Up to 3,000 Channels

ADDITIONAL CONNECTIVITY

Wi-Fi 802.11 b/g/n*

Data Modem Tethering*

SmartConnect***

Bluetooth (Version 4.2)**

MANAGEMENT

Radio Management

Customer Programming Software (CPS)

LOCATION-TRACKING

Integrated GPS/GLONASS for Outdoor Location Tracking

Mission-Critical Geofence*

SECURITY

256-bit AES, ADP, DES, DVP*

FIPS 140-3 Level 3, FIPS 197

P25 Authentication*

Multikey for 128 keys and Multi-algorithm*

Over-The-Air-Rekeying (OTAR)*

USER INTERFACE

O7 Multi Functional Control Head

E5 Enhanced Control Head

O3 Handheld Control Head

O2 Extreme Usability Control Head

Supports the discontinued O9 Control Head and the O5 Control Head

OTHER FEATURES

Intelligent Priority Scan

Instant Recall

Impact Detection*

Intelligent Lighting

Tactical Inhibit*

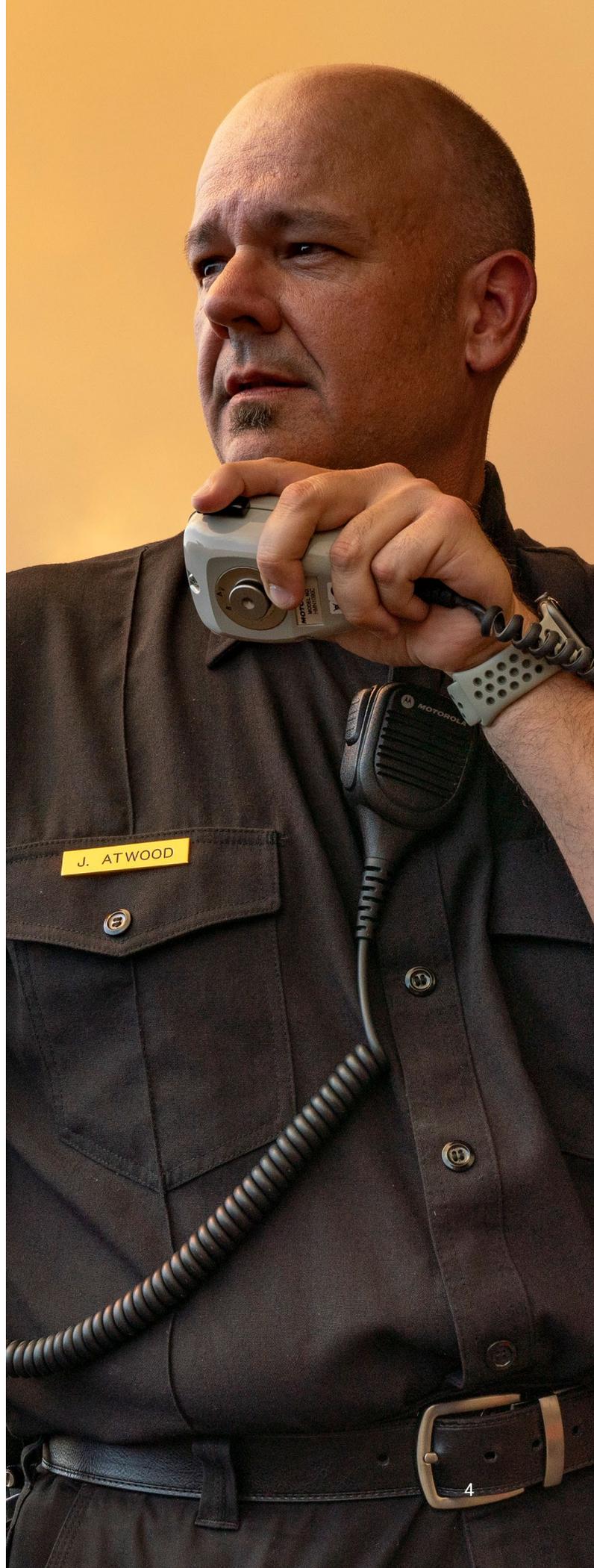
Digital Tone Signaling*

12 Character RFID Asset Tracking*

*Optional feature

**Identified as Wireless Pair on the mid-power APX 8500

***Optional feature. Check with your Motorola Solutions representative if the feature is available in your region.





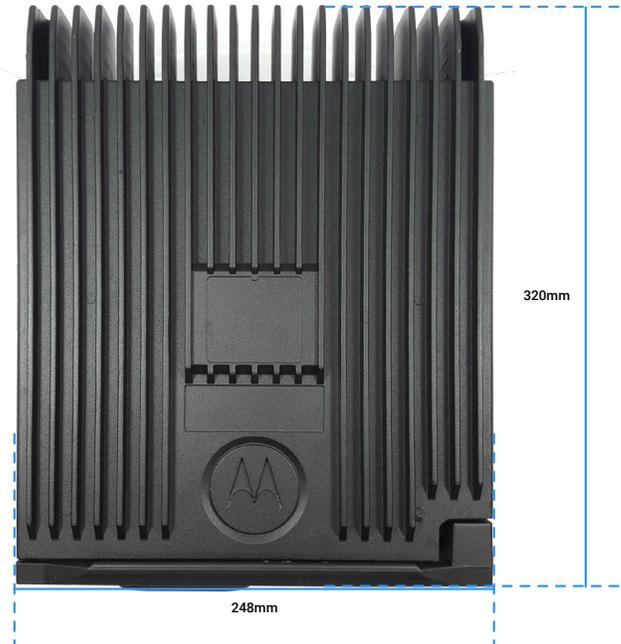
DIMENSIONS AND WEIGHT

	DIMENSIONS (H X W X D)	WEIGHT
O7 Control Head - Remote Mount	51 x 178 x 81 mm (2.0 x 7.0 x 3.2 in)	-
E5 Control Head - Remote Mount	51 x 178 x 79 mm (2.0 x 7.0 x 3.1 in)	-
O5 Control Head - Remote Mount	51 x 178 x 74 mm (2.0 x 7.0 x 2.9 in)	-
O2 Control Head - Remote Mount	68 x 206 x 96 mm (2.7 x 8.1 x 3.8 in)	-
Mid Power Radio Transceiver and O7 Control Head - Dash Mount	51 x 178 x 256 mm (2.0 x 7.0 x 10.1 in)	3.1 kg (6.8 lbs)
Mid Power Radio Transceiver and E5 Control Head - Dash Mount	51 x 178 x 255 mm (2.0 x 7.0 x 10.0 in)	3.1 kg (6.8 lbs)
Mid Power Radio Transceiver and O5 Control Head - Dash Mount	51 x 178 x 250 mm (2.0 x 7.0 x 9.8 in)	3.1 kg (6.8 lbs)
Mid Power Radio Transceiver and O2 Control Head - Dash Mount	68 x 206 x 271 mm (2.7 x 8.1 x 10.7 in)	3.3 kg (7.23 lbs)
Mid Power Radio Transceiver and Remote Mount with Ethernet Faceplate*	51 x 178 x 248 mm (2.0 x 7.0 x 9.8 in)	2.9 kg (6.4 lbs)
Mid Power Radio Transceiver and Remote Mount with Standard Faceplate	51 x 178 x 232 mm (2.0 x 7.0 x 9.1 in)	2.9 kg (6.4 lbs)
High Power Radio Transceiver and Remote Mount	88 x 248 x 320 mm (3.4 x 9.7 x 12.6 in)	8.0 kg (17.6 lbs)

*See Data Modem Tethering Guide for modem/router compatibility



APX 8500 High-Power Model Shown



Performance and regulatory

TRANSMITTER - TYPICAL PERFORMANCE SPECIFICATIONS										
	VHF		UHF R1		UHF R2		700 MHz		800 MHz	
Frequency Range Band Splits	136-174 MHz		380-470 MHz		450-520 MHz		764-776, 794-806 MHz 806-825, 851-870 MHz		764-776, 794-806 MHz 806-825, 851-870 MHz	
Channel Spacing	25/20/12.5 kHz		25/20/12.5 kHz		25/20/12.5 kHz		25/20/12.5 kHz		25/20/12.5 kHz	
Maximum Frequency Separation	Full Bandsplit		Full Bandsplit		Full Bandsplit		Full Bandsplit		Full Bandsplit	
Rated RF Output Power ¹ (Adjustable)	1-50 W (Mid Power) 1-100 W (High Power)		1-40 W (Mid Power) 1-100 W (High Power)		1-45 W (450-485 MHz) 1-40 W (485-512 MHz) 1-25 W (512-520 MHz)		1-30 W		1-35 W	
Frequency Stability ¹ (-30°C to +85°C; +25°C Ref.)	±0.8 PPM		±0.8 PPM		±0.8 PPM		±0.8 PPM		±0.8 PPM	
Modulation Limiting	±5/±2.5 kHz		±5/±2.5 kHz		±5/±2.5 kHz		±5/±2.5 kHz		±5/±4 (NPSPAC) /±2.5 kHz	
Modulation Fidelity (C4FM) 12.5 kHz Digital Channel	1.10%		1.10%		1.10%		1.10%		1.10%	
Emissions ¹	Conducted -85 dBc	Radiated -20 dBm	Conducted -85 dBc	Radiated -20 dBm	Conducted -85 dBc	Radiated -20 dBm	Conducted -75/-85 dBc	Radiated -20/-40 dBm	Conducted -75 dBc	Radiated -20 dBm
Audio Response ¹	+1, -3 dB (EIA)		+1, -3 dB (EIA)		+1, -3 dB (EIA)		+1, -3 dB (EIA)		+1, -3 dB (EIA)	
FM Hum & Noise ¹ (25 kHz / 12.5 kHz)	53 dB/ 52 dB		53 dB/ 50 dB		53 dB/ 50 dB		50 dB/ 48 dB		50 dB/ 48 dB	
Audio Distortion ¹ (25 & 20 kHz / 12.5 kHz)	0.50% / 0.50%		0.50% / 0.50%		0.50% / 0.50%		0.50% / 0.50%		0.50% / 0.50%	

RECEIVER - TYPICAL PERFORMANCE SPECIFICATIONS										
	VHF		UHF R1		UHF R2		700 MHz		800 MHz	
Frequency Range Band Splits	136-174 MHz		380-470 MHz		450-520 MHz		764-776 MHz 799-806 MHz		851-870 MHz	
Channel Spacing	25/20/12.5 kHz		25/20/12.5 kHz		25/20/12.5 kHz		25/20/12.5 kHz		25/20/12.5 kHz	
Minimum Frequency Separation	Full Bandsplit		Full Bandsplit		Full Bandsplit		Full Bandsplit		Full Bandsplit	
Audio Output Power 3% distortion, 8/3.2 Ohm speakers	7.5 W/15 W		7.5 W/15 W		7.5 W/15 W		7.5 W/15 W		7.5 W/15 W	
Frequency Stability ¹ (-30 °C to +85 °C; +25 °C Ref.)	±0.8 PPM		±0.8 PPM		±0.8 PPM		±0.8 PPM		±0.8 PPM	
Analog Sensitivity ¹ (12 dB SINAD)	Pre-Amp -123 dBm (0.158 µV)	Standard -119 dBm (0.251 µV)	Pre-Amp -123 dBm (0.158 µV)	Standard -119 dBm (0.251 µV)	Pre-Amp -123 dBm (0.158 µV)	Standard -119 dBm (0.251 µV)	-121 dBm (0.199 µV)	-120 dBm (0.224 µV)	-121 dBm (0.199 µV)	
Digital Sensitivity (5% BER)	-123 dBm (0.158 µV)	-119 dBm (0.251 µV)	-123 dBm (0.158 µV)	-119 dBm (0.251 µV)	-123 dBm (0.158 µV)	-119 dBm (0.251 µV)	-123 dBm (0.158 µV)	-120 dBm (0.224 µV)	-121.5 dBm (0.188 µV)	
Intermodulation Rejection (12.5 kHz / 25 kHz)	Pre-Amp 84 dB / 85 dB	Standard 86 dB / 96 dB	Pre-Amp 82 dB / 83 dB	Standard 86 dB / 86 dB	Pre-Amp 82 dB / 83 dB	Standard 86 dB / 86 dB	85 dB / 85 dB		85 dB / 85 dB	
Spurious Rejection	90 dB		90 dB		90 dB		100 dB		100 dB	
Audio Response ¹	+1, -3 dB (EIA)		+1, -3 dB (EIA)		+1, -3 dB (EIA)		+1, -3 dB (EIA)		+1, -3 dB (EIA)	
Audio Distortion at rated ¹	1.20%		1.20%		1.20%		1.20%		1.20%	
Selectivity ¹ (12.5 kHz / 25 kHz / 30 kHz)	76 dB 87 dB 90 dB		76 dB 82 dB -		76 dB 82 dB -		72 dB 82.5 dB -		72 dB 82.5 dB -	



POWER AND BATTERY DRAIN

	VHF	UHF R1	UHF R2	700 MHz	800 MHz
Frequency Range Band Splits	136-174 MHz	380-470 MHz	450-520 MHz	764-775, 794-806 MHz	806-825, 851-870 MHz
RF Power Output	1-50 W (mid-power) 1-100 W (high-power)	10-40 W (mid-power) 1-100 W (high-power)	1-45 W (450-485 MHz) 1-40 W (485-512 MHz) 1-25 W (512-520 MHz)	1-33 W	1-35 W
Operation	13.8 V DC ±20% Negative Ground	13.8 V DC ±20% Nega- tive Ground	13.8 V DC ±20% Nega- tive Ground	13.8 V DC ±20% Nega- tive Ground	13.8 V DC ±20% Nega- tive Ground
Standby at 13.8 V	1.4 A	1.4 A	1.4 A	1.4 A	1.4 A
Receive Current at Radio Audio at 13.8 V	3.2 A	3.2 A	3.2 A	3.2 A	3.2 A
Transmit Current at Rated Power (mid-power)	8 A @ 15 W 15 A @ 50 W	8 A @ 15 W 15 A @ 40 W	8 A @ 15 W 13 A @ 45 W	8 A @ 15 W 13 A @ 33 W	8 A @ 15 W 13 A @ 33 W
Transmit Current at Rated Power (high-power)	8 A @ 15 W 30 A @ 100 W	8 A @ 15 W 30 A @ 100 W	-	-	-

LOCATION - TRACKING

Channels	12
Tracking Sensitivity	-164 dBm
Accuracy ²	<5 meters (95%)
Cold Start	<60 seconds (95%)
Hot Start	<5 seconds (95%)
Mode of Operation	Autonomous (Non-Assisted) GNSS or SBAS

FCC/IC TYPE ACCEPTANCE

FCC/IC ID	BAND AND POWER LEVEL
FCC ID: AZ492FT7180 IC: 109U-92FT7180	764-776 MHz (10-30 W)
	794-806 MHz (10-30 W)
	806-824 MHz (10-35 W)
	851-870 MHz (10-35 W)
	136-174 MHz (10-50 W)
	380-470 MHz (10-40 W)
FCC ID: AZ492FT7118 IC: N/A	450-485 MHz (10-45 W)
	485-512 MHz (10-40 W)
	512-520 MHz (10-25 W)
	380-470 MHz (1-100 W)

ENVIRONMENTAL SPECIFICATIONS

Operating Temperature	-30°C/+60°C
Storage Temperature	-40°C/+85°C
Humidity	Per MIL-STD
ESD	IEC 61000-4-2
Water & Dust Intrusion	IP56

¹ Measured in the analog mode per TIA / EIA 603 single-tone method under nominal conditions

² Measured conductivity with >6 satellites visible at a nominal -130 dBm signal strength.

³ Only for E5 control head

All specifications shown are typical. Specifications are subject to change without notice.

ENCRYPTION

Supported Encryption Algorithms	256-bit AES, ADP, DES, DES-XL, DES-OFB, DVP-XL
Encryption Algorithm Capacity	8
Encryption Keys per Radio	Module capable of storing 1024 keys. Programmable for 128 Common Key Reference (CKR) or 16 Physical Identifier (PID)
Encryption Frame Re-sync Interval	P25 CAI 300 mSec
Encryption Keying	Key Loader
Synchronization	XL – Counter Addressing OFB – Output Feedback
Vector Generator	National Institute of Standards and Technology (NIST) approved random number generator
Encryption Type	Digital
Key Storage	Tamper protected volatile or non-volatile memory
Key Erasure	Keyboard command and tamper detection
Standards	FIPS 140-3 Level 3, FIPS 197

INTEGRATED WI-FI, BLUETOOTH, GPS AND DATA CONNECTIVITY

Frequency Range/Band Splits	WLAN (Wi-Fi): 2412 - 2472 MHz; 5180 - 5320 MHz; 5500 - 5825 MHz	
WLAN (WiFi) 802.11 b/g/n (2.4GHz) 802.11 a/n/ac (5GHz)	Security protocols SSIDs	WPA-2, WPA, WEP Up to 20 pre-provisioned
Data Modem Tethering ¹	2402-2480 MHz. Supports MPP Pairing ³ and compatible with HSP, PAN, DUN and SPP Profiles found in Off-the-shelf Bluetooth accessories. Supports up to 6 data connections and 1 audio connection.	
Bluetooth (Version 4.2)/Wireless Pair		

RED CERTIFICATION

DESIGNATOR	BAND AND POWER LEVEL
MMD905PE35	136-174MHz, (1-50W) 380-470MHz, (1-40W)





MOBILE MILITARY STANDARDS 810, C, D, E, F & G

	MIL-STD 810C		MIL-STD 810D		MIL-STD 810E		MIL-STD 810F		MIL-STD 810G	
	METHOD	PROC./CAT.	METHOD	PROC./CAT.	METHOD	PROC./CAT.	METHOD	PROC./CAT.	METHOD	PROC./CAT.
Low Pressure	500.1	I	500.1	II	500.1	II	500.1	I/II	500.1	II
High Temperature	501.1	I, II	501.2	I/A1, II/A1	501.3	I/A1, II/A1	501.4	I/Hot, II/Hot	501.5	I/A1, II/A1
Low Temperature	502.1	I	502.2	I/C3, II/C1	502.3	I/C3, II/C1	502.4	I/C3, II/C1	502.5	I/C3, II/C1
Temperature Shock	503.1	I Proc	503.2	1/A1C3	503.3	1/A1C3	503.4	I	503.5	I/C
Solar Radiation	505.1	II	505.2	I	505.3	I	505.4	I	505.5	I/A1
Rain	506.1	I, II	506.2	I, II	506.3	I, II	506.4	I, III	506.5	I, III
Humidity	507.1	II	507.2	II	507.3	II	507.4	I Proc	507.5	II/Aggravated
Salt Fog	509.1	I Proc	509.2	I Proc	509.3	I Proc	509.4	I Proc	509.5	I Proc
Blowing Dust	510.1	I	510.2	I, II	510.3	I, II	510.4	I, II	510.5	I, II
Vibration	514.2	VIII/F, Curve-W	514.3	I/10, II/3	514.4	I/10, II/3	514.5	I/24	514.6	I/24
Shock	516.2	I, III, V	516.3	I, V, VI	516.4	I, V, VI	516.5	I, V, VI	516.6	I, V, VI

MID POWER

	Radio Model Number
VHF	M37TSS9PW1CN
UHF R1	
UHF R2	
700 MHz	
800 MHz	

HIGH POWER

	Radio Model Number
VHF	M37TXS9PW1CN
UHF R1	
UHF R2	
700 MHz	
800 MHz	



Motorola Solutions, Inc. 500 West Monroe Street, Chicago, IL 60661 U.S.A. motorolasolutions.com

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FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Police

Division

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 3

Division Priority # ____ of ____

Request Prepared By:

ADAM

First

CARLOTTO

Last

Primary Staff Email

acarlotto@townofgbma.gov

2nd/Reviewing Staff Email

cbecker@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Body Worn Camera (BWC) Service Contract Extension & Upgrade

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

The Axon BWC "Body 3" and the service contract that supports them is expiring. New Axon Body 4 is available with three key software upgrades: Language translation, an enhanced redaction suite and "Draft 1" which as AI tool to compose a first draft of reports from the video

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

The continuation of our BWC program is paramount to the work we do in the community as effective law enforcement professionals. If the program goes unfunded the trust and legitimacy of our organization will suffer. Technology that is helping document the truth of an incident is a vital piece of equipment we and the public have now learned to depend on.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

The three new important pieces of software involved in this upgrade will reduce the time officers and supervisors spend on various tasks involved in an incident and expedite call resolutions on the street in real time with on demand translation.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets)

to contextualize performance expectations.

Impact on service if not funded? (Explain)

The immediate erosion of trust and accountability. Drastic reduction in evidentiary value in the prosecution of cases.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Expense	\$356,191.42
Total Cost: \$356,191.42	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
FY 27		\$48,201.44
FY 28		\$150,163.10
FY 29		\$157,826.88
Total Cost: \$356,191.42		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

GBPD_BWC.pdf

Pictures, Site Plans, Other Visuals

GBPD_proposal1.pptx

Other Backup Material for Justification

Non-Binding Budgetary Estimate



Axon Enterprise, Inc.
 17800 N 85th St
 Scottsdale, Arizona 85255
 United States
 VAT: 86-0741227
 Domestic:(800) 978-2737
 International: +1.800.978.2737

Q-733687-46048SB

Issued: 01/26/2026

Quote Expiration: 04/24/2026

Estimated Contract Start Date: 08/01/2026

Account Number: 456591

Payment Terms: N30

Mode of Delivery: UPS-GND

Credit/Debit Amount: \$0.00

SHIP TO	BILL TO
Great Barrington Police Dept. - MA 465 Main St Great Barrington, MA 01230-1803 USA	Great Barrington Police Dept. - MA 465 Main St Great Barrington MA 01230-1803 USA Email: trullrich@hotmail.com

SALES REPRESENTATIVE	PRIMARY CONTACT
Spencer Bassett Phone: Email: sbassett@axon.com Fax:	Timothy Ullrich Phone: (413) 297-0345 Email: tullrich@townofgb.org Fax: (413) 528-6342

Quote Summary

Program Length	37 Months
TOTAL COST	\$356,191.42
ESTIMATED TOTAL W/ TAX	\$356,191.42

Discount Summary

Average Savings Per Year	\$31,609.91
TOTAL SAVINGS	\$97,463.88

Non-Binding Budgetary Estimate

Payment Summary

Date	Subtotal	Tax	Total
Aug 2026	\$48,201.44	\$0.00	\$48,201.44
Aug 2027	\$150,163.10	\$0.00	\$150,163.10
Aug 2028	\$157,826.88	\$0.00	\$157,826.88
Total	\$356,191.42	\$0.00	\$356,191.42

Non-Binding Budgetary Estimate

Quote Unbundled Price: \$460,693.60
Quote List Price: \$385,363.60
Quote Subtotal: \$356,191.42

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
100553	TRANSFER BALANCE - SOFTWARE AND SERVICES	1			\$1.00	(\$6,255.64)	(\$6,255.64)	\$0.00	(\$6,255.64)
100552	TRANSFER BALANCE - GOODS	1			\$1.00	(\$1,408.14)	(\$1,408.14)	\$0.00	(\$1,408.14)
73352	TRUE UP - BWC HW FINANCE/TAP	30	24		\$23.30	\$6.15	\$4,429.50	\$0.00	\$4,429.50
73843	TRUE UP – BWC UNL W/ TAP/MBD DOCK	30	24		\$35.85	\$35.85	\$25,812.00	\$0.00	\$25,812.00
BWCUwTAP	BWC Unlimited with TAP	30	36	\$166.39	\$98.85	\$96.91	\$104,660.82	\$0.00	\$104,660.82
T00001	AB4 FLEX POV TAP BUNDLE	30	36	\$9.60	\$7.39	\$7.36	\$7,951.44	\$0.00	\$7,951.44
A la Carte Hardware									
71026	AXON BODY - MOUNT - MAGNET FLEXIBLE REINFORCED RAPIDLOCK	30			\$34.00	\$34.00	\$1,020.00	\$0.00	\$1,020.00
H00004	AB4 FLEX POV HARDWARE BUNDLE	30			\$299.00	\$299.00	\$8,970.00	\$0.00	\$8,970.00
H00001	AB4 Camera Bundle	30			\$899.00	\$934.96	\$28,048.80	\$0.00	\$28,048.80
H00002	AB4 Multi Bay Dock Bundle	4			\$1,638.90	\$1,640.66	\$6,562.64	\$0.00	\$6,562.64
A la Carte Software									
73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	448	1		\$0.75	\$0.00	\$0.00	\$0.00	\$0.00
73840	AXON EVIDENCE - ECOM LICENSE - BASIC	19	1		\$15.00	\$0.00	\$0.00	\$0.00	\$0.00
73746	AXON EVIDENCE - ECOM LICENSE - PRO	3	1		\$45.00	\$0.00	\$0.00	\$0.00	\$0.00
73449	AXON BODY - LEGACY LICENSE - CONNECTED CAMERA	30	36		\$5.20	\$5.00	\$5,400.00	\$0.00	\$5,400.00
73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	30	36		\$10.41	\$10.00	\$10,800.00	\$0.00	\$10,800.00
73682	AXON EVIDENCE - AUTO TAGGING LICENSE	30	36		\$10.41	\$10.00	\$10,800.00	\$0.00	\$10,800.00
102610	AXON COMMUNITY LINK	30	36		\$15.61	\$15.00	\$16,200.00	\$0.00	\$16,200.00
85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	30	36		\$26.02	\$25.00	\$27,000.00	\$0.00	\$27,000.00
102011	AXON AI ASSISTANT	30	36		\$31.22	\$30.00	\$32,400.00	\$0.00	\$32,400.00
101283	AXON RECORDS - DRAFT ONE - AI-ASSISTED REPORT WRITING	30	36		\$67.65	\$65.00	\$70,200.00	\$0.00	\$70,200.00
A la Carte Services									
100105	COMMUNITY LINK/PRO PSO SETUP	1			\$3,600.00	\$3,600.00	\$3,600.00	\$0.00	\$3,600.00
A la Carte Warranties									
80496	AXON BODY 3 - EXT WARRANTY - CAMERA	22	1		\$14.60	\$0.00	\$0.00	\$0.00	\$0.00
Total							\$356,191.42	\$0.00	\$356,191.42

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
AB4 Camera Bundle	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	1	1	08/01/2026
AB4 Camera Bundle	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	30	1	08/01/2026
AB4 Camera Bundle	100466	AXON BODY 4 - CABLE - USB-C TO USB-C	33	1	08/01/2026
AB4 Camera Bundle	100775	AXON BODY 4 - MAGNETIC DISCONNECT CABLE	33	1	08/01/2026
AB4 Camera Bundle	74028	AXON BODY - MOUNT - WING CLIP RAPIDLOCK	33	1	08/01/2026
AB4 FLEX POV HARDWARE BUNDLE	100200	AXON BODY 4 - FLEX POV MODULE	1	1	08/01/2026
AB4 FLEX POV HARDWARE BUNDLE	100200	AXON BODY 4 - FLEX POV MODULE	30	1	08/01/2026
AB4 FLEX POV HARDWARE BUNDLE	100852	AXON BODY 4 - C-CLIP - POV	30	1	08/01/2026
AB4 FLEX POV HARDWARE BUNDLE	100958	AXON BODY 4 - FLEX POV MODULE CABLE 48 IN	30	1	08/01/2026
AB4 Multi Bay Dock Bundle	100206	AXON BODY 4 - 8 BAY DOCK	4	1	08/01/2026
AB4 Multi Bay Dock Bundle	70033	AXON - DOCK WALL MOUNT - BRACKET ASSY	4	1	08/01/2026
AB4 Multi Bay Dock Bundle	71019	AXON BODY - DOCK POWERCORD - NORTH AMERICA	4	1	08/01/2026
A la Carte	71026	AXON BODY - MOUNT - MAGNET FLEXIBLE REINFORCED RAPIDLOCK	30	1	08/01/2026
BWC Unlimited with TAP	73309	AXON BODY - TAP REFRESH 1 - CAMERA	31	1	02/01/2029
BWC Unlimited with TAP	73689	AXON BODY - TAP REFRESH 1 - DOCK MULTI BAY	4	1	02/01/2029
AB4 FLEX POV TAP BUNDLE	100976	AXON BODY - TAP REFRESH 1 - AB4 FLEX POV	31	1	08/01/2029
BWC Unlimited with TAP	73310	AXON BODY - TAP REFRESH 2 - CAMERA	31	1	08/01/2029
BWC Unlimited with TAP	73688	AXON BODY - TAP REFRESH 2 - DOCK MULTI BAY	4	1	08/01/2029

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
A la Carte	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	448	08/01/2026	08/31/2026
A la Carte	73746	AXON EVIDENCE - ECOM LICENSE - PRO	3	08/01/2026	08/31/2026
A la Carte	73840	AXON EVIDENCE - ECOM LICENSE - BASIC	19	08/01/2026	08/31/2026
BWC Unlimited with TAP	73686	AXON EVIDENCE - STORAGE - UNLIMITED (AXON DEVICE)	30	09/01/2026	08/31/2029
BWC Unlimited with TAP	73746	AXON EVIDENCE - ECOM LICENSE - PRO	30	09/01/2026	08/31/2029
A la Carte	101283	AXON RECORDS - DRAFT ONE - AI-ASSISTED REPORT WRITING	30	09/01/2026	08/31/2029
A la Carte	102011	AXON AI ASSISTANT	30	09/01/2026	08/31/2029
A la Carte	102610	AXON COMMUNITY LINK	30	09/01/2026	08/31/2029
A la Carte	73449	AXON BODY - LEGACY LICENSE - CONNECTED CAMERA	30	09/01/2026	08/31/2029
A la Carte	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	30	09/01/2026	08/31/2029
A la Carte	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	30	09/01/2026	08/31/2029
A la Carte	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	30	09/01/2026	08/31/2029

Services

Bundle	Item	Description	QTY
A la Carte	100105	COMMUNITY LINK/PRO PSO SETUP	1

Non-Binding Budgetary Estimate

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
A la Carte	80496	AXON BODY 3 - EXT WARRANTY - CAMERA	22	08/01/2026	08/31/2026
AB4 FLEX POV TAP BUNDLE	100945	AXON BODY 4 - EXT WARRANTY - FLEX POV MODULE	30	08/01/2027	08/31/2029
AB4 FLEX POV TAP BUNDLE	100945	AXON BODY 4 - EXT WARRANTY - FLEX POV MODULE	1	08/01/2027	08/31/2029
BWC Unlimited with TAP	80464	AXON BODY - TAP WARRANTY - CAMERA	30	08/01/2027	08/31/2029
BWC Unlimited with TAP	80464	AXON BODY - TAP WARRANTY - CAMERA	1	08/01/2027	08/31/2029
BWC Unlimited with TAP	80465	AXON BODY - TAP WARRANTY - MULTI BAY DOCK	4	08/01/2027	08/31/2029

Non-Binding Budgetary Estimate

Shipping Locations

Location Number	Street	City	State	Zip	Country
1	465 Main St	Great Barrington	MA	01230-1803	USA

Payment Details

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	100105	COMMUNITY LINK/PRO PSO SETUP	1	\$3,600.00	\$0.00	\$3,600.00
Year 1	71026	AXON BODY - MOUNT - MAGNET FLEXIBLE REINFORCED RAPIDLOCK	30	\$1,020.00	\$0.00	\$1,020.00
Year 1	H00001	AB4 Camera Bundle	30	\$28,048.80	\$0.00	\$28,048.80
Year 1	H00002	AB4 Multi Bay Dock Bundle	4	\$6,562.64	\$0.00	\$6,562.64
Year 1	H00004	AB4 FLEX POV HARDWARE BUNDLE	30	\$8,970.00	\$0.00	\$8,970.00
Total				\$48,201.44	\$0.00	\$48,201.44

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Transfer Value	100552	TRANSFER BALANCE - GOODS	1	(\$1,408.14)	\$0.00	(\$1,408.14)
Transfer Value	100553	TRANSFER BALANCE - SOFTWARE AND SERVICES	1	(\$6,255.64)	\$0.00	(\$6,255.64)
Year 1	101283	AXON RECORDS - DRAFT ONE - AI-ASSISTED REPORT WRITING	30	\$35,100.00	\$0.00	\$35,100.00
Year 1	102011	AXON AI ASSISTANT	30	\$16,200.00	\$0.00	\$16,200.00
Year 1	102610	AXON COMMUNITY LINK	30	\$8,100.00	\$0.00	\$8,100.00
Year 1	73352	TRUE UP - BWC HW FINANCE/TAP	30	\$2,214.75	\$0.00	\$2,214.75
Year 1	73449	AXON BODY - LEGACY LICENSE - CONNECTED CAMERA	30	\$2,700.00	\$0.00	\$2,700.00
Year 1	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	30	\$5,400.00	\$0.00	\$5,400.00
Year 1	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	30	\$5,400.00	\$0.00	\$5,400.00
Year 1	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	448	\$0.00	\$0.00	\$0.00
Year 1	73746	AXON EVIDENCE - ECOM LICENSE - PRO	3	\$0.00	\$0.00	\$0.00
Year 1	73840	AXON EVIDENCE - ECOM LICENSE - BASIC	19	\$0.00	\$0.00	\$0.00
Year 1	73843	TRUE UP - BWC UNL W/ TAP/MBD DOCK	30	\$12,906.00	\$0.00	\$12,906.00
Year 1	80496	AXON BODY 3 - EXT WARRANTY - CAMERA	22	\$0.00	\$0.00	\$0.00
Year 1	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	30	\$13,500.00	\$0.00	\$13,500.00
Year 1	BWCUwTAP	BWC Unlimited with TAP	30	\$52,330.41	\$0.00	\$52,330.41
Year 1	T00001	AB4 FLEX POV TAP BUNDLE	30	\$3,975.72	\$0.00	\$3,975.72
Total				\$150,163.10	\$0.00	\$150,163.10

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	101283	AXON RECORDS - DRAFT ONE - AI-ASSISTED REPORT WRITING	30	\$35,100.00	\$0.00	\$35,100.00
Year 2	102011	AXON AI ASSISTANT	30	\$16,200.00	\$0.00	\$16,200.00
Year 2	102610	AXON COMMUNITY LINK	30	\$8,100.00	\$0.00	\$8,100.00
Year 2	73352	TRUE UP - BWC HW FINANCE/TAP	30	\$2,214.75	\$0.00	\$2,214.75
Year 2	73449	AXON BODY - LEGACY LICENSE - CONNECTED CAMERA	30	\$2,700.00	\$0.00	\$2,700.00
Year 2	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	30	\$5,400.00	\$0.00	\$5,400.00
Year 2	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	30	\$5,400.00	\$0.00	\$5,400.00
Year 2	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	448	\$0.00	\$0.00	\$0.00
Year 2	73746	AXON EVIDENCE - ECOM LICENSE - PRO	3	\$0.00	\$0.00	\$0.00

Non-Binding Budgetary Estimate

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	73840	AXON EVIDENCE - ECOM LICENSE - BASIC	19	\$0.00	\$0.00	\$0.00
Year 2	73843	TRUE UP – BWC UNL W/ TAP/MBD DOCK	30	\$12,906.00	\$0.00	\$12,906.00
Year 2	80496	AXON BODY 3 - EXT WARRANTY - CAMERA	22	\$0.00	\$0.00	\$0.00
Year 2	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	30	\$13,500.00	\$0.00	\$13,500.00
Year 2	BWCUwTAP	BWC Unlimited with TAP	30	\$52,330.41	\$0.00	\$52,330.41
Year 2	T00001	AB4 FLEX POV TAP BUNDLE	30	\$3,975.72	\$0.00	\$3,975.72
Total				\$157,826.88	\$0.00	\$157,826.88

Non-Binding Budgetary Estimate

This Rough Order of Magnitude estimate is being provided for budgetary and planning purposes only. It is non-binding and is not considered a contractable offer for sale of Axon goods or services.

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Contract State of Massachusetts OSD Contract PSE01 is incorporated by reference into the terms and conditions of this Agreement. In the event of conflict the terms of Axon's Master Services and Purchasing Agreement shall govern.

Exceptions to Standard Terms and Conditions

Agency has existing contract(s) originated via Quote(s):
Q-369260, Q-369274

Agency is terminating those contracts effective 9/1/2026. Any changes in this date will result in modification of the program value which may result in additional fees or credits due to or from Axon.

The parties agree that Axon is applying a Transfer Balance of -\$7,663.78



 Financially Optimized Proposal

Quote ID: Q-733687-460485B
Valid Until: April 24, 2026

Great Barrington Police Department

Axon Technology Upgrade Proposal

Enhancing public safety through AI-driven efficiency while delivering **immediate Year 1 savings** compared to standard renewal.

Total Upgrade Value
\$356,191
Over 37-Month Term

First Year Flexibility
~\$42k - \$48k
Significantly lower than renewal. (\$65k)

Program Savings
\$97,463
Bundle Discount Applied

Presented by: Spencer Pascott (Axon)

Executive Summary | Renewal vs. Upgrade

Option 1: Basic Renewal

Maintains status quo. Limited innovation.

TOTAL COST

\$196,991

YEAR 1 PAYMENT

~\$65,000

↑ Higher upfront cash outlay

Capabilities:

- No AI-Assisted Reporting (Draft One)
- Hardware becomes obsolete sooner
- ✔ Maintains current recording functions
- Manual admin workflows continue

RECOMMENDED

Option 2: Technology Upgrade

Includes AI Suite, Hardware Refreshes & Operational Efficiency.

TOTAL PROGRAM COST

\$356,191

37-Month Term

YEAR 1 PAYMENT

\$48,201*

↓ ~\$17k less than renewal

*Flexible payment options down to ~\$42k

AI & Software

- ✔ **DraftOne** report writing by 50%
- ✔ AI Assistant & Auto-Transcribe
- ✔ Redaction Assistant & Auto-Tagging

Hardware & Services

- ✔ **Axon Body 4:** Latest generation
- ✔ 2 Full Hardware Refreshes (TAP)
- ✔ Unlimited Storage included



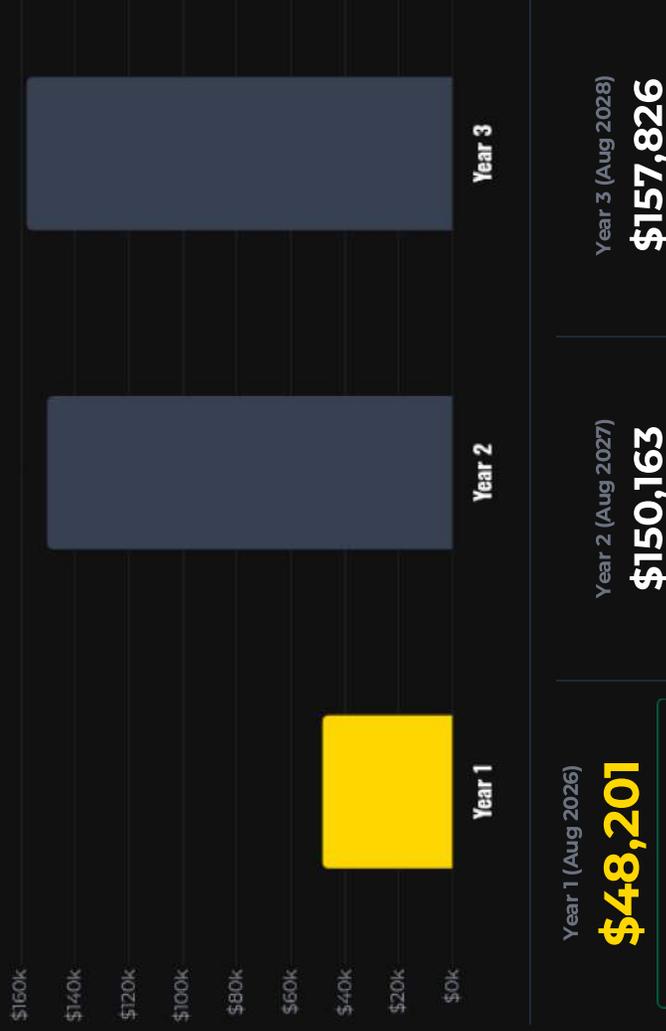
Strategy: Lower Year 1 cash flow allows immediate adoption of force-multiplying AI tools without spiking the current budget.

Financial Analysis

Quote # Q-733687-46048SB

Payment Schedule

Ramp-up structure minimizes Year 1 impact



Lowest Payment
Finance Committee Review Document



Built-in Bundle Savings

Discount achieved by bundling hardware & software

\$97,463 Total Savings

Avg. ~\$31,600 saved per year

Cost of Waiting

Projected impact of delaying 1 year (assuming 10% price increase)

Current Total **\$356,191**
Projected Total **~\$391,810**

Net Loss by Waiting: **-\$35,619**



Existing Contract Credit Applied
-\$7,663.78 Transfer Balance

Revolutionary AI Products

Included in Upgrade Package

NEW FLAGSHIP FEATURE

Draft One

AI-assisted report writing that drafts narratives directly from body camera audio.



Time Savings

50% Reduction



Quality Control

Human Review Required

"Force multiplies agencies and saves officers multiple hours every week."

● included in proposal



AI Assistant

Provides quick answers and guidance within the Axon ecosystem to streamline complex workflows.

30 Licenses Included



Auto-Transcribe

Unlimited rapid transcripts and **real-time translation** from BWC audio for faster reporting.

Unlimited Service



Redaction Asst.

Automatically detects faces, screens, and license plates to speed up public records responses.

Privacy Protection



Auto-Tagging

Automatically associates evidence with CAD/RMS cases, eliminating manual data entry errors.

Zero-Click Filing

Technology Upgrades

Core Hardware

FIELD EQUIPMENT



Axon Body 4

Latest generation BWCs featuring improved battery life, wider field of view, and bi-directional communications.

30 UNITS



Flex POV Modules

Versatile mounting options (helmet, glasses, epaulette) providing true point-of-view evidence capture.

30 UNITS



Multi-Bay Docks

Smart docking stations (8-bay) that handle automatic charging, firmware updates, and secure evidence offload.

4 UNITS

Ecosystem & Longevity

SOFTWARE & SERVICES



TAP Refreshes

Guaranteed hardware upgrades during the term ensuring officers always deploy with top-tier, modern equipment.

X2 CYCLES



Unlimited Storage

Secure, CJIS-compliant cloud storage via Evidence.com with zero data caps for all body-worn camera footage.

INCLUDED



Community Link

Digital evidence portal allowing citizens to securely submit videos and photos directly to investigators.

INCLUDED

Tangible Impact

Operational ROI & Efficiency Gains

Time Savings
50%
Reduction

In report writing time via Draft One

Efficiency Drivers

Report Writing
Draft One

Transcription
Auto-Transcribe

Evidence Mgmt.
Auto-Tagging



Officer Morale

Eliminating tedious data entry allows officers to focus on meaningful police work, directly reducing burnout and turnover.

Retention Boost

HIGH IMPACT



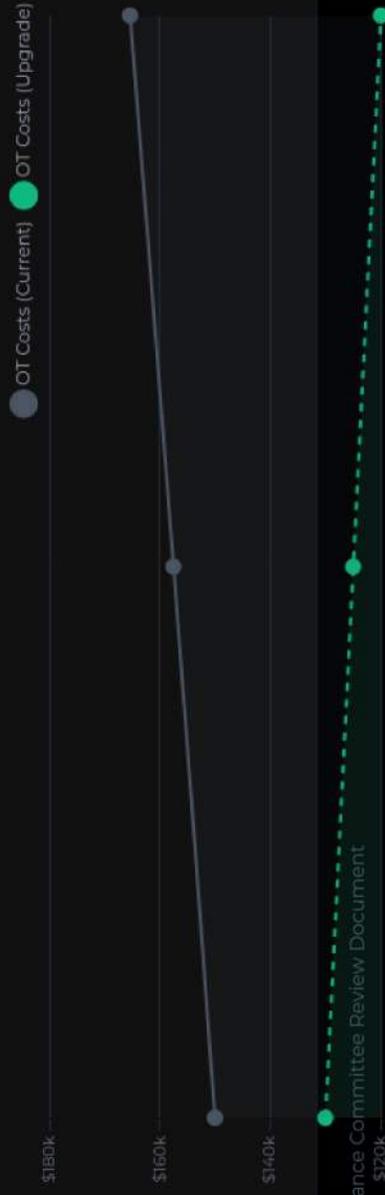
Operational Readiness

Two (2) full TAP hardware refreshes ensure officers are never fielding obsolete equipment.



Financial Impact: Reduced OT

Less time on paperwork = reduced administrative overtime costs



Finance Committee Review Document

\$120k

Community Impact

Transparency, Safety & Engagement



Transparency & Trust

Accelerating public records requests and ensuring reporting consistency builds deeper trust with the community.

Privacy Protection

 **Redaction Assistant**

Consistency

 **Draft One Reporting**



Safety & Service

Better evidence capture leads to faster resolutions, higher conviction rates, and increased officer accountability.

Evidence Capture

 **Axon Body 4**

True Perspective

 **Flex POV Modules**



Real-Time Translation

Delivering immediate translation assistance in the field to bridge communication gaps, reduce misunderstandings, and drive safer outcomes for all.

Safety Outcome

 **De-escalation**

Capability

 **Instant Assistance**



Community Link **INCLUDED**

Empowers residents and business owners to securely submit digital evidence (videos, photos) directly to investigators via a simple public portal, fostering collaboration and solving crimes faster.

— Great Barrington Police Dept.

Regional Momentum

Massachusetts Reference Agencies

Leading agencies across Western Massachusetts are standardizing on the Axon ecosystem. By upgrading, Great Barrington aligns with regional best practices for evidence sharing, AI adoption, and officer safety.

● ACTIVE DEPLOYMENTS

Springfield PD

Hampden County · Large Metro

Early Adopter

Recently approved a multi-million dollar technology upgrade package. Key focus on leveraging AI to modernize police work and reduce administrative burden.

Key Implementation:



Chicopee PD

Hampden County · Metro

Actively utilizing AI products and their real-time crime center to increase safety city-wide. Integrating advanced technology to support officer decision-making.

Key Implementation:

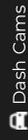


Pittsfield PD

Berkshire County · Regional Hub

Established a 5-year contract baseline for body and dash cameras, setting the standard for Berkshire County.

Key Implementation:



Lee & Berkshires

Berkshire County · Neighbors

Smaller agencies in the region are adopting Axon tools to ensure interoperability. Shared ecosystem facilitates seamless evidence transfer during joint operations.

Key Implementation:



Great Barrington Police Dept.

All in Summary & Next Steps

Strategic Path Forward

The Proposal

Secure the full **\$356,191.42** technology package to modernize operations.

Total Contract Value
\$356,191

✓ Includes \$97k+ Savings

Why Act Now?



Budget Friendly Year 1

Upgrade Year 1 payment (~\$48k) is significantly lower than a basic renewal payment (~\$65k), with flexibility to go as low as \$42k.



Avoid Price Increases

Waiting one year exposes the department to ~10% price increases.

Cost of Waiting: ~\$35,619 penalty



Immediate Efficiency Gains

Start realizing 50% report writing time savings immediately with Draft One, rather than delaying operational improvements.

Key Dates & Timeline

Vote Expiration

April 24, 2026

Current pricing locked

Estimated Start

August 01, 2026

37-month term begins

Project Contacts

Spencer Bassett
Axon Enterprise

Timothy Ullrich
GBPD Primary Contact

Fire Department

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Plymovent System (Facilities)	\$ 80,000.00	\$ -	\$ -	\$ -	\$ -	\$ 80,000.00
Back up set of Turnout Gear	\$ 45,800.00	\$ -	\$ -	\$ -	\$ -	\$ 45,800.00
700/800mhz radios	\$ -	\$ 54,385.18	\$ -	\$ -	\$ -	\$ 54,385.18
TOTAL FIRE	\$ 125,800.00	\$ 54,385.18	\$ -	\$ -	\$ -	\$ 180,185.18

Fire Department - Town Manager's Recommendation

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Plymovent System (Facilities)	\$ 80,000.00	\$ -	\$ -	\$ -	\$ -	\$ 80,000.00
Back up set of Turnout Gear	\$ 45,800.00	\$ -	\$ -	\$ -	\$ -	\$ 45,800.00
700/800mhz radios	\$ -	\$ 54,385.18	\$ -	\$ -	\$ -	\$ 54,385.18
TOTAL FIRE	\$ 125,800.00	\$ 54,385.18	\$ -	\$ -	\$ -	\$ 180,185.18



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Fire

Division

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1

Division Priority # ____ of ____

Request Prepared By:

Scott

First

Turner

Last

Primary Staff Email

sturner@townofgbma.gov

2nd/Reviewing Staff Email

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Plymovent System

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

The Great Barrington Fire Department is requesting the purchase and installation of a Plymovent Vehicle Exhaust System for our Headquarters building (Great Barrington Station).

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

In 2012, the World Health Organization classified diesel engine exhaust as carcinogenic to humans (Group 1). This classification places diesel exhaust in the same deadly category as asbestos, arsenic and tobacco. In a multi-year National Institute of Occupational Safety and Health (NIOSH) study, initial findings (Phase I) of the NIOSH study suggest that firefighters are at higher risk of cancers of the respiratory, digestive, and urinary systems when compared to the general population. Firefighters exposure to diesel engine exhaust is one of the contributing factors for this higher risk of cancer. These exhaust systems protect our station personnel and daily public visitors from cancer causing effects of vehicle exhaust emissions. Our apparatus generate these emissions during startups, return to quarters and routine pump testing in our facilities.

Current changes in health and safety standards have clearly identified that vehicle exhaust emissions, in particular, whole diesel exhaust (PM10) is a cancer causing substance. Agencies documenting the hazards of diesel exhaust include but are not limited to The National Institute of Occupational Safety & Health (NIOSH), The American Conference of General Industrial Hygienists (ACGIH), The U.S. Department of Health (USDH), The Occupational Safety and Health Administration (OSHA). The above listed agencies have led to the implementation of NFPA 1500 – 2002 Edition Standard 9.1.6 on facility safety regarding exhaust emissions. Guidelines for vehicle exhaust elimination state: “Local exhaust ventilation that remove harmful fumes at their source, hoses at tailpipe or stack exhaust” as listed in the OSHA Health and Safety Fact Sheet; “Motor vehicles that are operated shall be provided with a source capture system that connects directly to the motor vehicle’s exhaust system. The agencies listed and the above quoted statements support our request and the justification for the vehicle exhaust extraction system for the health and safety of our firefighters, administrative personnel and visitors. Additionally, our current system is a carbon monoxide detector connected to a control panel that activates exhaust fans installed in the ceiling of the apparatus bay. This system has been malfunctioning since installation and is often times offline completely.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Although overall service delivery is not immediately effected by not having proper ventilation of harmful diesel exhaust, it is the long term effects on members of the department that ultimately have the potential to limit our ability to provide effective services.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Risks associated with improper ventilations systems include possible violations from OSHA should there be cause for an inspection based on pending enforcement of regulations now that Massachusetts has adopted OSHA to include Fire Service operations.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$70,000.00
Total Cost: \$70,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Parts, installation and possibly consultation/site visit.		\$5,000.00
Total Cost: \$5,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

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IMG_0067.jpeg

IMG_0064.jpeg

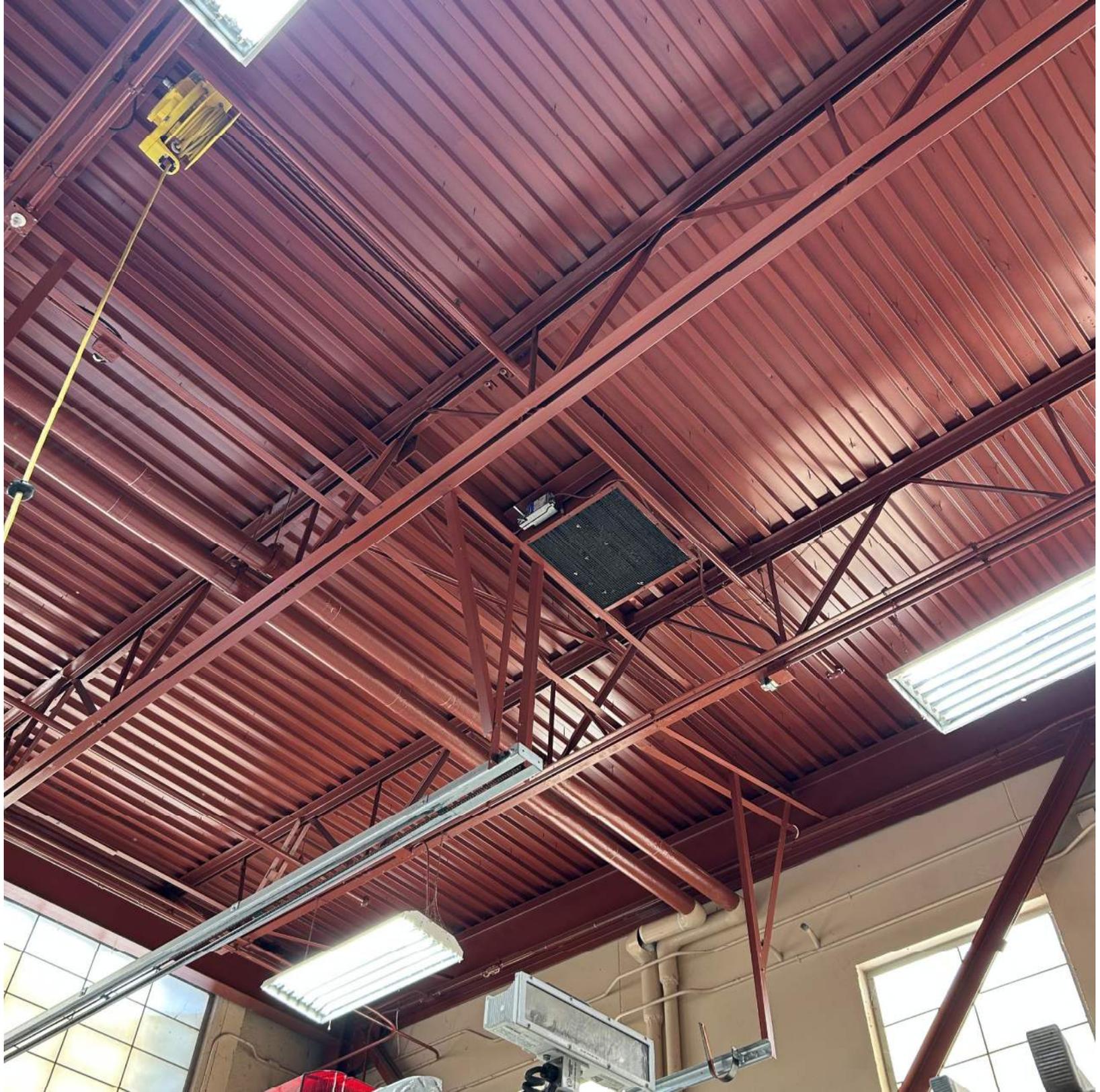
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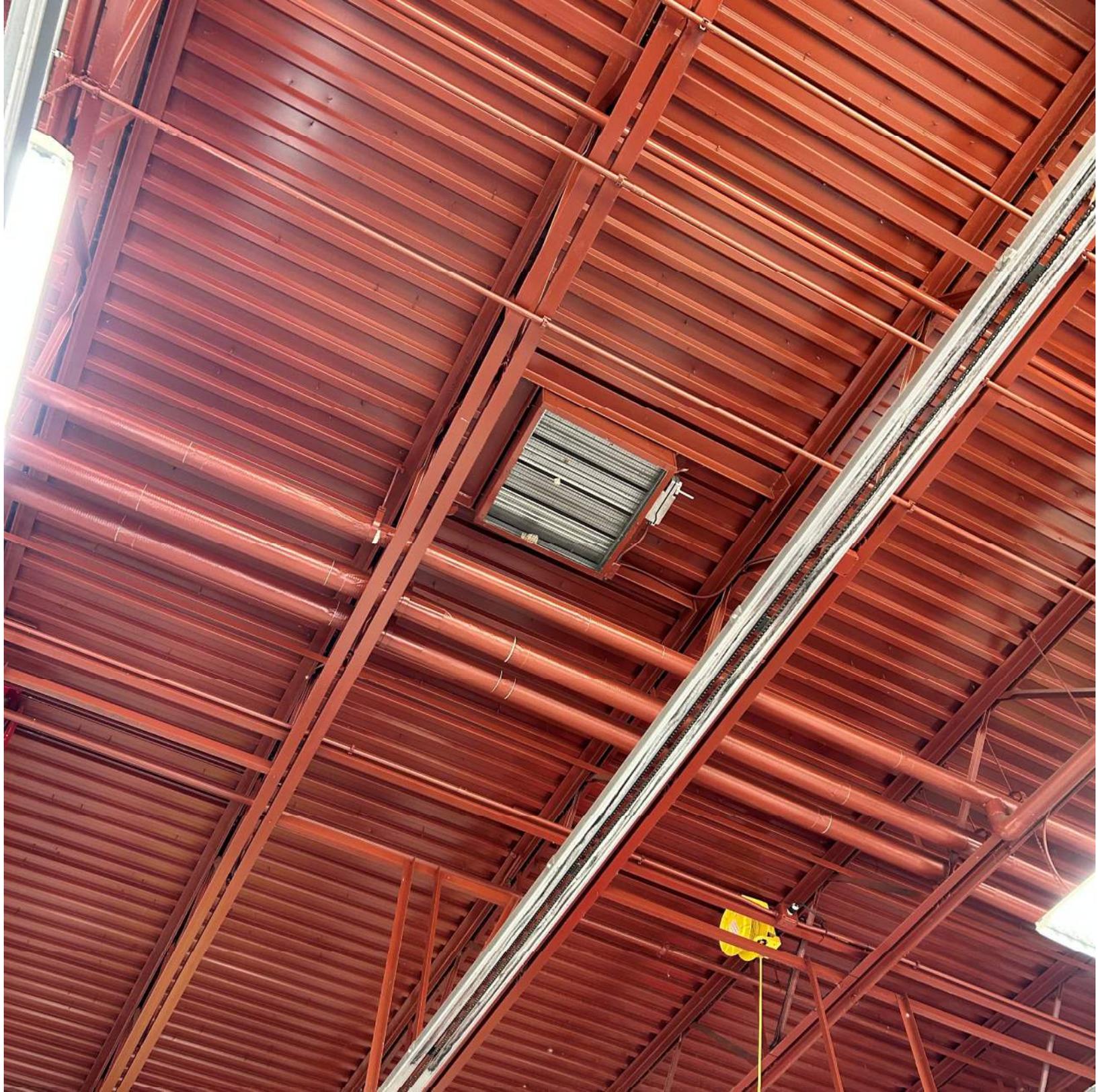
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Other Backup Material for Justification











FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Fire

Division

Operations

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 5

Division Priority # ____ of ____

1 of 4

Request Prepared By:

Scott

First

Turner

Last

Primary Staff Email

sturner@townofgbma.gov

2nd/Reviewing Staff Email

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Back up set of Turnout Gear.

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Great Barrington Fire Department is requesting funding to purchase a second set of Turnout Gear (Personal Protective Equipment) for ten members of the department. This would allow members

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

Second sets of Turn Out gear is essential for firefighter health and safety, providing a clean, decontaminated set to wear while the primary set is being laundered. Second sets of Turn Out gear reducing cancer risks from accumulated carcinogens. allow for immediate call readiness and prevent wearing wet or damaged gear. The primary reason for a second set is to remove contaminated gear immediately after a fire, limiting exposure to carcinogens.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Having a second set of gear increases operational efficiency by ensuring firefighters can respond to subsequent calls without waiting for gear to be cleaned and dried.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets)

to contextualize performance expectations.

Impact on service if not funded? (Explain)

If not funded, the overall risk would be to the health and wellness of the firefighters who would be required to wear dirty and possibly wet gear on occasions when responding to multiple incidents.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$45,000.00
Total Cost: \$45,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
One time cost.		\$45,000.00
Total Cost: \$45,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification

DPW - Facilities

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Ramsdell Library Renovation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -
Town Building Water Infiltration Testing	\$ 150,000.00	\$ -	\$ -	\$ -	\$ -	\$ 150,000.00
Town Hall Renovation/Feasibility Study	\$ -	\$ -	TBD	\$ -	\$ -	\$ -
Police Station Renovation/Feasibility Study	\$ -	\$ 150,000.00	\$ -	\$ -	TBD	\$ 150,000.00
Housatonic Community Center Renovation	\$ -	\$ -	\$ -	\$ -	TBD	\$ -
DPW Facility	\$ 2,500,000.00	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000.00
Fire Station Roof Repairs	\$ -	TBD	\$ -	\$ -	\$ -	\$ -
Mason Library Repairs	\$ -	\$ -	TBD	\$ -	\$ -	\$ -
Town Hall Generator	\$ -	\$ 130,000.00	\$ -	\$ -	\$ -	\$ 130,000.00
DPW Cold Storage	\$ 1,050,000.00	\$ -	\$ -	\$ -	\$ -	\$ 1,050,000.00
TOTAL FACILITIES	\$ 3,700,000.00	\$ 280,000.00	\$ -	\$ -	\$ -	\$ 3,980,000.00

DPW - Facilities - Town Manager's Recommendation

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Ramsdell Library Renovation	TBD	\$ -	\$ -	\$ -	\$ -	\$ -
Town Building Water Infiltration Testing	\$ 150,000.00	\$ -	\$ -	\$ -	\$ -	\$ 150,000.00
Town Hall Renovation/Feasibility Study	\$ -	\$ -	TBD	\$ -	\$ -	\$ -
Police Station Renovation/Feasibility Study	\$ -	\$ 150,000.00	\$ -	\$ -	TBD	\$ 150,000.00
Housatonic Community Center Renovation	\$ -	\$ -	\$ -	\$ -	TBD	\$ -
DPW Facility	\$ -	\$ -	\$ -	\$ 2,500,000.00	\$ -	\$ 2,500,000.00
Fire Station Roof Repairs	\$ -	TBD	\$ -	\$ -	\$ -	\$ -
Mason Library Repairs	\$ -	\$ -	TBD	\$ -	\$ -	\$ -
Town Hall Generator	\$ -	\$ 130,000.00	\$ -	\$ -	\$ -	\$ 130,000.00
DPW Cold Storage	\$ -	\$ -	\$ -	\$ -	\$ 1,050,000.00	\$ 1,050,000.00
TOTAL FACILITIES	\$ 150,000.00	\$ 280,000.00	\$ -	\$ 2,500,000.00	\$ 1,050,000.00	\$ 3,980,000.00



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Administration

Division

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 3

Division Priority # ____ of ____

Request Prepared By:

Liz

First

Hartsgrove

Last

Primary Staff Email

lhartsgrove@townofgbma.gov

2nd/Reviewing Staff Email

lhartsgrove@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Town Building Envelope Study

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Complete evaluation and leak testing of 4 Town buildings including a visual review of the exterior masonry,
1) Mason Library
2) Town Hall
3) Fire Station
4) Housy Dome

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Describe change in resource requiring Capital Request

This is to examine the current structure status within the masonry and windows

Rational/Justification for Request

Per a Tighe & Bond report, identified water infiltration is occurring within the masonry and areas near the windows.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

It will allow the town to assess if there are any future, larger capital investments to be made to the structure.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets)

to contextualize performance expectations.

Impact on service if not funded? (Explain)

Until possible underlying issues are ruled out, future improvements are not recommended.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$150,000.00
Total Cost: \$150,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Building Evaluation	Capital	\$150,000.00
Total Cost: \$150,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification

DPW - Highway

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Bridge Street Bridge Rehab	\$426,000.00	\$ -	\$ -	\$ -	\$ -	\$426,000.00
Shaw Bridge Rehab	\$1,603,000.00	\$ -	\$ -	\$ -	\$ -	\$1,603,000.00
Freightliner Purchase	\$438,000.00	\$ -	\$ -	\$ -	\$ -	\$438,000.00
Crosswalk Install & Replace, 5 Locations	\$171,000.00	\$ -	\$ -	\$ -	\$ -	\$171,000.00
Brush Hill Road Culvert	\$777,500.00	\$ -	\$ -	\$ -	\$ -	\$777,500.00
Roadway Improvements (6 of 6)	\$684,502.00	\$ -	\$ -	\$ -	\$ -	\$684,502.00
Roadway Improvements (5 of 6)	\$1,190,366.00	\$ -	\$ -	\$ -	\$ -	\$1,190,366.00
Roadway Improvements (4 of 6)	\$1,343,084.00	\$ -	\$ -	\$ -	\$ -	\$1,343,084.00
Roadway Improvements (3 of 6)	\$1,221,206.00	\$ -	\$ -	\$ -	\$ -	\$1,221,206.00
Roadway Improvements (2 of 6)	\$410,000.00	\$ -	\$ -	\$ -	\$ -	\$410,000.00
Roadway Improvements (1 of 6)	\$1,559,793.00	\$ -	\$ -	\$ -	\$ -	\$1,559,793.00
Roadwork Engineering (4 projects)	\$1,075,000.00	\$ -	\$ -	\$ -	\$ -	\$1,075,000.00
Manhole Installation Pearl St.	\$22,000.00	\$ -	\$ -	\$ -	\$ -	\$22,000.00
Misc Sidewalk Improvements	\$104,000.00	\$ -	\$ -	\$ -	\$ -	\$104,000.00
TOTAL DPW - Highway	\$11,025,451.00	\$ -	\$ -	\$ -	\$ -	\$11,025,451.00

DPW - Highway - Town Manager's Recommendation

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Bridge Street Bridge Rehab	\$ 426,000.00	\$ -	\$ -	\$ -	\$ -	\$ 426,000.00
Shaw Bridge Rehab	\$ 1,603,000.00	\$ -	\$ -	\$ -	\$ -	\$ 1,603,000.00
Freightliner Purchase		\$ -	\$ 438,000.00	\$ -	\$ -	\$ 438,000.00
Crosswalk Install & Replace, 5 Locations	\$ 171,000.00	\$ -	\$ -	\$ -	\$ -	\$ 171,000.00
Brush Hill Road Culvert	\$ 777,500.00	\$ -	\$ -	\$ -	\$ -	\$ 777,500.00
Roadway Improvements (6 of 6)	\$ -	\$ -	\$ -	\$ -	\$ 684,502.00	\$ 684,502.00
Roadway Improvements (5 of 6)	\$ -	\$ -	\$ -	\$ -	\$ 1,190,366.00	\$ 1,190,366.00
Roadway Improvements (4 of 6)	\$ -	\$ -	\$ -	\$ 1,343,084.00	\$ -	\$ 1,343,084.00
Roadway Improvements (3 of 6)	\$ -	\$ -	\$ 1,221,206.00	\$ -	\$ -	\$ 1,221,206.00
Roadway Improvements (2 of 6)	\$ 410,000.00	\$ -	\$ -	\$ -	\$ -	\$ 410,000.00
Roadway Improvements (1 of 6)	\$ -	\$ 1,559,793.00	\$ -	\$ -	\$ -	\$ 1,559,793.00
Roadwork Engineering (4 projects)	\$ 550,000.00	\$ -	\$ 1,075,000.00	\$ -	\$ -	\$ 1,625,000.00
Manhole Installation Pearl St.	\$ 22,000.00	\$ -	\$ -	\$ -	\$ -	\$ 22,000.00
Misc Sidewalk Improvements	\$ -	\$ -	\$ -	\$ 104,000.00	\$ -	\$ 104,000.00
TOTAL DPW - Highway	\$ 3,959,500.00	\$1,559,793.00	\$ 2,734,206.00	\$ 1,447,084.00	\$ 1,874,868.00	\$ 11,575,451.00



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Bridge

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgbma.org

2nd/Reviewing Staff Email

jaberdale@townofgbma.org

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Bridge Street Bridge over Housatonic River G-11-007 Rehab

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Correct Bridge deficiencies.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

Safety hazard elimination & bridge improvements.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

The project will remove a safety issue and improve some minor deficiencies.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Current safety items and deficiencies will remain

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how

delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$426,000.00
Total Cost: \$426,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Capital		\$426,000.00
Total Cost: \$426,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Bridge Street over Housatonic River OPC.pdf

Quotes and Specifications

MADOT G-11-007 6-25-24 Inspection Rpt.pdf

Pictures, Site Plans, Other Visuals

Pictures.pdf

Other Backup Material for Justification

Traffic Signal Quote.pdf

Bridge Street Bridge over Housatonic River
Bridge G-11-007

Asset Evaluation, verify extent of work & MADOT Report Items	\$32,000.00
Assist MHD Review and Approval	\$12,000.00
Design & Procurement Services	\$30,000.00
Construction Inspection & Testing Services	\$20,000.00

Portable Traffic Signal Rental, 3 months (Town Rent Direct)	\$25,500.00
Portable Traffic Signal Mobilization, Connection & Maintenance, 3 months	\$4,500.00
Furnish & Install Temporary Electrical Service	\$5,000.00
Remove Temporary Electrical Service	\$2,500.00
Utility Services & Charges for Temp. Service	\$5,500.00
Electrical Usage, 3 months	\$1,000.00
Police Detail, 2 weeks 2 officers, 10 weeks 1 officer	\$32,480.00

Concrete Repair at Truss Locations	\$125,000.00
Allowance to address some items in last MADOT inspection Report	\$75,000.00

Sub-Total:	\$370,480.00
15% Contingency:	\$55,572.00
Budget Estimate:	\$426,052.00



Maura Healey, Governor
Kimberly Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator



February 3, 2025

Town of Great Barrington
Board of Selectmen
334 Main St.
Great Barrington, MA 01230

Attn: Joe Aberdale, Highway/Facilities Superintendent

SUBJECT: NATIONAL BRIDGE INSPECTION STANDARDS (NBIS)
BRIDGE INSPECTION REPORTS

G-11-007 (04J) BRIDGE STREET / HOUSATONIC RIVER

Dated: 06/25/24

Dear Mr. Aberdale:

As part of the Massachusetts Bridge Inspection Program, MassDOT - Highway Division performs the inspection of municipally owned bridges that have a clear span of 20 feet or greater. These bridges are scheduled to be inspected every two years or less.

For your records is a copy of recent bridge inspection field report for the referenced municipally owned bridge. Repair, rehabilitation or reconstruction of any bridges to address the deficiencies reported is the owner/custodian's responsibility. Chapter 90 funds may be used for these purposes.

Questions regarding the content of the report may be directed to the District Bridge Inspection Engineer, Michael P.E. McCabe, at (857) 368-1060.

Sincerely,

Francisca Heming Francisca
Heming

Francisca R. Heming
District I Highway Director

Digitally signed by Francisca
Heming
Date: 2025.01.30 14:43:47
+03'00'

MPEM/mpem
cc: BIE (2), DHD D-1, DBIE D-1
Enclosure

2-DIST 01 B.L.N. 04J

STRUCTURES INSPECTION FIELD REPORT
FRACTURE CRITICAL INSPECTION

BR. DEPT. NO. G-11-007

CITY/TOWN GREAT BARRINGTON	8-STRUCTURE NO. G11007-04J-MUN-NBI	H-Edo. POINT 000.370	90-ROUTINE INSP DATE Jun 25, 2024	92a-F.C. INSP DATE Jun 25, 2024
07-FACILITY CARRIED HWY BRIDGE ST	MEMORIAL NAME/LOCAL NAME	27-YR BUILT 1951	106-YR REBUILT 0000	*YR REHAB'D (NON 106) 2016
06-FEATURES INTERSECTED WATER HOUSATONIC RIVER	26-FUNCTIONAL CLASS Urban Collector	DIST. BRIDGE INSPECTION ENGINEER <i>Michael P. McCabe</i>		M.P.E. McCabe
43-STRUCTURE TYPE 310 : Steel Truss - Thru	22-OWNER Town Agency	21-MAINTAINER Town Agency	TEAM LEADER R. Bernard <i>Robert Bernard</i>	PROJ MGR. Alfred Benesch Company <i>Paul Gullis</i>
107-DECK TYPE 1 : Concrete Cast-in-Place	WEATHER Sunny	TEMP (air) 32°C	TEAM MEMBERS E. KEENAN, L. LEE	

WEIGHT POSTING	Not Applicable				Signs In Place (Y=Yes, N=No, NR=Not Required) Legibility/Visibility	At bridge		Advance		PLANS (Y/N): Y
	H	3	392	Single		E	W	E	W	(V.C.R.) (Y/N): N
Actual Posting	20	25	36	N	N	N	Y	N	TAPE#:	
Recommended Posting	20	25	36	N			8	8		
Waived Date:	00/00/0000		EJDMT Date:	00/00/0000						

RATING

Rating Report (Y/N): **Y** Date: **06/01/2019** Recommend for Rating or Rerating (Y/N): **N** If YES please give priority: HIGH () MEDIUM () LOW ()

Inspection data at time of existing rating
 158: 6 159: 5 160: 6 162: Date: 06/13/2018

REASON:

FRACTURE CRITICAL MEMBER(S):

	MEMBER	CRACK (Y/N)	WELD'S CONDITION (0-9)	LOCATION OF CORROSION: SECTION LOSS (%), CRACKS, COLLISION DAMAGE, STRESS CONCENTRATION, ETC.	CONDITION		INV. RATING OF MEMBER FROM RATING ANALYSIS			Deficiencies
					PREVIOUS (0-9)	PRESNT (0-9)	H-20	3	392	
A	Item 59.2 - Floorbeams	N	N	See remarks in comments section.	6	6	21	28	41	M-P
B	Item 59.5.b - Lower Chords	N	N	See remarks in comments section.	5	5	35	36	40	M-P
C	Item 59.5.c - Web Members	N	N	See remarks in comments section.	5	5	52	55	61	M-P
D	Item 59.7 - Conn Pl't's, Gussets & Angles	N	N	See remarks in comments section.	5	5	Not Rated			M-P
E										

List of field tests performed:
Visual and Hands-On

	I-59	I-60
(Overall Previous Condition)	5	6
(Overall Current Condition)	5	6

DEFICIENCY: A defect in a structure that requires corrective action.

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.

S= Severe/Major Deficiency Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebar, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion in structural steel with measurable loss of section, etc.

C-S= Critical Structural Deficiency A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.

C-H= Critical Hazard Deficiency A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause tripping or pedestrian, Missing section of bridge railing, etc.

URGENCY OF REPAIR:

I = Immediate- Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her.

A = ASAP- Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report.

P = Prioritize- Repair be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repair made when funds and/or manpower is available.

X=UNKNOWN N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE R=REMOVED

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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REMARKS

BRIDGE ORIENTATION

Bridge G-11-007 (04J) is a single span structure that carries Bridge Street over the Housatonic River in the Town of Great Barrington. The bridge is orientated west to east and the river flows from south to north. The stringers under the deck are labeled S1 to S5 from south to north and the stringers under the sidewalk are labeled SW1 and SW2 from south to north. The floorbeams are labeled FB1 to FB9 from west to east. The truss top chord panel points are labeled U1 to U15 from west to east, and the truss bottom chord panel points are labeled L0 to L16, only even numbers, from west to east. The truss panels are labeled P1 to P8 from west to east. The approaches and abutments are labeled south and north. This labeling convention is consistent with the existing drawings and the previous inspection report. For general orientation, refer to Sketches 1 through 3 and Photos 1 through 4.

GENERAL REMARKS

This structure is a single span pony truss with a steel stringer floorbeam system supporting a reinforced concrete deck with bituminous concrete wearing surface, a reinforced concrete safetywalk along the south side, and a reinforced concrete sidewalk along the north side of the bridge. The framing of the super structure consists of five stringers and nine floorbeams between the trusses. The floorbeams and brackets are cantilevered, supporting two stringers under the sidewalk. The substructure consists of two gravity type reinforced concrete abutments on reinforced concrete spread footings.

FRACTURE CRITICAL MEMBERS

The fracture critical members for this inspection include Items 59.2 - Floorbeams, 59.5.b. - Lower Chords, 59.5.c. - Web Members, and 59.7 - Connection Plates, Gussets & Angles, refer to Sketch 2. For a list of Fatigue Sensitive Details, refer to Sketches 3 through 6. For the Fracture Critical Inspection Procedure, refer to Sketch 7.

WORK ACCESS

The underside of the bridge was accessed during the daytime with a 62' UBIU with traffic control and local police details. The topside of the bridge was accessed on foot from the sidewalk and within the lane closures.

ITEM 59 - SUPERSTRUCTURE

Item 59.2 - Floorbeams

At the connection to the South Truss the floorbeams typically have areas of painted over section loss to the bottom flange, up to 18" long x 3" wide x 3/16" deep. Additional areas of painted over section loss are as follows:

FB1:

- South End, East Face: Bottom of web, 12" long x 5" high x 1/16" deep (5/8" orig.).

FB2:

- South End, West Face: Bottom of web, 6" long x 5" high x 3/16" deep (5/8" orig.). Bottom flange underside, 12" long x full width x 7/16" deep (15/16" orig.).

FB4:

- South End, Underside: Bottom flange, 6" long x full width x 1/8" deep (15/16" orig.), refer to Photo 5.

FB5:

- South End, West Face: Bottom of web, 9" long x 5" high x 1/8" deep (5/8" orig.). Bottom flange underside, 10" long x full width x 1/8" deep (15/16" orig.).

FB6:

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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REMARKS

- South End, West Face: Bottom of web, 4" wide x 4" high x up to 1/4" deep (5/8" orig.).

FB7:

- South End, Underside: Bottom flange, 2" long x full width x 1/8" deep (15/16" orig.).

FB8:

- South End, West Face: Bottom of web, 4" wide x 4" high x up to 1/4" deep (5/8" orig.), **refer to Photo 6.**

FB9:

- South End, West Face: Bottom of web, 15" long x 5" high x 3/16" deep (5/8" orig.) with adjacent loss, 2'-0" long x 4" high x 1/16" deep (5/8" orig.), **refer to Photo 7.**
- Between South Truss and S2: Bottom flange, full width x 1/8" deep (15/16" orig.), **refer to Photo 7.**

Item 59.5 - Trusses - General

Item 59.5.b - Lower Chords

There is typically minor to moderate debris built up along the horizontal gusset plates at the lower chord panel points, **refer to Photo 9.** Areas of painted over section loss are as follows:

South Truss:

- Member L0-L2 at Panel Point L0, North Channel, North Face: Web, 4" long x full height x 3/16" loss (1/2" orig.), **refer to Photo 8.**
- Member L0-L2 at Panel Point L2, Both Channels: Top flanges have scattered areas of section loss down to knife edge x 12" long (5/8" orig.).
- Member L2-L4, near Panel Point L4, North Channel: Top flange, 16" long x full width x 1/8" loss (5/8" orig.).
- Member L8-L10, near Panel Point L10, Both Channels, Interior Faces: Webs, 15" long x 6" high x 3/16" loss (11/16" orig.), **refer to Photo 9.**
- Member L10-L12, near Panel Points L10 and L12, Both Channels, Interior Faces: Webs, 15" long x 6" high x 3/16" loss (11/16" orig.).
- Member L12-L14, near Panel Point L12, Both Channels, Interior Faces: Webs, 15" long x 6" high x 3/16" loss (11/16" orig.).
- Member L14-L16 near Panel Point 16, between Bottom Gusset Plate and First Bottom Batten Plate, Both Channels: Bottom flanges, full width x 1/8" deep (5/8" orig.).
- Member L14-16 at Panel Point L16, North Channel, North Face: Web, 8" long x full height x 1/8" loss (1/2" orig.). Inside the gussets, the top flanges 1/8" loss (5/8" orig.).

Item 59.5.c - Web Members

There is typically minor to moderate debris built up along top of sidewalk at the interface with the web members, **refer to Photo 11.** The truss vertical and diagonal members above the lower vertical gusset plates typically have painted over section loss, up to 2'-0" long x up to 1/8" deep. Additional locations of painted over section loss are as follows:

South Truss:

- Member U1-L2, near Panel Point U1, East Face: Both flanges have a dent, 4" long x 1/8" deep.
- Member U1-L2 at Panel Point U1: North Flange, two areas up to 5" long x 8" wide x 1/16" deep, **refer to Photo 10.**

North Truss (at Top of Sidewalk):

Throughout:

- The web and inside face of both flanges typically have scattered areas of painted over pitting, up to 1/16" deep.

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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REMARKS

Member U1-L2:

- Southwest Flange, North Face: 2'-0" long x 4.5" wide x 1/8" loss (5/8" orig.).
- Southeast Flange, North Face: 20" long x 4.5" wide x 3/16" loss (5/8" orig.).
- Northeast Flange, South face: Section loss, 16" long x 4.5" wide x 5/16" loss (5/8" orig.).
- Web: Hole adjacent to repair, 6" long x 3/4" wide.

Member U3-L4:

- Southwest Flange, North Face: 5" long x 3.5" wide x 1/4" loss (1/2" orig.).
- Northwest Flange, South Face: 6" long x 3" wide x 3/16" loss (1/2" orig.).

Member U5-L6:

- Southwest Flange, North Face: 5.5" long x 3" wide x 1/8" loss (3/8" orig.).
- Northwest Flange, South Face: 4" long x 3" wide x 1/16" loss (3/8" orig.).

Member U7-L8:

- Southwest Flange, North Face: 7" long x 3" wide x 1/8" loss (3/8" orig.).
- Southeast Flange, East Edge: Gouge, 1/2" diameter.

Member U9-L8:

- Southeast Flange, North Face: 4" long x 3" wide x 1/8" loss (3/8" orig.).
- Northeast Flange, South Face: 6" long x 3" wide x 1/8" loss (3/8" orig.).

Member U11-L10:

- Southeast Flange, North Face: 7" long x 3" wide x 1/8" loss (3/8" orig.). Previously noted rust hole was not found, **refer to Photo 11.**

Member U13-L12:

- Southeast Flange, North Face: 10" long x 4" wide x 1/16" loss (1/2" orig.).
- Northeast Flange, South Face: 11" long x 4" wide x 1/16" loss (1/2" orig.).

Member U15-L14:

- Southwest Flange, North Face: 11" long x 4.5" wide x 1/8" loss (5/8" orig.).
- Southeast Flange, Edge: Necking, 1" long x 4" wide x 3/16" loss (5/8" orig.).
- Northeast Flange, South Face: 2'-0" long x 4" wide x 1/16" loss (5/8" orig.).
- Web, East Face: 2'-0" long x 2" wide x 1/8" loss (3/8" orig.).

Item 59.7 - Conn Plt's, Gussets & Angles

*The gussets are rated 33.0 tons and 18.4 tons for the MS18 and MS (equiv.) load rating values, respectively, in accordance with the 2019 Rating Report.

There is typically minor to moderate debris built up along the horizontal gusset plates at the lower chord panel points, **refer to Photos 9 and 15.** At the South Truss, the lower chord splice plates have section loss of up to 1/16" deep between the gusset plates. At the South Truss, along the top of the lower chord, the north gusset plate south faces have areas of section loss up to 1/8" deep. Additional locations of painted over section loss are as follows:

Vertical Gusset Plates:

South Truss:

- Panel Point U1, North Gusset, North Face: 2 areas, 6" long x 4" high x 1/16" loss (3/8" orig.) at the west end and 14" long x 6" high x 1/16" loss (3/8" orig.) at the east end.

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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REMARKS

- Panel Point L0, North Gusset, North Face: Up to 1/8" deep pitting, **refer to Sketch 8.**
- Panel Point L2, South Gusset, North Face, West of FB2, at Top of Lower Chord: 20" long x 6" high x 3/16" loss.
- Panel Point L2 North Gusset, North Face: Down to 0.20" remaining (3/8" orig.), **refer to Sketch 8 and Photo 12.**
- Panel Point L4, North Gusset, North Face: Down to 1/4" remaining (3/8" orig.) with a rust hole, **refer to Sketch 8 and Photo 13.**
- Panel Point L6, North Gusset, North Face: Down to 1/4" remaining (3/8" orig.), **refer to Sketch 8.**
- Panel Point L8, North Gusset, North Face: Down to 3/16" remaining (3/8" orig.), **refer to Sketch 9.**
- Panel Point L10, North Gusset, North Face: Down to 1/4" remaining (3/8" orig.), **refer to Sketch 9.**
- Panel Point L12, North Gusset Plate, North Face: Down to 1/4" remaining (3/8" orig.) with pin holes, **refer to Sketch 9 and Photo 14.**
- Panel Point L14, North Gusset, North Face: Down to 1/4" remaining (3/8" orig.), **refer to Sketch 9.**
- Panel Point L14, Between Gussets, Interior Splice Plate in Line with FB8: 3/16" loss with three rust holes up to 3/4" diameter, **refer to Photo 15.**
- Panel Point L16, North Gusset, North Face: Down to 1/4" remaining (3/8" orig.), **refer to Sketch 10 and Photo 16.**

North Truss:

- Panel Point L2, North Gusset, North Face, West End: 6" long x 6" high x 1/8" loss (3/8" orig.) with pack rust between the gusset plate and lower chord, 4" high x 1/2" thick, **refer to Photo 17.**

Horizontal Gusset Plates:

South Truss:

- Panel Point L4, East End: One missing bolt, **refer to Photo 18.**
- Panel Point L8, Both Sides: Empty bolt holes, 3/4" diameter, **refer to Photo 19.**

North Truss:

- Panel Point L2, Northwest Side: 4" long x 2" wide x 1/16" loss (3/8" orig.).
- Panel Points L2, L6, L10, and L14, Both Sides: Empty bolt holes, 3/4" diameter.

Sketch / Photo Log

- Sketch 1 : Bridge No. G-11-007 (04J): Location Map
- Sketch 2 : Bridge No. G-11-007 (04J): Elevation and Framing Plan with Fracture Critical Members
- Sketch 3 : Fatigue Prone Details (1 of 4)
- Sketch 4 : Fatigue Prone Details (2 of 4)
- Sketch 5 : Fatigue Prone Details (3 of 4)
- Sketch 6 : Fatigue Prone Details (4 of 4)
- Sketch 7 : Fracture Critical Inspection Procedure
- Sketch 8 : Truss Gusset Plate Section Losses (1 of 3)
- Sketch 9 : Truss Gusset Plate Section Losses (2 of 3)
- Sketch 10 : Truss Gusset Plate Section Losses (3 of 3)
- Photo 1 : Bridge No. G-11-007 (04J): North Elevation, Looking East
- Photo 2 : Bridge No. G-11-007 (04J): South Elevation, Looking East
- Photo 3 : Bridge No. G-11-007 (04J): General Topside, Looking East
- Photo 4 : Bridge No. G-11-007 (04J): General Underside, Looking West
- Photo 5 : FB4 at South End: Bottom Flange Painted Over Section Loss
- Photo 6 : FB8 at South End, West Face: Bottom of Web Painted Over Section Loss

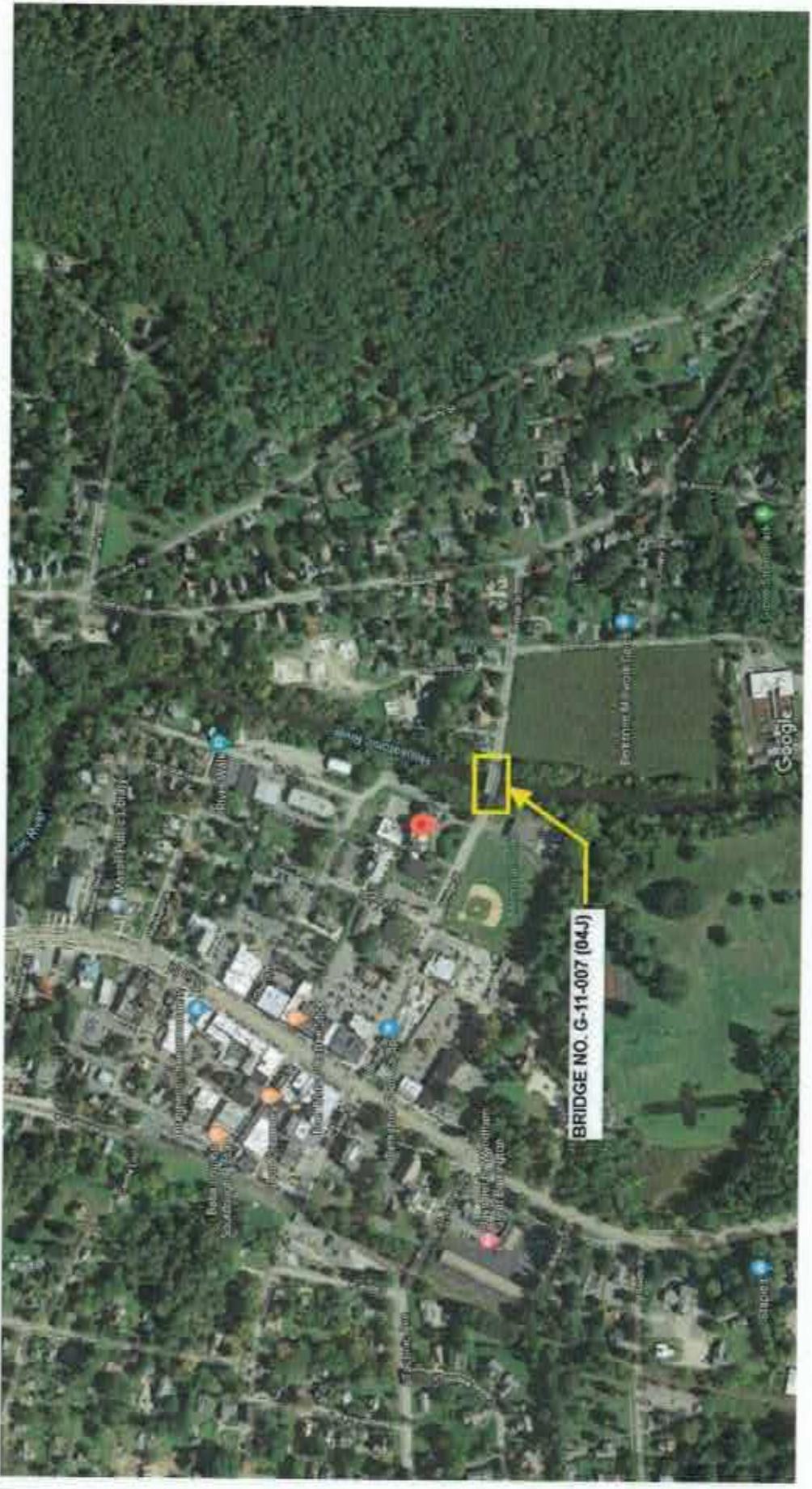
CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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REMARKS

- Photo 7 : FB9 at South End, West Face: Painted Over Section Losses
- Photo 8 : South Truss, Member L0-L2 at Panel Point L0, North Channel, North Face: Web with Painted Over Section Loss
- Photo 9 : South Truss, Member L8-L10 at Panel Point L10, Interior Face: Web with Painted Over Section Loss
- Photo 10 : South Truss, Member U1-L2 at Panel Point U1, North Face: Flange with Painted Over Section Loss
- Photo 11 : North Truss, Member U11-L10: Southeast Flange with Painted Over Section Loss. (Previously Noted Rust Hole Not Found.)
- Photo 12 : South Truss, Panel Point L2, North Gusset, North Face, West Side: Painted Over Section Loss
- Photo 13 : South Truss, Panel Point L4, North Gusset, North Face, West Side: Painted Over Section Loss
- Photo 14 : South Truss, Panel Point L12, North Gusset, North Face, East Side: Painted Over Section Loss
- Photo 15 : South Truss, Panel Point L14, between Gusset Plates: Painted Over Rust Hole
- Photo 16 : South Truss, Panel Point L16, North Gusset, North Face, West Side: Painted Over Section Loss
- Photo 17 : North Truss, Panel Point L2, North Gusset Plate, North Face, West End: Painted Over Section Loss and Pack Rust
- Photo 18 : South Truss, Panel Point L4: Horizontal Gusset Plate with Missing Bolt
- Photo 19 : South Truss, Panel Point L8: Horizontal Gusset Plate with Empty Bolt Holes

CITY/TOWN GREAT BARRINGTON	B.L.N. 04J	BR. DEPT. NO. G-11-007	S.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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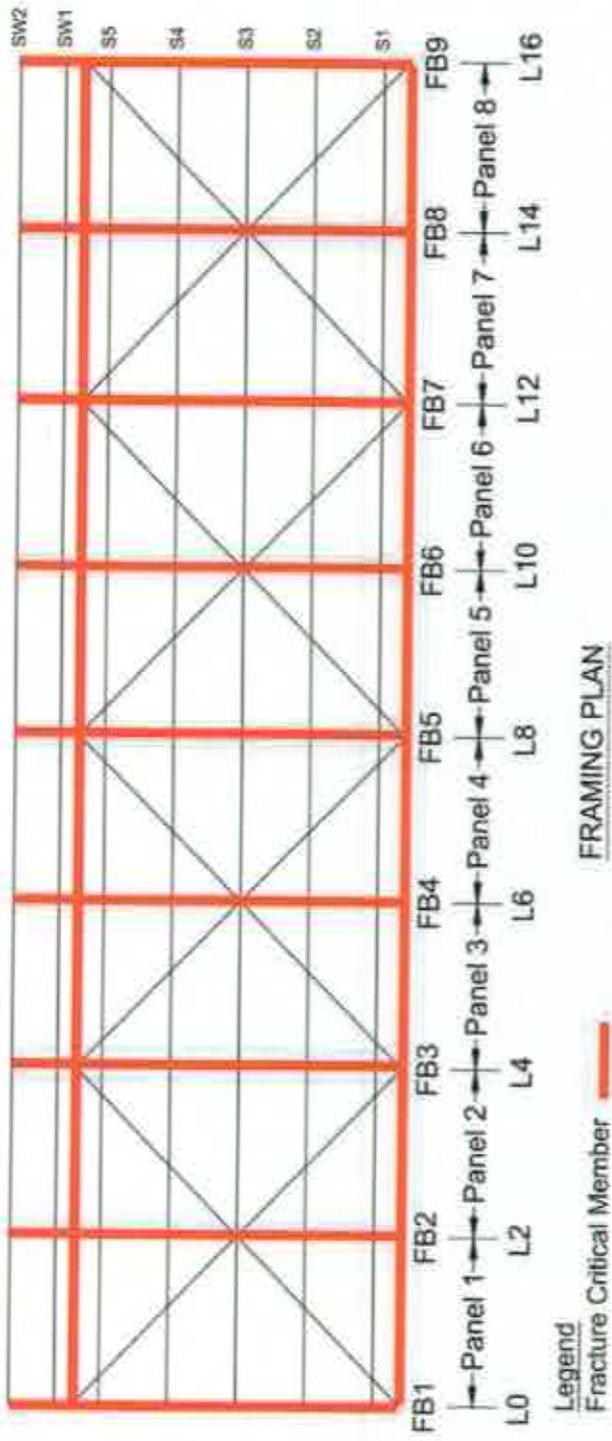
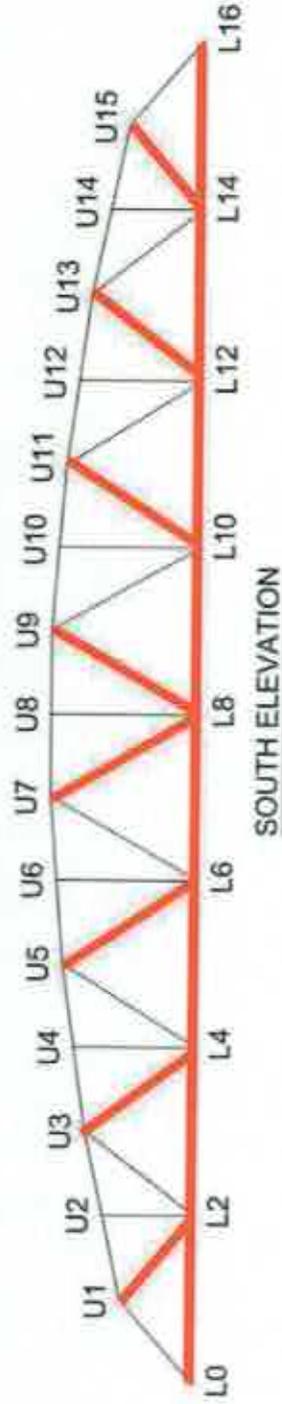
SKETCHES



Sketch 1: Bridge No. G-11-007 (04J): Location Map

CITY/TOWN GREAT BARRINGTON	B.L.N. 04J	BR. DEPT. NO. G-11-007	S-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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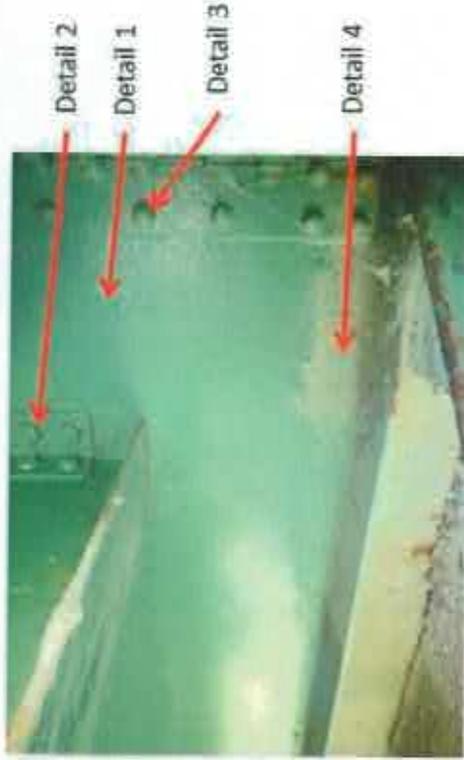
SKETCHES



Sketch 2: Bridge No. G-11-007 (04J): Elevation and Framing Plan with Fracture Critical Members

CITY/TOWN GREAT BARRINGTON	B.L.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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SKETCHES



Floorbeams

- Detail 1 – Base metal, except noncoated weathering steel, with rolled or cleaned surfaces. (Cat. A, AASHTO FSD #1.1)
- Detail 2 – Base metal at the gross section of high-strength bolted joints designed as slip-critical connections (Cat. B, AASHTO FSD #2.1)
- Detail 3 – Base metal at the net section of other mechanically fastened joints (Cat. D, AASHTO FSD #2.3)
- Detail 4 – Stress risers in members such as pitting/section loss, tack welds and collision defects (does not have an AASHTO Fatigue Category).

Sketch 3: Fatigue Prone Details (1 of 4)

CITY/TOWN GREAT BARRINGTON	B.L.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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SKETCHES



Bottom Chord

- Detail 1 – Base metal, except noncoated weathering steel, with rolled or cleaned surfaces. (Cat. A, AASHTO FSD #1.1)
- Detail 2 – Base metal at the gross section of high-strength bolted joints designed as slip-critical connections (Cat. B, AASHTO FSD #2.1)
- Detail 3 – Base metal at the net section of other mechanically fastened joints (Cat. D, AASHTO FSD #2.3)
- Detail 4 – Stress risers in members such as pitting/section loss, tack welds and collision defects (does not have an AASHTO Fatigue Category).

Sketch 4: Fatigue Prone Details (2 of 4)

CITY/TOWN GREAT BARRINGTON	B.L.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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SKETCHES



Gusset Plates

Detail 1 – Base metal, except noncoated weathering steel, with rolled or cleaned surfaces. (Cat. A, AASHTO FSD #1.1)

Detail 2 – Open holes in members (Cat. D, AASHTO FSD #1.5)

Detail 3 – Base metal at the gross section of high-strength bolted joints designed as slip-critical connections (Cat. B, AASHTO FSD #2.1)

Detail 4 – Base metal at the net section of other mechanically fastened joints (Cat. D, AASHTO FSD #2.3)

Detail 5 – Stress risers in members such as pitting/section loss, tack welds and collision defects (does not have an AASHTO Fatigue Category).

Sketch 5: Fatigue Prone Details (3 of 4)

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	S-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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SKETCHES



Web Diagonals

- Detail 1 – Base metal, except noncoated weathering steel, with rolled or cleaned surfaces. (Cat. A, AASHTO FSD #1.1)
- Detail 2 – Base metal at the gross section of high-strength bolted joints designed as slip-critical connections (Cat. B, AASHTO FSD #2.1)
- Detail 3 – Base metal at the net section of other mechanically fastened joints (Cat. D, AASHTO FSD #2.3)
- Detail 4 – Stress risers in members such as pitting/section loss, tack welds and collision defects (does not have an AASHTO Fatigue Category).

Sketch 6: Fatigue Prone Details (4 of 4)

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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SKETCHES

RIVETED/BOLTED MEMBERS

- 1. Check rivets and bolts to determine that they are tight and that the individual components are operating as one. Check for cracked or missing bolts, rivets, and rivet heads.**

The South Truss lower chord panel points have isolated rivets with minor painted over section loss. At the South Truss, Panel Point L4, the horizontal gusset plate is missing one bolt.

- 2. Check the members for misplaced holes or repaired holes that have been filled with weld metal. These are possible sources of fatigue cracking.**

No misplaced holes filled with weld metal were observed in the FC members.

- 3. Check the tension flange and web for cracking in the web due to out-of-plane bending.**

The FC members typically do not have out of plane bending. The web members at the top of deck have several minor dents, tears, and gouges, likely due to collision damage. The North Truss, Panel Point L2, North Gusset Plate has $\frac{1}{2}$ " thick pack rust at the west end.

- 4. Check the flanges and web for cracking which may have originated from corrosion, pitting, or section loss, or defect in fabrication (e.g. nicks and gouges in the steel).**

There are areas of painted over section loss throughout the FC members. No cracks were discovered originating from these areas of loss.

- 5. Check for temporary erection welds, tack welds, or welded connections not shown on the design drawings.**

No tack welds were observed along the FC members.

Note: Portions of Inspection Procedure taken from Federal Highway Administration Report No. FHWA A-IP-86-26, "Inspection of Fracture Critical members", dated September 1986.

Sketch 7: Fracture Critical Inspection Procedure

CITY/TOWN GREAT BARRINGTON	BLN. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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SKETCHES

PANEL POINT L0
SOUTH TRUSS - NORTH GUSSET - NORTH FACE

- PITTING - 1/4\" DEEP

PANEL POINT L2
SOUTH TRUSS - NORTH GUSSET - NORTH FACE

- SECTION LOSS - AVERAGE REMAINING THICKNESS: 3/16"
- SECTION LOSS - AVERAGE REMAINING THICKNESS: 0.20"
- SECTION LOSS - 1/8\" DEEP
- REPAIR PLATE: Δ

PANEL POINT L4
SOUTH TRUSS - NORTH GUSSET - NORTH FACE

- SECTION LOSS - AVERAGE REMAINING THICKNESS: 1/8"
- SECTION LOSS - 1/8\" DEEP

PANEL POINT L8
SOUTH TRUSS - NORTH GUSSET - NORTH FACE

- SECTION LOSS - AVERAGE REMAINING THICKNESS: 1/8"

Δ INDICATES AN UPDATE SINCE THE PREVIOUS INSPECTION (2022-06-23)

Sketch 8: Truss Gusset Plate Section Losses (1 of 3)

CITY/TOWN
GREAT BARRINGTON

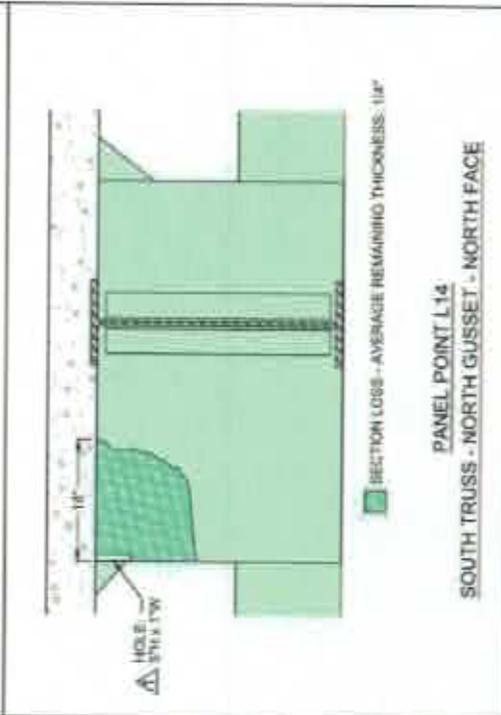
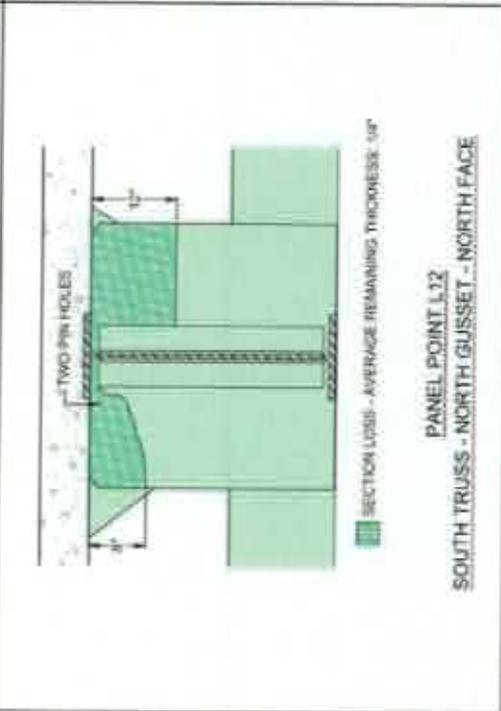
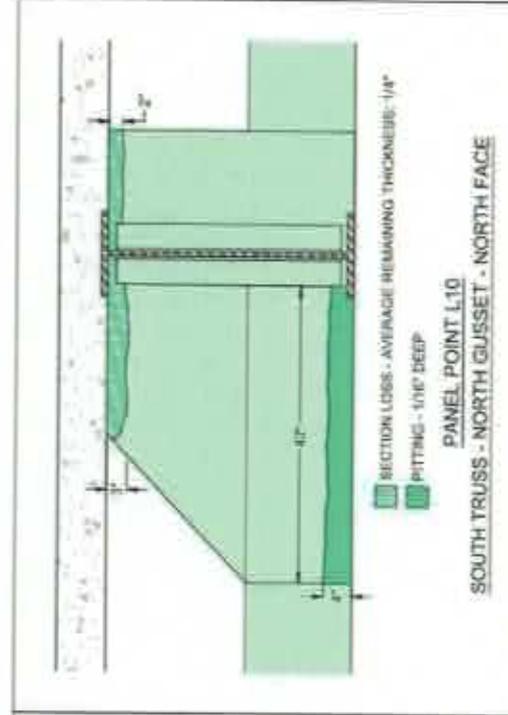
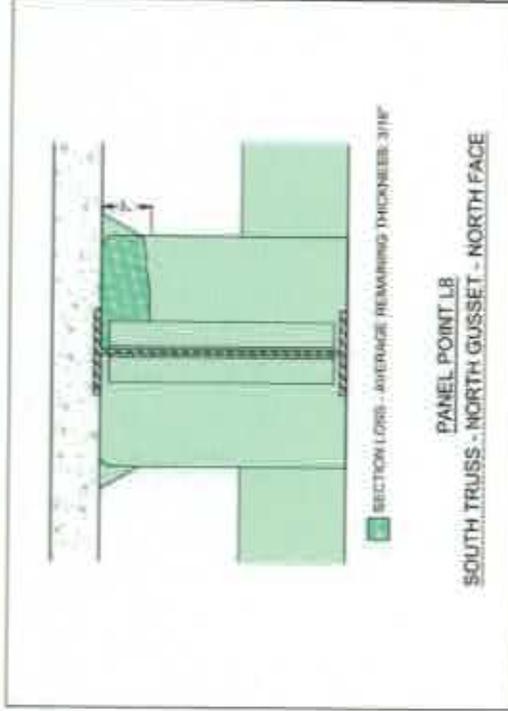
B/LN.
04J

BR. DEPT. NO.
G-11-007

8-STRUCTURE NO.
G11007-04J-MUN-NBI

INSPECTION DATE
JUN 25, 2024

SKETCHES

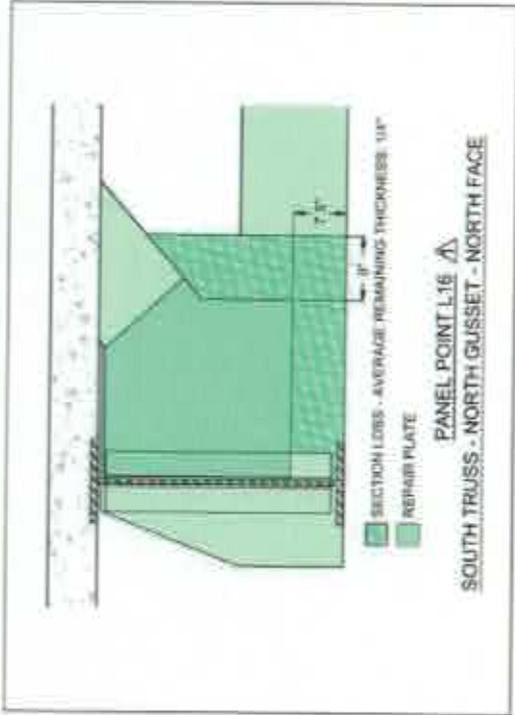


△ INDICATES AN UPDATE SINCE THE PREVIOUS INSPECTION (2022-06-23)

Sketch 9: Truss Gusset Plate Section Losses (2 of 3)

CITY/TOWN GREAT BARRINGTON	B.L.N. 04J	BR. DEPT. NO. G-11-007	8. STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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SKETCHES



Δ INDICATES AN UPDATE SINCE THE PREVIOUS INSPECTION (2022-06-23)

Sketch 10: Truss Gusset Plate Section Losses (3 of 3)

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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PHOTOS



Photo 1: Bridge No. G-11-007 (04J): North Elevation, Looking East

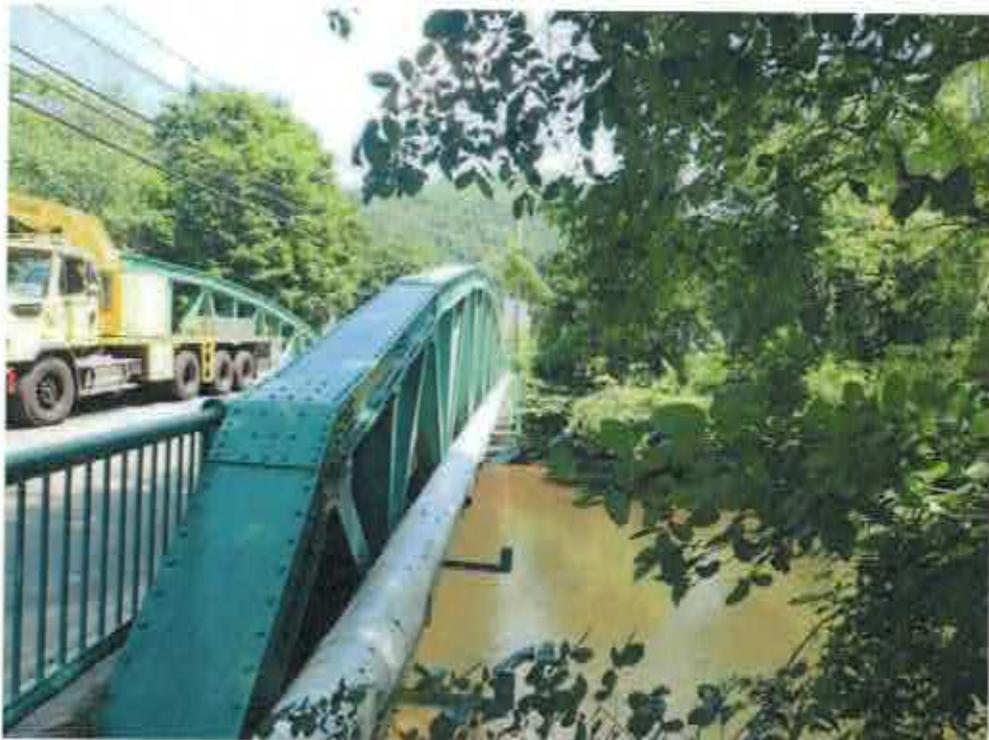


Photo 2: Bridge No. G-11-007 (04J): South Elevation, Looking East

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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PHOTOS

Photo 3: Bridge No. G-11-007 (04J): General Topside, Looking East



Photo 4: Bridge No. G-11-007 (04J): General Underside, Looking West

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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PHOTOS



Photo 5: FB4 at South End: Bottom Flange Painted Over Section Loss



Photo 6: FB8 at South End, West Face: Bottom of Web Painted Over Section Loss

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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PHOTOS

Photo 7: FB9 at South End, West Face: Painted Over Section Losses



Photo 8: South Truss, Member L0-L2 at Panel Point L0, North Channel, North Face: Web with Painted Over Section Loss

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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PHOTOS

Photo 9: South Truss, Member L8-L10 at Panel Point L10, Interior Face: Web with Painted Over Section Loss



Photo 10: South Truss, Member U1-L2 at Panel Point U1, North Face: Flange with Painted Over Section Loss

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	S.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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PHOTOS

Photo 11: North Truss, Member U11-L10: Southeast Flange with Painted Over Section Loss. (Previously Noted Rust Hole Not Found.)



Photo 12: South Truss, Panel Point L2, North Gusset, North Face, West Side: Painted Over Section Loss

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	R-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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PHOTOS

Photo 13: South Truss, Panel Point L4, North Gusset, North Face, West Side:
Painted Over Section Loss



Photo 14: South Truss, Panel Point L12, North Gusset, North Face, East Side:
Painted Over Section Loss

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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PHOTOS

Photo 15: South Truss, Panel Point L14, between Gusset Plates: Painted Over Rust Hole



Photo 16: South Truss, Panel Point L16, North Gusset, North Face, West Side: Painted Over Section Loss

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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PHOTOS

Photo 17: North Truss, Panel Point L2, North Gusset Plate, North Face, West End: Painted Over Section Loss and Pack Rust



Photo 18: South Truss, Panel Point L4: Horizontal Gusset Plate with Missing Bolt

CITY/TOWN GREAT BARRINGTON	B.L.N. 04J	BR. DEPT. NO. G-11-007	8-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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PHOTOS

Photo 19: South Truss, Panel Point L8: Horizontal Gusset Plate with Empty Bolt Holes

STRUCTURES INSPECTION FIELD REPORT

2-DIST 01 B.I.N. 04J

BR. DEPT. NO. G-11-007

ROUTINE INSPECTION

CITY/TOWN GREAT BARRINGTON	8-STRUCTURE NO G11007-04J-MUN-NBI	11-Kilo. POINT 000.370	41-STATUS P:POSTED	90-ROUTINE INSP. DATE JUN 25, 2024
07-FACILITY CARRIED HWY BRIDGE ST	MEMORIAL NAME/LOCAL NAME	27-YR BUILT 1951	106-YR REBUILT 0000	YR REHAB'D (NON 106) 2016
06-FEATURES INTERSECTED WATER HOUSATONIC RIVER	26-FUNCTIONAL CLASS Urban Collector	DIST. BRIDGE INSPECTION ENGINEER M. P.E. McCabe <i>Michael P.E. McCabe</i>		
43-STRUCTURE TYPE 310 : Steel Truss - Thru	22-OWNER Town Agency	21-MAINTAINER Town Agency	TEAM LEADER R. Bernard <i>Robert Bernard</i>	PROJ MGR Alfred Bensch Company <i>Fred Bensch</i>
107-DECK TYPE 1 : Concrete Cast-in-Place	WEATHER Sunny	TEMP. (air) 32°C	TEAM MEMBERS L. LEE, E. KEENAN	

ITEM 58	6	
DECK		DEF
1. Wearing Surface	7	-
2. Deck Condition	6	M-P
3. Stay in Place Forms	N	-
4. Curbs	6	M-P
5. Median	N	-
6. Sidewalks	5	M-A
7. Parapets	N	-
8. Railing	5	S-P
9. Anti Missile Fence	N	-
10. Drainage System	N	-
11. Lighting Standards	N	-
12. Utilities	6	M-P
13. Deck Joints	6	M-P
14.	N	-
15.	N	-
16.	N	-
CURB REVEAL (In millimeters)	N 190 S 220	

ITEM 59	5	
SUPERSTRUCTURE		DEF
1. Stringers	7	-
2. Floorbeams	6	M-P
3. Floor System Bracing	N	-
4. Girders or Beams	N	-
5. Trusses - General	5	M-P
a. Upper Chords	6	M-P
b. Lower Chords	5	M-P
c. Web Members	5	M-P
d. Lateral Bracing	6	M-P
e. Sway Bracings	N	-
f. Portals	N	-
g. End Posts	N	-
6. Pin & Hangers	N	-
7. Conn Plt's, Gussets & Angles	5	M-P
8. Cover Plates	N	-
9. Bearing Devices	5	M-P
10. Diaphragms/Cross Frames	N	-
11. Rivets & Bolts	6	M-P
12. Welds	N	-
13. Member Alignment	7	-
14. Paint/Coating	7	-
15.	N	-

Year Painted **2016**

COLLISION DAMAGE: *Please explain*
None () Minor (X) Moderate () Severe ()

LOAD DEFLECTION: *Please explain*
None (X) Minor () Moderate () Severe ()

LOAD VIBRATION: *Please explain*
None () Minor (X) Moderate () Severe ()

Any Fracture Critical Member: (Y/N) **Y**

Any Cracks: (Y/N) **N**

ITEM 60	6	
SUBSTRUCTURE		DEF
1. Abutments	Dive Cur	6
a. Pedestals	N N	-
b. Bridge Seats	N 7	-
c. Backwalls	N 6	M-P
d. Breastwalls	N 6	M-P
e. Wingwalls	N 6	M-P
f. Slope Paving/Rip-Rap	N N	-
g. Pointing	N N	-
h. Footings	N H	-
i. Piles	N N	-
j. Scour	N 5	M-P
k. Settlement	N 7	-
l.	N N	-
m.	N N	-
2. Piers or Bents		N
a. Pedestals	N N	-
b. Caps	N N	-
c. Columns	N N	-
d. Stems/Webs/Pierwalls	N N	-
e. Pointing	N N	-
f. Footing	N N	-
g. Piles	N N	-
h. Scour	N N	-
i. Settlement	N N	-
j.	N N	-
k.	N N	-
3. Pile Bents		N
a. Pile Caps	N N	-
b. Piles	N N	-
c. Diagonal Bracing	N N	-
d. Horizontal Bracing	N N	-
e. Fasteners	N N	-
UNDERMINING (Y/N) If YES please explain		N
COLLISION DAMAGE:		
None (X) Minor () Moderate () Severe ()		
SCOUR: <i>Please explain</i>		
None () Minor (X) Moderate () Severe ()		
1-60 (Dive Report):	N	1-60 (This Report): 6
93B-U/W (DIVE) Insp		00/00/0000

BTR/117-96

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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ITEM 61 **6**

CHANNEL & CHANNEL PROTECTION

	Dive	Cur	DEF
1.Channel Scour	N	7	-
2.Embankment Erosion	N	6	M-P
3.Debris	N	7	-
4.Vegetation	N	7	-
5.Utilities	N	N	-
6.Rip-Rap/Slope Protection	N	N	-
7.Aggradation	N	7	-
8.Fender System	N	N	-

STREAM FLOW VELOCITY:
Total () High () Moderate (X) Low () None ()

ITEM 61 (Dive Report): N ITEM 61 (This Report): 6

93b-U/W INSP. DATE:

ITEM 36 TRAFFIC SAFETY

	36	COND	DEF
A. Bridge Railing	0	5	S-P
B. Transitions	0	N	-
C. Approach Guardrail	0	N	-
D. Approach Guardrail Ends	0	N	-

WEIGHT POSTING Not Applicable

	H	3	352	Single
Actual Posting	20	25	36	N
Recommended Posting	20	25	36	N

Waived Date: EJDMT Date:

At bridge		Other Advance	
E	W	E	W
N	N	Y	N
Legibility/Visibility		8 8	

CLEARANCE POSTING

	N	S	meter
Actual Field Measurement	0	0	
Posted Clearance	0	0	

At bridge		Advance	
N	S	N	S
Legibility/Visibility			

ACCESSIBILITY (Y/N/P)

	Needed	Used
Lift Bucket	P	N
Ladder	P	Y
Boat	N	N
Waders	P	N
Inspector 50	P	Y
Rigging	P	N
Staging	N	N
Traffic Control	Y	Y
RR Flagger	N	N
Police	Y	Y
Other:		
	N	N

TOTAL HOURS **104**

PLANS (Y/N): Y N

(V.C.R.) (Y/N): Y N

TAPE#: _____

List of field tests performed:
Visual and Hands-On

RATING

Rating Report (Y/N): Y N

Date:

Inspection data at time of existing rating
158: 6 159: 5 160: 6 Date :06/13/2018

Recommend for Rating or Rerating (Y/N): Y N

REASON: _____

If YES please give priority:
HIGH () MEDIUM () LOW ()

CONDITION RATING GUIDE (For Items 58, 59, 60 and 61)

CODE	CONDITION	DEFECTS
N	NOT APPLICABLE	
G 9	EXCELLENT	Excellent condition.
G 8	VERY GOOD	No problem noted.
G 7	GOOD	Some minor problems.
F 6	SATISFACTORY	Structural elements show some minor deterioration.
F 5	FAIR	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
P 4	POOR	Advanced section loss, deterioration, spalling or scour.
P 3	SERIOUS	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
C 2	CRITICAL	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
C 1	"IMMINENT" FAILURE	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.
0	FAILED	Out of service - beyond corrective action.

DEFICIENCY REPORTING GUIDE

DEFICIENCY: A defect in a structure that requires corrective action.

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pul holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.

S= Severe/Major Deficiency Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebar, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.

C-S= Critical Structural Deficiency A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.

C-H= Critical Hazard Deficiency A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impact the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.

URGENCY OF REPAIR:

I = Immediate- (Inspector) Immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her.

A = ASAP- (Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report).

P = Prioritize- (Should be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available).

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GREAT BARRINGTON	04J	G-11-007	G11007-04J-MUN-NBI	JUN 25, 2024
REMARKS				
<u>BRIDGE ORIENTATION</u>				
<p>Bridge G-11-007 (04J) is a single span structure that carries Bridge Street over the Housatonic River in the Town of Great Barrington. The bridge is orientated west to east and the river flows from south to north. The stringers under the deck are labeled S1 to S5 from south to north and the stringers under the sidewalk are labeled SW1 and SW2 from south to north. The floorbeams are labeled FB1 to FB9 from west to east. The truss top chord panel points are labeled U1 to U15 from west to east, and the truss bottom chord panel points are labeled L0 to L16, only even numbers, from west to east. The truss panels are labeled P1 to P8 from west to east. The approaches and abutments are labeled south and north. This labeling convention is consistent with the existing drawings and the previous inspection report. For general orientation, refer to Sketches 1 through 3 and Photos 1 through 8.</p>				
<u>GENERAL REMARKS</u>				
<p>This structure is a single span pony truss with a steel stringer floorbeam system supporting a reinforced concrete deck with bituminous concrete wearing surface, a reinforced concrete safetywalk along the south side, and a reinforced concrete sidewalk along the north side of the bridge. The framing of the super structure consists of five stringers and nine floorbeams between the trusses. The floorbeams and brackets are cantilevered, supporting two stringers under the sidewalk. The substructure consists of two gravity type reinforced concrete abutments on reinforced concrete spread footings.</p>				
<u>WORK ACCESS</u>				
<p>The underside of the bridge was accessed during the daytime with a 62' UBIU with traffic control and local police details. The topside of the bridge was accessed on foot from the sidewalk and within the lane closures.</p>				
<u>WEIGHT POSTING</u>				
<p>The previously identified weight posting signs at the west approach were missing at the time of inspection; refer to Photo 5.</p>				
<u>ITEM 58 - DECK</u>				
<u>Item 58.2 - Deck Condition</u>				
<p>The underside of the deck has several hairline transverse and diagonal cracks with and without efflorescence, and scattered concrete patches adjacent to FB1 and FB9. Additional deficiencies are as follows:</p>				
<u>Panel 1:</u>				
<ul style="list-style-type: none"> - Between South Truss and S1, near West Abutment: Hairline map cracking, 6'-0" long x full width of overhang with efflorescence, refer to Photo 9. - Between S3 and S4, near West Abutment: Spall, 4" diameter x 1.5" deep. - At North Truss, Vertical Face near Floorbeam FB2: Spall, 2'-0" long x 12" high x 2" deep with exposed rebar and heavy efflorescence, refer to Photo 10. 				
<u>Panel 2:</u>				
<ul style="list-style-type: none"> - Between S2 and S3, near FB3: Honeycombing, 2'-0" diameter x up to 1/2" deep, refer to Photo 11. 				
<u>Panel 3:</u>				
<ul style="list-style-type: none"> - Between S4 and S5: Honeycombing, 3'-0" long x 2'-0" wide x up to 1" deep with exposed rebar, refer to Photo 12. 				
<u>Panel 4:</u>				
<ul style="list-style-type: none"> - Between S1 and S5: Transverse crack, up to 1/16" wide with efflorescence. - Between S2 and S3, near FB4: Transverse crack, full length x 1/16" wide with efflorescence. 				

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REMARKS

- Between S3 and S4, at Midpoint: Transverse crack, full length x 1/16" wide with efflorescence, **refer to Photo 13.**
- Between S5 and North Truss, near FB4: Previously noted hollow area not found.

Panel 5:

- Between S1 and S2, near FB6: Transverse crack, full length x 1/16" wide.
- Panel 5 at North Truss Member U9-U10: Spall, 6" diameter x 1.5" deep.

Panel 6:

- Between S2 and S3: Hairline map cracking, 8'-0" long x full width.
- Between S5 and North Truss, near FB6: Delamination, 5" long x 14" wide.

Panel 8:

- Between South Truss and S1, at Member U15-L14: Spall, 10" long x 3" wide x 5" high x 2.5" deep, **refer to Photo 14.**
- Between South Truss and S1, near East Abutment: Hairline map cracking, 6'-0" long x 1'-0" wide with efflorescence, **refer to Photo 15.**
- Between S4 and S5, near FB8: Spall, 7" long x 10" wide x 2" deep.

Item 58.4 - Curbs

The north and south granite curbs have missing mortar in the joints between curb sections. Additional deficiencies are as follows:

South Curb:

- 5th Curb Section from the West Abutment: Diagonal crack, full height x 1/2" wide, **refer to Photo 16.**
- 1st Curb Section from the East Abutment: Diagonal crack, full height x 1/4" wide, **refer to Photo 17.**

Item 58.6 - Sidewalks

The reinforced concrete sidewalk and safetywalk exhibit several areas of scaling, up to 1" deep (filled with dirt), and scattered transverse hairline cracks. Adjacent to the North Truss web members embedded in the sidewalk there are adjacent concrete patches up to 7' long x 15" wide. Additional deficiencies are as follows:

Topside:

- Adjacent to the North Truss web members embedded in the sidewalk there are concrete patches up to 7' long x 15" wide. These patches typically have spalls up to full length x full width x 2.5" deep that are filled with dirt. Between web members U8-L8 and U9-L8, U10-L10 and U11-L10, and U11-L12 and U12-L12, the spalls are up to full depth with have exposed rebar below the dirt, **refer to Photo 18.**
- Between North Truss Web Members U2-L2 and U3-L2: Hollow area, 3'-0" long x 4'-0" wide, with minor spalling.
- Between North Truss Web Members U13-L14 and U14-L14: Spall, 12" long x 12" wide x full depth with three exposed rebar, **refer to Photo 19.**

Underside:

- Panel 1, near FB2: Spall, 15" diameter x 3" deep with exposed rebar and formwork, **refer to Photo 10.**
- Panel 2, near FB2: Two spalls, up to 2'-0" long x 12" wide x 2.5" deep with exposed rebar, **refer to Photo 20.**
- Panel 2, near FB3: Delamination, 6" diameter.
- Panel 5, near FB5: Delamination, 4" long x 16" wide.

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- Panel 5, near FB6: Spall, 4" long x 2'-0" wide x 3/4" deep with exposed rebar and adjacent concrete delaminated x full width, **refer to Photo 21.**
- Panel 6, near FB6: Two spalls, 3" long x 18" wide x 3/4" deep with exposed rebar, **refer to Photo 22.**
- Panel 6, near FB7: Spall, 4" long x 2'-0" wide x 3/4" deep with exposed rebar.
- Panel 7, near FB7: Spall 4" long x 2'-0" wide x 3/4" deep with exposed rebar.
- Panel 7, near Midpoint: Delamination, 6" diameter.
- Panel 7, near FB8: Spall, 4" long x 18" x 3/4" deep with exposed rebar.
- Panel 7, near FB8: Two spalls, up to 12" diameter x 2.5" deep with exposed rebar and additional spall, 16" long x 16" wide x full depth with exposed rebar, **refer to Photo 23.**
- Panel 8, near FB8: Spall, 18" long x 12" wide x 2" deep with exposed rebar and formwork, **refer to Photo 24.**
- Panel 8 at U14-L14: Spall, 10" long x 5" wide x 15" deep.
- Panel 8, near FB9: Delamination, 4" long x 12" wide.

Item 58.8 - Railing

There is a painted metal bridge rail attached to the top of the safetywalk and sidewalk along both sides of the bridge which continues along, but is not connected to, all four wingwalls up to concrete end blocks. The anchor bolt nuts at the base plates have section loss, up to 100%, **refer to Photo 25.** Additional deficiencies are as follows:

South Railing:

- Several posts, at the base plates, have painted over section loss to the flanges, down to knife edge remaining, **refer to photo 25.**
- 4th Post from West Abutment: Northwest flange is bent 1/4" over a 6" height, **refer to Photo 26.**
- 5th, 7th, 8th, 9th, 11th, 13th, 14th, and 16th Posts from West Abutment: Railing sleeves have section loss, up to 100%, **refer to Photo 27.**
- 7th Post from West Abutment: Southwest flange hole, 5" high x 2" wide. Northwest flange bent 1" over a 9" height. Both pipes are disconnected and loose on the west side of the post, **refer to Photo 28.**
- 7th through 13th Posts from West Abutment: Webs at bottom have perforations up to 4" wide x 2" high, **refer to Photo 29.**
- 8th Post from West Abutment: Southwest flange hole, 4" high x 1" wide.
- Between 10th and 11th Posts from West Abutment: Several pales bent up to 1/2" over a 7" height and bottom pipe is loose, **refer to Photo 30.**
- Between 13th and 14th Posts from West Abutment: Bottom railing loose.

Southwest Wingwall Railing:

- 1st Post from West Abutment: Northeast flange bent 1/2" over a 4" height with gouge up to 3" high x 1/2" deep. Base plate has three missing anchor bolts, **refer to Photo 31.**

North Railing:

- Scattered posts have painted over section loss along the webs and flanges. Several posts also have scratches and peeling paint.
- 2nd Post from West Abutment: Southeast flange is bent 3/4" over a 5" height.
- Post at East Abutment: Web at bottom has perforations, 5" wide x 1" high with adjacent painted over section loss, 2" wide x 4" high x down to knife edge, **refer to Photo 32.**

Item 58.12 - Utilities

Along the south side of the South Truss there is an insulated water main that is supported by a steel channel supported by steel support brackets connected to the South Truss at the vertical web member locations. The insulation has isolated minor dents. Additional deficiencies are as follows:

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Steel Support Brackets:

- 4th Bracket from West Abutment: Bent
- Bracket at FB9: Cantilever has painted over rust hole, 12" long x 4" high, refer to Photo 33. Between the gusset plates there are 4 painted over rust holes, up to 1" diameter, refer to Photo 34.

Item 58.13 - Deck Joints

The strip seal deck joints at the east and west abutments are typically filled with dirt/debris over the full length, refer to Photo 35.

APPROACHES

Approaches a - Appr. Pavement Condition

In the west approach, there is alligator cracking along the joint, 10'-0" long x up to 1/2" wide, refer to Photo 35. In the east approach, eastbound lane, near the joint there is a transverse crack, 10' -0" long x 1/8" wide.

ITEM 59 - SUPERSTRUCTURE

Item 59.1 - Stringers

Stringer SW2 has two locations of painted over section loss:

- Between FB1 and FB2: Bottom flange, north leg, full length x 3" wide x 1/16" deep.
- Between FB8 and FB9: Bottom of web, north face, full length x 4" high x 1/16" deep.

Item 59.2 - Floorbeams

At the connection to the South Truss the floorbeams typically have areas of painted over section loss to the bottom flange, up to 18" long x 3" wide x 3/16" deep. Additional areas of painted over section loss are as follows:

FB1:

- South End, East Face: Bottom of web, 12" long x 5" high x 1/16" deep (5/8" orig.).

FB2:

- South End, West Face: Bottom of web, 6" long x 5" high x 3/16" deep (5/8" orig.). Bottom flange underside, 12" long x full width x 7/16" deep (15/16" orig.).

FB4:

- South End, Underside: Bottom flange, 6" long x full width x 1/8" deep (15/16" orig.), refer to Photo 36.

FB5:

- South End, West Face: Bottom of web, 9" long x 5" high x 1/8" deep (5/8" orig.). Bottom flange underside, 10" long x full width x 1/8" deep (15/16" orig.).

FB6:

- South End, West Face: Bottom of web, 4" wide x 4" high x up to 1/4" deep (5/8" orig.).

FB7:

- South End, Underside: Bottom flange, 2" long x full width x 1/8" deep (15/16" orig.).

FB8:

- South End, West Face: Bottom of web, 4" wide x 4" high x up to 1/4" deep (5/8" orig.), refer to Photo 37.

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FB9:

- South End, West Face: Bottom of web, 15" long x 5" high x 3/16" deep (5/8" orig.) with adjacent loss, 2'-0" long x 4" high x 1/16" deep (5/8" orig.), **refer to Photo 38.**
- Between South Truss and S2: Bottom flange, full width x 1/8" deep (15/16" orig.), **refer to Photo 38.**

Item 59.5 - Trusses - General

Item 59.5.a - Upper Chords

Areas of painted over section loss are as follows:

South Truss:

- Member U1-L0, North Channel, North Face: Web, 30" long x full height x 1/4" loss (11/16" orig.), **refer to Photo 39.**
- Member U15-L16, North Channel, North Face: Web, 2'-0" long x up to full height x 3/16" loss (11/16" orig.).

North Truss:

- Member U15-L16, South Channel, South Face (above sidewalk): Web, 3" long x 12" high x 1/16" loss (11/16" orig.).
- Member U15-L16, North Channel, North Face (above sidewalk): Web, 4" long x full height x 1/8" loss (11/16" orig.).

Item 59.5.b - Lower Chords

There is typically minor to moderate debris built up along the horizontal gusset plates at the lower chord panel points, **refer to Photo 41.** Areas of painted over section loss are as follows:

South Truss:

- Member L0-L2 at Panel Point L0, North Channel, North Face: Web, 4" long x full height x 3/16" loss (1/2" orig.), **refer to Photo 40.**
- Member L0-L2 at Panel Point L2, Both Channels: Top flanges have scattered areas of section loss down to knife edge x 12" long (5/8" orig.).
- Member L2-L4, near Panel Point L4, North Channel: Top flange, 16" long x full width x 1/8" loss (5/8" orig.).
- Member L8-L10, near Panel Point L10, Both Channels, Interior Faces: Webs, 15" long x 6" high x 3/16" loss (11/16" orig.), **refer to Photo 41.**
- Member L10-L12, near Panel Points L10 and L12, Both Channels, Interior Faces: Webs, 15" long x 6" high x 3/16" loss (11/16" orig.).
- Member L12-L14, near Panel Point L12, Both Channels, Interior Faces: Webs, 15" long x 6" high x 3/16" loss (11/16" orig.).
- Member L14-L16 near Panel Point L16, between Bottom Gusset Plate and First Bottom Batten Plate, Both Channels: Bottom flanges, full width x 1/8" deep (5/8" orig.).
- Member L14-L16 at Panel Point L16, North Channel, North Face: Web, 8" long x full height x 1/8" loss (1/2" orig.). Inside the gussets, the top flanges 1/8" loss (5/8" orig.).

Item 59.5.c - Web Members

There is typically minor to moderate debris built up along the top of the sidewalk at the interface with the web members, **refer to Photos 43 through 46.** The truss vertical and diagonal members above the lower vertical gusset plates typically have painted over section loss, up to 2'-0" long x up to 1/8" deep. Additional locations of painted over section loss are as follows:

South Truss:

- Member U1-L2, near Panel Point U1, East Face: Both flanges have a dent, 4" long x 1/8" deep.

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REMARKS

- Member U1-L2 at Panel Point U1: North Flange, two areas up to 5" long x 8" wide x 1/16" deep, **refer to Photo 42.**
- Member U5-L4 at Panel Point L4: Northeast flange, 4" long x 3" wide x 1/8" loss (1/2" orig.).
- Member U9-L10 at Panel Point L10: North flange, two areas up to 6" long x 4" wide x 1/8" loss (1/2" orig.).

North Truss (at Top of Sidewalk):

Throughout:

- The web and inside face of both flanges typically have scattered areas of painted over pitting, up to 1/16" deep.

Member U1-L2:

- Southwest Flange, North Face: 2'-0" long x 4.5" wide x 1/8" loss (5/8" orig.).
- Southeast Flange, North Face: 20" long x 4.5" wide x 3/16" loss (5/8" orig.).
- Northeast Flange, South face: Section loss, 16" long x 4.5" wide x 5/16" loss (5/8" orig.).
- Web: Hole adjacent to repair, 6" long x 3/4" wide.

Member U2-L2:

- Southwest Flange, North face: 3" long x 3.5" wide x 1/8" loss (1/2" orig.).
- Southeast Flange, North face: 6" long x 3" wide x 3/16" loss (1/2" orig.).
- Northwest Flange, South face: 3" long x 3.5" wide x 1/8" loss (1/2" orig.).
- Northeast Flange, South face: 9" long x 3.5" wide x 3/16" (1/2" orig.).
- Web, at South Side of Repair Plate: Hole, 2" long x 3/4" high, **refer to Photo 43.**

Member U3-L2:

- Southeast Flange, North Face: 7" long x 3.5" wide x 3/16" loss (1/2" orig.).
- Northeast Flange, South Face: 7" long x 3" wide x 1/8" (1/2" orig.).

Member U3-L4:

- Southwest Flange, North Face: 5" long x 3.5" wide x 1/4" loss (1/2" orig.).
- Northwest Flange, South Face: 6" long x 3" wide x 3/16" loss (1/2" orig.).

Member U4-L4:

- Southwest Flange, North Face: 10" long x 3" wide x 1/8" loss (1/2" orig.).
- Southeast Flange, North face: 6" long x 3.5" wide x 1/8" loss (1/2" orig.).
- Northwest Flange, South Face: 5" long x 2.5" wide x 1/8" loss (1/2" orig.).

Member U5-L4:

- Southeast Flange, North Face: 4" long x 3" wide x 1/16" loss (3/8" orig.). The edge of the flange has a tear, 2" long x 3/4" wide (no change), **refer to Photo 44.**
- Northeast Flange, South Face: 8" long x 2.5" wide x 1/8" loss (3/8" orig.).

Member U5-L6:

- Southwest Flange, North Face: 5.5" long x 3" wide x 1/8" loss (3/8" orig.).
- Northwest Flange, South Face: 4" long x 3" wide x 1/16" loss (3/8" orig.).

Member U6-L6:

- Southwest Flange, North Face: 8.5" long x 3.5" wide x 1/8" loss (5/8" orig.).
- Southeast Flange, North Face: 9.5" long x 4" wide x 1/4" loss (5/8" orig.).
- Northeast Flange, South Face: 3" wide x 4" high x 1/8" loss (5/8" orig.).

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Member U7-L6:

- Southeast Flange, North Face: 6" long x 3" wide x 1/16" loss (3/8" orig.).
- Northeast Flange, South Face: 9" long x 3" wide x 1/16" loss (3/8" orig.).

Member U7-L8:

- Southwest Flange, North Face: 7" long x 3" wide x 1/8" loss (3/8" orig.).
- Southeast Flange, East Edge: Gouge, 1/2" diameter.

Member U8-L8:

- Southeast Flange, North Face: 3" long x 2" wide x 1/16" loss (5/8" orig.).
- Northeast Flange, South Face: 3" long x 2" wide x 1/16" loss (5/8" orig.).

Member U9-L8:

- Southeast Flange, North Face: 4" long x 3" wide x 1/8" loss (3/8" orig.).
- Northeast Flange, South Face: 6" long x 3" wide x 1/8" loss (3/8" orig.).

Member U9-L10:

- Southeast Flange: Bent 3/16" to the north over a 5" height, refer to Photo 45.

Member U10-L10:

- Southwest Flange, North Face: 5" long x 3" wide x 1/8" loss (5/8" orig.).
- Southeast Flange, North Face: 7" long x 4" wide x 1/16" loss (5/8" orig.).
- Northeast Flange, South Face: 9" long x 4" wide x 1/16" loss (5/8" orig.).

Member U11-L10:

- Southeast Flange, North Face: 7" long x 3" wide x 1/8" loss (3/8" orig.). Previously noted rust hole was not found, refer to Photo 46.

Member U11-L12:

- Southwest Flange, North Face: 2" long x 3.25" wide x 1/16" loss (3/8" orig.).

Member U12-L12:

- Southeast Flange, North Face: 7" long x 3-1/2" wide x 1/8" loss (1/2" orig.).
- Northeast Flange, South Face: 8" long x 3-1/2" wide x 1/8" loss (1/2" orig.).
- Web: Hole adjacent to repair, 1.5" long x 1/2" wide.

Member U13-L12:

- Southeast Flange, North Face: 10" long x 4" wide x 1/16" loss (1/2" orig.).
- Northeast Flange, South Face: 11" long x 4" wide x 1/16" loss (1/2" orig.).

Member U13-L14:

- Southwest Flange, West Edge: Gouge, 3" long x 1/4" wide.

Member U14-L14:

- Southwest Flange, North Face: 3" long x 3" wide x 1/16" loss (1/2" orig.).
- Southeast Flange, North Face: 5.5" long x 4" wide x 1/8" loss (1/2" orig.).
- Northeast Flange, South Face: 5.5" long x 3.75" wide x 1/8" loss (1/2" orig.).

Member U15-L14:

- Southwest Flange, North Face: 11" long x 4.5" wide x 1/8" loss (5/8" orig.).
- Southeast Flange, Edge: Necking, 1" long x 4" wide x 3/16" loss (5/8" orig.).

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REMARKS

- Northeast Flange, South Face: 2'-0" long x 4" wide x 1/16" loss (5/8" orig.).
- Web, East Face: 2'-0" long x 2" wide x 1/8" loss (3/8" orig.).

Item 59.5.d - Lateral Bracing

For condition notes, refer to Item 59.7 – Conn Plt's, Gussets & Angles.

Item 59.7 - Conn Plt's, Gussets & Angles

*The gussets are rated 33.0 tons and 18.4 tons for the MS18 and MS (equiv.) load rating values, respectively, in accordance with the 2019 Rating Report.

There is typically minor to moderate debris built up along the horizontal gusset plates at the lower chord panel points, refer to Photos 41 and 50. At the South Truss, the lower chord splice plates have section loss of up to 1/16" deep between the gusset plates. At the South Truss, along the top of the lower chord, the north gusset plate south faces have areas of section loss up to 1/8" deep. Additional locations of painted over section loss are as follows:

Vertical Gusset Plates:

South Truss:

- Panel Point U1, North Gusset, North Face: 2 areas, 6" long x 4" high x 1/16" loss (3/8" orig.) at the west end and 14" long x 6" high x 1/16" loss (3/8" orig.) at the east end.
- Panel Point L0, North Gusset, North Face: Up to 1/8" deep pitting, refer to Sketch 4.
- Panel Point L2, South Gusset, North Face, West of FB2, at Top of Lower Chord: 20" long x 6" high x 3/16" loss.
- Panel Point L2 North Gusset, North Face: Down to 0.20" remaining (3/8" orig.), refer to Sketch 4 and Photo 47.
- Panel Point L4, North Gusset, North Face: Down to 1/4" remaining (3/8" orig.) with a rust hole, refer to Sketch 4 and Photo 48.
- Panel Point L6, North Gusset, North Face: Down to 1/4" remaining (3/8" orig.), refer to Sketch 4.
- Panel Point L8, North Gusset, North Face: Down to 3/16" remaining (3/8" orig.), refer to Sketch 5.
- Panel Point L10, North Gusset, North Face: Down to 1/4" remaining (3/8" orig.), refer to Sketch 5.
- Panel Point L12, North Gusset Plate, North Face: Down to 1/4" remaining (3/8" orig.) with pin holes, refer to Sketch 5 and Photo 49.
- Panel Point L14, North Gusset, North Face: Down to 1/4" remaining (3/8" orig.), refer to Sketch 5.
- Panel Point L14, Between Gussets, Interior Splice Plate in Line with FB8: 3/16" loss with three rust holes up to 3/4" diameter, refer to Photo 50.
- Panel Point L16, North Gusset, North Face: Down to 1/4" remaining (3/8" orig.), refer to Sketch 6 and Photo 51.

North Truss:

- Panel Point L2, North Gusset, North Face, West End: 6" long x 6" high x 1/8" loss (3/8" orig.) with pack rust between the gusset plate and lower chord, 4" high x 1/2" thick, refer to Photo 52.

Horizontal Gusset Plates:

South Truss:

- Panel Point L4, East End: One missing bolt, refer to Photo 53.
- Panel Point L8, Both Sides: Empty bolt holes, 3/4" diameter, refer to Photo 54.

North Truss:

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REMARKS

- Panel Point L2, Northwest Side: 4" long x 2" wide x 1/16" loss (3/8" orig.).
- Panel Points L2, L6, L10, and L14, Both Sides: Empty bolt holes, 3/4" diameter.

Item 59.9 - Bearing Devices

There are expansion bearings at the West Abutment and fixed bearings at the East Abutment. All bearings have areas of painted over section loss up to 1/8" deep. Additional deficiencies are as follows:

West Abutment (Expansion):

- Both Bearings: Expanded slightly west (90°F), refer to **Photo 55**.
- South Truss Bearing: North anchor bolt rod sheared off, refer to **Photo 56**.
- North Truss Bearing: South anchor bolt rod has been sheared off, refer to **Photo 57**.

East Abutment (Fixed):

- South Truss Bearing: Southwest bolt connecting the top of the bearing to the truss lower chord has approximately 75% section loss. The northwest bolt nut has 50% section loss, refer to **Photo 58**.

Item 59.11 - Rivets & Bolts

The South Truss lower chord panel points have isolated rivets with minor painted over section loss.

SuperStructure Collision Notes

Several web members along the deck topside have minor tears, bends, and gouges that may be due to collision damage. For condition notes, refer to **Item 59.5.c - Web Members**.

SuperStructure Load Vibration Notes

There is minor vibration under traffic live loads.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments

Item 60.1.b - Bridge Seats

Both concrete bridge seats have a minor accumulation of dirt and debris. The east abutment bearing seat has several scattered spalls, up to 18" diameter x 1" deep.

Item 60.1.c - Backwalls

Both concrete backwalls have isolated hairline cracks, up to full height. At the north end of both backwalls there is a utility blockout filled with brick masonry with hairline cracks and displaced/misaligned bricks, refer to **Photo 59**. Additional deficiencies are as follows:

West Abutment:

- Below S3: Vertical crack, full height x 1/8" wide with adjacent spall at bottom, 10" high x 3" wide x 1.5" deep.
- Below S5, near Top: Spall, 3" long x 8" high x 1" deep.
- Below S5, at Bottom: Spall, 15" long x 4" high x 2" deep.
- Below SW1 at Utility Blockout: South side has a spall, 9" wide x 12" high x 3" deep with exposed rebar, refer to **Photo 60**. Bottom south corner has a crack, 2'-0" long x 1/16" wide.

East Abutment

- Behind South Truss Bearing: Diagonal crack, 3'-0" long x up to 1/8" wide.

Item 60.1.d - Breastwalls

West Abutment:

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	8.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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REMARKS

- Below S5: Vertical hairline crack, full height with efflorescence.
- Adjacent to Outlet Drainpipe: Horizontal hairline crack, 3'-0" long with efflorescence.

East Abutment:

- Minor scaling throughout.
- Below the South Truss at the Top: Vertical hairline crack, 3'-0" long.

Item 60.1.e - Wingwalls

Southwest Wingwall:

- At Utility Blockout: Spall, 18" long x 12" high x 5" deep that undermines railing base plate, **refer to Photo 61.**
- 8'-0" from Bridge Seat: Vertical hairline crack, full height.

Southeast Wingwall:

- The wingwall is mostly concealed from view by heavy vegetation. Visible portions appear in good condition, **refer to Photo 62.**

Northwest Wingwall:

- Center of Wingwall: Vertical hairline crack, full height with spall at top, 2" long x 6" high x 1" deep.
- At Bridge Seat: Vertical hairline crack, full height.

Northeast Wingwall:

- At Bridge Seat: Vertical hairline crack, 5'-0" long with efflorescence.

Item 60.1.h - Footings

The footings are hidden by design.

Item 60.1.j - Scour

At the center of the West Abutment breastwall, below the outlet drainpipe, there is an area of erosion, 12'-0" long x 6'-0" wide x up to 5'-0" deep, **refer to Photo 63.**

SubStructure Scour Notes

For condition notes, **refer to Item 60.1.j – Sour.**

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.2 - Embankment Erosion

At all four corners of the bridge the embankments have areas of undercutting, up to 100' long x 18" high with exposed roots, **refer to Photo 64.**

Item 61.3 - Debris

In front of the East Abutment there are random areas of light timber debris. At the Northeast Embankment, 50' upstream from the bridge, there is an 18" diameter tree that sticks out into the channel approximately 15', **refer to Photo 64.**

Item 61.4 - Vegetation

All four embankments are heavily vegetated, **refer to Photos 62 and 64.**

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	&-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
REMARKS				
<u>TRAFFIC SAFETY</u>				
<u>Item 36a - Bridge Railing</u>				
The bridge railing consists of steel w-beam posts supporting two horizontal steel pipe rails which support steel balusters. For the condition notes, refer to Item 58.8 – Railing.				
<u>Item 36b - Transitions</u>				
There are no transitions or approach guardrails and does not meet current safety criteria. The bridge rail continues along the top of the wingwalls, but is not connected.				
<u>Item 36c - Approach Guardrail</u>				
There are no approach guardrails and does not meet current safety criteria. The bridge rail continues along the top of the wingwalls, but is not connected.				
<u>Item 36d - Approach Guardrail Ends</u>				
There are no approach guardrails and does not meet current safety criteria.				
<u>Sketch / Photo Log</u>				
Sketch 1 : Bridge No. G-11-007 (04J): Location Map				
Sketch 2 : Bridge No. G-11-007 (04J): Typical Truss Elevation				
Sketch 3 : Bridge No. G-11-007 (04J): Framing Plan				
Sketch 4 : Truss Gusset Plate Section Losses (1 of 3)				
Sketch 5 : Truss Gusset Plate Section Losses (2 of 3)				
Sketch 6 : Truss Gusset Plate Section Losses (3 of 3)				
Photo 1 : Bridge No. G-11-007 (04J): North Elevation, Looking East				
Photo 2 : Bridge No. G-11-007 (04J): South Elevation, Looking East				
Photo 3 : Bridge No. G-11-007 (04J): General Topside, Looking East				
Photo 4 : Bridge No. G-11-007 (04J): General Underside, Looking West				
Photo 5 : Bridge No. G-11-007 (04J): West Approach, Looking East. Note Missing Weight Posting Sign from South Curb.				
Photo 6 : Bridge No. G-11-007 (04J): East Approach, Looking West				
Photo 7 : Bridge No. G-11-007 (04J): Upstream of Bridge, Looking North				
Photo 8 : Bridge No. G-11-007 (04J): Downstream of Bridge, Looking South				
Photo 9 : Panel 1 between South Truss and S1: Hairline Map Cracking with Efflorescence				
Photo 10 : Panel 1 at North Truss, Vertical Face near FB2: Spall with Exposed Rebar and Heavy Efflorescence. Note Additional Spall in Sidewalk Underside.				
Photo 11 : Panel 2 between S2 and S3, near FB3: Honeycombing				
Photo 12 : Panel 3 between S4 and S5: Honeycombing with Exposed Rebar				
Photo 13 : Panel 4 between S3 and S4: Transverse Crack with Efflorescence				
Photo 14 : Panel 8 between South Truss and S1 at Member U15-L14: Spall				
Photo 15 : Panel 8 between South Truss and Stringer S1, near East Abutment: Hairline Map Cracking with Efflorescence				
Photo 16 : South Curb, 5th Section from West Abutment: Crack				
Photo 17 : South Curb, 1st Section from East Abutment: Crack				
Photo 18 : North Sidewalk at Embedded Web Members: Typical Spall in Concrete Patch between Members with Exposed Rebar				
Photo 19 : North Sidewalk between North Truss Web Members U13-L14 and U14-L14: Full Depth Spall with Exposed Rebar				
Photo 20 : Panel 2 near FB2: Two Spalls with Exposed Rebar				
Photo 21 : Panel 5 near FB6: Spall with Exposed Rebar and Adjacent Delamination				
Photo 22 : Panel 6 near FB6: Two Spalls with Exposed Rebar				

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8-STRUCTURE NO.	INSPECTION DATE
GREAT BARRINGTON	04J	G-11-007	G11007-04J-MUN-NBI	JUN 25, 2024
REMARKS				
Photo 23 :	Panel 7 near FB8: Full Depth Spall with Exposed Rebar			
Photo 24 :	Panel 8 near FB8: Spall with Exposed Rebar and Formwork			
Photo 25 :	South Railing: Typical Anchor Bolt Nut and Post Flanges with Painted Over Section Loss			
Photo 26 :	South Railing, 4th Post from West Abutment: Northwest Flange Bent			
Photo 27 :	South Railing: Typical Railing Sleeve with Up to 100% Section Loss			
Photo 28 :	South Railing, 7th Post from West Abutment: Bent and Hole in Flange. Note Disconnected Pipe.			
Photo 29 :	South Railing: Typical Post Web with Perforations			
Photo 30 :	South Railing, between 10th and 11th Posts from West Abutment: Bent Pales			
Photo 31 :	Southwest Wingwall Railing, 1st Post from West Abutment: Flange Bent and Base Plate Missing Anchor Bolts			
Photo 32 :	North Railing, Post at East Abutment: Base of Web with Perforations and Adjacent Painted Over Section Loss			
Photo 33 :	Utility Support Bracket Cantilever at FB9: Painted Over Rust Hole			
Photo 34 :	Utility Support Bracket between Gussets at FB9: Painted Over Rust Holes			
Photo 35 :	Typical Strip Seal Deck Joint Filled with Debris, West Abutment Shown. Note Cracking in Approach Pavement.			
Photo 36 :	FB4 at South End: Bottom Flange Painted Over Section Loss			
Photo 37 :	FB8 at South End, West Face: Bottom of Web Painted Over Section Loss			
Photo 38 :	FB9 at South End, West Face: Painted Over Section Losses			
Photo 39 :	South Truss, Member U1-L0, North Channel, North Web: Web with Painted Over Section Loss			
Photo 40 :	South Truss, Member L0-L2 at Panel Point L0, North Channel, North Face: Web with Painted Over Section Loss			
Photo 41 :	South Truss, Member L8-L10 at Panel Point L10, Interior Face: Web with Painted Over Section Loss			
Photo 42 :	South Truss, Member U1-L2 at Panel Point U1, North Face: Flange with Painted Over Section Loss			
Photo 43 :	North Truss, Member U2-L2: Web with Painted Over Hole Adjacent to Repair			
Photo 44 :	North Truss, Member U5-L4: Southeast Flange with Tear			
Photo 45 :	North Truss, Member U9-L10: Southeast Flange Bent North			
Photo 46 :	North Truss, Member U11-L10: Southeast Flange with Painted Over Section Loss. (Previously Noted Rust Hole Not Found.)			
Photo 47 :	South Truss, Panel Point L2, North Gusset, North Face, West Side: Painted Over Section Loss			
Photo 48 :	South Truss, Panel Point L4, North Gusset, North Face, West Side: Painted Over Section Loss			
Photo 49 :	South Truss, Panel Point L12, North Gusset, North Face, East Side: Painted Over Section Loss			
Photo 50 :	South Truss, Panel Point L14, between Gusset Plates: Painted Over Rust Hole			
Photo 51 :	South Truss, Panel Point L16, North Gusset, North Face, West Side: Painted Over Section Loss			
Photo 52 :	North Truss, Panel Point L2, North Gusset Plate, North Face, West End: Painted Over Section Loss and Pack Rust			
Photo 53 :	South Truss, Panel Point L4: Horizontal Gusset Plate with Missing Bolt			
Photo 54 :	South Truss, Panel Point L8: Horizontal Gusset Plate with Empty Bolt Holes			
Photo 55 :	West Abutment, North Truss Bearing: Expanded Slightly West			
Photo 56 :	West Abutment, South Truss Bearing: North Anchor Bolt Rod Sheared Off			
Photo 57 :	West Abutment, North Truss Bearing: South Anchor Bolt Rod Sheared Off			
Photo 58 :	East Abutment, South Truss Bearing: Top Connection Bolts with Section Loss			
Photo 59 :	East Abutment Back Wall: Typical Hairline Cracks and Misaligned Bricks at Utility Blockout			
Photo 60 :	West Abutment Backwall at North Utility Blockout: Spall with Exposed Rebar			

CITY/TOWN GREAT BARRINGTON	B.I.N. 04J	BR. DEPT. NO. G-11-007	S.-STRUCTURE NO. G11007-04J-MUN-NBI	INSPECTION DATE JUN 25, 2024
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REMARKS

- Photo 61 : Southwest Wingwall at Utility Blockout: Spall Undermining Railing Base Plate
Photo 62 : Southeast Wingwall: Heavy Vegetation
Photo 63 : West Abutment: Erosion below Outlet Drainpipe
Photo 64 : Northwest Embankment: Embankment Undercutting with Exposed Roots. Note Tree sticking out into channel.







LAPINSKI ELECTRIC, INC.

PO BOX 740 • 50 WEST STATE STREET
GRANBY, MA 01033
TEL: 413-255-0079
FAX: 413-255-0119

PROPOSAL

TO: <i>Company name</i>		FROM: <i>Name</i>
Town of Great Barrington		Matthew J. Hoey
<i>Attention</i>		<i>Date</i>
Joseph Aberdale		January 15, 2026
<i>Fax number</i>	<i>Phone number</i>	<i>Email</i>
413-528-2290	413-528-0867	mjh@lapinskiinc.com

Total pages, including cover:

1

Portable Traffic Signal Trailers
Bridge Street
Great Barrington, MA

ITEM	DESCRIPTION	QUANTITY	PRICE	EXTENDED
001	Portable Traffic Signals	2 MO	\$ 8,500.00	\$ 17,000.00
002	Mobilization, Troubleshooting, Maintenance	2 MO	\$ 1,500.00	\$ 3,000.00
003	Temporary Electrical Service	1 LS	\$ 5,000.00	\$ 5,000.00

Notes:

- Item 001 includes two portable traffic signal trailers.
- Item 002 includes mobilization, demobilization, troubleshooting, and maintenance of both units.
- Item 003 includes temporary electrical service with monthly utility charges by the Town of Great Barrington.
- Message boards prior to deployment of portable traffic signal trailers is by others.
- Any advanced warning or construction signs by others.
- If portable driveway assistance devices (PDAD) are required, add \$3,500 per month per unit.



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Bridges

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgbma.org

2nd/Reviewing Staff Email

jaberdale@townofgbma.org

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Shaw Bridge, G-11-001, Division Street over Williams River Rehabilitation

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Rehabilitation, Service Life Extension

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

Shaw Bridge is a highly used bridge and the next bridge priority of the Town of Great Barrington owns. See attached assessment.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Keep the bridge from deteriorating and closure.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

MADOT may close the bridge if it continues to deteriorate.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$1,603,000.00
Total Cost: \$1,603,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Capital		\$1,603,000.00
		Total Cost: \$1,603,000.00

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital

Request.

Detailed Cost Analysis of Expense and Revenue

Division Street Over Williams River FY2027
Estimate.pdf

Quotes and Specifications

Permit Plan Set.pdf

Pictures, Site Plans, Other Visuals

Shaw Bridge G-11-001 Assessment.PDF

Other Backup Material for Justification

**Engineer's Opinion of Probable Construction Cost
Division St. over Williams River
Great Barrington, MA**

ITEM	DESCRIPTION		QTY	UNITS	UNIT PRICE	AMOUNT		
114.1	Demolition of Superstructure No. 1	Railings + Concrete Repairs	1	LS	\$ 10,000.00	\$ 10,000.00		
120	Earth Excavation	Approach Restoration	44	CY	\$ 45.00	\$ 2,000.00		
129.2	Old Pavement Excavation	Approach Restoration	133	SY	\$ 15.00	\$ 2,000.00		
129.6	Bridge Pavement Excavation		163	SY	\$ 48.00	\$ 7,808.00		
151	Gravel Borrow	Approach Restoration	44	CY	\$ 70.00	\$ 3,111.11		
---	Bridge Joints		48	LF	\$ 200.00	\$ 9,600.00		
460	Hot Mix Asphalt (Top and Binder)		85	TON	\$ 120.00	\$ 10,200.00		
482.3	Sawcutting Asphalt Pavement		120	FT	\$ 2.00	\$ 240.00		
620.12	Guardrail, TL-2 (Single Faced)		40	FT	\$ 35.00	\$ 1,400.00		
628.24	Transition to Bridge Rail		4	EA	\$ 4,250.00	\$ 17,000.00		
748	Mobilization		5	%	\$ 25,767.96	\$ 25,767.96		
850	Maintenance of Traffic (for partial closure)		1	LS	\$ 10,000.00	\$ 20,000.00		
995.01	Bridge Structure, Bridge No. 1	Repairs - Full Repaint	1	LS	\$ 429,000.00	\$ 429,000.00		
---	Concrete Repairs		1	LS	\$ 10,000.00	\$ 10,000.00		
---	Overhead Utility Allowance		1	LS	\$ 10,000.00	\$ 10,000.00		
						SUBTOTAL	\$ 558,127	
						Construction Contingency	30%	\$ 167,500
						Material and Bidding Contingency	20%	\$ 111,700
ENR Index = +8.9% annually						TOTAL	\$ 837,327	
						Survey and Permitting	\$ 50,000	
						Engineering Final Design Phase:	10%	\$ 66,983
						Engineering Construction Phase:	12%	\$ 80,379
						SUBTOTAL	\$ 197,362	
						USE	\$ 1,035,000	

This is an engineer's Opinion of Probable Construction Cost (OPCC). Tighe & Bond has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the estimates of probable construction costs are made on the basis of Tighe & Bond's professional judgment and experience. Tighe & Bond makes no guarantee nor warranty, expressed or implied, that the bids or the negotiated cost of the Work will not vary from this estimate of the Probable Construction Cost.

June 2023 Estimate	\$1,035,000.00
7% 2024 Increase:	\$72,450.00
7% 2024 Increase:	\$77,521.50
10% 2024 Increase:	\$118,497.15
Procurement Services	\$18,000.00
Construction Oversight, Testing & OPM	\$72,000.00
Police Details	\$53,760.00
Survey Support for Construction Allowance	\$10,000.00
10% Allowance:	\$145,722.87
DPW FY2027 Estimate:	\$1,602,951.52

Town of Great Barrington Division Street over Williams River (G-11-001) Conditions Assessment and Repair Recommendations

TO: Joe Aberdale, Superintendent, Town of Great Barrington DPW

FROM: Matthew Coughlin, PE, Project Manager, Tighe & Bond
Daniel Holmes, PE, Senior Project Manager, Tighe and Bond

DATE: August 29, 2023

Introduction

The Town of Great Barrington has retained Tighe & Bond to perform a conditions assessment of the Division Street bridge over the Williams River, and to present the findings in a memorandum, including an alternatives analysis and opinion of probable construction costs (OPCC). Tighe & Bond conducted an on-site visual observation of this structure on April 25, 2023, to review existing conditions and identify specific deficiencies that warrant repair to extend the useful life of the bridge. This assessment of the Division Street Bridge over Williams River is part of an ongoing effort by the Town of Great Barrington to implement an asset management/ bridge preservation program.

The alternatives analysis provided in the "Repair Recommendations" portion of this report and the OPCC in Appendix B consider two levels of repair versus replacement of the superstructure and a full bridge structure replacement (four alternatives in total). Superstructure replacement is considered due to the relatively good condition of the substructure. The superstructure replacement will allow the Town to remove the posting on the bridge. Neither the repair alternatives nor the superstructure replacement will alleviate the substandard width of the bridge which is discussed in the Alternative 4 section and requires a complete bridge replacement. Appendix A includes photographs of the deficiencies described in the report.

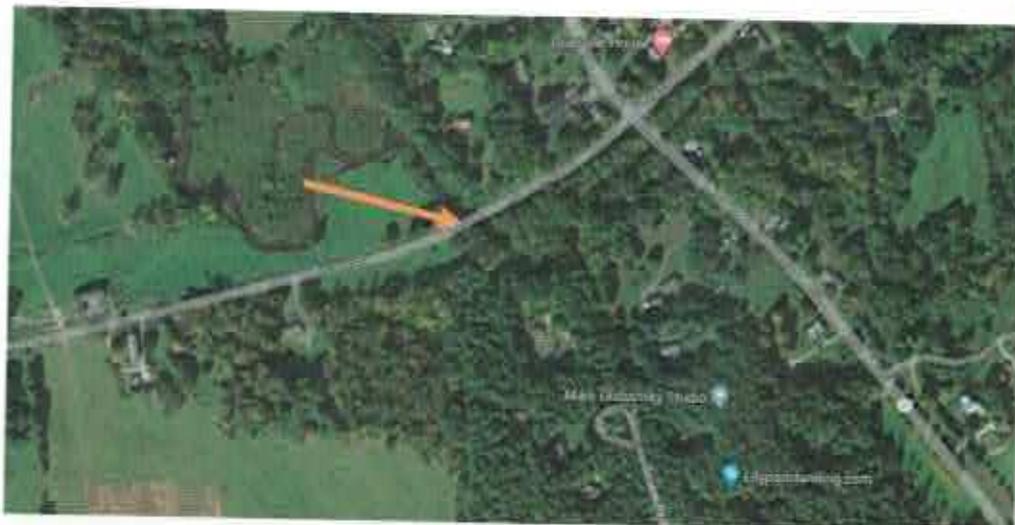


Figure 1 - Bridge Site (taken from Google Maps)

Appendix C includes the most recent Massachusetts Department of Transportation's (MassDOT) inspection report dated November 2022. Appendix D includes the record drawings from 1949. This memorandum presents our assessment of the condition of the bridge based on site observations, an evaluation of areas for repairs, recommendations and prioritization of the repairs, photographic documentation, our concept-level opinion of probable construction costs associated with each potential repair, and a summary of anticipated environmental permits. Concept sketches are provided for the alternatives described herein.

Background

Division Street is a two-lane urban collector conveying traffic east and west over the Williams River. The bridge is also known as the "Shaw Bridge". The structure is restricted, rated for Type H-16 Tons, Type 3-20 Tons, and Type 3S2-29 Tons. The bridge was originally designed for H15 loading. For bridge rehabilitation/ construction work, detours are possible via North Plain Road (Route 41), north to Long Pond Road, or south to Christian Hill Road.

According to MassDOT records, the bridge was constructed in 1949 and has not undergone rehabilitation. The bridge superstructure consists of a simple span of five rolled steel beams with a non-composite reinforced concrete cast-in-place deck and a bituminous wearing surface. The beams and bays in this report are numbered from south to north, downstream to upstream in accordance with the plans and inspection report. The bridge spans approximately fifty-seven feet and is twenty-three feet 8-inches wide out-to-out. Record plans, dated May 7, 1949, indicate two and a quarter inches of a bituminous wearing surface was placed on a waterproofing membrane over a six-inch deck slab. There are no sidewalks or shoulders. The substructure consists of mass concrete abutments and wingwalls. The bridge "fence" consists of eight-by-eight concrete posts with two wood rails. Larger end posts are on each corner of the bridge. There are not any utilities present on the underside of the bridge. Overhead wires are present along the south edge of the road. The referenced record plans are included in Appendix D.

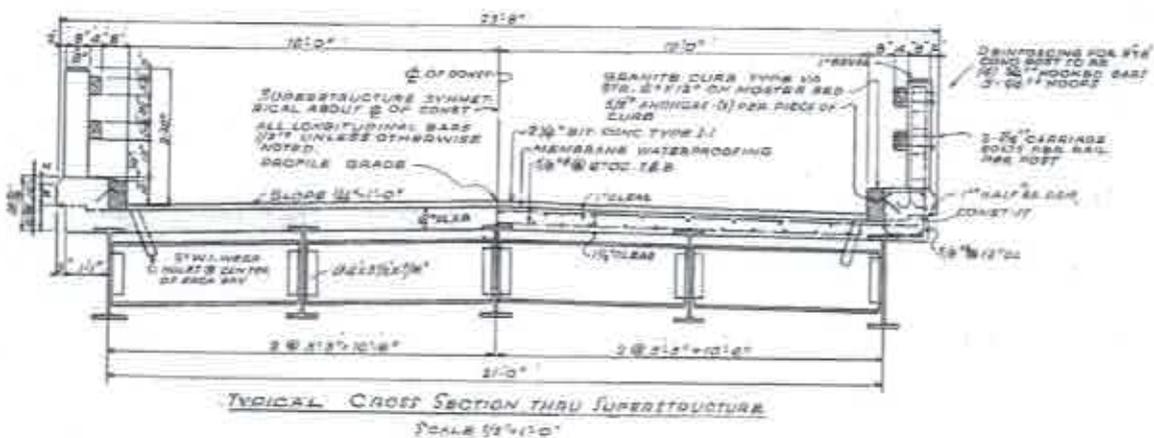


Figure 2 - Transverse Section from 1949 Drawings

Site Observations

Tighe & Bond conducted a site visit on April 25, 2023. The site visit was conducted on foot, and with the use of an Under Bridge Inspection Unit (UBIU). Photographs from the site visit are included in Appendix A.

Various deficiencies identified in the most recent MassDOT inspection report dated November 2022 were confirmed during Tighe & Bond's site visit. A comprehensive, detailed list of deficiencies is included in the MassDOT inspection report in Appendix C. The following observations represent the most notable deficiencies for repair considerations based on our review of the MassDOT inspection report and our field observation.

Superstructure

The superstructure consists of five rolled steel beams with intermediate and end diaphragms. All beams have moderate rusting where the paint system has failed. Beams one and five are the exterior fascia beams. There are short two-inch diameter weep pipes along the curb lines that penetrate the deck along the inside of beams one and five at the center of each bay as delineated by the diaphragms, see Figure 2. Any extension that once existed on these pipes is now missing. Below these short weep pipes, the webs and bottom flanges are typically rusted with delamination and minor section loss. Throughout the bridge at the location of these weep pipes, there is typically section loss in the beam flanges and web between one-sixteenth and one-eighth of an inch. Beam five, near the eastern most weep pipe on the north side exhibits the most severe section loss of approximately fifty percent observed in the bottom flange. For reference, the exterior bottom flange was measured with digital calipers to be between 0.73 inches and 0.83 inches along a fifteen-foot section, averaging closer to 0.73 inches. On the interior side of the flange, there is a section that measures only 0.38 inches for a foot in length. The top flange here is also estimated to have the largest section loss at approximately three-sixteenths inch. This condition was not reported in the previous inspection report; however, it is not Tighe & Bond's understanding that this is a new condition that has occurred since the November 2022 inspection. Previous reports have noted difficulty accessing portions of the bridge to measure the section loss using waders and ladders. The use of the Under Bridge Inspection Unit (UBIU) allowed for this detailed assessment.

There are fixed bearings on the east side of the bridge, and expansion bearings on the west side of the bridge. The bearings typically are rusted with delaminating steel. The paint system has failed throughout the bridge, and all beams exhibit minor to moderate surface rusting.

Abutments

The abutments consist of gravity concrete stem walls on spread footings. Overall, the substructure and abutments are in good condition. There is debris at all four corners on the beam seats.

The backwall at the east end below bay two exhibits a vertical crack, $\frac{1}{4}$ " wide by full height. There are also some cracks with moisture stains and minor spalls toward the north end of the east backwall.

Both breast walls exhibit diagonal hairline cracks with efflorescence near the corner of the beam seat (northwest and southeast corners). There are full height vertical hairline cracks on the west breastwall, and partial height hairline cracks on the east breastwall. There is also an

area of about one square foot of spalling (four feet tall by 3-inches wide) on the east breastwall at the construction joint up to three inches deep.

Wingwalls

The bridge wingwalls are generally in good condition. The northwest and southwest wingwalls each exhibit hairline cracks. The southeast wingwall exhibits moderate scaling.

Roadway and Sidewalks

The wearing surface is rated as "fair" per the previous inspection reports. The entire length of the wearing surface up to four feet wide along each fog line is patched. There are random potholes across the wearing surface up to 1-inch deep and one foot in diameter. The underside of the deck is generally in good condition with random transverse hairline cracks with efflorescence. There is minor delamination and cover spalls along the end diaphragms on the east end.

There are no sidewalks on the bridge. The granite curbs have rotated inward up to one inch on the bridge and settled up to seven inches at the approach interface. Along the approaches, the curbs rotated away from the travel lanes.

The embankments behind the wingwalls are steep. Along both ends of the deck, the entire width of the approach has settled up to one inch. The settlement has caused severe map cracking and uneven areas in the pavement up to ten feet from the end of the deck.

Approach Rail and Bridge Rail

The railing on the bridge is nonstandard and consists of reinforced cast in place concrete posts eight inches by eight inches, nine per side of bridge, spaced six feet apart, and larger three foot by one foot end posts at each corner of the bridge. Two lines of timber rails span the concrete posts but are not connected to the concrete end posts.

The concrete posts typically exhibit spalls up to two inches deep, delamination, cracks, and rust staining with exposed rebar. The locations of exposed rebar indicate that the original concrete cover at some locations was less than one-half inch.

The timber rails are fastened to the posts with carriage bolts, which typically exhibit corrosion. The timber rails typically exhibit areas of splitting, checking, and rotting. The timber rails along the north railing were replaced at some time in the past two years. At the southeast end of the bridge, the top rail is partially disconnected from the post and has fallen to bear on the lower rail. The timber rails are tied to the concrete posts based on a friction connection that requires the tension in the carriage bolts to be maintained. Any section loss of the timber rail allows the carriage bolts to de-tension, and the timber to slide.

The transitions and approach guardrail consist of W-beams mounted on steel posts with timber block outs. There are four disconnected posts at the southeast transition. The transitions are not tied into the concrete end posts. The approach guardrail ends have steel terminal ends swept away from traffic. There is impact damage to the southwest approach end terminal.

Banks and Channel

Riprap is present at each corner of the bridge in front of the wingwalls. Per the previous inspection reports, the upstream channel has migrated west approximately fifteen feet in relation to the construction plans.

Utilities

There are not any utilities present on the underside of the bridge.

Evaluation

A Load Rating Report was completed by MassDOT in April 2017 based on inspection data from 2017. It was recommended that the bridge remain posted for the previous rating report from 1982. The posting includes sixteen tons for type "H", twenty tons for type "3", and twenty-nine tons for type "3S2". According to the load rating report, the controlling element is "Interior Girder No. 2, flexure at midspan, for all posting vehicles".

The evaluation of Tighe & Bond's site observations is categorized into two categories: Severe/Major Deficiencies – High Priority, and Minor Deficiencies-prioritize. The Severe/Major Deficiencies require the repairs to be "prioritized" as soon as possible to rehabilitate the bridge. The Minor Deficiencies need to be addressed and the repairs should be prioritized and addressed in the next few years.

Severe/Major Deficiencies – High Priority

1.1: Missing Deck Weep Pipes Leaking onto Steel Beams

The bridge does not have scuppers, downspouts, or any drainage system other than the 2-inch diameter weep pipes along the interior of beams one and five. The original plans note the weeps are at the center of each bay, however, the weep at the northeast corner is located within one foot of the diaphragm. Figure 2 shows the weeps angled away from the beams; however, the field inspection determined these no longer exist. See Photo 1.1 in Appendix A. The water that drains onto the steel beams has caused corrosion and section loss ranging from minor to one eighth inch in some locations and up to three eighths inch in the northeast corner of the bridge. Currently, the rolled steel beams are directly experiencing chloride attack from deicing salts during winter months. Addressing the bridge drainage is critical to maintaining the structure and preserving its service life.

1.2: Advanced Steel Deterioration

The paint system throughout the bridge has failed. In one location on beam five near the northeast corner, there is advanced deterioration including three eighths inch section loss to the bottom flange. See Photo 1.2 in Appendix A. This is the area with the greatest measurable section loss on the entire structure.

1.3: Bridge Rail and Approach Rail deficiencies

The bridge rail is nonstandard and is not compliant with the Manual for Assessing Safety Hardware (MASH). The top timber rail at the southeast corner of the structure is loose and partially disconnected and has fallen to bear on the lower rail. See Photo 1.3 a. There are four disconnected posts at the southeast W rail transition. The transitions are not tied into the concrete end posts. There is impact damage to the southwest approach end terminal. See

Photo 1.3b. These deficiencies pose a safety hazard to pedestrians and vehicles. Additionally, they will not function as intended in the event of a collision from an errant vehicle.

Minor Deficiencies - Prioritize

2.1: Paint/Coating System Failure

The coating system has failed throughout the structure. See photo 2.1a in Appendix A. The paint likely contains lead and is flaking and peeling off where it remains. The structure otherwise has a layer of corrosion, and in some cases, minor and advanced section loss. The coating system has also failed on the bearings where layers of steel are delaminating. See photo 2.1b in Appendix A. The exterior bearings are typically in worse condition, with the southwest bearing in the worst condition.

2.2: Concrete Deficiencies in Substructure

There is a heavy accumulation of debris at each corner of the bridge on the beam seat. There is also a gap between the end post and the cheek wall that allows water and debris to infiltrate down to the beam seat. See Photo 2.2a in Appendix A. There are cracks with efflorescence on the west abutment, including at the corners of the beam seat and wingwall interface. This crack is twenty inches long per the inspection report and as confirmed by the site visit. There is a similar crack at the south end of the east abutment. There is a one-quarter inch vertical crack in the east backwall at the approximate location of the construction joint in the breastwall. The east breastwall has a spall four inches wide by up to three feet tall and up to three inches deep below bay two along the construction joint. See photo 2.2b in Appendix A.

2.3: Concrete Deficiencies in Bridge Rail and Deck

There are cracks, spalls, delamination, and exposed reinforcement in the bridge railing posts and spalls in the end posts, refer to photos 2.3a and 2.3b in Appendix A. The underside of the deck exhibits transverse hairline cracks with efflorescence. There are six-inch diameter spalls along the north side of beam three in bay three. There are typically spalls and areas of delamination along the end diaphragms due to thin cover and corrosion of the diaphragms.

2.4: Approach Settlement and Approach Curb Settlement

The adjacent slopes are very steep, possibly contributing to some of the observed settlement along the approaches. The structure also does not have approach slabs. The settlement has caused map cracking, potholes and unevenness/rutting up to ten feet from the end of the bridge deck. The approaches have settled up to one inch along the full lane width, and up to four inches on the east approach near the fog lines. The approach curbs have also settled up to seven inches as shown in Photo 2.4 in Appendix A.

2.5: Wearing Surface and Waterproofing Membrane Deficiencies

The asphalt pavement has been patched, and exhibits broken up areas and spalling as identified in Photo 2.5 in Appendix A. The deck is currently in good condition based on the underside condition, except for adjacent to the weep holes and areas along the face of the backwalls.

Repair Recommendations

Appendix B contains the Conceptual Opinion of Probable Construction Costs (OPCC) developed for each Alternative. These OPCC's are subject to change based on final scope of work. All

repairs to the bridge structure and approaches are subject to MassDOT review and approval per Massachusetts General Law (MGL) Chapter 85.

Alternative 1 - Severe/Major Deficiencies – High Priority

PVC deck drain extensions should be placed in the locations of all missing weep pipes in accordance with MassDOT LRFD Bridge Manual details on drawing 7.3.1, extending the drainpipes twelve inches below the bottom flange. There are six locations where this repair would apply. This is the most critical repair to make as soon as possible. The section loss in the beams will worsen with continued exposure to water and de-icing salts, greatly reducing the service life of the structure. The repair may be challenging to address from the top side of the structure without replacing the wearing surface and membrane, however, a flange and length of pipe could be fastened to the bottom surface of the deck.

The area of advanced steel deterioration should be repaired with bolted cover plates or angles. The section loss is not in one of the controlling areas in the load rating report, however, it is significant enough to warrant further structural evaluation and repair. In this phase of repairs, the steel repair and surrounding area at a minimum should be painted to protect the repair.

The bridge rail is not MASH compliant as noted above. However, the Town should repair and tighten the timber rails where the timber is loose and install new timber at the fallen section. While the railing is not MASH compliant, the Town should endeavor to keep the railing in a state of good repair until a time where replacement with a MASH compliant railing is feasible. Additionally, the W-guardrail should be replaced at all four approaches with new rail and associated MASH compliant terminal ends.

Proper guardrail transitions could be further evaluated and installed at each of the concrete end posts.

During this initial repair of the severe/major deficiencies, pavement repair, including crack sealing and pothole repair could serve as an intermediate approach to extend the life of the membrane and deck until full pavement replacement is budgeted.

Performing only Alternative 1 will address the critical safety and service life deficiencies. These repairs are expected to extend the service life of the structure by an estimated 10-15 years.

Alternative 1 will not remove the load posting on the bridge, will not address the non-MASH-compliant railing, and will not address the substandard lane and shoulder width.

Alternative 2 – Minor Deficiencies-Prioritize

As part of Alternative 2, all deficiencies noted in Alternative 1 are included with this scope.

Due to the age of the structure, the coating system is likely original and almost seventy-five years old. The entire bridge should ultimately be repainted, however, at a minimum, the Town should consider painting the end of the beams and deck drains a distance of twice the beam depth. This is the minimum recommendation for painting. If the Town has additional funding, the exterior of the fascia beams should also be painted with the best scenario being a complete repainting. The existing coating system likely contains lead paint and would require proper abatement. Additional testing will be necessary prior to implementing the improvements. The bearings appear to be in fair condition, and while replacement could be evaluated, cleaning and repainting in place could be a cost-effective option.

The debris on the beam seats should be removed. The gaps between the end post and the cheek wall could be sealed with an elastomeric sealant to prevent further debris and water infiltration.

Concrete cracking in the backwalls, breast walls and wingwalls and the noted spall in the east breast wall should be repaired using standard concrete repair details. Cracks could be injected with epoxy to create a watertight seal. Cracks, especially those with efflorescence should be cleaned prior to injection as part of the repair process.

While the bridge rail is non-standard, upgrading the rail to a MASH compliant rail would require, at a minimum, structural evaluation, and reconstruction of the deck overhangs and or demolition of concrete to the construction joint at the deck, doweling of additional rebar, and forming new rails. For this reason, replacement with a MASH compliant railing system is more appropriate for Alternative 3 where the deck or superstructure is replaced. As such, the concrete cracks, spalls, delamination, and exposed reinforcement in the bridge railing posts and spalls in the end post should be repaired to extend the service life of the railing in a state of good repair until replacement with a MASH compliant railing is feasible.

Asphaltic plug joints could be cut in at the approaches. The approach curbs should be reset at this time. The current structure does not have approach slabs. While modern structures of this type would have approach slabs, an analysis of the substructure and bearing capacity would be required due to the additional load placed on the substructure. This is not recommended at this time.

As part of the restoration of the approaches, the entire bridge should be repaved, and a new spray applied waterproofing installed. At this time, any deficiencies observed in the deck could be repaired.

Performing the repairs in Alternative 2 would extend the service life of the structure for 15 to 30 years assuming required maintenance is performed to keep the bridge in a state of good repair. The structure, however, would remain posted.

Alternative 2 will not remove the load posting on the bridge, will not address the non-MASH-compliant railing, and will not address the substandard lane and shoulder width.

Alternative 3 - Superstructure Replacement

The substructure is generally in good condition and could be maintained as part of a bridge preservation project with a superstructure replacement. The original design drawings indicate a maximum pressure on the spread footings to be three tons per square foot. The loading could be evaluated with the existing mass gravity abutments and wingwalls, and a proposed superstructure replacement to verify the suitability of the existing substructure.

Elastomeric bearings will be installed as part of the superstructure replacement. The superstructure replacement would be designed in accordance with HL-93 loading, allowing the Town to remove the current posting on the bridge. A superstructure replacement would allow for a reduction in steel beams from five to four in the cross section because modern steel beams can be fabricated with stronger Grade 50 steel. The replacement beams would be galvanized steel rolled beams, with a composite cast-in-place deck. MassDOT standards call for a minimum 8-inch deck. A composite deck would allow for a more efficient depth to span ratio.

The existing roadway cross section and associated bridge rail is deficient. The superstructure replacement will improve both deficiencies. The bridge rail will be replaced with a MASH compliant bridge rail. The type of rail will be selected during the replacement design if this alternative moves forward. The substandard 20-foot-wide deck would be replaced with a new 24-foot-wide deck. The 24-foot width is the maximum allowable width based on the existing abutments bridge seat length and a maximum of three-foot cantilever allowed by the LRFD Bridge Manual.

MassDOT has several guides for design bridges and roadways. Figures 3 and 4 below suggest the minimum roadway width would vary between 22 feet and 24 feet depending on the design speed and traffic volumes. Some additional traffic engineering is required prior to finalizing the roadway width. Depending on the study result, a meeting with MassDOT to discuss the preferred cross section width is suggested. Based on the results of the study and the meeting with MassDOT, a design exception for the roadway cross section may be required. Regardless of the outcome, the cross section will not be sufficient to provide pedestrian access across the bridge.

Exhibit 5-11
Minimum Shoulder Width (in feet) to Provide Various Functions

Shoulder Function	Roadway Type	
	Arterials	Collectors
Drainage of Traveled Way	1.0	1.0
Lateral Support of Pavement	1.5	1.0
Encroachment of Wide Vehicles	2.0	2.0
Off-tracking of Wide Vehicles	2.0	2.0
Errant Vehicles	3.0	2.0
Bicycle and Pedestrian Use	4.0	4.0
Emergency Stopping	6.0	6.0
Emergency Travel	6.0	6.0
Mail Delivery and Garbage Pickup	6.0	6.0
Law Enforcement Operations	6.0	6.0
Large Vehicle Emergency Stopping	10.0	10.0
Occasional Travel/Delays	10.0	6.0
Highway Maintenance	6.0	6.0

Source: *Flexibility in Highway Design*, AASHTO 2001, Chapter 5 Cross Section Elements

Figure 3 – Minimum Shoulder Width from MassHighway Project Development and Design Guide - 2006

Table 6-5. Minimum Width of Traveled Way and Shoulders

Design Speed (mph)	U.S. Customary			Metric		
	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)			Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000	Under 400	400 to 2000	over 2000
20	20'	20'	22'	30'	6.0*	6.6
25	20'	20'	22'	40'	6.0*	6.6
30	20'	21'	22'	50'	6.0*	6.6
35	20'	22'	22'	60'	6.0*	6.6
40	20'	22'	22'	70'	6.0	6.6
45	30'	22'	22'	80'	6.0	6.6
50	30'	22'	22'	90'	6.6	6.6*
55	22'	22'	22'	100'	6.6	6.6*
60	22'	22'	22'			
65	22'	22'	22'			
All Speeds	Width of Shoulder on Each Side of Road (ft)			Width of Shoulder on Each Side of Road (m)		
	2	4	6	0.6	1.5	2.4

* An 18 ft (5.4 m) minimum width may be used for roadways with design volumes under 250 veh/day.

* Consider using lane width of 24 ft (7.2 m) where substantial truck volumes are present or agricultural equipment frequently uses the road.

Note: See text for roadside barrier and offsetting considerations.

Figure 4 – Minimum Width of Traveled Way – AASHTO, A Policy on Geometric Design of Highways and Streets (Green Book)

Appendix E contains a conceptual design sketch for this alternative and Appendix B includes the conceptual OPCC. Alternative 3 will result in the following significant improvements to the superstructure:

- New galvanized steel beams
- New composite deck meeting MassDOT standards
- Replacement of the deficient timber rails with a new MASH compliant bridge rail
- Widening of the deck to the maximum extent practicable
- Remove posting of the bridge (additional design evaluation is necessary to confirm)

A full superstructure replacement would likely increase the service life by 50 to 75-years assuming the required maintenance is performed in the future.

Alternative 4 - Full Bridge Replacement

A full bridge replacement would allow the Town to address the load posting and the substandard travel width without the potential need for a design exception. The Alternative 4 sketch included in Appendix E considers 30-foot clear distance between the curb lines, allowing for 11-foot travel lanes and 4-foot shoulders. The structure depicted is an integral abutment bridge supported on piles and constructed outboard of the existing abutments. The existing abutments and wingwalls would be removed down to just above the two-year flood elevation, permitting the construction of the new abutments in the dry and negating the need for control of water. A span length of approximately 90 feet is required to avoid conflicts with the existing foundations. Heavier and deeper galvanized steel rolled beams would be required. A three-foot cantilever would be necessary to accommodate the deck at the fascia beams. A MASH compliant railing would be installed. The estimated cost of a full bridge replacement similar to what is shown in the Alternative 4 sketch is \$6,000,000 based on a cost of \$2,000 per square foot. This cost is based on 2023 prices, and not adjusted for future cost increases and inflation. These costs are exclusive of Right-of-Way costs, permitting costs, engineering costs, and construction administration costs.

The approaches to the bridge would need to be widened to transition to the new compliant bridge width. This may pose conflicts with adjacent Right-of-Way and adjacent overhead utilities. Steep slopes along the roadway would be an additional consideration. It is noted that the Town of Great Barrington is a Complete Streets community. While sidewalks are not currently included in the Alternative 4 sketch, the Town may choose to incorporate sidewalks. This would widen the proposed structure width from what is currently shown in Alternative 4. The addition of a sidewalk would likely add \$1,000,000 to the project cost.

Environmental Permitting Assessment

Given the nature of the project and its location, work will occur within and adjacent wetland resource areas subject to jurisdiction under federal, state, and local regulations. Permits will need to be prepared and obtained to authorize the work under several regulatory programs. As the project details are refined for the bridge, the permitting requirements will be verified. Based on the assumed repairs needed, the project may require permits under the following regulatory programs:

Jurisdictional Resource Areas

Tighe & Bond performed a desktop review using publicly available data from MassGIS and the Town of Great Barrington. Wetland resource areas identified within and adjacent to the project area are associated with the Williams River and include:

- Riverfront Area
- Inland Bank
- Land under Waterbodies and Waterways
- Bordering Land Subject to Flooding
- Natural Heritage and Endangered Species Program Mapped Rare Species Habitat
 - Estimated Habitat #878
 - Priority Habitat #1216

Additional assessment would be required to confirm locations of the resource areas identified above as well as any not mapped by available online sources.

Anticipated Environmental Permits

- **Wetlands Protection Act Notice of Intent** – Based on the nature of the project, it is assumed that the project (with the exception of a No Action alternative) will involve work within jurisdictional resource areas regulated by the Massachusetts Wetlands Protection Act (WPA; *M.G.L. c. 131, § 40*) and implementing regulations (310 CMR 10.00) and the Town of Great Barrington Wetlands Protection Bylaw (Chapter 168). It is assumed that a Notice of Intent (NOI) filing will be required with the Great Barrington Conservation Commission (Commission) and Massachusetts Department of Environmental Protection (MassDEP) to authorize the project under the WPA for all of the project alternatives.
- **Massachusetts Endangered Species Act** – The Williams River is situated within the limits of NHESP mapped *Priority Habitats of Rare Species* and *Estimated Habitats of Rare Wildlife*. A MESA Information Request form would need to be submitted to NHESP to identify the species located within the project area. Once the information is obtained it can be included and planned for in the NOI and reviewed concurrently by MassDEP and NHESP to determine if the proposed work would impact the state listed species. Due to the nature of the project, it is assumed the project will not require the development and submission of a Conservation Management Plan from NHESP.
- **Chapter 91 Waterways License** – The Williams River would be considered a jurisdictional waterway under the Chapter 91 Public Waterfront Act and implementing regulations. It is possible that the project could require a Chapter 91 License or Minor Modification.
- **Massachusetts Historic Commission** – Any new construction projects or renovations to existing structures that require funding, licenses, or permits from any state or federal governmental agencies must be reviewed by the State Historic

Preservation Officers, including MHC, MABUAR, and pertinent THPOs for impacts to historic and archaeological properties in accordance with Section 106 of the National Historic Preservation Act of 1966 and 950 CMR 71. The purpose of this review is to ensure that projects minimize or mitigate adverse effects to properties listed in the National and/or State Register of Historic Places. It is possible that a Project Notification Form (PNF) will need to be completed and submitted to relevant parties for the conceptual evaluation with the exception of a no action alternative.

Appendices

Appendix A – Site Photographs

Appendix B – Conceptual Opinion of Probable Construction Costs

Appendix C – November 2022 MassDOT Inspection Report

Appendix D – 1949 Record Plans

Appendix E – Plan, Elevation and Sections of Alternatives

J:\GVG5000 Great Barrington\029 Division Street Bridge over Williams River\Reports\Division over Williams Assessment Report_Final Draft.docx

Appendix A – Site Photographs



Photo 1.1 – Missing Deck Weep and Resultant Severe Corrosion of Adjacent Structural Steel



Photo 1.2 – Advanced Steel Deterioration



Photo 1.3a - Bridge Rail Deficiencies



Photo 1.3b - Approach Rail Deficiencies



Photo 2.1a – Paint/Coating System Failure



Photo 2.1b – Coating System Failure and Steel Delamination on Bearing



Photo 2.2a - Concrete Deficiencies - Gap Between End Post and Cheek Wall



Photo 2.2b - Concrete Deficiencies - Spall at East Breastwall



Photo 2.3a - Concrete Deficiencies in Bridge Rail - Spall



Photo 2.3b - Concrete Deficiencies in Bridge Rail - Exposed Reinforcement and Spalls



Photo 2.4 - Approach Settlement and Approach Curb Settlement



Photo 2.5 - Wearing Surface Deficiencies - Pothole and Mapcracks

Appendix B
**Engineer's Conceptual Opinion of Probable
Construction Cost**

Engineer's Opinion of Probable Construction Cost
Division St. over Williams River
Great Barrington, MA
Bridge Alternative 1: Severe/Major Deficiency - High Priority

ITEM	DESCRIPTION	Notes	QTY	UNITS	UNIT PRICE	AMOUNT
---	Allowance for Railing Maintenance and Repair	Railings	1	LS	\$ 10,000	\$ 10,000
106.15	Bleeder (Bridge Deck) PVC	Weep Drain Extensions	6	LS	\$ 2,500	\$ 15,000
453	HMA Joint Sealant		320	FT	\$ 5	\$ 1,600
620.12	Guardrail, TL-2 (Single Faced)	Approach Guard	60	FT	\$ 35	\$ 2,100
627.82	Guardrail Tangent End Treatment, TL-2	SW Corner	1	EA	\$ 7,500	\$ 7,500
628.24	Transition to Bridge Rail		4	EA	\$ 4,250	\$ 17,000
748	Mobilization		5	%	\$ 68,000	\$ 3,400
850	Maintenance of Traffic		1	LS	\$ 25,000	\$ 25,000
---	Bridge Repairs and Selective Repaint	Repairs - Selective Repaint	1	LS	\$ 33,000	\$ 33,000
---	Construction access for steel repairs		1	LS	\$ 30,000	\$ 30,000
SUBTOTAL						\$ 144,600
Minor Item Allowance						\$ 21,700
Contingency						\$ 43,400
Construction						\$ 209,700
Permitting						\$ 15,000
Engineering Final Design Phase:						\$ 37,600
Engineering Construction Phase:						\$ 22,560
Engineering						\$ 75,160
Project Total						\$ 284,860
Say						\$ 300,000

This is an engineer's Opinion of Probable Construction Cost (OPCC). Tighe & Bond has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the estimates of probable construction costs are made on the basis of Tighe & Bond's professional judgment and experience. Tighe & Bond makes no guarantee nor warranty, expressed or implied, that the bids or the negotiated cost of the Work will not vary from this estimate of the Probable Construction Cost.

**Engineer's Opinion of Probable Construction Cost
Division St. over Williams River
Great Barrington, MA
Bridge Alternative 2: Minor Deficiencies - Prioritize**

ITEM	DESCRIPTION	Notes	QTY	UNITS	UNIT PRICE	AMOUNT
---	Allowance for Railing Maintenance and Repair	Railings & Concrete Repairs	1	LS	\$ 20,000	\$ 20,000
106.15	Bleeder (Bridge Deck) PVC	Weep Drain Extensions	6	LS	\$ 2,500	\$ 15,000
120	Earth Excavation	Approach Restoration	44	CY	\$ 75	\$ 3,333
129.2	Old Pavement Excavation	Approach Restoration	133	SY	\$ 45	\$ 6,000
129.6	Bridge Pavement Excavation		163	SY	\$ 48	\$ 7,808
151	Gravel Borrow	Approach Restoration	50	CY	\$ 130	\$ 6,500
---	Bridge Joints		50	LF	\$ 350	\$ 17,500
460	Hot Mix Asphalt (Top and Binder)	Match Existing Thickness	75	TDN	\$ 380	\$ 28,500
482.3	Sawcutting Asphalt Pavement		120	FT	\$ 15	\$ 1,800
620.12	Guardrail, TL-2 (Single Faced)	Approach Guard	60	FT	\$ 35	\$ 2,100
627.82	Guardrail Tangent End Treatment, TL-2	SW Corner	1	EA	\$ 7,500	\$ 7,500
628.24	Transition to Bridge Rail		4	EA	\$ 4,250	\$ 17,000
748	Mobilization		5	%	\$ 430,941	\$ 21,547
850	Maintenance of Traffic (for partial closure)		1	LS	\$ 25,000	\$ 25,000
965	Membrane Waterproofing for Bridge Decks		1500	SF	\$ 15	\$ 22,500
---	Construction access for steel repairs		1	LS	\$ 30,000	\$ 30,000
---	Bridge Repairs and Painting	Paint 2x Int/Full Fascia	1	LS	\$ 197,000	\$ 197,000
---	Concrete Repairs		1	LS	\$ 50,000	\$ 50,000
					SUBTOTAL	\$ 479,088
		Contingency		30%		\$ 143,800
					Construction	\$ 622,888
		Survey and Permitting				\$ 35,000
		Engineering Final Design Phase:		10%		\$ 62,289
		Engineering Construction Phase:		12%		\$ 74,747
					Engineering	\$ 300,000
					Project Total	\$ 922,888
					Say	\$800,000

This is an engineer's Opinion of Probable Construction Cost (OPCC). Tighe & Bond has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the estimates of probable construction costs are made on the basis of Tighe & Bond's professional judgment and experience. Tighe & Bond makes no guarantee nor warranty, expressed or implied, that the bids or the negotiated cost of the Work will not vary from this estimate of the Probable Construction Cost.

**Engineer's Opinion of Probable Construction Cost
Division St. over Williams River
Great Barrington, MA
Bridge Alternative 3: Full Superstructure Replacement**

ITEM	DESCRIPTION	Notes	QTY	UNITS	UNIT PRICE	AMOUNT	
114.1	Demolition of Existing Superstructure		1470	SF	\$ 100	\$ 147,000	
127	Concrete Excavation	Abutment Modifications	1	LS	\$ 100,000	\$ 100,000	
450.6	Superpave Bridge Surface Course		100	TONS	\$ 380	\$ 38,000	
620.12	Guardrail, TL-2 (Single Faced)		100	FT	\$ 35	\$ 3,500	
627.82	Guardrail Tangent End Treatment, TL-2		3	EA	\$ 7,500	\$ 22,500	
628.24	Transition to Bridge Rail		4	EA	\$ 6,000	\$ 24,000	
748	Mobilization		5	%	\$ 61,865	\$ 61,865	
767.12	Sediment Control Barrier		1000	FT	\$ 10	\$ 10,000	
850	Traffic Control / Detour (for complete closure)		1	LS	\$ 40,000	\$ 40,000	
960	Structural Steel		37100	LB	\$ 13	\$ 482,300	
971	Asphaltic Bridge Joint System		50	FT	\$ 200	\$ 10,000	
975.1	Bridge Rail		120	FT	\$ 600	\$ 72,000	
995.01	Bridge Structure, Bridge No. 1	CIP Deck, Brngs, Membrane	1	LS	\$ 238,000	\$ 238,000	
---	Overhead Utility Allowance		1	LS	\$ 50,000	\$ 50,000	
---	Concrete Repairs		1	LS	\$ 25,000	\$ 25,000	
						SUBTOTAL	\$ 1,324,165
				Construction Contingency	30%	\$	397,300
						Construction	\$ 1,721,465
							\$300,000
						Survey and Permitting and Geotech	\$ 50,000
						Engineering Final Design Phase:	12%
						Engineering Construction Phase:	12%
						Engineering	\$ 367,800
						Project Total	\$ 2,090,000
						Say	\$2,100,000

This is an engineer's Opinion of Probable Construction Cost (OPCC). Tighe & Bond has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the estimates of probable construction costs are made on the basis of Tighe & Bond's professional judgment and experience. Tighe & Bond makes no guarantee nor warranty, expressed or implied, that the bids or the negotiated cost of the Work will not vary from this estimate of the Probable Construction Cost.

Appendix C
November 2022 MassDOT Inspection Report

STRUCTURES INSPECTION FIELD REPORT

2-DIST
01

B.I.N.
04E

ROUTINE INSPECTION

BR. DEPT. NO.
G-11-001

CITY/TOWN GREAT BARRINGTON		R-STRUCTURE NO. G11001-04E-MUN-NBI		11-Kilo. POINT 000.000	41-STATUS P:POSTED	90-ROUTINE INSP. DATE NOV 8, 2022
07-FACILITY CARRIED HWY DIVISION ST		MEMORIAL NAME/LOCAL NAME: SHAW BRIDGE		27-YR BUILT 1949	106-YR REBUILT 0000	YR REHAB'D (NON 106) 0000
06-FEATURES INTERSECTED WATER WILLIAMS RIVER		26-FUNCTIONAL CLASS: Urban Collector		DIST. BRIDGE INSPECTION ENGINEER: L. A. Briggs		
43-STRUCTURE TYPE 302 : Steel Stringer/Girder		22-OWNER Town Agency	21-MAINTAINER Town Agency	TEAM LEADER Z. C. Wright, P.E.		
107-DECK TYPE 1 : Concrete Cast-in-Place		WEATHER Sunny	TEMP (air) 7°C	TEAM MEMBERS M. RANZONI, G. GNIADEK		

ITEM 58		7		DEF	
DECK					
1. Wearing Surface	5	M-P			
2. Deck Condition	7	-			
3. Stay in Place Forms	N	-			
4. Curbs	6	-			
5. Median	N	-			
6. Sidewalks	N	-			
7. Parapets	N	-			
8. Railing	6	M-P			
9. Anti Missile Fence	N	-			
10. Drainage System	N	-			
11. Lighting Standards	N	-			
12. Utilities	N	-			
13. Deck Joints	N	-			
14.	N	-			
15.	N	-			
16.	N	-			
CURB REVEAL (In millimeters)		N	S		
	280		270		

ITEM 59		6		DEF	
SUPERSTRUCTURE					
1. Stringers	N	-			
2. Floorbeams	N	-			
3. Floor System Bracing	N	-			
4. Girders or Beams	6	-			
5. Trusses - General	N	-			
a. Upper Chords	N	-			
b. Lower Chords	N	-			
c. Web Members	N	-			
d. Lateral Bracing	N	-			
e. Sway Bracings	N	-			
f. Portals	N	-			
g. End Posts	N	-			
6. Pin & Hangers	N	-			
7. Conn Pl't's, Gusssets & Angles	7	-			
8. Cover Plates	N	-			
9. Bearing Devices	6	-			
10. Diaphragms/Cross Frames	7	-			
11. Rivets & Bolts	7	-			
12. Welds	N	-			
13. Member Alignment	8	-			
14. Paint/Coating	4	M-P			
15.	N	-			
Year Painted		N			

ITEM 60		7		DEF	
SUBSTRUCTURE					
1. Abutments		Dive	Cur	7	
a. Pedestals	N	N			
b. Bridge Seats	N	7			
c. Backwalls	N	7			
d. Breastwalls	N	7			
e. Wingwalls	N	7			
f. Slope Paving/Rip-Rap	N	8			
g. Pointing	N	N			
h. Footings	N	H			
i. Piles	N	N			
j. Scour	N	8			
k. Settlement	N	7			
l.	N	N			
m.	N	N			
2. Piers or Bents				N	
a. Pedestals	N	N			
b. Caps	N	N			
c. Columns	N	N			
d. Stems/Webs/Pierwalls	N	N			
e. Pointing	N	N			
f. Footing	N	N			
g. Piles	N	N			
h. Scour	N	N			
i. Settlement	N	N			
j.	N	N			
k.	N	N			
3. Pile Bents				N	
a. Pile Caps	N	N			
b. Piles	N	N			
c. Diagonal Bracing	N	N			
d. Horizontal Bracing	N	N			
e. Fasteners	N	N			

APPROACHES		DEF	
a. Appr. Pavement Condition	5	M-P	
b. Appr. Roadway Settlement	5	M-P	
c. Appr. Sidewalk Settlement	N	-	
d.	N	-	

OVERHEAD SIGNS (Attached to bridge)		(Y/N)		DEF	
a. Condition of Welds	N				
b. Condition of Bolts	N				
c. Condition of Signs	N				

COLLISION DAMAGE: Please explain
None (X) Minor () Moderate () Severe ()

LOAD DEFLECTION: Please explain
None (X) Minor () Moderate () Severe ()

LOAD VIBRATION: Please explain
None (X) Minor () Moderate () Severe ()

Any Fracture Critical Member: (Y/N) **N**

Any Cracks: (Y/N) **N**

UNDERMINING (Y/N) If YES please explain **N**

COLLISION DAMAGE: Please explain
None (X) Minor () Moderate () Severe ()

SCOUR: Please explain
None (X) Minor () Moderate () Severe ()

L-60 (Dive Report): **N** L-60 (This Report): **7**

93B-U/W (DIVE) Insp **00/00/0000**

X=UNKNOWN

N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE

R=REMOVED

CITY/TOWN GREAT BARRINGTON	B.I.N. 04E	BR. DEPT. NO. G-11-001	&-STRUCTURE NO. G11001-04E-MUN-NBI	INSPECTION DATE NOV 8, 2022
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ITEM 61				6
CHANNEL & CHANNEL PROTECTION				
	Dive	Cur	DEF	
1.Channel Scour	N	6	-	
2.Embankment Erosion	N	7	-	
3.Debris	N	7	-	
4.Vegetation	N	7	-	
5.Utilities	N	N	-	
6.Rip-Rap/Slope Protection	N	8	-	
7.Aggradation	N	7	-	
8.Fender System	N	N	-	

STREAM FLOW VELOCITY:
Tidal () High () Moderate (X) Low () None ()

ITEM 61 (Dive Report): N ITEM 61 (This Report): 6

93b-U/W INSP. DATE:

ITEM 36 TRAFFIC SAFETY			
	SE	COND	DEF
A. Bridge Railing	0	6	M-P
B. Transitions	0	6	M-P
C. Approach Guardrail	1	7	-
D. Approach Guardrail Ends	1	7	-

WEIGHT POSTING *Not Applicable*

	H	3	352	Single
Actual Posting	16	20	29	N
Recommended Posting	16	20	29	N

Waived Date: EJDMT Date:

At bridge		Other Advance	
E	W	E	W
Y	Y	Y	Y
8	8	8	6

Signs In Place (Y=Yes, N=No, NR=Not Required)
Legibility/Visibility

ACCESSIBILITY (Y/N/P)		
	Needed	Used
Lift Bucket	N	N
Ladder	P	N
Boat	N	N
Waders	Y	Y
Inspector 50	N	N
Rigging	N	N
Staging	N	N
Traffic Control	N	N
RR Flagger	N	N
Police	N	N
Other:		
	N	N

CLEARANCE POSTING

N	S	
ft	in	meter
0	0	
0	0	

At bridge Advance

N	S	N	S
/	/	/	/

Signs In Place (Y=Yes, N=No, NR=Not Required)
Legibility/Visibility

TOTAL HOURS

PLANS (Y/N): Y

(V.C.R.) (Y/N): N

TAPE#: _____

List of field tests performed:

RATING
Rating Report (Y/N): Y

Date:

Inspection data at time of existing rating
158: 7 159: 6 160: 7 Date :01/23/2017

Recommend for Rating or Rerating (Y/N): N

REASON: _____

If YES please give priority:
HIGH () MEDIUM () LOW ()

CONDITION RATING GUIDE (For Items 58, 59, 60 and 61)

CODE	CONDITION	DEFECTS
N	NOT APPLICABLE	
G 9	EXCELLENT	Excellent condition.
G 8	VERY GOOD	No problem noted.
G 7	GOOD	Some minor problems.
F 6	SATISFACTORY	Structural elements show some minor deterioration.
F 5	FAIR	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
P 4	POOR	Advanced section loss, deterioration, spalling or scour.
P 3	SERIOUS	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
C 2	CRITICAL	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
C 1	"IMMINENT" FAILURE	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.
0	FAILED	Out of service - beyond corrective action.

DEFICIENCY REPORTING GUIDE

DEFICIENCY: A defect in a structure that requires corrective action.

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor potholes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.

S= Severe/Major Deficiency Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebar, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.

C-S= Critical Structural Deficiency A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.

C-H= Critical Hazard Deficiency A deficiency in a supported or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impact the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.

URGENCY OF REPAIR:

I= Immediate- Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from Insuffler.

A= ASAP- Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report.

P= Prioritize- (Should be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available).

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REMARKS

BRIDGE ORIENTATION

Division Street travels east and west. Williams River flows from north to south. This single span structure consists of five steel beams supporting a reinforced concrete deck with a bituminous wearing surface. The beams and bays are numbered from south to north, downstream to upstream, in accordance with the plans. See photos 1 & 2.

ITEM 58 - DECK

Item 58.1 - Wearing Surface

The pavement is patched along both fog lines, up to 4' wide from each curb x full deck length, with random broken up areas and potholes, up to 1' diameter x 1" deep. See photo 3.

Item 58.2 - Deck Condition

In the underside of the deck, there are random transverse hairline cracks with efflorescence.

In all bays, at the east end, near the first diaphragms, there are minor delaminations and cover spalls.

In bays 1 & 4, near beams 1 & 5, the weep pipes have rusted away, allowing leakage onto the steel. See photo 2.

Item 58.4 - Curbs

The granite curbs have settlement and misalignments, up to 1" on the structure and up to 7" along the approaches. See photo 4.

Item 58.8 - Railing

The timber rails have areas of splitting, checking and rotting.

The previously noted detached lower rails at the north railing have been replaced since the previous Routine Inspection Report dated, 11/04/20. See photo 3.

At the south railing, east end, the top rail is partially disconnected from the posts. See photo 5.

APPROACHES

Approaches a - Appr. Pavement Condition

In both approaches, up to 10' from the deck ends, the pavement has severe mapcracking and several patched and uneven areas. See photo 4.

Approaches b - Appr. Roadway Settlement

Along both deck ends, the approaches have settled, up to 1" deep x full roadway width. See photo 4.

In the east approach, 10' from the deck end, both lanes have areas settlement near the fog lines, 10' long x 6' wide x up to 4" deep.

ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams

All beams have minor rusting where the paint system has failed. See photo 2.

Beams 1 & 5, below the short weep pipes, the webs and bottom flanges have rusting with delamination and minor section loss. See photo 2.

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REMARKS

Item 59.9 - Bearing Devices

The bearings are rusted with delamination.

Item 59.14 - Paint/Coating

The paint system has mostly failed and the beams have surface rust throughout. See photo 2.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments

Item 60.1.b - Bridge Seats

The seats have debris at all four corners, up to 6" high.

Item 60.1.c - Backwalls

Below bay 2, at the east end, there is a vertical crack, 1/4" wide x full height.

Item 60.1.d - Breastwalls

Both breastwalls, at both ends, have evidence of leakage coming from the seats.

West Breastwall:

Below beam 1 and bays 1 & 4, there are full height vertical hairline cracks.

At the north end, near the corner of the seat, there is a diagonal hairline crack with efflorescence, 20" long.

East Breastwall:

The top of the east breastwall, below bay 2, has a crack with a delaminated area, 4" wide x 3' high.

The south end, near the corner of the seat, has a diagonal hairline crack with efflorescence, 20" long.

Below beams 4 & 5, there are partial height vertical hairline cracks.

Item 60.1.e - Wingwalls

The northwest wingwall, near the center, has a vertical hairline crack, full height. Near the corner of the seat, there is a diagonal crack with efflorescence, 24" long.

The southwest wingwall, near the center, has a diagonal hairline crack, 12" long.

Item 60.1.h - Footings

The footings are hidden by design.

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour

The upstream channel has migrated west, approximately 15' in relation with the plans. See photo 6.

Item 61.2 - Embankment Erosion

Refer to Item 61.1 - Channel Scour.

Item 61.7 - Aggradation

The upstream channel, along the east side, has an area of aggradation, 60' long x 15' wide. See photo 6.

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REMARKS

TRAFFIC SAFETY

Item 36a - Bridge Railing

The bridge railings consist of two timber rails, mounted on reinforced concrete posts, spaced 6' apart. The rails are not tied into the blunt concrete end posts. Refer to Item 58.8 - Railings.

Item 36b - Transitions

The transitions consist of single steel W-beam panels mounted on steel posts with timber blockouts, spaced at 6'. The transitions are not tied into the blunt concrete end posts.

At the southeast transition, there are four disconnected posts. See photo 7.

Item 36c - Approach Guardrail

The approach guardrail consists of single steel W-beam panels mounted on steel posts with timber blockouts, spaced at 6'.

Item 36d - Approach Guardrail Ends

All approach guardrails have steel terminal ends swept away from traffic.

The southwest approach guardrail end has minor impact damage.

Photo Log

- Photo 1 : General topside, looking east.
- Photo 2 : General underside, looking west. Note the short deck drains and surrounding rusted areas on the beams.
- Photo 3 : General view of wearing surface deterioration. Note the replaced bridge rail sections at the north side.
- Photo 4 : Typical condition of the approach curbs. Note the deteriorated and settled approach pavement.
- Photo 5 : South railing with detached rails.
- Photo 6 : Upstream showing channel deviation and aggradation.
- Photo 7 : Southeast guardrail transition showing disconnected posts.

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PHOTOS

Photo 1: General topside, looking east.



Photo 2: General underside, looking west. Note the short deck drains and surrounding rusted areas on the beams.

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PHOTOS

Photo 3: General view of wearing surface deterioration. Note the replaced bridge rail sections at the north side.



Photo 4: Typical condition of the approach curbs. Note the deteriorated and settled approach pavement.

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PHOTOS

Photo 5: South railing with detached rails.



Photo 6: Upstream showing channel deviation and aggradation.

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PHOTOS

Photo 7: Southeast guardrail transition showing disconnected posts.



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Traffic Signals

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgb.org

2nd/Reviewing Staff Email

jaberdale@townofgb.org

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

RRFB Installation & Replacement, 5 Locations

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Replace the existing RRFB on Main Street @ Reed Street
Install a new RRFB on North Plain Road and Main Street, Housatonic
Install a new RRFB on Bridge Street at Youth Building
Install a new RRFB on Main Street at Rosseter Street
Install a new RRFB on Pleasant Street at Front Street, Housatonic

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
- Replacement & New Installations

Rational/Justification for Request

Pedestrian Safety.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Increased Pedestrian Safety.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Pedestrian Safety will not be increased.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$171,000.00
Total Cost: \$171,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Capital		\$111,000.00
Total Cost: \$111,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

Yes

Funding Offset - Proposed Existing Source

If your department generates revenues (user fees, enterprise operations, grants), show how they support or offset the requested operating budget.

Proposed Existing Source	Line Item Account #	Offset Amount
Grant (In Hand)		\$60,000.00

Total Existing:
\$60,000.00

Funding Offset - Proposed New Source

If your department generates revenues (user fees, enterprise operations, grants), show how they support or offset the requested operating budget.

Proposed New Source	Describe	Offset Amount
		Total New:: \$0.00

Total Proposed Offset
\$60,000.00

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue
RRFB - Great Barrington_Memo_VRU RRFB -2025-07-02.pdf

Quotes and Specifications
RRFB Estimate Submitted.pdf

Pictures, Site Plans, Other Visuals
RRFB Lapinski Budget Installation Quote.pdf

Other Backup Material for Justification
RRFB MOA - Great Barrington_MOA (1).pdf

MEMORANDUM

TO: Joe Aberdale, DPW Director

FROM: Phil Viveiros, P.E., PTOE, RSP2I, Senior Project Manager

DATE: July 2, 2025

RE: MassDOT VRU Rectangular Rapid Flashing Beacon (RRFB) Assessment, Great Barrington, MA

Table 1 of the Federal Highway Administration (FHWA) publication *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* was consulted to assess appropriate pedestrian facility enhancements. This document is intended to provide justification for Rectangular Rapid Flashing Beacon (RRFB) installation based on the operating (85th percentile) speed, number of lanes and annual average daily traffic (AADT). Engineering judgment was also used to assess the locations for a potential RRFB based on the data received from the municipality and where the data falls under FHWA's Table 1.

The Town of Great Barrington originally submitted a request for seven locations for potential RRFB installation. Of these seven locations, data was only provided for six locations. The following location has not been reviewed as part of this project due to the following:

- Main Street (Route 7) at Dresser Avenue – no longer participating due to a MassDOT VRU Bus Stop Project.

[Pleasant Street at Front Street \(Route 183\) \(42.254812, -73.366498\)](#)



Figure 4 – Pleasant Street eastbound approach to Front Street (Route 183)
(source Google Maps, dated November 2023)

Findings based on high-level desktop review:

- Pleasant Street extends through a residential neighborhood, commercial areas and Housatonic Commons Park and provides one travel lane in each direction.
- A cement concrete sidewalk is provided on the southern side of Pleasant Street and along the western side of Front Street (Route 183), measuring approximately 6 feet wide.
- Curb ramps (with detectable warning panels) are provided on both sides of the crosswalk and appears to be compliant with guidelines of the Americans with Disabilities Act (ADA) and the Architectural Access Board (AAB).
- Roadway lighting is provided on the southern side of Pleasant Street just east of the crosswalk.
- Pedestrian related signage: "Pedestrian" with a diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in the westbound direction.
- Data received from Town:
 - Location of data: Pleasant Street at Front Street (Route 183)
 - Date of data collection: November 2024
 - AADT: Not provided
 - Posted Speed: 20 mph (westbound)
 - 85th percentile speed: 24 mph (eastbound), 26 mph (westbound).
- Stopping sight distance appears to be approximately 340 feet in the eastbound direction and approximately 400 feet in the westbound direction, which exceeds AASHTO requirements of 215 feet (interpolated) for a speed of 26 mph.
- While AADT was not provided, based on a speed of ≤ 30 mph along South Main Street (Route 7) and a two-lane cross section, the location does not satisfy FHWA Table 1 criteria for an RRFB.
- However, based on engineering judgment, **an RRFB should be considered at the marked crosswalk**, as the Town indicated this area experiences high level of pedestrian activity due to the surrounding land use and limited vehicular visibility due to the railroad bridge.
- An RRFB (2-post assembly) should be installed that includes "Pedestrian" with diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
 - RRFB's should be placed in front of utility poles for visibility.
- Prior to installation of the RRFB's, the Town must trim existing vegetation to reduce possible solar obstructions and to improve sight lines.

North Plain Road (Route 41) at Main Street (42.252258, -73.375178)



*Figure 1 – North Plain Road (Route 41) southbound approach to Main Street
(source Google Maps, dated October 2023)*

Findings based on high-level desktop review:

- North Plain Road (Route 41) extends through a residential neighborhood and provides one travel lane in each direction.
- No crosswalk is provided across North Plain Road (Route 41) near the intersection with Main Street.
- A bituminous concrete sidewalk is provided on the northern side of Main Street, measuring approximately 5 feet wide. Sidewalks are not provided on either side of North Plain Road (Route 41).
- A curb ramp (with detectable warning panel) is provided on the northeast corner of the intersection and appear to be ADA and AAB compliant.
- Roadway lighting is provided on the western side of North Plain Road (Route 41), approximately 50 feet south of the proposed crosswalk.
- Pedestrian related signage: None.
- Data received from Town:
 - Location of data: Main Street and 41 Street
 - Date of data collection: 2024
 - AADT: 2,835 vehicles per day (vpd) (combined).
 - Posted Speed: 40 miles per hour (mph)
 - 85th percentile speed: 46 mph (northbound), 44 mph (southbound).
- Stopping sight distance appears to be greater than 600 feet in both directions, which exceeds AASHTO requirements of 370 feet (interpolated) for a speed of 46 mph.
- Based on a speed ≥ 40 mph along North Plain Road (Route 41), a vehicle AADT less than 9,000 vpd and a two-lane cross section, **an RRFB is a viable treatment option at the unmarked crosswalk**, per FHWA Table 1 criteria.
- An RRFB (2-post assembly) should be installed that includes "Pedestrian" with diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.

- Prior to installation of the RRFB's, the Town must:
 - Install high visibility crosswalk markings
 - Construct an ADA/AAB compliant curb ramp on the western side of North Plain Road (Route 41).
 - Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.
- Additional recommendations for the Town to consider (outside the scope of this project):
 - The Town should consider installing an advance "Pedestrian/Ahead" (MUTCD W11-2/W16-9P) sign assembly in both directions to warn motorists of the upcoming crosswalk.

[Bridge Street at Riverfront Trail \(42.192657, -73.359349\)](#)



*Figure 2 – Bridge Street eastbound approach to Riverfront Trail
(source Google Maps, dated October 2019)*

Findings based on high-level desktop review:

- Bridge Street extends through a residential neighborhood and commercial areas and provides access to Riverfront Trail and Memorial Park. One travel lane is provided in each direction.
- Sidewalks are provided along the northern side of Bridge Street. On the eastern side, there is a short segment of sidewalk on Bridge Street, that connects to a bituminous concrete path along Riverfront Trail. The sidewalks measure approximately 4 feet wide.
- Curb ramps (with detectable warning panels) are provided on both sides of the crosswalk and appear to be compliant with ADA/AAB guidelines.
- Roadway lighting is provided on the northern side of Bridge Street, approximately 25 feet east of the crosswalk.
- Pedestrian related signage: "Pedestrian" sign with a diagonal arrow (MUTCD W11-2/W16-7P) at the crosswalk in both directions, "State Law Yield to Pedestrians" sign (MUTCD R1-6) in roadway sign at the crosswalk.
- Data received from Town:
 - Location of data: Bridge Street
 - Date of data collection: 2024
 - AADT: 3,520 vpd (combined).
 - 85th percentile speed: 33 mph (eastbound), 32 mph (westbound)
- Stopping sight distance appears to be approximately 350 feet in the westbound direction and greater than 600 feet in the eastbound direction, which exceeds AASHTO requirements of 265 feet (interpolated) for a speed of 33 mph.
- Based on a speed of 35 mph along Bridge Street, a vehicle AADT less than 9,000 vpd and a two-lane cross section, an **RRFB is a viable treatment option at the marked crosswalk**, per FHWA Table 1 criteria.
- An RRFB (2-post assembly) should be installed that includes "Pedestrian" with diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
 - RRFB's should be placed in front of utility poles for visibility.
- Prior to installation of the RRFB's, the Town must trim existing vegetation to reduce possible solar obstructions and to improve sight lines.

Main Street (Route 7) at Rosseter Street (42.197061, -73.360995)



*Figure 3 – Main Street (Route 7) southbound approach to Rosseter Street
(source Google Maps, dated October 2019)*

Findings based on high-level desktop review:

- Main Street (Route 7) extends through a residential neighborhood and commercial areas and provides one travel lane, one dedicated bike lane and on-street parking in each direction.
- Cement concrete sidewalks (separated by a grass buffer) are provided along both sides of Main Street (Route 7), measuring approximately 5 to 6-feet wide.
- Curb ramps (with detectable warning panels) are provided on both sides of the crosswalk and appear to be ADA and AAB compliant.
- Roadway lighting is provided on the western side of Main Street (Route 7) at the crosswalk.
- Pedestrian related signage: “Pedestrian” with a diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
- Data received from Town:
 - Location of data: Main Street at Rosseter Street
 - Date of data collection: 2024
 - AADT: 17,461 vpd (combined)
 - Posted Speed: 25 mph
 - 85th percentile speed: 24 mph (northbound), 22 mph (southbound).
- Stopping sight distance appears to be approximately 430 feet in both directions, which exceeds AASHTO requirements of 205 feet (interpolated) for a posted speed of 25 mph.
- Based on a speed ≤ 30 mph along Main Street (Route 7), a vehicle AADT greater than 15,000 vpd and a two-lane cross section, **an RRFB is a viable treatment option at the marked crosswalk**, per FHWA Table 1 criteria.
- An RRFB (2-post assembly) should be installed that includes “Pedestrian” with diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
 - RRFB’s should be placed in front of utility poles for visibility.
- Prior to installation of the RRFB’s, the Town must trim existing vegetation to reduce possible solar obstructions and to improve sight lines.

South Main Street (Route 7) at South Reed Street (42.178873, -73.362973)



Figure 4 – South Main Street (Route 7) southbound approach to South Reed Street
(source Google Maps, dated November 2023)

Findings based on high-level desktop review:

- South Main Street (Route 7) extends through a residential neighborhood and commercial areas and provides one travel lane in each direction.
- A cement concrete sidewalk is provided on the western side of South Main Street (Route 7) (north of the crosswalk) and along the eastern side (south of the crosswalk), measuring approximately 4 to 5 feet wide.
- Curb ramps (with detectable warning panels) are provided on both sides of the crosswalk and appear to be ADA and AAB compliant.
- Roadway lighting is provided on the western side of South Main Street (Route 7) at the crosswalk.
- Pedestrian related signage: Advance “Pedestrian/Ahead” (MUTCD W11-2/W16-9P) sign assembly and “Pedestrian” with a diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
- Warning beacons are provided with “Pedestrian” with diagonal arrow (MUTCD W11-2/W16-7P) sign assemblies in both directions of South Main Street (Route 7) at the crosswalk; however, they are an older style with flashing yellow signal heads mounted above the “Pedestrian” (MUTCD W11-2) signs.
- Data received from Town:
 - Location of data: Main Street at Reed Street
 - Date of data collection: 2024
 - AADT: 7,200 vpd (combined)
 - Posted Speed: 35 mph
 - 85th percentile speed: 35 mph (northbound), 36 mph (southbound).
- Stopping sight distance appears to be greater than 600 feet in both directions, which exceeds AASHTO requirements of 295 feet (interpolated) for a speed of 36 mph.
- Based on a speed of 35 mph along South Main Street (Route 7), a vehicle AADT less than 9,000 vpd and a two-lane cross section, **an RRFB is a viable treatment option at the marked crosswalk**, per FHWA Table 1 criteria.
- An RRFB (2-post assembly) should be installed that includes “Pedestrian” with diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
 - Remove the existing warning beacons and install RRFB’s on the existing foundation.
 - RRFB’s should be placed in front of utility poles for visibility.

MAJOR ITEMS REQUIRED (TOTAL FOR ALL LOCATIONS)

Pay Item	Description	Quantity
825.21	RRFB (2-Post Assembly System)	5 EA

Municipality: Great Barrington, MA

Please check the locations in which the Town would like to receive the RRFB	Location	RRFB Feasible?	MassDOT Provided Item	Notes on MassDOT Item	Town MUST complete prior to RRFB installation	Potential Upgrades*
	Pleasant Street at Front Street (Route 183)	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	N/A
	North Plain Road (Route 41) at Main Street	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	Install high visibility crosswalk markings and construct an ADA/AAB compliant curb ramp on the western side of the roadway Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	Consider installing an advance Pedestrian/Ahead" (MUTCD W11-2/W16-9P) sign assembly in both directions to warn motorists of the upcoming crosswalk
	Bridge Street at Riverfront Trail	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	N/A
	Main Street (Route 7) at Rosseter Street	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs.	Remove the existing warning beacons and install RRFB's on the existing foundation. Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	N/A
	South Main Street (Route 7) at South Reed Street	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	N/A	N/A

*Note: The potential upgrades are not included under this program, and must be purchased and installed by the municipality.

Table 1 provides initial countermeasure options for various roadway conditions. Each matrix cell indicates possibilities that may be appropriate for designated pedestrian crossings. Not all of the countermeasures listed in the matrix cell should necessarily be installed at a crossing.

For multi-lane roadway crossings with vehicle AADTs exceeding 10,000, a marked crosswalk alone is typically insufficient (Zegeer, 2005). Under such conditions, more substantial crossing improvements (such as the refuge island, PHB, and RRFB) are also needed to prevent an increase in pedestrian crash potential.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑨
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① 3 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑨
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① 3 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 8 ⑨
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 8 ⑨
<p>Given the set of conditions in a cell,</p> <ul style="list-style-type: none"> # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location. ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.* <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p>					<ol style="list-style-type: none"> 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs 2 Raised crosswalk 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line 4 In-Street Pedestrian Crossing sign 5 Curb extension 6 Pedestrian refuge island 7 Rectangular Rapid-Flashing Beacon (RRFB)** 8 Road Diet 9 Pedestrian Hybrid Beacon (PHB)** 				

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>; FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

FY2027 RRFB Installations & Replacement

Materials Grant Supplied

	Town Cost	Estimate Value
New, Pleasant Street @ Front Street, Housatonic	\$ -	\$ 12,000.00
New, North Plain Road @ Main Street, Housatonic	\$ -	\$ 12,000.00
New, Bridge Street @ Youth Building	\$ -	\$ 12,000.00
New, Main Street @ Rosseter Street	\$ -	\$ 12,000.00
Replace, Main Street @ Reed Street	\$ -	\$ 12,000.00

Installation

Contracted Services

New, Pleasant Street @ Front Street, Housatonic	\$ 9,700.00
New, North Plain Road @ Main Street, Housatonic	\$ 9,700.00
New, Bridge Street @ Youth Building	\$ 9,700.00
New, Main Street @ Rosseter Street	\$ 9,700.00
Replace, Main Street @ Reed Street	\$ 6,100.00

Engineering, Utility Investigation	\$ 15,000.00
Unknown Utility Relocation Allowance	\$ 15,000.00
Procurement & OPM Services	\$ 12,000.00
Police Details (5 locations x 5 days x 1 officer)	\$ 14,000.00

	Town Cost	Estimate Value
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	\$ 100,900.00	\$ 60,000.00
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10% Allowance:	\$ 10,090.00
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	Town Cost	Estimate Value
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Estimated Project Total:	\$ 110,990.00	\$ 60,000.00
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LAPINSKI ELECTRIC, INC.

PO BOX 740 • 50 WEST STATE STREET
GRANBY, MA 01033
TEL: 413-255-0079
FAX: 413-255-0119

PROPOSAL

TO: <i>Company name</i>		FROM: <i>Name</i>
Town of Great Barrington		Matthew J. Hoey
<i>Attention</i>		<i>Date</i>
Joseph Aberdale		August 14, 2025
<i>Fax number</i>	<i>Phone number</i>	<i>Email</i>
413-528-2290	413-528-0867	mjh@lapinskiinc.com

Total pages, including cover:

1

RRFB Installation
Various Locations
Great Barrington, MA

ITEM	DESCRIPTION	QUANTITY	PRICE	EXTENDED
001	Pleasant Street at Front Street	1 ls	\$ 9,700.00	\$ 9,700.00
002	North Plain Road at Main Street	1 ls	\$ 9,700.00	\$ 9,700.00
003	Bridge Street at Riverfront Trail	1 ls	\$ 9,700.00	\$ 9,700.00
004	Main Street at Rosseter Street	1 ls	\$ 9,700.00	\$ 9,700.00
005	South Main Street at South Reed Street	1 ls	\$ 6,100.00	\$ 6,100.00

Notes:

1. Items 001-004 include furnishing and installing new concrete foundations.
2. Items 001-005 include installing owner furnished RRFB equipment
3. Owner to schedule and pay for police details.
4. Traffic control is included.
5. Thank you for this opportunity to quote.

**MEMORANDUM OF AGREEMENT
RECTANGULAR RAPID FLASHING BEACON (RRFB)
PEDESTRIAN CROSSWALK SIGN ASSEMBLIES**

This Memorandum of Agreement (“**Agreement**”) is made and entered into this _____ day of _____, 2025, by and between the Massachusetts Department of Transportation, established pursuant to Chapter 6C of the General Laws, as amended, having its principal place of business at Ten Park Plaza, Boston, Massachusetts, 02116 (“**MassDOT**”), and the CITY/TOWN of Great Barrington, a municipal corporation and political subdivision of the Commonwealth of Massachusetts (“**Municipality**”). The Municipality and MassDOT are each sometimes referred to individually herein as a “**Party**”, and collectively as the “**Parties**.”

RECITALS

WHEREAS, to enhance pedestrian safety and driver awareness in the Commonwealth of Massachusetts, MassDOT intends to procure the solar powered rectangular rapid flashing beacon (RRFB) crosswalk sign assemblies identified in Exhibit A (the “**Assemblies**”) for installation at marked crosswalk locations within municipally owned roadways; and

WHEREAS, Municipality has requested that MassDOT provide one or more of the Assemblies to Municipality for installation at the locations indicated by Municipality in Exhibit B (the “**Locations**”), which are within municipally owned public roadway(s); and

WHEREAS, MassDOT has approved Municipality’s request, and Municipality has agreed to install the Assemblies at the Locations at Municipality’s own expense; and

WHEREAS, MassDOT and Municipality seek to confirm their respective rights and obligations in connection with the Assemblies as set forth in this Agreement.

NOW, THEREFORE, in consideration of the premises herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. **Recitals.** The recitals in this Agreement are true and correct, and are incorporated herein by reference and made part of his Agreement.
2. **Sign Assemblies.** MassDOT agrees to provide Municipality with 5 Assemblies. MassDOT will fund the entire cost of the Assemblies, including the cost of delivery to Municipality. Upon delivery, ownership of the Assemblies will transfer to Municipality.

It is understood and agreed that MassDOT’s procurement of the Assemblies is contingent upon availability and continued appropriation of federal funds, and if for any reason whatsoever, such funds are terminated or reduced or otherwise become unavailable, MassDOT may terminate this Agreement immediately.

3. **Installation.** Municipality, at its sole expense, shall install the Assemblies on marked crosswalks with curb ramps compliant with current American with Disabilities Act

(ADA) design requirements (“**Crosswalks**”) at the Locations identified in Exhibit B. Aside from the Assemblies provided by MassDOT, Municipality shall provide all necessary labor, materials, equipment, and other services necessary to install the Assemblies in accordance with the terms of this Agreement and vendor specifications. This obligation includes the installation of Crosswalks by Municipality at Locations where no such Crosswalks exist and the performance of any other crosswalk work identified in Exhibit B as required prior to the installation of the Assemblies. Municipality shall install each Assembly in conformance with the following: (1) MassDOT standards for such devices; (2) applicable Public Right-of-Way Accessibility Guidelines (PROWAG) (<https://www.access-board.gov/prowag/>), including by not limited to, those requirement found in Chapter 4; and (3) applicable Architectural Access Board Regulations, including but not limited to, 501 C.M.R. 20.00 - 22.00. Each Assembly must also be installed with the solar panel located on the Assembly at an angle facing the equator (due south) in a position with full unobstructed solar exposure. Prior to installation, Municipality shall also obtain, at its sole cost and expense, any and all applicable permits, approvals, including local approvals, and/or clearances required by local and state agencies, commissions, or bodies necessary for the completion of the project. Municipality’s failure to comply with any requirement of this paragraph shall constitute a material breach of this Agreement and MassDOT may require Municipality to correct the deficiency at its own expense.

Municipality shall install each Assembly within ninety (90) days of its delivery to Municipality. In the event that Municipality cannot complete the installation within the ninety-day period due to extraordinary circumstances, it may request an extension. Any request for an extension must be made in writing to MassDOT soon as practicably possible, but not later than sixty (60) days after Municipality’s receipt of the Assemblies. Municipality’s request shall include a justification describing the extraordinary circumstances for the requested extension, the anticipated installation date, and any other information deemed necessary by MassDOT. After conferring with FHWA, MassDOT, in its sole and exclusive discretion, may agree to grant said request for an extension of time if it finds that sufficient justification has been provided by the Municipality. If Municipality fails to install an Assembly within the ninety-day period without an approved extension, ownership of the Assembly shall revert to MassDOT and Municipality must return the unit to MassDOT at its sole expense.

Within a week of installing each Assembly, Municipality shall provide MassDOT with a photograph depicting the unit and documentation, in a form acceptable to MassDOT, evidencing the Assembly’s location and the date of its installation.

4. **Operation and Maintenance.** Municipality, at its own expense, shall be solely responsible for the operation, maintenance, and repair of the Assemblies for the entirety of the units’ useful life. The Assemblies shall be operated and maintained in accordance with the applicable provisions of the most recent edition of the *Manual on Uniform Traffic Control Devices* (MUTCD). Municipality shall also ensure that the solar panel located on each Assembly is maintained at an angle facing the equator (due south) in a position with full unobstructed solar exposure at all times. This maintenance requirement includes any tree trimming that may be necessary for the optimum performance of the solar-powered Assembly. Municipality shall not remove, alter, or relocate any Assembly installed

pursuant to this Agreement without the prior written approval of MassDOT. The provisions of this Section shall survive the expiration or earlier termination of this Agreement.

5. **Additional Potential Upgrades.** Nothing in this Agreement shall be construed as obligating MassDOT to provide materials for any potential upgrades that may be identified in Exhibit B for one or more of the Locations. Should Municipality elect to upgrade a Location, the materials necessary for the work shall be procured and installed at Municipality's sole expense.
6. **Term.** This Agreement shall be effective as of the date of full execution by Municipality and MassDOT and, unless terminated earlier as provided herein or otherwise agreed in writing by the Parties, shall remain in full force and effect for a period of two (2) years after Municipality's receipt of the Assemblies. This Agreement may be terminated by mutual agreement of the Parties, upon such terms and conditions as the Parties may mutually agree upon. Such termination shall be effective in accordance with a written agreement by the Parties.

In addition, MassDOT may, by written notice to Municipality, terminate this Agreement in any one of the following circumstances:

- (a) The Municipality neglects or fails to comply with any provision of this Agreement in accordance with its terms or within the time specified for performance herein, and Municipality fails to cure any such failure within thirty (30) calendar days after receipt of notice specifying such failure. In the event this Agreement is terminated pursuant to this provision, MassDOT shall not be liable to the Municipality for any costs incurred or burdens assumed upon or subsequent to, and associated with, such termination.
- (b) The applicable Federal funding source fails to appropriate or otherwise make available funds for the Agreement. In the event this Agreement is terminated pursuant to this provision, MassDOT shall not be liable to Municipality for any costs.

In the event that MassDOT terminates this MOA subsequent to the delivery of an Assembly to Municipality but prior to its installation, Municipality shall, at its expense, return the Assembly to the applicable MassDOT District Office.

7. **Compliance with Laws.** Municipality, in meeting its obligations hereunder, shall comply with all applicable federal, state, county, municipal and other governmental statutes, laws, rules, orders, regulations and ordinances. Municipality's obligations under this Section 7 shall survive the expiration or earlier termination of this Agreement.
8. **Indemnification.** To the extent permitted by the laws of the Commonwealth, Municipality shall indemnify, defend (at Municipality's sole expense and with counsel reasonably acceptable to MassDOT), and hold harmless MassDOT and all of MassDOT's officers, agents, and employees, from and against any and all suits, claims, proceedings, liabilities, losses damages, penalties, charges and expenses (including attorneys' fees and experts' fees) of every

name and nature, based on or arising out of any actual or alleged loss or injury (including death) to persons or damage to real or tangible property that are caused or alleged to be caused, in whole or in part, by, or to arise out of the acts or omissions of, Municipality, or its employees, contractors, subcontractors, or agents, in its performance of the obligations set forth herein. Municipality's obligations under this Section 8 shall survive the expiration or earlier termination of this Agreement.

9. **Notices.** Any notices required or permitted to be given hereunder shall be given in writing and shall be delivered (a) in person, (b) by certified or registered mail, postage prepaid, return receipt requested, or (c) by a commercial overnight courier that guarantees next day delivery and provides a receipt. Such notices shall be addressed as follows:

If to MassDOT: Massachusetts Department of Transportation
Highway Division of Traffic & Safety Engineering
10 Park Plaza, Suite 7520
Boston, MA 02116
Attention: _____

If to Municipality: Town of Great Barrington
334 Main Street
Great Barrington, MA 01230
Attention: Town Manager

or to such other address as either Party may from time to time specify in writing to the other Party. Any notice shall be effective only upon delivery.

10. **Authority.** The individuals executing this MOA represent that they are empowered and duly authorized to so execute this MOA on behalf of the Parties they represent.
11. **Miscellaneous.** This MOA represents the entire agreement between the Parties with respect to the subject matter hereof, superseding any prior oral or written agreements or understandings regarding the same, and any modification amendment or change to the terms and conditions hereof shall be binding only when expressed in writing and signed by both Parties hereto. This MOA may be signed in multiple counterparts each of which shall be deemed an original, but all of which when taken together shall constitute one and the same instrument. This MOA shall be governed by and interpreted in accordance with the laws of the Commonwealth of Massachusetts, without regard to its choice of law rules. If any provision or condition of this MOA shall be deemed invalid or unenforceable, the remaining provisions and conditions shall remain in full force and effect and shall be valid and enforceable to the fullest extent permitted by law.

IN WITNESS WHEREOF, Municipality and MassDOT have caused this Agreement to be executed by their duly authorized officers or representatives as of the date first above written.

MASSACHUSETTS DEPARTMENT
OF TRANSPORTATION

By: _____

Name: _____

Title: _____

Date: _____

MUNICIPALITY

By: 

Name: Christopher Rembold

Title: Interim Town Manager

Date: ~~8/22/2025~~ 9/5/25

Municipality: Great Barrington, MA

Please check the locations in which the Town would like to receive the RRFB	Location	RRFB Feasible?	MassDOT Provided Item	Notes on MassDOT Item	Town MUST complete prior to RRFB installation	Potential Upgrades*
	Pleasant Street at Front Street (Route 183)	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	N/A
	North Plain Road (Route 41) at Main Street	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	Install high visibility crosswalk markings and construct an ADA/AAB compliant curb ramp on the western side of the roadway. Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	Consider installing an advance Pedestrian/Ahead" (MUTCD W11-2/W16-9P) sign assembly in both directions to warn motorists of the upcoming crosswalk
	Bridge Street at Riverfront Trail	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	N/A
	Main Street (Route 7) at Rosseter Street	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs.	Remove the existing warning beacons and install RRFB's on the existing foundation. Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	N/A
	South Main Street (Route 7) at South Reed Street	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	N/A	N/A

*Note: The potential upgrades are not included under this program, and must be purchased and installed by the municipality.

MEMORANDUM

TO: Joe Aberdale, DPW Director

FROM: Phil Viveiros, P.E., PTOE, RSP2I, Senior Project Manager

DATE: July 2, 2025

RE: MassDOT VRU Rectangular Rapid Flashing Beacon (RRFB) Assessment,
Great Barrington, MA

Table 1 of the Federal Highway Administration (FHWA) publication *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* was consulted to assess appropriate pedestrian facility enhancements. This document is intended to provide justification for Rectangular Rapid Flashing Beacon (RRFB) installation based on the operating (85th percentile) speed, number of lanes and annual average daily traffic (AADT). Engineering judgment was also used to assess the locations for a potential RRFB based on the data received from the municipality and where the data falls under FHWA's Table 1.

The Town of Great Barrington originally submitted a request for seven locations for potential RRFB installation. Of these seven locations, data was only provided for six locations. The following location has not been reviewed as part of this project due to the following:

- Main Street (Route 7) at Dresser Avenue – no longer participating due to a MassDOT VRU Bus Stop Project.

Pleasant Street at Front Street (Route 183) (42.254812, -73.366498)



*Figure 4 – Pleasant Street eastbound approach to Front Street (Route 183)
(source Google Maps, dated November 2023)*

Findings based on high-level desktop review:

- Pleasant Street extends through a residential neighborhood, commercial areas and Housatonic Commons Park and provides one travel lane in each direction.
- A cement concrete sidewalk is provided on the southern side of Pleasant Street and along the western side of Front Street (Route 183), measuring approximately 6 feet wide.
- Curb ramps (with detectable warning panels) are provided on both sides of the crosswalk and appears to be compliant with guidelines of the Americans with Disabilities Act (ADA) and the Architectural Access Board (AAB).
- Roadway lighting is provided on the southern side of Pleasant Street just east of the crosswalk.
- Pedestrian related signage: "Pedestrian" with a diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in the westbound direction.
- Data received from Town:
 - Location of data: Pleasant Street at Front Street (Route 183)
 - Date of data collection: November 2024
 - AADT: Not provided
 - Posted Speed: 20 mph (westbound)
 - 85th percentile speed: 24 mph (eastbound), 26 mph (westbound).
- Stopping sight distance appears to be approximately 340 feet in the eastbound direction and approximately 400 feet in the westbound direction, which exceeds AASHTO requirements of 215 feet (interpolated) for a speed of 26 mph.
- While AADT was not provided, based on a speed of ≤ 30 mph along South Main Street (Route 7) and a two-lane cross section, the location does not satisfy FHWA Table 1 criteria for an RRFB.
- However, based on engineering judgment, **an RRFB should be considered at the marked crosswalk**, as the Town indicated this area experiences high level of pedestrian activity due to the surrounding land use and limited vehicular visibility due to the railroad bridge.
- An RRFB (2-post assembly) should be installed that includes "Pedestrian" with diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
 - RRFB's should be placed in front of utility poles for visibility.
- Prior to installation of the RRFB's, the Town must trim existing vegetation to reduce possible solar obstructions and to improve sight lines.

North Plain Road (Route 41) at Main Street (42.252258, -73.375178)



*Figure 1 – North Plain Road (Route 41) southbound approach to Main Street
(source Google Maps, dated October 2023)*

Findings based on high-level desktop review:

- North Plain Road (Route 41) extends through a residential neighborhood and provides one travel lane in each direction.
- No crosswalk is provided across North Plain Road (Route 41) near the intersection with Main Street.
- A bituminous concrete sidewalk is provided on the northern side of Main Street, measuring approximately 5 feet wide. Sidewalks are not provided on either side of North Plain Road (Route 41).
- A curb ramp (with detectable warning panel) is provided on the northeast corner of the intersection and appear to be ADA and AAB compliant.
- Roadway lighting is provided on the western side of North Plain Road (Route 41), approximately 50 feet south of the proposed crosswalk.
- Pedestrian related signage: None.
- Data received from Town:
 - Location of data: Main Street and 41 Street
 - Date of data collection: 2024
 - AADT: 2,835 vehicles per day (vpd) (combined).
 - Posted Speed: 40 miles per hour (mph)
 - 85th percentile speed: 46 mph (northbound), 44 mph (southbound).
- Stopping sight distance appears to be greater than 600 feet in both directions, which exceeds AASHTO requirements of 370 feet (interpolated) for a speed of 46 mph.
- Based on a speed ≥ 40 mph along North Plain Road (Route 41), a vehicle AADT less than 9,000 vpd and a two-lane cross section, **an RRFB is a viable treatment option at the unmarked crosswalk**, per FHWA Table 1 criteria.
- An RRFB (2-post assembly) should be installed that includes “Pedestrian” with diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.

- Prior to installation of the RRFB's, the Town must:
 - Install high visibility crosswalk markings
 - Construct an ADA/AAB compliant curb ramp on the western side of North Plain Road (Route 41).
 - Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.
- Additional recommendations for the Town to consider (outside the scope of this project):
 - The Town should consider installing an advance "Pedestrian/Ahead" (MUTCD W11-2/W16-9P) sign assembly in both directions to warn motorists of the upcoming crosswalk.

Bridge Street at Riverfront Trail (42.192657, -73.359349)



*Figure 2 – Bridge Street eastbound approach to Riverfront Trail
(source Google Maps, dated October 2019)*

Findings based on high-level desktop review:

- Bridge Street extends through a residential neighborhood and commercial areas and provides access to Riverfront Trail and Memorial Park. One travel lane is provided in each direction.
- Sidewalks are provided along the northern side of Bridge Street. On the eastern side, there is a short segment of sidewalk on Bridge Street, that connects to a bituminous concrete path along Riverfront Trail. The sidewalks measure approximately 4 feet wide.
- Curb ramps (with detectable warning panels) are provided on both sides of the crosswalk and appear to be compliant with ADA/AAB guidelines.
- Roadway lighting is provided on the northern side of Bridge Street, approximately 25 feet east of the crosswalk.
- Pedestrian related signage: "Pedestrian" sign with a diagonal arrow (MUTCD W11-2/W16-7P) at the crosswalk in both directions, "State Law Yield to Pedestrians" sign (MUTCD R1-6) in roadway sign at the crosswalk.
- Data received from Town:
 - Location of data: Bridge Street
 - Date of data collection: 2024
 - AADT: 3,520 vpd (combined).
 - 85th percentile speed: 33 mph (eastbound), 32 mph (westbound)
- Stopping sight distance appears to be approximately 350 feet in the westbound direction and greater than 600 feet in the eastbound direction, which exceeds AASHTO requirements of 265 feet (interpolated) for a speed of 33 mph.
- Based on a speed of 35 mph along Bridge Street, a vehicle AADT less than 9,000 vpd and a two-lane cross section, an **RRFB is a viable treatment option at the marked crosswalk**, per FHWA Table 1 criteria.
- An RRFB (2-post assembly) should be installed that includes "Pedestrian" with diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
 - RRFB's should be placed in front of utility poles for visibility.
- Prior to installation of the RRFB's, the Town must trim existing vegetation to reduce possible solar obstructions and to improve sight lines.

Main Street (Route 7) at Rosseter Street (42.197061, -73.360995)



*Figure 3 – Main Street (Route 7) southbound approach to Rosseter Street
(source Google Maps, dated October 2019)*

Findings based on high-level desktop review:

- Main Street (Route 7) extends through a residential neighborhood and commercial areas and provides one travel lane, one dedicated bike lane and on-street parking in each direction.
- Cement concrete sidewalks (separated by a grass buffer) are provided along both sides of Main Street (Route 7), measuring approximately 5 to 6-feet wide.
- Curb ramps (with detectable warning panels) are provided on both sides of the crosswalk and appear to be ADA and AAB compliant.
- Roadway lighting is provided on the western side of Main Street (Route 7) at the crosswalk.
- Pedestrian related signage: "Pedestrian" with a diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
- Data received from Town:
 - Location of data: Main Street at Rosseter Street
 - Date of data collection: 2024
 - AADT: 17,461 vpd (combined)
 - Posted Speed: 25 mph
 - 85th percentile speed: 24 mph (northbound), 22 mph (southbound).
- Stopping sight distance appears to be approximately 430 feet in both directions, which exceeds AASHTO requirements of 205 feet (interpolated) for a posted speed of 25 mph.
- Based on a speed ≤ 30 mph along Main Street (Route 7), a vehicle AADT greater than 15,000 vpd and a two-lane cross section, **an RRFB is a viable treatment option at the marked crosswalk**, per FHWA Table 1 criteria.
- An RRFB (2-post assembly) should be installed that includes "Pedestrian" with diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
 - RRFB's should be placed in front of utility poles for visibility.
- Prior to installation of the RRFB's, the Town must trim existing vegetation to reduce possible solar obstructions and to improve sight lines.

South Main Street (Route 7) at South Reed Street (42.178873, -73.362973)



*Figure 4 – South Main Street (Route 7) southbound approach to South Reed Street
(source Google Maps, dated November 2023)*

Findings based on high-level desktop review:

- South Main Street (Route 7) extends through a residential neighborhood and commercial areas and provides one travel lane in each direction.
- A cement concrete sidewalk is provided on the western side of South Main Street (Route 7) (north of the crosswalk) and along the eastern side (south of the crosswalk), measuring approximately 4 to 5 feet wide.
- Curb ramps (with detectable warning panels) are provided on both sides of the crosswalk and appear to be ADA and AAB compliant.
- Roadway lighting is provided on the western side of South Main Street (Route 7) at the crosswalk.
- Pedestrian related signage: Advance “Pedestrian/Ahead” (MUTCD W11-2/W16-9P) sign assembly and “Pedestrian” with a diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
- Warning beacons are provided with “Pedestrian” with diagonal arrow (MUTCD W11-2/W16-7P) sign assemblies in both directions of South Main Street (Route 7) at the crosswalk; however, they are an older style with flashing yellow signal heads mounted above the “Pedestrian” (MUTCD W11-2) signs.
- Data received from Town:
 - Location of data: Main Street at Reed Street
 - Date of data collection: 2024
 - AADT: 7,200 vpd (combined)
 - Posted Speed: 35 mph
 - 85th percentile speed: 35 mph (northbound), 36 mph (southbound).
- Stopping sight distance appears to be greater than 600 feet in both directions, which exceeds AASHTO requirements of 295 feet (interpolated) for a speed of 36 mph.
- Based on a speed of 35 mph along South Main Street (Route 7), a vehicle AADT less than 9,000 vpd and a two-lane cross section, **an RRFB is a viable treatment option at the marked crosswalk**, per FHWA Table 1 criteria.
- An RRFB (2-post assembly) should be installed that includes “Pedestrian” with diagonal arrow (MUTCD W11-2/W16-7P) sign assembly at the crosswalk in both directions.
 - Remove the existing warning beacons and install RRFB’s on the existing foundation.
 - RRFB’s should be placed in front of utility poles for visibility.

MAJOR ITEMS REQUIRED (TOTAL FOR ALL LOCATIONS)

Pay Item	Description	Quantity
825.21	RRFB (2-Post Assembly System)	5 EA

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Table 1 provides initial countermeasure options for various roadway conditions. Each matrix cell indicates possibilities that may be appropriate for designated pedestrian crossings. Not all of the countermeasures listed in the matrix cell should necessarily be installed at a crossing.

For multi-lane roadway crossings with vehicle AADTs exceeding 10,000, a marked crosswalk alone is typically insufficient (Zegeer, 2005). Under such conditions, more substantial crossing improvements (such as the refuge island, PHB, and RRFB) are also needed to prevent an increase in pedestrian crash potential.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑦ ⑨
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① 3 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① 3 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 8 ⑨
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 8 ⑨
<p>Given the set of conditions in a cell,</p> <p># Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.</p> <p>● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.</p> <p>○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*</p> <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p>		<p>1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs</p> <p>2 Raised crosswalk</p> <p>3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line</p> <p>4 In-Street Pedestrian Crossing sign</p> <p>5 Curb extension</p> <p>6 Pedestrian refuge island</p> <p>7 Rectangular Rapid-Flashing Beacon (RRFB)**</p> <p>8 Road Diet</p> <p>9 Pedestrian Hybrid Beacon (PHB)**</p>							

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F. Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>; FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

Municipality: Great Barrington, MA

Please check the locations in which the Town would like to receive the RRFB	Location	RRFB Feasible?	MassDOT Provided Item	Notes on MassDOT Item	Town MUST complete prior to RRFB installation	Potential Upgrades*
	Pleasant Street at Front Street (Route 183)	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	N/A
	North Plain Road (Route 41) at Main Street	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	Install high visibility crosswalk markings and construct an ADA/AAAB compliant curb ramp on the western side of the roadway. Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	Consider installing an advance Pedestrian/Ahead (MUTCD W11-2/W16-9P) sign assembly in both directions to warn motorists of the upcoming crosswalk
	Bridge Street at Riverfront Trail	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	N/A
	Main Street (Route 7) at Rosseter Street	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs.	Remove the existing warning beacons and install RRFBS on the existing foundation.	N/A
	South Main Street (Route 7) at South Reed Street	Yes	825.21	RRFB at crosswalk (in both directions) with MUTCD W11-2/W16-7P signs	Trim existing vegetation to reduce possible solar obstructions and to improve sight lines.	N/A

*Note: The potential upgrades are not included under this program, and must be purchased and installed by the municipality.

<u>ITEM 825.21</u>	<u>RRFB (2-POST ASSEMBLY SYSTEM) WITH CROSSWALK LIGHTING</u>	<u>EACH</u>
<u>ITEM 825.31</u>	<u>RRFB (3-POST ASSEMBLY SYSTEM) WITH CROSSWALK LIGHTING</u>	<u>EACH</u>

DESCRIPTION

Work under these items consists of furnishing a solar-powered, actuated, Rectangular Rapid Flashing Beacon (RRFB) with actuated Crosswalk Lighting as detailed on the Plans.

MATERIALS

Material Requirements

An RRFB system shall include the following items:

Material	Quantity for Item 825.21	Quantity for Item 825.31
Cement Concrete Foundation	2	3
Signal Post	2	3
Square Pedestal Base	2	3
APS Pushbutton	2	3
Light Bar	4 ¹	4
Enclosure for Controller, Activation Unit, and Battery System	2	3
Solar Panel	2	3
W11-2 Sign ²	4 ¹	4
W16-7PL Sign, 21 in. x 15 in.	2 ¹	2
W16-7PR Sign, 21 in. x 15 in.	2 ¹	2
Crosswalk Light	2	4

¹ Quantity may be reduced by half on one-way streets. See contract documents where this is applicable.

² W11-2 Sign shall be 30 in. x 30 in. except on multi-lane approaches where they shall be 36 in. x 36 in. See contract documents for locations where this is applicable.

Signal posts shall be Schedule 80 aluminum with a brushed or spun finish. The aluminum shall conform to 6063-T6 (ASTM B221, B429 or B241). The interior of Signal Posts shall be coated as specified in Underwriters Laboratories UL-6 for enameled conduit, or aluminum conduit conforming to M5.07.1: Electrical Conduit-Rigid Metallic (Type RM), Paragraph C.

Signal bases shall be square, pedestal style with a natural finish. The aluminum shall conform to 356.0-T6 (ASTM B26, B108). Signal Posts Bases shall be fabricated to accept the threads from the Signal Post and locked into place with set screws.

The APS Pushbuttons shall meet or exceed NEMA TS2 specifications for temperature, humidity, mechanical shock, and vibration and MUTCD standards for functionality and dimensions.

The Light Bar shall consist of two rapidly-flashed rectangular-shaped yellow indications, each with an LED-array based pulsing light source facing one or both directions of traffic. The size of

each RRFB indication shall conform to the Construction Standard Details.

The light intensity of the yellow indications during daytime conditions shall meet the minimum specifications for Class 1 yellow peak luminous intensity in the publication “Directional Flashing Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles J595,” 2005, Society of Automotive Engineers (SAE). A photocell or equivalent device shall be included to reduce the brilliance of the LED beacons during nighttime conditions.

The enclosure for the Controller and Activation Unit shall be NEMA rated for outdoor use and protection against rain and sleet. The Controller and Activation Unit shall be powered by a DC battery/solar array system.

Communications between multiple RRFB units within the same system shall be via a 900MHz or 2.4 GHz frequency hopping spread spectrum with a minimum range of 200 ft. Multiple channels shall be available to prevent cross-communication between multiple systems located close to each other.

The Controller shall be programmable via an on-board user interface or a no-fee wireless (Wi-Fi, Bluetooth®, etc.) connection and application.

All sign designs shall conform to the MUTCD. The pedestrian warning (MUTCD code W11-2) signs and the diagonal downward arrow (W16-7PL and W16-7PR) signs shall be on Type A substrate, conforming to 828.42: Panels of the MassDOT Standard Specifications. The sign sheeting shall be fluorescent yellow-green, conforming to ASTM D4956 Type IX. An R10-25 sign, conforming to the MUTCD, shall be mounted above the APS Pushbutton on a Type A substrate or may be integral to the button assembly.

The crosswalk lights shall be outdoor rated and provide sufficient lumen output to achieve a minimum average of 20 LUX within crosswalk area with a color temperature between 3,000K and 4,000K. The lighting units shall be housed within an enclosure rated to NEMA 4X and/or IP 66.

The solar panel and battery system may be integrated into a single unit or housed separately, per the manufacturer’s design. These may also be co-housed with the Light Bar and/or the Controller and Activation Unit.

The solar panel and battery system shall be sized appropriately to accommodate 300 actuations per day, 365 days a year, for the duration of the repeating flashing sequence, with the crosswalk lights illuminated throughout the entire sequence. The sizing calculations shall be based upon solar and temperature conditions for a typical December-January in Massachusetts. The system shall have a minimum autonomy of 5 days.

Each assembly shall be rated for wind speeds of up to 90 mph.

Any proprietary software required for the programming and/or operation of the system during its lifetime shall be included at no additional cost.

Shop Drawings

Within 30 days from the Notice to Proceed the Contractor shall submit shop drawings for the RRFB system, including cutsheets for all components to show conformance with these specifications. Shop drawings shall include all solar and battery sizing calculations. These calculations shall have Contractor- or manufacturer-supplied, site-specific shading factors applied.

Material Warranties

All RRFB components shall include a minimum 1-year manufacturer's replacement warranty for manufacturing defects starting at the date of acceptance by the municipality. A battery will be considered defective should it not retain 80% of its original capacity within the warranty period.

SYSTEM OPERATION

APS Pushbuttons

APS Pushbuttons shall actuate the RRFB system. Upon actuation, an audible speech message shall be broadcast from each pushbutton in the system that says, "Warning lights are flashing," shall be stated twice. This message shall be repeated upon each actuation. No other messages shall be allowed.

While the system is in dark mode, the APS Pushbuttons shall broadcast a locator tone. The locator tone shall have a duration of 0.15 seconds or less and shall repeat at 1-second intervals at all times that the system is in dark mode. The locator tone shall be set 2 to 5 dBA above ambient sound, shall automatically adjust intensity, but cap at a maximum volume of 100 dBA.

APS Pushbuttons shall have all other vibrotactile and percussive indications disabled.

Light Bar

The Light Bar shall remain dark until actuated.

Upon actuation, all Light Bars in the system shall be activated simultaneously for a predetermined repeating flash sequence. The flashing rate shall be 75 flashing sequences per minute.

The left and right yellow beacons shall operate using the following sequence:

- A. The yellow beacon on the left-hand side shall be illuminated for approximately 50 milliseconds.
- B. Both yellow beacons shall be dark for approximately 50 milliseconds.
- C. The yellow beacon on the right-hand side shall be illuminated for approximately 50 milliseconds.
- D. Both yellow beacons shall be dark for approximately 50 milliseconds.
- E. The yellow beacon on the left-hand side shall be illuminated for approximately 50 milliseconds.
- F. Both yellow beacons shall be dark for approximately 50 milliseconds.
- G. The yellow beacon on the right-hand side shall be illuminated for approximately 50 milliseconds.

- H. Both yellow beacons shall be dark for approximately 50 milliseconds.
- I. Both yellow beacons shall be illuminated for approximately 50 milliseconds.
- J. Both yellow beacons shall be dark for approximately 50 milliseconds.
- K. Both yellow beacons shall be illuminated for approximately 50 milliseconds.
- L. Both yellow beacons shall be dark for approximately 250 milliseconds.

The flash rate of each individual RRFB indication, as applied over the full flashing sequence, shall not be more than 5 flashes per second, to avoid frequencies that might cause seizures.

The sequence shall then be repeated until the duration time has been met and then all yellow beacons shall return to dark mode simultaneously. The duration time shall be per the Plans.

The predetermined repeating flash sequence shall be immediately initiated every time a pushbutton detector is actuated. If the RRFBs are already flashing and an actuation is received, it shall restart the duration time. There shall be no delay time programmed between actuations.

Crosswalk Lighting

The Crosswalk Lighting shall activate simultaneously with the yellow beacons and remain steadily illuminated throughout the full flashing duration. Once the flashing sequence reaches the end of its duration and the yellow beacons return to dark mode, the Crosswalk Lighting shall go dark.

COMPENSATION

Method of Measurement

Payment for RRFB (2-Post Assembly System) with Crosswalk Light will be measured as a single system furnished.

Payment for RRFB (3-Post Assembly System) with Crosswalk Light will be measured as a single system furnished.

Basis of Payment

The work will be paid for at the contract price each. Any additional wiring, mounting equipment, or other materials or labor required to for an operating system per the Plans shall be considered as incidental to the construction and be included in the contract price.

Payment Items

825.21	RRFB (2-Post Assembly System) with Crosswalk Light	Each
825.31	RRFB (3-Post Assembly System) with Crosswalk Light	Each

SOLAR PANEL ORIENTED FOR OPTIMAL SUNLIGHT CAPTURE (NOT REQUIRED FOR AC POWER)

WARNING SIGN (TYP., SEE PLANS FOR SIGN INFORMATION) (FACING EACH DIRECTION OF TRAFFIC)

DUAL RECTANGULAR YELLOW LED BEACONS IN NEMA ENCLOSURE (FACING EACH DIRECTION OF TRAFFIC)

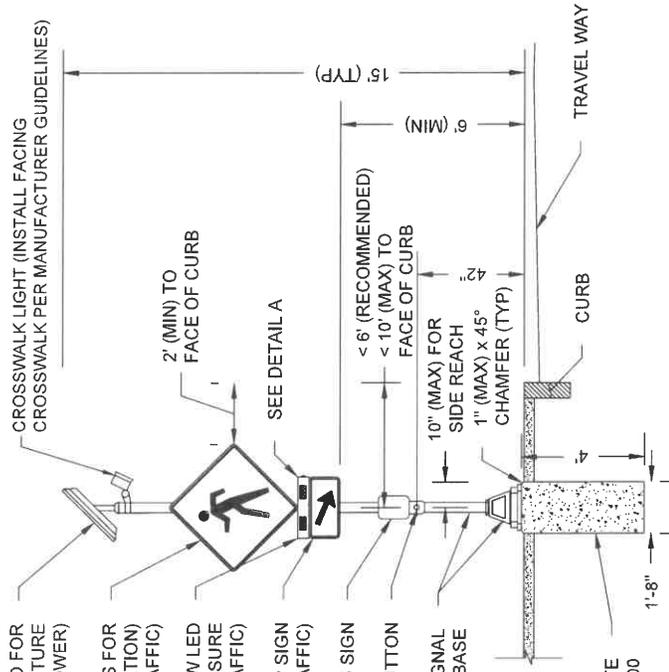
W16-7P SIGN (FACING EACH DIRECTION OF TRAFFIC)

R10-25 SIGN

APS PUSHBUTTON

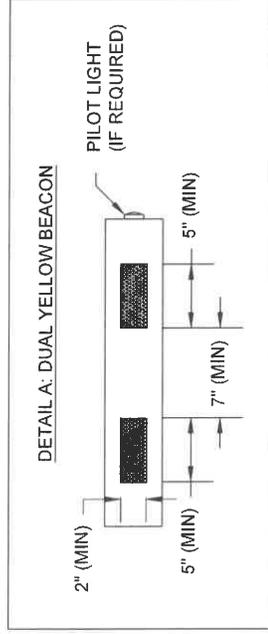
TRAFFIC SIGNAL POST & PEDESTAL BASE

4,000 PSI CEMENT CONCRETE FOUNDATION PER M4.02.00



NOTES:

1. CROSSWALK AND ADA/AAB-COMPLIANT RAMPS NOT SHOWN. SEE PLANS FOR LOCATIONS.
2. APS PUSHBUTTONS SHALL BE POSITIONED TO MEET ALL ADA/AAB REQUIREMENTS.





FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1

Division Priority # ____ of ____

Request Prepared By:

Chris

First

Rembold

Last

Primary Staff Email

crembold@townofgbma.gov

2nd/Reviewing Staff Email

jaberdale@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Brush Hill Road Culvert

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Proposed project is to replace undersized vulnerable culvert on Brush Hill Road. This project is intended to be 100% grant funded. Plans are fully engineered and permitted, DOT Ch. 85 review completed. A construction grant has been submitted to MassDOT community culvert program for the full construction cost. Partner HVA will seek to pay for construction period engineering cost estimated at \$50,450.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service

Rational/Justification for Request

The culvert is significantly undersized to carry the 10-year storm flows, and the narrow and steep nature of the watershed. Coupled with the extreme angle of the stream entrance to the culvert, this all makes the culvert and the road vulnerable to wash out. The current structure has caused the road to overtop during prolonged large storms. This culvert was identified as a priority replacement project in our 2022 Road-Stream Crossing plan because of its vulnerability and lack of habitat connectivity. The culvert is classified as being unsuitable for aquatic passage due to an undersized culvert, a perched outlet and deep scouring. The downstream banks have erosion due to a sharp bend in the stream and the undersized structure which has caused scour within the channel along with erosion on the banks. Furthermore, replacement is critical to maintaining emergency access to area homes and a major summer camp, because just down the road the Brookside Bridge over the Housatonic River is closed and due for replacement.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

This project is an important investment in both infrastructure and watershed health. The existing undersized culvert restricts natural stream function, contributes to erosion, and limits aquatic organism passage. Replacing it with a wider, three-sided structure will improve flow capacity, reduce scour and bank instability at the crossing site, and restore a more natural channel and streambed—enhancing flood resilience while supporting habitat connectivity.

The proposed culvert is a three-sided concrete frame with a 19'-0" clear span hydraulic opening and concrete modular block wingwalls. The structure will be 27'-3" in length. The structure is sized to accommodate increased streamflows to adapt to extreme precipitation driven by climate change. The 10-year discharge was calculated at 500 cfs, and analysis of the existing pipes indicates a capacity of 121 cfs. This would indicate a limited capacity to convey any storm above a 2-year event and would create roadway overtopping at extreme events above 10-years. The proposed structure has a capacity has the capacity to pass storm flows without road overtopping. The measured bankfull width of the stream is approximately 16 feet, and this proposal meets the requirement 1.2x requirement by providing a 19-foot-wide clear opening.

Replacement of this culvert is paramount to the health and safety of the area, which includes numerous residents and regionally significant employer, which is the Eisner Camp, a camp for many hundreds of children which operates many months of the year. The road is the only emergency access in this area, and connects to the neighboring communities of Sheffield and New Marlborough. If this structure were to fail or the road get washed out, the best available detour is roughly 10.5 miles, southerly on country roads into the Town of Sheffield and then north again on Route 7 to the place of beginning. Currently, the Brookside Bridge over the Housatonic River is closed to all traffic, including emergency response (police, fire, ambulance) to the summer camp. Access to the area is via East Sheffield Road or Brush Hill Road. However, East Sheffield Road which parallels the River is very narrow, winding, and at parts is one-lane because portions are in danger of collapsing in the River. This means Brush Hill Road from the east is the only standard road to access the area, and it is endangered by the undersized culvert which is the subject of this grant application. This culvert replacement project, when coupled with a temporary Brookside Bridge replacement (by the Town) and in the future a permanent Brookside Bridge replacement (by MassDOT), represents is a long term solution for at least the next 50-75 years, ensuring continued access to and through the area.

The area construction plan is as follows: (1.) construct a temporary replacement Brookside Road bridge (in design, as MassDOT is aware, and at the Town's expense) to reopen the river crossing and allow for access including emergency access; (2.) when the temporary bridge is opened in late 2026/early 2027, close Brush Hill Road and replace the culvert during calendar 2027 - the subject of this grant application; (3.) reopen Brush Hill Road, so that when MassDOT is ready to replace the Brookside Road bridge in 20230 there will be adequate emergency access to the area via Brush Hill Road. In summary this grant application is timely and critical because having the culvert replaced after the temporary bridge is in place is critical to the area's emergency response plan and safety of the area including the Camp. This vulnerable culvert must be replaced and the road must be reopened by the time the permanent bridge replacement is begun in 2030.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

If not funded and if culvert fails, when the Brookside Bridge is shut down for replacement, there will be only one access into this neighborhood for the camp, residents, or emergency vehicles.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$777,500.00

Total Cost: \$777,500.00

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Construction estimate incl 10% continengy per attached detail		\$777,500.00

Total Cost: \$777,500.00

Will this Request generate Revenue?

No

Funding Offset Proposed:

Yes

Funding Offset - Proposed Existing Source

If your department generates revenues (user fees, enterprise operations, grants), show how they support or offset the requested operating budget.

Proposed Existing Source	Line Item Account #	Offset Amount
		Total Existing: \$0.00

Funding Offset - Proposed New Source

If your department generates revenues (user fees, enterprise operations, grants), show how they support or offset the requested operating budget.

Proposed New Source	Describe	Offset Amount
Community Culvert Grant		\$777,500.00
		Total New:: \$777,500.00

Total Proposed Offset
\$777,500.00

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Brush Hill culvert Great Barrington G11023 Const.
Cost Estimate.pdf

constr phase engineering estimate.pdf

Quotes and Specifications

Brush Hill culvert plans.pdf

Pictures, Site Plans, Other Visuals

map location.jpg

upstream.jpg

downstream.jpg

perched culvert outlet.jpg

culvert inlet south side of road.bmp

Other Backup Material for Justification

Massachusetts Department of Transportation
Highway Division
Bridge Section

November 2024

Town: Great Barrington

Station: 10+30

Type: Three-Sided Frame

Spans: 1

Road: Brush Hill Road

Roadway: 24'-0"

Length: 19'-0"

Class: HL-93

Over: Brookside Pond Tributary

Sidewalks: _____

Vertical Cl.: 5'-7 1/4"

ITEM	QUANTITY	UNITS	DESCRIPTION	UNIT PRICE	AMOUNT
* 115.11	1	LS	DEMOLITION OF BRUSH HILL ROAD CULVERT	\$ 20,000.00	\$ 20,000.00
* 140.	1585	CY	BRIDGE EXCAVATION	\$ 50.00	\$ 79,250.00
143.	170	CY	CHANNEL EXCAVATION	\$ 150.00	\$ 25,500.00
* 151.	150	CY	GRAVEL BORROW	\$ 50.00	\$ 7,500.00
* 151.2	685	CY	GRAVEL BORROW FOR BACKFILLING STRUCTURES AND PIPES	\$ 50.00	\$ 34,250.00
* 156.1	255	TON	CRUSHED STONE FOR BRIDGE FOUNDATIONS	\$ 120.00	\$ 30,600.00
170.	165	SY	FINE GRADING AND COMPACTING - SUBGRADE AREA	\$ 7.00	\$ 1,155.00
452.	16	GAL	ASPHALT EMULSION FOR TACK COAT	\$ 15.00	\$ 240.00
* 460.23	20	TON	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)	\$ 250.00	\$ 5,000.00
* 460.31	32	TON	SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC - 12.5)	\$ 250.00	\$ 8,000.00
620.12	50	FT	GUARDRAIL, TL-2 (SINGLE FACED)	\$ 42.00	\$ 2,100.00
620.131	50	FT	GUARDRAIL, DEEP POST (SINGLE FACED)	\$ 60.00	\$ 3,000.00
627.1	4	EA	TRAILING ANCHORAGE	\$ 2,645.00	\$ 10,580.00
630.1	85	FT	HIGHWAY GUARD REMOVED AND STACKED	\$ 10.00	\$ 850.00
* 657.	450	FT	TEMPORARY FENCE	\$ 28.00	\$ 12,600.00
* 698.3	440	SY	GEOTEXTILE FABRIC FOR SEPARATION	\$ 6.00	\$ 2,640.00
* 751.7	200	SY	COMPOST BLANKET	\$ 20.00	\$ 4,000.00
765.	200	SY	SEEDING	\$ 4.00	\$ 800.00
* 767.121	240	FT	SEDIMENT CONTROL BARRIER	\$ 8.00	\$ 1,920.00
769.	190	FT	PAVEMENT MILLING MULCH UNDER GUARD RAIL	\$ 12.50	\$ 2,375.00
852.	193	SF	SAFETY SIGNING FOR TRAFFIC MANAGEMENT	\$ 30.00	\$ 5,790.00
853.1	8	EA	PORTABLE BREAKAWAY BARRICADE TYPE III	\$ 200.00	\$ 1,600.00
853.2	50	FT	TEMPORARY BARRIER (TL-2)	\$ 58.00	\$ 2,900.00
859.	720	DAY	REFLECTORIZED DRUM	\$ 2.00	\$ 1,440.00
983.1	160	TON	RIPRAP	\$ 100.00	\$ 16,000.00
* 983.4	27	TON	STEP ROCK STRUCTURE	\$ 150.00	\$ 4,050.00
* 983.6	100	CY	STREAM RESTORATION	\$ 250.00	\$ 25,000.00
* 991.1	1	LS	CONTROL OF WATER - STRUCTURE NO. G-11-0XX	\$ 10,000.00	\$ 10,000.00
* 995.01	1	LS	BRIDGE STRUCTURE, BRIDGE NO. G-11-0XX	\$ 292,625.00	\$ 292,625.00
* 996.51	630	SF	PREFABRICATED MODULAR GRAVITY RETAINING WALL	\$ 100.00	\$ 63,000.00
			CONSTRUCTION COST	\$	674,765.00
999.001	1	LS	TRAFFIC POLICE ALLOWANCE	\$	2,000.00
* 999.300	1	LS	MATERIALS INSEPCION, SAMPLING & TESTING SERVICES	\$	10,000.00
* 999.800	1	LS	ADDITIONAL MATERIALS	\$	10,000.00
* 999.801	1	LS	ADDITIONAL ARTISANS	\$	10,000.00
			TOTAL CONSTRUCTION COST	\$	706,765.00

* Denotes Items with Special Provision Required

TOWN OF GREAT BARRINGTON

BRUSH HILL ROAD OVER
BROOKSIDE POND TRIBUTARY
CULVERT REPLACEMENT

IN THE TOWN OF
GREAT BARRINGTON, MA
BERKSHIRE COUNTY

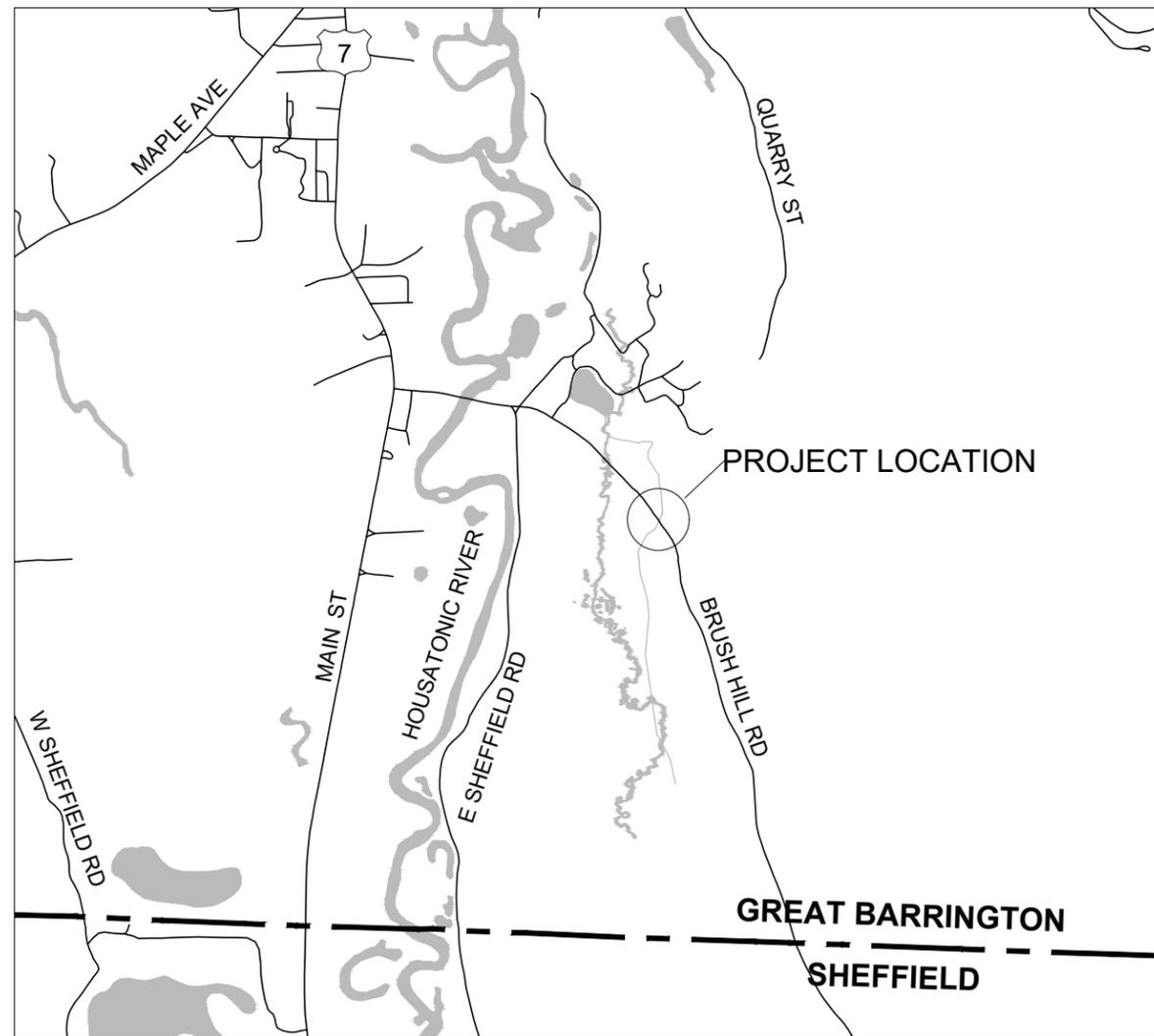
ENVIRONMENTAL PERMIT PLANS

SURVEY NOTES:

- COORDINATES IN U.S. SURVEY FEET, ARE REFERENCED TO THE MASSACHUSETTS COORDINATE SYSTEM, MAINLAND ZONE, REFERENCED TO THE NORTH AMERICAN DATUM OF 1983
- ELEVATIONS, IN U.S. SURVEY FEET, ARE REFERENCED TO A LOCAL DATUM
- BENCHMARK:
BM#1 - NAIL AT BASE OF UTILITY POLE
N: -1664231.8662
E: 2371800.2765
EL. 98.66

RESOURCE IMPACTS:

BANKS (PERM ALTERATION) = 432 LF
BANKS (TEMP ALTERATION) = 136 LF
BANKS (REPLACEMENT) = 262 LF
BW & WOTUS (PERM ALTERATION) = 755 SF
LUWW & WOTUS (PERM ALTERATION) = 2710 SF
LUWW & WOTUS (REPLACEMENT) = 1348 SF
LUWW & WOTUS DREDGED = 1703 SF, 64 CY
MATERIAL DISCHARGED (PERM) = 2710 SF
BLSF (PERM ALTERATION) = 699 SF
RFA (100') = 4167 SF



SCALE: 1" = 2000'

N



LIST OF RESOURCE ABBREVIATIONS

WF = WETLAND FLAG
BVW = BORDERING VEGETATED WETLAND
OHW = ORDINARY HIGH WATER
RFA = RIVERFRONT AREA
LUWW = LAND UNDER WATERWAYS AND WATERBODIES
BLSF = BORDERING LAND SUBJECT TO FLOODING
WOTUS = WATERS OF THE U.S.

SHEET LIST TABLE

SHEET NO.	SHEET TITLE
1	TITLE SHEET
2	EXISTING CONDITIONS PLAN
3	PROPOSED CONDITIONS PLAN
4	STREAM PROFILE
5	EXISTING AND PROPOSED LONGITUDINAL SECTIONS
6	ENVIRONMENTAL IMPACT PLAN
7	DEMOLITION & CONTROL OF WATER PLAN
8	BACKFILL PLAN



CULVERT REPLACEMENT
TOWN OF GREAT BARRINGTON

CULVERT REPLACEMENT FOR GREAT BARRINGTON
BRUSH HILL ROAD OVER BROOKSIDE POND TRIB.

TITLE SHEET

SHEET

1

OF 8

CROSS SECTION #1,
LONG PRO STA 0+19

JORGE A RAMIREZ & JULIA E ESTA
BK/PG 1493/142
76 BRUSH HILL ROAD
MAP 38.0/BLOCK 0/LOT 27.C

CARLOS M SIRES
BK/PG 1689/310
74 BRUSH HILL ROAD
MAP 38.0/BLOCK 0/LOT 27.B

JHON FRERLAIN TORRESMARIN
BK/PG LC 6/559
75 BRUSH HILL ROAD
MAP 38.0/BLOCK 28/LOT 41

BENCHMARK #1 - NAIL
AT BASE OF UTILITY
POLE, EL. 98.66

CAMP INSTITUTE OF LIVING JUDAISM
0 BROOKSIDE ROAD
MAP 38.0/BLOCK 0/LOT 15

EXISTING PLAN



SCALE: 1" = 40'

DATUM
NAD 83

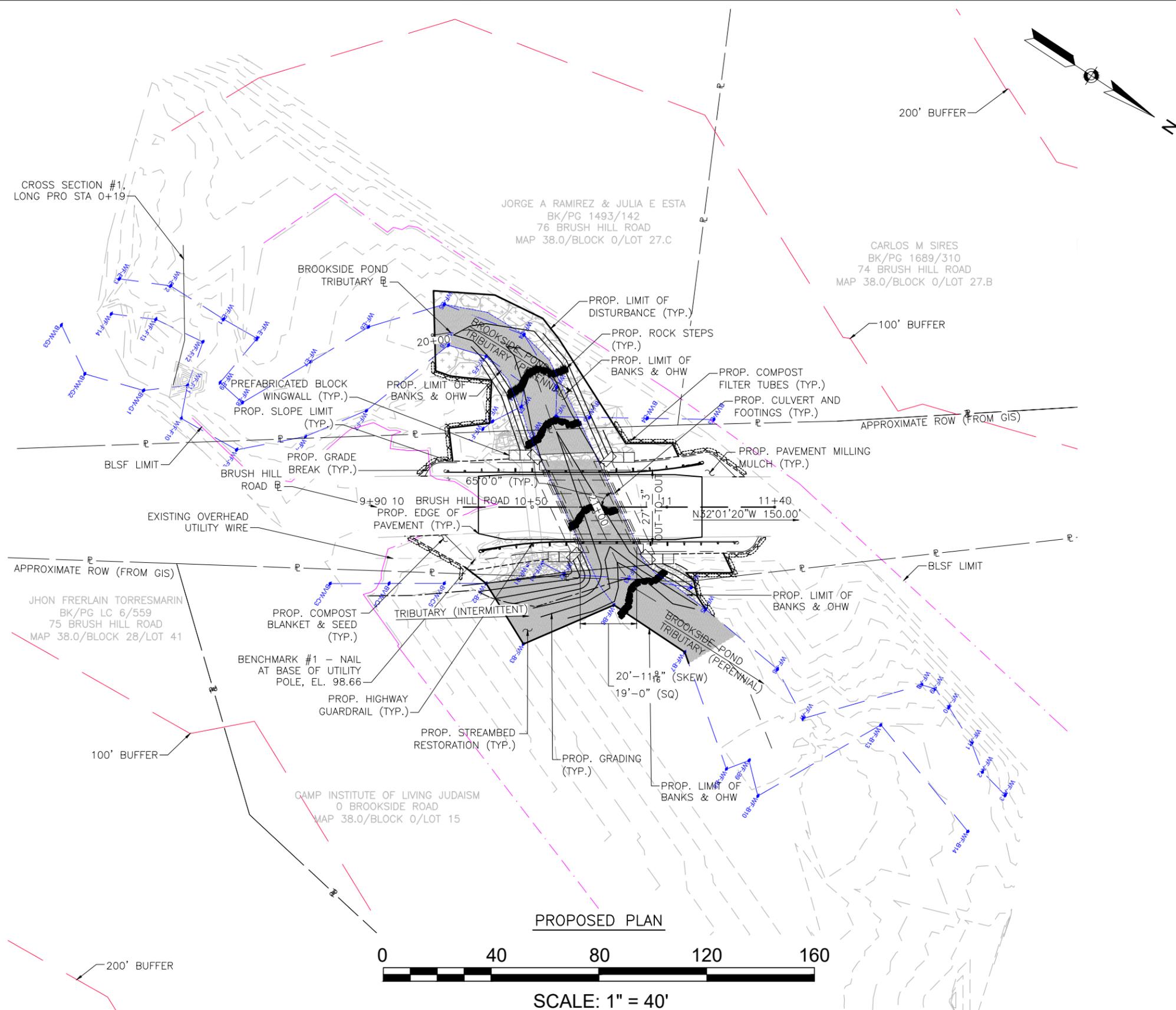


CULVERT REPLACEMENT
TOWN OF GREAT BARRINGTON

CULVERT REPLACEMENT FOR GREAT BARRINGTON
BRUSH HILL ROAD OVER BROOKSIDE POND TRIB.

Gill Engineering Associates, Inc. 63 Kendrick Street Needham, MA 02494 781-355-7100 www.gill-eng.com

EXISTING PLAN SHEET
2
OF 8



CROSS SECTION #1,
LONG PRO STA 0+19

JORGE A RAMIREZ & JULIA E ESTA
BK/PG 1493/142
76 BRUSH HILL ROAD
MAP 38.0/BLOCK 0/LOT 27.C

CARLOS M SIRES
BK/PG 1689/310
74 BRUSH HILL ROAD
MAP 38.0/BLOCK 0/LOT 27.B

JHON FRERLAIN TORRESMARIN
BK/PG LC 6/559
75 BRUSH HILL ROAD
MAP 38.0/BLOCK 28/LOT 41

CAMP INSTITUTE OF LIVING JUDAISM
0 BROOKSIDE ROAD
MAP 38.0/BLOCK 0/LOT 15

PROPOSED PLAN



SCALE: 1" = 40'

DATUM
NAD 83

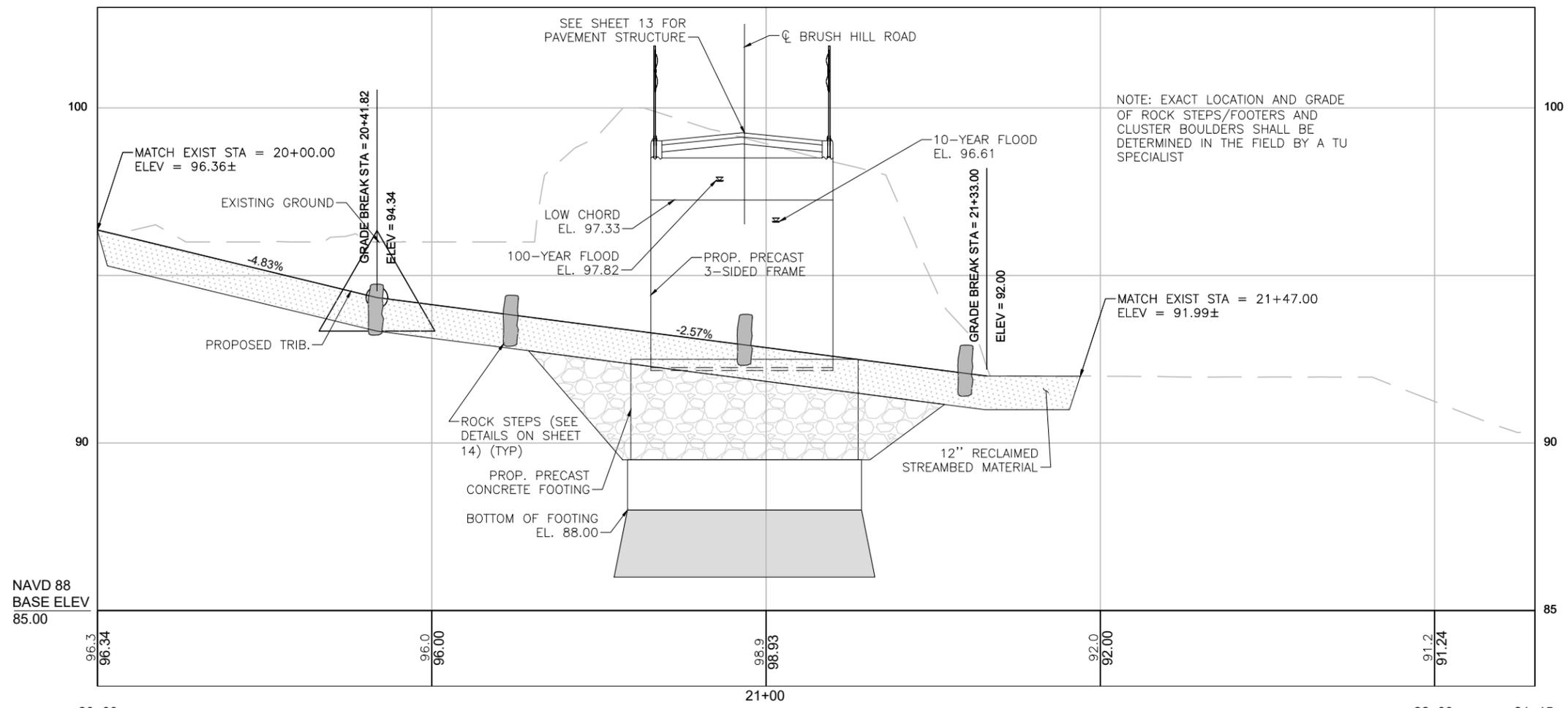


CULVERT REPLACEMENT
TOWN OF GREAT BARRINGTON

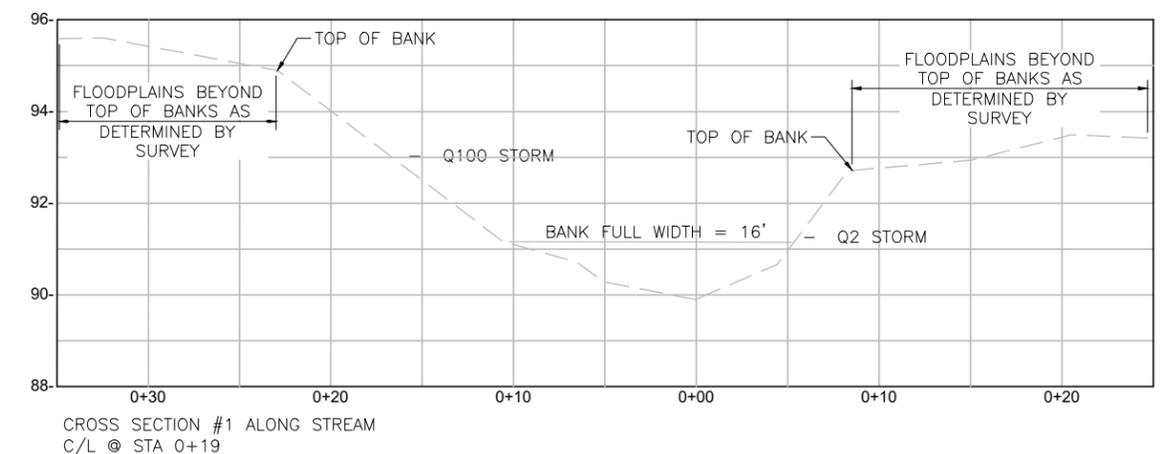
CULVERT REPLACEMENT FOR GREAT BARRINGTON
BRUSH HILL ROAD OVER BROOKSIDE POND TRIB.

PROPOSED
PLAN

SHEET
3
OF 8



HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'



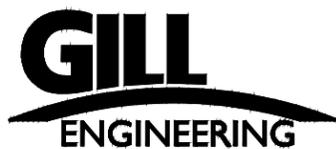
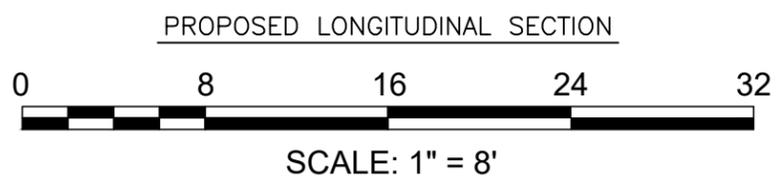
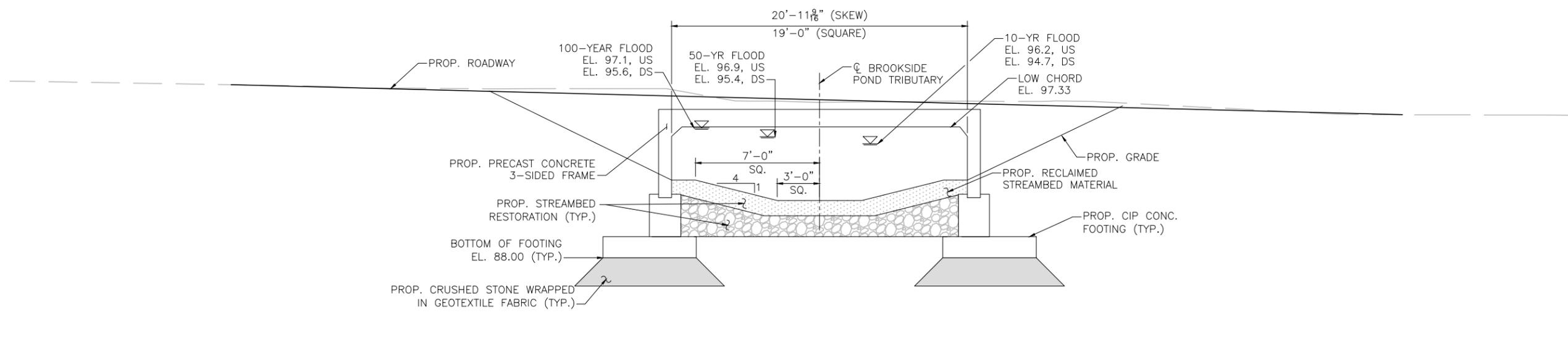
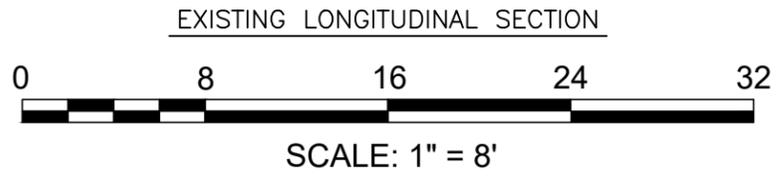
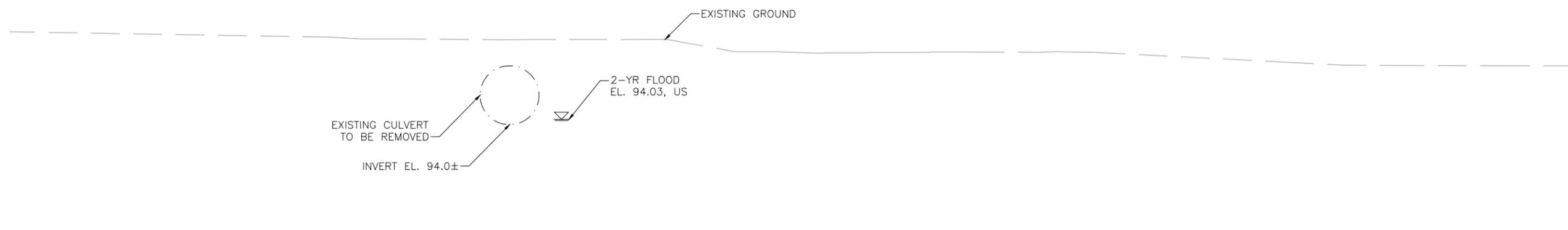
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 4'



CULVERT REPLACEMENT
TOWN OF GREAT BARRINGTON

CULVERT REPLACEMENT FOR GREAT BARRINGTON
BRUSH HILL ROAD OVER BROOKSIDE POND TRIB.

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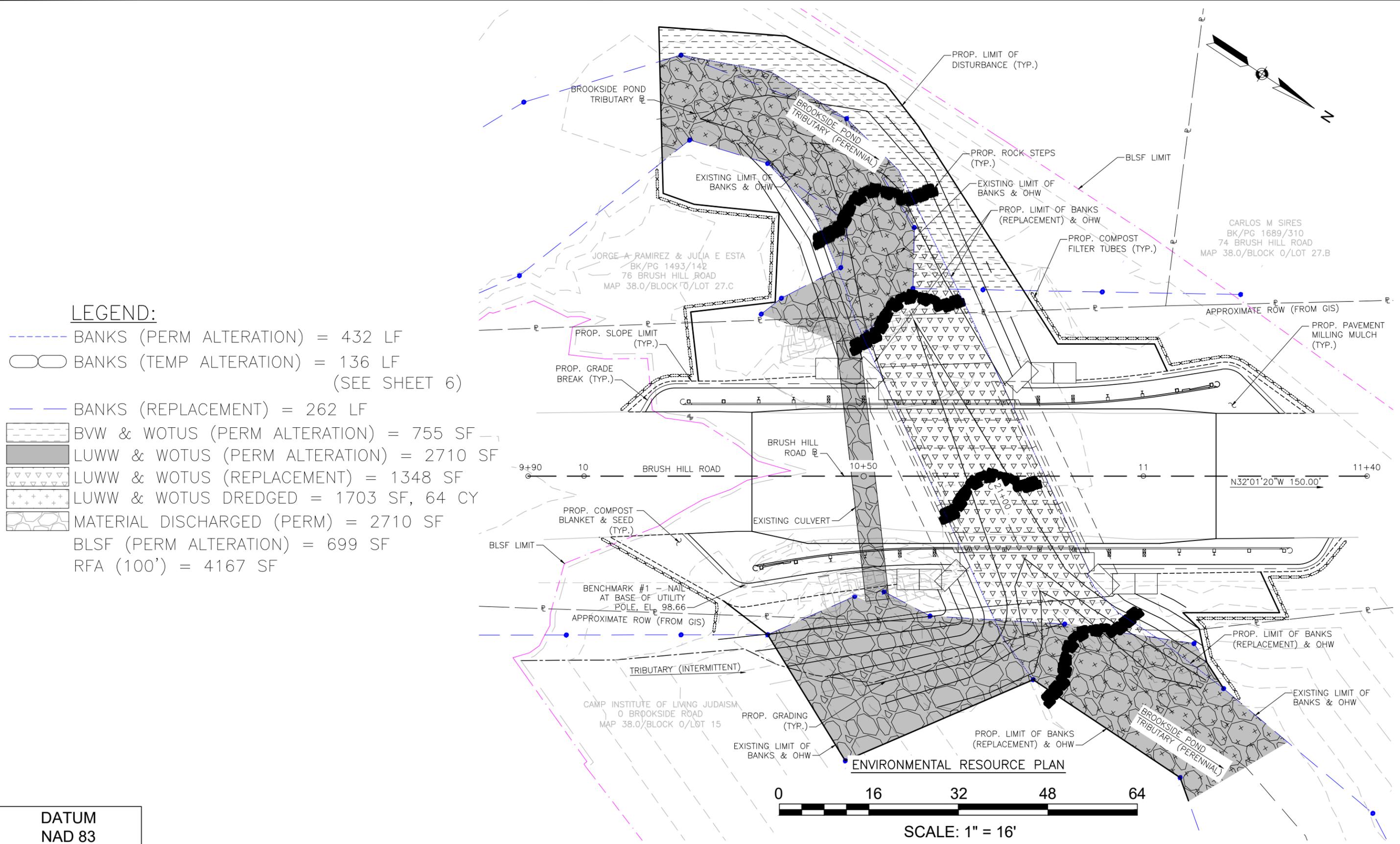


CULVERT REPLACEMENT
TOWN OF GREAT BARRINGTON

CULVERT REPLACEMENT FOR GREAT BARRINGTON
BRUSH HILL ROAD OVER BROOKSIDE POND TRIB.

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EXISTING & PROPOSED LONGITUDINAL SECTIONS SHEET 5 OF 8



LEGEND:

- BANKS (PERM ALTERATION) = 432 LF
- BANKS (TEMP ALTERATION) = 136 LF (SEE SHEET 6)
- BANKS (REPLACEMENT) = 262 LF
- ▨ BVW & WOTUS (PERM ALTERATION) = 755 SF
- ▩ LUWW & WOTUS (PERM ALTERATION) = 2710 SF
- ▽ LUWW & WOTUS (REPLACEMENT) = 1348 SF
- ⊕ LUWW & WOTUS DREDGED = 1703 SF, 64 CY
- ⊗ MATERIAL DISCHARGED (PERM) = 2710 SF
- BLSF (PERM ALTERATION) = 699 SF
- RFA (100') = 4167 SF

DATUM
NAD 83

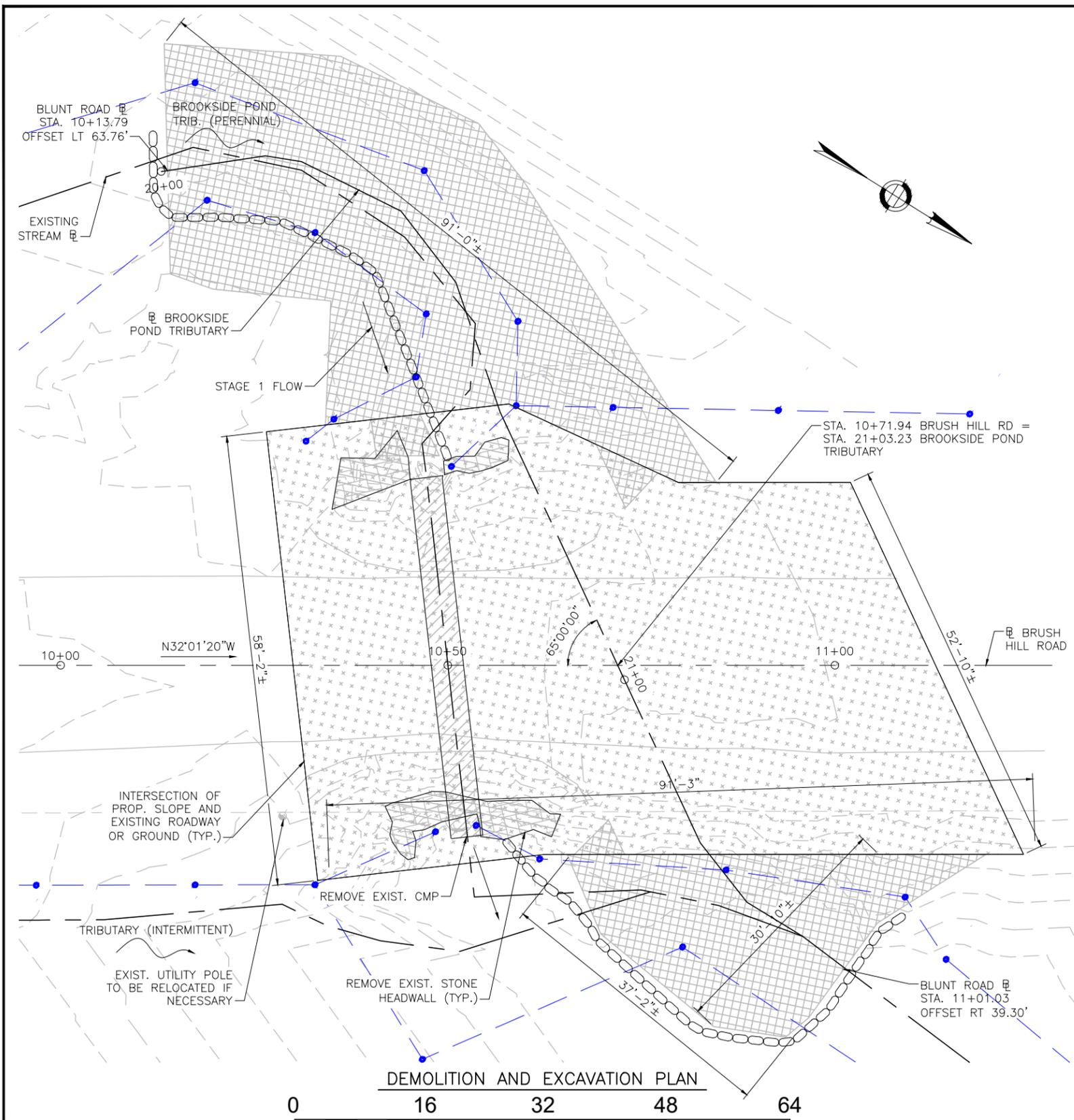


CULVERT REPLACEMENT
TOWN OF GREAT BARRINGTON

CULVERT REPLACEMENT FOR GREAT BARRINGTON
BRUSH HILL ROAD OVER BROOKSIDE POND TRIB.

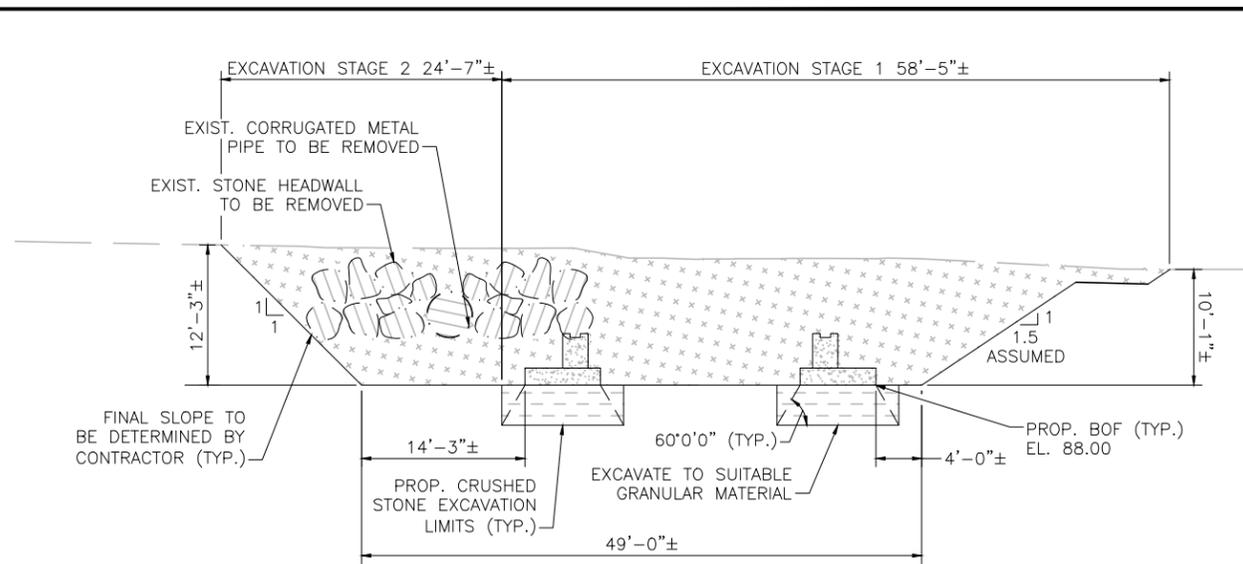
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SHEET
ENVIRONMENTAL
IMPACT PLAN
6
OF 8

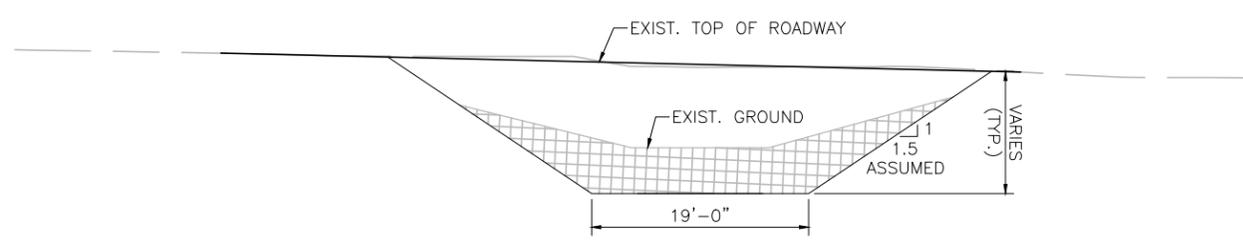


0 16 32 48 64
SCALE: 1" = 16'

DATUM
 NAD 83



0 16 32 48 64
SCALE: 1" = 16'



0 16 32 48 64
SCALE: 1" = 16'

LEGEND:

- DENOTES CULVERT TO BE DEMOLISHED
- DENOTES RELOCATION AND EXCAVATION FOR STREAMBED RESTORATION
- DENOTES BRIDGE EXCAVATION LIMITS
- DENOTES LIMITS OF EXCAVATION FOR CRUSHED STONE FOR BRIDGE FOUNDATIONS WRAPPED IN GEOTEXTILE FABRIC FOR EROSION
- DENOTES SANDBAG OR OTHER TEMPORARY WATER DIVERSION STRUCTURE

SEQUENCE OF CONSTRUCTION:

1. INSTALL COMPOST FILTER TUBES AROUND PERIMETER OF WORK ZONE.
2. ROAD CLOSED TO TRAFFIC.
3. EXCAVATE TO STAGE 1 BRIDGE EXCAVATION LIMITS.
4. INSTALL FRAME FOUNDATION, 3-SIDED FRAME AND WINGWALLS. BACKFILL TO BACKFILL STAGE 1 LIMITS.
5. PERFORM PROPOSED STREAM BED RESTORATION.
6. RELOCATE STREAM TO PROPOSED STREAM LIMITS.
7. EXCAVATE TO STAGE 2 EXCAVATION LIMITS AND REMOVE EXISTING CULVERT.
8. BACKFILL TO STAGE 2 BACKFILL LIMITS.
9. RECONSTRUCT ADJACENT BANKS. STABILIZE BANKS WITH RIP-RAP AS NECESSARY. LOAM SEED SHALL BE ADDED TO THE BANK OUTSIDE OF ORDINARY HIGH WATER (OHW) AND TO THE ADJACENT EMBANKMENTS. SEE SHEET 14 OF THE CONSTRUCTION DRAWINGS FOR STREAMBED RESTORATION DETAILS.

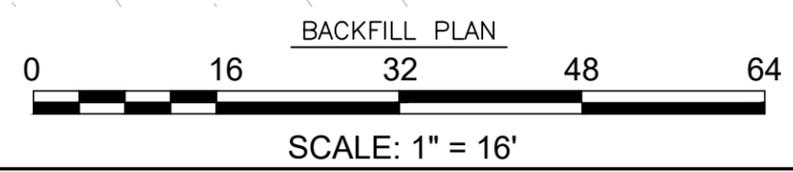
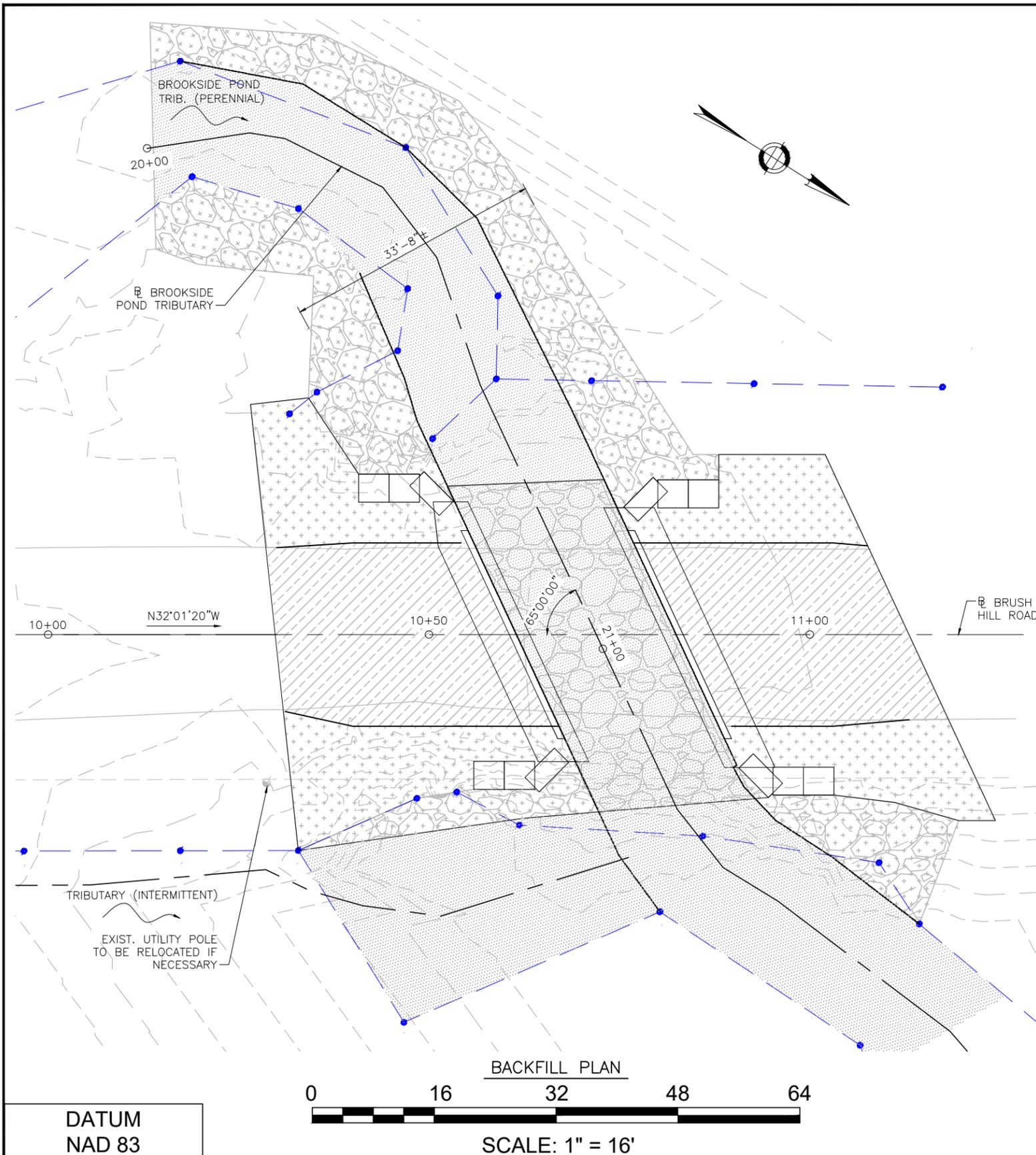


CULVERT REPLACEMENT
 TOWN OF GREAT BARRINGTON

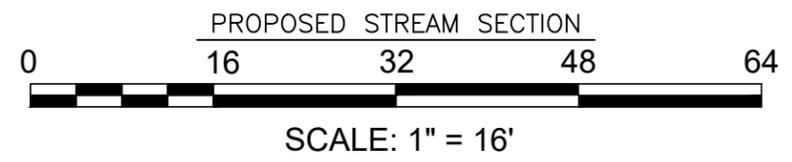
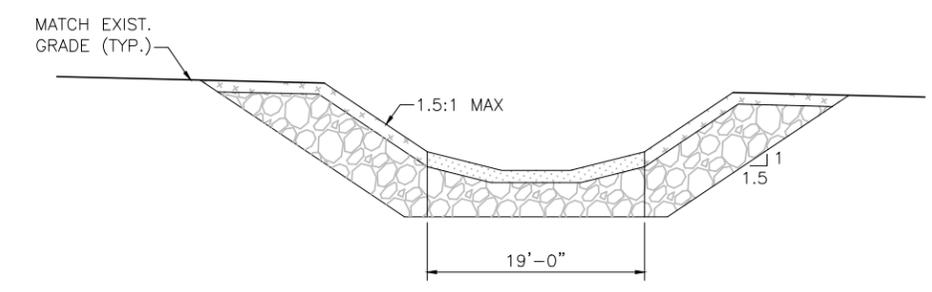
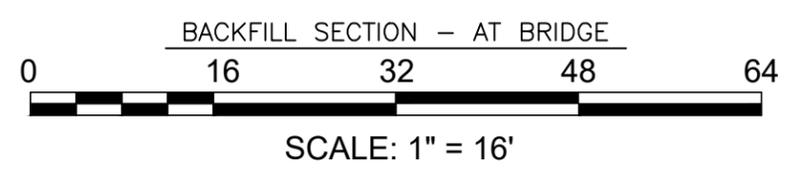
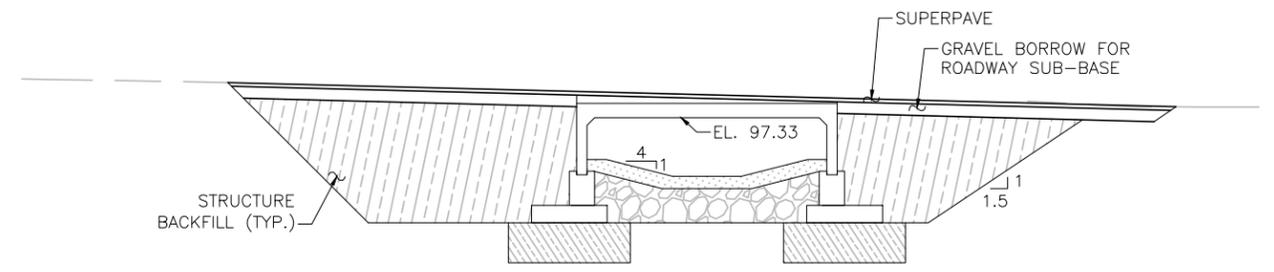
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CULVERT REPLACEMENT FOR GREAT BARRINGTON
 BRUSH HILL ROAD OVER BROOKSIDE POND TRIB.

DEMOLITION &
 CONTROL OF
 WATER PLAN
 SHEET
7
 OF 8



DATUM
NAD 83



LEGEND:

- DENOTES SEED & 12"± LOAM
- DENOTES SEED & 12"± LOAM OVER 2'-0" RIP-RAP (M2.02.2) WITH GRAVEL PACKED VOIDS
- DENOTES 12"± RECLAIMED STREAMBED MATERIAL
- DENOTES GRAVEL BORROW (M1.04.0 TYPE C)
- DENOTES 12"± STREAMBED RESTORATION MATERIAL CONSISTING OF A WELL GRADED MIX (COMPACTED AND CONSOLIDATED) CONSISTING OF RECLAIMED STREAMBED MATERIAL OVER COBBLES (6"-12"Ø) AND RIP-RAP (M2.02.0)
- DENOTES 12" ± RIP-RAP (M2.02.00) UNDERLAIN WITH WITH 12" MIN. GRAVEL BORROW (M1.03.0 TYPE A) OVER GEOTEXTILE FABRIC (M9.50.0)
- DENOTES LIMITS OF CRUSHED STONE FOR BRIDGE FOUNDATIONS WRAPPED IN GEOTEXTILE FABRIC

STREAMBED RESTORATION NOTES:

1. SEE SHEET 12 OF THE CONSTRUCTION DRAWINGS FOR PLACEMENT OF ROCK STEPS AND SHEET 14 OF THE CONSTRUCTION DRAWINGS FOR DETAILS.
2. SEE BOULDER CLUSTER DETAILS ON SHEET 14 OF THE CONSTRUCTION DRAWINGS FOR PLACING ADDITIONAL BOULDERS WITHIN STREAM CHANNEL.



CULVERT REPLACEMENT
TOWN OF GREAT BARRINGTON

CULVERT REPLACEMENT FOR GREAT BARRINGTON
BRUSH HILL ROAD OVER BROOKSIDE POND TRIB.

Gill Engineering Associates, Inc. 63 Kendrick Street Needham, MA 02494 781-355-7100 www.gill-eng.com

SHEET
BACKFILL PLAN **8**
OF 8



Gill Engineering Associates, Inc.
63 Kendrick Street
Needham, MA 02494
www.gill-eng.com
781-355-7100

December 12, 2024

Christopher Rembold, AICP
Assistant Town Manager
Town of Great Barrington
334 Main Street
Great Barrington, MA 01230
Attn: Select Board

Re: Fee Proposal for Engineering Services
Brush Hill Road Culvert Replacement
Brush Hill Road over Brookside Pond Tributary
Bid, Construction, and Part-Time Site Observation

Dear Mr. Rembold,

Gill Engineering Associates, Inc. (Gill) is pleased to submit this engineering services proposal for bid, construction, and part-time site observation work during the replacement of Brush Hill Road over Brookside Pond Tributary in Great Barrington.

Project Description and Understanding

The design of Brush Hill Road Culvert replacement was completed by Gill Engineering and currently under Chapter 85 review at MassDOT. This proposal assumes a 9-month project duration from the start of the bid phase to the completion of construction.

Bid and Construction Phase Services

Gill will assist the Town in responding to bidder's inquiries and provide necessary addenda. Gill will review the apparent low bid, perform a bid analysis, and recommend the Town on the award of the contract.

Gill will perform the following construction phase services:

- Attend Pre-Construction Conference
- Provide Guidance to Town During Construction
- Review Contractor Design Calculations
- Review Shop Drawings
- Review Construction Procedures
- Respond to Contractor RFI's
- Review Contractor Change Orders
- Review Contractor Pay Requisitions
- Periodic and Final Site Inspections (approximately 3 total)
- Prepare Closeout Letter

Part-Time Site Observation Services

Gill will observe the ongoing construction work for compliance with contract documents. We will maintain marked-up record drawings of the work in progress, noting actual construction that deviates from contract documents.

Gill expects to be present on site for the following tasks:

<u>DESCRIPTION</u>	<u>DURATION DAYS</u>
Control of Water System Installation	2
Bridge Excavation	3
Existing Culvert Removal	1
New Bridge Preparation	3
Precast Footings Installation	1
Precast Frame Installation	2
Precast Wingwalls Installation	1
Grout Joints & Damproofing	1
Frame & Wingwalls Backfill	3
Streambed Materials Installation	3
Control of Water System Removal	1
Punch List Review	1

A day on site is typically 4 hours.

Deliverables

Gill Engineering will make the following submissions. All submissions will be in electronic format only.

Bid and Construction Deliverables:

1. Bid Analysis
2. Reviewed Construction Procedures, Design Calculations, and Shop Drawings. Precast Shop Drawings and Design Calculations to be submitted to MassDOT for Chapter 85 Approval.
3. Close Out Letter

Cost Proposal

The estimated cost to complete the scope of work described above is \$50,450, which will be billed in accordance with the hourly rates in the cost proposal and the actual cost of expenses incurred. We will invoice for our services on a monthly basis. The estimated labor hours and direct costs for the project are provided in Exhibit B.

Gill will not exceed the estimated fee indicated above, nor will Gill be expected to perform services once this amount has been expended. Additional services, if required, will be provided under supplemental agreement.

This proposal is valid for six (6) months.

Authorization

We look forward to working with you on this important project. In the meantime, please feel free to contact me at (781) 355-7100 with any questions you may have.

Sincerely,
Gill Engineering Associates, Inc.



Joseph P. Gill, PE
President

Exhibits:
Exhibit A – Terms and Conditions
Exhibit B – Cost Proposal

AGREED AND ACCEPTED*
Town of Great Barrington

Signature Authorized Representative

Date

*Signature constitutes acceptance of attached Terms and Conditions.

EXHIBIT A
TERMS AND CONDITIONS

TERMS AND CONDITIONS

1. **AUTHORIZATION TO PROCEED.** Signing this Agreement shall be construed as authorization by CLIENT for Gill to proceed with the Services, unless otherwise provided for in this Agreement.

2. **COST ESTIMATES.** Any cost estimates provided by Gill will be on a basis of experience and judgment. Since Gill has no control over market conditions or bidding procedures, Gill does not warrant that bids or ultimate construction costs will not vary from these cost estimates.

3. **PROFESSIONAL STANDARDS.** Gill shall be responsible to the level of competency presently maintained by other practicing professionals in the same type of work in CLIENT's community, for the professional and technical soundness, accuracy, and adequacy of all design, drawings, specifications, and other work and materials furnished under this Agreement. If after completion of the Services the CLIENT can demonstrate that the Services hereunder fail to conform to such standards, Gill will reperform the deficient Services at no cost to the CLIENT, and Gill shall have no liability for repair or replacement, construction rework or other costs. Gill makes no warranty, expressed or implied.

4. **ADDITIONAL SERVICES.** Services in addition to those specified in the Scope of Services will be provided by Gill if authorized in writing or otherwise confirmed by CLIENT. Additional services will be paid for by CLIENT as indicated in any Letter of Proposal, Task Authorization, or such other document as deemed appropriate by CLIENT and Gill. In the absence of an express agreement about compensation, Gill shall be entitled to an equitable adjustment to its compensation for performing such additional services.

5. **LIMITATION OF LIABILITY.** Excluding Gill's liability for bodily injury or damage to the property of third parties, the total aggregate liability of Gill arising out of the performance or breach of this Agreement shall not exceed the insurance coverage maintained by Gill under item 11, Insurance, of this Agreement.

6. **CONSEQUENTIAL DAMAGES.** Both Client and Gill waive all contingent, consequential, or other indirect damages including, without limitation, damages for loss of use, revenue or profit; operating costs and facility downtime, however the same may be caused. The limitations and exclusions of liability set forth in this Article shall apply regardless of the fault, breach of contract, tort (including negligence), strict liability or otherwise of Consultant, its employees, or subconsultants.

7. **DISPUTE RESOLUTION.** The parties agree to negotiate all disputes between them arising out of this Agreement in good faith for a period of 30 days. Should the parties fail to reach agreement through negotiation, the dispute shall be mediated by the parties within a reasonable time after the first request for mediation, prior to either party filing a suit in a court of law, provided, however, that neither party shall be obligated to mediate prior to requesting injunctive relief.

8. **PAYMENT TERMS.** Monthly invoices will be issued by Gill for all Services rendered under the terms of this Agreement. Invoices are due and payable net 15 calendar days.

9. **TERMINATION FOR NON-PAYMENT OF FEES.** Without limiting any other remedy that may be available, Gill may terminate this Agreement by giving written notice if any Gill invoice remains unpaid for more than 30 days. Gill's right to terminate this Agreement shall not be waived by Gill's continued performance during any period of investigation by Gill to determine the reasons for CLIENT'S nonpayment.

10. **CONSTRUCTION PHASE SERVICES.** If this Agreement includes the furnishing of any Services during the construction phase of the project, the following terms will apply: (a) If Gill is called

upon to observe the work of CLIENT's construction contractor(s) for the detection of defects or deficiencies in such work, Gill will not bear any responsibility or liability for such defects or deficiencies or for the failure to so detect. Gill shall not make inspections or reviews of the safety programs or procedures of the construction contractor(s), and shall not review their work for the purpose of ensuring their compliance with safety standards. (b) If Gill is called upon to review submittals from construction contractors, Gill shall review and approve or take other appropriate action upon construction contractor(s)' submittals such as shop drawings, product data and samples, but only for the limited purpose of checking for conformance with information given and the design concept expressed in the contract documents. Gill's action shall be taken with such reasonable promptness as to cause no delay in the work while allowing sufficient time in Gill's professional judgment to permit adequate review. Review of such submittals will not be conducted for the purpose of determining the accuracy and completeness of other details such as dimensions and quantities. (c) Gill shall not assume any responsibility or liability for performance of the construction services, or for the safety of persons and property during construction, or for compliance with federal, state and local statutes, rules, regulations and codes applicable to the conduct of the construction services. Gill shall have no influence over the construction means, methods, techniques, sequences or procedures. Construction safety shall remain the sole responsibility of the construction contractor(s).

11. **INSURANCE.** Gill will obtain and maintain, at its own expense, the following insurance coverage:

- Worker's compensation and employer's liability insurance as required by the jurisdiction(s) in which Services are to be performed;
- Comprehensive automobile and vehicle liability insurance covering claims for injuries to members of the public and/or damages to property of others arising from use of motor vehicles, including onsite and offsite operations, and owned, non-owned, or hired vehicles, with \$1,000,000 combined single limits;
- Commercial general liability insurance covering claims for injuries to members of the public at large or damage to property of others arising out of any act or omission of Gill or of any of its employees, agents, or Subcontractors, with \$1,000,000 combined single limits;
- Professional liability insurance of \$1,000,000

12. **SEVERABILITY.** In case any one or more of the provisions contained in this Agreement shall be held illegal, the enforceability of the remaining provisions contained herein shall not be impaired thereby.

13. **FORCE MAJEURE.** Any delays in or failure of performance by Gill shall not constitute breach hereunder if and to the extent such delays or failures of performance are caused by occurrences beyond the reasonable control of Gill. In the event that any event of force majeure as herein defined occurs, Gill shall be entitled to a reasonable extension of time for performance of its Services under this Agreement.

14. **OWNERSHIP OF DOCUMENTS.** All Documents are instruments of service in respect to this Project, and Gill shall retain an ownership and property interest therein (including the copyright and the right of reuse at Gill's discretion). Gill shall have no liability for any claim, liability or cost arising out of any unauthorized reuse or modification of the Documents without the written authorization of Gill.

EXHIBIT B
COST PROPOSAL

Exhibit B: Cost Proposal

Brush Hill Road Culvert Replacement
 Brush Hill Road over Brookside Pond Tributary
 Bid, Construction, and Part-Time Site Observation

LABOR COST BREAKDOWN

Task Description	Labor-Hours					Total Hours	Total Labor Cost
	Principal	Sr. Proj. Manager	Resident Engineer	Office Engineer	Assistant Engineer		
	\$260.00	\$247.00	\$104.00	\$130.00	\$117.00		
<u>Bid Phase Services</u>							
Review & Respond to Contractor Inquiries		8				8	\$ 1,976
Addenda Preparation		8				8	\$ 1,976
Review Bids & Provide Town Recommendation		8				8	\$ 1,976
<u>Construction Phase Services</u>							
Attend Pre-Construction Conference		8	4	8		20	\$ 3,432
Provide Guidance to Town During Construction		12				12	\$ 2,964
Review Contractor Design Calculations		2		24		26	\$ 3,614
Review Shop Drawings		6		16		22	\$ 3,562
Review Construction Procedures		6		14		20	\$ 3,302
Respond to Contractor RFI's		6		10		16	\$ 2,782
Review Contractor Change Orders		6				6	\$ 1,482
Review Contractor Pay Requisitions		6	2			8	\$ 1,690
Periodic and Final Site Inspections (3 total)		24		24		48	\$ 9,048
Prepare Closeout Letter		2				2	\$ 494
Subtotal Office Engineering Labor Costs							\$ 38,298
<u>Part Time Site Observation</u>							
Control of Water System Installation			8			8	\$ 832
Bridge Excavation			12			12	\$ 1,248
Existing Culvert Removal			4			4	\$ 416
New Bridge Preparation			12			12	\$ 1,248
Precast Footings Installation			4			4	\$ 416
Precast Frame Installation			8			8	\$ 832
Precast Wingwalls Installation			4			4	\$ 416
Grout Joints & Damproofing			4			4	\$ 416
Frame & Wingwalls Backfill			12			12	\$ 1,248
Streambed Materials Installation			12			12	\$ 1,248
Control of Water System Removal			4			4	\$ 416
Punch List Review			4			4	\$ 416
Subtotal Site Engineering Labor Costs							\$ 9,152
TOTAL HOURS AND LABOR COST		102	94	96		292	\$ 47,450

DIRECT EXPENSES

Travel	\$ 3,000
TOTAL DIRECT EXPENSES	\$ 3,000
TOTAL NOT TO EXCEED FEE	\$ 50,450











FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Streets

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

2 of 6

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgbma.gov

2nd/Reviewing Staff Email

jaberdale@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

FY 2027 Priority 2 Streets

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

FY2027 Priority 2 Streets. See Attached list

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

Roadway Improvements

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Improve Town Roadway Infrastructure

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Roadways will deteriorate.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how

delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$410,000.00
Total Cost: \$410,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Capital		\$410,000.00
Total Cost: \$410,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue
FY2027 Road Projects.pdf

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification

Streets

PRIORITY 2 OF 6		
Crack Sealing	\$ 85,000	Ch. 90
Fog Sealing	\$ 120,000	Ch. 90
Chip Sealing	\$ 125,000	Ch. 90
Line Striping	\$ 80,000	Ch. 90
PRIORITY 4 OF 6		
North Side of Route 41; Comstock, Abbey, Hemlock, Woodland	\$ 1,343,084	
PRIORITY 5 OF 6		
South Side of Route 41; Pearl & George	\$ 760,236	
Welcome Street & Christian Hill Intersection	\$ 430,130	
PRIORITY 6 OF 6		
Butternut Lane, Berkshire Circle	\$ 684,502	
PRIORITY 1 OF 5		
VanDueseneville Road	\$1,559,793	
PRIORITY 3 OF 6		
East Street, State Road to Bridge Street, Roadway & Drainage (2 year project)	\$1,221,206	
	\$6,408,951	



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Engineering

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgbma.gov

2nd/Reviewing Staff Email

jaberdale@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Infrastructure Engineering

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Engineering to support infrastructure projects.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

Maintaining and improving the town's infrastructure.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Infrastructure will continue to deteriorate.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Deteriorating infrastructure.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how

delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$1,075,000.00
Total Cost: \$1,075,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Capital		\$1,075,000.00
		Total Cost: \$1,075,000.00

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue
FY2027 Infrastructure Engineering.pdf

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification

Capital Infrastructure Needs - Transportation - Streets, Roads, Bridges

FY2

Engineering

Route 183 TIP	\$ 250,000
Route 183 Land Takings	
South Main Street TIP	\$ 300,000
Division Street Bridge Land Takings	\$ 50,000
Cottage Street Bridge Land Takings	
Brookside Bridge Land Takings	
Castle Hill Drainage (Phase 2 of 5)	
Annual Town Road Design, Procurement, OPM	\$ 475,000

\$ 1,075,000



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Highway

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgb.org

2nd/Reviewing Staff Email

jaberdale@townofgb.org

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Safety Improvement, Manhole Installation Pearl St.

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Furnish & Install a drainage manhole southeast of the Pearl Street, Housatonic Railroad Intersection. It is estimated this structure will be a 6' diameter structure 12' deep.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

At this location, one drain line terminates and one drain line commences. The hole is deep and the pipes are large enough for small children and animals to enter. This location gathers the musty surface water from the road edge and the railroad drainage creating a foul odor in some seasons. This manhole will eliminate the safety hazard and the odor issue.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

This installation will improve safety and control the odor issue.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

The safety hazard and odor issue will continue.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$22,000.00
Total Cost: \$22,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Hourly Contractor currently under contract		\$22,000.00
Police Detail	none anticipated, will close the road	\$0.00
Total Cost: \$22,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification

Emergency Management

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Trailer Mounted 75KW Generator	\$ 73,000.00	\$ -	\$ -	\$ -	\$ -	\$ 73,000.00
Sunoco Station Transfer Switch	\$ 42,000.00	\$ -	\$ -	\$ -	\$ -	\$ 42,000.00
Message Board Purchase	\$ 54,842.00	\$ -	\$ -	\$ -	\$ -	\$ 54,842.00
TOTAL EMERGENCY MGMT	\$ 169,842.00	\$ -	\$ -	\$ -	\$ -	\$ 169,842.00

Emergency Management - Town Manager's Recommendation

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Trailer Mounted 75KW Generator	\$ 75,000.00	\$ -	\$ -	\$ -	\$ -	\$ 75,000.00
Sunoco Station Transfer Switch	\$ -	\$ -	\$ -	\$ -	\$ 42,000.00	\$ 42,000.00
Message Board Purchase	\$ 54,842.00	\$ -	\$ -	\$ -	\$ -	\$ 54,842.00
TOTAL EMERGENCY MGMT	\$ 129,842.00	\$ -	\$ -	\$ -	\$ 42,000.00	\$ 171,842.00



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Police

Division

Emergency Management

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

____ of ____

Division Priority # ____ of ____

____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgb.org

2nd/Reviewing Staff Email

acarlotto@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Trailer Mounted 75KW Generator

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Purchase and have available a trailer mounted generator available to support emergency situations.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

Temporary power is a vital resource during an emergency or natural disaster event.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

This request will facilitate and expedite emergency services.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

The town is lacking in its ability to manage major emergency and natural disaster events. If left unfunded the current level of service will not be improved.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$73,000.00
Total Cost: \$73,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Capital		\$73,000.00
Total Cost: \$73,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Police

Division

Emergency Management

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

_ of _

Division Priority # ____ of ____

_ of _

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgb.org

2nd/Reviewing Staff Email

acarlotto@townofgb.org

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Message Board Purchase

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Purchase two trailer mounted message boards.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

Main priority is to be able to communicate with the traveling public in the event of an emergency. When not used for emergencies the message boards could be used for communicating, upcoming construction, active construction, detours and events to the traveling public.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Through better communication to the traveling public, these message boards will enhance public safety and enhance the safety and effectiveness of the municipal work forces.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

If not funded, emergency and non-emergency communication will not be provided to the traveling public and the much needed safety of the municipal workers in the roadways will not be provided. The intention would be to purchase two in FY27 and two additional ones in a future year. The PD and DPW will continue to look for grant funding for these items.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$54,842.00
Total Cost: \$54,842.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Capital		\$54,842.00
Total Cost: \$54,842.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue
Message Board Quote.pdf

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification



154 Wayside Avenue, West Springfield, MA 01089
Phone (413) 733-5189 / Fax (413) 781-2102

November 25, 2025

Steve Larkin
Great Barrington Highway Dept.
Great Barrington, MA.

Steve-

Per your recent request, please see below for pricing on different options for message boards. Prices quoted are pursuant to MA State Contract #FAC-116.

SOLARTECH BOARDS WITH LIFT & ROTATE TRAILERS

One - new **SOLARTECH** model "Silent Messenger II, L&R" Portable message board, standard with:

STANDARD EQUIPMENT:

Electric Lift and manual Rotate Trailer

MBII Standard 54" x 92" Case – 27x48 Pixel

EZ Fold 160 Watt Solar Array – Default Font Power Miser

4 Standard Batteries

Battery Charger, 45 Amp 115VAC 50/60 Hz

"**Touchscreen**" controller onboard the message board for ease of use

3" Pintle Ring Coupler

Trailer Plug

USA w/ Cellular & GPS Lifetime Service

FURTHER ENHANCED WITH THE FOLLOWING OPTIONS INCLUDED:

Secure battery Hold-Down for each battery box

VANDAL-PROOF BATBOX ASSEMBLY

(4) maintenance-free AGM Batteries

220W Solar Array Upgrade

FOB: Great Barrington, MA MA State Contract #FAC-116 Price: \$24,928.09

Delivery is approx. 3-4 weeks, subject to change.

Thank you for this opportunity. If you would like to place an order, or have any further questions, please contact me via one of the methods listed below. You may also contact your local Area Sales Rep, Freddie Berard, at (413) 237-0709 or fberard@tricitycontractors.com. We appreciate your continued business and support!!

Sincerely,

Robert H. Clark, III

Robert H. Clark, III
Vice President
Tri-County Contractors Supply, Inc.
Cell: (413) 575-8751
rclarkiii@tricitycontractors.com

Unit Cost Each:	\$24,928.09
10% Increase Allowance:	\$2,492.80
Subtotal Each:	\$27,420.88

Purchase 2 Units:	\$54,841.76
-------------------	-------------

QUOTATION IS VALID FOR 30 DAYS!!!
Please add 5% for July 2026 budgetary purposes.

Information Technology (IT)

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Online Permitting Software	\$ 90,000.00	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00
Upgrade Assessors Software	\$ 43,000.00	\$ -	\$ -	\$ -	\$ -	\$ 43,000.00
TOTAL IT	\$ 133,000.00	\$ -	\$ -	\$ -	\$ -	\$ 133,000.00

Information Technology (IT) - Town Manager Recommendations

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Online Permitting Software	\$ 90,000.00	\$ -	\$ -	\$ -	\$ -	\$ 90,000.00
Upgrade Assessors Software	\$ 43,000.00	\$ -	\$ -	\$ -	\$ -	\$ 43,000.00
TOTAL IT	\$ 133,000.00	\$ -	\$ -	\$ -	\$ -	\$ 133,000.00



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Administration

Division

IT

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

Unknown

Division Priority # ____ of ____

Request Prepared By:

Liz

First

Hartsgrove

Last

Primary Staff Email

lhartsgrove@townofgbma.gov

2nd/Reviewing Staff Email

lhartsgrove@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Online Permitting Software Upgrade

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Upgrade to permitting software

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

Recent law changes have required accessibility to online services. Our current permitting software does not comply. Therefore this request is to enter into agreement with a different permitting software that does comply as well as enhances the internal coordination and communication necessary to improve the permitting process for residents and businesses.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

enhances the internal coordination and communication necessary to improve the permitting process for residents and businesses as there will be step by step signoffs and reviews of permits being filed online.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

we will be out of compliance with state law for accessibility.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
--------------	------

Expense	\$102,204.02
---------	--------------

Total Cost: \$102,204.02

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
---------------------	-----------------------------	------

Migration		\$59,400.00
-----------	--	-------------

Annual Subscription		\$42,804.02
---------------------	--	-------------

Total Cost: \$102,204.02

Will this Request generate Revenue?

Yes

Annual Revenue Estimate

Funding Offset Proposed:

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

IT - Permitting Software Quote.pdf

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification

Liz Hartsgrove

From: Melissa Contover <mcontover@opengov.com>
Sent: Monday, December 22, 2025 1:22 PM
To: Liz Hartsgrove
Cc: Lisa Richards
Subject: Re: FW: FY26 Community Compact IT and Municipal Fiber Grants

****CAUTION:****

****This is an external email, be vigilant****

*****Do not click links or open attachments unless you recognize the sender (and their email address) and know the content is safe*****

Hi Liz,

Below is some preliminary, “back-of-the-napkin” pricing to support the Building and Health Departments.

This estimated software pricing includes:

- Historical data migration from PermitEyes Direct
- Bluebeam integration
- MAT/GIS integrations
- Accounting & finance export
- Flag integration
- Permitting & Licensing mobile app

Professional Services include:

- Implementation services
- Ongoing support & maintenance
- Dedicated Customer Success Manager

All pricing also includes future software enhancements, fixes, updates, unlimited users, record types within the contracted service areas, data, reports, and permits.

Please note, these costs are preliminary and would be further refined through a detailed scoping process to reflect final pricing. If you choose not to include historical data migration at this time, the overall cost would be reduced.

I'd love to hear how these numbers resonate with you—whether they feel close, on par, or higher/lower than what you were expecting from a cost perspective.

OpenGov Proposal - Town of Great Barrington, MA Permitting & Licensing				
Subscription Year	Months	Software	Professional Services	Annual Total
July 1, 2026 - June 30, 2027	12	\$42,804.02	\$59,400.00	\$102,204.02

July 1, 2027 - June 30, 2028	12	\$44,944.22	\$0.00	\$44,944.22
July 1, 2028 - June 30, 2029	12	\$47,191.43	\$0.00	\$47,191.43

We can touch base to review this and go over a game plan in the new year. Looking forward to it!

Best,
Melissa

On Fri, Dec 19, 2025 at 5:18 PM Liz Hartsgrove <LHartsgrove@townofgbma.gov> wrote:

Yes please. ALL of it itemized out would be amazing.
THANKS!

L

Liz Hartsgrove, Town Manager

Town of Great Barrington, MA

334 Main Street

Great Barrington, MA 01230

Inspired by Community, Guided by Purpose.

From: Melissa Contover <mcontover@opengov.com>
Sent: Friday, December 19, 2025 3:10 PM
To: Liz Hartsgrove <LHartsgrove@townofgbma.gov>
Cc: Lisa Richards <LRichards@townofgbma.gov>
Subject: Re: FW: FY26 Community Compact IT and Municipal Fiber Grants

****CAUTION:****
****This is an external email, be vigilant****
*****Do not click links or open attachments unless you recognize the sender (and their email address) and know the content is safe*****

Hi Liz,



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Assessors

Division

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 2

Division Priority # ____ of ____

Request Prepared By:

Emily

First

Schilling

Last

Primary Staff Email

assessors@townofgbma.gov

2nd/Reviewing Staff Email

eschilling@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Upgrade Cama System (Assessing Software)

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Upgrade Cama Software from Catalis to Munis Tyler Tech software (Ias World). The new software is more user friendly with excel, which makes it easier for assessors to pull reports and prepare forms w/ mailing addresses attached. The property record cards are cleaner and easier for homeowners to read. The new software will keep track of 3ABC's and second homes in owner tab screen.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

Programs are always evolving and improving with technology. What we have is outdated & needs to be upgraded. Upgrading allows the assessors to perform our duties in a more efficient way.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

The upgrade will allow the assessors to do their job more effectively by having an easier set up. It helps keep track of second homes and 3abc's in a more effective way. Property record cards are cleaner looking and will be easier to read for homeowners. Ias World is a Munis Tyler program, and we have Munis for billing and collections. the 2 programs will communicate more effectively.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets)

to contextualize performance expectations.

Impact on service if not funded? (Explain)

The assessor's office will struggle to pull reports and have to manually keep track of houses that are second homes.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$43,000.00
Total Cost: \$43,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Conversion (one-time)		\$25,000.00
Training (one-time)		\$5,000.00
Annual software fee (Annual fee)		\$13,000.00
Total Cost: \$43,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Tyler Tech appraisal service.pdf

Pictures, Site Plans, Other Visuals

PERMIT SCREEN.png

RESIDENTIAL PROPERTY CARD IAS.pdf

COMM PROPERTY CARD IAS.PDF

Other Backup Material for Justification

CURRENT PROPERTY CARD.pdf

Catalis tab screen.png



Quoted By:
Quote Expiration:
Quote Name:

Gio Giordano
6/30/26

Sales Quotation For:

Town of Great Barrington
Suite 1
334 Main Street

Great Barrington MA 01230-1802
Phone: +1 (413) 528-8312

Tyler SaaS

Description	Annual SaaS Fee
Property & Recording	
Enterprise Assessment & Tax	
Enterprise Assessment Standard	\$ 13,000.00
Content Manager	
Content Manager EE	\$ 0.00
TOTAL	\$ 13,000.00

Services

Description	Fees
Property & Recording	
Training	\$ 5,000.00
Conversion	\$ 25,000.00
TOTAL	\$ 30,000.00

Recurring Annual Fees

	Year 1	Year 2	Year 3
Recurring Annual Fees	\$ 13,000.00	\$ 13,000.00	\$ 13,000.00

Summary

Total Annual / SaaS (Yearly)

Total Tyler Services

Summary Total (Entire Term)**Contract Total****One Time Fees**

\$ 0.00

\$ 30,000.00

\$ 30,000.00**\$ 69,000.00****Recurring Fees**

\$ 13,000.00

\$ 0.00

\$ 39,000.00

Comments

Tyler to use a base standard installation of the software for the starting to-be solution.

An onsite week is considered Tuesday thru Thursday. Monday and Friday will be travel days. Tyler resource time for travel days is accounted for from contract time and will reduce dollars for specific tasks (i.e. Training and Production Cutover).

Tyler has provided an estimate project duration based on the requirements shared during procurement of the solution. The project duration will be reviewed and solidified at the completion of the Assess & Define stage.

Standard Payment terms for licensed products are: (i) license fees paid at Project Initiation; (ii) maintenance fees for the first twelve (12) months are waived and commence on the one (1) year anniversary of the Project Initiation; and (iii) Professional Services fees are paid as the services are performed. Standard Payment terms for Software as a Services (SaaS) arrangements are: (i) SaaS fees paid at Project initiation; and (ii) Professional Services fees are paid as the services are performed.

In the event the Client cancels services less than two (2) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

Travel expenses will be invoiced as incurred per the then current Tyler Travel Policy.

Tyler's pricing does not include applicable local, city, state or federal sales, use excise, personal property or other similar taxes or duties, which Client is responsible for determining and remitting.

Tyler has included 10 days of Training within the scope of this agreement. Note: If two (2) Implementation resources are conducting training at the same time on different topics, then this equals two (2) days.

Training will be held virtually

Pricing is dependent on the City of Pittsfield allowing Great Barrington to be added as an additional Jurisdiction in their deployment.

INTERIM YEARS - APPRAISAL ASSISTANCE - ESTIMATE (NOT TO EXCEED \$10,000)

Appraisal Valuation @ \$124.99 to \$149.99 per hour
Cyclical/Permit/Sales Inspections @ \$800 to \$900 per day
Data Entry @ \$600 to \$700 per day

CONVERSION - APPRAISAL SERVICES - ESTIMATE

Appraisal Valuation @ \$124.99 to \$149.99 per hour
Data Entry @ \$600 to \$700 per day

Situs : 90 CENTRAL BERKSHIRE BLVD 0
Parcel ID: A010001003
Class: 101

Card: 1 of 1

Printed: December 15, 2025

CURRENT OWNER

MIERZEJEWSKI BEVERLY I
 90 CENTRAL BERK BLVD
 PITTSFIELD MA 01201
 0968/95TE

GENERAL INFORMATION

Living Units 1
 Neighborhood 115
 Alternate ID
 Vol / Pg 0968/95TE
 District
 Zoning R43
 Class Residential



Property Notes

Land Information

Type	Size	Influence Factors	Influence %	Value
Primary Site	AC 1.0000			76,750

Total Acres: 1
 Spot: Location:

Assessment Information

	Assessed	Appraised	Cost	Income	Prior
Land	76,800	76,800	76,800	0	76,800
Building	199,300	199,300	199,300	0	189,300
Total	276,100	276,100	276,100	0	266,100

Manual Override Reason
Base Date of Value
Value Flag STANDARD APPROACH **Effective Date of Value** 01/01/2024
Gross Building:

Entrance Information

Date	ID	Entry Code	Source
07/02/19	JE	Entry & Sign	Ow ner
09/22/08	CLT	Refused	Ow ner
03/16/00	KB	Entry Gained	Ow ner

Permit Information

Date Issued	Number	Price	Purpose	% Complete
-------------	--------	-------	---------	------------

Sales/Ownership History

Transfer Date	Price	Type	Validity	Deed Reference	Deed Type	Grantee
03/23/89		Land + Bldg	Transfer Of Convenience	1264/549		MIERZEJEWSKI



Situs : 90 CENTRAL BERKSHIRE BLVD 0

Parcel Id: A010001003

Class: 101

Card: 1 of 1

Printed: December 15, 2025

Dwelling Information			
Style	Ranch	Year Built	1962
Story height	1	Eff Year Built	1962
Attic	None	Year Remodeled	
Exterior Walls	Frame	Amenities	
Masonry Trim	x	In-law Apt	No
Color	Brown		

Basement			
Basement	Full	# Car Bsm t Gar	
FBLA Size	x	FBLA Type	
Rec Rm Size	x	Rec Rm Type	

Heating & Cooling		Fireplaces	
Heat Type	Basic	Stacks	1
Fuel Type	Oil	Openings	1
System Type	Hot Water	Pre-Fab	

Room Detail			
Bedrooms	3	Full Baths	1
Family Rooms		Half Baths	
Kitchens		Extra Fixtures	
Total Rooms	6	Bath Type	
Kitchen Type		Bath Remod	No
Kitchen Remod	No		

Adjustments			
Int vs Ext	Same	Unfinished Area	
Cathedral Ceiling	x	Unheated Area	

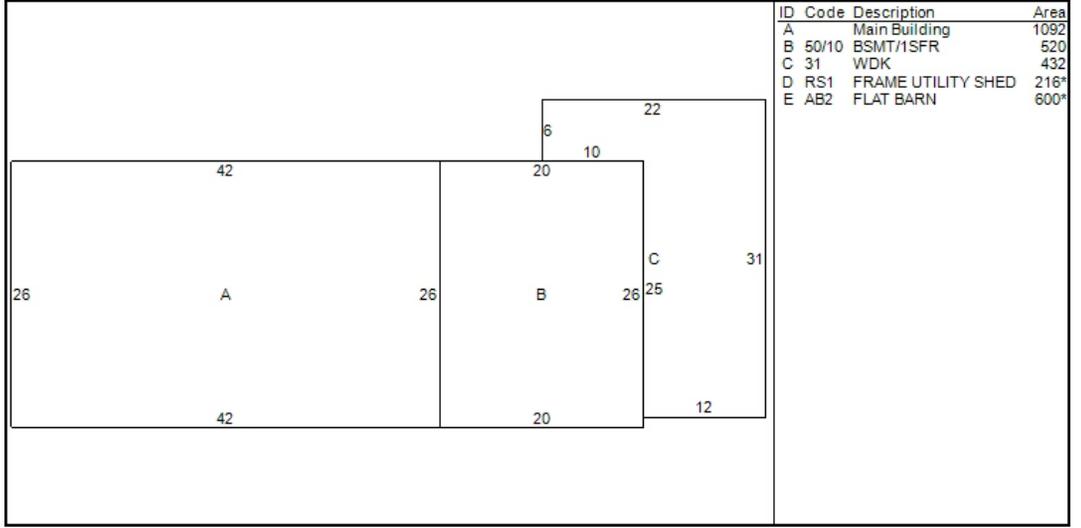
Grade & Depreciation			
Grade	C	Market Adj	
Condition	Average	Functional	
CDU	AVERAGE	Economic	
Cost & Design	0	% Good Ovr	
% Complete			

Dwelling Computations			
Base Price	221,582	% Good	66
Plumbing		% Good Override	
Basement	0	Functional	
Heating	0	Economic	
Attic	0	% Complete	
Other Features	9,226	C&D Factor	
		Adj Factor	.9
Subtotal	230,810	Additions	56,560

Ground Floor Area	1,092	Dwelling Value	188,000
Total Living Area	1,612		

Building Notes

OF 1



ID Code	Description	Area
A	Main Building	1092
B	50/10 BSMT/1SFR	520
C	31 WDK	432
D	RS1 FRAME UTILITY SHED	216*
E	AB2 FLAT BARN	600*

Outbuilding Data								
Type	Size 1	Size 2	Area	Qty	Yr Blt	Grade	Condition	Value
Frame Shed	12 x 18		216	1	1979	C	F	630
Flat Barn	30 x 20		600	1	1999	C	A	10,690

Condominium / Mobile Home Information			
Complex Name		Unit Number	
Condo Model		Unit Level	
		Unit Parking	
		Model (MH)	
		Unit Location	
		Unit View	
		Model Make (MH)	

Addition Details						
Line #	Low	1st	2nd	3rd	Value	
1	50	10			48,380	
2		31			8,180	

Situs : 606 EAST ST 0

PARCEL ID: I090004017

Class: 332

Card: 1 of 1

Printed: April 10, 2025

CURRENT OWNER

BELOT NELSON
750 OLD DALTON RD
DALTON MA 01226-1964
1113/765

GENERAL INFORMATION

Living Units
Neighborhood 66
Alternate ID
Vol / Pg 1113/765
District
Zoning CWS
Class COMMERCIAL



Property Notes

SIGNITURE SERIES AUTO DETAILING

Land Information

Type	Size	Influence Factors	Influence %	Value
Primary Sf	SF	7,696		68,480

Total Acres: .1767
Spot: _____ Location: _____

Assessment Information

	Assessed	Appraised	Cost	Income	Prior
Land	68,500	68,500	68,500	68,500	68,500
Building	59,500	59,500	42,900	59,500	33,100
Total	128,000	128,000	111,400	128,000	101,600

Manual Override Reason
Base Date of Value
Value Flag INCOME APPROACH **Effective Date of Value** 01/01/2024
Gross Building:

Entrance Information

Date	ID	Entry Code	Source
02/21/19	TD	Entry & Sign	Other
07/10/08	CLT	Entry Gained	Tenant

Permit Information

Date Issued	Number	Price	Purpose	% Complete

Sales/Ownership History

Transfer Date	Price	Type	Validity	Deed Reference	Deed Type	Grantee
05/01/87		1 Land Only	Transfer Of Convenience			
04/03/85				765/1113		
04/03/85				0/0		
04/01/85	92,000	Land Only				

Inspection Witnessed By _____

Situs : 606 EAST ST 0

Parcel Id: I090004017

Class: 332

Card: 1 of 1

Printed: April 10, 2025

Income Detail (Includes all Buildings on Parcel)

Use Grp	Mod Type	Inc Mod	Model Description	Units	Net Area	Income Rate	Econ Adjust	Potential Gross Income	Vac Model	Vac Adj	Additional Income	Effective Gross Income	Expense Model %	Expense Adj %	Expense Adj	Other Expenses	Total Expenses	Net Operating Income
11	S	001	Auto Service	0	1,120	12.00	115	15,456	5		0	14,683	15	120		2,643	2,643	12,040
21	S	001	Mixed Use Retail	0	416	11.00	115	5,262	10		0	4,736	25	120		1,421	1,421	3,315

Apartment Detail - Building 1 of 1

Line	Use Type	Per Bldg	Beds	Baths	Units	Rent	Income

Building Cost Detail - Building 1 of 1

Total Gross Building Area	1,536
Replace, Cost New Less Depr	30,610
Percent Complete	100
Number of Identical Units	1
Economic Condition Factor	
Final Building Value	42,850
Value per SF	27.90

Notes - Building 1 of 1

--

Income Summary (Includes all Building on Parcel)

Total Net Income	15,355
Capitalization Rate	0.120000
Sub total	127,958
Residual Land Value	
Final Income Value	127,958
Total Gross Rent Area	1,536
Total Gross Building Area	1,536

Situs : 652 EAST ST 0

PARCEL ID: I090004019

Class : 330

Card: 1 of 2

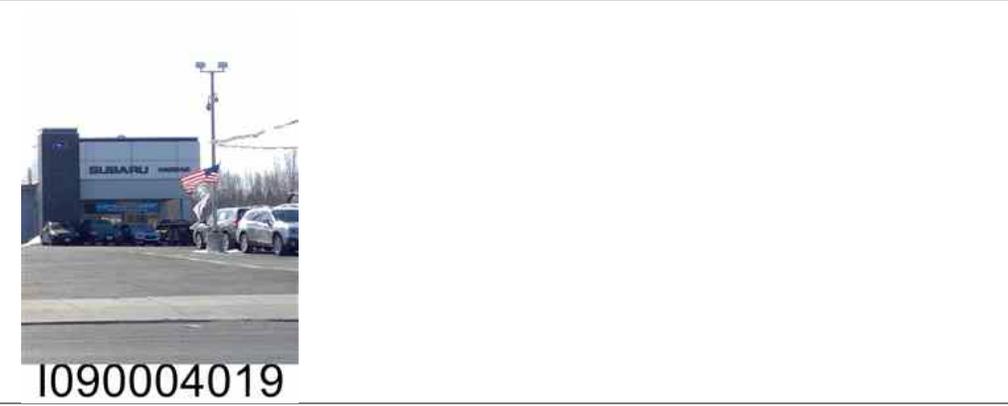
Printed: April 10, 2025

CURRENT OWNER

GHES REALTY LLC
150 BLYTHEWOOD DR
PITTSFIELD MA 01201
4042/35

GENERAL INFORMATION

Living Units
Neighborhood 66
Alternate ID
Vol / Pg 4042/35
District
Zoning CWS
Class COMMERCIAL



Property Notes

HADDAD SUBARU

Land Information

Type	Size	Influence Factors	Influence %	Value
Primary Site	AC 1.0000			214,240
Secondary Site	AC 2.3630			253,120

Total Acres: 3.363
Spot: _____ Location: _____

Assessment Information

	Assessed	Appraised	Cost	Income	Prior
Land	467,400	467,400	467,400	467,400	467,400
Building	531,500	531,500	436,600	531,500	381,800
Total	998,900	998,900	904,000	998,900	849,200

Manual Override Reason
Base Date of Value
Value Flag INCOME APPROACH **Effective Date of Value** 01/01/2024
2 SIGNS METAL 2000

Entrance Information

Date	ID	Entry Code	Source
02/21/19	TD	Entry & Sign	Other
06/27/08	CLT	Entry Gained	Other

Permit Information

Date Issued	Number	Price	Purpose	% Complete
09/05/24	24-0457		OTHER Replace Large Trailer With Small T	
09/22/23	23-1367	2	OTHER Temporary Office Trailer West Sid	
03/04/22	220215		OTHER New Structural Steel Beam For Ne	
09/24/19	191184	1	OTHER Office Trailer And Tie Dow n	
04/24/13	130448	0	BLDG Tent	0

Sales/Ownership History

Transfer Date	Price	Type	Validity	Deed Reference	Deed Type	Grantee
04/30/08	1,563,925	Land + Bldg	Sale Of Multiple Parcels	4042/35		GHES REALTY LLC
12/30/02	10	Land + Bldg	Sale Of Portion/Other Comm	2415/310		QUA TTROCHI REAL ESTA TE LLC
09/04/85		Land + Bldg	Transfer Of Convenience	1125/993		QUA TTROCHI ROBERT K

Inspection Witnessed By _____

Situs : 652 EAST ST 0

Parcel Id: I090004019

Class: 330

Card: 1 of 2

Printed: April 10, 2025

Building Information	
Year Built/Eff Year	1968 / 1990
Building #	1
Structure Type	Auto Service Garag
Identical Units	1
Total Units	1
Grade	C
# Covered Parking	
# Uncovered Parking	
DBA	HADDAD SUBARU

Building Other Features															
Line	Type	+/-	Meas1	Meas2	# Stops	Ident	Units	Line	Type	+/-	Meas1	Meas2	# Stops	Ident	Units
1	Overhead Dr-Wood/Mtl		100		1		9								

Interior/Exterior Information															
Line	Level From	- To	Int Fin	Area	Perim	Use Type	Wall Height	Ext Walls	Construction	Partitions	Heating	Cooling	Plumbing	Physical	Functional
1	01	01	100	4,850	294	Auto Parts/Service	12	Metal, Light	Pre-Engineered Stee	Normal	Unit Heat	None	Normal	3	3
2	M1	M1	100	187		Warehouse	8	Metal, Light	Pre-Engineered Stee	None	None	None	None	3	3

Interior/Exterior Valuation Detail					
Line	Area	Use Type	% Good	% Complete	Use Value/RCNLD
1	4,850	Auto Parts/Service		50	135,680
2	187	Warehouse		50	1,330

Outbuilding Data										
Line	Type	Yr Blt	Meas1	Meas2	Qty	Area	Grade	Phy	Fun	Value
1	Asph Pav	1968			1	36,600	C	2	3	43,920
2	Light - Me	1968			10	1	C	3	3	2,150
3	Fence	1968	1	7,800	1	7,800	C	3	3	12,750
4	16" Sign Po	1990			1		B	2	3	
5	Light - Me	1990			17	1	D	3	3	3,560
6	Light - Me	1990			17	1	D	3	3	9,960

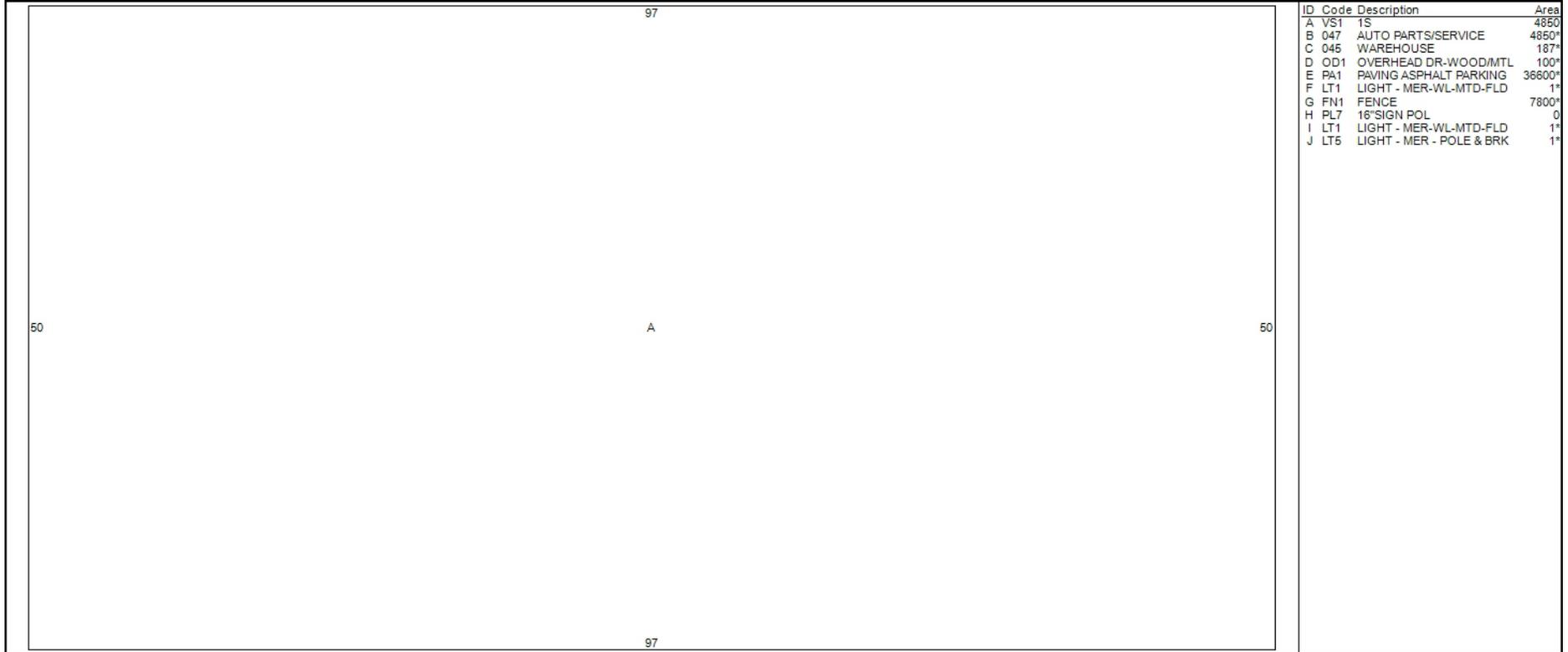
Situs : 652 EAST ST 0

Parcel Id: I090004019

Class: 330

Card: 1 of 2

Printed: April 10, 2025



Additional Property Photos



I090004019 03/08/20

Situs : 652 EAST ST 0

Parcel Id: I090004019

Class: 330

Card: 1 of 2

Printed: April 10, 2025

Income Detail (Includes all Buildings on Parcel)

Use Grp	Mod Type	Inc Mod	Model Description	Units	Net Area	Income Rate	Econ Adjust	Potential Gross Income	Vac Model	Vac Adj	Additional Income	Effective Gross Income	Expense Model %	Expense Adj %	Expense Adj	Other Expenses	Total Expenses	Net Operating Income
11	S	001	Auto Service	0	4,850	12.00	140	81,480	5		0	77,406	15	80		9,289	9,289	68,117
12	S	001	Manuf / Whse	0	187	5.25		982	10		0	884	15			133	133	751
24	S	001	Multi-Use Office	0	1,860	11.00	140	28,644	10		0	25,780	25	80		5,156	5,156	20,624

Apartment Detail - Building 1 of 2

Line	Use Type	Per Bldg	Beds	Baths	Units	Rent	Income

Building Cost Detail - Building 1 of 2

Total Gross Building Area	5,037
Replace, Cost New Less Depr	137,010
Percent Complete	100
Number of Identical Units	1
Economic Condition Factor	104
Final Building Value	199,482
Value per SF	39.60

Notes - Building 1 of 2

--

Income Summary (Includes all Building on Parcel)

Total Net Income	89,492
Capitalization Rate	0.120000
Sub total	745,767
Residual Land Value	253,120
Final Income Value	998,887
Total Gross Rent Area	6,897
Total Gross Building Area	6,897

Situs : 652 EAST ST 0

PARCEL ID: I090004019

Class : 330

Card: 2 of 2

Printed: April 10, 2025

CURRENT OWNER
GHES REALTY LLC
150 BLYTHEWOOD DR
PITTSFIELD MA 01201
4042/35

GENERAL INFORMATION
Living Units
Neighborhood 66
Alternate ID
Vol / Pg 4042/35
District
Zoning CWS
Class COMMERCIAL



Property Notes
HADDAD SUBARU

Land Information				
Type	Size	Influence Factors	Influence %	Value
Primary Site	AC 1.0000			214,240
Secondary Site	AC 2.3630			253,120
Total Acres: 3.363				
Spot: Location:				

Assessment Information					
	Assessed	Appraised	Cost	Income	Prior
Land	467,400	467,400	467,400	467,400	467,400
Building	531,500	531,500	436,600	531,500	381,800
Total	998,900	998,900	904,000	998,900	849,200
Manual Override Reason					
Base Date of Value					
Value Flag	INCOME APPROACH		Effective Date of Value 01/01/2024		
2 SIGNS METAL	2000				

Entrance Information			
Date	ID	Entry Code	Source
02/21/19	TD	Entry & Sign	Other
06/27/08	CLT	Entry Gained	Other

Permit Information					
Date Issued	Number	Price	Purpose	% Complete	
09/05/24	24-0457		OTHER	Replace Large Trailer With Small T	
09/22/23	23-1367	2	OTHER	Temporary Office Trailer West Sid	
03/04/22	220215		OTHER	New Structural Steel Beam For Ne	
09/24/19	191184	1	OTHER	Office Trailer And Tie Dow n	
04/24/13	130448	0	BLDG	Tent 0	

Sales/Ownership History						
Transfer Date	Price	Type	Validity	Deed Reference	Deed Type	Grantee
04/30/08	1,563,925	Land + Bldg	Sale Of Multiple Parcels	4042/35		GHES REALTY LLC
12/30/02	10	Land + Bldg	Sale Of Portion/Other Comm	2415/310		QUA TTROCHI REAL ESTA TE LLC
09/04/85		Land + Bldg	Transfer Of Convenience	1125/993		QUA TTROCHI ROBERT K

Inspection Witnessed By _____

Situs : 652 EAST ST 0

Parcel Id: I090004019

Class: 330

Card: 2 of 2

Printed: April 10, 2025

Building Information	
Year Built/Eff Year	2002 /
Building #	2
Structure Type	Auto Dealer/Srv Gar
Identical Units	1
Total Units	
Grade	C
# Covered Parking	
# Uncovered Parking	
DBA	

Building Other Features											
Line Type	+-	Meas1	Meas2	# Stops	Ident Units	Line Type	+-	Meas1	Meas2	# Stops	Ident Units
1		540		1	1						

Interior/Exterior Information															
Line	Level From	- To	Int Fin	Area	Perim	Use Type	Wall Height	Ext Walls	Construction	Partitions	Heating	Cooling	Plumbing	Physical	Functional
1	01	01	100	1,860	184	Auto Show room/C	14	Metal, Sand	Fire Resistant	Normal	Hot Air	Central	Normal	3	3

Interior/Exterior Valuation Detail					
Line	Area	Use Type	% Good	% Complete	Use Value/RCNLD
1	1,860	Auto Show room/Office		75	149,760

Outbuilding Data										
Line	Type	Yr Blt	Meas1	Meas2	Qty	Area	Grade	Phy	Fun	Value
7	Light - Me	1990			2	1	C	3	3	540
8	Frame Shed	2013	16	10	2	160	C	3	3	3,380

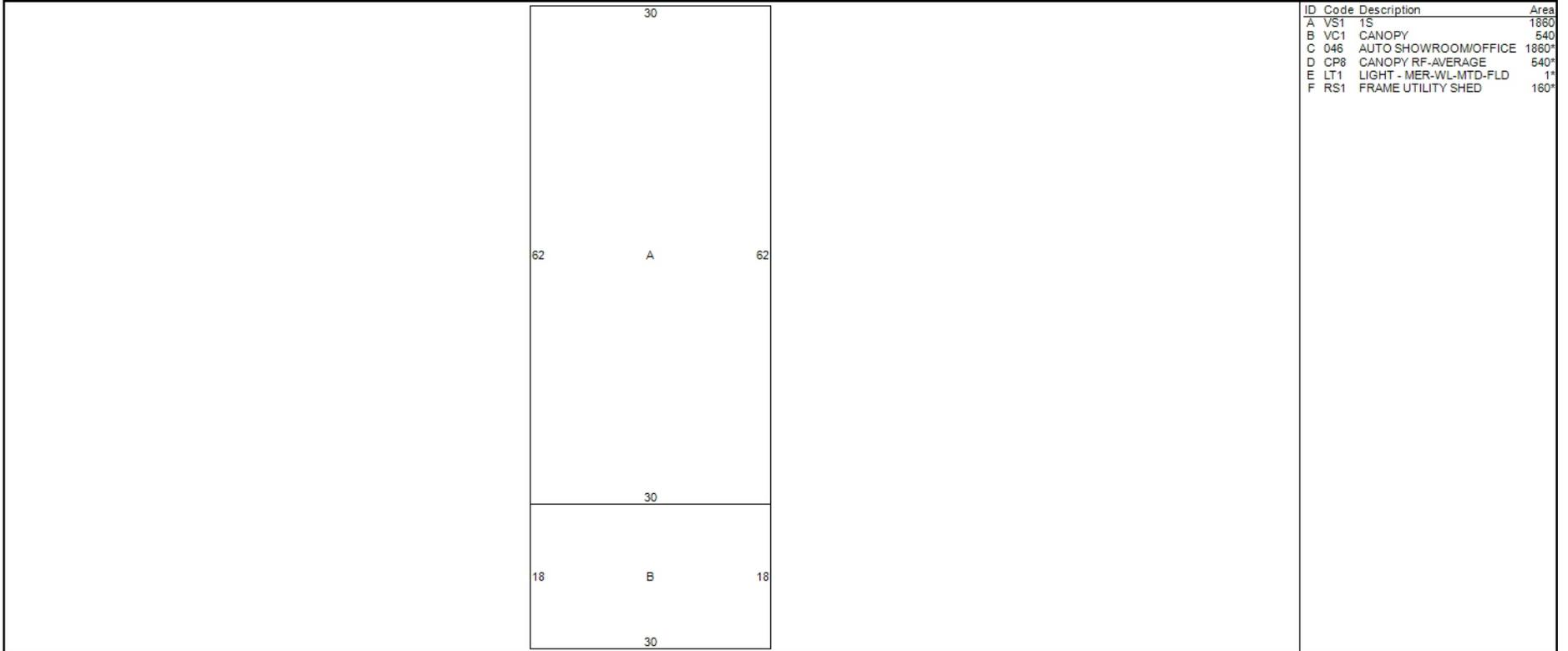
Situs : 652 EAST ST 0

Parcel Id: I090004019

Class: 330

Card: 2 of 2

Printed: April 10, 2025



Additional Property Photos

Situs : 652 EAST ST 0

Parcel Id: I090004019

Class: 330

Card: 2 of 2

Printed: April 10, 2025

Income Detail (Includes all Buildings on Parcel)

Use Grp	Mod Type	Inc Mod	Model Description	Units	Net Area	Income Rate	Econ Adjust	Potential Gross Income	Vac Model	Vac Adj	Additional Income	Effective Gross Income	Expense Model %	Expense Adj %	Expense Adj	Other Expenses	Total Expenses	Net Operating Income
11	S	001	Auto Service	0	4,850	12.00	140	81,480	5		0	77,406	15	80		9,289	9,289	68,117
12	S	001	Manuf / Whse	0	187	5.25		982	10		0	884	15			133	133	751
24	S	001	Multi-Use Office	0	1,860	11.00	140	28,644	10		0	25,780	25	80		5,156	5,156	20,624

Apartment Detail - Building 2 of 2

Line	Use Type	Per Bldg	Beds	Baths	Units	Rent	Income

Building Cost Detail - Building 2 of 2

Total Gross Building Area	1,860
Replace, Cost New Less Depr	149,760
Percent Complete	100
Number of Identical Units	1
Economic Condition Factor	104
Final Building Value	155,750
Value per SF	83.74

Notes - Building 2 of 2

--

Income Summary (Includes all Building on Parcel)

Total Net Income	89,492
Capitalization Rate	0.120000
Sub total	745,767
Residual Land Value	253,120
Final Income Value	998,887
Total Gross Rent Area	6,897
Total Gross Building Area	6,897

Parcel ID: C010099022



HALPER RICHARD JAN MILES HALPER BARBARA 1136 BARKER RD 22

2026

Tree View

Parcel Descripti

Parcel: C01C

Land Dat

Entrance

Date:

Date:

Date:

Permits

Permi

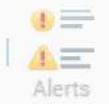
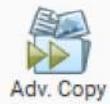
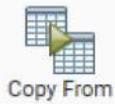
Sales

Sale [

Dwelling

Card :

Dv



Parcel

Owners

Land

Entrances

Permits

Sales

Dwellings

Additions

Com Bldgs

Com Int/Ext

Com Features

OBY

Com Use

Com Apts

Notes

Permit Date

Permit#

Purpose

Open/Closed

Amount

Who

When

Record

Status

09-JAN-2020

R-20-0025

REMODEL

C

DHAAS

23-JUL-2020 11:56 AM

Current

Permits

Permit Date

09-JAN-2020



Open/Closed

C: Closed Permit



Number

R-20-0025

Certificate Date



Price

Purpose

REMODEL: Remodel



% Complete

Notes:

2 BATHS AND KITCHEN RENOVATE

031.0

0000

0068.A

1 of 1

RESIDENTIAL

GreatBarrington

APPRAISED:
USE VALUE:
ASSESSED:

Total Card / Total Parcel
648,000 / 648,000
648,000 / 648,000
648,000 / 648,000

Map

Block

Lot

Sublot

CARD

PROPERTY LOCATION

Table with columns: No, Alt No, Direction/Street/City. Row 1: 78, , EGREMONT PLAIN RD, GREAT BARR

OWNERSHIP

Table with columns: Owner 1, Owner 2, Owner 3, Street 1, Street 2, Town/City, St/Prov, Postal. Row 1: SHAPIRO CLAUDIA J, SOUTH EGREMONT, MA, 01258-0112

PREVIOUS OWNER

Table with columns: Owner 1, Owner 2, Street 1, Town/City, St/Prov, Postal. Row 1: BELL DANIEL J - SOUTH EGREMONT, MA, 01258-0112

NARRATIVE DESCRIPTION

This parcel contains 12. ACRES of land mainly classified as ONE FAMILY with a COLONIAL Building built about 1900, having primarily CLAPBOARD Exterior and 2128 Square Feet, with 1 Unit, 1 Bath, 0 3/4 Bath, 0 HalfBath, 6 Rooms, and 3 Bdrms.

OTHER ASSESSMENTS

Table with columns: Code, Descrpt/No, Amount, Com. Int. (Empty table)

PROPERTY FACTORS

Table with columns: Item, Code, Description, %, Item, Code, Description. Includes rows for water, sewer, electric, census, flood haz, and street/gas types.

LAND SECTION (First 7 lines only)

Table with columns: Use Code, Description, LUC Fact, No of Units, Depth / PriceUnits, Unit Type, Land Type, LT Factor, Base Value, Unit Price, Adj, Neigh, Neigh Infl, Neigh Mod, Infl 1, %, Infl 2, %, Infl 3, %, Appraised Value, Alt Class, %, Spec Land, J Code, Fact, Use Value, Notes

IN PROCESS APPRAISAL SUMMARY

Table with columns: Use Code, Land Size, Building Value, Yard Items, Land Value, Total Value. Includes Total Card and Total Parcel rows.

PREVIOUS ASSESSMENT

Table with columns: Tax Yr, Use, Cat, Bldg Value, Yrd Items, Land Size, Land Value, Total Value, Asses'd Value, Notes, Date. Includes rows for years 2023-2026.

SALES INFORMATION

Table with columns: Grantor, Legal Ref, Type, Date, Sale Code, Sale Price, V, Tst, Verif, Notes. Includes rows for BELL DANIEL J, SHAPIRO.

BUILDING PERMITS

Table with columns: Date, Number, Descrpt, Amount, C/O, Last Visit, Fed Code, F. Descrpt, Comment. (Empty table)

Table with columns: Legal Description, User Acct, GIS Ref, Entered Lot Size, Total Land, Land Unit Type. Includes values like M 42388 88349, 12, AC.

Parcel ID 031.0-0000-0068.A

Table with columns: Tax Yr, Use, Cat, Bldg Value, Yrd Items, Land Size, Land Value, Total Value, Asses'd Value, Notes, Date. Includes rows for years 2022-2024.

PAT ACCT.

Table with columns: Grantor, Legal Ref, Type, Date, Sale Code, Sale Price, V, Tst, Verif, Notes. Includes rows for BELL DANIEL J, SHAPIRO.

ACTIVITY INFORMATION

Table with columns: Date, Result, By, Name. Includes rows for 6/10/2014 EXTRIOR-ONLY.

Sign: VERIFICATION OF VISIT NOT DATA



Table with columns: Prior Id # 1-3, ASR Map, Fact Dist, Reval Dist, Year, LandReason, BldReason, CivilDistrict, Ratio.

Highlight Item to Move to.

Activity/Revision Information

- Appeals Information
- Building Description
- Calculation History
- Comparable Sales
- Depreciation + Remodeling
- Exemption Information
- Image Capturing
- Income Approach
- Land Data
- Legal Description
- Location/Oth ID/Notes
- Marshal Swift Calc Ladder
- Mobile Home Information
- Multiple Regression Analysis
- Other Assessments
- Other Parties
- Owner/ID/Prop Fact/Tax Info
- Parcel History
- Permit Information
- Previous Assessments
- Record Card Links
- Record Card/Sketch
- Reported Expenses
- Reported Income
- Reval Information
- Rooms/Breakdown
- Sales Information
- SP. Features/Yard Items
- Sub Area Detail
- Valuation Information

Town Clerk

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Archival Storage Feasibility Study	\$75,000.00	\$ -	\$ -	\$ -	\$ -	\$ 75,000.00
TOTAL TOWN CLERK	\$75,000.00	\$ -	\$ -	\$ -	\$ -	\$ 75,000.00

Town Clerk - Town Manager Recommendation

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Archival Storage Feasibility Study	\$50,000.00	\$ -	\$ -	\$ -	\$ -	\$ 50,000.00
TOTAL TOWN CLERK	\$50,000.00	\$ -	\$ -	\$ -	\$ -	\$ 50,000.00



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department**Division****Requested Fiscal Year**

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____**Division Priority # ____ of ____****Request Prepared By:**

First

Last

Primary Staff Email**2nd/Reviewing Staff Email**

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Archival Storage Feasibility Study

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

To hire a consultant to assess the size of the town's archival collection, its needs, and identifying location and required equipment to properly store materials.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Describe change in resource requiring Capital Request

With the pending grant for the Library, possible archival material will need to be relocated, in addition to items within all other departments including town Clerk

Rational/Justification for Request

To preserve and properly store archival items

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

This study will guide the town in recommended needs for preserving and storing historical and archival material of the town.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

This is a time sensitive matter, as there is a possible displacement of the Historical Commission items from the Ramsdell Library if the State grant is accepted - which prevents non library items to be within the areas restored using the state funds.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$75,000.00
Total Cost: \$75,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Archival Consultant		\$75,000.00
Total Cost: \$75,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification

Health						
Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Inspector Vehicle	\$ 33,300.00	\$ -	\$ -	\$ -	\$ -	\$ 33,300.00
TOTAL HEALTH	\$ 33,300.00	\$ -	\$ -	\$ -	\$ -	\$ 33,300.00

Health - Town Manager Recommendation						
Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Inspector Vehicle	\$ 35,000.00	\$ -	\$ -	\$ -	\$ -	\$ 35,000.00
TOTAL HEALTH	\$ 35,000.00	\$ -	\$ -	\$ -	\$ -	\$ 35,000.00



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Health

Division

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 3

Division Priority # ____ of ____

Request Prepared By:

Rebecca

First

Jurczyk

Last

Primary Staff Email

rjurczyk@townofgbma.gov

2nd/Reviewing Staff Email

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Inspector Vehicle

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

I am proposing the consideration for purchasing a moderately used vehicle to support the Health Department Inspectional services. The vehicle would be primarily used by the Health Inspector for the various daily inspections throughout Great Barrington and Housatonic. The vehicle could also be used by Health Department Staff to attend a training in or out of Town. Health Department Staff have proposed to the Town Assessor that this inspector vehicle can be used by the Assessors for their annual property assessment inspections. We think the scheduling of the Health Inspector inspections and the timing of the property assessments would not present too great a coordination challenge.

The idea is to purchase a relatively new but used, small car with under 20,000miles.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

The primary rationale for this request is that the Health Department is exploring ideas on how to make the Health Inspector position more attractive and retain staff for a longer duration. Health Inspectors are required to have a lot of knowledge and training and this takes time and dedication to the position. In addition the Health Inspector is required to use their own vehicle for the many weekly inspections. The goal is that having town car to utilize for job related activities will lessen the cost burden on the employee. It is my personal opinion that the Health Inspector should not have to use their own assets to appropriately accomplish their work.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

If funded, I think having an inspector vehicle will promote the position as being one that an employee could take on given the salary and cost of living.

Primarily, I think having an inspector vehicle will help retain staff and also display to the employee that the Town values their work.

To summarize how having a inspector vehicle would affect the efficiency of providing inspectional services; the trend has been to lose a Health Inspector every 1.5-2years to other local and higher paying Health Inspector jobs. We have to strategize ways to make the position more attractive and retain health inspectors otherwise there is consistent gap in service delivery while we search for, hire, and train the next Health Inspector.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

As stated above, the risk of not funding the cost for purchasing an inspector vehicle is risking the same cycle of taking the 6 months to a year to adequately train a Health Inspector and then they move on to higher paying jobs in the area. This is leaving Great Barrington with a consistently under-staffed Health Department.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$28,000.00

Expense	\$300.00
---------	----------

Expense	\$5,000.00
---------	------------

Total Cost: \$33,300.00

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Capital Purchase	New account 01511	\$28,000.00
Annual Inspection, Registration, Excise Tax	New account 01511	\$300.00
car insurance	New Account 01511	\$5,000.00

Total Cost: \$33,300.00

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Bachetti's Auto Sales, cost estimates.pdf

Pictures, Site Plans, Other Visuals
Other Backup Material for Justification

From: bachetti4sales@verizon.net
To: [Rebecca Jurczyk](#)
Subject: Bachetti's Auto Sales, Inc.
Date: Thursday, January 8, 2026 3:01:15 PM

****CAUTION:****
****This is an external email, be vigilant****
*****Do not click links or open attachments unless you recognize the sender (and their email address) and know the content is safe*****

Hello,

Here is the information on some of the vehicles you discussed with Greg.

2023 Subaru Forester - Premium, Green, 19K miles, \$27,988.00

2025 Subaru Forester - Premium, Grey, 4K miles, \$27,988.00

2024 Subaru Crosstrek - Premium, Orange, 6K miles, \$25,988.00

Please let us know if you would like to proceed with any of these. If there are any questions or concerns, please feel free to contact us.

Thank you,
Lee-Ann

Bachetti's Auto Sales, Inc.
1924 N. Main Street
Sheffield, MA 01257
(413) 528-5410

Council On Aging

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
COA Van	\$ 53,000.00	\$ -	\$ -	\$ -	\$ -	\$ 53,000.00
TOTAL COA	\$ 53,000.00	\$ -	\$ -	\$ -	\$ -	\$ 53,000.00

Council On Aging - Town Manager Recommendation

Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
COA Van	\$ 53,000.00	\$ -	\$ -	\$ -	\$ -	\$ 53,000.00
TOTAL COA	\$ 53,000.00	\$ -	\$ -	\$ -	\$ -	\$ 53,000.00



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Council on Aging

Division

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Liz

First

Hartsgrove

Last

Primary Staff Email

lhartsgrove@townofgbma.gov

2nd/Reviewing Staff Email

lhartsgrove@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Council On Aging Van

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

This request is for the purchase of a 14-passenger van for the Council on Aging to support essential transportation and outreach services for older adults. At present, the Council on Aging does not have a dedicated Town vehicle, and staff are required to use personal vehicles to transport participants and support programming, which presents operational, liability, and equity concerns.

The proposed purchase would replace the current informal and unsustainable practice with a Town-owned vehicle dedicated to senior services. The van would be used for community activities, and other services that support aging in place and reduce social isolation among older residents.

To manage costs responsibly, the Town is exploring the purchase of a surplus vehicle from a Regional transit authority in MA. This approach is expected to provide a well-maintained, fleet-grade vehicle at a reduced cost while improving safety, reliability, and consistency of service delivery. Approval of this request would formalize and strengthen transportation capacity for the Council on Aging and align service delivery with best practices for municipal operations.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service

Rational/Justification for Request

Town-owned van will allow the Council on Aging to plan and deliver programming more efficiently, expand access for residents who are unable to drive, and ensure that transportation is provided in a manner consistent with municipal standards for safety and accountability. Reliable group transportation is a foundational component of senior services and directly supports social connection, preventive health, and independent living.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Funding this request will significantly improve both the efficiency and effectiveness of Council on Aging services by providing a dedicated, Town-owned vehicle for senior transportation. Currently, reliance on staff personal vehicles limits scheduling flexibility, reduces the number of residents who can be served at one time, and creates administrative and liability challenges.

A 12-passenger van will allow staff to transport multiple participants simultaneously, streamline trip planning, and expand access to programs and essential services for residents who cannot drive. This will reduce staff time spent coordinating transportation, improve reliability, and enable more consistent service delivery.

Overall, the investment will replace an informal and inefficient practice with a structured, cost-effective transportation solution that increases participation, improves safety, and strengthens the Town's ability to meet the needs of its aging population.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

If this request is not funded, the Council on Aging will continue to operate without a dedicated Town vehicle and remain reliant on employees using personal vehicles, which is not a sustainable or appropriate long-term practice. This limitation will continue to restrict the number of residents who can be served, reduce participation in programs, and create ongoing scheduling and reliability challenges.

Without a Town-owned vehicle, the Council on Aging may be forced to limit or cancel transportation-dependent services, particularly for residents who do not drive or have mobility limitations. Continued reliance on personal vehicles also increases liability and risk for the Town and staff, and undermines the Town's ability to provide consistent, equitable access to senior services.

Ultimately, failure to fund this request would hinder the effectiveness of Council on Aging programs and negatively impact older residents' access to essential services, social connection, and support for aging in place.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, insurance, etc)

Type of Cost	Cost
<input type="text" value="Capital Purchase"/>	<input type="text" value="\$50,000.00"/>
<input type="text" value="Expense"/>	<input type="text" value="\$3,000.00"/>
Total Cost: \$53,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
<input type="text" value="Purchase of vehicle"/>	<input type="text"/>	<input type="text" value="\$50,000.00"/>
<input type="text" value="Decal and other preperation"/>	<input type="text"/>	<input type="text" value="\$3,000.00"/>
Total Cost: \$53,000.00		

Will this Request generate Revenue?

Annual Revenue Estimate

Funding Offset Proposed:

Funding Offset - Proposed Existing Source

If your department generates revenues (user fees, enterprise operations, grants), show how they support or offset the requested operating budget.

Proposed Existing Source	Line Item Account #	Offset Amount
--------------------------	---------------------	---------------

--	--	--

Total Existing: \$0.00

Funding Offset - Proposed New Source

If your department generates revenues (user fees, enterprise operations, grants), show how they support or offset the requested operating budget.

Proposed New Source	Describe	Offset Amount

Total New:: \$0.00

Total Proposed Offset
\$0.00

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

img-1202.jpeg

Document.jpg

Other Backup Material for Justification



Planning						
Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Castle Street Pedestrian underpass and canopy	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ 200,000.00
Master Plan	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ 200,000.00
TOTAL PLANNING	\$ 200,000.00	\$ 200,000.00	-	-	-	\$ 400,000.00

Planning - Town Manager Recommendation						
Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Castle Street Pedestrian underpass and canopy	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ 200,000.00
Master Plan	\$ 50,000.00	\$ -	\$ -	\$ 200,000.00	\$ -	\$ 250,000.00
TOTAL PLANNING	\$ 50,000.00	\$ 200,000.00	\$ -	\$ 200,000.00	\$ -	\$ 450,000.00



FY27-31 Capital Request Form

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Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Planning

Division

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1

Division Priority # ____ of ____

Request Prepared By:

Chris

First

Rembold

Last

Primary Staff Email

crembold@townofgbma.gov

2nd/Reviewing Staff Email

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Master Plan

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Contracted services to support writing an updated or new Master Plan.
At this time, we do not have a detailed cost estimate. Rather, this submittal is intended to put this need "on the radar" for FY28.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

The Town's 2013 Master Plan is now 13 years old (and based on 2010 census data). Changes to demographics, land use, housing and economic trends since then call for a renewed look at the the Town's planning, conservation, development, and service delivery goals.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Master Plans can improve efficiency and cost effectiveness of capital investments and service delivery by aligning expectations and goals over a 10-year period and positioning the Town for grant funding to accomplish the goals and projects in the Plan. The current Plan, issued in 2013, was written almost entirely in-house, with support from BRPC, but that feat seems unlikely to be repeated given the demands on the Planning Dept and on the Town's boards and committees.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Potential decrease coordination of services and investments, lack of a shared community vision, and decreased competitiveness for grants.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Expense	\$200,000.00
Total Cost: \$200,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Planning contracted services		\$200,000.00
Total Cost: \$200,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification

Transportation						
Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Accessible Electric Vehicles	\$ 36,410.00	\$ -	\$ -	\$ -	\$ -	\$ 36,410.00
TOTAL TRANSPORTATION	\$ 36,410.00	\$ -	\$ -	\$ -	\$ -	\$ 36,410.00

Transportation - Town Manager Recommended						
Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Accessible Electric Vehicles	\$ 18,205.00	\$ -	\$ -	\$ -	\$ -	\$ 18,205.00
TOTAL TRANSPORTATION	\$ 18,205.00	\$ -	\$ -	\$ -	\$ -	\$ 18,205.00



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Transportation

Division

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1

Division Priority # ____ of ____

Request Prepared By:

Chris

First

Rembold

Last

Primary Staff Email

crembold@townofgbma.gov

2nd/Reviewing Staff Email

tcoleman@townofgbma.gov

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Accessible Electric Vehicles

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

This request is for the Town's cost share of 2 new wheelchair accessible electric vehicles (EV). The Town has applied for a grant for a Mass DOT, and we should hear about that in approximately March 2026. If the grant is successful, the grant will pay 85% of the cost, and the Town must pay the balance, which for two vehicles is estimated at a total Town cost of \$36,410. If the grant funds are not received for one or both EVs, the corresponding Town funds will not be needed.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

These vehicles are intended to replace existing vehicles that are at, or will soon reach, the end of their useful life. Those existing vehicles are gasoline powered and not accessible. These will be accessible, and as EV, are cheaper to maintain.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

This will replace vehicles that are at, or will soon reach, the end of their useful life. It will ensure transit service can continue.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets)

to contextualize performance expectations.

Impact on service if not funded? (Explain)

If we cannot replace those vehicles we may see significant repair costs and downtime, unable to deliver essential rides to the community.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$36,410.00
Total Cost: \$36,410.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Local share per EV		\$18,205.00
Local share per EV		\$18,205.00
Total Cost: \$36,410.00		

Will this Request generate Revenue?

Yes

Annual Revenue Estimate

\$5,000.00

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue
fy26 grant full with attach.pdf

Quotes and Specifications
dot-Fully_Accessible_Vehicles_Guide_EV only.pdf

Pictures, Site Plans, Other Visuals
IMG_4826.JPEG

Other Backup Material for Justification



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbits-Nutt, Secretary & CEO
Meredith Slesinger, MassDOT Rail & Transit Administrator



MASSDOT FULLY ACCESSIBLE VEHICLE GUIDE

AN OVERVIEW OF ACCESSIBLE VEHICLE SPECIFICATIONS

September 2025

INTRODUCTION

The state's Mobility Assistance Program (MAP) and the FTA's Section 5310 Program provide capital funding to transit agencies, municipalities, Councils on Aging, and private non-profits for the purchase of vehicles to be used in the provision of transportation services to older adults and individuals with disabilities of any age.

Through these two programs, MassDOT provides funding for accessible vehicles that meet a set of minimum standards, which are described below. MassDOT pays an 85% share of the cost of the "base vehicle." This refers to all parts of the vehicle required to meet the minimum standards described in this document, but none of the additional optional features. Receiving agencies may elect to purchase vehicles with additional optional features, but these options must be fully paid for by that agency.

MassDOT retains the vehicle title and is the lien holder for the duration of the vehicle's useful life. After this period has elapsed, the agency can work with MassDOT to transfer the title to them in accordance with MassDOT's disposition policy.

Below are type-specific standards for each of MassDOT's accessible vehicles. Please be aware that the listed vehicle costs are just estimates; actual cost will vary depending on the Producer Price Index (PPI) at the time the order is placed.¹

¹ RFR # BD-23-1 030-QTI 00-0T | 00-81603

TYPES OF VEHICLES

Vehicle brand and configuration are determined by MassDOT during the State's procurement process. Current contract dealers, manufacturers, and vehicle types are listed below.

Vehicle Type	Dealer	Vehicle Model
Type A	Model1	Chrysler Voyager BraunAbility
Type A – Electric (EV)	Model1	Ford E-Transit
Type E	Coach & Equipment	Ford E-350 Cutaway
Type E2a	Coach & Equipment	Ford E-350 Cutaway
Type E2b	Coach & Equipment	Ford E-350 Cutaway
Type Ca	Coach & Equipment	Ford E-450 Cutaway
Type Cb	Coach & Equipment	Ford E-450 Cutaway
Type Da²	Coach & Equipment	Ford E-450 Cutaway
Type Db³	Coach & Equipment	Ford E-450 Cutaway
Type LF	Model1	New England Wheels Frontrunner

VEHICLE SPECIFICATIONS

Each type of vehicle has a different set of specifications, but certain standards apply across all vehicles:

- “Passenger Capacity” below refers to the maximum number of ambulatory passengers capable of being transported in the vehicle. Wheelchair passengers may take up the space of two or more ambulatory passengers, so a vehicle may be full even though it contains fewer people than its maximum passenger capacity.
- All vehicles must have a rear emergency door.

² **NOTE:** A Class C CDL (Commercial Driver's License) with a Passenger Endorsement is required for this vehicle type

³ **NOTE:** A Class C CDL (Commercial Driver's License) with a Passenger Endorsement is required for this vehicle type

OPTIONAL FEATURES

Receiving agencies that wish to purchase additional vehicle features may do so at their own expense, in accordance with the approved RFR. Options that may be upgraded include:

- ITS and communications (automatic vehicle locators, fareboxes, etc.)
- Cameras (for reversing, and interior and exterior for driver and passenger safety)
- Electronic destination signs (front and curbside)
- Collision warning and avoidance system
- Passenger amenities (seating, grab handles, grab rails, etc.)
- Driver amenities (seating, cruise control, etc.)
- Paint scheme/details (base vehicle is white with vinyl striping)
- Additional spare tires
- Bike racks⁴

The costs of optional features range from a few hundred dollars (such as for grab handles/grab rails) to a few thousand dollars (such as for a bike rack). For a full list of available options and pricing, please contact us using the information below.

CONTACT INFORMATION

Thank you for your interest in accessible vehicles through MassDOT's Community Transit Grant Program! If you have any questions, please contact:

Rachel Fichtenbaum
Manager of Grant Programs & Mobility Management
MassDOT Rail & Transit Division
Rachel.L.Fichtenbaum@dot.state.ma.us
10 Park Plaza, Suite 3720
Boston, MA 02116
(857) 368-8584

Stefan Cejic
Asset Management Coordinator
MassDOT Rail & Transit Division
Stefan.A.Cejic@dot.state.ma.us
10 Park Plaza, Suite 3720
Boston, MA 02116
(857) 368-8691

⁴ May vary by model. For example, not recommended on the LF.

TYPE A – ELECTRIC (EV)



Medium-roof van, single rear wheel, with rear wheelchair lift. The vehicle seats four ambulatory passengers and two wheelchair positions. Comes with a Level 2 wall charger, 120V/240V mobile power cord, and an on-board charger (10.5 kW out/11.3 kW in).

Capacity: 6-passenger

Weight: 9,500 GVWR

Length: 20-feet

Body Design: single rear wheel

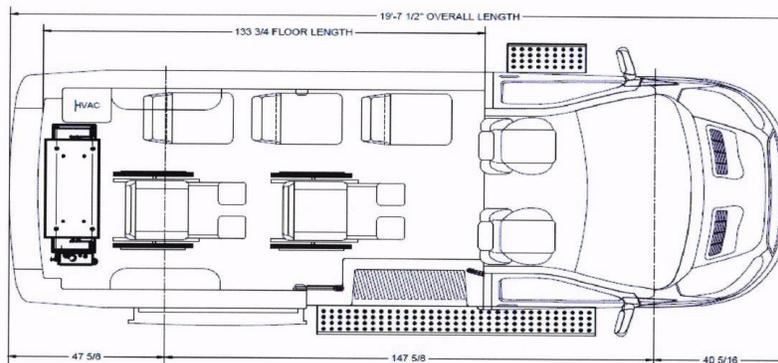
Wheelchair Accommodation: Two wheelchair positions

Driver's License Req.: Class D

Useful Life: 8 Years or 100,000 miles

Other Fuel Options: N/A

	EV Option
Total Cost	\$121,369
85% Split	\$103,164
15% Split	\$18,205



FY26 Community Transit Grant Program Vehicle Application – Electric Vehicle Form

Thank you for your interest in an accessible electric vehicle (EV)! MassDOT spoke with organizations that provide mobility for older adults and people with disabilities to determine the most important factors for electric vehicle success.

Organizations that chose to use EVs did so because:

- They spoke with dealers to learn about their EV before purchasing it
- EVs were convenient for shopping and medical trips
- They already had charging infrastructure in place
- They valued the savings and convenience of charging (as opposed to gas/diesel)

Organizations that did not choose to use EVs did so because:

- The EVs they were interested in did not have enough range
- They were concerned about EV battery performance in extreme heat and cold

If you are interested in applying for an EV, please answer the following questions:

1. Do you have access to charging infrastructure to support the electric vehicle(s) you are requesting? Please note that the vehicle does come with a Level 2 wall charger, 120V/240V mobile power cord, and an on-board charger (10.5 kW out/11.3 kW in).
 - a. Please describe the infrastructure and location(s), including number of ports and the type of charger (Level 1, Level 2, Level 3):

Yes - we currently have access to (1) Level 2 charger at the Great Barrington Town Hall. In addition, we frequently bring out existing EV (and would plan to bring new ones) to the bank of 12 Tesla EV charges in the Great Barrington Big Y parking lot for Level 3 supercharging. We've found that the Superchargers work really well for charging during driver lunch breaks, so that we can make use of our current 1 EV for the full day.

- b. Who owns the infrastructure?

Town of Great Barrington

- c. If public, how do you intend to charge the vehicle if that charger is occupied?

We have never had issues with the 12 Superchargers being fully occupied. The one current EV charger at Great Barrington Town Hall is private, for our use only. We may be able to install additional Level 2 chargers upon delivery of the new vehicles, pending relevant and necessary approvals.

- d. If owned by another entity, please describe your agreement for usage:

We have an agreement for the public Tesla Superchargers through Ford: all the driver needs to do is plug in the vehicle and it automatically begins charging and bills the Town.

2. What is your backup service plan if the EV is out of service?

We plan to retain a couple of the gas-powered vehicles which will have met their maximum useful life as spare vehicles, if allowed, in case one or more vehicles are out of service. We would never plan to have all 7 core fleet vehicles scheduled in-service at the same time, so we would plan to swap out for another vehicle not in use.

3. Is all the charging infrastructure already installed and active? If not, describe the current status and projected timeline to install the charger(s) and make any necessary updates to electrical infrastructure.

Yes.

4. Please describe your plan for making sure your vehicles have enough charge to provide your service. Describe how your operations plan accounts for time spent charging, miles driven to the charging station, and efficient use of vehicles.

We have found that it works really well to schedule driver lunch breaks at the Great Barrington Big Y, where they can plug in their vehicle for 30 minutes while on break. The Big Y has full restroom facilities, a deli, hot bar, pizza, microwave, etc. Our drivers have not voiced any concerns about this break location. It is pretty central within our service area, which makes it easy to consider as a natural break point not requiring lots of extra miles to reach.

5. Please describe any transition plan you have for electrification, or any planning you have done to prepare for electrification.

We have been continuously developing internal plans and procedures, especially since receiving our first Ford Transit EV about a year ago. It's been a bit of a learning curve to understand how far and long the vehicle can and should go between charges. We look forward to continuing to refine and iterate those policies and procedures. We've observed that it would be really helpful to have multiple EVs that could be swapped out throughout the day to minimize downtime, especially when the ranges are shorter during the Winter months.

6. Switching to EV will increase your demand for energy. Please describe any planning you have done for this, such as coordinating with your energy supplier, budgeting for increased energy cost, installing solar panels to produce your own energy, etc.

We will follow the same protocols as we have with our EV currently in service - the Town absorbs the Level 2 charger energy cost, and we pay a moderate amount for the Supercharger energy cost billed direct to us (still much less than fuel costs!).

7. How far do you intend to drive the vehicle per day, on average?

80-120 miles per day (similar to our current EV).

8. Please identify if your organization is in a/considered an Environmental Justice Community or Gateway City.

Yes (Environmental Justice).

9. Please share any suggestions for how MassDOT can assist you and other subrecipients with incorporating accessible EV into your fleets.

Mostly just sharing strategies between providers using EVs on a regular basis could be really helpful.

FY26 CTGP vehicle grant application for South County Connector | Town of Great Barrington

Submission ID: 5902

Date/Time received: 2025-11-21 01:16:50

About the organization

1. What is your organization's name?

South County Connector | Town of Great Barrington

Contact person name

Tate Coleman

3. Contact person email

tcoleman@townofgbma.gov

4. Contact person phone number

(413) 644-6836

5. Organization's legal name

Town of Great Barrington

6. Organization's legal address

334 Main Street

Great Barrington, Massachusetts 01230

7. Are you registered in SAM.gov?

Yes

7a. If so, when does your registration expire?

04/21/2026

7b. What is your UEI number?

WRABDHV2BH3

8. Are you a registered vendor of the Commonwealth?

Yes

8a. Please list your vendor code.

VC6000191806

9. Organization type

Municipality/Council on Aging

10. Are you prepared to pay 15% of the cost of any awarded vehicles upon delivery?

Yes

11. What type of funds will you use to pay the 15%?

Local match

12. Please calculate the estimated amount of local match due if awarded your full request.

72820

Question 13 skipped for your organization type

14. Have you previously received vehicles through the Community Transit Grant Program?

Yes

15. Total number of vehicles requested

4

16. CHST region, year, and page

Berkshire County, June 2023, Pages 11-35

Civil Rights

17. Describe your process for handling discrimination complaints.

Discrimination complaints are handled following the civil rights and discrimination complaint procedures established and approved by the Town of Great Barrington. The South County Connector (Transit Department of the Town of Great Barrington) has an approved Title VI program and ADA policy in place, which is compliant with all relevant FTA circulars. In addition, federal and/or state grants may have their own procedures for handling such complaints as part of the grant contract, which the South Connector complies with.

18. Do you have 50 or more transit-related employees?

No

Oversight

19. Is your organization currently subject to an audit or investigation? Please describe if so.

No

20. In the past, has your organization had any finding from an audit or investigation? Please describe if so.

Yes, minor findings from a 2023 FTA Compliance Review administered through MassDOT. All were resolved satisfactorily soon after the findings were identified. No current findings.

Training and Safety

21. Training and safety requirement

Yes

Vehicle information

Vehicle type	Leased	Lessee	Service area	Share vehicle	Replace/Expand	VIN	Year	Mileage	Reason	Other reason
EV	No		Great Barrington, Egremont, Stockbridge, West Stockbridge, Sheffield, Monterey, New Marlborough, Lenox (planned), Lee (planned), Richmond (planned)	No, but we would be open to it if the opportunity arises	Replacement	1FDEE3FL2GDC30728	2016	58134	useful life	
EV	No		Great Barrington, Egremont, Sheffield, Monterey, New Marlborough, Stockbridge, West Stockbridge, Lee (planned), Lenox (planned), Richmond (planned)	No, but we would be open to it if the opportunity arises	Replacement	2C4RC1BG6PR598383	2023	103608	useful life	
EV	No		Great Barrington, Egremont, Sheffield, Monterey, New Marlborough, Stockbridge, West Stockbridge, Lee (planned), Lenox (planned), Richmond (planned)	No, but we would be open to it if the opportunity arises	Replacement	1FMZK1YM9HKA09130	2017	93151	useful life	
EV	No		Great Barrington, Egremont, Sheffield, Monterey, New Marlborough, Stockbridge, West Stockbridge, Lee (planned), Lenox (planned), Richmond (planned)	No, but we would be open to it if the opportunity arises	Replacement	3GNAXUEG1PL252762	2023	79638	useful life	

Vehicle type	Leased	Lessee	Service area	Share vehicle	Replace/Expand	VIN	Year	Mileage	Reason	Other reason
			Stockbridge, Lee (planned), Lenox (planned), Richmond (planned)							

FY26 Community Transit Grant Program - Active Fleet Inventory Form

Who fills out this form:	This form is optional for Regional Transit Authorities and required for all other applicants.
Instructions:	write your organization's name in Box B5. Then, starting with row 7, list each vehicle in your fleet, one vehicle per row. You may add additional rows if you have more than 20 vehicles in your fleet. Include only vehicles that carry 16 passengers or fewer. List the vehicle's VIN or unique identifier in column A. In column B, mark yes if the vehicle was awarded through the Community Transit Grant Program, and no if you got it from another source. In column C, indicate the vehicle type. In column D, mark yes if the vehicle is accessible and no if it is not. In column E, note the mileage. In column F, note the model year of the vehicle.
Column G instructions:	In column G, choose the descriptor that best describes the vehicle's condition. EXCELLENT means the vehicle is brand new, no major problems exist, and only routine preventative maintenance is required. GOOD means elements are in good working order, require nominal or infrequent minor repairs (every 6 months or so). MODERATE means the vehicle requires frequent minor repairs (<6 months) or infrequent major repairs (>6 months). POOR means the vehicle requires frequent major repairs. FAILURE means the vehicle is only useful for parts or is parked because it cannot be fixed or run in service.
Applicant organization:	

Vehicle ID (how your organization internally refers to this vehicle, or the VIN)	Was this vehicle received through a Community Transit Grant from MassDOT? (yes/no)	Vehicle type (sedan, SUV, minivan, van)	Is the vehicle wheelchair-accessible? (yes/no)	Mileage	Year	Condition (Excellent, good, moderate, poor, failure)
1673	Yes	Cutaway minibus	Yes	58134	2016	Poor
2315	Yes	Ford Transit EV	Yes	21953	2023	Excellent
3504	No	Van	No	93151	2017	Moderate
4830	No	SUV	No	62495	2020	Good
5905	No	Minivan	No	103608	2023	Good
7753	No	SUV	No	79638	2023	Good

*GB replacement vehicle - exceeded 8yrs maximum useful life; frequent repairs needed (awarded as a used vehicle from Newbury in early 2024)

*Stockbridge replacement vehicle - over 8yrs & will be over 100,000 by next Fall

*West Stockbridge replacement vehicle - 100,000mi useful life exceeded

*GB replacement vehicle - projected to exceed 100,000mi useful life by next Fall

FY26 Community Transit Grant Program Vehicle Cycle: Replacement and New Capital Narrative Form

Instructions

Thank you for your interest in the FY26 MassDOT Community Transit Grant Program vehicle cycle. Please answer the following questions about your request for one or more accessible vehicles. When you are done, upload this form and submit it as part of your application. If you have any questions, please reach out to us at Rachel.L.Fichtenbaum@dot.state.ma.us or (857) 368-8584.

Questions for All Applicants

1. Will any and all vehicles awarded be used for services that are designed to meet the specific needs of seniors and individuals with disabilities?

Yes, the South County Connector prioritized seniors and persons with disabilities whenever they schedule rides at least one day in advance. This is accomplished through a variety of means, including a dedicated senior/person with disability van, a dedicated MCOA-funded door-to-door Pittsfield medical shuttle for seniors/persons with disabilities, periodic senior/disabled-only ticket promotions, and by bumping non-senior/disabled riders on pre-booked rides when necessary to get a priority rider to an important appointment.

2. Describe the need your requested vehicle or vehicles will help address.

The need is for reliable, affordable transit options for the people of southern Berkshire County. The Berkshire Regional Transit Authority (BRTA) provides important service in Southern Berkshire County within two of the seven member South County Connector communities, but only along limited fixed routes which primarily follow state highways and only during set hours and days. Like many rural fixed-route services, it operates at limited times of day, every 1-2 hours, and doesn't reach enough of the places where people live and work. The BRTA fixed route bus service, especially the 921 South County Express route, is great for getting residents headed for more regional destinations—the South County Connector is able to facilitate connections to/from the BRTA bus routes within its 250 square mile service area, often acting as a feeder or first/last mile service in relation to BRTA.

South County is rural and geographically large, with long distances between towns and small, dispersed population centers. For example, Sheffield alone covers more than 48 square miles and has 84 miles of roads—which are typical for the region. Fixed routes simply cannot meet the travel needs of residents living across this kind of landscape.

An on-demand, on-call system is the only realistic way to connect people to daily essentials like work, healthcare, and food. Uber, Lyft, and similar rideshare options are either unavailable or unaffordable in South County. BRTA has been exploring microtransit concepts for several years, and its newly hired director brings experience implementing these services in other rural regions, which may lead to future collaboration.

South County also has a large share of residents who face transportation barriers: seniors, people with disabilities, and low-income households. The region's numbers are skewed by high percentages of second homeowners, who mask the true need. The area has also been welcoming immigrants in the last few years. These are hardworking individuals who frequently lack reliable options in getting to work and would benefit from an available transit system. For

many residents, especially those living far from Route 7, a dependable local micro transit system like the South County Connector is a necessity.

The vehicles are being requested as four vehicles in the current fleet require replacement within the next fiscal year or sooner.

Describe any additional ways you know there is a need for the transportation this vehicle will provide, such as other studies, requests from riders, trip requests you are unable to fill, etc.

Berkshire Regional Planning Commission's (BRPC) Human Services Transportation Plan (HST), June 2023, cites the need for such services in detail as well as the limitations of current fixed route bus services, which either are not available in South County Connector's service area or are extremely limited both in scheduled days and hours as well as routes. South County Connector has also conducted rider surveys and a rider travel diary project. Additional documentation of the need are: Berkshire County Microtransit Planning Study, May 2022; South County Connector Study, May 2025; and BRPC's Microtransit Feasibility Study, completed in September 2025.

3. Describe how this vehicle will be used and how it will help meet the need.

Four vehicles are requested in this grant application. They will replace four current vehicles which have either reached, or are close to, the end of their useful lives. The fact that three of the Towns, which provide financial support to the Connector and are part of its current seven town membership, are providing the required match to acquire these vehicles speaks to the importance of this service to their residents. They will help keep the number of vehicles stable and since they are EVs will help reduce operational expenses and may have longer usable lives.

4. Who will be eligible to ride?

The South County Connector provides safe, dependable, and accessible on-demand and flex route transit services to seven member towns in Southern Berkshire County. While it has an emphasis on seniors and persons with disabilities, everyone in its service area is eligible to ride. This includes lower-income residents and members of our essential workforce. For many of its riders, SCC is not just a convenience but their only reliable way to get to work, medical appointments, grocery stores, and community services. The program directly supports quality of life and independence for our aging population and helps residents remain connected and self-sufficient in their own communities.

5. Describe the target number of individuals to be served. If your request includes vehicles for different services, please describe the target numbers for each service.

South County Connector provided over 25,000 unlinked passenger trips during FY2025.

We have applied for additional funding for FY2027 to expand services to include additional communities and increased hours of operation for our core service area. We project we may provide 70,000+ unlinked passenger trips during FY2027 if funding is fully awarded. Having reliable replacement vehicles for those in our fleet reaching their maximum useful life will be imperative to making that happen successfully.

6. Who will operate the vehicles you are requesting?

South County Connector.

7. Who will insure the vehicles?

The Town of Great Barrington (2), Town of Stockbridge (1), Town of West Stockbridge (1).

8. Who will provide maintenance on the vehicles?

South County Connector will provide maintenance on the vehicles, as it does on its current fleet. Currently there are contracts for such maintenance with local service providers, while limited maintenance is performed in house.

9. Where will vehicle maintenance records be kept?

The vehicle maintenance records for the new vehicles, as well as for all its vehicles, will be kept in the South County Connector's office.

10. Where will the vehicle(s) be garaged?

The vehicles will be garaged at the South County Connector offices.

11. Who will be responsible for ensuring completion of required driver training?

The Operations Manager is responsible for overseeing and ensuring that all drivers complete their required driver training as well as any other requirements associated with a licensed SCC driver.

12. What are typical operating hours for your vehicles?

The South County Connector currently operates 6am-9pm daily, with reduced service (7am-8pm) on Federal Holidays. Some services have more limited hours of operation, including our New Marlborough senior/ADA-only service (Mon-Fri, 7:30am-4pm), Canaan, CT destination service for MA residents (Mon-Sat, 7am-7pm) and MCOA-funded Pittsfield Medical Transportation Shuttle (Mon-Fri, 7am-5:30pm). Proposed service hours with the FY2027 expansion plan (July 1, 2026 - June 30, 2027) would include providing service 5am-12am daily in our core service area, which may be adjusted seasonally to account for shift worker schedules & demand. Service may be expanded on special occasions, such as New Year's Eve.

13. Do you allow incidental use when you have space or when the vehicle is not in service? For example, this might mean allowing riders who need a ride but are not seniors and do not have disabilities to ride when you have empty seats, allowing another organization to use the vehicle outside of your operating hours, or using the vehicle for occasional meal delivery outside of your operating hours. As long as older adults and people with disabilities are always prioritized, MassDOT and FTA encourage incidental use to maximize use of these vehicles.

Yes, we allow riders of all ages to utilize any unfilled capacity within our driver schedules/vehicles. As to allowing other organizations to use vehicles outside of operating hours, South County Connector's experience has been that due to its 6am-9pm schedule, such requests have not been received from other organizations; however, they would be welcomed.

14. What types of transportation coordination and collaboration does your agency engage in? Check all that apply:

Type of Coordination	Mark an X if this applies to your agency or project
We attend transportation collaboration meetings when they occur in our region	X <input type="checkbox"/>
We convene transportation collaboration meetings in our region (<i>Gt. Barrington's Regional Transportation Advisory Committee</i>)	X <input type="checkbox"/>
We participate in centralized dispatch	X <input type="checkbox"/>
We share drivers with another organization	X <input type="checkbox"/>
We share vehicles with another organization	X <input type="checkbox"/>
We offer our in-house driver training to other organizations (<i>Shared agreement with the Egremont/Mount Washington COA service</i>)	X <input type="checkbox"/>
We have an agreement in place with another organization to provide or obtain services if needed (e.g. if there is a vehicle breakdown or a staff shortage)	<input type="checkbox"/>
Describe any other type of coordination	We coordinate with our 7 member communities to provide shared services across Southern Berkshire County.

Additional Questions for New Vehicle Requests

15. Explain why the current fleet is inadequate and why additional vehicles are needed.

The four requested vehicles are to replace existing vehicles that are at, or close to, the end of their useful lives. Replacement of fleet vehicles on a regular basis is a best management practice of fleet management as well as helping to ensure safety, service reliability, and controllable maintenance expenses.

16. Have you reached out to partner organizations in your region about sharing a vehicle or using existing resources? If so, describe the steps you took and why you determined you should apply for a new vehicle. If not, explain why not.

Yes. Three towns in the seven towns making up South County Connector are applying for these four replacement vehicles. It was decided to go with EVs because of MassDOT's focus on Electric Vehicles as well as the member town's environmental concerns. These three towns understand the fiscal challenges of running the South County Connector as a department in the Town of Great Barrington, and understand the importance of such vehicles to the Connector's continued level of service delivery to their residents. The Towns of Stockbridge and West Stockbridge benefit greatly from the shared services agreement of the South County Connector (vs. needing to staff a vehicle 6 AM - 9 PM daily to only serve their rural communities), thus the current arrangement whereby these towns will secure the vehicles but they will be part of the Connector's fleet and under its management.

17. How was the vehicle type(s) determined to be the right vehicle size and capacity for the new service?

The passenger capacity of the EVs is similar to the current capacity of our non-accessible fleet. In order to make our fleet fully ADA compliant and provide equal access to all riders with the least amount of manual scheduling, it would be very advantageous for us to replace our non-accessible vehicles with fully accessible vehicles as the existing ones reach their maximum useful lives.

18. How has the organization's operating budget been modified to account for new service? Has a formal plan been developed to accommodate new vehicle(s) in the fleet?

Since the requested vehicles are all replacements for existing gas vehicles, no modifications to our "core" budget have been made. Actually, we anticipate that the new EVs would allow for a slight decrease in our maintenance and fuel budgets.

That being said, we see and hear about significant unmet demand in our region every day. We are planning a service expansion for next year if grant funding is awarded, which we can accommodate with our existing number of vehicles. Again, it would be much better to leverage additional fully accessible reliable replacement vehicles, rather than non-accessible vehicles which have exceeded their useful life, to position us for success in this expansion plan.

19. If the vehicle(s) request is not funded, will the new service plan still be implemented?

If the replacement vehicle requests are not funded, we may have to cut back our existing service

as current vehicles continue to age and become less reliable, and any expansion plan would be made much more difficult. We may be able to pool together some Towns' local matches to purchase a couple non-accessible replacement vehicles, which would be detrimental to our program's mission and goals. Service expansion would not be impossible, but not funding these replacement vehicles would likely result in the South County Connector providing a less reliable service with less consistent vehicle uptime, and a lesser ability to meet rider needs during peak demand days and hours.

Elizabeth Hartsgrove
Town Manager

E-mail: lhartsgrove@townofgbma.gov
www.townofgbma.gov



Town Hall, 334 Main Street
Great Barrington, MA 01230

Telephone: (413) 528-1619 x2
Fax: (413) 528-2290

TOWN OF GREAT BARRINGTON MASSACHUSETTS

OFFICE OF THE TOWN MANAGER

November 14, 2025

Rachel Fichtenbaum
Manager of Grant Programs and Mobility Management
MassDOT Rail & Transit Division
Community Transit Grant Program

RE: Local Match Commitment – Accessible Vehicle Application

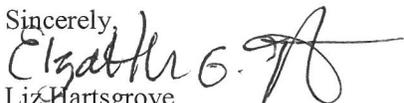
Dear Ms. Fichtenbaum:

I am writing to confirm that the Town of Great Barrington will provide the local matching funds for up to two Ford E-Transit accessible vans, which we will seek to purchase in partnership with MassDOT through the Community Transit Grant Program.

Specifically, the Town will seek voter approval at our Annual Town Meeting in May 2026 for a total of \$36,410, which represents the 15% match required for two vehicles. We understand that MassDOT will cover the remaining 85% of the vehicle cost if our grant application is successful.

I would like to thank MassDOT for its continued support of the South County Connector transit service and our mission to provide essential transportation for all of our residents, including our seniors and workforce.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Liz Hartsgrove
Town Manager



SOUTH COUNTY
CONNECTOR
617-341-3828
ADAPTED VEHICLE SERVICES
WWW.LIFEFORME.COM

MASSACHUSETTS
M 6943B
REGISTRATION

Wastewater						
Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Sewer Infrastructure Work	\$ 100,000.00	\$ -	\$ -	\$ -	\$ -	\$ 100,000.00
Sludge Loadout Upgrade	\$ 145,000.00	\$ -	\$ -	\$ -	\$ -	\$ 145,000.00
Capacity, Management, Operations and Maintenance Year 6 FY2027	\$ 30,000.00					\$ 30,000.00
Miscellaneous Engineering Services	\$ 200,000.00					\$ 200,000.00
Annual Inflow & Infiltration Construction	\$998,000.00					\$ 998,000.00
Design & Permitting WWTP Upgrades and Avery Lane Pump Station Upgrades	\$1,527,900.00					\$ 1,527,900.00
TOTAL WASTEWATER	\$ 3,000,900.00	\$ -	\$ -	\$ -	\$ -	\$ 3,000,900.00

Wastewater - Town Manager Recommended						
Project Title	FY2027	FY2028	FY2029	FY2030	FY2031	Project Total
Sewer Infrastructure Work	\$ 100,000.00	\$ -	\$ -	\$ -	\$ -	\$ 100,000.00
Sludge Loadout Upgrade	\$ 145,000.00	\$ -	\$ -	\$ -	\$ -	\$ 145,000.00
Capacity, Management, Operations and Maintenance Year 6 FY2027	\$ 30,000.00	\$ -	\$ -	\$ -	\$ -	\$ 30,000.00
Miscellaneous Engineering Services	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ 200,000.00
Annual Inflow & Infiltration Design	\$ 160,000.00	\$ -	\$ -	\$ -	\$ -	\$ 160,000.00
Annual Inflow & Infiltration Construction		\$ 838,000.00	\$ -	\$ -	\$ -	\$ 838,000.00
Design & Permitting WWTP Upgrades and Avery Lane Pump Station Upgrades	\$ -	\$ -	\$1,527,900.00	\$ -	\$ -	\$ 1,527,900.00
TOTAL WASTEWATER	\$ 635,000.00	\$ 838,000.00	\$ 1,527,900.00	\$ -	\$ -	\$ 3,000,900.00



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

WWTP

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgb.org

2nd/Reviewing Staff Email

jaberdale@townofgb.org

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Sewer Infrastructure Work in Conjunction with FY2027 Roadwork

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Adjust, replace, modify, adjust, improve sewer infrastructure elements in conjunction with the towns FY2027 Roadwork.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Describe change in resource requiring Capital Request

Infrastructure modification in conjunction with FY2027 road work

Rational/Justification for Request

This work is an integral part of roadway improvements.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

This will support town infrastructure improvements.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Lack of sewer infrastructure will impact the longevity of the town's infrastructure.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$100,000.00
Total Cost: \$100,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Construction	use existing hourly contractor, or pay roadway contractor	\$88,000.00
Police Details		\$12,000.00
Total Cost: \$100,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Wastewater

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgb.org

2nd/Reviewing Staff Email

jaberdale@townofgb.org

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

WWTP Sludge Loadout Upgrade

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Reconstruct the sludge loadout area at the WWTP. This area has deteriorated and is in need of replacement.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

This area has deteriorated, the ability to function properly is greatly reduced and causing damage to driveway of the plant.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

A reconstructed loadout facility will allow this area to function as designed.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Deterioration will continue, the driveway will continue to be damaged and haulers may have issues.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect

delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$145,000.00
Total Cost: \$145,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Engineering		\$25,000.00
Procurement & OPC		\$35,000.00
Construction	estimate	\$85,000.00
Total Cost: \$145,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

DPC Proposal_GB_WWTP Sludge Loadout

Upgrades_Proposal_2025.12.31.pdf

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification



December 31, 2025

Mr. Joseph Aberdale
Superintendent of Public Works
Town of Great Barrington
334 Main Street
Great Barrington, MA 01230

Re: **Engineering Services Proposal
WWTP Sludge Loadout Upgrades Project**

Dear Mr. Aberdale:

As requested, following is DPC Engineering, LLC's (DPC) engineering services proposal for the WWTP Sludge Loadout Upgrades Project (Project) for the Town of Great Barrington (Town). Below, are the Project understanding, as well as DPC's proposed scope of services, schedule, and fee for the Project.

PROJECT UNDERSTANDING

The Town of Great Barrington owns and operates a Wastewater Treatment Plant (WWTP). The WWTP produces dewatered sludge cake as a part of the solids handling process. The sludge cake is conveyed to a sludge bin, where it is collected until it is hauled off away from the WWTP via truck and another bin is installed for collection. The sludge bins sit on a concrete pad with tracks. The pad and tracks have deteriorated and new sludge bins with different track dimensions are utilized. See two inset photos. This has resulted in more challenging operating conditions.

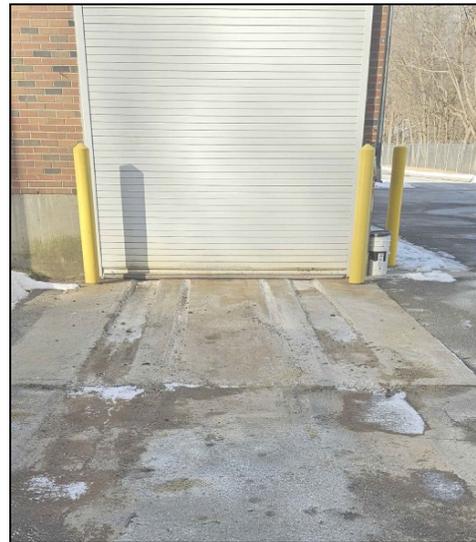
The Town contacted DPC to prepare a conceptual design concept for the sludge loadout process at the WWTP. Please refer to the two attached plan concepts. Additionally, the Town seeks to have permitting, bidding and construction oversight for the Project.

SCOPE OF SERVICES

Following are the proposed tasks associated with the WWTP Sludge Loadout Upgrades Project:

Design Phase

- D-1. Draft Plans: Develop draft plans, including cover, legend/notes, site, mechanical, and details.





- D-2. Draft Specifications: Prepare draft specifications for draft bidding documents.
- D-3. Basis of Design: Prepare a basis of design summary memorandum including: preliminary sizing and design of the system upgrades; recommended equipment and materials of construction; operators' preferences; draft plans; anticipated construction needs/sequencing; preliminary opinion of probable project cost (OPPC); and project schedule.
- D-4. Coordination Meeting #1: Meet with the Town to review the results of Tasks D-1 through D-3.
- D-5. Final Plans: Finalize the plans based on input from the Town.
- D-6. Final Specifications: Finalize specifications, based on input from the Town, for final bidding documents.

Bidding Phase

- B-1. Electronic Bidding Documents: Prepare a complete set of bidding documents, in indexed PDF format, to be used for the bidding phase. Bidding Documents will be distributed via email and DropBox. No hard copies of bidding documents are anticipated as part of this Project.
- B-2. Advertisements for Bids: Prepare and submit a copy of the Advertisement for Bids to a local newspaper, for public notice of the bid documents. The Town shall pay the cost of the advertisement directly. Town staff shall also place a copy of the Ad in the Town offices, and the Town will submit to COMMBUYS.
- B-3. Distribution of Bidding Documents: Maintain a planholders list throughout the bidding period, and facilitate the distribution of bidding documents to prospective bidders via DropBox.
- B-4. Pre-Bid Conference: Arrange and attend a non-mandatory pre-bid conference for planholders and prospective bidders. The Pre-Bid Conference will include an overview of the Project at the WWTP, including the sludge loadout work area.
- B-5. Respond to Questions/Issue Addenda: Respond to questions from planholders and prospective bidders during the bidding phase. Prepare and issue addenda, as necessary, to clarify and/or update Bidding Documents prior to the bid opening. All addenda will be issued electronically via DropBox/email.
- B-6. Bid Opening: Attend the bid opening at the Great Barrington Town Hall, and assist Town staff with receipt of bids. The bids will be opened and read aloud at the bid opening.
- B-7. Tabulate and Review Bids: Tabulate and review bids received for accuracy, completeness and inclusion of required forms and acknowledgement of addenda (if any).
- B-8. Bid Summary: Prepare a bid summary, in tabular format, following the bid opening.



- B-9. Recommendation to Award: Perform reference checks of bidders and prepare a Recommendation to Award letter to advise the Town on the selection of the apparent low bidder.
- B-10. Review Bonds & Insurance Certificates: Perform review of the conditionally awarded Contractor's submitted bonds and insurance certificates for compliance with the Contract documents.
- B-11. Award of Project: Compile the final Contract documents in indexed PDF format, and facilitate the execution of the Contract between Contractor and the Town.

Construction Phase

- C-1. Pre-Construction Meeting: Arrange and conduct a pre-construction meeting with representatives from the Contractor and Town to review the Project, Contract obligations, schedule and other pertinent Project information.
- C-2. Construction Administration: Construction administration includes coordination with the Town and Contractor throughout the duration of the Project. Review and respond to shop drawings submitted by the Contractor. Shop drawings will be submitted to DPC as PDF copies, and returned in electronic PDF format to the Contractor. Review and respond to requests for information (RFI) submitted by the Contractor. All RFIs will be submitted and returned in electronic PDF format. Review proposed Change Order requests prepared by the Contractor, and prepare Change Order paperwork, as necessary, for signature by the Town and the Contractor. Review monthly pay applications, submitted by the Contractor to the Town, and provide a recommendation for payment. We anticipate approximately four (4) pay estimates. We assume the overall active construction period will be less than four (4) months, with the overall project lasting no more than six (6) months.
- C-3. Progress Meetings (Active Construction): Arrange and conduct up to three (3) progress meetings during construction, with representatives from the Contractor and Town, to review the Project status, remaining work, schedule for completion, as well as any other items of consideration.
- C-4. Part-Time Construction Observation: DPC will conduct up to six (6) part-time visits over the active construction during the Project, up to eight (8) hours each, including travel time and mileage.
- C-5. Punchlist: Upon Substantial Completion, generate a punchlist for Contract closeout and coordinate Final Completion.
- C-6. Record Drawings: Based on as-built drawings received from the Contractor, prepare a set of Record Drawings, in PDF format, to be transmitted to the Town.

PROJECT SCHEDULE

DPC will commence the Project upon receipt of a signed Agreement or Purchase Order from the Town. We anticipate that the Design Phase will take approximately 12 weeks to complete. We anticipate the Bidding Phase will take approximately eight (8) weeks to complete. We anticipate the Construction Phase will take approximately 24 weeks to complete.



PROJECT BUDGET

DPC will complete the work described in the Scope of Services for a lump sum fee of \$59,664.50, as summarized in the following table:

Phase	DPC Sub-Total by Task
Design	\$ 24,976.60
Bidding	\$ 6,996.60
Construction	\$ 27,691.30
Total =	\$ 59,664.50

DPC will invoice Great Barrington monthly based on the percentage of work completed for each phase. In the event that the scope of work is modified (increased or decreased) for any reason, the scope and fee for the work will be mutually revised by Amendment.

Thank you for this opportunity. We look forward to the opportunity to implement this Project with the Town. Please contact Dave by cell at 860-418-9676 or by email at dave.prickett@dpcengineering.com, or Justin by cell at 203-605-3470 or by email at justin.skelly@dpcengineering.com if you have any questions or need additional information.

Sincerely,

DPC ENGINEERING, LLC

David R. Prickett, P.E.
President

Justin L. Skelly, P.E.
Director of Engineering Services

Cc: Ms. Paula Ely, Wastewater Superintendent, Town of Great Barrington



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Wastewater

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgb.org

2nd/Reviewing Staff Email

jaberdale@townofgb.org

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Miscellaneous Engineering Services

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

To have funds available to perform unanticipated engineering & construction in FY2027

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

The wastewater plant and infrastructure is a mechanical system and it is important to engineering funds available for an unforeseen condition.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

By having these funds available we can promptly respond to an unforceen condition.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Corrective action on an unforeseen condition could be delayed.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$200,000.00
Total Cost: \$200,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Engineering & Construction		\$200,000.00
Total Cost: \$200,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification



FY27-31 Capital Request Form

A capital request is required for any project costing over \$15,000.

Please complete one form per project, purchase or proposal and provide all requested detail, including purpose, justification, cost estimates, specifications, pictures, project schedule, funding source(s), and operating impacts.

Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Wastewater

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgb.org

2nd/Reviewing Staff Email

jaberdale@townofgb.org

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Capacity, Management, Operations and Maintenance Year 6 FY2027

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

This program analyzes areas of the wastewater infrastructure to locate and pinpoint areas of improvement and make recommendations. This item requires specific warrant language to be approved at town meeting, the recommendation is in the attachment.

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

This programs identifies areas of improvement and is done substantially with grant funds. The enterprise fund basically gets \$180,000 worth of engineering for \$30,000 of out of pocket funds.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

This program is the annual first step in identifies areas of improvement.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Trouble areas of the wastewater system will not be identified for improvement resulting in failures and/or excess inflow and infiltration (I&I). Increased I&I is costly to treat and adds to wear and tear on the wastewater facilities.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$30,000.00
Total Cost: \$30,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Total Estimated Project Cost		\$250,000.00
MEDEP Clean Water Grant		(\$150,000.00)
Town in-kind services	(Non-monetary)	(\$70,000.00)
Total Cost: \$30,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue
CMOM Warrant Article.pdf

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification

From May 2025 Annual Town Meeting

ARTICLE 7: CAPITAL AUTHORIZATION FOR WASTEWATER ENTERPRISE FUND

To see if the Town will vote to appropriate \$1,150,000, or any other sum of money, for Wastewater capital improvements, in the following approximate amounts and for the following purposes, and for the payment of all other costs incidental and related thereto, and to determine whether this appropriation shall be raised by taxation, transferred from available funds, and/or borrowing or otherwise; or to take any other action relative thereto.

Wastewater Capital Items

Engineering & Design	\$ 802,000
Capacity, Management, Operations, and Maintenance (CMOM); Infiltration/Inflow Mitigation	248,000
Sewer & Manholes	100,000
Total	\$1,150,000

Recommended by the Finance Committee and Selectboard

Recommended 2026 Annual Town Meeting Article Language

This is DEP's preferred language for a "clean" Warrant Article for the Asset Management Grant, CMOM Year 6 Project:

To see if the Town will vote to appropriate the sum of \$250,000 for the Collection System Asset Management Plan (Year 6) which was submitted to the Massachusetts Clean Water State Revolving Fund (SRF) Asset Management Planning Project List. The total project cost of \$250,000 is comprised of a \$150,000 grant which the Town will be reimbursed for throughout the Project by MassDEP and the Massachusetts Clean Water Trust. The balance of the Project will be comprised of in-kind services (non-cash) provided by the Town valued at \$70,000 and a cash contribution from the Town valued at \$30,000.

The Town's __{enter position title}____ is authorized to act on behalf of the Town to file for and accept funds in connection with the Grant and the Project, including entering into a financial assistance agreement with Clean Water Trust, on such terms and conditions as the DPW Director and the Clean Water Trust shall agree and to submit any and all documents and certifications necessary or advisable.



FY27-31 Capital Request Form

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Personnel related requests are on a separate form found here. (LINK COMING)

Submissions must also identify changes from prior year requests, if applicable.

Department

Public Works

Division

Wastewater

Requested Fiscal Year

FY2027 FY2028 FY2029 FY2030 FY2031

Department Priority # ____ of ____

1 of 1

Division Priority # ____ of ____

Request Prepared By:

Joe

First

Aberdale

Last

Primary Staff Email

jaberdale@townofgb.org

2nd/Reviewing Staff Email

jaberdale@townofgb.org

Proposed Project, Purchase or Proposal

For each capital request, please provide a concise narrative that clearly explains what the project is, why it is needed, and how it supports service delivery or community priorities. Describe the problem the request addresses, the expected benefits or outcomes, estimated cost, preferred timing, and any operating impacts

(staffing, maintenance, utilities, or efficiencies gained).

Your narrative should be written so that decision-makers and residents can understand the purpose, urgency, and value of the request without technical expertise. If applicable, note alternatives considered, risks of delaying the project, and potential funding sources (grants, enterprise funds, state aid, etc.). Each submission should allow the Town Manager, Select Board, Finance Committee, and public to see how the request fits into the Town's overall infrastructure and service planning.

Project/Purchase Request Title

Annual Inflow & Infiltration Construction that was identified in Year 3 CMOM

Select Board Strategic Priority

- Infrastructure & Assets
- Public Health & Safety
- Housing
- Sustainability & Environment
- Economic Development
- Municipal Service Delivery

Classification

- Non Discretionary (Change in law, Utility Increase, etc)
- Discretionary

Detailed Description of Request

Design, procurement, OPM services & Construction for the State Road Sewer Upgrades identified in Year 3 of the CMOM

Provide detailed description of the purpose, scope, and expected benefits of this request.

This Request...

- Maintaining Existing
- Enhancing/Expanding Existing
- Replacement of Existing
- New Project/Asset/Service
-

Rational/Justification for Request

To reduce inflow and infiltration of water into the sewer system.

For each requested increase (or decrease), provide a rationale, expected benefits or outcomes, and any cost-benefit or efficiency considerations.

How will this request affect efficiency/effectiveness of providing service if funded? (Explain)

Removing water from infiltrating into the sewer system, reduces transportation & treatment costs.

Include intended outcomes, benchmarks or comparative data (prior years, peer towns, or internal targets) to contextualize performance expectations.

Impact on service if not funded? (Explain)

Water will continue to enter the sewer system requiring the infrastructure to transport and treat the added water at the cost of the rate payers.

Highlight any known or anticipated risks (fiscal, regulatory, demographic, operational) that could affect

delivery of services or cost structure.

Note any dependencies (state/federal funding, grants, inter-municipal agreements, capital needs) and how delays or changes might affect service delivery.

Funding for Proposal

Total Amount for this Request:

Capital Purchase and Expenses (set-up, inspections, Insurance, etc)

Type of Cost	Cost
Capital Purchase	\$998,000.00
Total Cost: \$998,000.00	

Breakdown of Total Costs by Line Item

Detail costs of purchase, set up, and any annual reoccurring costs to operate (gasoline, licenses, insurance, parts, etc.). Total Costs of Breakdown MUST match Total Amount Requested in Field above.

Type of Cost Detail	Expense Line Item Account #	Cost
Design, Procurement, OPM		\$160,000.00
Construction, Estimate, Place Holder		\$820,000.00
Police Details		\$18,000.00
Total Cost: \$998,000.00		

Will this Request generate Revenue?

No

Funding Offset Proposed:

No

Please attach all backup material for this Capital Request.

Detailed Cost Analysis of Expense and Revenue

Quotes and Specifications

Pictures, Site Plans, Other Visuals

Other Backup Material for Justification