



TO: Commissioners  
FROM: John Ziemba  
Mary Thurlow  
DATE: March 1, 2016  
RE: 2016 Community Mitigation Fund Applications

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In December 2015, the Commission issued the 2016 Community Mitigation Fund Guidelines for the Community Mitigation Fund under M.G.L. c. 23K §61. In order to access funding from the Community Mitigation Fund, communities are required to submit an application by February 1. This year, unlike last year, host communities and the City of Revere were eligible to apply for the 2016 Mitigation Reserve Fund.

Included in this memorandum are brief summaries of the funding requests which are categorized as a 2016 Reserve Application; a Specific Application; Transportation Mitigation Application; or an application to use the 2015 Community Mitigation Funds. These applications will be put on our website for comment and sent to the licensees for their input pursuant to our Guidelines. A panel of staff has been convened to begin reviewing the requests for specific mitigation and transportation grants. Additionally, if the Commission or Commission staff determines that additional information and detail is required to make a decision on any of these applications the applicants will be notified. Although the Commission has estimated that it would make determinations on these applications by July, we anticipate completing the process sooner than that.

At the March 3<sup>rd</sup> Commission meeting, we plan to seek the approval of the Commission for the Reserve Applications filed by Attleboro, Everett, Hampden, Melrose, North Attleboro, Plainville, Revere and Springfield. These applications include new applicants (Everett, Plainville, Springfield, and Revere). Last year the Commission preserved the rights of Attleboro, Hampden, Melrose and North Attleboro to file for the 2016 Mitigation Reserve Fund. Additionally, we propose moving forward with the grant process for the Springfield Historic Preservation Trust Fund Grant as detailed on page 2.

**Summary of the Community Mitigation Funds:**

<b>Community Mitigation Funds from License Fees</b>		<b>\$17,500,000</b>
• 2015 Reserve and Preserved Funding	\$2,400,000	
<b>2016 Community Mitigation Funds</b>		
• <i>Springfield Preservation Trust</i>	\$350,000	
• <i>2016 Reserve Funding</i>	\$400,000	
<b>Balance of Community Mitigation Fund Not Reserved or Awarded</b>		<b>\$14,350,000</b>

In order to access funding from the Community Mitigation Reserve Fund, communities are required to submit an application describing the anticipated use and receive Commission approval. Below are detailed descriptions of the applications for the establishment of the reserves.



Massachusetts Gaming Commission

101 Federal Street, 23rd Floor, Boston, Massachusetts 02110 | TEL 617.979.8400 | FAX 617.725.0258 | [www.massgaming.com](http://www.massgaming.com)

## 2016 COMMUNITY RESERVE FUND

The Commission issued the 2016 Community Mitigation Fund Guidelines in December 2015 for the annual Community Mitigation Fund. The 2016 Community Mitigation Fund established a \$100,000 Community Mitigation Reserve Fund for Host communities: Everett, Springfield and Plainville; the City of Revere; and four communities that were eligible for the 2015 reserve fund and either did not apply or applied past the due date, namely Attleboro, Hampden, Melrose, and North Attleboro. All of the above-mentioned communities filed their 2016 Reserve applications timely.

### SPECIFIC MITIGATION APPLICATION

In addition to the 2016 Community Mitigation Reserve Fund requests, the Commission received requests from applicants for specific impacts.

Springfield	Springfield Historic Preservation Trust	\$ 350,000
Springfield	Department of Health & Human Services*	\$ 225,000
HCSO-Springfield	Relocation Expenses	\$ 2,000,000
Total:		\$ 2,525,000

\*Total application is for \$275,000; \$50,000 of which would use Springfield's Reserve Fund.

#### Springfield Historic Preservation Trust Fund \$350,000

On August 6, 2015, the Commission approved a one-time grant in the amount of \$350,000 from the Community Mitigation Fund to the Springfield Historic Preservation Trust Fund. This funding will be matched by MGM pursuant to the Memorandum of Agreement among the Massachusetts Gaming Commission, Blue Tarp reDevelopment and the Massachusetts Historical Commission regarding the MGM Springfield Project, Springfield, MA. The City of Springfield's Redevelopment Authority applied for such funds by the February 1, 2016 due date. In accordance with the Memorandum of Agreement with the Massachusetts Historical Society, MGC's contributions shall be made on the later of: (i) thirty (30) days from the date of the issuance of Findings pursuant to G.L. c. 30, sec. 61; or (ii) April 30, 2016. Upon approval of the grant at the March 3<sup>rd</sup> meeting, staff will draft the grant contract and distribute the funds.

#### \$275,000 City of Springfield on behalf of Caring Health Center, Springfield's Dept. of Health & Human Services

According to the application, at the outset of construction activity in 2015, Caring Health Center Richard E. Neal Community Health Center complex began experiencing construction-related impacts attributable to the MGM Springfield Casino redevelopment of 14.5 acre site directly across from Caring Health Center on Main Street. As noted in the application, these impacts have occurred over the past seven months (July 2015 through January 2016) and are continuing include:

1. Loss of on-street parking for patients and visitors to CHC;
2. Increased cost of off-street parking;
3. Disrupted phone and communication services; and

4. Blocked sidewalks impeding safe pedestrian access.

The City of Springfield is requesting mitigation funds to address the additional costs incurred by Caring Health as a result of these impacts and for mitigation funds to address the continuing impacts of construction which are present today and are expected to continue throughout the period of construction.

MGM Springfield is in support of the City of Springfield's request for 2016 Community Mitigation Funds for Specific Impacts related to the Caring Health Center Richard E. Neal Community Health Center at 1049 Main Street. MGM Springfield has been working with Caring Health Center to address the construction impacts upon their operations, particularly the needy patients served by Caring Health. MGM Springfield is providing a small off-street parking lot with twelve spaces for patient parking on a temporary basis until summer 2016. MGM believes the request for the Valet Parking Initiative pilot for patient parking is an excellent solution for patient parking given the extensive construction activity in the immediate area.

***HCSC-Springfield – Relocation - \$2,000,000***

**Western Massachusetts Correctional Alcohol Center (WMCAC) Springfield – Request by Hampden County Sheriff’s Department:**

The Commission received a 2015 Community Mitigation Fund Application from the Sheriff of Hampden County on January 30, 2015. That Application has been withdrawn.

Western Massachusetts Correctional Alcohol Center (WMCAC) Springfield was forced to move after 29 years due to the MGM-Springfield Casino. This regional correctional treatment facility’s budget cannot afford the increase in rent. The annual rent at the former location in Springfield was \$666,276.17 including utilities and the rent at the new site is \$1,025,000 which does not include utilities. The Sheriff’s office is requesting to use the Community Mitigation Fund to offset the increased rent at the new location. The amount of the 2016 Specific Application is \$2,000,000 and would enable the applicant to reduce its annual rent by over \$400,000 per year.

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***The Commission made available funding for certain transportation planning activities. The budget for 2016 transportation planning grants is \$982,000. The Commission received the following applications:***

**2016 TRANSPORTATION MITIGATION APPLICATION**

<b>Community</b>	<b>Description</b>	<b>Amount Requested</b>
Chelsea	Assess existing conditions and develop a conceptual plan for the corridor between Marginal Street/Pearl Street and the Everett City line.	\$90,200
Everett	Expansion of the Northern Strand Community Trail bike	\$150,000

	path	
Malden	Study for Parking capabilities and pedestrian safety and redesign of Malden Center	\$100,000
Medford	Transportation Planner, Consultant Services and Water Transportation Matching funds	\$600,000
West Springfield	To cover design and permitting for reconstruction of Memorial Drive under estimate	\$247,500
	<b>Total:</b>	\$1,187,700

### Chelsea

From the Scope of Work provided by Stantec Consulting Services Inc. entitled “Beacham Street/Williams Street conceptual Planning Study”: “The Beacham Street/ Williams Street corridor is a key connector route between East Boston, Chelsea and Everett. The corridor serves an important role for commerce, connecting to commercial and industrial areas in Chelsea and the Lower Broadway District in Everett. Once the Wynn Everett facility is operational, it is anticipated that this corridor will see increased use from casino patrons, employees, and deliveries and effectively function as one of the gateways to the casino.

The intent of this project is to further assess existing conditions and develop a conceptual plan for the section of corridor between Marginal Street/Pearl Street and the Everett City line. The proposed Scope of Work includes a field survey, condition assessment, environmental screening, Road Safety Audit, and conceptual plan development with illustrative renderings. This effort will also include additional public outreach with abutters and key stakeholders. A final report will be prepared to summarize the major findings of the planning effort. The information contained in the report will form the basis for future funding applications prepared by the City.”

The application states the use of the funds for: “a planning study or the corridor that includes a full survey, environmental investigations, basemapping, road safety audit (at 3 HSIP-designated high crash intersections and conceptual designs.” Under question 4, the applicant states that: ... while excluded from the MEPA-process... “given the existing conditions of the corridor, ...with particularly damaged pavement conditions, a plan is warranted in order to bring the roadway up to a standard with which it can accommodate casino traffic.”

### Everett

“The City of Everett is requesting funding to study the expansion of the Everett portion of the Northern Strand Community Trail bike path. The expansion of the bike path would reduce vehicular trips on our roads. The scope of this study will include survey, environmental impact assessment, design development, public outreach and cost estimation up to the level required for a 25% design submission to appropriate state agencies....”

“Section 4.4.4 in the Final Environmental Impact Report issued on June 30, 2014 details the commitment by Wynn Everett to improving bicycle accommodations along Lower Broadway and the Mystic River. These commitments were re-iterated in section 2.2.3.2 of the Supplemental Final Environmental Impact Report issued on February 17, 2015.”

The application included letters of support from: MYRWA; MassBike, Bike to the Sea, Inc., MAPC, Livables Street Alliance Board, and included a scope of work estimated by Nelson Nygaard.



**Malden**

“The City of Malden is requesting \$100,000 dollars to assess parking capabilities and pedestrian safety around public transportation and parking. In particular these funds will be used to study the expanding demand by the Casino for the City's parking resources and determine an appropriate course of action to ensure that there are sufficient parking options for the current needs and City's expected growth. The study could and would encompass the feasibility of converting existing lots into additional parking structures. Additionally, the study will assess the current facilities' physical conditions so as to understand the need and costs for upkeep over the life of increased casino use.” ... “A second and equally important component of the study will be to oversee a full redesign of the Malden Center area and its environs to provide both pedestrian and bike rider safety improvements.”

**Medford:** The City of Medford applied for \$600,000 in specific mitigation funding for transportation planning and design funds. “The City proposes to utilize \$450,000 to hire a Transportation Planner and consultants to work with Wynn, private property owners and State transportation officials to identify a financing and implementation transportation plan within the City of Medford. Activities will also include creation of a city-wide parking permit program to prevent employees and other long term parking on neighborhood streets, as well as identification of essential roadway, bicycle, pedestrian and water transportation improvements to offset impacts, review financing and construction alternatives and conduct a participation process for input by the public and interested parties.”

Medford also stated that: “... \$150,000 of funds would be utilized to provide a match of a \$750,000 federal earmark for studying the feasibility, design and construction of facilities for a water shuttle to key areas in Medford on the Malden and Mystic River including River's Edge, Wellington Circle Area and Medford Square.”

Transportation Planner	\$240,000	(\$80,000 x 3 years)
Consultant Services	\$210,000	
Water Transportation Matching Funds	<u>\$150,000</u>	
Total	<u>\$600,000</u>	

The applicant states “Impacts of the project were anticipated in the Host Agreements. Scope and Timing a[r]e the issues to be addressed. See Chapter 3 of the SSFEIR, Transportation Impacts of the Surrounding Community Agreement, and GPI Peer Reviews.”

**West Springfield:** West Springfield included in their application a fully executed contract between the Town and GPI and a copy of the estimate for additional costs.

Funds will be expended solely to pay invoices from Greenman-Pedersen, Inc. (“GPI”) related to the design and permitting of the Memorial Avenue reconstruction project.

When the Town issued a Request for Proposals for the design work, the bids came in substantially higher than the initial estimate. See details below.

Total Amount of contract:	<u>\$945,000</u>
Amount Attributable to Memorial Avenue Design and permitting	\$812,500
Amount in Excess of SCA:	\$147,500
Additional costs related to: "community outreach, consensus building, complexity of Complete Street Design elements, analysis and coordination with another regional project"	\$75,000 - \$100,000
Amount of Transportation Planning Grant Application	\$247,500

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**Requests to Use 2015 Community Mitigation Reserve Fund**

East Longmeadow	Transportation planning	\$100,000
Lynn	Ferry service; traffic mitigation	\$100,000
Malden	Planning and marketing	\$100,000
Saugus	Analysis of impacts and opportunities for Saugus businesses	\$100,000
	Total:	\$400,000

**East Longmeadow:** According to their impact description: "East Longmeadow borders Connecticut. Three roads from Connecticut converge on the small rotary in the center of town. Currently there are seven streets that empty into the rotary and the volume of traffic is overburdening this rotary. The volume of traffic is expected to increase with the new casino in the adjacent city of Springfield."

East Longmeadow's proposed mitigation noted: "A study in 2002 by the Pioneer Valley Planning Commission addressed some of the issues of the rotary. We would like to update the study and incorporate the Complete Streets program and other modern design concepts for rotaries to allow for the increase in traffic and to approve pedestrian access to the downtown community."

East Longmeadow included the excerpt which is in Exhibit A Section 1b of its Surrounding Community Agreement, namely, "Potential Areas of Adverse Impact: Traffic Improvement Needs Directly Related to Travel to and from the Project Site." This assessment is part of the Initial Study, 1<sup>st</sup> Year Look Back Study and 5<sup>th</sup> Year Look Back Study.

**Lynn:** Lynn's impact description detailed how "...[c]onstruction workers employed by the Licensee will reside in Lynn. These individuals will be traveling on Lynn's congested roadways during rush hour further congesting Lynn roads. It is likely the majority of these individuals will utilize Route 1A and Route 107 to travel back and forth to the construction site in Everett. Concrete/cement contractors from Lynn and the immediate surrounding areas will likely be utilized during the

construction phase. These construction vehicles and trucks would be utilizing Routes 1A and 107 to and from the Everett facility.”

It further noted that: “Routes 1A and 107 are heavily traveled thoroughfares and during construction will be further congested. The General Electric facility is located between Routes 1A and 107 and sees heavy traffic during the rush hour commute. The construction of the Everett facility will further exacerbate traffic issues in the City of Lynn.”

“Lynn would utilize these funds to alleviate the significant traffic issues....The City is also actively seeking funding to continue to operate the ferry...the ferry shuttle from Lynn to Boston has been operating... with the assistance of state funds. At this time, no such funding has been allotted to the City of Lynn.”

“The city is also seeking funding to add additional stops of the Rockport/Newburyport Commuter Rail Line.”

The applicant included a Conceptual Improvement Plan for Lynnway (Route 1A at Blossom Street in Lynn by VHB dated September 9, 2015; construction cost estimates by Vanasse Hangen Brustlin, Inc.; traffic counts by Precision Data Industries, LLC and a Long-Range Transportation Plan Needs Assessment by Boston Region Metropolitan Planning Organization dated April 17, 2015.

**Malden:** “\$25,000 a year for three years (2016-2019) to hire and subsidize the annual salary to be paid to a senior planner.” Malden Redevelopment Authority to pay the balance of salary (65,000-70,000 per year); “\$15,000 for the City to launch a comprehensive marketing campaign in partnership with the Malden Redevelopment Authority and the Malden Chamber of Commerce to promote opportunities and growth for Malden businesses as a result of the Wynn Everett project in Everett”; “\$10,000 to launch a comprehensive Citizens Engagement Program for Malden residents promoting employment opportunities that will become available with this project.”

**Saugus:** Initially \$35,000 for Phase one consultant Scope of Services, the balance to be utilized for implementation of specific strategies once known.

#### **ENTITIES THAT FILED FOR A RESERVE GRANT**

Springfield Parking Authority  
Springfield Redevelopment Authority



**Massachusetts Gaming Commission**  
**101 Federal Street, 12th Floor**  
**Boston, MA 02110**

**2016 COMMUNITY MITIGATION FUND  
 RESERVE / SPECIFIC IMPACT APPLICATION**

**CHECK BOX IF REQUESTING THE CREATION OF A  
 MITIGATION RESERVE FUND FOR A COMMUNITY**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**  
*For anyone with specific impacts, please complete the gray boxes 1-4 beginning on page 2. If you are not applying for mitigation of specific impacts by February 1, 2016, you do not need to complete grayed boxes 1-4.*

*City of Attleboro*

1. NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

---

2. DEPARTMENT RECEIVING FUNDS

---

*Mayor Kevin J. Dumas*

3. NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

---

*77 Park St., Attleboro, MA 02703*

4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

---

*508-223-2222 x3221 Mayor@CityofAttleboro.us*

5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

---

*Same as above*

6. NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

---

*Same as above*

7. ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

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*Same as above*

8. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

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9. NAME OF GAMING LICENSEE



**1. IMPACT DESCRIPTION**

Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.

**2. PROPOSED MITIGATION**

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.

**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

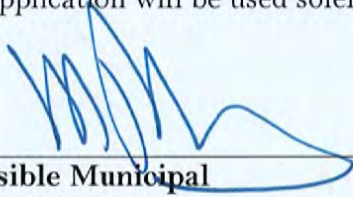
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**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



11/28/16

Signature of Responsible Municipal  
Official/Governmental Entity

Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

Ombudsman

Date





**Massachusetts Gaming Commission**  
**101 Federal Street, 12th Floor**  
**Boston, MA 02110**

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City of Everett

1. NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

City of Everett

2. DEPARTMENT RECEIVING FUNDS

Eric Demas, Chief Financial Officer

3. NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

484 Broadway, Everett, MA 02149

4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

617-394-2210 and eric.demas@ci.everett.ma.us

5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

Carlo DeMaria, Mayor

6. NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF  
MUNICIPALITY/GOVERNMENTAL ENTITY

484 Broadway, Everett, MA 02149

7. ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF  
MUNICIPALITY/GOVERNMENTAL ENTITY

617-394-2270 and mayorcarlo.demaria@ci.everett.ma.us

8. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF  
OF MUNICIPALITY/GOVERNMENTAL ENTITY

Wynn Everett

9. NAME OF GAMING LICENSEE

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11/14/16

Signature of Responsible Municipal  
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Executive Director

Date

Ombudsman

Date





Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110

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1.	TOWN OF HAMPDEN NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT
2.	BOARD OF SELECTMEN DEPARTMENT RECEIVING FUNDS
3.	JOHN D. FLYNN, SELECTMAN NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
4.	625 MAIN ST HAMPDEN, MA 01036 ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
5.	413-566-2151 x101 SELECTMEN@HAMPDEN.ORG PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
6.	JOHN D. FLYNN, SELECTMAN NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
7.	625 MAIN ST, HAMPDEN, MA 01036 ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
8.	413-566-2151 x100 SELECTMEN@HAMPDEN.ORG PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
9.	MGM NAME OF GAMING LICENSEE



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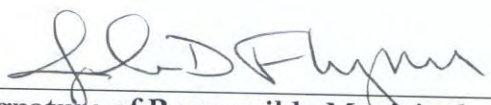
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1-27-2016

\_\_\_\_\_  
Signature of Responsible Municipal  
Official/Governmental Entity

\_\_\_\_\_  
Date

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\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date





**Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110**

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1.	<u>City of Melrose</u> NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT
2.	<u>City of Melrose</u> DEPARTMENT RECEIVING FUNDS
3.	<u>Patrick Dello Russo, Chief Financial Officer/Auditor</u> NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
4.	<u>City Hall 562 Main Street, Melrose, MA 02176</u> ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
5.	<u>(781) 979-4110 and auditor@cityofmelrose.org</u> PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
6.	<u>Robert J. Dolan, Mayor</u> NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
7.	<u>City Hall 562 Main Street, Melrose, MA 02176</u> ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
8.	<u>781-979-4440 and mayoroffice@cityofmelrose.org</u> PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
9.	<u>Wynn MA, LLC</u> NAME OF GAMING LICENSEE



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On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



1/20/16

\_\_\_\_\_  
Signature of Responsible Municipal  
Official/Governmental Entity

\_\_\_\_\_  
Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date





Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110

**2016 COMMUNITY MITIGATION FUND  
RESERVE / SPECIFIC IMPACT APPLICATION**

CHECK BOX IF REQUESTING THE CREATION OF A  
MITIGATION RESERVE FUND FOR A COMMUNITY

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*For anyone with specific impacts, please complete the gray boxes 1-4 beginning on page 2. If you are not applying for mitigation of specific impacts by February 1, 2016, you do not need to complete grayed boxes 1-4.*

Town of North Attleborough

1. NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

Board of Selectman

2. DEPARTMENT RECEIVING FUNDS

Christopher Sweet, Treasurer/Collector

3. NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

43 South Washington Street, North Attleborough, MA 02760

4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

508-699-0114 [csweet@nattleboro.com](mailto:csweet@nattleboro.com)

5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

Michael H. Gallagher, Town Administrator

6. NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF  
MUNICIPALITY/GOVERNMENTAL ENTITY

43 South Washington Street, North Attleborough, MA 02760

7. ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF  
MUNICIPALITY/GOVERNMENTAL ENTITY

508-699-0100 [mgallagher@nattleboro.com](mailto:mgallagher@nattleboro.com)

8. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF  
OF MUNICIPALITY/GOVERNMENTAL ENTITY

Plainridge Park Casino,

9. NAME OF GAMING LICENSEE



**1. IMPACT DESCRIPTION**

Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.

**2. PROPOSED MITIGATION**

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.

**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

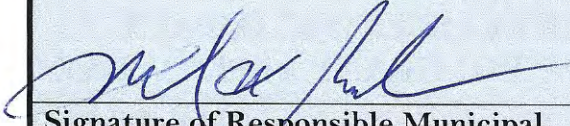
**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.



**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



\_\_\_\_\_  
Signature of Responsible Municipal  
Official/Governmental Entity

01-27-2016  
\_\_\_\_\_  
Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date





Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110

**2016 COMMUNITY MITIGATION FUND  
RESERVE / SPECIFIC IMPACT APPLICATION**

**CHECK BOX IF REQUESTING THE CREATION OF A  
MITIGATION RESERVE FUND FOR A COMMUNITY**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*For anyone with specific impacts, please complete the gray boxes 1-4 beginning on page 2. If you are not applying for mitigation of specific impacts by February 1, 2016, you do not need to complete grayed boxes 1-4.*

Town of Plainville

1. NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

Town Administrator/Board of Selectmen

2. DEPARTMENT RECEIVING FUNDS

Jennifer Thompson Town Administrator

3. NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

Plainville Town Hall PO Box 1717 142 South St Plainville, MA 02762

4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

508-695-3010 ext 11 jthompson@plainville.ma.us

5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

Jennifer Thompson Town Administrator

6. NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

Plainville Town Hall PO Box 1717 142 South St Plainville, MA 02762

7. ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

508-695-3010 ext 11 jthompson@plainville.ma.us

8. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

Plainridge

9. NAME OF GAMING LICENSEE

**1. IMPACT DESCRIPTION**

Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.

**2. PROPOSED MITIGATION**

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.

**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

*Jennifer Thompson*

*1/27/16*

Signature of Responsible Municipal  
Official/Governmental Entity

Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

Ombudsman

Date



**Massachusetts Gaming Commission**  
**101 Federal Street, 12th Floor**  
**Boston, MA 02110**

#

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**2016 COMMUNITY MITIGATION FUND  
 RESERVE / SPECIFIC IMPACT APPLICATION**

**CHECK BOX IF REQUESTING THE CREATION OF A  
 MITIGATION RESERVE FUND FOR A COMMUNITY**

 #

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*For anyone with specific impacts, please complete the gray boxes 1-4 beginning on page 2. If you are not applying for mitigation of specific impacts by February 1, 2016, you do not need to complete grayed boxes 1-4.*

1. NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

**City of Springfield, Massachusetts**

2. DEPARTMENT RECEIVING FUNDS

**Dept. of Health & Human Services, City of Springfield on behalf of Caring Health Center**

3. NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

**Alma Stelzer, Administrative Assistant to the Commissioner, Department of Health & Human Services, City of Springfield**

Tania Barber, CEO and Frank Kostek, CFO for Caring Health Center (sub-recipient)

4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

**Alma Stelzer, Department. of Health & Human Services, 1145 Main Street, Suite 208, Springfield, MA 01103 – for the City, the applicant;**

Caring Health Center, 1049 Main Street, Springfield, MA 01103 (for sub-recipient)

5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

**City of Springfield: Alma Stelzer: 413 787-6736; [astelzer@springfieldcityhall.com](mailto:astelzer@springfieldcityhall.com)**

Caring Health Center: Frank Kostek: 413 693-1022; [fkostek@caringhealth.org](mailto:fkostek@caringhealth.org) (sub-recipient)

6. NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

**The Honorable Domenic J. Sarno, Mayor, City of Springfield for the applicant**

Tania Barber, Chief Executive Officer, Caring Health Center for the sub-recipient

7. ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

**Mayor Sarno, City Hall, 36 Court St., Springfield, MA 01103.**

**Helen R. Caulton-Harris, Commissioner, Department of Health & Human Services, 1145 Main Street., Suite 208, Springfield, MA 01103**

Tania Barber, CEO, Caring Health Center, 1049 Main St., Springfield, MA 01103 (for sub-recipient)

8. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

Helen R. Caulton-Harris: Ph: 413 787-6736; [hcaulton@springfieldcityhall.com](mailto:hcaulton@springfieldcityhall.com) (applicant)

Tania Barber: Phone 413 739-1100, ext. 1007; [tbarber@caringhealth.org](mailto:tbarber@caringhealth.org) (sub-recipient)

9. NAME OF GAMING LICENSEE **MGM Springfield**

### 1. IMPACT DESCRIPTION

Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.

See Exhibit A.

### 2. PROPOSED MITIGATION

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.

See Exhibit A.

### 3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS

Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

See Exhibit A.

**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.

See Exhibit A.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

Signed/ Helen R. Caulton-Harris

January 28, 2016

\_\_\_\_\_  
Signature of Responsible Municipal  
Official/Governmental Entity

\_\_\_\_\_  
Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date



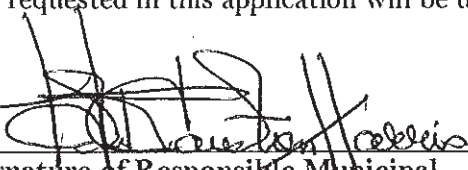
**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.

See Exhibit A.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



Signature of Responsible Municipal Official/Governmental Entity

4/28/2016

Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

Ombudsman

Date



**Massachusetts Gaming Commission**  
**101 Federal Street, 12th Floor**  
**Boston, MA 02110**

**2016 COMMUNITY MITIGATION FUND  
 RESERVE / SPECIFIC IMPACT APPLICATION  
 BD-16-1068-1068C-1068L-00000006606**

**CHECK BOX IF REQUESTING THE CREATION OF A  
 MITIGATION RESERVE FUND FOR A COMMUNITY**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*For anyone with specific impacts, please complete the gray boxes 1-4 beginning on page 2. If you are not applying for mitigation of specific impacts by February 1, 2016, you do not need to complete grayed boxes 1-4.*

1.	City of Springfield NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT
2.	<b>Treasurer</b> DEPARTMENT RECEIVING FUNDS
3.	Stephen Lonergan - City Collector-Treasurer NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
4.	36 Court Street, Room 112, Springfield, MA 01103 ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
5.	413-886-5387 <a href="mailto:slonergan@springfieldcityhall.com">slonergan@springfieldcityhall.com</a> PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
6.	Patrick S. Burns - City Comptroller NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
7.	36 Court Street - Room 400, Springfield, MA 01103 ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
8.	413) 787-6153 - <a href="mailto:pburns@springfieldcityhall.com">pburns@springfieldcityhall.com</a> PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
9.	Blue Tarp reDevelopment, LLC (MGM Springfield) NAME OF GAMING LICENSEE

**1. IMPACT DESCRIPTION**

Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.

The MGM development will have an adverse impact from total or partial demolition of five buildings listed on the State Register of Historic Places and two buildings listed on the Massachusetts Cultural Information System.

**2. PROPOSED MITIGATION**

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.

MGM and the Massachusetts Gaming Commission have formally agreed to each provide \$350,000 to the Historic Preservation Trust Fund. The Fund will be used to aid rehabilitation of distressed buildings on the State Register within one half mile of the casino development. A recent survey shows at least a dozen vacant, deteriorated historic buildings within that area.

**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

The Fund will be under the control of six Trustees, representing the Springfield Redevelopment Authority, Springfield Historical Commission, Springfield Preservation Trust, DevelopSpringfield, Preservation Massachusetts, and the Pioneer Valley Planning Commission Preservation Planner.



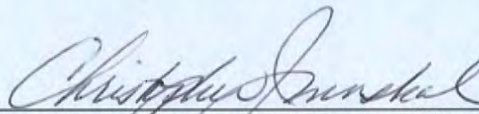
**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.

The Historic Preservation Trust Fund and its funding by MGM and MGC are Stipulation #8 (page 5) of the executed "Memorandum of Agreement among the Massachusetts Gaming Commission, Blue Tarp ReDevelopment, and the Massachusetts Historical Commission regarding the MGM Springfield Project, Springfield Massachusetts."

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

 EXECUTIVE DIR

1-26-16

Signature of Responsible Municipal  
Official/Governmental Entity

Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

Ombudsman

Date





**Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110**

**INSTRUCTIONS FOR FILING FOR THE  
2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT  
APPLICATION OR  
2016 TRANSPORTATION PLANNING GRANT APPLICATION**

**1. 2015 Mitigation Reserve Fund - continuation**

Note: Communities that received approval of the 2015 Mitigation Reserve Fund request **do not** need to submit any application to preserve its reserve in 2016.

**2. 2016 Mitigation Reserve Fund Only**

If a Community is filing for a **mitigation reserve fund only**, please use the application entitled “**2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT APPLICATION**”, **check the box on page 1** and fill out all the boxes in blue. **Skip grayed boxes 1-4**. Detail regarding the use of the reserve fund can be provided to the Commission on a rolling basis upon consultation with the Commission.

**3. 2016 Community Mitigation Fund Specific Impact Application**

If a Community or other Applicant has a **specific impact**, please use the application entitled “**2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT APPLICATION**” and **fill out entire application form**.

**4. 2016 Community Mitigation Reserve Fund and 2016 Community Mitigation Fund Specific Impact Application**

If a Community or other Applicant is requesting **both a 2016 Mitigation Reserve Fund and has a specific impact**, please fill out the **entire application form** entitled “**2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT APPLICATION**”.

**5. 2016 Transportation Planning Grant Application**

If a Community is filing for a **2016 Transportation Planning Grant**, please use the application entitled “**2016 TRANSPORTATION PLANNING GRANT APPLICATION**”. Please fill out the **entire application form**.

**Any questions contact: John S. Ziemba, Ombudsman  
101 Federal Street, 12th Floor, Boston, MA 02110  
(617) 979-8423 or [john.s.ziemba@state.ma.us](mailto:john.s.ziemba@state.ma.us)**

...

**An application must be received by February 1, 2016 to meet the application deadline.**

**Applications should be sent to: [www.commbuys.com](http://www.commbuys.com)**

**If you have any questions regarding COMMBUYS, please contact COMMBUYS Help Desk assistance at 1-888-627-8283 or [COMMBUYS@state.ma.us](mailto:COMMBUYS@state.ma.us).**



**Massachusetts Gaming Commission**  
**101 Federal Street, 12th Floor**  
**Boston, MA 02110**

**2016 COMMUNITY MITIGATION FUND**  
**2016 TRANSPORTATION PLANNING GRANT APPLICATION**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*Please complete the entire application.*

1.	City of Chelsea NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT
2.	Department of Planning and Development DEPARTMENT RECEIVING FUNDS
3.	John DePriest, AICP – Director of Planning and Development NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
4.	500 Broadway Chelsea, MA 02150 ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
5.	617-466-4180 PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS
6.	Alexander Train, Planner / Project Manager, Department of Planning and Development NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
7.	500 Broadway Chelsea, MA 02150 ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
8.	617-466-4192 PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY
9.	Wynn Everett NAME OF GAMING LICENSEE

**1. IMPACT DESCRIPTION**

Please describe in detail the transportation related impact that is attributed to the construction or operation of a gaming facility. Please provide support for the determination that the construction or operation of the gaming facility caused, is causing or may cause the impact.

Situated within proximity of the Chelsea/Everett line, the Wynn Casino's operations will increase volume, frequency, and trip-type along the Beacham St./Williams St. corridor. This corridor serves as a gateway access point to the casino development from Chelsea, East Boston (Logan Airport), and points northward. It is the preferred route of taxi and livery vehicles due to the presence of tolls on Rt. 1. As one of the most direct routes, this corridor will handle the visitor trip generation induced by the casino. Furthermore, future casino employees who live in the Chelsea/East Boston area will also be dependent on this corridor to attend work, transport goods, and service the casino's facilities. Current conditions are not adequate to accommodate any influx in use. While the extent of the impact is unclear as an operable casino has not yet opened, the development will arguably produce a measurable transportation impact along this corridor. Consequently, ensuring this gateway thoroughfare amply and efficiently serves pedestrians, vehicles, bicyclists, and freights in a safe and sustainable manner is a paramount issue for the City of Chelsea.

**2. PROPOSED USE OF PLANNING FUND**

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of planning to mitigate the transportation impact from the construction or operation of a proposed gaming establishment. Please describe how the planning request will address the specific transportation impact indicated. Please attach additional sheets/supplemental materials if necessary.

These funds will be utilized for a planning study of the corridor that includes a full survey, environmental investigation, basemapping, road safety audit (at 3 HSIP-designated high crash intersections, and conceptual designs. An enumerated proposal with cost estimates is attached. This study builds off of the current study, funded through the 2015 Community Mitigation Fund disbursement, which is analyzing traffic volumes along the corridor and at major intersections.



**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

The City of Chelsea's Department of Planning and Development will contract with Stantec Consulting for the work depicted in the attached proposal. As design and engineering, this work is exempt from state procurement regulations. Despite this, the City has selected a qualified consultant with the capacity, staff, and reputation to complete this work. This consultant has satisfactorily completed past City projects punctually and on budget. Only the City Manager, Auditor, Chief Procurement Officer, and Departmental Director can collectively authorize the disbursement of funds. The consultant will be required to submit regular invoices, detailed in their content, illustrating each task, their progress thus far, and the billing rate. The City of Chelsea is also willing to submit all documentation to MGC for proof of compliance.

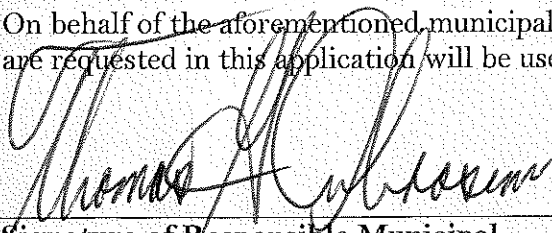
**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS AND MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA) DECISION**

Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement. Please also briefly summarize and/or provide page references to the most relevant language included in the most relevant MEPA certificate(s) or comment(s) submitted by the community to MEPA. Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision. If planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation. For example, a community could provide information on the significance of potential impacts if trip generation totals exceed projected estimates.

While incomplete, a current traffic study is underway to collect and analyze traffic data for this corridor in order to establish a baseline pre-Casino development. While excluded from the MEPA-process, this corridor will serve as a point of access to the Everett casino site for livery, taxis, employees, and visitors. Given the existing conditions of the corridor, which are poor with particularly damaged pavement conditions, a plan for the route is warranted in order to bring the roadway up to a standard with which it can accommodate casino traffic.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



2/1/16

Signature of Responsible Municipal  
Official/Governmental Entity

Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

**2016 TRANSPORTATION PLANNING GRANT APPLICATION**

**Page 5 of 6**

<b>Ombudsman</b>	<b>Date</b>





**Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110**

**INSTRUCTIONS FOR FILING FOR THE  
2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT  
APPLICATION OR  
2016 TRANSPORTATION PLANNING GRANT APPLICATION**

**1. 2015 Mitigation Reserve Fund - continuation**

Note: Communities that received approval of the 2015 Mitigation Reserve Fund request **do not** need to submit any application to preserve its reserve in 2016.

**2. 2016 Mitigation Reserve Fund Only**

If a Community is filing for a **mitigation reserve fund only**, please use the application entitled “**2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT APPLICATION**”, **check the box on page 1** and fill out all the boxes in blue. **Skip grayed boxes 1-4.** Detail regarding the use of the reserve fund can be provided to the Commission on a rolling basis upon consultation with the Commission.

**3. 2016 Community Mitigation Fund Specific Impact Application**

If a Community or other Applicant has a **specific impact**, please use the application entitled “**2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT APPLICATION**” and **fill out entire application form.**

**4. 2016 Community Mitigation Reserve Fund and 2016 Community Mitigation Fund Specific Impact Application**

If a Community or other Applicant is requesting **both a 2016 Mitigation Reserve Fund and has a specific impact**, please **fill out the entire application form** entitled “**2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT APPLICATION**”.

**5. 2016 Transportation Planning Grant Application**

If a Community is filing for a **2016 Transportation Planning Grant**, please use the application entitled “**2016 TRANSPORTATION PLANNING GRANT APPLICATION**”. Please fill out the **entire application form.**

**Any questions contact: John S. Ziemba, Ombudsman  
101 Federal Street, 12th Floor, Boston, MA 02110  
(617) 979-8423 or [john.s.ziemba@state.ma.us](mailto:john.s.ziemba@state.ma.us)**

\*\*\*\*\*

An application must be received by February 1, 2016 to meet the application deadline.

Applications should be sent to: [www.commbuys.com](http://www.commbuys.com)

If you have any questions regarding COMMBUYS, please contact COMMBUYS Help Desk assistance at 1-888-627-8283 or [COMMBUYS@state.ma.us](mailto:COMMBUYS@state.ma.us).



**Massachusetts Gaming Commission**  
**101 Federal Street, 12th Floor**  
**Boston, MA 02110**

**2016 COMMUNITY MITIGATION FUND**  
**2016 TRANSPORTATION PLANNING GRANT APPLICATION**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*Please complete the entire application.*

City of Everett

1. **NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT**

Department of Planning and Development

2. **DEPARTMENT RECEIVING FUNDS**

Tony Sousa - Executive Director of Planning and Development

3. **NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

484 Broadway, Room 25, Everett, MA 02149

4. **ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

617-394-2245, tony.sousa@ci.everett.ma.us

5. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

Carlo DeMaria, Mayor

6. **NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

484 Broadway, Everett, MA 02149

7. **ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

617-394-2270, mayorcarlo.demaria@ci.everett.ma.us

8. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

Wynn Everett

9. **NAME OF GAMING LICENSEE**



**1. IMPACT DESCRIPTION**

**Please describe in detail the transportation related impact that is attributed to the construction or operation of a gaming facility. Please provide support for the determination that the construction or operation of the gaming facility caused, is causing or may cause the impact.**

The Wynn Everett resort casino is expected to generate in the neighborhood of 20,000 vehicle trips per day by patrons and employees. As host community, the sheer number of vehicles on our roadways in Everett will increase dramatically.

The increase in vehicle and truck traffic on Lower Broadway attributed, in part, to the casino conflicts with the growing number of cyclists and pedestrians using the corridor for commuting purposes. Limited right-of-way along Lower Broadway prevents the expansion of bicycle facilities beyond the current 4' bicycle lane, which has seen an increase in vehicle/bicycle crashes in the past 5 years. In addition, Sweetser Circle, a major intersection for vehicles connecting Lower and Upper Broadway with Main Street and connections to Medford and Malden, is known to be a high crash location that is dangerous and difficult to navigate for pedestrians and cyclists. An extension of the Northern Strand Community Path from its current terminus to the Mystic River would create an off-road path, much safer and user-friendly for cyclists and pedestrians commuting through the Lower Broadway area of Everett and increase accessibility to Everett, Boston and Malden.



**2. PROPOSED USE OF PLANNING FUND**

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of planning to mitigate the transportation impact from the construction or operation of a proposed gaming establishment. Please describe how the planning request will address the specific transportation impact indicated. Please attach additional sheets/supplemental materials if necessary.

The City of Everett is requesting funding to study the expansion of the Everett portion of the Northern Strand Community Trail bike path. The expansion of the bike path would reduce vehicular trips on our roads. The scope of this study will include survey, environmental impact assessment, design development, public outreach and cost estimation up to the level required for a 25% design submission to appropriate state agencies. These services would be performed at a cost of approximately \$150,000 using funds from the Transportation Mitigation Reserve Fund.

The specific study area will encompass the MBTA Saugus Branch right-of-way beginning at West and Wellington Street in Everett and heading south and west beneath the Route 16 underpasses and then along an easement adjacent to the MBTA commuter rail tracks, DCR wetlands and the Gateway Mall shopping center, terminating at the east bank of the Mystic River with connections to existing and proposed multi-use pathways along river. It is hoped that this path will also connect to a future bridge connection across the Mystic River to the MBTA station at Assembly Row. The study of the Mystic River bridge crossing is not part of this proposed study but is instead part of a separate study being funded by Wynn Everett and managed by the Department of Conservation and Recreation.

This study addresses the aforementioned transportation impact by creating an off-road cycling facility which helps to complete a gap in the regional trail network and connecting four north shore communities to recreation, public transportation and employment opportunities. It also creates a safe and efficient alternative to Lower Broadway and Sweetser Circle for non-motorized users of the transportation network. Completion of this corridor is a priority of the cities of Everett, Malden, Saugus and Revere, has the support of private developers including Wynn Everett, Diversified Development Realty Corp. (owners of Gateway Shopping Center) as well as numerous advocacy groups and state agencies.

The expansion of the bike path would create an attractive, safe, and practical alternative to vehicle trips for diverse groups, including residents of Everett and North Shore commuters. It



## 2016 TRANSPORTATION PLANNING GRANT APPLICATION

### Page 4 of 8

would promote multimodal transportation, consistent with state transportation and smart growth priorities.

According to a report from the Robert Wood Johnson Foundation, attached, each additional mile of bike lane per square mile was associated with about a 1 percent increase in the share of workers commuting by bicycle. Further, a study using data from 90 large U.S. cities found that cities with 10 percent more bike lanes or paths had about 2 percent to 3 percent more daily bicycle commuters.

The City of Everett has advanced the development of this project in numerous ways during the past year. This has included meeting with the MBTA Commuter Rail Operations department, Massachusetts Department of Conservation and Recreation, the Massachusetts Area Planning Council. Each agency has expressed conditional support for the project pending further study. (Attachment)

In preparation for this Grant, the City has solicited several cost estimates for this study from consultant firms who have worked on similar projects. These cost estimates are attached.

### **3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

**Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.**

The City's internal control structure regarding all grants have been designed to ensure compliance with the federal Office of Management and Budget circulars A-87 "Cost Principles for State, Local, and Indian Tribes", and A-102 "Grants and Cooperative Agreements with State and Local Governments" regardless if the grants are not federal. The control structure ensures all transactions are properly recorded and accounted for, and all transactions are executed in compliance with Laws, regulations, and the provisions of contracts and grant agreements. Some examples of these controls include, but are not limited to:

The City's accounting system records all grants and the related grant activity in separate funds, and does not comingle grant activity between grants.

The City utilizes a requisition and purchase order system within the accounting system to ensure expenditures are sufficiently authorized for their intended purpose and adequate funding exists



## 2016 TRANSPORTATION PLANNING GRANT APPLICATION

### Page 5 of 8

prior to procuring goods or services.

The City individual responsible for the management of the grant will be the only individual allowed to authorize expenditures to the grant, ensuring that only legitimate grant activity is charged to the grant. The City's accounting system automatically controls this process, which is then manually reviewed by the City Auditor's office during the payment processing.

Grant records maintained by the City individual responsible for the management of the grant will be reconciled with the City Auditor's office on a quarterly basis. Any discrepancies identified during this process will be researched and corrected within 15 days from the date identified.



**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS AND MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA) DECISION**

Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement. Please also briefly summarize and/or provide page references to the most relevant language included in the most relevant MEPA certificate(s) or comment(s) submitted by the community to MEPA. Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision. If planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation. For example, a community could provide information on the significance of potential impacts if trip generation totals exceed projected estimates.

Section 4.4.4 in the Final Environmental Impact Report issued on June 30, 2014 details the commitment by Wynn Everett to improving bicycle accommodations along Lower Broadway and the Mystic River. These commitments were re-iterated in section 2.2.3.2 of the Supplemental Final Environmental Impact Report issued on February 17, 2015. Subsequently, several cycling advocacy groups raised the issue that the proposed alterations to Sweetser Circle, which connects Lower Broadway to Everett Square and Malden, did not address a serious gap in the bicycle network as there were no safe provisions for bicycles in the traffic circle. A meeting was held at MassDOT on March 18, 2015 which included Wynn Everett, the City of Everett, and MassDOT staff. It was determined that right-of-way constraints would make formal bicycle accommodations impossible in the traffic circle.

Page 4-22 of the Second Supplemental Final Environmental Impact Report details a further \$250,000 commitment from Wynn Everett to study a bridge connection for pedestrians and non-motorized vehicles over the Mystic River from the approximate Wynn site to Draw 7 park and the Assembly MBTA station. Such a connection would be advantageous for the Lower Broadway area and enable a reduction in vehicle trips to the casino site by creating a more direct connection to mass transit. It also creates the opportunity to extend the Northern Strand path to a terminus on the west side of the Mystic River with trail connections to Charlestown and downtown Boston as well as connection to MBTA rapid transit at Assembly Square. However, such a connection cannot be made without also building the section of the path from its current terminus at West and Wellington to the east bank of the Mystic River, which would be under the scope of this study.



**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

*Carl D. Marce*

*2/1/16*

\_\_\_\_\_  
Signature of Responsible Municipal  
Official/Governmental Entity

\_\_\_\_\_  
Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

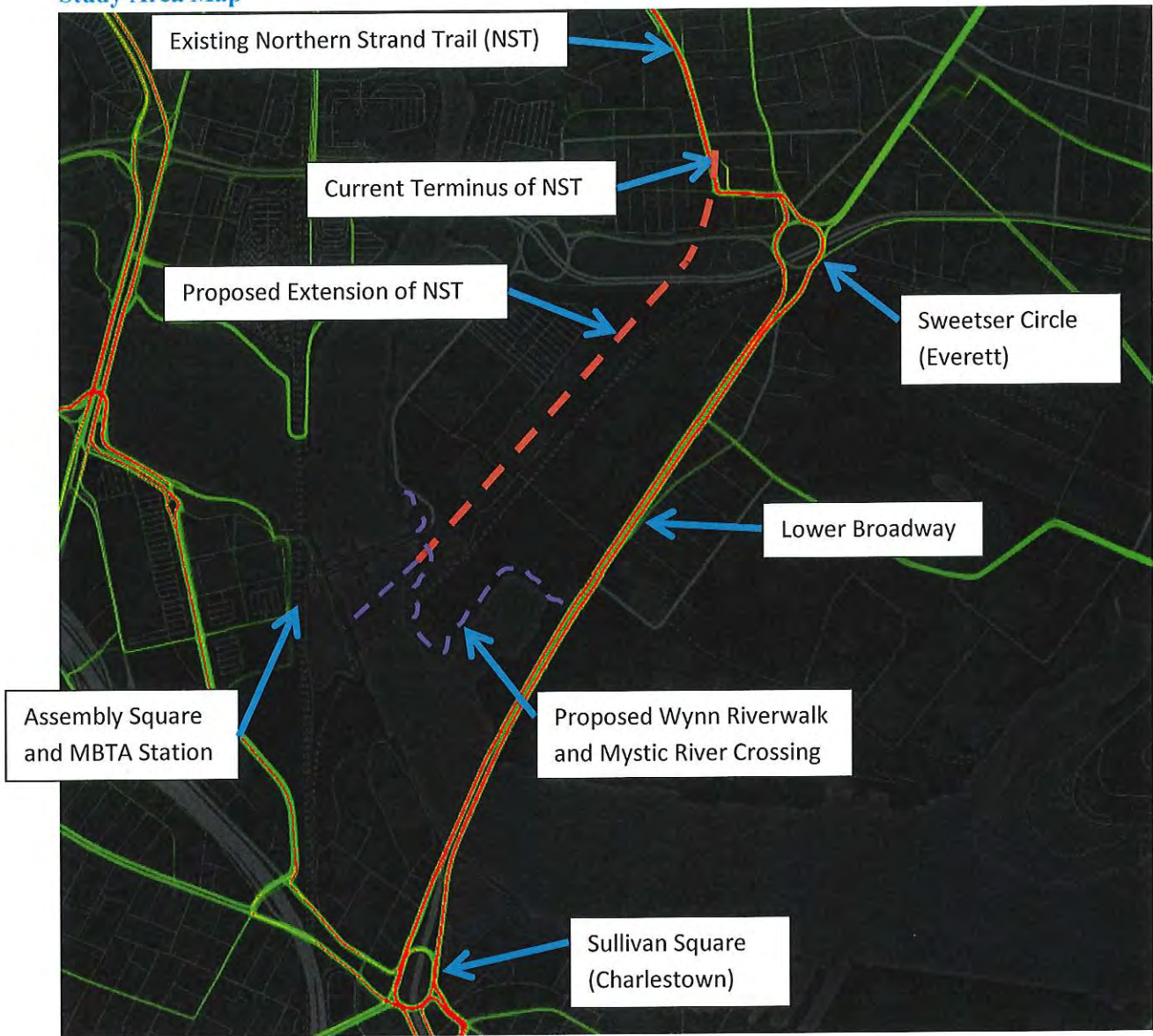
\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date

### Study Area Map



Strava "Heat Map" showing heavy bicycle and pedestrian traffic in red along the existing Northern Strand Trail and through Sweetser Circle and Lower Broadway.



## Cost Estimates

Three estimates were obtained for this application. All estimates are current as of February 2016

<b>Estimate: Howard Stein Hudson</b>		
Point of Contact: Pete Stidman		
	Task	
Existing	Conditions Assessment	\$ 15,000.00
Design	Design Alternatives & Final Concept	\$ 15,000.00
	Preliminary (15 Percent) Design	\$ 20,000.00
	Renderings	\$ 5,000.00
	Report	\$ 5,000.00
	Maintenance Plan	\$ 2,000.00
Public Involvement	Public meetings (2 to 3)	\$ 10,000.00
	Stakeholders meetings (6)	\$ 6,000.00
Environmental Scope & Alternatives Analysis	Scope	\$ 5,000.00
	Wetlands Flagging	\$ 4,000.00
	Possible Hazardous Materials Testing	\$ 10,000.00
	Possible ENF	\$ 15,000.00
	Full Land and ROW Survey	\$ 25,000.00
	MBTA Permit	\$ 2,000.00
	MBTA Flagging	\$ 10,000.00
<b>Total</b>		<b>\$ 149,000.00</b>

<b>Estimate: Nelson Nygaard</b>		
Point of Contact: Ralph DiNisco		
	Task	Cost
Existing	Conditions and Survey	
	Environmental and Land Survey	
	Environmental Review	
Design	Options and Cost Estimates	
	Develop Alignments and Initial Concepts	
	Establish Project Metrics	
	Initial Cost Estimate	
Design	Development	
Concept	Drawings and Cost Estimate Package	
	Existing Conditions Surveys	
	Public Process Documentation	
	Preliminary Design Drawings	
	Cost Estimates for up to two alternatives	
Public	and Stakeholder Outreach	
	Up to 5 stakeholder meetings	
	Up to 3 public meetings	
<b>Total</b>		<b>\$150,000</b>

<b>Estimate: Toole Design</b>		
Point of Contact: Beth Isler		
	Task	Cost
Existing	Conditions Assessment and Survey	55,000
Concept	Development	55,000
25%	Design	45,000
<b>Total</b>		<b>\$155,000</b>



## MEMORANDUM

To: City of Everett

From: Nelson\Nygaard

Date: January 28, 2015

Subject: **Northern Strand Community Trail Extension – DRAFT Scope**

---

The City of Everett, in conjunction with the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA), plans to begin a design process for the eventual construction of a multi-use trail on the former Saugus Branch Rail line connecting the existing Northern Strand trail to the Sullivan Square area. This right-of-way is predominantly owned by the Department of Conservation and Recreation (DCR) and the MBTA and could serve as the only possible cycling and walking link between Boston and the North Shore. The effort would include feasibility, concept design, existing conditions, and preliminary engineering work.

The proposed three quarter mile long trail extension study area is wholly within Everett and extends from West Street at the north southwards to the Mystic River. This effort would evaluate the options for layout, cost, and construction impact options associated with the trail segment running from West Street southwards to an area roughly 300 feet south of the Route 16 overpass.

Within this focus area, the City, MassDOT, and MBTA have preliminarily identified three possible options for addressing the limited right-of-way issues, especially as relates to the Route 16 and Route 99 Connector overpasses. In order to fully assess the feasibility, the existing conditions need to be documented to create accurate estimates. The subsequent scope proposes the initial steps needed to establish this process in a manner that could ultimately advance to final design drawings.

### **Scope and Process**

Tasks to conduct a preliminary design and engineering plan are expected to include:

#### **TASK 1 – Project Management and Internal Meetings**

Up to four meetings with the project team will be held at regular intervals, roughly at the following milestones:

- Kick-Off
- Review of Existing Condition Findings
- Concept Design
- Design Development

#### **TASK 2 – Existing Conditions, documentation including:**

- **Land survey**, documenting topographical, structural, and materials issues
- **Environmental survey**, documenting of wetland issues



**Northern Strand Community Trail Extension**  
City of Everett

- **Geotechnical survey**, documenting issues pertaining to cut and fill
- **Archaeological survey**, documenting issues pertaining to cut and fill
- **Ownership survey**, documenting land ownership boundaries, parcels and abutting ownership
- **Environmental review**, as necessary

**TASK 3 – Alignment, Design Options, and Initial Cost Estimates**

- **Develop alignment options**
- **Develop initial concepts**, for public review
- **Establish project metrics**, based on community and stakeholder feedback
- **Prepare initial cost estimate**, based on:
  - Proposed alignment
  - Documentation of costs of similar projects in the region
  - Concept design elements, contingencies, and alternatives
  - Crafting detailed pro forma of high and low cost estimate given:
    - Existing conditions survey and planning concepts
    - Cost to buy land, as applicable related to three right-of-way alternatives
    - Contingencies: Environmental, ownership, railroad relocation, etc.

**TASK 4 – Design Development**

- Refine Task 3 concepts and estimates based on community input and project team feedback

**TASK 5 – Produce Concept Drawing and Cost Estimate Package**, including:

- Memo documentation from community process, with public comments as appendix
- Existing condition surveys
- Preliminary design drawings
  - Layout Plan
  - One to two alternative layout plans
  - Supporting design details
  - Conceptual signage and paint plans
  - Conceptual materials specs
- Cost estimates supporting layout plan, adjusted for up to two alternative elements

**TASK 6 – Public and Stakeholder**

The team will conduct up to five (5) stakeholder meetings and host up to three (3) public meetings throughout the project, roughly at the following milestones:

- **Initial Findings & Visioning** – Present initial findings, related cost implications, collect community priorities
- **Initial Concept Design** – Present initial concepts for community feedback

**Northern Strand Community Trail Extension**  
City of Everett

- **Final Preliminary Design** - Present final set of preliminary designs and related cost estimates

**Cost estimate to prepare preliminary design as described above- \$150,000**

Contingencies: Environmental issues and review, ownership, and geotechnical issues

This process assumes an approximately six (6) month timeframe from Notice to Proceed, and assumes availability of information as determined.

**Local Rail-with-Trail Cost Precedents:**

	<i>Community Path Grand Junction</i>	<i>Somerville Community Path</i>
Length	2 miles	1.9 Miles
Cost estimate	~\$7.8 Million (Option 1 for Design, Construction, and Construction Oversight, Feasibility Study, 2006)	\$39 Million (2015)
Construction Cost per mile	\$3.9 Million	\$20.5 Million



## Northern Strand Community Trail

Meeting to discuss extension of trail beneath Revere Beach Parkway Underpass

**Date:** April 20, 2015

**Location:** MBTA Commuter Rail North Operations - 32 Cobble Hill Road, Somerville, MA

**Attendees:**

Jay Monty – City of Everett

Pete Sutton – MassDOT

Kevin Biggins – MBTA

Corey Lynch – MBTA

### Summary

Meeting was held to discuss possible extension of the Northern Strand Community Trail (NSCT) from its current terminus at West and Wellington Streets in Everett to the Mystic River at the proposed Wynn Casino site. Completion of the trail would involve utilizing the existing highway overpasses along the Saugus Branch Rail line beneath the Revere Beach Parkway and Rte. 99 Connector shown on the locus map in **Figure 1**. Currently, this portion of the corridor is used by the MBTA for the purpose of storing and loading stone ballast onto MBTA maintenance-of-way trains. The NSCT would require right-of-way 10-feet in width beneath the two overpasses to the west/north of the existing railroad tracks.

The current MBTA ROW includes a portion, but not all of the area beneath the overpasses as shown in **Figure 2**. The ROW line on the west side of the yard is approximately 15 feet from the edge of the existing tracks and falls in line with the westernmost piers of the overpasses. The ROW on the east side of the yard is demarcated by concrete blocks roughly in line with the piers separating the center and eastern spans of the Rte. 99 connector overpass. The current property is fully utilized by the MBTA and cannot be easily re-located to another site. Several options were discussed as to how the NSCT could be extended under the overpasses without reducing the available space for MBTA maintenance needs and also providing a safe buffer between the trail and railroad operations.



Figure 1 - Locus Map of Study Area



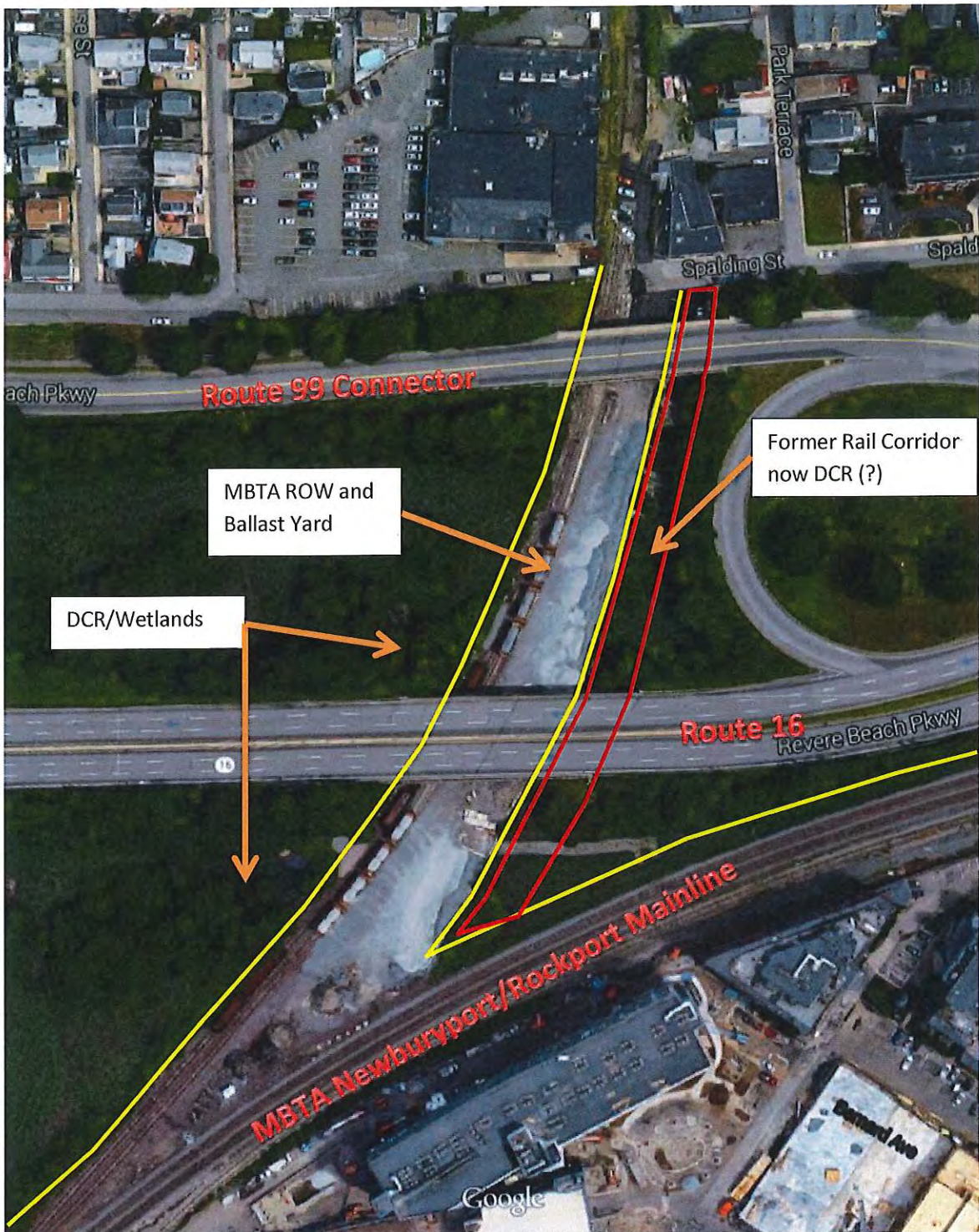


Figure 2 - MBTA Right-of-Way

## Opportunities and Challenges

Opportunities, needs and concerns that were identified by the City of Everett for the NSCT and the MBTA for railroad operations are outlined below:

### City of Everett/NSCT

- The NSCT is a key project for the cities of Everett, Malden and Revere and provides the only cycle/pedestrian access to Boston from the north shore.
- The development of the Wynn Casino project may provide an opportunity to fund and construct the extension of the NSCT to the Mystic River.
- Easement rights have been committed to from the Mystic River and behind the Gateway Shopping Center by Wynn and DDRC as part of the respective MEPA filings for those developments.
- The Rte. 16 underpass is the "missing link" to complete the trail.
- Trail requires a ROW approximately 10-feet in width to the west and north of the MBTA tracks.

### MBTA

- Property is currently fully utilized for MBTA maintenance-of-way purposes; however the railroad ROW does not encompass all of the space under the overpasses.
- The Rte. 99 Connector overpass consists of three spans, of which only the western and center spans are owned by the MBTA. The land under the eastern span is presumed to be owned by DCR.
- Tracks currently occupy the western-most portion of the corridor leaving no additional space for the Bike Path without relocation of the tracks which is not possible within the current ROW.
- The abutting property owner on both sides of the yard is likely DCR and is primarily wetlands to the west but former railroad ROW to the east.
- To the south of the yard, the tracks cannot be re-located as this would impede the junction with the Newburyport/Rockport mainline.
- There are safety concerns having the trail in close proximity to the active rail line and ballast loading area. MBTA would prefer a grade separation (4-5 feet above) where the trail parallels the tracks and to keep the trail and tracks on opposite sides of the bridge piers.

### Other Challenges/Concerns

- Land to the west of the MBTA tracks where the trail could be located is primarily wetlands



## Potential Options for Extension of the NSCT.

During a brief site visit, three options were discussed as potentially being viable alternatives for extension of the NSCT under Rte. 16 and along the MBTA tracks. It was agreed upon by all parties that these options could be further studied to assess their feasibility.

**Option 1: Route the trail between the western most bridge pier and the bridge abutment to the west of the existing tracks on a grade separated right-of-way entirely on DCR property.**

The land between the western most bridge piers and the abutments of both bridges appears to belong to DCR. Visual inspection of this area seems to indicate that fill currently placed between the pier and the abutment could be partially excavated to allow adequate clearance for the trail at a height 5-10 feet above the railroad grade line. Between the two bridges, the path would sit on a grade separated structure approximately 5 feet in height to provide safety from possible incursion from rail cars. Ramps taking the trail up from grade level north of the Rte. 99 connector overpass and south of the Rte. 16 overpass would be required. The potential right-of-way between the two bridges appears to be wetlands, also requiring an elevated bridge structure to be crossed.



Figure 3 - Route 99 Connector Overpass



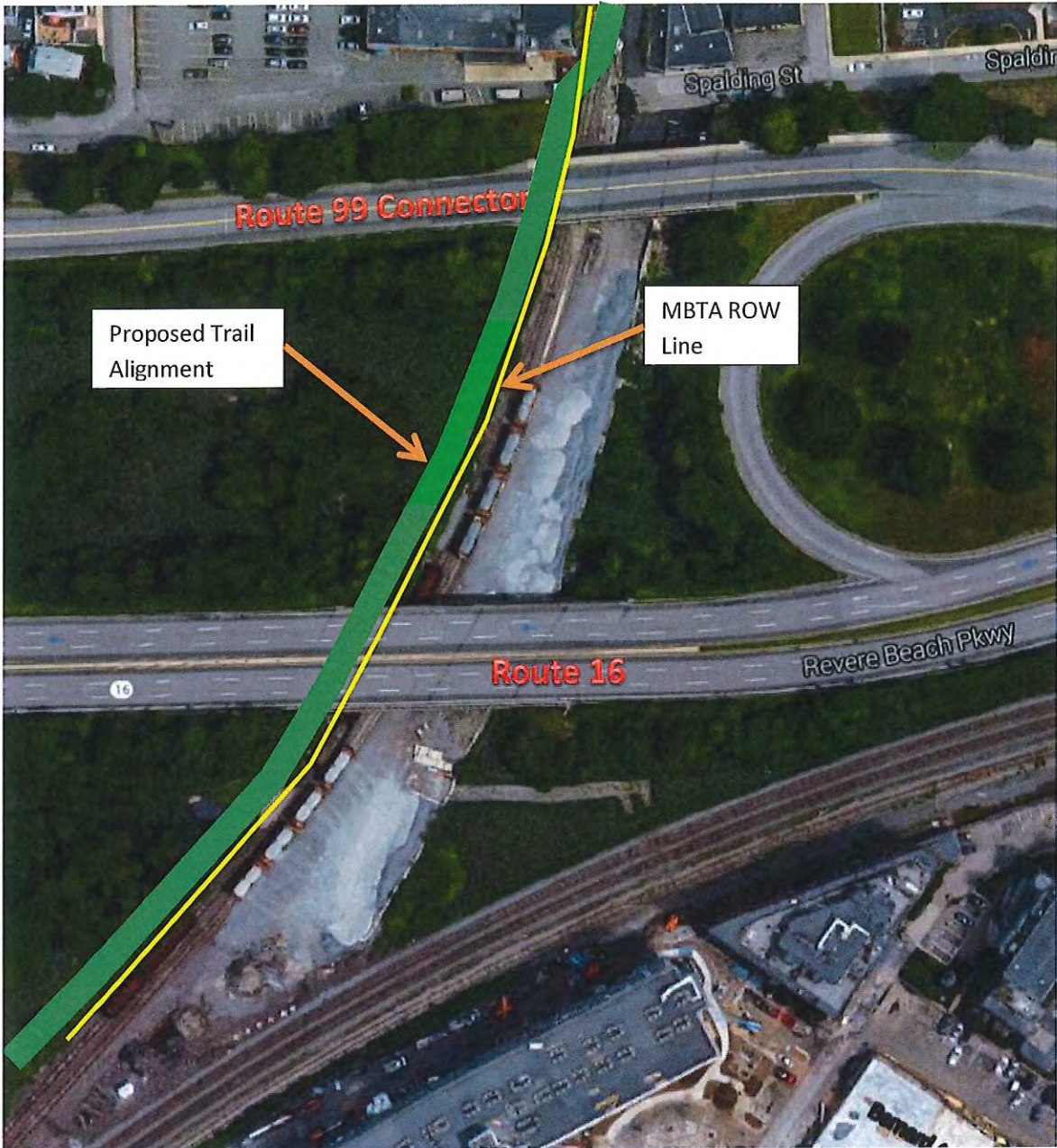


Figure 4 - Option 1 Trail Alignment





Figure 5 - Span beneath west side of the Rte. 16 overpass which could be re-graded to accommodate trail

**Option 2: Truncate the MBTA tracks just to the south of the Rte. 99 Connector overpass to allow passage of the trail under the western span of the overpass.**

The MBTA indicated that it may be possible to truncate the tracks beneath the Rte. 99 connector by approximately 100 feet without impacting operations of the yard. This would allow the trail to pass under the main span of the overpass before shifting to the west onto DCR property. Passage under the Rte. 16 overpass would take place between the westernmost pier and the abutment as in Option 1.

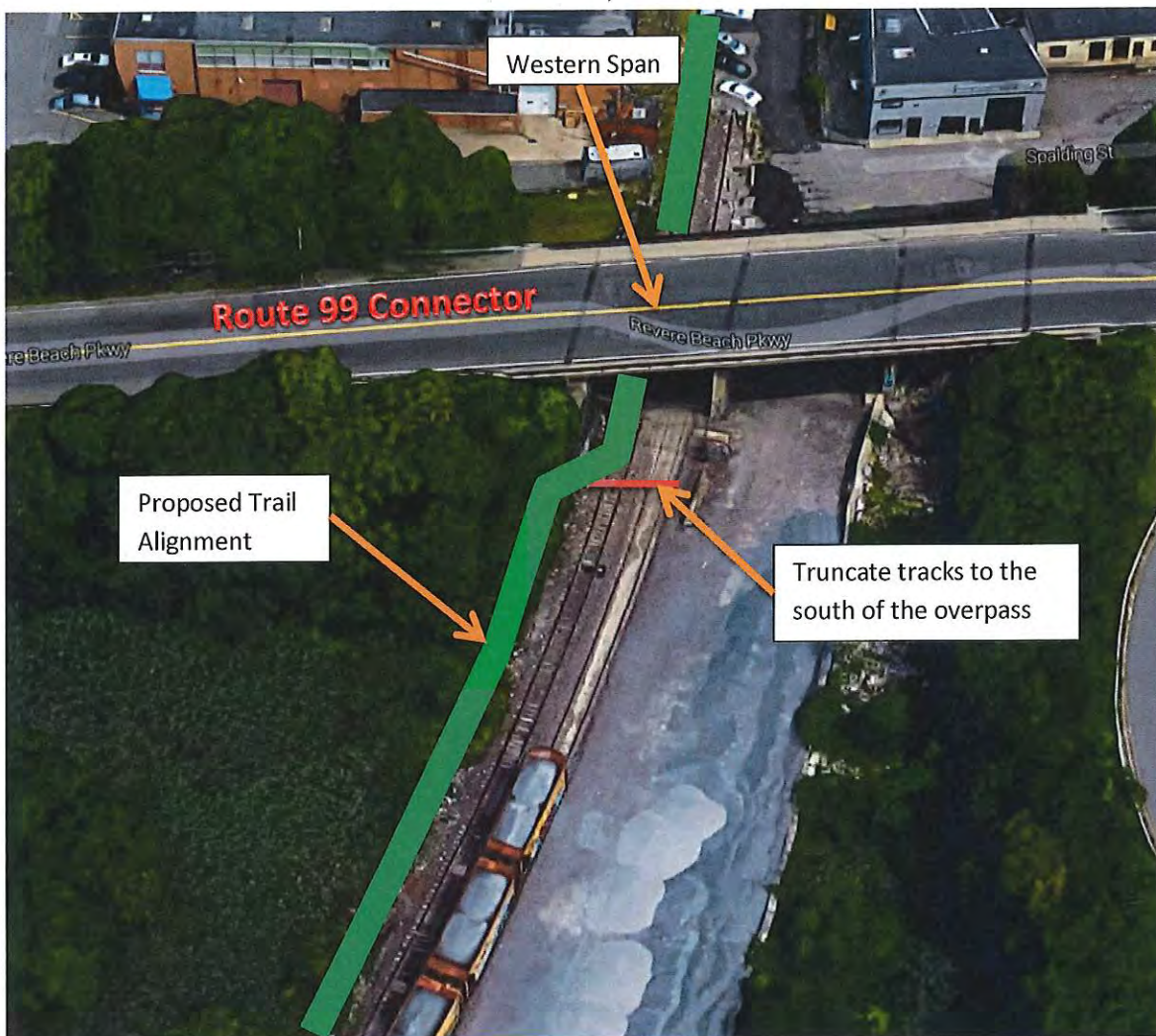


Figure 6 - Option 2 Trail Alignment



**Option 3: Routing the trail under the western span of the Route 99 Connector overpass and relocating the MBTA tracks and ballast yard to the center and eastern spans.**

The land beneath the eastern span of the overpass is not currently owned by the MBTA, though it was at one time occupied by railroad tracks. It is believed this portion of the corridor currently belongs to DCR as part of the ROW for the Revere Beach parkway. Transferring this land to the MBTA would allow the yard to be relocated to the eastern two spans of the overpass and make available the western span for the trail. The trail would cross beneath the Rte. 16 overpass in the same manner as proposed in Options 1 and 2 using DCR land.

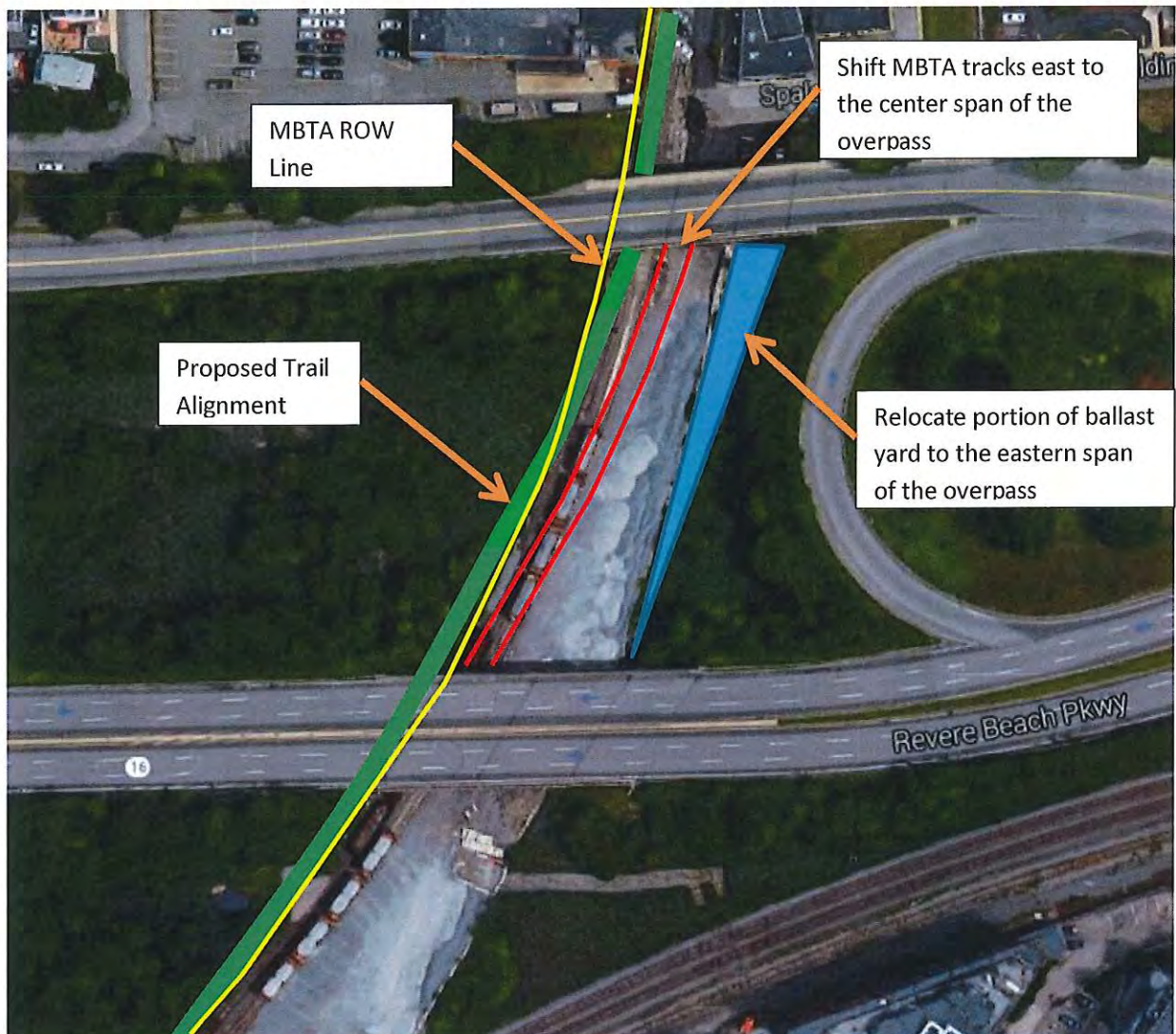


Figure 7 - Option 3 Trail Alignment

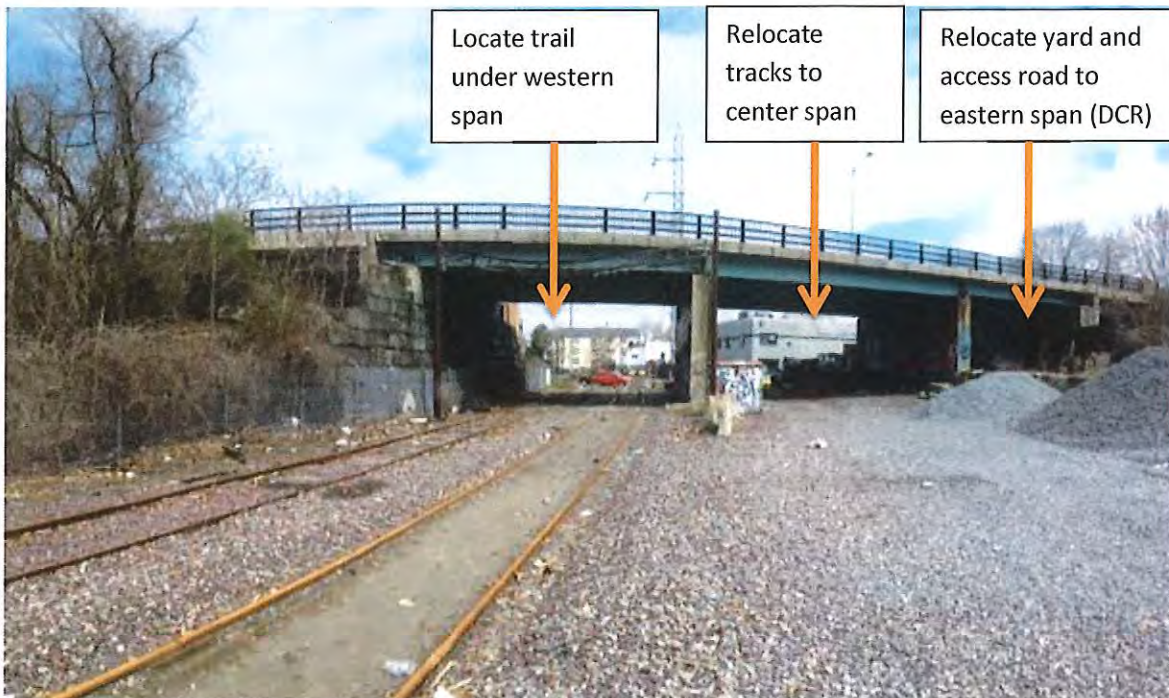


Figure 8 - Possible re-allocation of space beneath Rte. 99 Connector Overpass

### Next Steps

A key outcome of the meeting was the determination that much of the land necessary to construct the trail does not belong to the MBTA, but rather to DCR as part of the Revere Beach Parkway/Route 16 right-of-way. As such, the City of Everett and MassDOT will coordinate to reach out to DCR to discuss possible options for the construction of the NSCT on their property, or the possibility of a land transfer between DCR and the MBTA to facilitate relocating a portion of the ballast yard.

Following a meeting with DCR, the City of Everett and MassDOT will initiate a follow-up meeting with the MBTA to refine the options discussed above.





Commonwealth of Massachusetts  
Executive Office of Energy and Environmental Affairs  
DEPARTMENT OF CONSERVATION AND RECREATION



Governor Charles D. Baker  
Lt. Governor Karyn E. Polito  
EEA Secretary Matthew A. Beaton  
DCR Commissioner Carol I. Sanchez

**Press Release Contacts:** Troy Wall- (617) 626-1453 or [troy.wall@state.ma.us](mailto:troy.wall@state.ma.us)

## State Environmental Officials Launch First in the Nation Park&Pedal Commuting System

**Boston, MA- Friday, July 31, 2015-** Today, at an event at Christian Herter Park, Energy and Environmental Affairs (EEA) Secretary Matthew Beaton, Department of Transportation Secretary and CEO Stephanie Pollack, Department of Conservation and Recreation (DCR) Deputy Commissioner for Operations Matthew Sisk, and David Montague from Montague Bikes unveiled the first in the nation multimodal commuting network, called Park&Pedal. The free program, which is designed to encourage bike commuting by providing a network of parking hubs conveniently located within cycling distance from centers of employment, will allow commuters to park their cars for free and then ride their bikes the remaining distance to work.

"The Commonwealth of Massachusetts has always been at the forefront of innovative ideas," **said Governor Charlie Baker.** "The Park&Pedal Commuter Network is the direct result of state government and private partners working together to achieve results that will benefit the public and the environment."

"The Park&Pedal program will provide a unique, outdoor recreational opportunity for Massachusetts citizens to incorporate in their daily lives while commuting to work," **said EEA Secretary Matthew Beaton.** "The results of such partnerships, like the one between DCR and Montague Bikes, will have lasting effects on thousands of people for years to come."

By commuters utilizing parking hubs, such as the one at DCR's Christian Herter Park, the Commonwealth will benefit in various ways, including:

- The reduction of traffic congestion during the rush hour commutes;
- The increase in available parking spots within the City of Boston and surrounding communities;
- The decrease of environmentally harmful vehicle emissions; and
- The contribution to a healthier citizenship.

"This initiative is an example of how we can work across executive agencies and bring new thinking to our existing transportation assets, and create new, multi-modal connections that promote healthy commuting through cycling, and has the potential to alleviate highway congestion, while decreasing greenhouse gases," **said MassDOT Secretary and CEO Stephanie Pollack.**

"Boston and neighboring municipalities have a large number of people who drive into the city each and every day attributing to traffic congestion and vehicle pollution," **said DCR Commissioner Carol Sanchez.** "By providing commuters with additional travel options, many will incorporate riding a bike, at least a portion of the way, into their daily routines, which will be healthier for them, less expensive, and could possibly be a faster way to get to work."

Working in conjunction with the program's creator, David Montague of Montague Bikes, state officials, local businesses, non-profit organizations, and others strategically located parking hubs near the City of Boston to start building the Park&Pedal network. In addition to DCR's Christian Herter Park in Brighton, the parking hub locations, which include free parking for commuters, include the Arsenal Mall in Watertown, Daly Rink in Newton, Mystic River Reservation in Medford, Cronin Rink in Revere, Franklin Park in Boston, and Tenean Beach in Boston.



"Park&Pedal removes two key barriers that people face when considering riding to work by allowing them to choose how far to ride, and where they feel comfortable riding," **said David Montague**, who conceived the program after personally parking and pedaling to work for years. "The Park&Pedal website shows a number of hubs at various distances from the city, and these hubs are often located near bike paths that lead into the city."

According to the US Department of Transportation, the average round-trip commute in the United States is 24 miles and increasing. While this is an unmanageable distance for most to ride every day, Park&Pedal provides a manageable and convenient way to pedal around the issue.

Boston area Transportation Management Associations (TMAs) are integrating Park&Pedal into their alternative commute and incentive plans, delivering the program to the 400,000+ employees they service in the metro area. The TMAs join other employers interested in incorporating Park&Pedal into their incentive plans including Harvard University.

"Park&Pedal is an excellent fit for Harvard's sustainable transportation initiatives," **said Harvard University's Mark Rabinsky**. "The program shows great potential to reduce last-mile congestion in the dense urban environments surrounding the University's campuses, while promoting safe and accessible bicycle commuting."

"Employers such as Harvard University see the benefits of encouraging their employees to Park&Pedal, thereby creating healthy workers and lower health care costs," **said Mark Walker of Montague Bikes**. "In addition, retailers such as the Arsenal Project, which is adjacent to the DCR bike path along the Charles River, see the benefits of providing parking spaces for Park&Pedal and are now hosting a hub of their own. Being involved in the program promises to deliver employed and healthy commuters to their establishment, while helping reduce Boston's carbon footprint."

Please visit Park&Pedal's [website](#) or contact Montague Bikes at 800-736-5348 for further information regarding the new program.

###

*The Massachusetts Department of Conservation and Recreation (DCR), an agency of the Executive Office of Energy and Environmental Affairs, oversees 450,000 acres of parks and forests, beaches, bike trails, watersheds, dams, and parkways. Led by Commissioner Carol Sanchez, the agency's mission is to protect, promote, and enhance our commonwealth of natural, cultural, and recreational resources. To learn more about DCR, our facilities, and our programs, please visit [www.mass.gov/dcr](http://www.mass.gov/dcr). Contact us at [mass.parks@state.ma.us](mailto:mass.parks@state.ma.us).*

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### **MASSDOT ANNOUNCES MODE SHIFT GOAL TO TRIPLE THE SHARE OF TRAVEL IN MASSACHUSETTS BY BICYCLING, TRANSIT AND WALKING**

SPRINGFIELD AND BOSTON (Tuesday, October 9, 2012) – Massachusetts Department of Transportation (MassDOT) Secretary and CEO Richard A. Davey announced today in Springfield and in Boston that MassDOT has established a visionary statewide mode shift goal of tripling the share of travel in Massachusetts by bicycling, transit and walking.

With the mode shift goal MassDOT will be able to foster improved quality of life by improving our environment and preserving capacity on our highway network; by letting other travel options absorb travel demand that is increasingly contributing to highway congestion that is slowing our potential for economic growth. In addition, we will achieve positive public health outcomes by providing more healthy transportation options in a time when our children and adult neighbors are experiencing record rates of obesity.

In the face of tight budgets and scarce resources MassDOT is rising to the challenge of providing sustainable and healthy transportation choices for all of our customers.

“We all have a stake in achieving a statewide mode shift goal and establishing a sustainable transportation system that meets all our customers’ needs and that we can afford to maintain.” said MassDOT Secretary Davey.

“We are pleased MassDOT is taking steps to get more people walking, biking and taking public transportation,” said Energy and Environmental Affairs Secretary Rick Sullivan. “This initiative will reduce the number of cars on the road and help us make further progress towards our nation leading greenhouse gas (GHG) emission reduction target of 25 percent by 2020.”

In collaboration with our regional transportation partners, community leaders, advocates and customers, MassDOT will reconsider what is possible for our transportation system and imagine healthier, greener and cleaner mobility. We are not seeking to accommodate healthy transportation, rather we want to increase trips by walking, bicycling and by transit.

Transportation is second only to buildings as a source of greenhouse gas emissions, with the vast majority of transportation emissions coming from cars and trucks. Governor Patrick signed the Global Warming Solutions Act into law in 2008, and in 2010 established targets of 25 percent reduction in GHG emissions from 1990 levels by 2020 and an 80 percent reduction from 1990 levels by 2050 – the most ambitious GHG emissions limits for any state in the nation.

The Patrick Administration’s 2020 Clean Energy & Climate Plan is the roadmap of strategies and policies designed to achieve our GHG emissions reductions targets, and it includes several policies focused on the transportation sector and reductions in vehicle miles traveled, such as GreenDOT and Pay as You Drive insurance policies. Reducing our GHG emissions will reduce our contributions towards climate change and its negative effects in Massachusetts, save businesses and consumers money, and help protect our environment for generations to come.

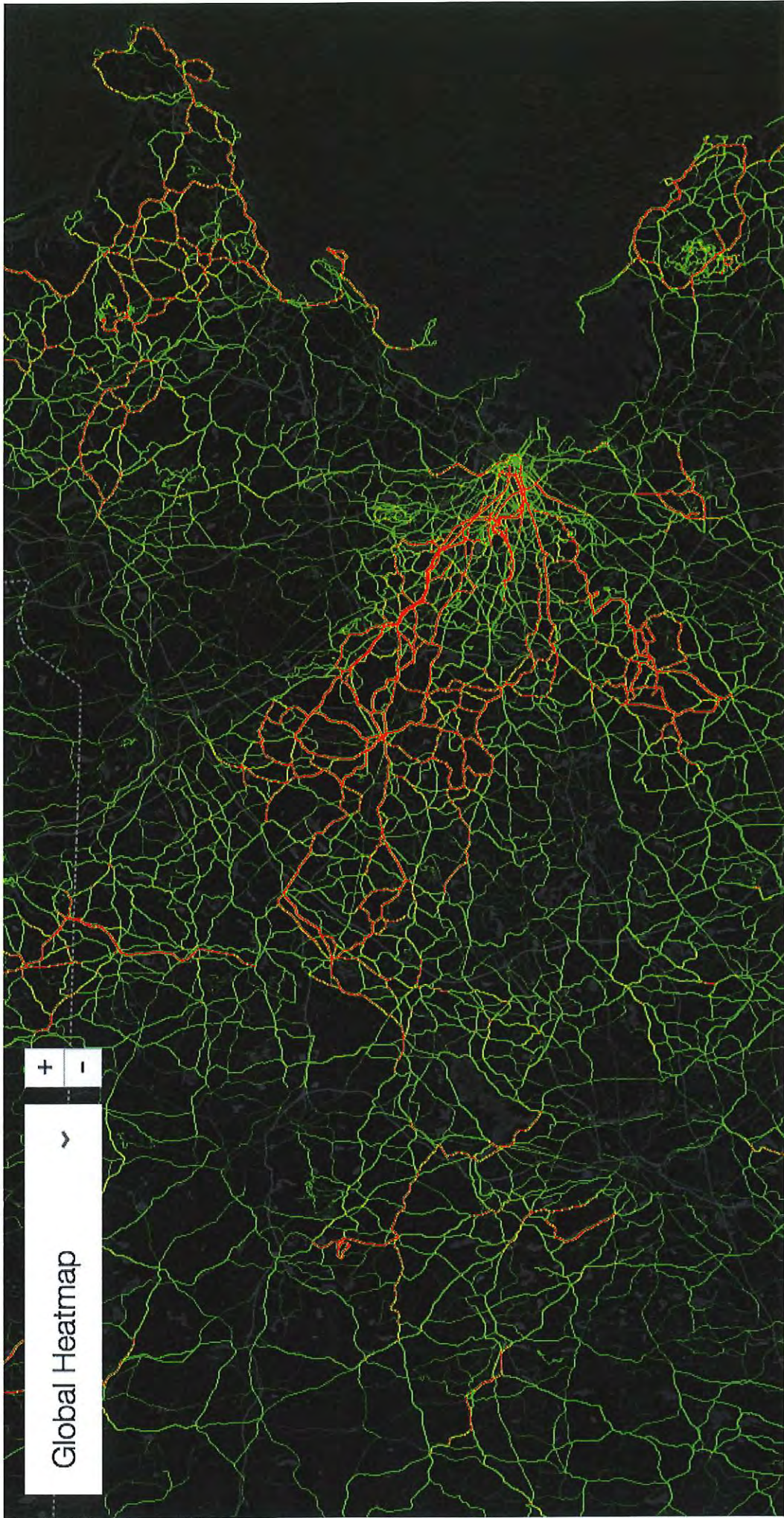
The Commonwealth’s mode shift will be featured in MassDOT’s GreenDOT Implementation Plan being finalized this fall. The GreenDOT Implementation Plan establishes the strategy for a multi-modal MassDOT emerge as a national leader in “greening” a state transportation system.

Join the statewide conversation to discuss the future of transportation in the Commonwealth to establish a sustainable transportation system for the 21<sup>st</sup> century. For more information the transportation conversation public meeting schedule please visit <http://www.mass.gov/massdot/yourvisionourfuture>

For transportation news and updates visit MassDOT at our website: [www.mass.gov/massdot](http://www.mass.gov/massdot), blog: [www.mass.gov/blog/transportation](http://www.mass.gov/blog/transportation), or follow MassDOT on twitter at [www.twitter.com/massdot](http://www.twitter.com/massdot) and Facebook at [www.facebook.com/massdotinfo](http://www.facebook.com/massdotinfo)

###





*Heat Map, 1-20-16, using GPS phone data to show where biking is taking place.*





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# Bike initiatives on a roll north of Boston

By **Mark Micheli** | GLOBE CORRESPONDENT NOVEMBER 25, 2015

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It happened to cigarette smokers and drunk drivers.

Richard Fries believes the next major shift in what's not socially acceptable will zero in on impatient motorists, bicyclists, and even pedestrians.

“It used to be acceptable to be drunk and drive,” said Fries, executive director of the Massachusetts Bicycle Coalition. “It used to be acceptable to smoke — *in a school*. And here we are again. The times are changing.”

Fries said he is expecting — and fighting for — a world where bicyclists not only feel safe on the roads, but that they belong there and they matter. And he believes communities north of Boston — with a few exceptions — are working toward that end.

■ In Somerville, they’re planning the city’s first elevated bike lanes, to be separated from traffic by a curb and the sidewalk by a buffer zone with plants.



## Photos: Sharing the road

■ In Salem, they’re planning to connect the Salem State campus and the Marblehead Rail Trail to an off-road path reaching into downtown. That trail could eventually join the off-road East Coast Greenway stretching from Canada to Florida.

■ Beverly and Lowell this year adopted the Complete Streets program, which requires city engineers to consider all users when improving roadways, making accommodations for bicyclists and pedestrians where appropriate.



■ There's work being done to connect rail trails in Topsfield and Boxford, as well as trails in Amesbury, Newbury, Newburyport, and Salisbury.

■ This year, a portion of the Northern Strand Trail was built in Revere, providing the missing link to create 7½ miles of continuous off-road riding from Everett, through Malden, Revere, and Saugus, to the Lynn line.

For Fries, it's all about the realization that many bicyclists ride not for recreation, but out of necessity to get to jobs, schools, to shop, or simply to use their cars less. And that, he said, is why off-road trails, in combination with on-road accommodations, are needed.

"We're not talking about working out," he said. "We're talking about expanding people's radius of unmotorized travel to about a 3-mile radius.

"Imagine if they built 5 miles of the interstate highway and then you had to drive 10 miles more to get to the next section? That's where we're at right now in the construction of bike facilities."

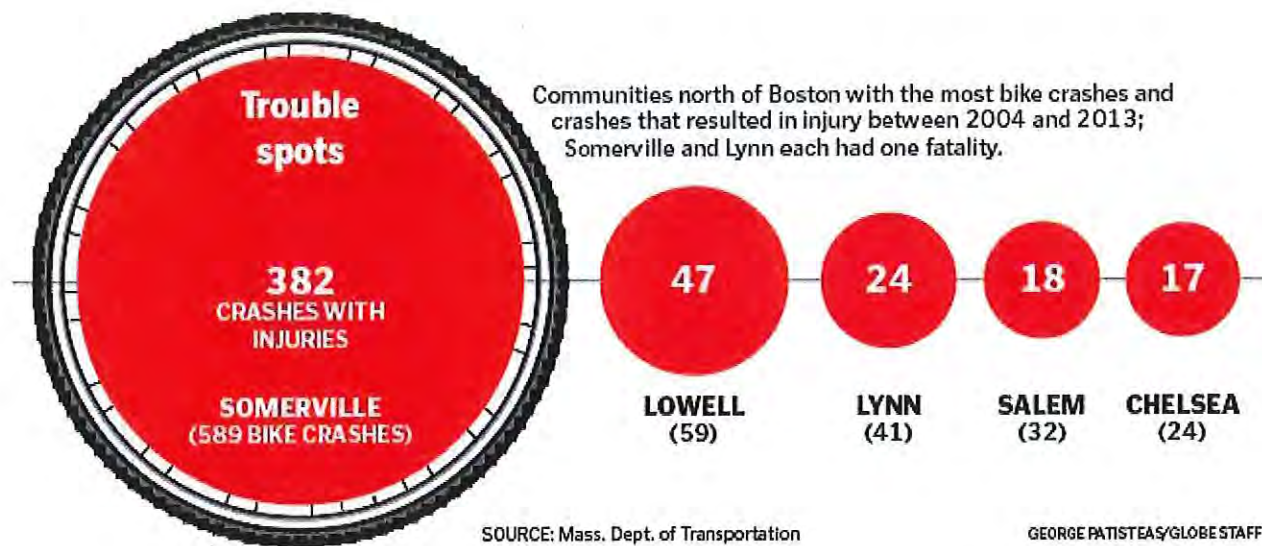
Somerville, he said, leads the regional pack on bike-friendly accommodations, with more than 30 miles of painted bike lanes, eight bike boxes — areas painted on roadways where bicyclists can wait in front of motorists for the light to change — and a police department more concerned with why someone violated a road rule than issuing citations.

"Our police force is so good at this," said Brad Rawson, the city's director of transportation and infrastructure. "I see it all the time in my daily commute."

"They ask them 'Why are you running a red light? Why are you riding a bicycle the wrong way down a street? Why are you crossing mid-block?' Those types of things," said Bonnie Polin, chief safety analyst with the Massachusetts

Department of Transportation. MassDOT gave \$40,000 to Somerville this year for extra police details to work at problem intersections. She said some safety improvements have come from the answers police get.

The 12 communities the state chose for the extra details program — a list that includes Salem, Haverhill, and Lynn — have the highest ratio of bicycle and pedestrian crashes compared with total accidents, Polin said.



Somerville has some of the region's worst hot spots for bicycle accidents: Four of the state's top 10 bicycle crash clusters are in the city. Overall, according to MassDOT statistics, Somerville has 13 such clusters where 589 accidents occurred from 2004 through 2013. One was deadly; 382 others involved injuries.

The city seems to be zeroing in on the problem spots; the plan to build elevated bike lanes along Beacon Street, from Inman Square to Cambridge's Porter Square, is one of the solutions officials envision. Some 300 bicyclists per hour travel that route during morning and evening rush hours, said Rawson.



In Lynn, both the severity of bike problems and the city's response are quite different. The city doesn't make the top 10 list on accidents, but it is home to three bicycle crash clusters where 41 accidents occurred from 2004 through 2013. Twenty-four of those accidents involved injuries, and one a death.

There are no plans to fix those spots, said James Marsh, the city's community development director, who said that narrow roadways make such work all but impossible. He said Lynn is instead focused on a much larger project to develop its waterfront, which would include three pedestrian bridges over the Lynnway, where he said two or three people have been killed in recent years. Those plans, however, are years from design and completion.

To Fries, Lynn is the least bike-friendly community north of Boston. It has no bike lanes, he said, and is the last holdout to approve the Northern Strand Trail from Everett to Nahant Beach. Similarly, Swampscott is the last town to agree to completion of the Marblehead Rail Trail, which some abutters — not town officials — are delaying. Filling in those two gaps would create an off-road path from the North Shore into Boston.

Barbara Jacobson, who works with municipal officials as program manager at the Massachusetts Bicycle Coalition, said there is little political will in Lynn to support bicycling. Mayor Judith Flanagan Kennedy did not respond to interview requests for this story.

Still, the city has taken some safety steps. It took part in the program that provided money for more detail officers at dangerous intersections, said Lynn Police Sergeant Ned Shinnick, and it conducted two bicycle and pedestrian safety audits. In addition, it will likely add shared bicycle/motorist lane markings on Lynnfield Street as part of a new project.

Some communities require a push to become more bike-friendly. Last year, Lowell considered removing newly painted bike lanes from Father Morissette Boulevard, but bike advocates fought back, packing a City Council hearing. Now the city is working on better markings for those lanes, said Nicolas Bosonetto, Lowell transportation engineer.

“It’s a quality-of-life issue,” said Bosonetto. “As more people come back to the urban center they’re expecting more amenities, more walkability, more bicycling accommodations, more transit.”

“I believe the next frontier in bicycle advocacy is not the hip, happening, Boulder, Colo., Portland, Ore., Cambridge, Somerville, Manhattan,” said Fries. “I think it’s the Brocktons, and the Lynns, and the Lowells. Those are the communities where folks can really use good basic bike infrastructure.”

## **Bicycle safety improvements underway north of Boston:**

### **Beverly**

- Road projects considering bicyclists and pedestrians are planned for Bridge Street; the Beverly/Salem bridge; Routes 97 and 1A; and River Street.
- Bike lanes to be painted on Brimble Avenue, with plans to add shared bicycle/pedestrian paths.
- Signs, shared lane markings, and possible traffic-calming measures are planned for Cabot Street.

### **Haverhill**

- Improvements along the Merrimack River and boardwalk will include accommodations for bicyclists, pedestrians.

### **Lowell**



- Plans to connect off-road paths.
- Working with state to make VFW Highway safer for all users.
- Working with UMass Lowell to make Pawtucket Street safer for bicyclists, pedestrians. ■ Safety improvements at VFW Highway/Bridge Street intersection, including realigning road and shortening pedestrian bridge.
- Planned redevelopment project to make Lowell Overpass safer.

## **Lynn**

- Planned waterfront project could include three pedestrian bridges over Lynnway and boardwalk connecting to Lynn Shore Drive. ■ Shared bicycle/motorist lane markings on Lynnfield Street.

## **Salem**

- Accommodations along Bridge Street to the train station.
- More bike lanes planned for Lafayette Street (Route 114).
- Off-road path planned along Canal Street to connect Salem State campus and the Marblehead Rail Trail to the downtown.

## **Somerville**

- Spring construction start planned for first elevated bike lanes, along Beacon Street from Cambridge's Porter Square to Inman Square.
- Safety improvements for Holland Street south of Teele Square. ■ Safety improvements are being studied for Elm Street near Davis Square.

SOURCES: Cities, towns, and the Mass. Bicycle Coalition.



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# Bike initiatives on a roll north of Boston

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WENDY MAEDA/GLOBE STAFF

**Pedestrians, cyclists, cars converge on Somerville Avenue at Beacon Street.**

FULL SCREEN





WENDY MAEDA/GLOBE STAFF

**A cyclist on Somerville Avenue turns onto Beacon Street near  
Porter Square.**

FULL SCREEN



WENDY MAEDA/GLOBE STAFF

**A cyclist turns onto Beacon Street near Porter Square. Somerville is planning to add an elevated bike lane to separate cyclists from cars.**

FULL SCREEN





JOHN BLANDING/ GLOBE STAFF

**A cyclist amid a sea of cars on Route 114 nears the intersection of Loring Avenue along Salem State University.**

FULL SCREEN



JOHN BLANDING/ GLOBE STAFF

**A cyclist crosses Lafayette Street by Salem State University. The city is planning to connect the campus and Marblehead Rail Trail to an off-road path that will reach downtown Salem.**

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RESEARCH BRIEF | May 2013



## How to Increase Bicycling for Daily Travel

### INTRODUCTION

Bicycling is healthy: it increases physical activity, improves cardiovascular health, and reduces obesity and disease. Bicycling also can be an excellent mode of transportation for people of all ages. In fact, bicycling to school has been shown to improve cardiovascular fitness and overall health among children and adolescents.<sup>1</sup> As with virtually any kind of sport or physical activity, bicycling poses some risk of injury, but recent studies show that the health benefits of bicycling far exceed the health risks.<sup>2-8</sup> Moreover, as bicycling levels increase, injury rates fall, making bicycling safer and providing even larger net health benefits.<sup>9-12</sup>

Only 1 percent of all daily trips in the United States are made by bicycle, including fewer than 1 percent of trips to school by children younger than age 16.<sup>13,14</sup> Many more trips could be made by bicycle, as 40 percent of trips made in the United States are shorter than two miles, which is a reasonable bicycling distance for most people. Recognizing this potential, many government



agencies and public health organizations have advocated for increasing bicycling as a way to improve people's health and reduce air pollution, carbon emissions, congestion, noise, traffic dangers, and other harmful effects of car use.<sup>15-20</sup>

But what are the most effective strategies cities can use to increase bicycling? A growing number of studies have assessed the effectiveness of many strategies for increasing levels of bicycling, including on-street bike lanes, off-street bike paths, and other bicycling infrastructure; promotional and educational programs, such as bike-to-work days and bicycle training classes; and policies, including parking restrictions and traffic-calmed neighborhoods. This brief summarizes the available evidence about strategies for increasing bicycling levels and encouraging bicycling as a mode of transportation. It also presents related policy implications.

## Key Research Results

### **At the city level, bicycling infrastructure is strongly associated with overall levels of bicycling, especially with bicycling to work, school, or shopping.**<sup>21-24</sup>

- One study of 35 large U.S. cities found that each additional mile of bike lane per square mile was associated with about a 1 percent increase in the share of workers commuting by bicycle.<sup>21</sup>
- A more recent study using data from 90 large U.S. cities found that cities with 10 percent more bike lanes or paths had about 2 percent to 3 percent more daily bicycle commuters.<sup>25</sup>

### **It is less clear what type of infrastructure is most effective at increasing bicycling for daily travel.**<sup>26</sup>

- Simply living close to bike lanes or paths does not necessarily increase levels of bicycling.<sup>27-30</sup> However, a Seattle study found that adults living within a half-mile of a bike path were 20 percent more likely to bicycle at least once a week.<sup>29</sup>



Photo by Jennifer Dill



- Creating bicycle boulevards by adding traffic calming features, such as speed humps, curb extensions, and pedestrian crossways, on streets with a low volume of traffic and installing cycle tracks, which are on-street bike lanes that are physically separated from motor vehicle lanes, encourages bicycling on streets where they are installed. Studies in Copenhagen,<sup>31</sup> London,<sup>32</sup> Washington, D.C.,<sup>33</sup> and Montreal<sup>34</sup> found that bicycling increased after cycle tracks were installed and that cycle tracks attract more bicyclists than similar streets without cycle tracks. Although the studies did not examine whether bicycling increased overall or simply shifted from other streets to those with cycle tracks, the results confirm the popularity of cycle tracks. A Portland study found that cyclists went the furthest out of their way to use off-street bike paths, followed by bicycle boulevards, suggesting a general preference for facilities protected from motor vehicle traffic. Striped bike lanes (i.e., those without physical separation) helped offset the unsafe, uncomfortable feeling of bicycling on busy arterial roads, but were not preferred over residential streets that had a low volume of traffic and no lanes.<sup>35</sup>
- New forms of pavement markings, including bike boxes (see photo), shared lane markings or sharrows, and colored bike lanes, increase perceptions of safety, help guide bicyclists and motorists, and provide official, visible recognition that bicyclists are legitimate users of the road.<sup>36-40</sup> The impact of such markings on levels of bicycling has not been determined.



Photo by Nathan McNeil

- Other features of bicycle infrastructure also make a difference. Bicycling declines with the number of stops (e.g., due to stop signs or signals) along a route,<sup>41</sup> poor pavement quality<sup>23, 32, 42</sup> and inadequate bike parking.<sup>43</sup>
- Several studies have found that women prefer facilities that have less motor vehicle traffic or are separated from traffic.<sup>45-48</sup> One study also found that women felt less comfortable than men on off-street paths, perhaps because of personal security concerns, such as fear of assault in isolated areas.<sup>45</sup>

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### Marketing and educational programs, as well as regulations, also can affect levels of bicycling.

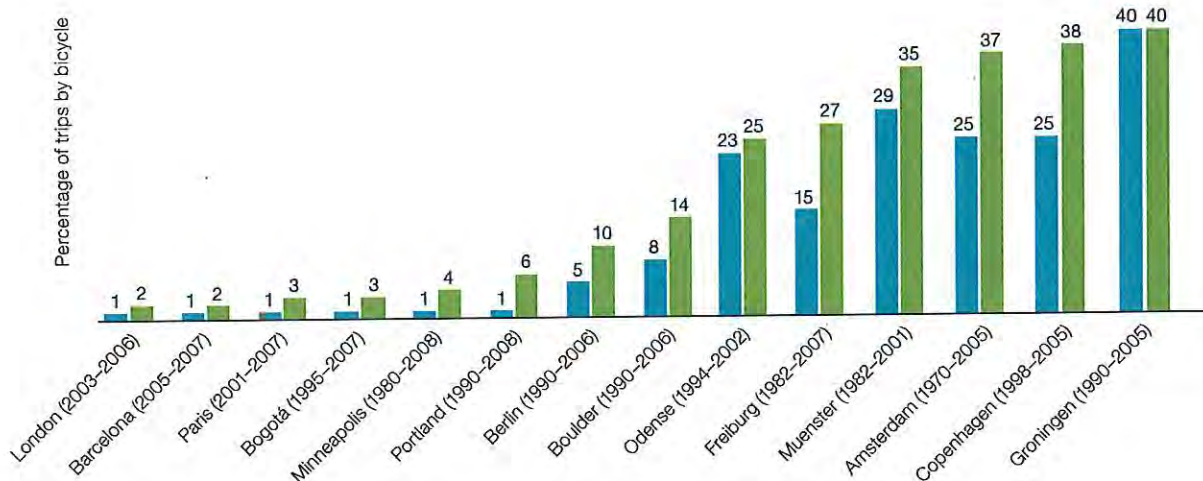
- Programs that promote bicycling may help increase the effectiveness of investments in bicycle facilities.<sup>49-52</sup> Studies have reported long-term increases in bicycling following bike-to-work days,<sup>53,54</sup> “ciclovias,” and similar events that close streets to cars for the enjoyment of cyclists, pedestrians, and others.<sup>55,56</sup> One study of the impact of Safe Routes to School programs found an increase in bicycling,<sup>57</sup> but a second study found no effect.<sup>58</sup>
- Cities that have implemented bicycle sharing programs report substantial increases in bicycling.<sup>59</sup> For example, the proportion of trips made by bicycle increased from 1 percent to 2.5 percent in Paris<sup>60,61</sup> and from 0.75 percent to 1.76 percent in Barcelona.<sup>62</sup> In London, the OYBike bike share program has encouraged bicycling as a mode of transportation—6 percent of users reported shifting from driving and 34 percent reported shifting from transit. Another 23 percent reported that without the bike share program, they would not have traveled at all.<sup>63</sup>
- Helmets can help prevent head injuries in falls and crashes,<sup>64</sup> but laws requiring helmet use have been shown to reduce bicycling among adults in Canada and Australia.<sup>65-67</sup>
- Lower speed limits for vehicles make bicycling safer and more attractive. One study conducted in Germany found that reducing general speed limits led to a significant increase in bicycling.<sup>68</sup>

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### A comprehensive package of infrastructure, programs, and policies is likely to have the greatest effect.<sup>69</sup>

- Countries and cities with high levels of bicycling have extensive infrastructure, as well as pro-bicycle policies and programs, whereas those with low levels of bicycling have done much less.<sup>70-72</sup>
- Some cities, even very large cities, have dramatically raised bicycling levels but only with a multifaceted, coordinated approach that involved careful planning and ongoing input from residents. Figure 1 shows the increase in bicycling rates for 14 cities that implemented a wide range of measures to increase bicycling. The rates reflect bicycling for all purposes or only for commuting, depending on the data source.<sup>73</sup>
- Because cities have implemented a wide range of measures at the same time, sometimes over many years or decades, it is difficult to isolate the separate impact of individual measures on bicycling levels.
  - Bike sharing programs in Paris (Velib’) and Barcelona (Bicing) have unquestionably increased cycling,<sup>59</sup> but several other efforts occurred at the same time, including expansion of the bikeway system and bike parking, bicycling education, and traffic calming.
  - The daily fee charged to cars for accessing central London, which is a 21-sq.km zone, has been widely credited for increased bicycling there, but it is only one of many programs that have encouraged more bicycling since 2000.



FIGURE 1. Increase in Bicycling for Transportation in 14 Cities with Comprehensive Efforts<sup>69</sup>

- Integrating bicycling with public transportation increases the viability of each. Bicycling can expand the service areas of rail transit stations and bus stops. Trains and buses, in turn, can transport bicyclists over much longer distances than would be feasible by bicycle alone. Studies show that bike racks on buses and good bike parking at rail stations increase both bicycling and transit use.<sup>44</sup>
- In contrast to North American cities, European cities have implemented many deterrents to driving along with efforts to increase bicycling.<sup>69-72</sup> In northern Europe, the much higher cost of owning, using, and parking a car, combined with car-free zones, comprehensive traffic calming, more compact land use, lower overall speed limits, and the limited availability of parking for cars, reduce the convenience and attractiveness of car use.<sup>78,79</sup> Cities such as Berlin have installed traffic calming features on many of their streets, thus discouraging and slowing down driving. While it is likely that policies that deter driving also serve to encourage bicycling, their impact on bicycling has not been directly tested.

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## Conclusion

Research shows that infrastructure, programs, and policies that support bicycling can significantly increase levels of bicycling for daily travel. However, it is difficult to generalize about the effectiveness of specific strategies or particular kinds of bicycle infrastructure.

Many studies only measure the impact of incremental expansions and do not capture the full impact of a completed bicycle system. Indeed, the most compelling evidence comes from communities that have implemented a fully integrated package of strategies to increase bicycling. The evidence reviewed in this brief suggests that a comprehensive approach produces a much greater impact on bicycling than individual measures that are not coordinated.

### POLICY IMPLICATIONS

- To maximize bicycling opportunities, cities must build a network of safe and comfortable routes using a mix of bike lanes, bike boulevards, cycle tracks, and bike paths that connect residents to potential destinations.<sup>26</sup> Infrastructure that maximizes the separation between bicyclists and motor vehicles, without making bicyclists travel too far out of their way, may be more effective for encouraging new bicyclists than on-street pavement markings.
- Investments in infrastructure should be supported by promotional programs, such as bike-to-work days and bicycle training, Safe Routes to School programs, and other programs that facilitate bicycling, including bike sharing systems and those that accommodate bicycles on buses and trains.
- Policies that make driving more expensive (e.g. higher gasoline taxes and parking fees) and less convenient (e.g. reduced parking supply and reduced speeds) may be necessary to maximize the effectiveness of infrastructure investments in encouraging bicycling.
- To encourage bicycling as a mode of transportation, communities also must implement land use and development policies to help ensure that destinations for daily needs, such as school, work, and shopping, are within convenient bicycling distance from home.<sup>77</sup>

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For updates and a Web-based version of this brief, visit [www.activelivingresearch.org](http://www.activelivingresearch.org).

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Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110

**2016 COMMUNITY MITIGATION FUND**  
**2016 TRANSPORTATION PLANNING GRANT APPLICATION**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*Please complete the entire application.*

- |    |  |
|----|--|
| 1. | <u>City of Malden</u><br>NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT   |
| 2. | <u>City Treasurer</u><br>DEPARTMENT RECEIVING FUNDS  |
| 3. | <u>Mark Good, Treasurer</u><br>NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS  |
| 4. | <u>200 Pleasant Street, Room 317</u><br>ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS  |
| 5. | <u>781-397-7000 ext. 2090 MGOOD@cityofmalden.org</u><br>PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS  |
| 6. | <u>Gary Christenson, Mayor</u><br>NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY                                  |
| 7. | <u>200 Pleasant Street Room 629</u><br>ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY                                    |
| 8. | <u>781-397-7000 ext. 2001 MAYOR@cityofmalden.org</u><br>PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY |
| 9. | <u>Wynn MA LLC</u><br>NAME OF GAMING LICENSEE  |



1. IMPACT DESCRIPTION

Please describe in detail the transportation related impact that is attributed to the construction or operation of a gaming facility. Please provide support for the determination that the construction or operation of the gaming facility caused, is causing or may cause the impact.

The City of Malden has a Surrounding Community Agreement with Wynn MA LLC that embraces the use of Malden Center as a transportation hub for the Wynn Casino, including the running of shuttles to and from this central location for Wynn employees. It also allows for a designated shuttle area to be utilized by potential Wynn Casino customers arriving via bus, train, water, or commuter rail; The spirit of the transportation grant being requested is for the City to engage in work designed to prepare for this additional pedestrian and vehicle traffic.

The increased use of the Malden Center MBTA station area as a designated shuttle area for both customers and employees will increase the amount of pedestrian trips to and from the station as well as cause a significant increase in the amount of car traffic to the garages as well as increased utilization of these facilities

As a result, the City of Malden is most concerned with developing safer connections for all users coming to Wynn MA through Malden. We are looking to receive funding to conduct a study to develop a better pedestrian management plan to provide safer bicycle and pedestrian linkage to the station as well as the garages.

Furthermore, given the expected influx of customers and employees from the proposed gaming facility, the city is in need of assessing it's parking facilities and putting together a plan to address the additional demands on the system and the ability of the current facilities to handle the demand. This would include but not be limited to a comprehensive assessment around the need and feasibility of possible construction of new parking garages to meet this and future demand.

We are submitting separately an application for the use of our previously designated reserve funds for uses separate and distinct from those needing to be addressed by the transportation planning grant request.

2. PROPOSED USE OF PLANNING FUND

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of planning to mitigate the transportation impact from the construction or operation of a proposed gaming establishment. Please describe how the planning request will address the specific transportation impact indicated. Please attach additional sheets/supplemental materials if necessary.

The City of Malden is requesting \$100,000 dollars to assess parking capabilities and pedestrian



safety around public transportation and parking.

In particular, these funds will be used to study the expanding demand by the Casino for the City's parking resources and determine an appropriate course of action to ensure that there are sufficient parking options for the current needs and City's expected growth. The study could and would encompass the feasibility of converting existing lots into additional parking structures. Additionally, the study will assess the current facilities' physical conditions so as to understand the need and costs for upkeep over the life of increased casino use. Cost of this study is estimated to be \$60,000.

The impacts requiring studies and planning and are anticipated at the following locations:

1. Jackson Street Garage,
2. Central Business District Garage,
3. Malden Center MBTA parking lot,
4. Main Street parking lot
5. Dartmouth Street parking lot.

A second and equally important component of the study will be to oversee a full redesign of the Malden Center area and its environs to provide both pedestrian and bike rider safety improvements. Given the expected increase in both users of the garage and the Malden Center Station, along with the high travel speeds, heavy traffic volumes, and busy intersections, these expose both pedestrians and bike riders to great risks and enhanced safety improvements should be implemented. Cost of this study is estimated to be \$40,000.

6. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS

Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

The City of Malden will ensure that all services will be procured in a competitive bid process with contracts and will document all mitigation funds received to ensure that these dollars are being spent for the above stated purposes.

7. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS AND MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA) DECISION

Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement. Please also briefly summarize and/or provide page references to the most relevant language included in the most relevant MEPA certificate(s) or comment(s) submitted by the community to MEPA. Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision. If planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation. For example, a community could provide information on the significance of potential impacts if trip generation totals exceed projected estimates.



As you can see from the language from the Surrounding Community Agreement between the City of Malden and Wynn Everett below, these impacts were not addressed as part of the agreement to serve potentially for as a transportation hub for the Wynn Casino.

*Both parties recognize and agree that the City of Malden is uniquely situated to play an important role as a 'transportation hub' for the Wynn Casino development. Both parties agree it is mutually beneficial to work together to capitalize on this infrastructure unique to the City of Malden.*

*This shall include but not be limited to:*

- The utilization of the Malden Center MBTA station area as a designated shuttle area to be utilized by potential Wynn Casino customers arriving via bus, train, water, or commuter rail.*
- The desire by the Parties to utilize the City of Malden covered parking facilities to provide off-site parking for Wynn Casino employees, including the running of shuttles to and from this central location for Wynn employees. The specifics of such an agreement, if one can be reached, shall be contained in a separate document outlining the terms of such agreement in its entirety.*

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



2-1-16

Signature of Responsible Municipal  
Official/Governmental Entity

Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

**2016 TRANSPORTATION PLANNING GRANT APPLICATION**

**Page 6 of 8**

<b>Ombudsman</b>	<b>Date</b>





**Massachusetts Gaming Commission**  
**101 Federal Street, 12th Floor**  
**Boston, MA 02110**

**2016 COMMUNITY MITIGATION FUND**  
**2016 TRANSPORTATION PLANNING GRANT APPLICATION**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*Please complete the entire application.*

City of Medford, Massachusetts

1. **NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT**

Treasurer/Collector

2. **DEPARTMENT RECEIVING FUNDS**

Ann Marie Irwin

3. **NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

85 George P. Hassett Drive, Medford, MA 02155

4. **ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

781-393-2345 airwin@medford.org

5. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

Stephanie Muccini Burke, Mayor

6. **NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

85 George P. Hassett Drive, Medford, Massachusetts 02155

7. **ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

781-393-2409 sburke@medford.org

8. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

Wynn MA LLC

9. **NAME OF GAMING LICENSEE**



## 1. IMPACT DESCRIPTION

Please describe in detail the transportation related impact that is attributed to the construction or operation of a gaming facility. Please provide support for the determination that the construction or operation of the gaming facility caused, is causing or may cause the impact.

The proposed construction of the Wynn MA casino in Everett has transportation impacts that have been well documented in the Environmental Review process. The Secretary of EOE has determined that mitigation is required to offset impacts of this project. Transportation impacts are anticipated to be the most negative impacts of this project on surrounding communities especially in Medford. Identified impacts include the deterioration of level of service and capacity. Wynn's anticipation of encouraging alternative modes of transportation to reduce reliance on vehicular travel will generate need for pedestrian, bicycle, water and public transportation improvements. Current funding strategy is to wait until the Casino is operation to fund transportation improvements. Planning, design and financing must be started now to offset impacts before they are actualized. Construction impacts from the Casino requiring signalization improvements are anticipated at the following intersections:

1. Fellsway West/Fulton Street
2. Fellsway West/Route 28
3. Central Ave/Medford Street/Fellsway
4. Riverside Ave/Fellsway
5. I-93 Off Ramp to Rte. 16 South
6. Harvard Street/ Mystic Ave.
7. Harvard Street/Route 16/Mystic Valley Parkway South
8. Mystic Valley Parkway/Locust Street
9. Mystic Valley Parkway/Commercial Street
10. Mystic Valley Parkway/Revere Beach Parkway/Middlesex Avenue
11. Revere Beach Parkway Eastbound Ramp to River's Edge Drive
12. Revere Beach Parkway Westbound Ramp to River's Edge Drive

Additionally pedestrian, handicap. Bicycle and water transportation improvements and demand are anticipated but not as clearly defined. The magnitude of impact on a regional basis, the limited availability of state and federal resources and the existence of multi-jurisdictional control of the transportation network will require a model transportation planning process to be conceived and implemented. Localities such as Medford must be provided equal resources now.



**2. PROPOSED USE OF PLANNING FUND**

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of planning to mitigate the transportation impact from the construction or operation of a proposed gaming establishment. Please describe how the planning request will address the specific transportation impact indicated. Please attach additional sheets/supplemental materials if necessary.

The City of Medford is requesting a total of \$600,000.00 in Transportation Planning grant funds.

The City proposes to utilize \$450,000.00 to hire a Transportation Planner and consultants to work with Wynn, private property owners and State transportation officials to identify a financing and implementation transportation plan within the City of Medford. Activities will also include creation of a city-wide parking permit program to prevent employees and other long term parking on neighborhood streets, as well as identification of essential roadway, bicycle, pedestrian and water transportation improvements to offset impacts, review financing and construction alternatives and conduct a participation process for input by the public and interested parties.

Additionally \$150,000.00 of funds would be utilized to provide a match of a \$750,000.00 federal earmark for studying the feasibility, design and construction of facilities for a water shuttle to key areas in Medford on the Malden and Mystic River including River's Edge, Wellington Circle Area and Medford Square

The total request is: \$600,000.00

Transportation Planner- \$240,000.00 (\$80,000x 3 years)

Consultant Services- \$210,000.00

Water Transportation Matching funds- \$150,000.00



**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

All funds will be procured in a competitive bid process with contracts. The City will utilize proper financial and controls to prevent misuse.

**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS AND MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA) DECISION**

Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement. Please also briefly summarize and/or provide page references to the most relevant language included in the most relevant MEPA certificate(s) or comment(s) submitted by the community to MEPA. Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision. If planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation. For example, a community could provide information on the significance of potential impacts if trip generation totals exceed projected estimates.

Impacts of the project were anticipated in the Host Agreements. Scope and Timing ate the issues to be addressed. See Chapter 3 of the SSFEIR, Transportation Impacts of the Surrounding Community Agreement, and GPI Peer Reviews.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

Stephanie M. Burk  
Signature of Responsible Municipal

1/27/14  
Date



Official/Governmental Entity

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

Ombudsman

Date



**Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110**

**2016 COMMUNITY MITIGATION FUND  
2016 TRANSPORTATION PLANNING GRANT APPLICATION**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*Please complete the entire application.*

West Springfield

1. NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

Mayor's Office

2. DEPARTMENT RECEIVING FUNDS

Sharon Wilcox, Chief Financial Officer and Town Accountant

3. NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

26 Central Street, West Springfield, MA 01089

4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

(413) 263-3025 [swilcox@west-springfield.ma.us](mailto:swilcox@west-springfield.ma.us)

5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

William Reichelt, MAyor

6. NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

26 Central Street, West Springfield, MA 01089

7. ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

(413) 263-3041 [wreichelt@west-springfield.ma.us](mailto:wreichelt@west-springfield.ma.us)

8. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

MGM Springfield

9. NAME OF GAMING LICENSEE



**1. IMPACT DESCRIPTION**

**Please describe in detail the transportation related impact that is attributed to the construction or operation of a gaming facility. Please provide support for the determination that the construction or operation of the gaming facility caused, is causing or may cause the impact.**

The Surrounding Community Agreement ("SCA") between the Town of West Springfield and MGM, which followed an Arbitration Decision by a panel of three respected former jurists, specifically recognizes the unique and significant impact that the MGM project will have on traffic along the Memorial Avenue corridor in West Springfield. Memorial Avenue bisects West Springfield and leads directly to the MGM project site, immediately across the Connecticut River, which separates West Springfield from Springfield.

The SCA specifically recognizes this impact, providing: "MGM shall pay to the Community Six Hundred and Sixty-Five Thousand Dollars (\$665,000.000), representing the design and permitting costs (but not the construction costs) for reconstruction of Memorial Avenue in West Springfield." [Emphasis added]. This funding amount was included in the Town's Best and Final Offer based upon an estimate it had received from a reputable firm for this work. Unfortunately, when the Town issued a Request for Proposals for the design work, the bids came in substantially higher than the initial estimate. The Town has now entered into a contract with Greenman-Pedersen, Inc. ("GPI") to perform this design work. The total amount of this contract is \$945,000. The amount attributable to the Memorial Avenue design and permitting is \$812,500, representing an excess cost of \$147,500 above the funding provided under the SCA. However, as discussed below, GPI has informed the Town that there will be additional cost, conservatively estimated to be in the range of \$75,000-\$100,000. This is due to additional costs associated with community outreach, consensus building, complexity of Complete Street Design elements, analysis and coordination with another regional project. **Therefore, the Town hereby requests a Transportation Planning Grant in the amount of \$247,500.** A copy of the fully-executed contract between the Town and GPI is attached hereto as Exhibit 1, and a copy of the estimate for additional costs is attached as Exhibit 2.

**2. PROPOSED USE OF PLANNING FUND**

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of planning to mitigate the transportation impact from the construction or operation of a proposed gaming establishment. Please describe how the planning request will address the specific transportation impact indicated. Please attach additional sheets/supplemental materials if necessary.

See above. The Town will use the requested funds solely for the purpose of funding the design and permitting of a project to reconstruction Memorial Avenue, which will (as evidenced by the SCA and the Arbitration Decision) will be uniquely impacted due to its close proximity and access to the MGM project.

**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

The funds will be placed in a designated grant account, pursuant to G.L. c.44, s.53A and will be expended solely to pay invoices from GPI related to the design and permitting of the Memorial Avenue reconstruction project.



**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS AND MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA) DECISION**

Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement. Please also briefly summarize and/or provide page references to the most relevant language included in the most relevant MEPA certificate(s) or comment(s) submitted by the community to MEPA. Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision. If planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation. For example, a community could provide information on the significance of potential impacts if trip generation totals exceed projected estimates.


As noted above, the relevant portion of the SCA recognizes the impact of the project to Memorial Avenue in West Springfield (page 2, section 1).

The MEPA certificate for the project states, on page 5, that "[p]er the SCAs, physical mitigation improvements previously proposed by the Proponent in the Towns of Longmeadow and West Springfield will no longer be undertaken by MGM Springfield." Excerpts of the MEPA certificate are attached hereto as Exhibit 3. Though this statement is not accurate, in that the SCA does not address the issue of physical improvements proposed by MGM, the clear import of this language is that the MEPA office determined that the funding under the SCA for the Memorial Avenue redesign (believed at the time to be adequate to fully fund design and permitting of that project) was an appropriate mitigation measure by MGM. However, what was clearly not anticipated by any party was that the cost of designing the Memorial Avenue reconstruction would exceed the estimate by \$247,500.

The Town has been in close consultation with the local Regional Planning Agency, the Pioneer Valley Planning Commission (PVPC), on this project. Indeed, the project is identified as a High Priority Project in the latest update to the Pioneer Valley Regional Transportation Plan (see attached documentation). Representatives from the PVPC attended a public project meeting on 11/9/15 and a meeting with the Town and MassDOT on 1/8/2016 related to coordinating this with another regional project. Documentation of such consultation and meetings is attached hereto as Exhibit 4.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



\_\_\_\_\_  
Signature of Responsible Municipal  
Official/Governmental Entity

\_\_\_\_\_  
Date 1/29/16

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date



**EXHIBIT 1**

**TOWN OF WEST SPRINGFIELD**  
**CONTRACT & GENERAL CONDITIONS**

\$288,859.80  
5160-410-5800 12-

**# 15-410-010**

(Contract Number)

**Date: March 18, 2015**

This Contract is entered into on, or as of, this date by and between the Town of West Springfield (the "Town"), and

**Greenman – Pedersen, Inc.**

("Contractor")

**181 Ballardvale Street, Suite 202  
Wilmington, MA 01887**

(Mailing Address of the Contractor)

**978-570-2999**

(Telephone)

**978-658-3044**

(FAX)

**Gpinet.com**

(Website)

1. This is a Contract for the procurement of the following:

**Redesign and Reconstruction of Memorial Avenue and Union Street Extension  
in West Springfield, Mass.**

2. The Contract price to be paid to the Contractor by the **Town of West Springfield** is:

**Not to exceed \$ 945,000.00**

3. Payment will be made as follows:

**Progress Payments**

4. Definitions:

4.1 Acceptance: All Contracts require proper acceptance of the described good or services by the Town of West Springfield. Proper acceptance shall be understood to include inspection of goods and certification of acceptable performance of services by authorized representatives of the Town to insure that the goods or services are complete and are as specified in the Contract.

4.2 Contract Documents: All documents relative to the Contract including (where used) Instructions to Bidders, Proposal Form, General Conditions, Supplementary General Conditions, General Specifications, Other Specifications Included in IFB, Drawings, and all Addenda issued during the bidding period. The Contract Documents are complementary, and what is called for by any one shall be as binding as if called for by



all. The intention of the documents is to include all labor and materials, equipment and transportation necessary for the proper performance of the Contract.

- 4.3 The Contractor: The "other party" to any contract with the Town. The term shall (as the sense and particular contract so require) include Vendor, Contractor, Engineer, or other label used to identify the other party in the particular Contract, Use of the term "Contractor" shall be understood to refer to any other such label used.
- 4.4 Date of Substantial Performance: The date when the work is sufficiently complete, the services are performed, or the goods delivered, in accordance with Contract Documents, as modified by Amendments and Change Orders.
- 4.5 Goods: Goods, Supplies, or Materials.
- 4.6 Subcontractor: Those having a direct Contract with the Contractor. The term includes one who furnished material worked to a special design according to the Drawings or Specifications of this work, but does not include one who merely furnishes material not so worked.
- 4.7 Work: The services or materials contracted for, or both

5. Terms of Contract and Time for Performance:

This Contract shall be fully performed by the Contractor on or before March 17, 2018 unless extended pursuant to a provision for extension contained in the Contract Documents at the sole discretion of the Town, and not subject to assent by the Contractor, and subject to the availability and appropriation of funds. The time limits stated in the Contract Documents are of the essence of the Contract.

6. Subject to Appropriation:

Notwithstanding anything in the Contract Documents to the contrary, any and all payments which the Town is required to make under this Contract shall be subject to appropriation or other availability of funds as certified by the Town Accountant.

7. Permits and Approvals:

Permits, Licenses, Approvals and all other legal or administrative prerequisites to its performance of the Contract shall be secured and paid by the Contractor.

8. The Contractor's Breach and the Town's Remedies:

Failure of the Contractor to comply with any of the terms or conditions of this Contract shall be deemed a material breach of this Contract, and the Town of West Springfield shall have all the rights and remedies provided in the Contract Documents, the right to cancel, terminate, or suspend the Contract in whole or in part, the right to maintain any and all actions at law or in equity or other proceedings with respect to a breach of this Contract including damages and specific performance and the right select among the remedies available to it by all of the above.

Statutory Compliance:

9. Statutory Compliance:

9.1 This Contract will be construed and governed by the provisions of applicable federal, state and local laws and regulations; and wherever any provision of the Contract or Contract Documents shall conflict with any provision or requirement of federal, state or local law or regulation, then the provisions of law and regulation shall control. Where

applicable to the Contract, the provisions of General Laws are incorporated by reference into this Contract, including but not limited to the following:

**General Laws Chapter 30B: Procurement of Goods and Services.**

**General Laws Chapter 30, Sec. 39, et seq: Public Works Contracts.**

**General Laws Chapter 149, Sec. 44A, et seq: Public Buildings Contracts.**

- 9.2 Wherever applicable law mandates the inclusion of any term and provision into a municipal contract, this Section shall be understood to import such term or provision into this Contract. To whatever extent any provision of this Contract shall be inconsistent with any law or regulation limiting the power or liability of cities and towns, such law or regulation shall control.
- 9.3 The Contractor shall give all notices and comply with all laws and regulations bearing on the performance of this Contract. If the Contractor performs the Contract in violation of any applicable law or regulation, the Contractor shall bear all costs arising there from.
- 9.4 The Contractor shall keep itself fully informed of all existing and future State and National Laws and Municipal Bylaw and regulations and of all orders and decrees of any bodies or tribunals having jurisdiction in any manner affecting those engaged or employed in the work, of the materials used in the work, or in any way affecting the conduct of the work, if any discrepancy or inconsistency is discovered in the Drawings, Specifications or Contract for this work in violation of any such law, by-law, regulation, order or decree, it shall forthwith report the same in writing to the Town. It shall, at all times, itself observe and comply with and shall cause all its agents, employees and Subcontractors to observe and comply will all such existing and future laws, by-laws, regulations, orders and decrees; and shall protect and indemnify the Town of West Springfield, and its duly appointed agents against any claim or liability arising from or based on any violation whether by him or its agents, employees or Subcontractors or any such law, by-law, regulation or decree.

10. Conflict of Interest:

Both the Town and the Contractor stipulate to the applicability of the State Conflict of Interest Law (General Laws Chapter 268A), and this Contract expressly prohibits any activity, which shall constitute a violation of that law. The Contractor shall be deemed to have investigated its applicability to the performance of this Contract; and by executing the Contract Documents the Contractor certifies to the Town that neither it nor its agents, employees, or subcontractors are thereby in violation of General Laws Chapter 268A.

11. Certification of Tax Compliance:

This Contract must include a certification of tax compliance by the Contractor, as required by General Laws Chapter 62C, Section 49A, (Requirement of Tax Compliance by All Contractors Providing Goods, Services, or Real Estate Space to the Commonwealth or Subdivision).

12. Debarment:

The Town (as a non-federal entity) is prohibited from contracting with or making sub awards under covered transactions to parties that are suspended or debarred or whose principals are suspended or debarred (Excluded Parties List System). The Contractor, by executing the Contract, certifies that it is not currently debarred or suspended by the Commonwealth of Massachusetts, or the Federal Government, under any Commonwealth or Federal Law or



regulation. Furthermore, if, during the duration of this contract, the Contractor becomes suspended or debarred, the Contractor shall notify the Town via registered mail of this occurrence.

13. Discrimination:

The Contractor will carry out the obligation of this Contract in full compliance with all of the requirements imposed by or pursuant to General Laws Chapter 151B (Law Against Discrimination,) and any executive orders, rules, regulations, and requirements of the Commonwealth of Massachusetts as they may from time to time be amended.

14. Assignment:

Assignment of this Contract is prohibited, unless assignment is provided for expressly in the Contract Documents.

15. Condition of Enforceability against the Town:

This Contract is only binding upon, and enforceable against, the Town if: (1) the Contract is signed by the Mayor as Chief Procurement Officer or his/her designee; and (2) endorsed with approval by the Town Accountant as to appropriation or availability of funds; and (3) endorsed with approval by the Town Counsel as to form.

Corporate Contractor:

If the Contractor is a corporation, it shall endorse upon this Contract (or attach hereto) its Clerk's Certificate certifying the corporate capacity and authority of the party signing this Contract for the corporation. Such certificate shall be accompanied by a letter or other instrument stating that such authority continues in full force and effect as of the date the Contract is executed by the Contractor. This Contract shall not be enforceable against the Town of West Springfield unless and until the Contractor complies with this section.

The Contractor (and Subcontractors as defined in Paragraph 4.6 of the General Conditions), if a foreign corporation shall comply with the provisions of the General Laws, Chapter 181, Sections 3 and 5, and any Acts and Amendments thereof, and in addition thereto, relating to the appointment of the Commissioner of Corporations as its attorney, shall file with the Commissioner of Corporations a Power of Attorney and duly authenticated copies of its Charter or Certificate of Incorporation; and said Contractor shall comply with all the laws of the Commonwealth.

16. Liability of Public Officials:

To the full extent permitted by law, no official, employee, agent or representative of the Town of West Springfield shall be individually or personally liable on any obligation of the Town under this Contract.

17. Notice:

Any notice permitted or required under the provisions of this Contract to be given or served by either of the parties hereto upon the other party hereto shall be in writing and signed in the name or on the behalf of the party giving or serving the same. Notice shall be deemed to have been received at the time of actual service or three (3) business days after the date of a certified or registered mailing properly addressed. Notice to the Contractor shall be deemed sufficient if sent to the address set forth on page 1 of the Contract, and to the Town of West Springfield, Town Hall, 26 Central Street, West Springfield, Massachusetts.

18. Binding on Successors:

This Contract shall be binding upon the Contractor, its assignees, transferees, and/or successors in interest (and where not corporate, the heirs and estate of the Contractor).

19. Complete Contract:

This instrument together with its endorsed supplements, and the other components of the Contract Documents, constitutes the entire contract between the parties, with no agreements other than those incorporated herein.

20. Contract Type Supplements:

The foregoing provisions apply to all contracts to which the Town of West Springfield shall be a party. One of the following "**Supplements**" must be "**checked**" as applicable to this Contract, shall be attached hereto, and shall in any event apply as the nature of the Contract requires. The Supplement contains additional terms governing the Contract:

( ) Goods Supplement "G"      Applicable to Contracts for the procurement of Goods (governed by the provisions of General Laws Chapter 30B).

(X) Services Supplement "S"      Applicable to Contracts for the procurement of Services, (governed by the provisions of General Laws Chapter 30B).

( ) Construction Supplement "C"      Applicable to Contracts for the construction of:

(1) Public Buildings and Public Works (governed by the provision of General Laws Chapter 30B);

(2) Public Buildings (governed by the provision of General Laws Chapter 149, Sec. 44A, et seq.); and

(3) Public Works (governed by the provisions of General Laws Chapter 30, Sec. 39M, et seq.).



## SUPPLEMENT "S"

1. This form supplements the Town of West Springfield, "Contract and General Conditions," and applies only to contracts for the procurement of services.
2. "Services" shall mean the furnishing of labor, time, or effort by the contractor. This term shall not include employment agreements, collective bargaining agreements, or grant agreements.

3. Change Orders:

Change orders may not increase the quantity of services by more than (25.0%) per cent, in compliance with General Laws Chapter 30B, Sec. 13.

4. Minimum Wage/Prevailing Wage:

The Contractor will carry out the obligations of this contract in full compliance with all of the requirements imposed by or pursuant to General Laws Chapter 151, Section 1, et seq. (Minimum Wage Law) and any executive orders, rules, regulations, and requirements of the Commonwealth of Massachusetts as they may from time to time be amended. The Contractor will at all times comply with the rates as determined by the Commissioner of the Department of Labor and Industries, under the provisions of General Laws Chapter 149, Sections 26 to 27D (Prevailing Wage), as shall be in force and as amended. Contractor will provide documentation of compliance with prevailing wage law to the Town.

5. Indemnification:

The Contractor hereby assumes the entire responsibility and liability for any and all injury to or death of any or all persons, including the Contractor's employees, and for any and all damage to property caused by, resulting from or arising out of any act, omission, or neglect on the part of the Contractor or any Subcontractor or of anyone directly or indirectly employed by any of them, or of anyone for whose acts any of them may be liable in connection with operations under the Contract.

- 5.1 The Contractor further agrees to indemnify and hold harmless the Town, including the agents, employees and representatives of either, from and against all claims, damages, losses and expense, including attorney's fees, arising out of or resulting from the performance of the work, provided that any such claim, damage, loss or expense (a) is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the Work itself) including the loss of use resulting there from and (b) is caused in whole or in part by any negligent act or omission of the Contractor, any Subcontractors, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder.

- 5.2 The Contractor shall be responsible for all damage or injury to property of any character during the prosecution of the work resulting from any act, omission, neglect, or misconduct in the manner or method of executing the work or due to nonexecution of the work or at any time due to defective work or materials.
- 5.3 In any and all claims against the Town or any of their agents or employees by any employee of the Contractor, any Subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, the indemnification obligation under this paragraph shall not be limited in any way by any limitation on the amount of type or damages, compensation or benefits payable by or for the Contractor or any Subcontractor under Workmen's Compensation Acts, disability benefit acts or other employee benefit acts.
- 5.4 The obligations of the Contractor under this paragraph shall not extend to the liability of the Town, its agents or employees, arising out of (a) the preparation or approval of Maps, Drawings, Opinions, Reports, Surveys, Change Orders, Designs or Specifications, or (b) the giving of or the failure to give directions or instructions by the Town, its agents or employees provided such giving or failure to give directions or instructions is the primary cause of the injury or damage.
- 5.5 The intent of the Specifications regarding insurance to specify minimum coverage and minimum limits of liability acceptable under the Contract. However, it shall be the Contractor's responsibility to purchase and maintain insurance of such character and in such amounts as will adequately protect it and the Town from and against all claims, damages, losses and expenses resulting from exposure to any casualty liability in the performance of the Work.
- 5.6 The contractor shall maintain, during the term of this Contract, a policy of workman's compensation insurance, if required by law to maintain the same and shall provide evidence of said insurance to the Town prior to beginning of performance.

Dated: 3-31-15

By:   
 The Town of West Springfield  
 Chief Procurement Officer/Mayor

By:   
 Town Accountant/Chief Financial Officer  
 Certified as to Appropriation

By:   
 Town Attorney  
 As to Form

The Contractor by: 



# GPI Greenman-Pedersen, Inc.

181 Ballardvale Street, Suite 202  
 Wilmington, Massachusetts 01887  
 Tel.: (978) 570-2999  
 FAX: (978) 658-3044

*An Equal Opportunity Employer*

To:	Town of West Springfield	Project:	Memorial Avenue Reconstruction
	26 Central Street	Location:	Memorial Avenue and Union St. Extension
	West Springfield, MA 01089		West Springfield, MA
		Project No.:	MAX-2014145.00
Requested By:	Jim Lyons Town of West Springfield	Date:	March 17, 2015
Prepared By:	Jason DeGray	Page:	1 of 3

## SCOPE OF SERVICES:

Greenman Pedersen, Inc. hereinafter referred to as "the CONSULTANT" hereby proposes to provide professional services to the Town of West Springfield ("the CLIENT") in accordance with the Scope of Services as specified below and on attached pages. If the CONSULTANT is of the opinion that any work it has been directed to perform is beyond the Scope of Services and constitutes additional services, the CONSULTANT shall promptly notify the CLIENT in writing. Such changes mutually agreed upon by the CLIENT and the CONSULTANT shall be incorporated as written amendments to this Contract. All invoices shall be paid in full, by the CLIENT, prior to release of final instruments of service.

This project involves the redesign and reconstruction of Memorial Avenue and Union Street Extension in the Town of West Springfield, MA. The limits of the work on Memorial Avenue (Route 147) are anticipated to extend from the limit of MassDOT Morgan Sullivan Bridge rehabilitation project (MassDOT Project # 605384) to the Route 5 State Highway Layout, a distance of approximately 1.5 miles. The limits of work on Union Street Extension are anticipated to extend from the intersection with Memorial Avenue to the transfer station driveway along Palmer Avenue, for a distance of approximately 2000 feet. The reconstruction of Memorial Avenue shall involve the potential widening of the roadway to accommodate traffic; the reconstruction and/or rehabilitation of the existing pavement as determined through investigation and testing (pavement cores, test pits and/or borings); the reestablishment and/or installation of new granite curbing and cement concrete sidewalks along both sides of the roadway with a potential provision for a grass buffer strip; improvements to the existing closed drainage system and sanitary system as needed; the upgrade and capacity improvements at the signalized intersections of Memorial Avenue with Baldwin Street, Union Street, and Bresnahan Street at the Century Center Shopping Plaza Driveway; and the provision for "Complete Streets" amenities including street lights, street trees and street furniture as deemed appropriate. The work may also involve geometric improvements to the "triangular area" around the intersections of Memorial Avenue, Bresnahan Street and Main Street. Finally, the work may include the design and installation of a new waterline as a Non-Participating element of the Contract. The reconstruction of Union Street Extension shall involve the reconstruction and/or rehabilitation of the existing pavement as determined through investigation and testing (pavement cores, test pits and/or borings); the provision for a well-defined roadway edge and a closed drainage system; and the consolidation and/or coordination of the various industrial driveways along this local roadway.

**FEES & SCHEDULE:**

The following table summarizes the costs of the tasks described in this Contract. Work shall be billed on a Lump Sum Basis.

The schedule shall conform to the Design Schedule that was submitted as part of the Proposal. GPI shall update the schedule once a Notice to Proceed is provided and a Kickoff Meeting with the town is held.

Tasks	Estimated Fee	Direct Expenses*
<b>Memorial Avenue</b>		
Task 100 – Project Development Engineering	\$41,500	
Task 150 – Environmental	\$29,500	
Subsurface Investigation		\$23,500
Task 200 – Functional Design Report	\$33,500	
Traffic Counts		\$7,500
Task 220 – Design Exception Report	\$7,500	
Task 300 – 25% Highway Design Submission	\$208,500	
Pavement Testing		\$7,500
Task 350 – Design Public Hearing	\$8,500	
Task 400 – 75% Highway Design Submission	\$188,500	
Construction Contract Time Determination		\$15,000
Landscape Design Consultant		\$40,000
Task 450 – 100% Highway Design Submission	\$65,500	
Task 500 – Right of Way	\$48,500	
Task 800 – PS&E Submission	\$44,500	
Task 900 – Construction Engineering	\$31,500	
Travel/Printing		\$1,000
Misc Direct Expenses (Reproductions, Mileage, etc...)		\$10,500
<b>SUBTOTAL</b>	<b>\$707,500</b>	<b>\$105,000</b>

\*Note Direct Expenses are associated with most pertinent task, some costs may extent across multiple tasks



Tasks	Estimated Fee	Direct Expenses*
<b>Union Street Extension</b>		
Task 100 – Project Development Engineering	\$10,000	
Task 300 – 25% Highway Design Submission	\$61,500	
Subsurface Investigation		\$4,500
Pavement Testing		\$4,500
Traffic Counts		\$1,500
Task 450 – 100% Highway Design Submission	\$22,500	
Task 500 – Right of Way	\$14,000	
Task 900 – Construction Engineering	\$12,500	
		\$500
Misc Direct Expenses (Reproductions, Mileage, etc...)		\$1,000
<b>SUBTOTAL</b>	<b>\$120,500</b>	<b>\$12,000</b>

\*Note Direct Expenses are associated with most pertinent task, some costs may extent across multiple tasks

**TOTAL FEE** **\$945,000.00**

This proposal is deemed withdrawn by the CONSULTANT if not accepted by the CLIENT signing and returning a fully executed copy of this proposal within ten (10) days of the date written above, unless time for the CLIENT's acceptance is extended pursuant to a writing signed by the CONSULTANT. The General Terms and Conditions attached hereto are incorporated by reference as if fully set forth herein.

Reimbursable expenses incurred in conjunction with the performance of the work as described shall include, but are not limited to, data collection, travel, reproduction, telephone, materials and supplies, shipping, delivery, and postage. Reimbursable expenses will be invoiced separately, in accordance with the provisions of the attached General Terms and Conditions, and are in addition to and not included in the above labor fees.

  
 \_\_\_\_\_  
 GPC AUTHORIZATION

\_\_\_\_\_  
 March 17, 2015  
 DATE

Please indicate that you understand and agree to the terms and conditions set forth herein by signing below:

\_\_\_\_\_  
 CLIENT AUTHORIZATION

\_\_\_\_\_  
 DATE

\_\_\_\_\_  
 PRINT NAME, TITLE, FULL CLIENT COMPANY NAME BELOW (As Applicable)

# Detailed Scope of Services

## SCOPE OF SERVICES DETAILED DESCRIPTION:

The CONSULTANT has prepared this Contract Agreement for engineering design services for the redesign and reconstruction of Memorial Avenue and Union Street Extension in the Town of West Springfield, MA. The limits of the work on Memorial Avenue (Route 147) are anticipated to extend from the limit of MassDOT Morgan Sullivan Bridge rehabilitation project (MassDOT Project # 605384) to the Route 5 State Highway Layout, a distance of approximately 1.5 miles. The limits of work on Union Street Extension are anticipated to extend from the intersection with Memorial Avenue to the transfer station driveway along Palmer Avenue, for a distance of approximately 2000 feet. The reconstruction of Memorial Avenue shall involve the potential widening of the roadway to accommodate traffic; the reconstruction and/or rehabilitation of the existing pavement as determined through subsurface investigation including pavement cores, test pits, and/or borings (it is understood that Memorial Avenue used to accommodate a Tram system and existing infrastructure may be present in the subgrade, the boring plan will seek to determine the extent to which this will need to be remedied during construction as well as the presence of any fill material from the previous use of the area as a dump); the reestablishment and/or installation of new granite curbing and cement concrete sidewalks along both sides of the roadway with a potential provision for a grass buffer strip; assessment of the existing drainage system and sanitary sewer system with the anticipated design and replacement of the closed drainage system and the design and rehabilitation and/or replacement of the sanitary sewer system as recommended in the town's recent Study; the upgrade and capacity improvements at the signalized intersections of Memorial Avenue with Baldwin Street, with Union Street, and with Bresnahan Street and the Century Center Shopping Plaza Driveway; and the provision for "Complete Streets" amenities including street lights, street trees and street furniture as deemed appropriate. The work may also involve geometric improvements to the "triangular area" around the intersections of Memorial Avenue, Bresnahan Street and Main Street. The work may also include the design and installation of a new waterline as a Non-Participating element of the Contract. The services to be performed under this Contract Agreement for Memorial Avenue shall consist of the design and preparation of Preliminary and Final Plans, Special Provisions, a Construction Estimate, and other documents meeting the latest requirements from the Massachusetts Department of Transportation (MassDOT) Project Development and Design Guide (PDDG) as well as any design standards adopted by MassDOT since the PDDG's development. The services shall also include furnishing advice and other essential engineering services during the project's eventual construction phase by MassDOT.

The reconstruction of Union Street Extension shall involve the reconstruction and/or rehabilitation of the existing pavement as determined through subsurface investigation including pavement cores, test pits, and/or borings (the boring plan will seek to determine the extent to which the presence of any fill material from the previous use of the area as a dump will need to be remedied during construction); the provision for a well-defined roadway edge and a closed drainage system; and the consolidation and/or coordination of the various industrial driveways along this local roadway. The services to be performed under this Contract Agreement for Union Street Extension shall consist of the design and preparation of Preliminary and Final Plans, Special Provisions, a Construction Estimate, and Bid Documents meeting the town's requirements as it has been assumed that the construction of this portion of the project shall be paid for using the town's funds



## Detailed Scope of Services

The following Scope of Work has been broken up into separate sections for Memorial Avenue and Union Street Extension with the assumption that Memorial Avenue will follow the MassDOT design process while Union Street Extension will be designed as a local road using local funds.

The Tasks for Memorial Avenue correspond to the Sections from MassDOT's Standardized Scope of Services, and although only general descriptions for each Task have been included in this Scope of Work, GPI shall prepare the project in accordance with the appropriate tasks in the Standardized Scope of Services.

### **Scope of Work – Memorial Avenue**

#### **Task 100 – Project Development Engineering**

GPI shall coordinate with both town officials and representatives from the MassDOT Boston and District 2 Office and prepare the required Project Notification Form (PNF) and Project Information Form (PIF). These documents shall be submitted to the appropriate MassDOT Offices for their review. GPI shall also assist the town in coordinating with the Pioneer Valley Planning Commission (PVPC) to program this project on an upcoming Federal Fiscal Year TIP. GPI shall also prepare Conceptual Design(s) and Preliminary Estimates and present these to town officials and eventually local residents at a Public Information Meeting. The approved concept shall be advanced through the MassDOT Preliminary and Final Design Stages as outlined in the following Tasks and the Standardized Scope of Services. This Task shall also involve GPI preparing for and attending one (1) Public Information Meeting, up to (3) meetings with the town and MassDOT, up to two (2) abutter meetings, and one (1) meeting with the PVPC.

#### **Task 150 – Environmental**

GPI to prepare the required Environmental documents including the Early Environmental Coordination Report (EECR), the Categorical Exclusion (CE) Checklist, the Environmental Notification Form (assuming the project meets or exceeds the thresholds to trigger the need for one), and the Water Quality Data Forms. This information accompanies the 25% Highway Design Submission (See Task 300 below) and the 75% Highway Design Submission (See Task 400 below). It is assumed that there will be no impacts to wetlands or other resource areas as part of this project and therefore a Request for Determination of Applicability and/or Notice of Intent will not be required (See Assumptions at the end of this Scope of Work). This Task shall also involve GPI preparing for and attending one (1) meeting with the town and one (1) meeting with MassDOT.

#### **Task 200 – Functional Design Report**

GPI to obtain traffic counts for the corridor as well as the intersections and also the latest crash data in order to develop a Functional Design Report (FDR) as per the latest MassDOT requirements. The FDR shall accompany the 25% Highway Design Submission (see Task 300 below).

#### **Task 220 – Design Exception Report**

Should a determination be made that a Design Exception Report (DER) would be required due to one or more elements of the project not meeting the minimum design criteria, GPI shall prepare the DER and submit to the MassDOT Boston and District 2 Office for review and approval. If required, the DER shall accompany the 25% Highway Design Submission (see Task 300 below).

# Detailed Scope of Services

## **Task 300 – 25% Highway Design Submission**

GPI shall field survey the project within the designated limits and prepare baseplans in MassDOT format utilizing the latest version of AutoCAD Civil 3D. This effort shall also involve incorporating existing utilities from information obtained from both the town as well as private utilities that are present within the project limits. This utility coordination effort shall also include the anticipated relocation of the utilities from New Bridge Street as per the Colvest Plan. The 25% Design shall also include the appropriate pavement treatment as determined through subsurface investigation including pavement cores, test pits, and/or borings. It is understood that Memorial Avenue used to accommodate a Tram system and existing infrastructure may be present in the subgrade. The boring plan will seek to determine the extent to which this will need to be remedied during construction as well as the presence of any fill material from the previous use of the area as a dump. The base plans shall be used to develop the Preliminary Design, which shall include the details as per the latest MassDOT requirements. The Preliminary Design shall also include the provision for a new closed drainage system as well as a rehabilitated and/or new sanitary sewer system as recommended in the town's recent Study. This information shall be compiled into a standard 25% Highway Design Submission and shall include the Plans and Construction Estimate as well as the FDR (See Task 200), DER if required (See Task 220), and any other material that is required as part of a 25% Highway Design Submission and submitted to the MassDOT Boston Office for distribution to the District 2 Office as well as the other MassDOT Sections for their review. The information is also submitted to the town as well as the various utility companies for their review and comment. Upon receipt of MassDOT's 25% Review Comments, GPI shall provide responses and modify the design accordingly in preparation for the Design Public Hearing (See Task 350 below). It should be noted that the 25% Highway Design Submission also includes the Preliminary Right of Way Plans (See Task 500 below). This Task shall also involve GPI preparing for and attending up to three (3) meetings with the town and MassDOT.

## **Task 350 – Design Public Hearing**

GPI, in coordination with the town and the MassDOT Boston and District 2 Offices, shall coordinate and hold the Design Public Hearing. At this hearing, GPI and MassDOT shall present the approved 25% Design and obtain comments from the public. These comments shall be reviewed, responded to, and incorporated in the 75% Highway Design Submission (See Task 400 below).

## **Task 400 – 75% Highway Design Submission**

GPI shall advance the design to the 75% Design Stage that shall include the required Plans, Special Provisions, and Construction Estimate along with any other material that is required as part of a standard MassDOT 75% Highway Design Submission. These documents shall be submitted to the MassDOT Boston Office for distribution to the District 2 Office as well as the other MassDOT Sections for their review. The information is once again submitted to the town as well as the various utility companies for their review and comment. Upon receipt of MassDOT's 75% Review Comments, GPI shall provide responses and continue to the 100% Highway Design Submission (See Task 450 below). It should be noted that the 75% Highway Design Submission also includes an updated set of Right of Way Plans (See Task 500 below). This Task shall also involve GPI preparing for and attending up to two (2) meetings with the town and MassDOT as well as one (1) meeting with the MassDOT District 2 Utility/Constructability Engineer (DUCE).

## **Task 450 – 100% Highway Design Submission**

GPI shall advance the design to the 100% Design Stage that shall include the required Plans, Special Provisions, and Construction Estimate along with any other material that is required as part of a standard MassDOT 100% Highway Design Submission. These documents shall be submitted to the MassDOT Boston Office for distribution to the District 2 Office as well as the other MassDOT Sections for their review. The information is once again submitted to the town as well as the various utility companies for their review and comment. Upon receipt of MassDOT's 100% Review



## Detailed Scope of Services

Comments, GPI shall provide responses and continue to the PS&E Submission (See Task 800 below). This Task shall also involve GPI preparing for and attending up to two (2) meetings with the town and MassDOT.

### **Task 500 – Right of Way**

GPI shall perform the necessary deed and property owner research and shall prepare Right of Way Plans as per the latest MassDOT and FHWA Guidelines. Preliminary Right of Way Plans shall accompany the 25% Highway Design Submission and shall be reviewed by the MassDOT Right of Way Section. Upon approval of the preliminary documents, the Design Public Hearing (See Task 350) can be held. Right of Way Plans shall continue to be updated throughout the design stages and submitted to MassDOT for review and approval. These Plans shall also be coordinated with the town as they would be the entity responsible for any takings and/or easements for the proposed work. Once the design is finalized, GPI shall assist the town in the preparation of Layout Alteration and/or Easement Plans. This Task shall also involve GPI preparing for and attending one (1) meeting with the town.

### **Task 800 – PS&E Submission**

GPI shall advance the design to the Final PS&E Stage that shall include the required Plans, Special Provisions, and Construction Estimate along with any other material that is required as part of a standard MassDOT Final PS&E Submission. These documents shall be submitted to the MassDOT Boston Office for distribution to the District 2 Office as well as the other MassDOT Sections for their review. These documents are also distributed to another Consultant for a Peer Review. All final comments are incorporated and the Plans, Special Provisions and Estimate are compiled into a Bid Document by MassDOT and the project is eventually advertised for bidding and construction. This Task shall also involve GPI preparing for and attending one (1) meeting with the town and MassDOT.

### **Task 900 – Construction Engineering**

GPI shall assist MassDOT during the construction of the improvements by responding to questions from bidders, attending the Preconstruction Conference, reviewing RFIs and other Submittals, and assisting with the Final Traffic Signal Inspection and Fine Tuning.

## Detailed Scope of Services

The Tasks for Union Street Extension still correspond to the Sections from MassDOT's Standardized Scope of Services. However, it is the assumption of this Agreement that this part of the project will be handled as a town project using town funds without any MassDOT involvement, so will only require the town's review. It is anticipated that only a Preliminary (25%) Design and a Final (100%) Design shall be required to develop the necessary Plans, Special Provisions and Estimate and eventual bid documents for this project to be advertised and awarded.

### **Scope of Work – Union Street Extension**

#### **Task 100 – Project Development Engineering**

GPI shall coordinate with town officials on the general plan for the improvements to Union Street Extension and develop Conceptual Plans and Preliminary Estimates that can be reviewed and discussed at a meeting with the town as well as a Public Information Meeting with abutters, businesses and local residents. The approved concept shall be advanced through the Preliminary and Final Design Stages as outlined in the following Tasks and the Standardized Scope of Services. This Task shall also involve GPI preparing for and attending one (1) Public Information Meeting, up to two (2) meetings with town officials, and up to two (2) abutter meetings.

#### **Task 300 – Preliminary (25%) Highway Design Submission**

GPI shall field survey the project within the designated limits and prepare baseplans in MassDOT format utilizing the latest version of AutoCAD Civil 3D. This effort shall also involve incorporating existing utilities from information obtained from both the town as well as private utilities that are present within the project limits. The baseplans shall be used to develop the Preliminary Design, which shall include the necessary Plans and details required to construct the improvements. The Preliminary Design shall also include the appropriate pavement treatment as determined through subsurface investigation including pavement cores, test pits, and/or borings. The boring plan will seek to determine the extent to which the presence of any fill material from the previous use of the area as a dump will need to be remedied during construction. These Plans shall include but not be limited to Construction Plans, Construction Profiles, Grading Plans, Drainage and Utility Plans, Pavement Marking and Signing Plans, and Cross Sections. The details included on these plans shall involve the reconstruction of the existing pavement, the installation of curbing or some other approved edging, the reconstruction and/or reconfiguration of the driveways along the project, the installation of new drainage, and the relocation of existing utilities. This information shall be compiled into a Preliminary Highway Design Package that will include Plans and a Construction Estimate to be submitted to the town for their review. Upon receipt of the town's comments, GPI shall provide responses and modify the design accordingly in preparation for the Final Design (See Task 450 below). It should be noted that the Preliminary Highway Design Package also includes the Preliminary Right of Way Plans (See Task 500 below). This Task shall also involve GPI preparing for and attending up to two (2) meetings with the town.

#### **Task 450 – Final (100%) Highway Design Submission**

GPI shall advance the design to the Final (100%) Design Stage that shall include the required Plans, Special Provisions, and Construction Estimate along with any other material that is required for the bidding of this project. These documents shall be submitted to the town for their review and comment. This Task shall also involve GPI preparing for and attending up to two (2) meetings with the town.

#### **Task 500 – Right of Way**

GPI shall perform the necessary deed and property owner research and shall prepare Right of Way Plans for the proposed work along Union Street Extension. Preliminary Right of Way Plans shall accompany the Preliminary (25%) Highway Design Submission to the town. Upon approval of the preliminary documents, Right of Way Plans shall be



## Detailed Scope of Services

updated and submitted with the Final (100%) Highway Design Submission for final review and approval by the town. Once the design is finalized, GPI shall assist the town in the preparation of Layout Alteration and/or Easement Plans. This Task shall also involve GPI preparing for and attending one (1) meeting with the town.

### **Task 900 – Construction Engineering**

GPI shall assist the town in the coordination and development of bid documents for the construction of improvements to Union Street Extension. In addition to developing the bid documents, this effort shall also include assisting the town with the bid reviews and Contractor selection, coordinating and attending Pre-Bid and Pre-Construction Meetings, reviewing and responding to bidder questions, and reviewing RFIs and other Submittals.

### **Assumptions – Memorial Avenue**

The following assumptions have been utilized in preparation of this scope of work:

1. The construction of Memorial Avenue shall be funded through the PVPC and the TIP.
2. The anticipated meetings have been identified in the appropriate Tasks and the Fee Estimate was developed based on this number of meetings.
3. The preparation of a PNF and PIF shall be required for this project.
4. There shall be no impacts from the project to any wetlands or resource areas, and therefore wetland permitting, including the preparation of a Request for Determination of Applicability (RDA) and the preparation of a Notice of Intent (NOI) will not be required.
5. New Traffic Counts shall be required.
6. There shall be no new traffic signals warranted along the corridor, and the existing signalized intersections shall remain signalized.
7. The rehabilitation and/or replacement of the existing sanitary sewer system shall be funded as a Non-Participating Item in the MassDOT Contract.
8. The installation of the waterline, should the town decide to include this work in the project, shall be funded as a Non-Participating Item in the MassDOT Contract.
9. The redesign of the existing rail spur crossing traversing Memorial Avenue shall consist of replacing in kind the existing safety equipment.
10. Extensive individualized Right-of-Way plans prepared for the Town are outside of the current scope of services.

### **Assumptions – Union Street Extension**

The following assumptions have been utilized in preparation of this scope of work:

1. The construction of Union Street Extension shall be funded using town funds with no MassDOT involvement. This funding could be from the town's Chapter 90 Funds or through a MassWorks Grant.
2. The anticipated meetings have been identified in the appropriate Tasks and the Fee Estimate was developed based on this number of meetings.
3. There shall be no impacts from the project to any wetlands or resource areas, and therefore wetland permitting, including the preparation of a Request for Determination of Applicability (RDA) and the preparation of a Notice of Intent (NOI) will not be required.
4. New Traffic Counts shall be required.
5. GPI shall not be required to inspect these improvements during construction, but shall assist the town as detailed in Task 900 above.
6. Extensive individualized Right-of-Way plans prepared for the Town are outside of the current scope of services.

GENERAL TERMS AND CONDITIONS

FEE SCHEDULE

July 2014 to June 2015 Hourly Billing Rates

Senior Vice President/Branch Manager.....	\$230.00
Vice President/Project Director.....	\$200.00
Assistant Vice President/Project Director.....	\$175.00
Senior Project Manager.....	\$165.00
Senior Engineer.....	\$150.00
Project Manager.....	\$140.00
Project Engineer.....	\$120.00
Senior Inspector/Coatings Inspector.....	\$105.00
Engineer/Inspector.....	\$95.00
Senior Technician.....	\$85.00
Engineering Technician.....	\$75.00
Technician.....	\$60.00
Administration.....	\$55.00
Court Testimony/Deposition.....	Negotiated

REIMBURSABLE EXPENSES

Direct, Non-salary expenses will be billed at 1.2 times cost:

1. Transportation and living expenses incurred for assignments outside of the closest CONSULTANT office, including the use of rental cars.
2. Shipping charges for plans, equipment, etc.
3. Purchase of specialized equipment and rental of equipment from outside vendors.
4. Reproduction of drawings and reports.
5. Construction materials and spent tools specifically for the project.
6. Automobile expenses for personal or company vehicles will be charged at \$0.50 per mile plus toll charges for travel from the CONSULTANT office to the project and return and for travel at the job in conduct of work. No mark-up of this charge.
7. Insurance in excess or in addition to insurance coverage's or at limits not normally carried by CONSULTANT or its subconsultants.

Services of Others

On occasion, CONSULTANT engages the specialized services of others as subconsultants on the project. When considered necessary in CONSULTANT's sole discretion, subconsultants will be used. The CLIENT agrees to reimburse the actual cost of these services plus a 20% service charge prior to the release of any work product which involves subconsultants' work.

Initialed:

GTH

Consultant

Client



**EXHIBIT 2**

**Czach, Jim**

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**From:** Williamson, Rebecca [williamson@gpinet.com]  
**Sent:** Friday, January 29, 2016 11:14 AM  
**To:** Czach, Jim  
**Subject:** RE: Memorial Avenue

Good morning,

So we discussed the project and our cost to complete. Being conservative, I would consider asking for \$75,000 - \$100,000. There are still some unknowns with the project – the extent of the work required at Bresnahan, developing the section between Circuit and Gate 1, coordinating with Benesch and being able to tie into their section at Gate 1 (this could be difficult if we have a separated bike facility and they have bike lanes on either side of the roadway – it is a lot easier to make that transition at an intersection with a signal) and of course MassDOT. Our experience is they are always changing their requirements, changing their mind and asking for more.

Below I have detailed items that were never anticipated in our scope or underestimated:

- Police Details until they were sent directly to the Town
- Colvest plan work (required conceptualizing Union St at Memorial Ave prior to plan work, recommendations for Bridge Street/ New Bridge Street, defining ROW acquisitions)
- Protracted project development phase –
  - 5 full concepts for Memorial (and we are still working on finalizing a concept between Circuit and Gate 1)
  - 2 for Union St Ext
- Support for Union St Ext MassWorks Grant
- Coordination regarding CSX/Union St underpass limits of work related to GPI limit of work
- Coordination with Department of Public Utilities for the rail crossings (As an aside, I am going through this on one of my other projects and the coordination required is extensive and far more than ever anticipated. We actually just got an amendment from the community to cover time for this.)
- Additional traffic counts and memorandum to quantify Big E Traffic. We also reviewed PVPC data.
- Utilities – the survey and research effort for the numerous utilities and the drainage inventory was extensive
- Review MassDOT's municipal curve program plan

I will give you a call now.

**GPI** | Rebecca S. Williamson, PE  
d 978.570.2980



**EXHIBIT 3**



*The Commonwealth of Massachusetts*  
*Executive Office of Energy and Environmental Affairs*  
 100 Cambridge Street, Suite 900  
 Boston, MA 02114

Deval L. Patrick  
 GOVERNOR

Maeva Vallely Bartlett  
 SECRETARY

Tel: (617) 626-1000  
 Fax: (617) 626-1181  
<http://www.mass.gov/envir>

December 31, 2014

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
 ON THE  
 FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : MGM Springfield  
 PROJECT MUNICIPALITY : Springfield  
 PROJECT WATERSHED : Connecticut River  
 EEA NUMBER : 15033  
 PROJECT PROPONENT : Blue Tarp Redevelopment LLC  
 DATE NOTICED IN MONITOR : November 24, 2014

As Secretary of Energy and Environmental Affairs, I hereby determine that the Final Environmental Impact Report (FEIR) submitted on this project **adequately and properly** complies with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

Project Description

As described in the FEIR, the project consists of a 881,691 gross square foot (sf) mixed-use redevelopment consisting of a casino, a retail and entertainment center, a hotel, apartments, and a daycare center. It is proposed on a 14.5-acre site in downtown Springfield. On November 6, 2014 the Proponent was awarded a Category 1 gaming license pursuant to Chapter 194 of the Acts of 2011: An Act Establishing Expanded Gaming in the Commonwealth and M.G.L. Chapter 23K, Section 19, as amended by Section 16 of the Expanded Gaming Act (the Gaming Act), which authorizes the Massachusetts Gaming Commission (MGC) for Region B of the Commonwealth.<sup>1</sup> As required by the Gaming Act, a Host Community Agreement between the

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<sup>1</sup> The Act identifies three regions of the state - Region A (Suffolk, Middlesex, Essex, Norfolk and Worcester counties), Region B (Hampshire, Hampden, Franklin and Berkshire counties) and Region C (Bristol, Plymouth, Nantucket, Dukes and Barnstable counties). This project is located in Region B.



**Changes Since the Filing of the Draft EIR**

The FEIR identified the following modifications to the project since the filing of the DEIR:

- The gas station and convenience store, previously located on Lot 14, have been removed from the project. The other elements of the project program remain the same;
- Pedestrian connections and site circulation have been refined to provide clear connections between on-site features, surrounding businesses, and the adjacent sidewalk network;
- A vehicle turning circle has been added at the Main Street end of Howard Street;
- Elimination of a previously proposed 12-foot turning lane along East Columbus Avenue between Howard and Bliss Street; and
- Architectural design modifications are proposed in response to consultation with the Springfield Historic Commission (SHC). The façade of 73 State Street will be preserved as originally proposed; elements of the building lobby will be preserved and used elsewhere in the project. The street-side portion of the 95 State Street façade will be preserved and reused, while the remaining portions of the office tower will be removed.

***Surrounding Community Agreements***

The Proponent also entered into Surrounding Community Agreements (SCAs) consistent with the MGC regulations (205 CMR 125.00). The communities that were deemed "Surrounding Communities" per the MGC's regulations were: Agawam, Chicopee, East Longmeadow, Holyoke, Longmeadow, Ludlow, West Springfield, and Wilbraham. The communities of Longmeadow and West Springfield participated in an arbitration process to determine the most appropriate settlement agreement; this process was completed in April 2014 and the Proponent has finalized all required SCAs. Per the SCAs, physical mitigation improvements previously proposed by the Proponent in the Towns of Longmeadow and West Springfield will no longer be undertaken by MGM Springfield.

**EXHIBIT 4**



**Town of West Springfield**  
**Office of the Mayor**



J. Edward Christian  
Municipal Office Building  
26 Central Street, Suite 23  
West Springfield, MA 01089-2785

Tel: (413) 263-3041  
Fax: (413) 746-5592  
esullivan@West-Springfield.ma.us

July 21, 2015

**Edward C. Sullivan**  
*Mayor*

Gary Roux, Principal Planner/Traffic Manager  
Pioneer Valley Planning Commission  
60 Congress Street  
Springfield, MA 01104

**RE: 2016 Regional Transportation Plan – Public Review Comments  
Memorial Avenue (Route 147) – Complete Streets Project**

Dear Mr. Roux:

Thank you for providing the Town of West Springfield information related to the 2016 Regional Transportation Plan at the Public Hearing on July 14, 2015. I am requesting that a new project the Town has recently started designing be included as a High Priority project in the plan. The project I am referring to is the Memorial Avenue Complete Streets project. The project entails the rehabilitation of the Memorial Avenue (Route 147) corridor from the Route 5/Memorial Avenue Rotary to the Route 147 Bridge over the Westfield River connecting the Town with Agawam.

This will be a Complete Streets project that will help tie together various regional projects and establishments. These projects include the Memorial Avenue Rotary Replacement project, the Route 147 Bridge between Agawam and West Springfield, the replacement of the CSX Railroad Bridge over Union Street and the rehabilitation of Union Street Extension. The corridor serves a major travel route to area establishments such as the Eastern States Exposition, Six Flags, the CSX Intermodal facility (once the railroad bridge project is constructed) and the future MGM Casino/Resort.

I hope that the Metropolitan Planning Organization (MPO) recognizes the regional benefits of the project that is consistent with the needs and strategies in the plan. The Town is under contract with a consulting engineering design firm that is currently working on the project. Once the concept plan and cost estimate are developed, information will be submitted to the Massachusetts Department of Transportation for their consideration. The Town will be seeking State and/or Federal assistance for construction of the project. Please contact Assistant Town Engineer Jim Czach, P.E. at 413-263-3244 if you have any specific questions related to the project.

Thank you for your time and consideration.

Sincerely,

Mayor Edward C. Sullivan

cc: Rob Colson – Director of Public Works  
James W. Lyons, P.E. – Town Engineer  
Douglas Mattoon, Director Planning & Development  
Sharon Wilcox, Chief Financial Officer

File  
*Jim-Czach*

# 2016 Update to the Regional Transportation Plan

Final Report – July, 2015

Prepared by the  
Pioneer Valley Planning Commission

For the Pioneer Valley  
Metropolitan Planning Organization

## Pioneer Valley MPO Members

<b>Name</b>	<b>Title</b>
Stephanie Pollack	Secretary and CEO of the Massachusetts Department of Transportation
Thomas Tinlin	Acting Administrator of the Massachusetts Department of Transportation Highway Division
Walter Gunn	Chairman of the Pioneer Valley Executive Committee
John Musante	Chairman of the Pioneer Valley Transit Authority Advisory Board
Mayor Domenic Sarno	Mayor of Springfield
Mayor Alexander Morse	Mayor of Holyoke
Mayor Richard Cohen	Mayor of Agawam
Mayor David Narkewicz	Mayor of Northampton
George Archible	Belchertown Board of Selectmen
Marcus Boyle	Hatfield Board of Selectmen
<b>Alternates</b>	
Mayor Richard Kos	Mayor of Chicopee
Mayor Daniel M. Knapik	Mayor of Westfield
<b>Ex-Officio (Non-Voting)</b>	
Pamela Stephenson	Federal Highway Administration
Mary Beth Mello	Federal Transit Administration
Stephen Roberts	Economic Development Council of Western Massachusetts
Mary MacInnes	Administrator of the Pioneer Valley Transit Authority
James Czach	Chairman – Pioneer Valley Joint Transportation Committee

Prepared in cooperation with the Massachusetts Department of Transportation, the U.S. Department of Transportation - Federal Highway Administration and Federal Transit Administration, and the Pioneer Valley Transit Authority. The views and opinions of the Pioneer Valley Planning Commission expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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**oo) Intersection Improvements Ware Center**

This project will improve vehicular, bicycle and pedestrian safety and reduce vehicular queues at the intersections of Main Street and West Street and



Main Street and South Street. Work will include resurfacing of the intersection approaches, improved pedestrian and bicycle accommodations and access, new signage and pavement markings. A traffic signal will be installed at the Main Street and West Street intersection, which

will be coordinated with the existing signals.

**pp) Bridge Reconstruction / Rehabilitation West Springfield**

The scope of the project includes a feasibility study of possible rehabilitation options for the existing Route 5 tunnel (Bridge No. W-21-027) carrying Route 20 (Park Avenue) over Route 5. The existing structure was built in 1952.

**qq) Memorial Avenue Complete Streets West Springfield**

This project entails the rehabilitation of the Memorial Avenue (Route 147) corridor from the Route 5/Memorial Avenue Rotary to the Route 147 Bridge over the Westfield River connecting with the Town of Agawam. "Complete Streets" elements of the project will help to tie together regional projects such as the Memorial Avenue Rotary Replacement project, the Route 147 Bridge between Agawam and West Springfield, the replacement of the CSX Railroad Bridge over Union Street and the rehabilitation of Union Street Extension.

**rr) Bridge Replacement Westfield**

The proposed project consists of the bridge replacement of Routes 10 and Route 202 over the Little River. Sidewalks will be constructed on each side of the bridge. New traffic signals will be installed at the Southwick Road/Mill Street Intersection.

**Table 14-12 – High Priority Projects (Cont.)**

Map Key	Project Name	Project Description	Community	SID	Area of Emphasis	Air Quality Conformity	Total Cost
81	Intersection Improvements Ware Center	WARE- INTERSECTION IMPROVEMENTS @ MAIN STREET, WEST STREET, NORTH STREET, SOUTH STREET & CHURCH STREET	Ware	607987	Movement of People	Exempt	\$2,193,486
112	Bridge Reconstruction/Rehab	WEST SPRINGFIELD- BRIDGE REHABILITATION, BRIDGE W-21- 27, ROUTE 20 (PARK AVENUE) OVER ROUTE 5	West Springfield	607443	Safety and Security	Exempt	\$4,706,028
Not Mapped	Memorial Avenue - Complete Streets	Memorial Avenue Complete Streets Project from River Street to Route 5 Rotary	West Springfield		The Movement of People	Exempt	\$17,847,878
123	Bridge Replacement	Route 10/202 Southwick Street over Little River	Westfield	400103	Safety and Security	Non Exempt	\$10,528,727
Not Mapped	Westfield Intermodal Center	Design and construct Intermodal facility in downtown Westfield	Westfield		Movement of People	Exempt	\$8,000,000
47	Boston Rd Reconstruction (Route 20)	Reconstruction of Boston Rd and other infrastructure improvements	Wilbraham	607869	Safety and Security	Non Exempt	\$1,292,428

46 High Priority Projects: \$1,292,669,496

**a) Intersection Improvements Agawam Route 187 at Route 57**

This intersection improvement project consists of the upgrade of existing traffic signal equipment and geometric improvements to improve safety and reduce congestion. Located in the Feeding Hills section of the Town of Agawam, this four-way signalized intersection experiences severe peak hour congestion as it serves two local schools, many retail establishments on the Springfield Street corridor, and provides access to the limited access portion of Route 57.



*Intersection of Route 57 with Route 187 in Agawam, MA*

**b) Bridge Reconstruction Route 147 over Westfield River West Springfield/Agawam**

A functional design report was completed in 2012 for this bridge over the Westfield River connecting West Springfield and Agawam. The purpose of this project is to reconstruct and widen the bridge and upgrade three intersections in its immediate vicinity. Traffic control equipment will be upgraded at the three signalized intersections: Route 147 (Springfield Street) at Walnut Street with Walnut Street Extension; Route 147 (Springfield Street / Memorial Avenue) at Route 75 (Suffield Street) and Route 159 (Main Street); and, Route 147 (Memorial Avenue) at River Street. The bridge will be widened from four to five lanes to provide an exclusive left turn lane in both directions.





# TOWN OF WEST SPRINGFIELD

DEPARTMENT OF PUBLIC WORKS

26 CENTRAL STREET

SUITE 17

WEST SPRINGFIELD, MA 01089-2763

Monday - Friday  
8:00 AM - 4:30 PM

Tel: (413) 263-3242  
Fax: (413) 734-9745

ROBERT J. COLSON  
Director

## Notice of Meeting

### Corridor Advisory Committee Meeting for the Memorial Avenue (Route 147) Corridor and Union Street Extension Transportation Improvement Project Designs

**WHERE:** West Springfield Municipal Office Building  
2<sup>nd</sup> Floor Auditorium  
26 Central Street, West Springfield, MA

**WHEN:** Monday, November 9th, 6:00PM

Earlier this year, the Town of West Springfield held a kick-off meeting for the Memorial Avenue (Route 147) and Union Street Extension Roadway Design projects. At that meeting the overall project scopes were presented and various comments and ideas were discussed with those in attendance. There were interested persons that attended which will comprise a corridor advisory committee. These members will represent local perspectives and serve as a sounding board at key milestones in development of the designs.

The meeting on November 9<sup>th</sup> will be a second opportunity to become a member of the committee and/or to learn about the projects. At this meeting various design alternatives for the Memorial Avenue corridor will be presented. In addition to this, a conceptual for the Union Street Extension roadway will be presented. This is an opportunity to share your thoughts and ideas for both projects. Your input will assist the Town in selecting the final design path for the two projects.

Committee members will be asked to volunteer for meetings on an as needed basis throughout the design process. We understand it can be difficult to take time out of your schedule to attend meetings. Therefore, meetings will be kept to a minimum and scheduled only as needed. Therefore, we are anticipating one to two meetings per year in 2016 and 2017.

We hope you accept this invitation and are able to attend the meeting on November 9th, 2015. If you have any questions, please contact Jim Czach, P.E., Assistant Town Engineer at 413-263-3244 or [jczach@west-springfield.ma.us](mailto:jczach@west-springfield.ma.us). Please visit the project website if you would like to electronically submit ideas, suggestions or information.

<http://www.townofwestspringfield.org/#!/memorial-avenue-project/cr9c>

Thank you for your consideration and we look forward to working together with you on development of the project designs.



**Memorial Avenue (Route 147) and Union Street Extension**

Meeting Sign-In Sheet

November 9, 2015

Name	Affiliation (Resident, Business Owner, Etc.)	Email
Ed Kaplan	Bus owner	ekaplan@placon.com
STAN MACKIEWICZ	"	Smackiewicz@placon.com
Madalia Shapiro	Multicultural Resource Center of YAH	MRC.Shapiro@gmail.com
Michelle Chase	AAAWAM Engineering	mchase@AAAWAM.MA.US
Gary Roux	PVP	gmroux@pvp.org



**Memorial Avenue (Route 147) and Union Street Extension**

Meeting Sign-In Sheet

November 9, 2015

Name	Affiliation (Resident, Business Owner, Etc.)	Email
Christi Mills	WS RECORD, NEWSPAPER CORRESPONDENT	millsosrecord@yahoo.com
Jim Czach	Town of West Springfield DPW	JCZACH@WEST-SPRINGFIELD-MA.US
Josh Rickman	PMTA	JRICKMAN@PMTA.COM
PETE KEARING	COMMERCIAL TRUCK TIRE CENTER 1264 UNION ST. EXT WESTSIDE TIRE & AUTO SERVICE 950 MEMORIAL AVE	PETERKEARING@AAM.COM





**Memorial Avenue (Route 147) and Union Street Extension**

Meeting Sign-In Sheet

November 9, 2015

Name	Affiliation (Resident, Business Owner, Etc.)	Email
John Powers	Resident	JPowers@comcast.com
Angelique Fishel	Reporter (The Reminder)	angelique@thereminder.com
James Lyons	Town of West Springfield	JLyons@west-springfield.ma.us
George Katsoulis	business owner	Katsoulis@aol.com
Suzanne Lyons	Marti Carls Ltd	
Paul Tagliamanti	West Springfield	sopemp@aol.com
ANDREW SHARON	Resident	ASHARON@live.ru



# Memorial Avenue (Route 147) and Union Street Extension

Meeting Sign-In Sheet

November 9, 2015

Name	Affiliation (Resident, Business Owner, Etc.)	Email
ANDREW COHEN	CENTURY INVESTMENT COMPANY	
TIM GRAVEY	VALET PARK OF AMERICA	
Paula Simmons	DOT DA	Paula.Simmons@State.MA.US
Michael Eger	Resident District	Michael.Eger@gmail.com
TODD VOON	CENTRAL CHEVROLET	
Steve + Marion Smeed	Steve's Plumbing + DDS	
DAN MCCARTHY	RESIDENT	danno1951@yahoo.com

# MEETING SIGN-IN SHEET

Project: West Springfield - Memorial Ave. and Agawam-W. Spfld. Bridge Project  
 Review and Coordination

Meeting Date: 1/8/16

Place/Room: 26 CENTRAL STREET WEST SPRINGFIELD  
 TOWN HALL

Facilitator:

Name	Title	Company	Phone	Fax	E-Mail
Jeff Haysok		MassDOT D2	413 582 0571		Jeffery.Haysok@state.ma.us
Anna Nadler		MassDOT-D2	(410) 582-1531		anna.nadler@dot.state.ma.us
Rebecca Williamson	Senior Project Mgr.	OPT	(978) 570-2980		rwilliamson@optnet.com
Jason De Gray	Project manager	GPE	978 570 2981		jdegray@optnet.com
Ashley Bonnelly	Designer	Alfred Bonesch & Co.	(617) - 288 - 0900		abonnelly@bonesch.com
Dan McCormack	Project Manager	"	" (617) 288-0900		dmccormack@bonesch.com
Rob Colson	DPW Director	WEST SPRINGFIELD	413 263 3030		RCOLSON@WEST-SPRINGFIELD.MA.US
Jim Czach	ASST TOWN ENGINEER	WEST SPRINGFIELD	413 263 3244		JCZachewski@springfield.ma.us
Michelle Chase	AGAWAM TOWN ENGINEER	AGAWAM	413 871 0025		MCHASEE@AGAWAM.MA.US



# MEETING SIGN-IN SHEET

Project: Meeting Date: 1/8/16  
 Facilitator: Place/Room: 26 Central Street, West Springfield, MA - US

Name	Title	Company	Phone	Fax	E-Mail
James W. Lyons	Town Engineer	Town of West Springfield	413 263-3249		JLyons@west-springfield.ma.us
Gary Roux		PVPC	781-6045		groux@pvpc.org
Doug Mattoon	Planner	Town of West Springfield	537-2054		dmattoon@west-springfield.ma.us
Bill Fichter	Manager	TOGS	263-3041		wfichter@west-springfield.ma.us
Daryl J. Amaral	DOT ADA Coord. / DOT ADA	Mass DOT - Dist 2	(413) 582-0560		daryl.amaral@state.ma.us



**Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110**

**2016 COMMUNITY MITIGATION FUND  
RESERVE / SPECIFIC IMPACT APPLICATION**

**CHECK BOX IF REQUESTING THE CREATION OF A  
MITIGATION RESERVE FUND FOR A COMMUNITY**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**  
*For anyone with specific impacts, please complete the gray boxes 1-4 beginning on page 2. If you are not applying for mitigation of specific impacts by February 1, 2016, you do not need to complete grayed boxes 1-4.*

1.	<b>Hampden County Sheriff's Department</b> <b>NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT</b>
2.	<b>Hampden County Sheriff's Department</b> <b>DEPARTMENT RECEIVING FUNDS</b>
3.	<b>William Christofori, CFO</b> <b>NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS</b>
4.	<b>627 Randall Road, Ludlow, MA 01056</b> <b>ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS</b>
5.	<b>413-858-0114, <a href="mailto:Bill.Christofori@sdh.state.ma.us">Bill.Christofori@sdh.state.ma.us</a></b> <b>PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS</b>
6.	<b>Michael J. Ashe, Jr., Sheriff</b> <b>NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY</b>
7.	<b>627 Randall Road, Ludlow, MA 01056</b> <b>ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY</b>
8.	<b>413-858-0101, <a href="mailto:Michael.Ashe@sdh.state.ma.us">Michael.Ashe@sdh.state.ma.us</a></b> <b>PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY</b>
9.	<b>MGM Springfield</b> <b>NAME OF GAMING LICENSEE</b>

**1. IMPACT DESCRIPTION**

**Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.**

The Western Massachusetts Correctional Addiction Center (WMCAC), the only Regional correctional treatment center in the commonwealth, was forced to move after 29 years of operation at 26 Howard Street in Springfield due to the looming MGM-Springfield Casino.

**2. PROPOSED MITIGATION**

**Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.**

The Sheriff's Department worked with the Division of Capital Asset Management to develop an RFP, went out to bid and received an approved bid to move to a new location in Springfield. Our annual rent was \$666,276.17 which included utilities. The relatively low rent was due to longevity at the location (29 years). The annual rent at the new site is \$1,025,000 and does not include utilities (estimate \$336,000). The primary difference in rent is due to the fact that the landlord would have to do a build out of approximately \$4 million to retrofit the building for operations and programs, as was done over a period of years at the present site. This overwhelming upswing in rent is not affordable within our current budget. There can be no more compelling utilization of this Mitigation Fund than to enable the survival of one of the commonwealth's, and indeed the nation's, most effective correctional substance abuse treatment programs. At this point, it should be noted, that although WMCAC continues to serve the multiple DUI offender that it was founded to incarcerate, a good percentage of its residents now are substance abusers sentenced for offenses other than DUI. No other forced move due to the looming MGM-Springfield Casino threatens the existence of such a vital public safety program. Approximately 17,000 Berkshire, Franklin, Hampden, Hampshire and Worcester county offenders have completed the program since 1985 with many returning as mentors. It is grossly unfair and unacceptable that this commonwealth's model correctional substance abuse treatment center should be put out of existence to make room for a casino, without appropriate mitigation. We respectfully request that the Gaming Commission commit \$2 million, to enable us to reduce our annual rent by over \$400,000 per year, making the continued existence of the center affordable.

**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

**Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.**

We will submit monthly reports that detail all expenditures to the Gaming Commission.



**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

**Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.**

The Host Agreement signed on April 30, 2013, between the City of Springfield and Blue Tarp Development, LLC states, "(J) Displaced Tenant Payments. The Developer will pay displaced tenants at the project site that agree to relocate within the City \$3/square foot towards their new security deposit and moving costs, increasing to \$4/square foot if such tenants relocate with the City's business improvement district."

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

**On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.**



\_\_\_\_\_  
Signature of Responsible Municipal  
Official/Governmental Entity

January 21, 2016

\_\_\_\_\_  
Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

**On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.**

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date



THE COMMONWEALTH OF MASSACHUSETTS

SHERIFF OF HAMPDEN COUNTY  
627 RANDALL ROAD  
LUDLOW, MA 01056

MICHAEL J ASHE, JR  
SHERIFF

TEL: (413) 547-8000  
FAX: (413) 589-1851

January 21, 2016

**Mr. John Ziemba, Ombudsman  
Massachusetts Gaming Commission  
101 Federal Street, 23<sup>rd</sup> Floor  
Boston, MA 02110**

A handwritten signature in blue ink that reads "John".

Dear Mr. Ziemba,

**I am writing to withdraw my 2015 application for mitigation funds.**

**I want to emphasize that the need is still there, and assure you that I will submit an application for 2016 mitigation funds.**

**Thank you for your continued assistance.**

Sincerely,

A handwritten signature in blue ink that reads "Michael J. Ashe, Jr.".

**Michael J. Ashe, Jr.  
Sheriff**

MJA/gjm



MICHAEL J ASHE JR  
SHERIFF

THE COMMONWEALTH OF MASSACHUSETTS

SHERIFF OF HAMPDEN COUNTY  
627 RANDALL ROAD  
LUDLOW, MA 01056

TEL (413) 547-8000  
FAX (413) 589-1851

January 21, 2016

Mr. John Ziemba, Ombudsman  
Massachusetts Gaming Commission  
101 Federal Street, 23<sup>rd</sup> Floor  
Boston, MA 02110

A handwritten signature in blue ink that reads "John".

Dear Mr. Ziemba,

Enclosed please find my application for 2016 Community Mitigation Funds.

The Western Massachusetts Correctional Addiction Center (WMCAC), the only regional correctional treatment facility in the commonwealth, was forced to move after 29 years, due to the looming MGM-Springfield Casino. Working with DCAM, we went out to bid, and received a bid that met the approval of DCAM. Once again, funding is the issue.

Our annual rent in Springfield was \$666,276.17, which included utilities. The relatively low rent is due to longevity at the location (29 years).

The rent at the new site is \$1,025,000, and does not include utilities. The difference in rent is primarily due to the fact that the landlord would have to do a build-out of approximately \$4 million to retrofit the building for operations and programs, as was done over a period of years at the former site. The additional estimated cost of our utilities would be \$336,600 per year. This overwhelming upswing in rent is not affordable within our current budget.

**No other forced move due to the looming MGM-Springfield Casino threatens the existence of such a vital public service.** It is grossly unfair and unacceptable that this commonwealth's model correctional substance abuse treatment center should be put out of existence to make room for a casino, without appropriate mitigation.



**I respectfully request that the Commission conduct an expedited review of my application.**

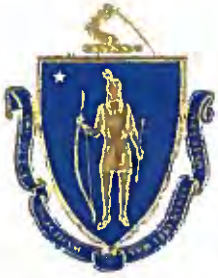
**Please do not hesitate to contact me at 413-858-0101 should you have questions or concerns. In addition, I am available to meet with you and/or the Commission in person regarding this application. Thank you.**

**Sincerely,**

A handwritten signature in blue ink that reads "Michael J. Ashe, Jr." in a cursive style.

**Michael J. Ashe, Jr.  
Sheriff**

**MJA/gjm**



THE COMMONWEALTH OF MASSACHUSETTS

SHERIFF OF HAMPDEN COUNTY  
627 RANDALL ROAD  
LUDLOW, MA 01056

MICHAEL J ASHE, JR  
SHERIFF

TEL: (413) 547-8000  
FAX (413) 589-1851

January 21, 2016

Mr. John Ziemba, Ombudsman  
Massachusetts Gaming Commission  
101 Federal Street, 23<sup>rd</sup> Floor  
Boston, MA 02110

A handwritten signature in blue ink, appearing to read "John", written over the name "Mr. Ziemba" in the address block.

Dear Mr. Ziemba,

The Western Massachusetts Correctional Addiction Center (WMCAC), the only regional correctional treatment facility in the commonwealth, was forced to move after 29 years, due to the looming MGM-Springfield Casino. Working with DCAM, we went out to bid, and received a bid that met the approval of DCAM. Once again, funding is the issue.

Our annual rent was \$666,276.17, which included utilities. The relatively low rent is due to longevity at the location (29 years).

The rent at the new site is \$1,025,000, and does not include utilities. The difference in rent is primarily due to the fact that the landlord would have to do a build-out of approximately \$4 million to retrofit the building for operations and programs, as was done over a period of years at the former site. The additional estimated cost of utilities would be \$336,600 per year. This overwhelming upswing in rent is not affordable within our current budget.

Chapter 23K, section 61B of the Massachusetts General Laws established a Community Mitigation Fund to assist in offsetting costs due to the operation of gaming establishments. There can be no more compelling utilization of this Mitigation Fund than to enable the survival of one of the commonwealth's, and indeed the nation's, most effective correctional substance abuse treatment programs. At this point, in light of your concern for the commonwealth's opiate epidemic, it should be noted that although WMCAC continues to serve the multiple DUI offender that it was founded to incarcerate, a good percentage of its residents now are substance abusers sentenced for offenses other than DUI.

No other forced move due to the looming MGM-Springfield Casino threatens the existence of such a vital public service. It is grossly unfair and unacceptable that

**this commonwealth's model correctional substance abuse treatment center should be put out of existence to make room for a casino, without appropriate mitigation.**

**We strongly believe it is vitally necessary that the Gaming Commission appropriate the sum of \$2 million, enabling us to reduce our annual rent by over \$400,000 per year, making the continued existence of the Center affordable.**

**Please do not hesitate to call me if you have any questions or need more information. I look forward to working with you, shoulder-to-shoulder, to win the best future for our citizens.**

**Sincerely,**

A handwritten signature in blue ink that reads "Michael J. Ashe, Jr." with a stylized flourish at the end.

**Michael J. Ashe, Jr.  
Sheriff**

**MJA/gjm**



**THIS OFFICIAL FORM MUST NOT BE ALTERED.**  
**ALL MODIFICATIONS MUST BE MADE BY SEPARATE RIDER.**

**COMMONWEALTH OF MASSACHUSETTS  
OFFICE LEASE**

**1. SUBJECT MATTER AND TABLE OF CONTENTS**

**1.1 Subject Matter**

Each of the references in this Lease to any of the following subjects incorporates the data stated for that subject in this § 1.1 and, unless defined elsewhere in this Lease, constitutes the definition of the listed subject.

**DATE OF LEASE:**

**LANDLORD:**

Mill Street Iconic, LLC

**ADDRESS OF LANDLORD:**

118-35 Queens Blvd, suite 400  
Forest Hills, New York 11375

**LANDLORD'S REPRESENTATIVE:**

Name: Jeremie Lederer  
Address: Mill Street Iconic, LLC  
118-35 Queens Blvd, suite 400  
Forest Hills, New York 11375  
and/or such other persons as Landlord  
designates from time-to-time

**TENANT:**

The Commonwealth of Massachusetts acting by and through the Commissioner of its Division of Capital Asset Management and Maintenance (DCAMM) of the Executive Office for Administration and Finance on behalf of the User Agency, Hampden County Sheriff's Department

**ADDRESS OF TENANT:**

Division of Capital Asset Management and  
Maintenance  
One Ashburton Place, 15th Floor  
Boston, Massachusetts 02108-1518

TENANT'S REPRESENTATIVE: Name: Martha Goldsmith, Director  
DCAMM, Office of Leasing  
Address: One Ashburton Place, Room 1411  
Boston, Massachusetts 02108  
and/or such other persons as Tenant designates from time-to-time, as set forth in § 4.4

USER AGENCY: Hampden County Sheriff's Department

ADDRESS OF USER AGENCY: 627 Randall Road  
Ludlow, Massachusetts, 01056

USER AGENCY'S REPRESENTATIVE: Name: William Christofori  
Address: 627 Randall Road  
Ludlow, Massachusetts, 01056  
and/or such other persons as User Agency designates from time-to-time, as set forth in § 4.4

BUILDING (ADDRESS): 155 Mill Street  
Springfield, Massachusetts 01108

PREMISES: Floor(s): Entire Building  
within the Building as shown in Exhibit A, together with all of the Landlord's Improvements (as defined in § 4.1) made within the Premises pursuant to the provisions of this Lease.

USABLE AREA OF PREMISES: Program Space: 49,005 square feet

RESERVED PARKING SPACES: Number: 38  
Location: On premises

PERMITTED USES: Subject to the provisions of § 6.1, Tenant must use the Premises for the following purposes:  
Residential Correctional Facility, Classrooms and Associated Administrative Offices

TERM: The Term begins on the Date of Occupancy, as defined in § 3.2, at 12:01 a.m., and continues until 11:59 p.m. of the date immediately preceding the tenth anniversary of the Date of Occupancy.

"Term" includes the Term, unless otherwise expressly stated. "Expiration Date" means the last day of the Term, and includes any effective date of termination of this Lease, unless otherwise indicated.

**BUSINESS DAY:**

Unless otherwise provided by this Lease, "business day" means any day other than Saturday, Sunday, or a designated holiday of the Commonwealth of Massachusetts on which the offices of the Commonwealth of Massachusetts are closed, whether throughout the Commonwealth of Massachusetts or only in Suffolk County.



**BASE RENT FOR TERM:**

Year One: \$1,025,000.00 per year in monthly installments of \$ 85,416.67  
\$ 20.92 per square foot for office space  
\$ N/A per square foot for storage space  
\$ 0.00 per parking space per year

Year Two: \$1,045,000.00 per year in monthly installments of \$ 87,083.33  
\$ 21.32 per square foot for office space  
\$ N/A per square foot for storage space  
\$ 0.00 per parking space per year

Year Three: \$1,066,410.00 per year in monthly installments of \$ 88,867.50  
\$ 21.76 per square foot for office space  
\$ N/A per square foot for storage space  
\$ 0.00 per parking space per year

Year Four: \$1,087,738.00 per year in monthly installments of \$ 90,644.83  
\$ 22.20 per square foot for office space  
\$ N/A per square foot for storage space  
\$ 0.00 per parking space per year

Year Five: \$1,109,493.00 per year in monthly installments of \$ 92,457.75  
\$ 22.64 per square foot for office space  
\$ N/A per square foot for storage space  
\$ 0.00 per parking space per year

Year Six: \$1,131,683.00 per year in monthly installments of \$ 94,306.92  
\$ 23.09 per square foot for office space  
\$ N/A per square foot for storage space  
\$ 0.00 per parking space per year

Year Seven: \$1,154,316.00 per year in monthly installments of \$ 96,193.00  
\$ 23.56 per square foot for office space  
\$ N/A per square foot for storage space  
\$ 0.00 per parking space per year

Year Eight:           \$1,154,316.00 per year in monthly installments of \$ 96,193.00  
\$       23.56 per square foot for office space  
\$       N/A per square foot for storage space  
\$       0.00 per parking space per year

Year Nine:           \$1,154,316.00 per year in monthly installments of \$ 96,193.00  
\$       23.56 per square foot for office space  
\$       N/A per square foot for storage space  
\$       0.00 per parking space per year

Year Ten:           \$1,154,316.00 per year in monthly installments of \$ 96,193.00  
\$       23.56 per square foot for office space  
\$       N/A per square foot for storage space  
\$       0.00 per parking space per year

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Landlord and Tenant have executed multiple counterparts of this document, under seal in accordance with the laws of the Commonwealth of Massachusetts, Tenant having done so by the Commissioner of the Division of Capital Asset Management and Maintenance, who was joined by an authorized representative of the User Agency as an adjunctive signatory, neither of whom incurs any personal liability as a result of such signature.

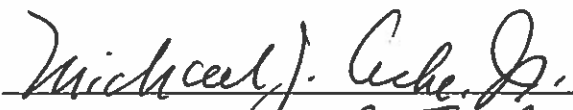
**LANDLORD: MILL STREET ICONIC, LLC**

By:   
Printed Name: JEREMIE LEDERER  
Title: MANAGER

**TENANT: COMMONWEALTH OF MASSACHUSETTS ACTING BY AND THROUGH THE COMMISSIONER OF ITS DIVISION OF CAPITAL ASSET MANAGEMENT AND MAINTENANCE**

By: \_\_\_\_\_  
Carol W. Gladstone, Commissioner, who certifies, under penalties of perjury, that she has fully complied with the advertising requirements of G. L. c. 7C, § 36, in connection with the property described in this document.

**USER AGENCY: HAMPDEN COUNTY SHERIFF'S DEPARTMENT**

By:   
Printed Name: MICHAEL J. ASHE, JR.  
Title: Sheriff, Hampden Co

Approved as to Matters of Form:

\_\_\_\_\_  
Peter A. Wilson, Deputy General Counsel  
Division of Capital Asset Management and Maintenance

RIDER TO LEASE

DATE OF LEASE:

LANDLORD: Mill Street Iconic, LLC

TENANT: The Commonwealth of Massachusetts acting by and through the Commissioner of its Division of Capital Asset Management and Maintenance (DCAMM) of the Executive Office for Administration and Finance on behalf of the User Agency, HAMPDEN COUNTY SHERIFF'S DEPARTMENT.

BUILDING (ADDRESS): 155 Mill Street, Springfield, Massachusetts 01108

PREMISES: 155 Mill Street, Springfield, Grade level plus three floors within the Building as shown in Exhibits A , together with all of the Landlord's Improvements (as defined in § 4.1) made within the Premises pursuant to the provisions of this Lease.

Modify this Lease as follows:

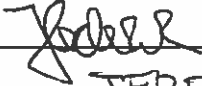
1. Any references in this Lease to Exhibit A-1 Landlord's Measured Drawings of the Premises and Exhibit B Schematic Space Plan are inapplicable.
2. Substitute the following for §§ 2.2 (a) and 2.2 (b): "For the purpose of this Lease "Usable Area" means The Entire Building."
3. In § 4.1, substitute "Exhibit A: "for "the Schematic Space Plan attached as Exhibit B."
4. In § 4.2 (e), substitute "Exhibit A" for each reference to Exhibit B.

THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK.



Landlord and Tenant have executed multiple counterparts of this document, under seal in accordance with the laws of the Commonwealth of Massachusetts, Tenant having done so by the Commissioner of the Division of Capital Asset Management and Maintenance, who was joined by an authorized representative of the User Agency as an adjunctive signatory, neither of whom incurs any personal liability as a result of such signature.

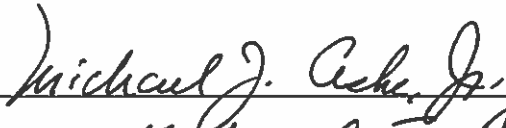
**LANDLORD: MILL STREET ICONIC, LLC**

By:   
Printed Name: JEREMIE LEDERER  
Title: MANAGER

**TENANT: COMMONWEALTH OF MASSACHUSETTS ACTING BY AND THROUGH THE COMMISSIONER OF ITS DIVISION OF CAPITAL ASSET MANAGEMENT AND MAINTENANCE**

By: \_\_\_\_\_  
Carol W. Gladstone, Commissioner, who certifies, under penalties of perjury, that she has fully complied with the advertising requirements of G. L. c. 7C, § 36, in connection with the property described in this document.

**USER AGENCY: HAMPDEN COUNTY SHERIFF'S DEPARTMENT**

By:   
Printed Name: MICHAEL J. ASHE, JR  
Title: Sheriff, Hampden Co.

Approved as to Matters of Form:

\_\_\_\_\_  
Peter A. Wilson, Deputy General Counsel  
Division of Capital Asset Management and Maintenance

COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE FOR ADMINISTRATION AND FINANCE  
DIVISION OF CAPITAL ASSET MANAGEMENT AND MAINTENANCE  
OFFICE OF LEASING AND STATE OFFICE PLANNING

**CERTIFICATE OF COMPLIANCE WITH EXECUTIVE ORDER NO. 481**

Pursuant to Executive Order No. 481, JEREMIE LEDERER,  
(name(s) of person(s) who signed the document to which this Certificate is  
attached for Landlord, Licensor, Mortgagee, or Prospective Lender)  
MANAGER of MILL STREET ICONIC LLC (Contractor),  
(title(s) of person(s) who signed the document  
to which this Certificate is attached for Landlord,  
Licensor, Mortgagee, or Prospective Lender) (name of Landlord, Licensor, Mortgagee, or Prospective Lender  
named in the document to which this Certificate is attached)

whose principal place of business is located at 118-35 Queens Blvd, suite 400  
Forest Hills, New York, 11375  
(address of principal place of business of Landlord, Licensor, Mortgagee or  
Prospective Lender named in the document to which this Certificate is attached)

certifies, as a condition of receiving Commonwealth funds under (a) the lease or (b) the short-term  
tenancy agreement or (c) the license or (d) the amendment or (e) the subordination, non-disturbance, and  
attornment agreement or (f) the change-of-ownership documents to which this Certificate is attached (this  
Contract) for the premises located at 155 Mill Street, Springfield, Massachusetts, 01108  
(address of the premises as stated in  
10 Year Lease that:  
the document to which this Certificate is attached)

1. The following provisions of this certification are ancillary to this Contract and will be and are binding upon Contractor as if literally included among the provisions of this Contract, as it may be amended from time-to-time.
2. Contractor must not and will not knowingly use undocumented workers in connection with Contractor's performance under this Contract.
3. Pursuant to federal requirements, Contractor must and will verify the immigration status of all workers assigned to Contractor's performance under this Contract without engaging in unlawful discrimination, and Contractor must not and will not knowingly or recklessly alter, falsify, or accept altered or falsified documents from any such worker.
4. Contractor is aware that any breach of item 2, item 3, or both item 2 and item 3 during the term of this Contract may be regarded as a material breach of this Contract, subjecting Contractor to sanctions, including by way of example only and not limitation, monetary penalties, withholding of Commonwealth funds and other payments, suspension or termination of this Contract or both, and any other remedy available to Tenant or Licensee under this Contract, at law, or in equity.

Signed under the penalties of perjury on Jan 22, 2016.

J Lederer  
(signature(s) of person(s) whose name(s) and  
title(s) appear at the beginning of this Certificate)



**Massachusetts Gaming Commission**  
**101 Federal Street, 12th Floor**  
**Boston, MA 02110**

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**2016 COMMUNITY MITIGATION FUND  
 RESERVE / SPECIFIC IMPACT APPLICATION**

**CHECK BOX IF REQUESTING THE CREATION OF A  
 MITIGATION RESERVE FUND FOR A COMMUNITY**

 #

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*For anyone with specific impacts, please complete the gray boxes 1-4 beginning on page 2. If you are not applying for mitigation of specific impacts by February 1, 2016, you do not need to complete grayed boxes 1-4.*

1. NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

**City of Springfield, Massachusetts**

2. DEPARTMENT RECEIVING FUNDS

**Dept. of Health & Human Services, City of Springfield on behalf of Caring Health Center**

3. NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

**Alma Stelzer, Administrative Assistant to the Commissioner, Department of Health & Human Services, City of Springfield**

Tania Barber, CEO and Frank Kostek, CFO for Caring Health Center (sub-recipient)

4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

**Alma Stelzer, Department. of Health & Human Services, 1145 Main Street, Suite 208, Springfield, MA 01103 – for the City, the applicant;**

Caring Health Center, 1049 Main Street, Springfield, MA 01103 (for sub-recipient)

5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

**City of Springfield: Alma Stelzer: 413 787-6736; [astelzer@springfieldcityhall.com](mailto:astelzer@springfieldcityhall.com)**

Caring Health Center: Frank Kostek: 413 693-1022; [fkostek@caringhealth.org](mailto:fkostek@caringhealth.org) (sub-recipient)

6. NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

**The Honorable Domenic J. Sarno, Mayor, City of Springfield for the applicant**

Tania Barber, Chief Executive Officer, Caring Health Center for the sub-recipient

7. ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

**Mayor Sarno, City Hall, 36 Court St., Springfield, MA 01103.**

**Helen R. Caulton-Harris, Commissioner, Department of Health & Human Services, 1145 Main Street., Suite 208, Springfield, MA 01103**

Tania Barber, CEO, Caring Health Center, 1049 Main St., Springfield, MA 01103 (for sub-recipient)



8. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

Helen R. Caulton-Harris: Ph: 413 787-6736; [hcaulton@springfieldcityhall.com](mailto:hcaulton@springfieldcityhall.com) (applicant)

Tania Barber: Phone 413 739-1100, ext. 1007; [tbarber@caringhealth.org](mailto:tbarber@caringhealth.org) (sub-recipient)

9. NAME OF GAMING LICENSEE **MGM Springfield**

**1. IMPACT DESCRIPTION**

Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.

See Exhibit A.

**2. PROPOSED MITIGATION**

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.

See Exhibit A.

**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

See Exhibit A.

**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.

See Exhibit A.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

Signed/ Helen R. Caulton-Harris

January 28, 2016

\_\_\_\_\_  
Signature of Responsible Municipal  
Official/Governmental Entity

\_\_\_\_\_  
Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date

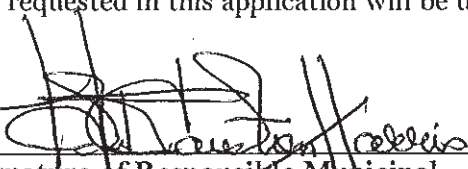
**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.

See Exhibit A.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



Signature of Responsible Municipal  
Official/Governmental Entity

4/28/2016  
Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

Ombudsman

Date





#

Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110

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**INSTRUCTIONS FOR FILING FOR THE  
2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT  
APPLICATION OR 2016 TRANSPORTATION PLANNING GRANT APPLICATION**

**1. 2015 Mitigation Reserve Fund - continuation**

Note: Communities that received approval of the 2015 Mitigation Reserve Fund request **do not** need to submit any application to preserve its reserve in 2016.

**2. 2016 Mitigation Reserve Fund Only**

If a Community is filing for a **mitigation reserve fund only**, please use the application entitled “**2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT APPLICATION**”, **check the box on page 1** and fill out all the boxes in blue. **Skip grayed boxes 1-4.** Detail regarding the use of the reserve fund can be provided to the Commission on a rolling basis upon consultation with the Commission.

**3. 2016 Community Mitigation Fund Specific Impact Application**

If a Community or other Applicant has a **specific impact**, please use the application entitled “**2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT APPLICATION**” and **fill out entire application form.**

**4. 2016 Community Mitigation Reserve Fund and 2016 Community Mitigation Fund Specific Impact Application**

If a Community or other Applicant is requesting **both a 2016 Mitigation Reserve Fund and has a specific impact**, please **fill out the entire application form** entitled “**2016 COMMUNITY MITIGATION FUND RESERVE / SPECIFIC IMPACT APPLICATION**”.

#

**5. 2016 Transportation Planning Grant Application**

If a Community is filing for a **2016 Transportation Planning Grant**, please use the application entitled “**2016 TRANSPORTATION PLANNING GRANT APPLICATION**”. Please fill out the **entire application form.**

**Any questions contact: John S. Ziemba, Ombudsman  
101 Federal Street, 12th Floor, Boston, MA 02110  
(617) 979-8423 or [john.s.ziemba@state.ma.us](mailto:john.s.ziemba@state.ma.us)**

...

**An application must be received by February 1, 2016 to meet the application deadline.**


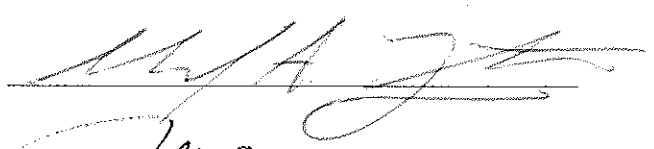
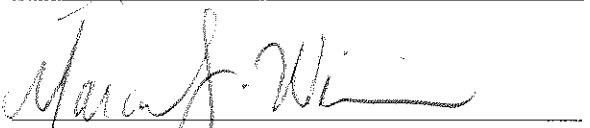

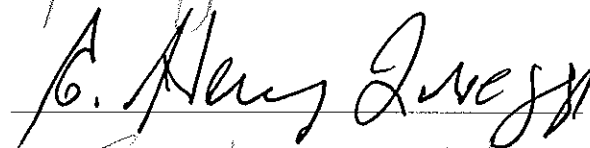
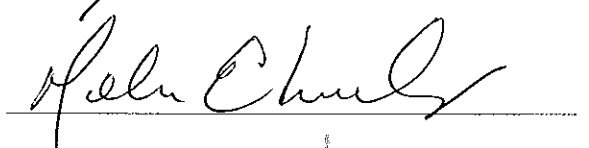
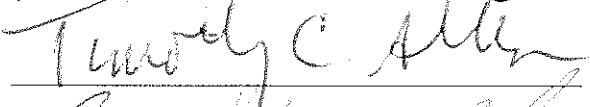
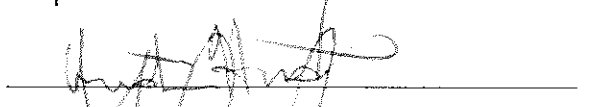
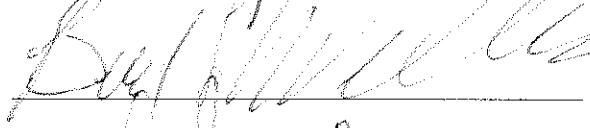
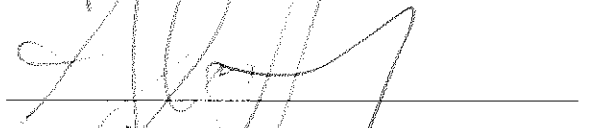
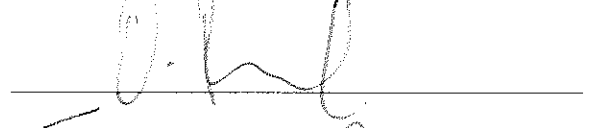
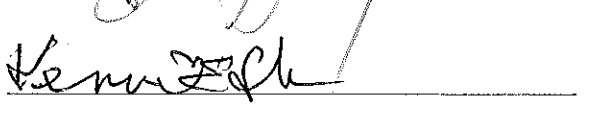
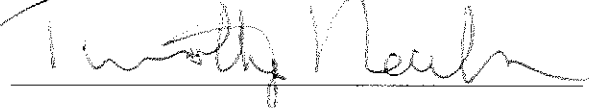
Applications should be sent to: [www.commbuys.com](http://www.commbuys.com). Applicants that are not part of the COMMBUYS system should contact Mary Thurlow of the Commission’s Ombudsman’s Office well in advance of the February 1, 2016 deadline to make arrangements for submission of the application by the deadline. Mary Thurlow can be contacted at 617-979-8420 or at [mary.thurlow@state.ma.us](mailto:mary.thurlow@state.ma.us).

If you have any questions regarding COMMBUYS, please contact COMMBUYS Help Desk assistance at 1-888-627-8283 or [COMMBUYS@state.ma.us](mailto:COMMBUYS@state.ma.us).

#

Members of the Springfield City Council hereby strongly support the request for \$257,075.00 to the 2016 Massachusetts Gaming Commission's Community Mitigation Fund related to Caring Health Center / Richard E. Neal Community Health Center complex at 1049 Main Street to counter the adverse impacts stemming from construction-related activities as to the MGM Springfield casino project, particularly traffic and parking; and support the Mayor's submittal of the application and execution of all necessary documents related to this request and its award.

**MEMBERS OF THE SPRINGFIELD CITY COUNCIL  
CITY OF SPRINGFIELD, COMMONWEALTH OF MASSACHUSETTS**

January 25, 2015

Mr. Stephen Crosby, Chair  
Massachusetts Gaming Commission  
101 Federal Street, 12<sup>th</sup> floor  
Boston, MA 02110

Dear Mr. Crosby:

MGM Springfield is in support of the City of Springfield's request for 2016 Community Mitigation Funds for Specific Impacts related to the Caring Health Center Richard E. Neal Community Health Center at 1049 Main Street. MGM Springfield has been working with Caring Health Center to address the construction impacts upon their operations, particularly the needy patients served by Caring Health. MGM Springfield is providing a small off-street parking lot with twelve spaces for patient parking on a temporary basis until summer 2016. MGM believes the request for the Valet Parking Initiative pilot for patient parking is an excellent solution for patient parking given the extensive construction activity in the immediate area.

I urge your full support and funding of this 2016 mitigation fund request.

Sincerely yours,



Michael Mathis  
President

cc: Mayor Domenic Sarno  
John Ziemba, Ombudsman  
Tania Barber, CEO, Caring Health Center



**City of Springfield**  
**2016 Community Mitigation Fund Specific Impact**  
**Application on behalf of**  
**Caring Health Center Richard E. Neal Community Health**  
**Center Complex**  
**at 1049 Main Street, Springfield, MA**

**EXHIBIT A**

**1. Impact Description.**

***Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.***

Caring Health Center Richard E. Neal Community Health Center complex (CHC) is a public-serving, federally-designated, nonprofit community health center serving the poor, low-and-moderate income residents and the medically-underserved in Springfield, based in the South End. Caring Health Center<sup>1</sup> is the largest employer in the South End and was one of the first entities to rebuild following the devastating tornado of 2010.

Caring Health Center works closely with the City of Springfield. CHC is presently working with the City of Springfield's school system and the school nurses on medical and dental issues facing students. The City's Department of Health & Human Services through the "1422" grant is funding three community health workers, computers and the build-out of the electronic medical records system at Caring Health Center. The City and Caring Health are working together with Pioneer Valley Planning Commission on the Live Well Springfield initiative.

The City currently provides grant funds to Caring Health Center through contracts with the City's Health Department and a collaboration with the School Department to address the health needs of the City's low income residents. 2016 Community Mitigation funds are needed to enable Caring Health to properly implement the existing grants from the City of Springfield and successfully meet the grant terms and conditions.

The City of Springfield has granted CDBG funds to Caring Health when the Caring Health Center Richard E. Neal Community Health Center complex was constructed. Mayor Sarno supported CHC's successful application to the US Economic Development Administration for dental equipment funding to establish the dental clinic at 1049 Main Street, which now serves City of Springfield students and their families. Caring Health Center works closely with the City of Springfield to serve the City's neediest residents with health, dental, behavioral health, wellness and WIC (Women, Infant and Children) services.

The initial pre-development construction is negatively impacting Caring Health Center Richard E. Neal Community Health Center complex's operations at 1049 Main Street, which is directly across the street from the MGM Springfield Casino project site. Caring Health Center (CHC) is located within 1000 feet from the center of MGM's proposed gaming floor. (See Figure 1 on the following page.)

At the outset of construction activity in 2015, Caring Health Center Richard E. Neal Community Health Center complex began experiencing construction-related impacts attributable to the MGM Springfield Casino redevelopment of 14.5 acre site directly across from Caring Health Center on Main Street. These impacts which have occurred over the past seven months (July 2015 through January 2016) and are continuing include:

1. Loss of on-street parking for patients and visitors to CHC;
2. Increased cost of off-street parking;
3. Disrupted phone and communication services; and
4. Blocked sidewalks impeding safe pedestrian access.

The City of Springfield is requesting mitigation funds to address the additional costs incurred by Caring Health as a result of these impacts and for mitigation funds to address the continuing impacts of construction which are present today and are expected to continue throughout the period of construction. Additional detail on the construction impacts to adversely affecting Caring Health follow.

1. **Loss of on-street parking** due to construction and erection of jersey barriers along Main Street related to the MGM Casino project is impeding Caring Health Center's patients from easily and safely accessing the Richard E. Neal Community Health Center complex at 1049 Main Street. At least 28 parking

Figure 1. Caring Health Center Richard E. Neal Community Health Center complex at 1049 Main Street in relationship to the MGM Springfield casino project area.

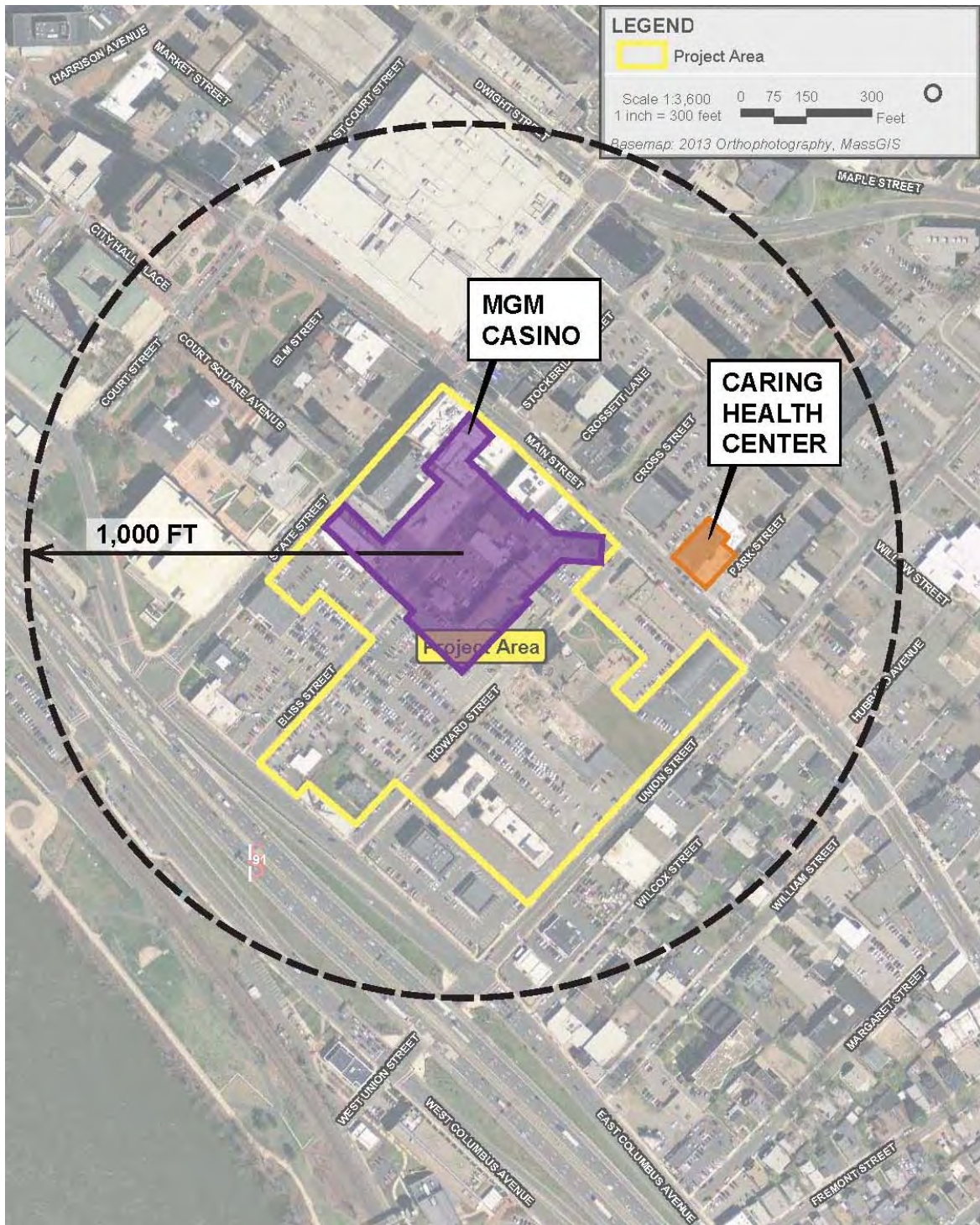


Image adapted from FEIR filing as filed by MGM Springfield.



spaces on Main Street have been removed due fencing resulting from MGM Springfield's demolition and construction activities in the project area. Our patients relied on many of these public on-street parking spaces, which are directly visible from the entrance to Caring Health and within a safe one to one-and-one-half block walk. Moreover, these parking spaces were adjacent to sidewalks along Main Street which have historically been in better condition with smoother surfaces, ADA-accessible handicap ramps, and sidewalks where the businesses clear the sidewalk from ice and snow. The sidewalks on the side streets are often narrower; have major cracks or utility patches making wheelchair access more challenging; and frequently have ice, snow and overgrowth since few businesses directly face onto the side streets. Moreover, there is better lighting along the sidewalks on Main Street where the parking has been blocked, which makes a difference in winter months when patients are coming to the health center in late afternoon/ early evening.

Caring Health patients are now frustrated with parking and traffic congestion delays attributable to difficulty with parking. This has caused an increased no-show rate and patients' arriving late for appointments. Moreover, patients with children (36% of our patients) and patients with mobility issues face particular hardships with the loss of parking, especially the on-street parking along Main Street.

- 2. Increased cost of off-street parking**, attributable to speculative development and land pressures in the immediate area resulting from MGM's Springfield's development and presence in the South End, have significantly increased Caring Health Center's costs for providing off-street parking. CHC lost access to three nearby off-street parking lots, namely the Dudley Realty lot (Dave's Lot); the Union Car Wash lot; and the Pro-Park lot. Property owners will no longer enter into long-term (one year or more) leases for off-street parking. CHC staff, as result, have spent extensive time this year looking for additional parking resources and managing overall parking issues (another unexpected cost). Land costs have also risen, making acquisition of land for parking a formidable obstacle for a nonprofit, such as Caring Health. Caring Health Center is now paying \$105,430 on an annualized basis for off-street parking, a 150% increase over FY2015 expenditures amounting to \$66,050.00, for staff parking for the Caring Health Center Richard E. Neal Community Health Center complex's operations on Main Street. In addition, CHC has expended \$47,983 on staff and contractor's time to address parking and construction-related issues stemming from the MGM Casino issue. The increased direct cost of annualized parking is detailed in Table 1 on the next page.

**Table 1. Increased Cost of Off-Street Parking for Staff Parking at Caring Health Center’s Richard E. Neal Community Health Center Complex, 1049 Main Street.**

<b>PARKING LOTS</b>	<b>FY 2015 Costs</b>	<b>Annualized Current Cost</b>
NEC Family Enterprises	\$ 35,800	\$ 44,640
Dudley Realty - Dave's Lot	\$ 3,780	
Union Car Wash	\$ 1,450	
Pro Park	\$ 1,820	
Springfield Parking Authority	\$ 980	\$ 19,920
MGM William Street Lot		\$ 36,720
Frazier Lot (Lease + Snow Removal, Lighting & Maintenance)		\$ 8,600
<b>TOTAL</b>	<b>\$ 43,830</b>	<b>\$ 109,880</b>
<b>NET INCREASED DIRECT COST IN PARKING</b>		<b>\$ 66,050</b>

Figure 2. Closed off-street parking lot as a result of MGM Springfield casino development depicted below (Image taken October 6, 2015).



- Utility Service Disruptions** from severed lines stemming from casino-related construction negatively impacted Caring Health. Without electricity, telecommunications and internet, CHC cannot safely serve patients, and productively operate with the ability to make appointments, do follow-up calls and referrals,

maintain electronic health records and reporting systems, and fully comply with federal regulations governing community health center operations. The 4 unplanned telecommunication disruptions and internet outages occurred during the time when utility crews were digging in the street and Verizon was undertaking work in the area to prepare for MGM construction. One of the telecom disruptions included cutting the TTY line which is the only means of communication between Caring Health and its deaf patients. Due to construction inadvertently cutting lines reduced productivity, and forced early closures of Caring Health’s Main Street clinic and offices. Loss of electric and telecommunications results in lost productivity, loss of clients, and the need to re-schedule appointments.

The timing of the four unplanned telecommunication disruptions are detailed in the following table, that were the result of construction activities by utility companies (Verizon, Water and Sewer services, etc.) for the MGM Springfield casino project. Shortly after Caring Health’s Richard E. Neal Community Health Center complex experiences many days of no or minimal telephone service resulting from severed lines due to the utilities preparing for MGM Springfield’s overall construction and demolition in the project area, MGM began issuing biweekly construction alerts on August 5, 2015. The first construction advisory, albeit after the impacts suffered by Caring Health, reported that refeeding of telephone/cable lines by Verizon was continuing; Comcast service disruptions were substantially complete; Columbia Gas’ installation of a new gas service at Red Rose was underway (directly across and adjacent to Caring Health) and a new gas main is being installed on Main Street; and the exploratory pits by Water & Sewer were substantially complete. This construction activity coincided with the utility disruptions experienced by CHC’s Main Street clinic and services.

**Table 2: Utility Disruptions Experienced by Caring Health Center.**

<b>Date of Utility Disruption at Caring Health Center Richard E. Neal Community Health Center Complex</b>	<b>MGM-Springfield Related Construction Work Schedule</b>
July 14, 2015 -- TTY line down at CHC	Phone lines were down on Main Street due to construction.
July 17, 2015 – phone lines down	
July 22-24, 2015 – Incoming and Outgoing phone lines were down at CHC.	Verizon dried and re-sealed one of the splices that was filled with water resulting water-line related work for MGM Springfield Casino 7/25/2015 per NHC repair.
July 31, 2015 – internet service down	Remnant disruptions from utility construction.



4. **Blocked sidewalks** impede patients' ability to safely walk to Caring Health, whether from a parked car, their home, or from the bus stop. The blocked sidewalks are the result of recently erected jersey barriers and MGM Casino-construction fencing. Safe ADA-accessible sidewalks have been scarred with utility cuts and temporary repairs making smooth access challenging for both people walking to Caring Health as well as people traveling from their parked cars with children, strollers, walkers and wheelchairs. In addition, the construction barriers often force pedestrians to walk in the street amongst moving cars.



Figure 3. Main Street sidewalk is closed. The pedestrian detour sign directs people to walk in the street. This illustrates a street corner blocked by construction, snow and ice, with **no** handicap access.



Figure 4. (Left)  
Pedestrian forced to walk in traffic on Main Street, since sidewalk is blocked.

Figure 5. (Below)  
Pedestrian walking in street due to construction, blocked sidewalk and sidewalk irregularities.



The overall negative publicity about construction and traffic problems combined with the actual on-the-ground adverse impacts of construction have caused a reduced patient patronage. As one Caring Health patient put it, “Need to improve parking; the way it is don't even want to bother coming.” The anticipated as well as the real parking problems and construction impacts are creating disincentives for patients to come to Caring Health. As a consequence, Caring Health has noticed that some of its patients are postponing or not scheduling regular monitoring, wellness and preventative health visits, due to the challenges of getting to the Caring Health Center Richard E. Neal Community Health Center complex’s 1049 Main Street clinic. The hassle factor attributable to construction-related traffic is suppressing patient visits, client growth and revenues.

**2. Proposed Mitigation.**

**Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.**

Caring Health Center is seeking mitigation funds from the Massachusetts Gaming Commission through the City of Springfield for the following costs incurred and to address the continuing and ongoing impacts of construction on the Caring Health Center Richard E. Neal Community Health Center complex at 1049 Main Street.

**Table 3. Requested Mitigation Funds.**

Amount	Purpose	Impact Addressed
\$ 47,983.	Additional CHC staffing and contractor costs due to time expended on utility disruptions, securing new parking sources and managing problems related to parking, delays in patient arrival due to traffic congestion and no parking. CHC is requesting reimbursement for increased costs incurred.	<ul style="list-style-type: none"> <li>• Utility disruptions.</li> <li>• Loss of on-street parking.</li> <li>• Loss of off-street parking and need to lease new parking options.</li> </ul>



Amount	Purpose	Impact Addressed
\$ 66,050.	Compensation for the net increased cost of replacement off-street parking. See detail in Table 1 under Impact Description.	<ul style="list-style-type: none"> <li>• Loss of off-street parking spaces for staff resulting from parking lot closures.</li> </ul>
\$ 143,042.	Valet parking pilot initiative for patient parking at Caring Health Center's Richard E. Neal Community Health Center complex at 1049 Main Street.	<ul style="list-style-type: none"> <li>• Loss of on-street parking.</li> <li>• Loss of off-street parking lots.</li> <li>• Blocked sidewalks, and the resulting lack of ADA accessibility and pedestrian safety.</li> <li>• Counteract real and perceptual image problems regarding lack of parking and traffic congestion.</li> </ul>
\$ 17,925.	Administrative costs for the City of Springfield to administer a MA Gaming Commission award.	
<b>\$275,000.</b>	<b>TOTAL Request for 2016 Community Mitigation Fund Specific Impacts</b>	

Reimbursement for Additional Staffing & Contractor Costs. Caring Health Center is requesting \$47,983 for additional staffing time and contractor costs incurred as a result of disruptions in phone (regular and TTY service) and internet and parking management issues. This includes time expended addressing these issues as well as overtime related to delayed patient arrivals due to parking and congestion problems resulting from construction.

Compensation for Increased Costs of Off-Street Parking. In FY15, Caring Health Center spent \$43,830 on leasing off-street parking for staff. At present, the annualized cost for leasing additional off-street parking for staff is \$109,880, a 150% increase. CHC is requesting mitigation funds for the net increased cost in the amount of \$66,050. See Table 1 for additional detail.

Valet Parking Initiative. Providing visible, safe and easy parking for patients is currently not possible during the MGM Springfield Casino construction. Moreover, parking availability is unlikely to improve during the construction of the casino, with the advent of additional construction workers and delivery vehicles to the

construction site. Based on the past seven months of construction activity, the availability and sidewalk-access to off-street parking is variable. The additional off-street parking lots that Caring Health has leased are at least two-blocks away, and not directly visible from the clinic's Main Street entrance. MGM Springfield has also graciously provided a pro-bono temporary patient off-street parking lot on Union Street which is consistently full. This lot will not be available, unfortunately, come mid-summer 2016. Caring Health's patients need a consistent, reliable parking solution is needed for patient parking. 400+ patients daily visit Caring Health Center's Richard E. Neal Community Health Center complex at 1049 Main Street. Sixty percent of patients today are driving to Caring Health.

Leading parking consultants recommend that valet parking operations are best used in situations when an enhanced level of service is required, such as with medical patients who are ill or often unable to walk any distance, or in situations where a limited amount of less-than-desirable parking must be optimized. This is the situation facing Caring Health Center patients during the casino construction activities. Hence, the need for valet parking pilot initiative to mitigate construction impacts.

The cost of the valet parking initiative is based on a proposal received by Caring Health Center from Valet Parking of America (VPA), a Springfield-based firm specializing in valet parking with over 25 years of experience in the industry. They have preliminarily estimated the cost of valet parking to be \$24.40/ hour each for two valet on-site valet personnel, for five-days a week, year-round. This mitigation fund request budget is based on valet service for the duration of Caring Health's service hours 8:30 am to 7:00 pm. (The preliminary VPA quote was for services ending at 5 pm, but the budget request was adjusted to account for the longer hours at Caring Health.) The projected cost of valet parking by VPA for the Caring Health Center Richard E. Neal Community Health Center complex at 1049 Main Street is \$137,280. The VPA proposal follows this narrative (Exhibit A) as Appendix A.

The availability of new pilot valet service at Caring Health will need to be publicized to CHC patients, to counteract the current confusion about parking and negative information being generated about traffic congestion and parking hassles in the project area. Thus, this proposal includes the cost of mailing an informational post card about the valet service and how to get to Caring Health during the casino construction (\$2,098 for printing services (inclusive of shipping) based on a quote from 48 Hour Print and \$3,664 for US Postal Service business mailing of 20,000 + pieces). The total cost of patient communication regarding parking, transportation

and valet services to Caring Health is \$5,762 with CHC providing graphic services to design the post card mailer. The printing estimate follows as Appendix B.

Administrative Costs: The City of Springfield is requesting reimbursement for related administrative costs incurred relative to the administration of a 2016 MA Gaming Commission Award for Community Mitigation Funds for specific impacts. Administrative costs may include audit, processing of reimbursement requests, reporting, and legal. The administrative cost line item is 6.5 percent of the overall request for mitigation funds.

MGM Springfield is donating the temporary use of a parking lot on Union Street for interim patient parking. The valet initiative includes the City's cooperation with the provision and use of two spaces on Main Street in front of 1049 Main Street, as well.

### **3. Impact Controls/ Administration of Impact Funds**

**Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.**

So as to conform with the Massachusetts Gaming Commission's requirements, upon award of community mitigation funds, the City of Springfield will enter into a Memorandum of Agreement with Caring Health Center, so that the City can ensure that funding will be made only to remedy impacts and that the all applicable state and municipal laws including but not limited to Article 46, Section 2, as amended by Article 103 of the Amendments to the Massachusetts Constitution. Community Mitigation Funds received by the City of Springfield on behalf of Caring Health Center will be managed in accordance with all applicable state and local statutes and regulations, and in accordance with the City's financial and grant management practices.

The fundamental purpose of Springfield's financial management plan is to ensure the appropriate, effective, timely and honest use of funds. Specifically, Springfield ensures that:

- Internal controls for monitoring, reporting and management are in place and adequate. Documentation is available to support accounting record entries;



- Financial reports and statements are complete, current, reviewed periodically; and
- Audits are conducted in a timely manner and in accordance with applicable standards.

The City of Springfield's Department of Health & Human Services will be responsible for the day-to-day management of the mitigation fund award, including fiscal oversight, and receipt and dispersal of funds. The Commissioner, Ms. Helen R. Caulton-Harris has extensive experience managing multi-million dollar state and federal grants, and municipal resources. Ms. Alma Stelzer, Assistant to the Commissioner of HHS, will oversee and approve information for program reporting and fiscal expenditures. Springfield uses the MUNIS Financial Management System to track all grant awards, obligations, unobligated balances, assets, liabilities, expenditures, and program income.

Funds used by a non-governmental entity, such as Caring Health Center, a public-serving nonprofit community health center, will require a written sub-recipient agreement with regular reporting to support and document expenditures and work addressing specific impacts as outlined in this application. Caring Health Center's Chief Financial Officer Frank Kostek will oversee fiscal compliance and reporting for Caring Health Center. Mr. Kostek has over ten years of experience working with state and federal grant accounting, including submittal of timely financial reporting.

The City of Springfield has policies and administrative procedures to prevent fraud and abuse of funds, and duplication of benefits. In addition, the City of Springfield's Office of Internal Audit has established a 24-hour fraud hotline.

#### **4. Relevant Excerpts from Host or Surrounding Community Agreements.**

**Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.**

There is no explicit mention in either the Host Community or the Surrounding Community Agreements that address construction impacts, loss of patient parking, and utility disruptions pertaining to Caring Health. The Host Agreement does form a Springfield Casino Liaison Office to facilitate communication. While this is an overall

positive improvement, it does not directly address the impacts borne by Caring Health Center since construction has begun.

The FEIR discusses construction mitigation, and outlines parking alternatives for the displaced on-street and off-street parking in the project area. However, all alternatives enumerated in the FEIR are for north and/or west of the project area. This does not help Caring Health Center Richard E. Neal Community Health Center complex at 1049 Main Street directly across the street from the southeast corner of the project area. This would require patients to walk at least a quarter-mile or more to park when they may be ill, with children, or possess mobility issues. Although MGM intends to operate a shuttle as part of its replacement parking strategy during construction, this has not been operational during the site-preparation stage of the construction period (which is currently underway). Moreover, the shuttle is a more appropriate strategy for employee, and long-term parking. The most acute impacts of construction experienced by Caring Health is the impact of construction upon patients, particularly patient access to CHC – trying circumvent the blocked sidewalks and finding nearby parking.

MGM Springfield and the City are committed and supportive of working with Caring Health Center to address the construction-related impacts of casino development and are supportive of this 2016 request for community mitigation specific impacts.

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<sup>i</sup> The name of community health center facility complex at the corner of Main Street and Park Street is Caring Health Center Richard E. Neal Community Health Center complex. This facility at 1049 Main Street is the primary clinic and medical/ dental facility and administrative offices. WIC, wellness and preventative health, and behavioral health services are provided at this facility. The acronym, CHC, for Caring Health Center and Caring Health all refer to the same organization. In addition to its primary facility at 1049 Main Street, Caring Health Center operates a facilities at 532 Sumner Avenue and 860 Boston Road in Springfield, MA.



## Proposal to Provide Valet Parking for Caring Health Center

January 22, 2015



Prepared by:  
Nick Schloesser, Regional Manager  
Valet Park of America  
185 Spring Street  
Springfield, MA 01105  
(800) 599-8916  
[nschloesser@valetparkofamerica.com](mailto:nschloesser@valetparkofamerica.com)



## Valet Parking Features

The procedures developed by Valet Park of America will result in an efficient and convenient system of valet parking, which will greatly enhance the professional atmosphere and environment of Caring Health Center.

- Valet Park of America (VPA) was organized in June of 1990 and is based in Springfield, MA. VPA is a family-owned and operated business providing Valet Parking, Parking Management, and Shuttle Transportation Services. Our company goal is, and always has been, to provide the best possible service to our customers and clients.
- A valet station will be established beside the building in a convenient location for customers. This station will be equipped with a podium, umbrella, tickets, and signs as needed.
- Employees, customers, and patients are greeted professionally by valets who will open doors, offer assistance, and hand the customer a ticket for retrieving their vehicle.
- Attendants are instructed to lock all doors, roll up windows, label the keys, and store them in a secured box at the valet area.
- Valets will serve as ambassadors to your customers. All attendants will offer additional services, such as: helping with directions, loading and unloading strollers, way finding, and any other assistance that they can provide. Our employees are thoroughly trained to be proactive in this area.
- Valets will be allowed to accept gratuities.
- Valets will be fully uniformed with a clean, crisp appearance. Uniforms will consist of red VPA polo shirt, black dress shorts or pants, black sneakers and a name badge.



## Summary

- **Employees** — Our employees will make a difference in a customer’s first and last impression of your facility. We are extremely thorough in our selection process. This process includes: an application screening, reference checks, driving road test, driving record check, CORI checks, and an interview.
- **Claims management** — Vehicles are surveyed for existing damage which is recorded on the back of the ticket. Tickets are stored for 90 days. VPA handles all claims professionally and with an open mind to treat all customers fairly.



- **Driving** — All attendants will be required to participate in a driver safety training with specific emphasis on pedestrians, crosswalks, speed limits, etc. VPA has a quality control team that goes out randomly and secretly monitors valet driving.
- **Experience** — Valet Park of America has over 25 years of valet parking, transportation, and parking management experience. We have a proven track record of success with many medical facilities, restaurants and local businesses.
- **Quality** — Anonymous shop audits, driving safety surveillance, drive cams, closed circuit video systems, and a bonus coupon program for employee performance are just a few of our highly effective quality control programs.
- **Retrieving Vehicles** — Valets are required to run to and from vehicles when they are needed to be retrieved. We realize our customers’ time is valuable and should be treated as such. Valets are then required to assist with wheelchairs, strollers, directions, etc. Attendants must open and close all doors for guests and wish them a “Good day/night.”
- **Superior Customer Service** — VPA is committed to providing your facility with the highest level of customer service. We believe our employees are our greatest assets, which is a reflection of our exceptional hiring procedures, training, pay rates and benefits. On average, VPA receives at least one letter per week from various customers and clients complimenting our services.

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## Protection From Liability

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While accidents involving patrons' vehicles are rare, Valet Park of America adheres to a highly positive and responsible approach. VPA maintains the most extensive liability insurance coverage in the parking industry. The facility will therefore be fully protected from any and all claims arising from the provision of valet parking services on the premises.

The standard insurance coverage maintained by Valet Park of America includes general liability of \$1,000,000, which provides coverage for any personal injuries that may be sustained through the valet parking service. VPA carries an additional coverage of \$10,000,000. In addition, garage-keepers' insurance, which covers collision, theft, and other damage or loss to vehicles is maintained with an aggregate limit per incident of \$1,000,000 and with no individual limit per vehicle. Therefore, loss or damage to any vehicle, no matter how expensive, will be covered. Valet Park of America will handle and pay all claims and deductibles resulting from the valet parking service. Valet Park of America maintains the legally required workers' compensation insurance coverage for all its employees (sample certificate of insurance is enclosed on the next page).







# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
6/12/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Amity Insurance Agency, Inc. 500 Victory Rd. Marina Bay North Quincy MA 02171	CONTACT NAME: <b>Frank Griffin</b>
	PHONE (A/C, No. Ext): (617) 471-1220      FAX (A/C, No.): (617) 479-5147 E-MAIL ADDRESS: fggriffin@amityins.com
INSURED Mass Park, Inc. d/b/a Valet Park of America 185 Spring Street Springfield MA 01105	INSURER(S) AFFORDING COVERAGE
	INSURER A <b>Lexington Insurance Company</b>
	INSURER B <b>Philadelphia Indemnity Company</b>
	INSURER C <b>Wesco Insurance Company</b>
	INSURER D <b>Federal Insurance Company</b>
	INSURER E: INSURER F:

COVERAGES      CERTIFICATE NUMBER:      REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY			015375046	6/28/2015	6/28/2016	EACH OCCURRENCE \$ 1,000,000
	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR						MED EXP (Any one person) \$ Excluded
	GENL AGGREGATE LIMIT APPLIES PER						
							GENERAL AGGREGATE \$ 2,000,000
							PRODUCTS - COMPROP AGG \$ 2,000,000
							\$
B	AUTOMOBILE LIABILITY			PHPK1358230	6/28/2015	6/28/2016	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000
	<input checked="" type="checkbox"/> ANY AUTO						BODILY INJURY (Per person) \$
	<input type="checkbox"/> ALL OWNED AUTOS	<input type="checkbox"/> SCHEDULED AUTOS					BODILY INJURY (Per accident) \$
	<input type="checkbox"/> HIRED AUTOS	<input type="checkbox"/> NON-OWNED AUTOS					PROPERTY DAMAGE (Per accident) \$
							\$
							\$
A	UMBRELLA LIAB			015374864	6/28/2015	6/28/2016	EACH OCCURRENCE \$ 10,000,000
	<input checked="" type="checkbox"/> EXCESS LIAB	<input checked="" type="checkbox"/> OCCUR					AGGREGATE \$ 10,000,000
	<input type="checkbox"/> CLAIMS-MADE						\$
							\$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY			WRC3106259	10/12/2014	10/12/2015	<input checked="" type="checkbox"/> WC STATUTORY LIMITS
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	Y/N	N/A				E.L. EACH ACCIDENT \$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE \$ 1,000,000
							E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	GARAGEKEEPERS LIABILITY			015375046	6/28/2015	6/28/2016	LIMIT: \$1,000,000
D	EMPLOYEE DISHONESTY			B2103514	6/28/2015	6/28/2016	LIMIT: \$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)  
 If agreed upon in a written contract or agreement, the certificate holder is included as an additional insured for general liability, but only with respect to the operations of the named insured.

CERTIFICATE HOLDER  SAMPLE CERTIFICATE ..... ..... ..... .....	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE  Frank Griffin/FG



## Cost for Service & Hours of Operation

VPA will provide (2) valet attendants for this service. The days of service and hours of operation are as follows:

Monday - Friday: 8:30am—5:00pm

Caring Health Center will provide a permit for VPA to operate on Main Street and utilize the on street parking spaces in front of Caring Health Center and the pharmacy. The above staffing level is also dependent of the reversal of the one-way section on Willow Street between Cross Street and Park Street. This will allow the valets to park cars much more efficiently. The valets will utilize the parking area Caring Health Center currently rents on Hubbard Street. A lot attendant is not currently proposed but may be needed if there are issues with vandalism or theft.

Scheduled hours and number of valet attendants listed above are tentative, and are subject to change based upon the demand trends of Caring Health Center. Once VPA has had the opportunity to realize volume trends, etc. we will make further recommendation as to scheduling needs. All invoicing will be based on an hourly pricing structure. Therefore, any reductions in staffing levels, hours, etc. will result in direct savings to Caring Health Center. Conversely, any additions to staffing will result in additional hourly billing.

The all-inclusive cost for valet service will be \$24.40 per hour, per attendant. VPA will invoice on a weekly basis and payments will be due and payable within fourteen (14) calendar days from date received.



This is an all-inclusive cost; there are no hidden management, start-up or any other fees. Permanent specialty equipment requested by Caring Health Center is not included. Any additional costs associated with this service will be discussed and agreed upon by Caring Health Center and Valet Park of America.

## References

<b>Baystate Health Systems</b> 759 Chestnut Street Springfield, MA 01101	Tom Lynch Director of Security	(413) 794-4463
<b>Cooley Dickenson Hospital</b> 30 Locust Street Northampton, MA 01061	Brian Rust Director of Security	(413) 582-2000
<b>Holyoke Medical Center</b> 575 Beech Street Holyoke, MA 01040	Ron Riethle Director of Security	(413) 534-2755
<b>The Log Cabin Banquet and Meeting House</b> 500 Easthampton Road Holyoke, MA 01040	Peter Rosskothén Proprietor	(413) 535-5077
<b>The Fort</b> 8 Fort Street Springfield, MA 01103	Andy Yee Owner	(413) 734-7475
<b>The Federal</b> 135 Cooper Street Agawam, MA 01101	Ralph Santaniello Proprietor	(413) 575-2391
<b>Lattitude</b> 1338 Memorial Avenue West Springfield, MA 01089	Jeff Daigneau Owner/Chef	(413) 241-8888
<b>Slainte Restaurant</b> 80 Jarvis Avenue Holyoke, MA 01040	Deb Flynn Owner	(413) 534-4000
<b>Hotel Northampton</b> 36 King Street Northampton, MA 01060	Mansour Ghalibas Proprietor	(413) 584-3100



**APPENDIX B: City of Springfield 2016 Community Mitigation Fund Specific Impact Application**

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Shrink Wrapping: **FREE**  ?

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Options	\$0.00
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Discount	\$0.00
Per Piece Price	\$0.08
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**Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110**

**2016 COMMUNITY MITIGATION FUND  
RESERVE / SPECIFIC IMPACT APPLICATION**

**CHECK BOX IF REQUESTING THE CREATION OF A  
MITIGATION RESERVE FUND FOR A COMMUNITY**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*For anyone with specific impacts, please complete the gray boxes 1-4 beginning on page 2. If you are not applying for mitigation of specific impacts by February 1, 2016, you do not need to complete grayed boxes 1-4.*

1. NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

2. DEPARTMENT RECEIVING FUNDS

3. NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

1-413-526-5400 x1101 greg.neffinger@eastlongmeadowma.gov

5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

Paul L. Federici, Chairman of the Board of Selectman

6. NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

Town Hall, 60 Center Square, East Longmeadow, MA 01028

7. ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

1-413-526-5400 x1100 paul.federici@eastlongmeadowma.gov

8. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY

MGM

9. NAME OF GAMING LICENSEE



**1. IMPACT DESCRIPTION**

Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.

East Longmeadow borders Connecticut. Three roads from Connecticut converge on the small rotary in the center of town. Currently there are seven streets that empty into the rotary and the volume of traffic is overburdening this rotary. The volume of traffic is expected to increase with the new casino in the adjacent city of Springfield.

**2. PROPOSED MITIGATION**

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.

A study in 2002 by the Pioneer Valley Planning Commission addressed some of the issues of the rotary. We would like to update the study and incorporate the Complete Streets program and other modern design concepts for rotaries to allow for the increase in traffic and to approve pedestrian access to the downtown community.

**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

We intend that the funds will be controlled by the town of East Longmeadow and will comply with the state of Massachusetts picture of it laws. We also intend to use the Pioneer Valley Planning Commission to update the rotary study and help generate new designs for the rotary.

**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.

East Longmeadow was identified as a surrounding community in the surrounding community agreement dated January 21, 2014 for the MGM casinos.

Under exhibit A, A. Study Scope, 1. Potential areas of adverse impact: traffic improvement needs directly related to travel to and from the project site.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

\_\_\_\_\_  
Signature of Responsible Municipal  
Official/Governmental Entity

\_\_\_\_\_  
Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

*Gregory C. N. [Signature]* Town Administrator      2/1/2016  
\_\_\_\_\_  
Signature of Responsible Municipal      Date  
Official/Governmental Entity

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 28K as outlined in this Application.

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date



## FIRST AMENDMENT TO SURROUNDING COMMUNITY AGREEMENT

This First Amendment to Surrounding Community Agreement (this "Amendment") is entered into this 01 day of January, 2014 (the "Effective Date") by and between Blue Tarp reDevelopment, LLC ("MGM"), a Massachusetts limited liability company, with an office address of 1441 Main Street, Suite 1137, Springfield, MA, owner and developer of the MGM Springfield project in Springfield, Massachusetts and the Town of East Longmeadow, Massachusetts (the "Community"), a municipality in the Commonwealth of Massachusetts (MGM and the Community hereinafter collectively the "Parties" or individually a "Party").

### RECITALS

WHEREAS, the Parties entered into a Surrounding Community Agreement dated December \_\_, 2013, (the "Agreement") to which MGM's mutual agreement is subject to the Parties' mutual agreement to this Amendment; and

WHEREAS, the Parties desire to amend the Agreement in light of certain developments affecting the obligations thereunder;

### AGREEMENT

NOW THEREFORE, for valuable consideration, the sufficiency and receipt of which are hereby acknowledged by the Parties, and in consideration of the mutual promises and covenants contained herein, the Parties agree as follows:

1. The Agreement is hereby amended in Paragraph 1 (i) in the first sentence, deleting the phrase "Within thirty (30) days of execution of this Agreement," and replacing it with the following phrase: "Within thirty (30) days of MGM's acceptance of the Gaming License from the Commission, as evidenced by payment of the licensing fee under M.G.L. c. 23k, § 10(d),"; and (ii) in the fifth (final) sentence, by inserting after the word "legal" the words "and/or consulting".
2. Except as provided herein, all of the remaining terms, covenants and conditions of the Agreement are hereby ratified and confirmed.
3. This Amendment may be executed in any number of counterparts, each of which when executed and delivered (whether by original, facsimile or electronic copies) shall be an original, but all such counterparts shall constitute one and the same agreement.
4. The Effective Date of this Amendment shall become the Effective Date of the Agreement.

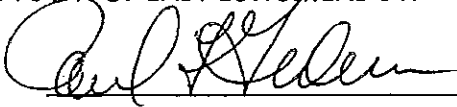
ACKNOWLEDGED AND AGREED TO BY:

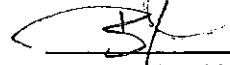
Community:

MGM:

THE TOWN OF EAST LONGMEADOW

BLUE TARP reDEVELOPMENT, LLC

By:   
Paul Federici

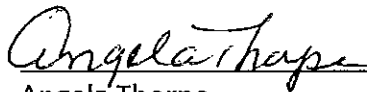
By:   
Bill Hornbuckle

Its: Chairman, Board of Selectmen

Its: Authorized Signatory

Dated: 1/21/14

Dated: 1/5/14

By:   
Angela Thorpe

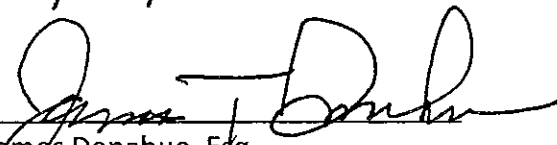
Its: Selectman

Dated: 1/21/14

By:   
Deborah Boronski

Its: Selectman

Dated: 1/21/14

By:   
James Donahue, Esq.

Its: Town Counsel (as to form)

Dated: 1/24/14

## SURROUNDING COMMUNITY AGREEMENT

This surrounding community agreement (this "Agreement") is entered into this \_\_\_ day of December, 2013 (the "Effective Date") by and between Blue Tarp reDevelopment, LLC ("MGM"), a Massachusetts limited liability company, with an office address of 1441 Main Street, Suite 1137, Springfield, MA, owner and developer of the MGM Springfield project in Springfield, Massachusetts and the Town of East Longmeadow, Massachusetts (the "Community"), a municipality in the Commonwealth of Massachusetts (MGM and the Community hereinafter collectively the "Parties" or individually a "Party").

### RECITALS

WHEREAS, MGM is an affiliate of MGM Resorts International (NYSE: MGM) ("MGM Resorts"), one of the world's leading global hospitality companies, operating a portfolio of destination resort brands, including Bellagio, MGM Grand, Mandalay Bay and The Mirage. In addition to its 51% interest in MGM China Holdings Limited, which owns the MGM Macau resort and casino, the company has significant holdings in gaming, hospitality and entertainment projects, owns and operates 15 properties located in Nevada, Mississippi and Michigan, and has 50% investments in three other properties in Nevada and Illinois.

WHEREAS, the MGM Springfield project is a destination casino resort planned for downtown Springfield, Massachusetts expected to cost approximately \$800 million and include 1,000,000 square feet (the "Project"). When constructed, it is anticipated to be the largest private development in Western Massachusetts history. The Project is anticipated to have 250 first class hotel guest rooms, a 125,000 square foot casino, 54 market rate apartments, a 15-lane bowling alley, a 12-screen luxury movie theatre, an outdoor park and seasonal skating rink, and dozens of shops and restaurants, in addition to large open outdoor public spaces.

WHEREAS, the Project is anticipated to employ 2,000 construction workers and, upon completion, 3,000 permanent workers, in a wide range of job classes from finance, IT and engineering to food and beverage service, housekeeping and security. Additionally, the Project is expected to generate \$50 million in annual expenditures on local services and products.

WHEREAS, MGM has submitted an RFA-1 application under Chapter 23k (the "Gaming Act") to the Massachusetts Gaming Commission (the "Commission"), seeking approval to proceed with an application for issuance of the sole Western Massachusetts gaming license (the "Gaming License") and intends to submit its RFA-2 application for the Project at the end of this year.

WHEREAS, the Gaming Act provides a mechanism by which communities, other than the host community, that are proximate to the Project and are expected to be significantly and adversely impacted by the Project, have an opportunity to mitigate such adverse impacts on their respective communities through designation as a "Surrounding Community".



WHEREAS, pursuant to 205 CMR 125.00 (the "Surrounding Community Regulation"), a community may be designated a surrounding community (a "Surrounding Community") through execution of a surrounding community agreement, submitted as part of an applicant's RFA-2 application.

WHEREAS, notwithstanding MGM's belief that neither the Community, nor any community in Western Massachusetts, will be significantly and adversely impacted by the Project, once the positive impacts of the Project are taken into account, the Parties desire to avoid the uncertainty of a public adjudication by the Commission with respect to surrounding community status or an arbitration relating to a surrounding community agreement.

### AGREEMENT

NOW THEREFORE, for valuable consideration, the sufficiency and receipt of which are hereby acknowledged by the Parties, and in consideration of the mutual promises and covenants contained herein, the Parties agree as follows:

1. Upfront Payment of \$50,000 for Reimbursement of Consulting and Legal Fees. Within thirty (30) days of execution of this Agreement, MGM agrees to pay to the Community Fifty Thousand Dollars (\$50,000), minus any amounts previously paid by MGM to the Community, directly or indirectly through the execution of letters of authorization with the Commission (the "Upfront Fees Payment"). The Community shall be free to use the Upfront Fees Payment for the payment of any prior, existing or future consultants or legal advisors, whether internal or external (collectively, its "Advisors" or "the Community's Advisors") providing services related to or in any way arising from the Community's review of the Project ("Project Review") or for any other use or purpose. The Community agrees that except as expressly set forth in this Agreement, neither the Community nor any of the Community's Advisors, shall have the right to pursue payment from MGM or any of its affiliates, directly or indirectly (i.e., through the Commission) for any services provided to or at the request of the Community related to the Project. Except as explicitly set forth herein, the Community, on its own behalf, and on behalf of its Advisors, hereby waives any right to reimbursement from MGM or any MGM affiliate for consulting or legal fees related to Project Review. Notwithstanding anything otherwise provided in this Section 1 or in this Agreement, subsequent to the execution hereof the Community may provide MGM with invoices evidencing legal expenses the Community has incurred from the Community's review of the Project through the date of this Agreement and MGM shall directly pay such invoices no later than forty-five (45) days from receipt thereof, in a total amount not to exceed the Upfront Fees Payment, which obligation shall survive the termination of this Agreement.

2. Guaranteed Minimum Annual Payments. The Parties agree that, commencing with the opening of the Project to the public (i.e., the date on which MGM begins to collect revenue

under the terms of the Gaming License) (the "Grand Opening") and for each year following the Grand Opening through the expiration of MGM's initial gaming license (the "Term"), MGM shall annually pay to the Community: (i) Seventy-Five Thousand Dollars (\$75,000.00) (the "Annual Mitigation Payment"); and (ii) a total of Three Hundred and Seventy Five Thousand Dollars (\$375,000.00) in annual payments pursuant to the schedule further detailed below which are acknowledged to be reimbursement of expenses for participation in the Look Back Studies, as defined below (the "Annual Study Cost Reimbursement"). The Annual Study Cost Reimbursement shall be paid as follows: (i) Twenty-Five Thousand Dollars (\$25,000.00) in the first year following the Grand Opening; (ii) One Hundred Thousand Dollars (\$100,000.00) in the second year following the Grand Opening; (iii) Twenty-Five Thousand Dollars (\$25,000.00) in each of the third through fifth years following the Grand Opening; (iv) One Hundred Thousand Dollars (\$100,000.00) in the sixth year following the Grand Opening; and (v) Twenty-Five Thousand Dollars (\$25,000.00) in the seventh through ninth years following the Grand Opening. The Parties acknowledge that the Community shall be free to direct the Annual Mitigation Payment and Annual Study Cost Reimbursement (together, the "Annual Payments") to any use it deems appropriate and shall not be restricted to use the funds for any purpose set forth herein. The Annual Payments shall be made within ninety (90) days of the Grand Opening, and on each twelve month anniversary thereafter, as long as such payments are due hereunder.

3. Baseline Study of Surrounding Community Conditions. MGM agrees, at its own expense, to engage a neutral, qualified and independent third party (the "Third Party") to perform a comprehensive study (the "Initial Study") of the current conditions existing in the Community pursuant to the study scope and other requirements set forth on Exhibit A (the "Study Scope"). MGM shall make clear to the Third Party that MGM is not the client of the Third Party and that the obligations of the Third Party are to impartially and fully evaluate all matters within the Study Scope. MGM shall request that the Third Party commence the Initial Study no later than sixty (60) days after the issuance of the Gaming License to MGM and complete the Initial Study within ninety (90) days of commencing the Initial Study (the "Initial Study Period"). The Community shall, at its own expense, cooperate with all of the Third Party's reasonable requests for information in connection with the Initial Study, including but not limited to providing the Third Party with documentation, data and access to relevant municipal personnel.

4. Retroactive "Look Back" Studies.

(a) The 1<sup>st</sup> Year Look Back Study. MGM agrees, at its own expense, to engage the Third Party to conduct an additional study fifteen (15) months following the Grand Opening (the "1<sup>st</sup> Year Look Back Study"). The 1<sup>st</sup> Year Look Back Study will be based on data collected by the Third Party within the Study Scope from the first twelve (12) months following the Grand Opening (the "Initial Look Back Period"). The 1<sup>st</sup> Year Look Back Study will analyze the areas

within the Study Scope to determine the dollar value of any significant and adverse impact the Community has experienced during the Initial Look Back Period as a direct result of the Project after accounting for the dollar value of any positive impacts of the Project to the Community. The results of the 1<sup>st</sup> Year Look Back Study will be set forth by the Third Party in a report setting forth the Third Party's findings (the "1<sup>st</sup> Year Study Report"). Prior to issuance of the 1<sup>st</sup> Year Study Report, however, the Parties agree that the Third Party shall first provide to each of the Parties a draft of its report, and provide each of the Parties sixty (60) days to review and provide comments to the report (respectively, "Community's 1<sup>st</sup> Year Study Comments" and "MGM's 1<sup>st</sup> Year Study Comments", collectively the "1<sup>st</sup> Year Study Comments"). Within thirty (30) days following the expiration of that review period, including the receipt and consideration of the 1<sup>st</sup> Year Study Comments, if any, the Third Party will issue to the Parties its 1<sup>st</sup> Year Study Report.

(b) The 5<sup>th</sup> Year Look Back Study. MGM further agrees, at its own expense, to engage the Third Party to conduct an additional study five (5) years and three (3) months following the Grand Opening (the "5<sup>th</sup> Year Look Back Study"). The 5<sup>th</sup> Year Look Back Study will be based on data collected by the Third Party within the Study Scope from the five (5) year period following the Grand Opening (the "Full Look Back Period"). The 5<sup>th</sup> Year Look Back Study will analyze the areas within the Study Scope to determine the dollar value of any significant and adverse impact the Community has experienced during the Full Look Back Period after accounting for the dollar value of any positive impacts of the Project to the Community during that same period. The results of the 5<sup>th</sup> Year Look Back Study will be set forth by the Third Party in a report setting forth the Third Party's findings (the "5<sup>th</sup> Year Study Report"). Prior to issuance of the 5<sup>th</sup> Year Study Report, however, the Parties agree that the Third Party shall first provide to each of the Parties a draft of its report, and provide each of the Parties sixty (60) days to review and provide comments to the report (respectively, "Community's 5<sup>th</sup> Year Study Comments" and "MGM's 5<sup>th</sup> Year Study Comments", collectively the "5<sup>th</sup> Year Study Comments"). Within thirty (30) days following the expiration of that review period, including the receipt and consideration of the Parties' 5<sup>th</sup> Year Study Comments, if any, the Third Party will issue to the Parties its 5<sup>th</sup> Year Study Report.

5. The Third Party Role. The Parties agree that notwithstanding MGM's agreement to fund the Third Party for the Initial Study, the 1<sup>st</sup> Year Look Back Study, and the 5<sup>th</sup> Year Look Back Study, the Third Party shall conduct such studies independently pursuant to this Agreement. MGM shall select the Third Party in good faith, in consultation with the Community and upon mutual agreement of MGM, on the one hand, and a majority of the communities abutting Springfield who voluntarily enter into a substantially similar surrounding community agreement with MGM prior to December 13, 2013, on the other. The Parties agree that the Third Party should be neutral and independent and qualified in the area of economic



development and impacts thereof (both positive and adverse), including traffic, land use, public safety, business impacts, social impacts and any other matters within the Study Scope. In the reasonable discretion of the Third Party, the Third Party may subcontract with other experts and/or consultants as reasonably necessary to ensure the breadth of expertise necessary and appropriate to study the full range of potential impacts on the Community. The Community shall have full and unfettered access to the Third Party throughout the course of its engagement.

6. Determination of Net Adverse Impact Amounts.

(a) Year One Net Adverse Impact Amount. Upon issuance of the 1<sup>st</sup> Year Study Report, the Parties will work in good faith to mutually agree upon the dollar value of the net significant and adverse impact on the Community, if any, based on the 1<sup>st</sup> Year Study Report (the "Year One Net Adverse Impact Amount"). It is the Parties' intent to determine "Major Negative Impact Amounts," which shall mean any impact mitigation cost in excess of Five Hundred Thousand Dollars (\$500,000.00), if any, exclusively through the 1st Year Look Back Study and as part of the Year One Net Adverse Impact Amount. If the Parties cannot agree on the Year One Net Adverse Impact Amount, then, no later than the forty-fifth (45<sup>th</sup>) day following the issuance of the 1<sup>st</sup> Year Study Report, the Community shall present to MGM a written offer setting forth the amount proposed to be the Year One Net Adverse Impact Amount and the reasons supporting such offer (the "Community's Year One Offer"). Within thirty (30) days of receipt of that offer, MGM shall either (i) accept the Community's Year One Offer as the Year One Net Adverse Impact Amount, in which case such offer shall become the Year One Net Adverse Impact Amount or (ii) present a written counter offer proposed to be the Year One Net Adverse Impact Amount and the reasons supporting such offer ("MGM's Year One Counter Offer"). Upon receipt of MGM's Year One Counter Offer, the Community will have thirty (30) days within which to accept or reject it. If the Community accepts MGM's Year One Counter Offer, such counter offer shall become the Year One Net Adverse Impact Amount. If the Community rejects MGM's Year One Counter Offer, the Parties shall follow the arbitration procedure set forth in subsection 6(c) below.

(b) Year Five Net Adverse Impact Amount. Upon issuance of the 5<sup>th</sup> Year Study Report, the Parties will work in good faith to mutually agree upon the dollar value of the net significant and adverse impact on the Community, if any, based on the 5<sup>th</sup> Year Study Report (the "Year Five Net Adverse Impact Amount"). Any Major Negative Impact Amounts determined as part of the 1<sup>st</sup> Year Look Back Study and determined to be continuing obligations, may be incorporated into the Year Five Adverse Impact Amount, as applicable; provided however, no new or additional Major Negative Impact Amounts may be determined subsequent to the determination of the Year One Net Adverse Impact Amount, including without limitation as part

of the 5<sup>th</sup> Year Look Back Study or incorporated into the Year Five Net Adverse Impact Amount. If the Parties cannot agree on the Year Five Net Adverse Impact Amount, then, no later than the forty-fifth (45<sup>th</sup>) day following the issuance of the 5<sup>th</sup> Year Study Report, the Community shall present to MGM a written offer setting forth the amount proposed to be the Year Five Net Adverse Impact Amount and the reasons supporting such offer (the "Community's Year Five Offer"). Within thirty (30) days of receipt of that offer, MGM shall either (i) accept the Community's Year Five Offer as the Year Five Net Adverse Impact Amount, in which case such offer shall become the Year Five Net Adverse Impact Amount or (ii) present a written counter offer proposed to be the Year Five Net Adverse Impact Amount and the reasons supporting such offer ("MGM's Year Five Counter Offer"). Upon receipt of MGM's Year Five Counter Offer, the Community will have thirty (30) days within which to accept or reject it. If the Community accepts MGM's Year Five Counter Offer, such counter offer shall become the Year Five Net Adverse Impact Amount. If the Community rejects MGM's Year Five Counter Offer, the Parties shall follow the arbitration procedure set forth in subsection 6(c) below.

(c) Arbitration of Net Adverse Impact Amounts. The Parties agree that to the extent that they are not able to agree upon the Year One Net Adverse Impact Amount or the Year Five Net Adverse Impact Amount (collectively, the "Net Adverse Impact Amounts"), the Net Adverse Impact Amounts shall be determined by an arbitration hearing held in Hampden County, Massachusetts within thirty (30) days of the rejection of MGM's Year One Counter Offer or MGM's Year Five Counter Offer, as the case may be, and shall be conducted by a three person panel (unless the Parties agree on the identity of a single arbitrator) from JAMS, Inc. pursuant to the rules and procedures thereof, with each Party choosing one member of the arbitration panel, and each of those selections agreeing on the third member. The arbitrator(s) shall only consider, as applicable: the Initial Study, the 1<sup>st</sup> Year Study Report, the 1<sup>st</sup> Year Study Comments, the 5<sup>th</sup> Year Study Report, the 5<sup>th</sup> Year Study Comments, the Community's Year One Offer, MGM's Year One Counter Offer, the Community's Year Five Offer and MGM's Year Five Counter Offer, which shall constitute the exclusive arbitration record. With respect to the Year One Net Adverse Impact Amount, the arbitrator(s) shall select either the Community's Year One Offer or MGM's Year One Counter Offer. With respect to the Year Five Net Adverse Impact Amount, the arbitrator(s) shall select either the Community's Year Five Offer or MGM's Year Five Counter Offer. Each Party shall bear its own costs of the arbitration. The Parties agree that the decision of the arbitrator(s) which shall be rendered within thirty (30) days of the date of the arbitration hearing, shall be final, binding and non-appealable.

7. Payment of Net Adverse Impact Amounts.

(a) Priority of Reimbursement Obligations. The Parties hereby agree that the Community shall look exclusively to the Annual Mitigation Payment for satisfaction of the first Seventy Five Thousand Dollars (\$75,000.00) of the Net Adverse Impact Amounts. The Parties further agree that the Community shall next exercise good faith efforts to secure state funding for any remaining Net Adverse Impact Amounts through the funds established by M.G.L. c. 23k, §§ 58-64, as applicable (the "State Mitigation Funds"). To the extent that any Net Adverse Impact Amounts remain unfunded after application of the Annual Mitigation Payment and any funding received from the State Mitigation Funds, MGM agrees to pay the balance to the Community as set forth below. To the extent that the Community receives funding from one of the State Mitigation Funds after MGM has paid any Net Adverse Impact Amount beyond the Annual Mitigation Payment, MGM shall be entitled to a credit toward any future Net Adverse Impact Amount payment obligations in excess of its Annual Mitigation Payment obligation.

(b) Payment of Year One Net Adverse Impact Amount. MGM shall pay the unfunded Year One Net Adverse Impact Amount, if any, in excess of the Annual Mitigation Payment and any funding the Community has received from the State Mitigation Funds and/or any Other Mitigation Funding (as defined in Exhibit A), within thirty (30) days of the determination of said amount pursuant to Section 6 above and, to the extent that such amount is deemed to be an annual obligation, shall continue to make such payment annually thereafter until the determination of the Year Five Net Adverse Impact Amount. The Parties further acknowledge that if the 1<sup>st</sup> Year Look Back Study demonstrates a net positive impact, or the Year One Net Adverse Impact Amount is determined to be less than the Annual Mitigation Payment plus any funding the Community has received from the State Mitigation Funds and/or any Other Mitigation Funding, MGM shall have no further monetary obligations to the Community beyond the Annual Payments during the period up to the determination of the Year Five Net Adverse Impact Amount.

(c) Payment of Year Five Net Adverse Impact Amount. MGM shall pay the unfunded Year Five Net Adverse Impact Amount, if any, in excess of the Annual Mitigation Payment and any funding the Community has received from the State Mitigation Funds and/or any Other Mitigation Funding, within thirty (30) days of the determination of said amount pursuant to Section 6 above and, to the extent that such amount is deemed to be an annual obligation, shall continue to make such payment annually thereafter through the remainder of the Term. The Parties, further acknowledge that if the 5<sup>th</sup> Year Look Back Study demonstrates a net positive impact, or the Year Five Net Adverse Impact Amount is determined to be less than the Annual Mitigation Payment plus any funding the Community has received from the State Mitigation



Funds and/or any Other Mitigation Funding, MGM shall have no further monetary obligations to the Community beyond the Annual Payments.

8. Assignment. This Agreement may not be assigned or transferred by either Party without the prior written consent of the other Party; provided, however: (i) MGM may assign this Agreement to an acquirer of all, or substantially all, of its assets or equity interests; and (ii) MGM may assign this Agreement to any affiliate so long as such assignment does not relieve MGM of any obligation hereunder.

9. Term and Termination. This Agreement shall continue for the Term as defined above or until terminated by the mutual written agreement of all of the Parties. The Parties agree that their respective obligations and commitments hereunder are subject to such Party's compliance with the terms and conditions of this Agreement, and that in the event such Party materially breaches such obligations, the non-breaching Party shall have the right to terminate this Agreement. Upon written notice to the Community, MGM shall have the right to terminate (with or without cause) on the date on which (i) MGM provides notice to Community that it has determined in its sole discretion that it is no longer eligible to receive or continue to pursue a Gaming License with no material conditions unacceptable to MGM or (ii) following the approval of MGM for a Gaming License, such Gaming License is no longer effective for any reason whatsoever. Such termination shall not relieve MGM of the obligation to reimburse the Community for any consultant fees incurred prior thereto or for any other payment obligations that have arisen prior thereto.

10. Entire and Final Agreement. This Agreement contains all of the terms, promises, conditions and representations, made or entered into by and among the Parties, supersedes all prior discussions, agreements and memos, whether written or oral between and among the Parties, and constitutes the entire understanding of the Parties and shall be subject to modification or change only in writing and signed by all Parties. Pursuant to 205 CMR 127.02, the Parties further waive and hereby relinquish the right to reopen this Agreement for any of the reasons set forth in subsections (1) through (3) thereof.

11. Compliance with Laws. The Parties shall perform all of their respective obligations under the Agreement in compliance with all applicable laws, ordinances, regulations, or codes. This Agreement shall be governed by, and construed according to, the laws of the Commonwealth of Massachusetts, without regard to any choice of law provisions thereof which would require application of the laws of another jurisdiction.

12. Remedies. In the event that either of the Parties seeks the enforcement of the terms of this Agreement or seeks damages for a breach of any obligations hereunder, it is

specifically understood and agreed that any and all such claims shall be submitted to final and binding arbitration to take place in Hampden County, Massachusetts. Such arbitration shall be conducted by a three person panel (unless the Parties agree on the identity of a single arbitrator) from JAMS, Inc. pursuant to the rules and procedures thereof, with each Party choosing one member of the arbitration panel, and each of those selections agreeing on the third member. The Parties shall have the right to commence litigation or other legal actions or proceedings with respect to any claims solely relating to enforcement of the dispute resolution provisions of this Agreement, or enforcement of the decision and/or award in an arbitration under this Section.

13. Execution in Counterparts. This Agreement may be signed upon any number of counterparts with the same effect as if the signatures on all counterparts are upon the same instrument.

14. Severability; Captions. In the event that any clause or provision of this Agreement should be held to be void, voidable, illegal, or unenforceable, the remaining portions of this Agreement shall remain in full force and effect. Headings or captions in this Agreement are added as a matter of convenience only and in no way define, limit or otherwise affect the construction or interpretation of this Agreement.

15. Interpretation. This Agreement shall be given a fair and reasonable interpretation of the words contained in it without any weight being given to whether a provision was drafted by one Party or its counsel.

16. Authority. Each Party represents and warrants to the other Parties that it has full power and authority to make this Agreement and to perform its obligations hereunder and that the person signing this Agreement on its behalf has the authority to sign and to bind that Party.

ACKNOWLEDGED AND AGREED TO BY:

Community:

MGM:

THE TOWN OF EAST LONGMEADOW

BLUE TARP reDEVELOPMENT, LLC

By: Paul Allen

By: [Signature]

Its: Chairman BOS

Its: PRESIDENT

Dated: 12/11/13

Dated: 12/20/13

Angela Therpe  
Board of Selectman

12/11/13

Debrale Beranti  
Board of Selectman

12/11/13

James T. Imahue  
Town Counsel  
as to form



EXHIBIT "A"

**A. Study Scope**

The objective of the Initial Study, 1<sup>st</sup> Year Look Back Study, and 5<sup>th</sup> Year Look Back Study (the "Studies") shall be to assess the dollar value of any significant and adverse impact of the Project on a Surrounding Community, after offsetting for the dollar value of any positive impacts of the Project on such community. In determining such assessment the Studies shall consider the following:

1. Potential Areas of Adverse Impact

- a. Net Substitution of Existing Commercial/Retail Activity
- b. Traffic Improvement Needs Directly Related to Travel to and from the Project Site based upon traffic analysis conducted by, or at the direction of, the Pioneer Valley Planning Commission (PVPC), similar in scope and process as that being conducted by PVPC as of the date of this Agreement
- c. Utility Infrastructure Needs Directly Related to the Project
- d. Crime Rates and Public Safety
- e. Residential Real Estate Values
- f. Public Education
- g. Public Health
- h. Extraordinary Municipal Administrative Burdens

2. Potential Areas of Positive Impact and Mitigation

- a. Increase in Commercial/Retail Activity
- b. Tourism and Community Business Development
- c. Local Vendor/Supplier Spending in the Community
- d. Improved traffic and infrastructure directly attributable to MGM or MGM Tax Revenues Pursuant to M.G.L. c. 23k to the extent that such amounts are not in place of other state funding currently received by the Community as of the date of this Agreement;
- e. Crime Rates and Public Safety
- f. Residential Real Estate Values
- g. Receipt of MGM Tax Revenues Pursuant to M.G.L. c. 23k or any other third party funding, whether private or public, state or federal, which otherwise offsets or mitigates or is available to mitigate the potential adverse impact to the extent that such amounts are not in place of other state funding currently received by the Community as of the date of this Agreement ("Other Mitigation Funding");
- h. Employment of Residents

**B. Content of Study Reports**

Consistent with the Study Scope set forth above, the 1<sup>st</sup> Year Study Report and the 5<sup>th</sup> Year Study Report shall include, without limitation, the following:

1. Any significant and adverse impacts on the Community directly attributed to the Project and the estimated costs to the Community to mitigate such impact ("Estimated Mitigation Costs");
2. A determination of whether any Estimated Mitigation Costs are one-time costs or recurring costs and, if recurring costs, whether they are expected to increase or decrease over the Term;
3. Any positive impacts and benefits to the Community attributed to the Project and the estimated value to the Community ("Estimated Benefits"); and
4. A determination of whether any Estimated Benefits are one-time benefits or recurring benefits and, if recurring benefits, whether they are expected to increase or decrease over the Term.

**C. Standard of Review for Adverse Impact**

Consistent with 205 CMR 125.00, the Parties agree that the Community will not be deemed impacted under the Studies unless the Community is significantly and adversely impacted as a direct result of the Project. As a matter of clarification regarding the standard of review, the Parties expressly agree that for the purposes of MGM's liability to mitigate impact and payment obligations hereunder, the Community cannot be deemed to be significantly and adversely impacted from increased traffic or other business or consumer related activity resulting from MGM's cross-marketing with or other support for businesses within the Community. Such agreed upon standard shall not, however, preclude the Community from seeking funding from the State Mitigation Funds to mitigate any such impacts.



Massachusetts Gaming Commission  
101 Federal Street, 12th Floor  
Boston, MA 02110

**2016 COMMUNITY MITIGATION FUND  
RESERVE / SPECIFIC IMPACT APPLICATION**

CHECK BOX IF REQUESTING THE CREATION OF A  
MITIGATION RESERVE FUND FOR A COMMUNITY

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*For anyone with specific impacts, please complete the gray boxes 1-4 beginning on page 2. If you are not applying for mitigation of specific impacts by February 1, 2016, you do not need to complete grayed boxes 1-4.*

City of Lynn

1. NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

Department of Community Development

2. DEPARTMENT RECEIVING FUNDS

James Marsh, Director

3. NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

Department of Community Development, Lynn City Hall, 3 City Hall Square, Lynn, MA 01901

4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

781-586-6768 jmarsh@lynnma.gov

5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS

Judith Flanagan Kennedy, Mayor

6. NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF  
MUNICIPALITY/GOVERNMENTAL ENTITY

Mayor's Office, Lynn City Hall, 3 City Hall Square, Lynn, MA 01901

7. ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF  
MUNICIPALITY/GOVERNMENTAL ENTITY

781-586-6857 jkennedy@lynn.ma.gov

8. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF  
OF MUNICIPALITY/GOVERNMENTAL ENTITY

Wynn MA, LLC/Everett

9. NAME OF GAMING LICENSEE



### 1. IMPACT DESCRIPTION

Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.

The City of Lynn is an older urban City with a large blue collar population. It is anticipated that many of the construction workers employed by the Licensee will reside in Lynn. These individuals will be traveling on Lynn's congested roadways during rush hour further congesting Lynn roads. It is likely the majority of these individuals will utilize Route 1A and Route 107 to travel back and forth to the construction site in Everett. Concrete/cement contractors from Lynn and the immediate surrounding areas will likely be utilized during the construction phase. These construction vehicles and trucks would be utilizing Routes 1A and 107 to and from the Everett facility.

Routes 1A and 107 are heavily traveled thoroughfares and during construction will be further congested. The General Electric facility is located between Routes 1A and 107 and sees heavy traffic during the rush hour commute. The construction of the Everett facility will further exacerbate traffic issues in the City of Lynn.

The City of Lynn is an older urban Gateway City with a population of over 90,000. Lynn is the largest city on the North Shore and tenth largest city in Massachusetts. Lynn's recently completed Waterfront Master Plan contains waterfront parcels that have been identified by the Commonwealth of Massachusetts as priority development sites. These parcels are a mere 8 miles from the proposed facility. In addition, thousands of Lynn, Swampscott, Marblehead and Salem residents commute to Boston and beyond each morning utilizing Lynn roads that lead them directly to the proposed facility.

Although the City of Lynn has steadily been working on reinventing itself, attracting loft and condo owners, one issue remains. The City is plagued by a lack of direct, free flowing traffic into and out of the city limits. Somewhere along each entry point, motorists must pass through residential neighborhoods or navigate limited access roads with traffic signals and numerous stops. Unlike urban communities abutting major thoroughfares such as Routes 128, 495 and 1, the City of Lynn's commercial base and resulting economics are limited to what can be carried over these aging local roads. In fact, during a recent study administered by economist Dr. Barry Bluestone of Northeastern University, the lack of free flowing vehicular transportation was identified as one of the major "deal

breakers" when it came to attracting new business to Lynn.

In an attempt to remedy these issues, the City has been tirelessly lobbying for funds to design, engineer, and implement a variety of improvements and alternatives aimed at streamlining vehicular and transit oriented commuters and commerce into and out of the City's core business districts.

To date, Lynn has been successful lobbying for major improvements to one of the City's core business districts along Route 129. Major roadway improvements were undertaken and completed by the Commonwealth of Massachusetts. Lynn also obtained funding to offer a ferry service in and out of Boston for the past two summers. Unfortunately, no funding has yet to be secured for the continuation of the ferry service in the summer of 2016. The ferry service eliminates significant vehicular traffic during the morning and evening rush hour commutes. The City is actively seeking funding for additional stops in Lynn on our commuter rail line, and exploring ways to create additional access to our waterfront, which is now primed for development. In addition, we are in the permitting phases of a variety of city intersections including access to our Waterfront off Route 1A, streamlining traffic on Route 107 and the extension of the Blue Line.

Across the Commonwealth, large municipal projects such as Quincy's Marina Bay and the new Quincy Center/Street Works Initiative, Somerville's Assembly Square/Inner Belt and Worcester's City Square are reinvigorating the economies of older Urban Centers. Governor Baker and his Chief Economic Aid Jay Ash have observed Lynn's potential for significant growth and committed to work with Lynn to assist us to reach our goals. Governor Baker and Secretary Ash believe that Lynn has positioned itself for redevelopment of both our Waterfront and Downtown. As the economy improves, much like these other cities, State and local officials believe that Lynn is poised to continue its economic transformation and break through as one of the areas main, cultural, economic and tourist hubs.

However, in attempting to bring in businesses to the City, many corporate leaders are looking to areas closer to the Everett facility. For more than a decade Lynn officials have attempted to attract a hotel to the City of Lynn. To date, this endeavor has been unsuccessful. While Lynn is only 8 miles from the Everett facility, hotels and other businesses have selected locations closer to the Everett facility with the anticipation of a fertile market. The significant traffic congestion in Lynn on a daily basis makes the 8 mile commute appear much longer in the eyes of businesses that we have sought to locate in Lynn. The

increased traffic on Lynn's roadways during the course of the construction will only worsen the perceived traffic concerns of prospective businesses.



## 2. PROPOSED MITIGATION

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.

Lynn would utilize these funds to alleviate the significant traffic issues facing our City. Lynn has been actively seeking funding to create a left hand turn into the ferry entrance for commuters traveling south on Route 1A. At the present time, ferry travelers are forced to drive past the ferry entrance and take a legal U-turn more than a half mile away from the ferry terminal.

The City is also actively seeking funding to continue to operate the ferry this coming summer. The ferry shuttle from Lynn to Boston has been operational the past two summers with the assistance of state funds. At this time, no such funding has been allotted to the City of Lynn. Just last week, the City hosted the owner of the largest ferry service in the world to look at ways to continue to operate and to expand the ferry service. The City has attached funding estimates to achieve this much needed goal.

The City has conducted numerous traffic studies to synchronize the traffic lights on Routes 107 to alleviate congestion. Route 107 has been identified as a priority by the Commonwealth of Massachusetts because of traffic congestion. In fact, the Commonwealth of Massachusetts is holding a series of public hearings to discuss ways that Route 107 could be improved. Unfortunately, not all of Route 107 is under the jurisdiction of the Commonwealth. More than three miles of Route 107 including seven major intersections are under the jurisdiction of the City. Improvements undertaken by the Commonwealth of Massachusetts on sections of the road under its control will not have a maximum benefit unless the City secures funding to upgrade traffic signals under the City's control. Traffic issues along the Route 107 corridor will only worsen when a new Market Basket is constructed and opened in 2016.

The City is also seeking funding to add additional stops on the Rockport/Newburyport Commuter Rail Line. Recently, a developer purchased a 65 acre site adjacent to the Riverworks commuter rail stop. However, presently, only employees of the General Electric can utilize this stop. It is envisioned that the property will be developed into several hundred residential units directly overlooking Boston Harbor. While the City strongly supports this

proposed project, the City recognizes that the project will increase the significant traffic issues that exist at this time. In order for this project to proceed, significant upgrades to the Riverwork station must be completed.

If awarded community mitigation funding, the City will consult with State officials including Secretary Ash and representatives of Massachusetts Highway to determine the best manner to expend these funds to lessen traffic and maximize the economic development in Lynn

### **3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

**Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.**

The Chief Financial Officer of the City of Lynn has insisted that any community mitigation funding awarded to the City of Lynn be placed in a separate revolving account. In this manner, the funding would only be permitted if it addressed the specific transportation needs of the City. Community Development Director Marsh would be required to obtain the approval of both the Mayor and the City Council prior to any expenditure of community mitigation funding.

City officials have worked tirelessly to secure funding for the projects identified in Section 2 of the Application. The City is hopeful that a public/private partnership can result to bring these projects to completion. However, the City understands that Lynn will need to contribute funding to any other sources of public and private financing that becomes available. The community mitigation monies would ensure that Lynn could meet its obligations to bring the traffic improvements to fruition.



**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.

Attached please find a Neighboring Community Agreement between the City of Lynn and Wynn MA, LLC.

Since the execution of this Agreement, Wynn MA, LLC has selected Suffolk Construction as the general contractor to construct its facility. Suffolk Construction employs a significant number of employees in the Greater Lynn area. Traditionally, Suffolk has hired many Lynn tradesmen as subcontractors and vendors on local construction projects. The selection of Suffolk Construction ensures that Lynn will be adversely effected as a result of the injection of increased vehicular traffic.

**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

Julia Flanagan Kennedy Mayor  
Signature of Responsible Municipal  
Official/Governmental Entity

February 1, 2016  
Date

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ombudsman

\_\_\_\_\_  
Date







# **Route 1A/Lynnway/Carroll Parkway**

**Federal Fiscal Year 2015 Priority Corridors for  
Long-Range Transportation Plan (LRTP)  
Needs Assessment**

**April 17, 2015**

**Seth Asante**

**Boston Region Metropolitan Planning Organization**

# **Purpose of Priority Corridors Study**

- **Improve safety**
- **Reduce congestion**
- **Provide efficient traffic operations**
- **Encourage multimodal accommodation**
- **Provide better access management**
- **Promote healthy transportation**



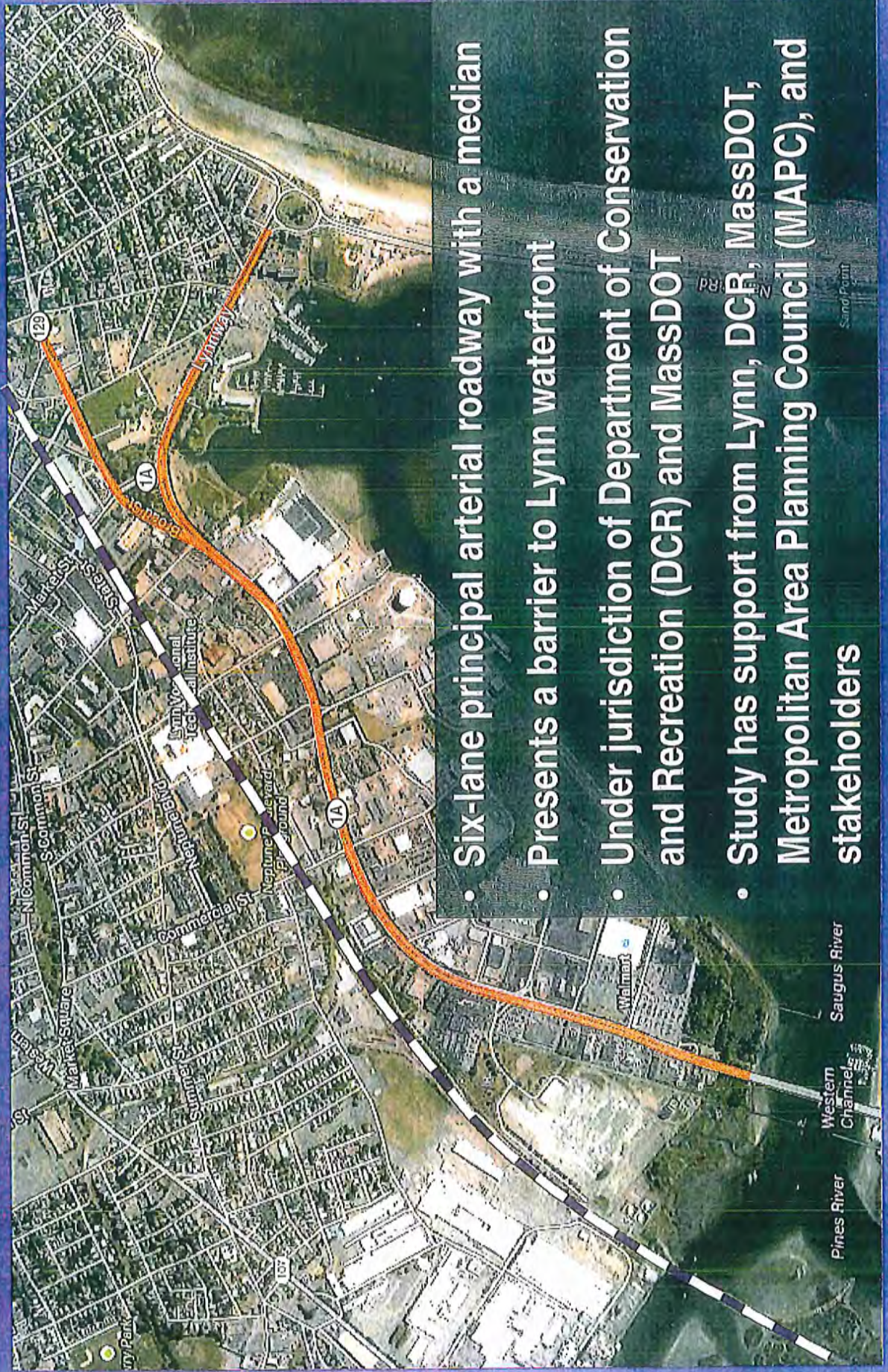


# Selection Criteria

- Safety conditions
- Multimodal significance
- Congestion
- Regional or subregional significance
- Implementation potential
- Regional equity



# Route 1A/Lynnway/Carroll Parkway



- Six-lane principal arterial roadway with a median
- Presents a barrier to Lynn waterfront
- Under jurisdiction of Department of Conservation and Recreation (DCR) and MassDOT
- Study has support from Lynn, DCR, MassDOT, Metropolitan Area Planning Council (MAPC), and stakeholders



# **Route 1A/Lynnway/Carroll Parkway and Lynn Waterfront**

- **Vision**
- **Goals and objectives**



# **Vision for Lynn Waterfront**

- **Connect the City with the waterfront**
  - **Create open spaces along the waterfront**
  - **Design mixed use neighborhood**
  - **Transform the Lynnway into a pedestrian friendly boulevard**
  - **Upgrade the traffic system to be more pedestrian-friendly**
  - **Create a walkable, livable community that promotes human interaction**
- 

(2)

# Goals and Objectives

## Route 1A/Lynnway/Carroll Parkway

- **Serve through or regional traffic**
- **Balance the needs of through traffic with the needs:**
  - **Pedestrians**
  - **Bicyclists**
  - **Local traffic access to the waterfront**



# Transportation and Land Use Interaction

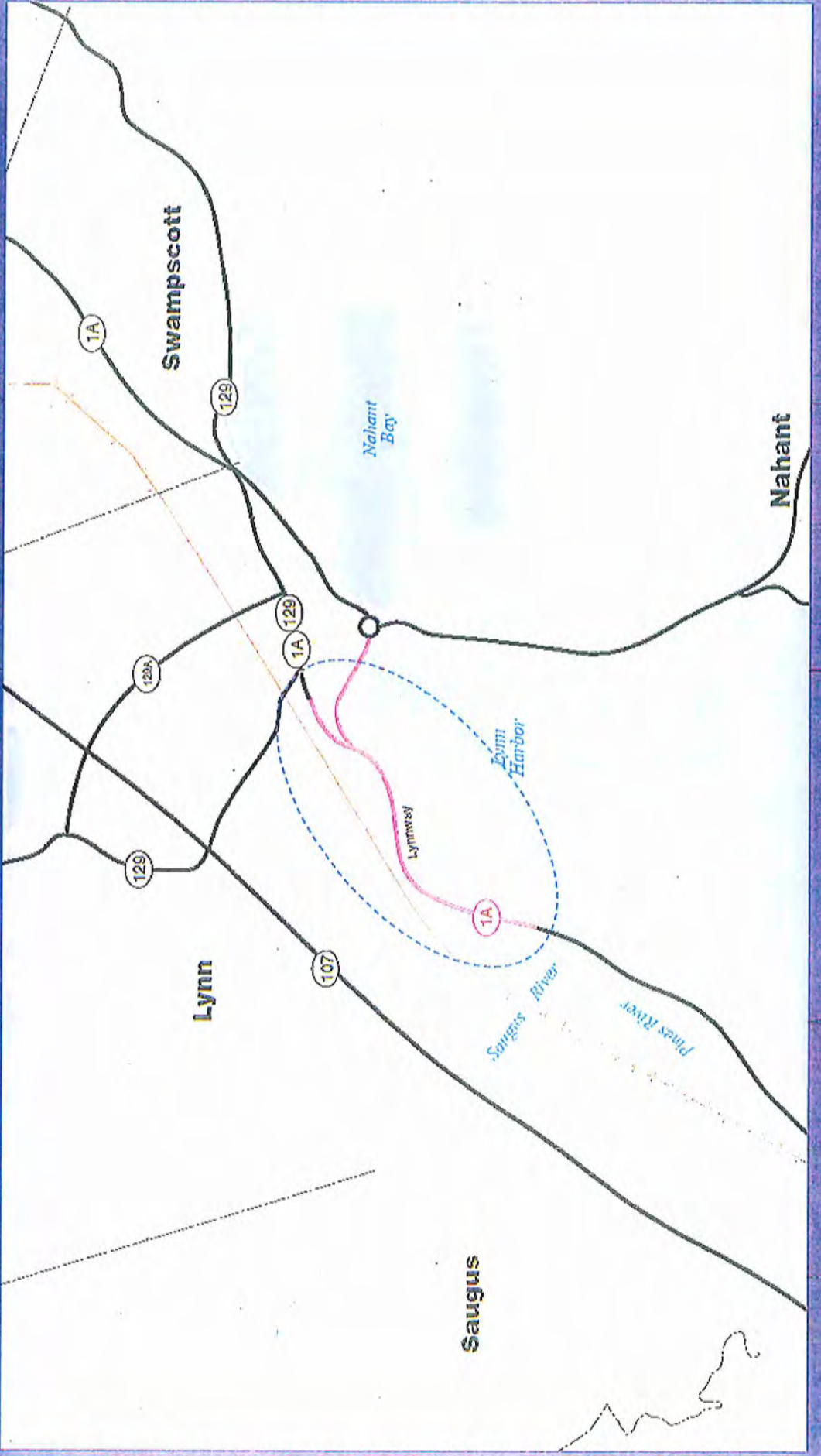




# Scope of Study

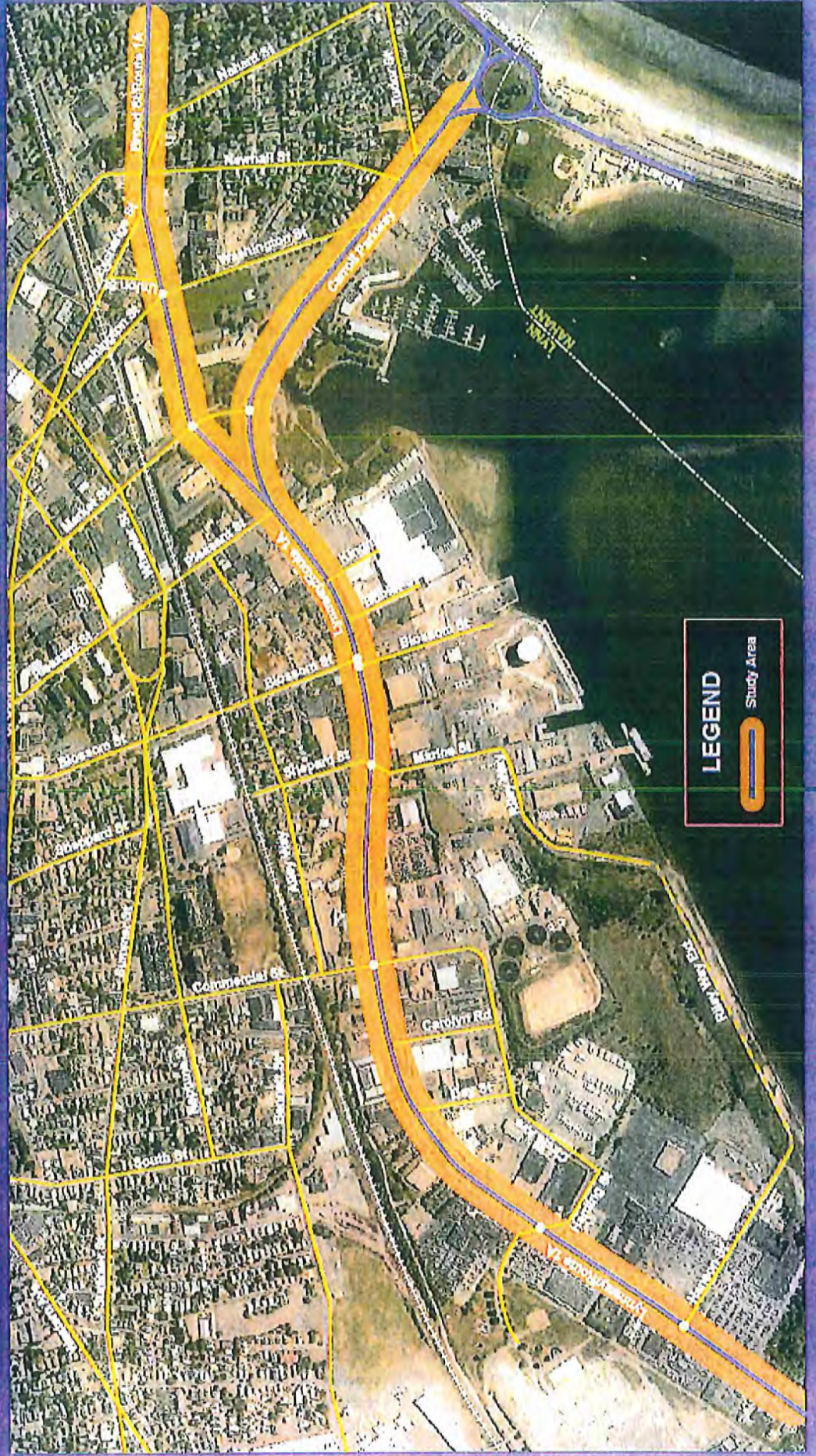
- Study area
- Advisory task force
- Study tasks
- Timeline

# Study Area Map





# Study Limits



**LEGEND**

Study Area



# **Advisory Task Force**

- **City of Lynn**
- **Department of Conservation and Recreation**
- **MassDOT Highway Division District 4**
- **MassDOT Office of Planning and Transportation**
- **Metropolitan Area Planning Council**



# Study Tasks

- **Data collection**
- **Existing conditions analyses**
- **Forecast future traffic**
- **Develop and analyze alternatives**
- **Document study**

# Data Collection

- Land use
- Traffic volumes
- Speed data
- Crash data
- Traffic signal data
- Bus service data





# Existing Conditions

- **Land Uses**
  - **Inventory of corridor uses and businesses in the project area**
  - **Identification of major development opportunities, including vacant or underused sites.**
- **Pedestrian and bicycle needs**
  - **Sidewalks, crosswalks, and pedestrian signals**
  - **Bike lanes and detectors and signs**



# Existing Conditions

- **Safety conditions**
    - **Total crashes (vehicular, pedestrian, and bicyclist)**
    - **Crash rates (intersection and roadway)**
    - **Collision diagrams**
  - **Traffic patterns and operations**
    - **Peak period conditions**
    - **Levels of service (delays and queues)**
    - **Travel speeds**
    - **Signal equipment**
- 



# **Future Traffic Forecasts**

- **Forecast horizon (2030 or 2040)**
- **Regional travel demand model set**
- **Calibrated for 101 cities and towns in the Boston Region MPO area**
- **Adopted for the Long-Range Transportation Plan**





# **Develop and Analyze Alternatives**

- **As many as 3 alternatives**
  - **Road diet concepts (reconfiguring roadway to improve safety and operations)**
  - **Complete street concepts (safe, convenient, and comfortable access for all users)**
  - **Traffic circulation (efficient traffic operations)**
- 

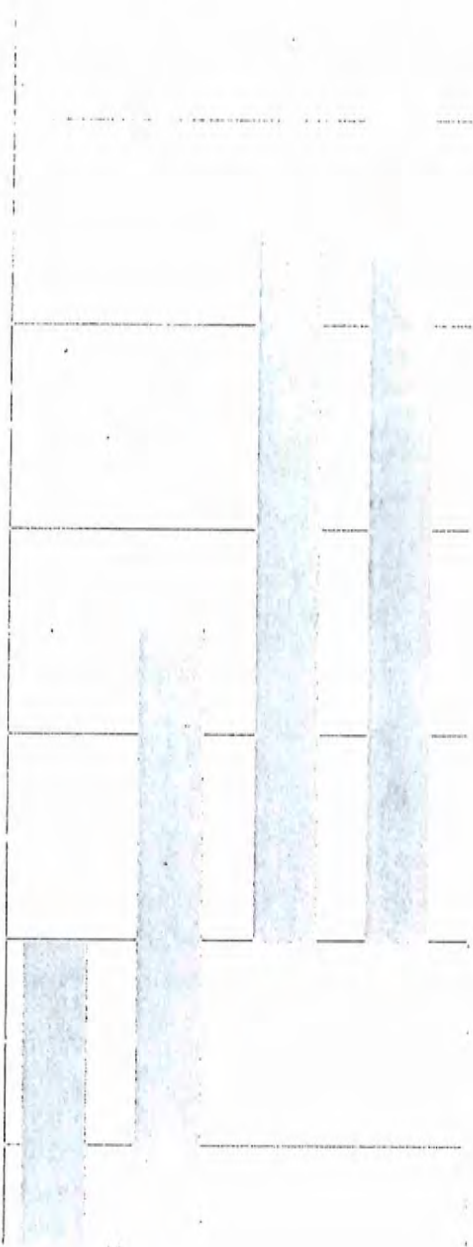


# Document Study

- Present products of study tasks
- Prepare draft documents for review
- Address comments and feedback
- Finalize report



# Estimated Schedule





**Thank you!**

**Questions?**

## **Attachments**

- Traffic Volume Count Data
- 2014 Lynn to Boston Ferry Schedule
- Lynn Commuter Ferry Ridership Data
- Intersection Capacity Analyses
- Preliminary Cost Estimates
- Signal Warrant Worksheet

## Traffic Volume Count Data





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DATA  
INDUSTRIES, LLC

PRECISION DATA INDUSTRIES, LLC

Office: 508.481.3999 Fax: 508.545.1234

Email: [datarequests@pdillc.com](mailto:datarequests@pdillc.com)

*Traffic Counts with Precision*



Client:  
VHB

Engineer:  
K. Keen

Site Code:  
11942.03

Date:  
Tuesday 11/18/14

PDI Job Number:  
144179

City, State:  
Lynn, MA





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N/S: Shepard Street/ Marine Boulevard  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 A  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Shepard Street From North				Lynnway (Route 1A) From East				Marine Boulevard From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	4	0	7	0	14	640	1	2	2	7	1	0	6	199	3	0	886
07:15 AM	5	0	6	0	12	621	2	5	2	1	1	0	3	227	9	0	894
07:30 AM	6	0	5	0	12	579	0	7	3	1	2	0	4	290	12	1	922
07:45 AM	5	0	6	0	14	554	3	12	2	0	4	0	4	310	11	2	927
Total	20	0	24	0	52	2394	6	26	9	9	8	0	17	1026	35	3	3629
08:00 AM	3	0	12	0	13	545	5	15	4	0	1	0	6	236	10	0	850
08:15 AM	2	0	8	0	12	549	4	7	3	3	2	0	3	287	11	0	891
08:30 AM	4	0	9	0	13	444	3	10	3	0	2	0	4	266	13	0	771
08:45 AM	2	0	6	0	11	457	2	10	4	0	0	0	2	287	9	0	790
Total	11	0	35	0	49	1995	14	42	14	3	5	0	15	1076	43	0	3302
Grand Total	31	0	59	0	101	4389	20	68	23	12	13	0	32	2102	78	3	6931
Apprch %	34.4	0	65.6	0	2.2	95.9	0.4	1.5	47.9	25	27.1	0	1.4	94.9	3.5	0.1	
Total %	0.4	0	0.9	0	1.5	63.3	0.3	1	0.3	0.2	0.2	0	0.5	30.3	1.1	0	
Cars	25	0	50	0	94	4292	13	66	14	7	7	0	16	1993	71	3	6651
% Cars	80.6	0	84.7	0	93.1	97.8	65	97.1	60.9	58.3	53.8	0	50	94.8	91	100	96
Heavy Vehicles	6	0	9	0	7	97	7	2	9	5	6	0	16	109	7	0	280
% Heavy Vehicles	19.4	0	15.3	0	6.9	2.2	35	2.9	39.1	41.7	46.2	0	50	5.2	9	0	4

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	0	7	0	11	14	640	1	2	657	2	7	1	0	10	6	199	3	0	208	886
07:15 AM	5	0	6	0	11	12	621	2	5	640	2	1	1	0	4	3	227	9	0	239	894
07:30 AM	6	0	5	0	11	12	579	0	7	598	3	1	2	0	6	4	290	12	1	307	922
07:45 AM	5	0	6	0	11	14	554	3	12	583	2	0	4	0	6	4	310	11	2	327	927
Total Volume	20	0	24	0	44	52	2394	6	26	2478	9	9	8	0	26	17	1026	35	3	1081	3629
% App. Total																					
PHF	.833	.000	.857	.000	1.00	.929	.935	.500	.542	.943	.750	.321	.500	.000	.650	.708	.827	.729	.375	.826	.979
Cars	14	0	17	0	31	48	2350	4	26	2428	2	4	2	0	8	8	962	32	3	1005	3472
% Cars	70.0	0	70.8	0	70.5	92.3	98.2	66.7	100	98.0	22.2	44.4	25.0	0	30.8	47.1	93.8	91.4	100	93.0	95.7
Heavy Vehicles																					
% Heavy Vehicles	30.0	0	29.2	0	29.5	7.7	1.8	33.3	0	2.0	77.8	55.6	75.0	0	69.2	52.9	6.2	8.6	0	7.0	4.3



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	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	4	0	4	0	14	625	0	2	0	3	0	0	4	188	2	0	846
07:15 AM	2	0	5	0	11	605	1	5	0	0	0	0	1	219	9	0	858
07:30 AM	3	0	3	0	11	571	0	7	1	1	1	0	2	265	12	1	878
07:45 AM	5	0	5	0	12	549	3	12	1	0	1	0	1	290	9	2	890
Total	14	0	17	0	48	2350	4	26	2	4	2	0	8	962	32	3	3472
08:00 AM	3	0	12	0	11	537	3	15	3	0	1	0	3	228	8	0	824
08:15 AM	2	0	6	0	12	532	4	6	3	3	2	0	2	273	10	0	855
08:30 AM	4	0	9	0	12	429	2	9	2	0	2	0	3	253	12	0	737
08:45 AM	2	0	6	0	11	444	0	10	4	0	0	0	0	277	9	0	763
Total	11	0	33	0	46	1942	9	40	12	3	5	0	8	1031	39	0	3179
Grand Total	25	0	50	0	94	4292	13	66	14	7	7	0	16	1993	71	3	6651
Apprch %	33.3	0	66.7	0	2.1	96.1	0.3	1.5	50	25	25	0	0.8	95.7	3.4	0.1	
Total %	0.4	0	0.8	0	1.4	64.5	0.2	1	0.2	0.1	0.1	0	0.2	30	1.1	0	

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Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	0	4	0	8	14	625	0	2	641	0	3	0	0	3	4	188	2	0	194	846
07:15 AM	2	0	5	0	7	11	605	1	5	622	0	0	0	0	0	1	219	9	0	229	858
07:30 AM	3	0	3	0	6	11	571	0	7	589	1	1	1	0	3	2	265	12	1	280	878
07:45 AM	5	0	5	0	10	12	549	3	12	576	1	0	1	0	2	1	290	9	2	302	890
Total Volume	14	0	17	0	31	48	2350	4	26	2428	2	4	2	0	8	8	962	32	3	1005	3472
% App. Total																					
PHF	.700	.000	.850	.000	.775	.857	.940	.333	.542	.947	.500	.333	.500	.000	.667	.500	.829	.667	.375	.832	.975





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07:00 AM	0	0	3	0	0	15	1	0	2	4	1	0	2	11	1	0	40
07:15 AM	3	0	1	0	1	16	1	0	2	1	1	0	2	8	0	0	36
07:30 AM	3	0	2	0	1	8	0	0	2	0	1	0	2	25	0	0	44
07:45 AM	0	0	1	0	2	5	0	0	1	0	3	0	3	20	2	0	37
Total	6	0	7	0	4	44	2	0	7	5	6	0	9	64	3	0	157
08:00 AM	0	0	0	0	2	8	2	0	1	0	0	0	3	8	2	0	26
08:15 AM	0	0	2	0	0	17	0	1	0	0	0	0	1	14	1	0	36
08:30 AM	0	0	0	0	1	15	1	1	1	0	0	0	1	13	1	0	34
08:45 AM	0	0	0	0	0	13	2	0	0	0	0	0	2	10	0	0	27
Total	0	0	2	0	3	53	5	2	2	0	0	0	7	45	4	0	123
Grand Total	6	0	9	0	7	97	7	2	9	5	6	0	16	109	7	0	280
Apprch %	40	0	60	0	6.2	85.8	6.2	1.8	45	25	30	0	12.1	82.6	5.3	0	
Total %	2.1	0	3.2	0	2.5	34.6	2.5	0.7	3.2	1.8	2.1	0	5.7	38.9	2.5	0	

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
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07:15 AM	3	0	1	0	4	1	16	1	0	18	2	1	1	0	4	2	8	0	0	10	36
07:30 AM	3	0	2	0	5	1	8	0	0	9	2	0	1	0	3	2	25	0	0	27	44
07:45 AM	0	0	1	0	1	2	5	0	0	7	1	0	3	0	4	3	20	2	0	25	37
Total Volume	6	0	7	0	13	4	44	2	0	50	7	5	6	0	18	9	64	3	0	76	157
% App. Total	46.2	0	53.8	0		8	88	4	0		38.9	27.8	33.3	0		11.8	84.2	3.9	0		
PHF	.500	.000	.583	.000	.650	.500	.688	.500	.000	.694	.875	.313	.500	.000	.643	.750	.640	.375	.000	.704	.892



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N/S: Shepard Street/ Marine Boulevard  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 A  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
07:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	6
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	13
08:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	7
Grand Total	0	0	0	6	6	0	0	0	0	0	0	0	0	0	4	0	0	0	3	1	20
Apprch %	0	0	0	50	50	0	0	0	0	0	0	0	0	0	100	0	0	0	75	25	
Total %	0	0	0	30	30	0	0	0	0	0	0	0	0	0	20	0	0	0	15	5	

Start Time	Shepard Street From North						Lynnway (Route 1A) From East						Marine Boulevard From South						Lynnway (Route 1A) From West						Int. Total	
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3
07:45 AM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	1	6	
08:00 AM	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
Total Volume	0	0	0	4	5	9	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	3	1	4	15	
% App. Total	0	0	0	44.4	55.6	0	0	0	0	0	0	0	0	0	100	0	0	0	75	25						
PHF	.000	.000	.000	.500	.625	.563	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.375	.250	.500	.625	



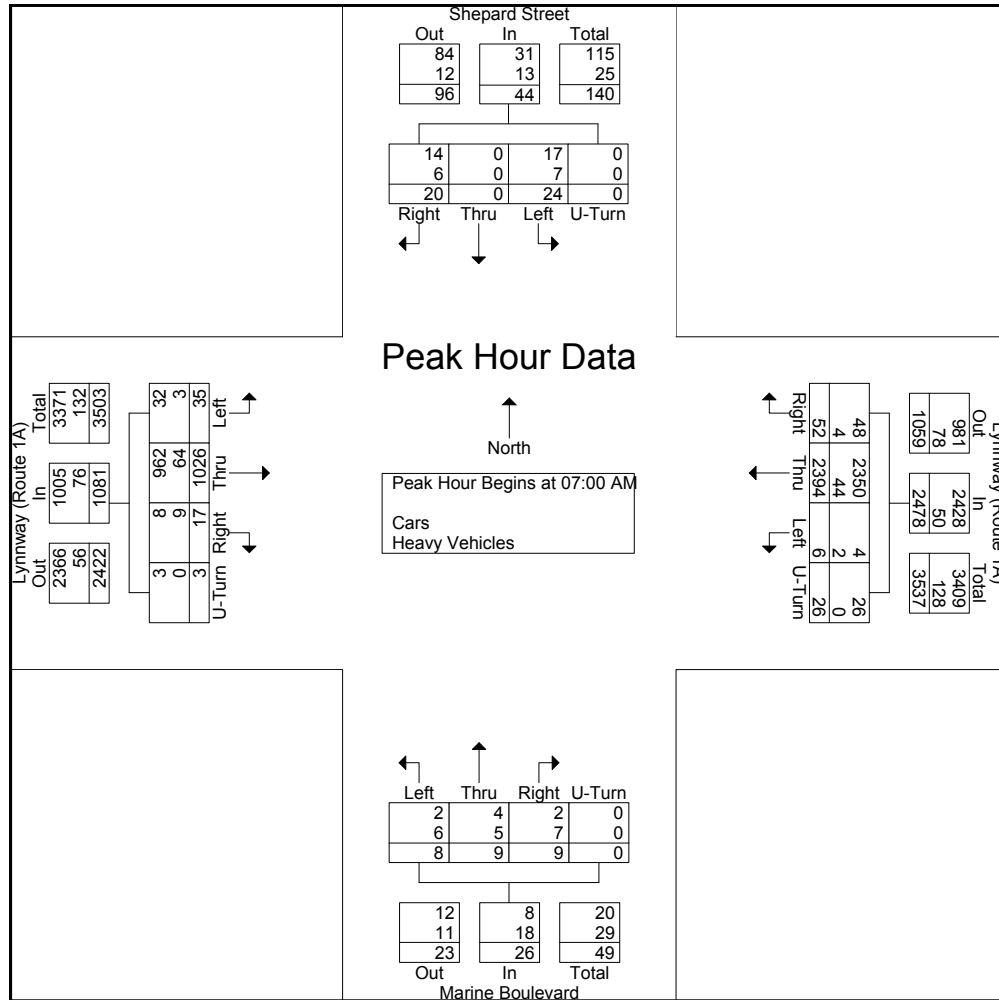
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E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 A  
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Page No : 1

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	0	7	0	11	14	640	1	2	657	2	7	1	0	10	6	199	3	0	208	886
07:15 AM	5	0	6	0	11	12	621	2	5	640	2	1	1	0	4	3	227	9	0	239	894
07:30 AM	6	0	5	0	11	12	579	0	7	598	3	1	2	0	6	4	290	12	1	307	922
07:45 AM	5	0	6	0	11	14	554	3	12	583	2	0	4	0	6	4	310	11	2	327	927
Total Volume	20	0	24	0	44	52	2394	6	26	2478	9	9	8	0	26	17	1026	35	3	1081	3629
% App. Total	.833	.000	.857	.000	1.000	.929	.935	.500	.542	.943	.750	.321	.500	.000	.650	.708	.827	.729	.375	.826	.979
Cars	14	0	17	0	31	48	2350	4	26	2428	2	4	2	0	8	8	962	32	3	1005	3472
% Cars	70.0	0	70.8	0	70.5	92.3	98.2	66.7	100	98.0	22.2	44.4	25.0	0	30.8	47.1	93.8	91.4	100	93.0	95.7
Heavy Vehicles																					
% Heavy Vehicles	30.0	0	29.2	0	29.5	7.7	1.8	33.3	0	2.0	77.8	55.6	75.0	0	69.2	52.9	6.2	8.6	0	7.0	4.3







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File Name : 144179 AA  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Shepard Street From North				Lynnway (Route 1A) From East				Marine Boulevard From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	5	0	6	0	10	293	0	8	3	0	2	1	7	436	16	2	789
04:15 PM	6	0	12	0	15	314	3	8	2	0	13	1	3	478	16	4	875
04:30 PM	7	0	15	0	12	286	1	6	2	1	10	0	4	531	25	2	902
04:45 PM	2	0	14	0	17	281	1	16	1	1	2	0	5	585	18	2	945
Total	20	0	47	0	54	1174	5	38	8	2	27	2	19	2030	75	10	3511
05:00 PM	6	0	11	0	7	324	0	12	4	6	8	0	8	575	30	2	993
05:15 PM	0	0	8	0	10	311	0	5	3	0	0	0	0	582	31	4	954
05:30 PM	6	0	12	0	16	261	0	8	0	0	2	0	2	561	21	3	892
05:45 PM	6	0	6	0	9	245	0	10	1	1	1	0	1	603	21	2	906
Total	18	0	37	0	42	1141	0	35	8	7	11	0	11	2321	103	11	3745
Grand Total	38	0	84	0	96	2315	5	73	16	9	38	2	30	4351	178	21	7256
Apprch %	31.1	0	68.9	0	3.9	93	0.2	2.9	24.6	13.8	58.5	3.1	0.7	95	3.9	0.5	
Total %	0.5	0	1.2	0	1.3	31.9	0.1	1	0.2	0.1	0.5	0	0.4	60	2.5	0.3	
Cars	37	0	82	0	95	2256	0	72	16	9	36	2	21	4271	173	21	7091
% Cars	97.4	0	97.6	0	99	97.5	0	98.6	100	100	94.7	100	70	98.2	97.2	100	97.7
Heavy Vehicles	1	0	2	0	1	59	5	1	0	0	2	0	9	80	5	0	165
% Heavy Vehicles	2.6	0	2.4	0	1	2.5	100	1.4	0	0	5.3	0	30	1.8	2.8	0	2.3

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	7	0	15	0	22	12	286	1	6	305	2	1	10	0	13	4	531	25	2	562	902
04:45 PM	2	0	14	0	16	17	281	1	16	315	1	1	2	0	4	5	585	18	2	610	945
05:00 PM	6	0	11	0	17	7	324	0	12	343	4	6	8	0	18	8	575	30	2	615	993
05:15 PM	0	0	8	0	8	10	311	0	5	326	3	0	0	0	3	0	582	31	4	617	954
Total Volume	15	0	48	0	63	46	1202	2	39	1289	10	8	20	0	38	17	2273	104	10	2404	3794
% App. Total																					
PHF	.536	.000	.800	.000	.716	.676	.927	.500	.609	.940	.625	.333	.500	.000	.528	.531	.971	.839	.625	.974	.955
Cars	15	0	48	0	63	45	1170	0	39	1254	10	8	19	0	37	13	2232	100	10	2355	3709
% Cars	100	0	100	0	100	97.8	97.3	0	100	97.3	100	100	95.0	0	97.4	76.5	98.2	96.2	100	98.0	97.8
Heavy Vehicles	0	0	0	0	0	2.2	2.7	100	0	2.7	0	0	5.0	0	2.6	23.5	1.8	3.8	0	2.0	2.2
% Heavy Vehicles	0	0	0	0	0	2.2	2.7	100	0	2.7	0	0	5.0	0	2.6	23.5	1.8	3.8	0	2.0	2.2



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E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 AA  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Cars

Start Time	Shepard Street From North				Lynnway (Route 1A) From East				Marine Boulevard From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	4	0	6	0	10	285	0	8	3	0	2	1	4	430	16	2	771
04:15 PM	6	0	11	0	15	304	0	8	2	0	12	1	2	464	16	4	845
04:30 PM	7	0	15	0	12	275	0	6	2	1	10	0	2	520	23	2	875
04:45 PM	2	0	14	0	17	277	0	16	1	1	1	0	3	573	17	2	924
Total	19	0	46	0	54	1141	0	38	8	2	25	2	11	1987	72	10	3415
05:00 PM	6	0	11	0	6	315	0	12	4	6	8	0	8	563	29	2	970
05:15 PM	0	0	8	0	10	303	0	5	3	0	0	0	0	576	31	4	940
05:30 PM	6	0	11	0	16	253	0	7	0	0	2	0	1	550	21	3	870
05:45 PM	6	0	6	0	9	244	0	10	1	1	1	0	1	595	20	2	896
Total	18	0	36	0	41	1115	0	34	8	7	11	0	10	2284	101	11	3676
Grand Total	37	0	82	0	95	2256	0	72	16	9	36	2	21	4271	173	21	7091
Apprch %	31.1	0	68.9	0	3.9	93.1	0	3	25.4	14.3	57.1	3.2	0.5	95.2	3.9	0.5	
Total %	0.5	0	1.2	0	1.3	31.8	0	1	0.2	0.1	0.5	0	0.3	60.2	2.4	0.3	

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	7	0	15	0	22	12	275	0	6	293	2	1	10	0	13	2	520	23	2	547	875
04:45 PM	2	0	14	0	16	17	277	0	16	310	1	1	1	0	3	3	573	17	2	595	924
05:00 PM	6	0	11	0	17	6	315	0	12	333	4	6	8	0	18	8	563	29	2	602	970
05:15 PM	0	0	8	0	8	10	303	0	5	318	3	0	0	0	3	0	576	31	4	611	940
Total Volume	15	0	48	0	63	45	1170	0	39	1254	10	8	19	0	37	13	2232	100	10	2355	3709
% App. Total																					
PHF	.536	.000	.800	.000	.716	.662	.929	.000	.609	.941	.625	.333	.475	.000	.514	.406	.969	.806	.625	.964	.956



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File Name : 144179 AA  
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Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Shepard Street From North				Lynnway (Route 1A) From East				Marine Boulevard From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	1	0	0	0	0	8	0	0	0	0	0	0	3	6	0	0	18
04:15 PM	0	0	1	0	0	10	3	0	0	0	1	0	1	14	0	0	30
04:30 PM	0	0	0	0	0	11	1	0	0	0	0	0	2	11	2	0	27
04:45 PM	0	0	0	0	0	4	1	0	0	0	1	0	2	12	1	0	21
Total	1	0	1	0	0	33	5	0	0	0	2	0	8	43	3	0	96
05:00 PM	0	0	0	0	1	9	0	0	0	0	0	0	0	12	1	0	23
05:15 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	6	0	0	14
05:30 PM	0	0	1	0	0	8	0	1	0	0	0	0	1	11	0	0	22
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	8	1	0	10
Total	0	0	1	0	1	26	0	1	0	0	0	0	1	37	2	0	69
Grand Total	1	0	2	0	1	59	5	1	0	0	2	0	9	80	5	0	165
Apprch %	33.3	0	66.7	0	1.5	89.4	7.6	1.5	0	0	100	0	9.6	85.1	5.3	0	
Total %	0.6	0	1.2	0	0.6	35.8	3	0.6	0	0	1.2	0	5.5	48.5	3	0	

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	1	0	1	0	10	3	0	13	0	0	1	0	1	1	14	0	0	15	30
04:30 PM	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	2	11	2	0	15	27
04:45 PM	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	2	12	1	0	15	21
05:00 PM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	12	1	0	13	23
Total Volume	0	0	1	0	1	1	34	5	0	40	0	0	2	0	2	5	49	4	0	58	101
% App. Total	0	0	100	0		2.5	85	12.5	0		0	0	100	0		8.6	84.5	6.9	0		
PHF	.000	.000	.250	.000	.250	.250	.773	.417	.000	.769	.000	.000	.500	.000	.500	.625	.875	.500	.000	.967	.842





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Groups Printed- Peds and Bikes

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total	
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	6	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	7	3	13	
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4	
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	1	0	0	0	1	1	7	
Grand Total	0	0	0	1	1	0	1	0	0	0	0	0	0	2	3	0	0	0	8	4	20	
Apprch %	0	0	0	50	50	0	100	0	0	0	0	0	0	40	60	0	0	0	66.7	33.3		
Total %	0	0	0	5	5	0	5	0	0	0	0	0	0	10	15	0	0	0	40	20		

Start Time	Shepard Street From North						Lynnway (Route 1A) From East						Marine Boulevard From South						Lynnway (Route 1A) From West						Int. Total
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:15 PM																									
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	1	2	3	0	0	0	7	2	9	14
% App. Total	0	0	0	0	100		0	100	0	0	0	0	0	0	33.3	66.7		0	0	0	77.8	22.2			
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.000	.250	.000	.000	.000	.250	.500	.750	.000	.000	.000	.438	.250	.563	.583



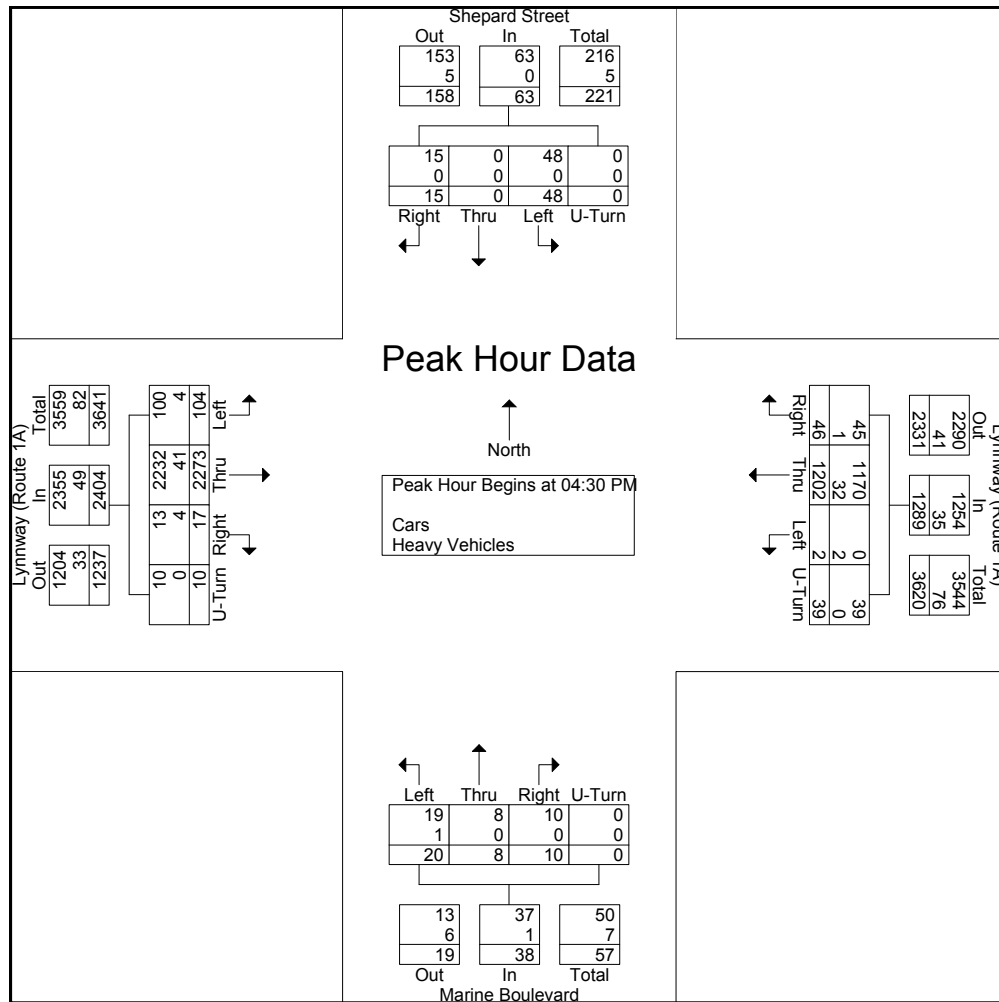
PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
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Email: datarequests@pdillc.com

N/S: Shepard Street/ Marine Boulevard  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 AA  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	7	0	15	0	22	12	286	1	6	305	2	1	10	0	13	4	531	25	2	562	902
04:45 PM	2	0	14	0	16	17	281	1	16	315	1	1	2	0	4	5	585	18	2	610	945
05:00 PM	6	0	11	0	17	7	324	0	12	343	4	6	8	0	18	8	575	30	2	615	993
05:15 PM	0	0	8	0	8	10	311	0	5	326	3	0	0	0	3	0	582	31	4	617	954
Total Volume	15	0	48	0	63	46	1202	2	39	1289	10	8	20	0	38	17	2273	104	10	2404	3794
% App. Total	.536	.000	.800	.000	.716	.676	.927	.500	.609	.940	.625	.333	.500	.000	.528	.531	.971	.839	.625	.974	.955
Cars	15	0	48	0	63	45	1170	0	39	1254	10	8	19	0	37	13	2232	100	10	2355	3709
% Cars	100	0	100	0	100	97.8	97.3	0	100	97.3	100	100	95.0	0	97.4	76.5	98.2	96.2	100	98.0	97.8
Heavy Vehicles	0	0	0	0	0	2.2	2.7	100	0	2.7	0	0	5.0	0	2.6	23.5	1.8	3.8	0	2.0	2.2
% Heavy Vehicles	0	0	0	0	0	2.2	2.7	100	0	2.7	0	0	5.0	0	2.6	23.5	1.8	3.8	0	2.0	2.2





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N/S: Blossom Street/ Blossom Street Ext  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 B  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Shepard Street From North				Lynnway (Route 1A) From East				Marine Boulevard From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	6	0	0	0	19	675	0	0	14	0	0	0	18	200	0	0	932
07:15 AM	6	0	0	0	38	640	0	0	14	0	0	0	20	221	0	0	939
07:30 AM	15	0	0	0	46	591	0	0	23	0	0	0	25	285	0	0	985
07:45 AM	14	0	0	0	44	596	0	0	18	0	0	0	29	300	0	0	1001
Total	41	0	0	0	147	2502	0	0	69	0	0	0	92	1006	0	0	3857
08:00 AM	9	0	0	0	40	567	0	0	19	0	0	0	20	251	0	0	906
08:15 AM	14	0	0	0	30	567	0	0	20	0	0	0	34	268	0	0	933
08:30 AM	10	0	0	0	34	483	0	0	17	0	0	0	18	276	0	0	838
08:45 AM	11	0	0	0	36	468	0	0	16	0	0	0	27	277	0	0	835
Total	44	0	0	0	140	2085	0	0	72	0	0	0	99	1072	0	0	3512
Grand Total	85	0	0	0	287	4587	0	0	141	0	0	0	191	2078	0	0	7369
Apprch %	100	0	0	0	5.9	94.1	0	0	100	0	0	0	8.4	91.6	0	0	
Total %	1.2	0	0	0	3.9	62.2	0	0	1.9	0	0	0	2.6	28.2	0	0	
Cars	78	0	0	0	268	4480	0	0	129	0	0	0	177	1953	0	0	7085
% Cars	91.8	0	0	0	93.4	97.7	0	0	91.5	0	0	0	92.7	94	0	0	96.1
Heavy Vehicles	7	0	0	0	19	107	0	0	12	0	0	0	14	125	0	0	284
% Heavy Vehicles	8.2	0	0	0	6.6	2.3	0	0	8.5	0	0	0	7.3	6	0	0	3.9

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	6	0	0	0	6	19	675	0	0	694	14	0	0	0	14	18	200	0	0	218	932
07:15 AM	6	0	0	0	6	38	640	0	0	678	14	0	0	0	14	20	221	0	0	241	939
07:30 AM	15	0	0	0	15	46	591	0	0	637	23	0	0	0	23	25	285	0	0	310	985
07:45 AM	14	0	0	0	14	44	596	0	0	640	18	0	0	0	18	29	300	0	0	329	1001
Total Volume	41	0	0	0	41	147	2502	0	0	2649	69	0	0	0	69	92	1006	0	0	1098	3857
% App. Total																					
PHF	.683	.000	.000	.000	.683	.799	.927	.000	.000	.954	.750	.000	.000	.000	.750	.793	.838	.000	.000	.834	.963
Cars	38	0	0	0	38	138	2453	0	0	2591	63	0	0	0	63	87	930	0	0	1017	3709
% Cars	92.7	0	0	0	92.7	93.9	98.0	0	0	97.8	91.3	0	0	0	91.3	94.6	92.4	0	0	92.6	96.2
Heavy Vehicles																					
% Heavy Vehicles	7.3	0	0	0	7.3	6.1	2.0	0	0	2.2	8.7	0	0	0	8.7	5.4	7.6	0	0	7.4	3.8





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N/S: Blossom Street/ Blossom Street Ext  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 B  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Cars

Start Time	Shepard Street From North				Lynnway (Route 1A) From East				Marine Boulevard From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	5	0	0	0	15	659	0	0	12	0	0	0	18	183	0	0	892
07:15 AM	5	0	0	0	38	624	0	0	14	0	0	0	18	209	0	0	908
07:30 AM	15	0	0	0	42	581	0	0	20	0	0	0	23	257	0	0	938
07:45 AM	13	0	0	0	43	589	0	0	17	0	0	0	28	281	0	0	971
Total	38	0	0	0	138	2453	0	0	63	0	0	0	87	930	0	0	3709
08:00 AM	9	0	0	0	37	556	0	0	18	0	0	0	20	241	0	0	881
08:15 AM	12	0	0	0	28	550	0	0	20	0	0	0	30	255	0	0	895
08:30 AM	9	0	0	0	32	466	0	0	14	0	0	0	14	260	0	0	795
08:45 AM	10	0	0	0	33	455	0	0	14	0	0	0	26	267	0	0	805
Total	40	0	0	0	130	2027	0	0	66	0	0	0	90	1023	0	0	3376
Grand Total	78	0	0	0	268	4480	0	0	129	0	0	0	177	1953	0	0	7085
Apprch %	100	0	0	0	5.6	94.4	0	0	100	0	0	0	8.3	91.7	0	0	
Total %	1.1	0	0	0	3.8	63.2	0	0	1.8	0	0	0	2.5	27.6	0	0	

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	5	0	0	0	5	15	659	0	0	674	12	0	0	0	12	18	183	0	0	201	892
07:15 AM	5	0	0	0	5	38	624	0	0	662	14	0	0	0	14	18	209	0	0	227	908
07:30 AM	15	0	0	0	15	42	581	0	0	623	20	0	0	0	20	23	257	0	0	280	938
07:45 AM	13	0	0	0	13	43	589	0	0	632	17	0	0	0	17	28	281	0	0	309	971
Total Volume	38	0	0	0	38	138	2453	0	0	2591	63	0	0	0	63	87	930	0	0	1017	3709
% App. Total																					
PHF	.633	.000	.000	.000	.633	.802	.931	.000	.000	.961	.788	.000	.000	.000	.788	.777	.827	.000	.000	.823	.955



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N/S: Blossom Street/ Blossom Street Ext  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 B  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Shepard Street From North				Lynnway (Route 1A) From East				Marine Boulevard From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	1	0	0	0	4	16	0	0	2	0	0	0	0	17	0	0	40
07:15 AM	1	0	0	0	0	16	0	0	0	0	0	0	2	12	0	0	31
07:30 AM	0	0	0	0	4	10	0	0	3	0	0	0	2	28	0	0	47
07:45 AM	1	0	0	0	1	7	0	0	1	0	0	0	1	19	0	0	30
Total	3	0	0	0	9	49	0	0	6	0	0	0	5	76	0	0	148
08:00 AM	0	0	0	0	3	11	0	0	1	0	0	0	0	10	0	0	25
08:15 AM	2	0	0	0	2	17	0	0	0	0	0	0	4	13	0	0	38
08:30 AM	1	0	0	0	2	17	0	0	3	0	0	0	4	16	0	0	43
08:45 AM	1	0	0	0	3	13	0	0	2	0	0	0	1	10	0	0	30
Total	4	0	0	0	10	58	0	0	6	0	0	0	9	49	0	0	136
Grand Total	7	0	0	0	19	107	0	0	12	0	0	0	14	125	0	0	284
Apprch %	100	0	0	0	15.1	84.9	0	0	100	0	0	0	10.1	89.9	0	0	
Total %	2.5	0	0	0	6.7	37.7	0	0	4.2	0	0	0	4.9	44	0	0	

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	0	0	1	4	16	0	0	20	2	0	0	0	2	0	17	0	0	17	40
07:15 AM	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	2	12	0	0	14	31
07:30 AM	0	0	0	0	0	4	10	0	0	14	3	0	0	0	3	2	28	0	0	30	47
07:45 AM	1	0	0	0	1	1	7	0	0	8	1	0	0	0	1	1	19	0	0	20	30
Total Volume	3	0	0	0	3	9	49	0	0	58	6	0	0	0	6	5	76	0	0	81	148
% App. Total	100	0	0	0		15.5	84.5	0	0		100	0	0	0		6.2	93.8	0	0		
PHF	.750	.000	.000	.000	.750	.563	.766	.000	.000	.725	.500	.000	.000	.000	.500	.625	.679	.000	.000	.675	.787



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N/S: Blossom Street/ Blossom Street Ext  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 B  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	8
Total	0	0	0	5	5	0	0	0	0	1	0	0	0	1	0	0	0	0	2	1	15
08:00 AM	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
Grand Total	0	0	0	8	10	0	0	0	0	1	0	0	0	1	0	0	0	0	2	2	24
Apprch %	0	0	0	44.4	55.6	0	0	0	0	100	0	0	0	100	0	0	0	0	50	50	
Total %	0	0	0	33.3	41.7	0	0	0	0	4.2	0	0	0	4.2	0	0	0	0	8.3	8.3	

Start Time	Shepard Street From North						Lynnway (Route 1A) From East						Marine Boulevard From South						Lynnway (Route 1A) From West						Int. Total			
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total				
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 07:15 AM																												
07:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	3	1	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	8
08:00 AM	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	7
Total Volume	0	0	0	7	8	15	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	2	2	4	0	0	0	21
% App. Total	0	0	0	46.7	53.3	0	0	0	0	100	0	0	0	100	0	0	0	0	50	50								
PHF	.000	.000	.000	.583	.500	.625	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250	.500	.333	.656			





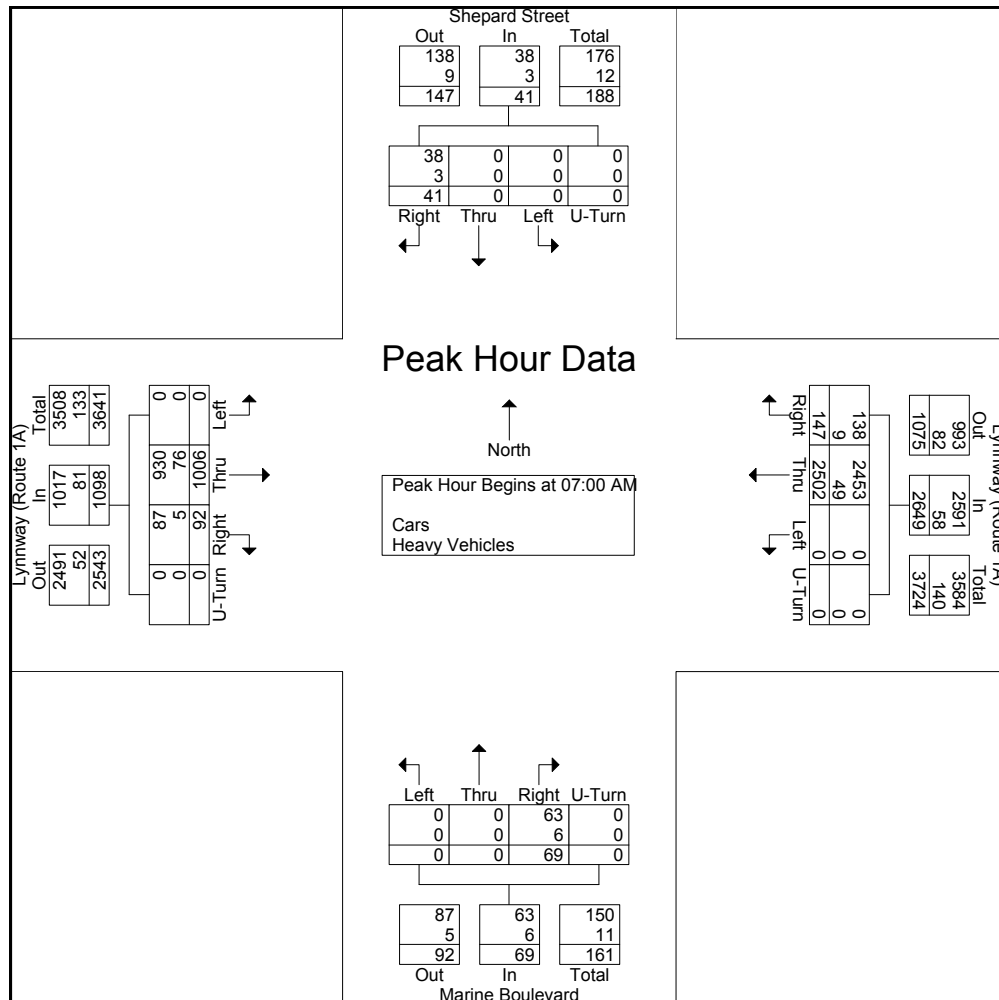
PRECISION  
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Page No : 1

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	6	0	0	0	6	19	675	0	0	694	14	0	0	0	14	18	200	0	0	218	932
07:15 AM	6	0	0	0	6	38	640	0	0	678	14	0	0	0	14	20	221	0	0	241	939
07:30 AM	15	0	0	0	15	46	591	0	0	637	23	0	0	0	23	25	285	0	0	310	985
07:45 AM	14	0	0	0	14	44	596	0	0	640	18	0	0	0	18	29	300	0	0	329	1001
Total Volume	41	0	0	0	41	147	2502	0	0	2649	69	0	0	0	69	92	1006	0	0	1098	3857
% App. Total	.683	.000	.000	.000	.683	.799	.927	.000	.000	.954	.750	.000	.000	.000	.750	.793	.838	.000	.000	.834	.963
Cars	38	0	0	0	38	138	2453	0	0	2591	63	0	0	0	63	87	930	0	0	1017	3709
% Cars	92.7	0	0	0	92.7	93.9	98.0	0	0	97.8	91.3	0	0	0	91.3	94.6	92.4	0	0	92.6	96.2
Heavy Vehicles	7.3	0	0	0	7.3	6.1	2.0	0	0	2.2	8.7	0	0	0	8.7	5.4	7.6	0	0	7.4	3.8
% Heavy Vehicles																					





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File Name : 144179 BB  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

**Groups Printed- Cars - Heavy Vehicles**

Start Time	Shepard Street From North				Lynnway (Route 1A) From East				Marine Boulevard From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	10	0	0	0	32	328	0	0	13	0	0	0	12	450	0	0	845
04:15 PM	15	0	0	0	28	331	0	0	10	0	0	0	10	484	0	0	878
04:30 PM	17	0	0	0	29	309	0	0	15	0	0	0	13	550	0	0	933
04:45 PM	7	0	0	0	35	325	0	0	15	0	0	0	12	579	0	0	973
<b>Total</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>1293</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>2063</b>	<b>0</b>	<b>0</b>	<b>3629</b>
05:00 PM	14	0	0	0	52	360	0	0	14	0	0	0	9	595	0	0	1044
05:15 PM	5	0	0	0	40	340	0	0	12	0	0	0	11	594	0	0	1002
05:30 PM	16	0	0	0	38	314	0	0	9	0	0	0	6	591	0	0	974
05:45 PM	11	0	0	0	23	264	0	0	9	0	0	0	8	624	0	0	939
<b>Total</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>153</b>	<b>1278</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>2404</b>	<b>0</b>	<b>0</b>	<b>3959</b>
<b>Grand Total</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>277</b>	<b>2571</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4467</b>	<b>0</b>	<b>0</b>	<b>7588</b>
Apprch %	100	0	0	0	9.7	90.3	0	0	100	0	0	0	1.8	98.2	0	0	
Total %	1.3	0	0	0	3.7	33.9	0	0	1.3	0	0	0	1.1	58.9	0	0	
Cars	93	0	0	0	264	2495	0	0	95	0	0	0	81	4405	0	0	7433
% Cars	97.9	0	0	0	95.3	97	0	0	97.9	0	0	0	100	98.6	0	0	98
Heavy Vehicles	2	0	0	0	13	76	0	0	2	0	0	0	0	62	0	0	155
% Heavy Vehicles	2.1	0	0	0	4.7	3	0	0	2.1	0	0	0	0	1.4	0	0	2

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	7	0	0	0	7	35	325	0	0	360	15	0	0	0	15	12	579	0	0	591	973
05:00 PM	14	0	0	0	14	52	360	0	0	412	14	0	0	0	14	9	595	0	0	604	1044
05:15 PM	5	0	0	0	5	40	340	0	0	380	12	0	0	0	12	11	594	0	0	605	1002
05:30 PM	16	0	0	0	16	38	314	0	0	352	9	0	0	0	9	6	591	0	0	597	974
<b>Total Volume</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>165</b>	<b>1339</b>	<b>0</b>	<b>0</b>	<b>1504</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>2359</b>	<b>0</b>	<b>0</b>	<b>2397</b>	<b>3993</b>
<b>% App. Total</b>																					
PHF	.656	.000	.000	.000	.656	.793	.930	.000	.000	.913	.833	.000	.000	.000	.833	.792	.991	.000	.000	.990	.956
Cars	40	0	0	0	40	159	1308	0	0	1467	49	0	0	0	49	38	2329	0	0	2367	3923
% Cars	95.2	0	0	0	95.2	96.4	97.7	0	0	97.5	98.0	0	0	0	98.0	100	98.7	0	0	98.7	98.2
Heavy Vehicles																					
% Heavy Vehicles	4.8	0	0	0	4.8	3.6	2.3	0	0	2.5	2.0	0	0	0	2.0	0	1.3	0	0	1.3	1.8



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Office: 508.481.3999 Fax: 508.545.1234  
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N/S: Blossom Street/ Blossom Street Ext  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 BB  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Cars

Start Time	Shepard Street From North				Lynnway (Route 1A) From East				Marine Boulevard From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	10	0	0	0	30	310	0	0	13	0	0	0	12	447	0	0	822
04:15 PM	15	0	0	0	26	319	0	0	9	0	0	0	10	472	0	0	851
04:30 PM	17	0	0	0	26	296	0	0	15	0	0	0	13	542	0	0	909
04:45 PM	6	0	0	0	34	320	0	0	15	0	0	0	12	574	0	0	961
Total	48	0	0	0	116	1245	0	0	52	0	0	0	47	2035	0	0	3543
05:00 PM	13	0	0	0	49	352	0	0	14	0	0	0	9	586	0	0	1023
05:15 PM	5	0	0	0	38	331	0	0	11	0	0	0	11	590	0	0	986
05:30 PM	16	0	0	0	38	305	0	0	9	0	0	0	6	579	0	0	953
05:45 PM	11	0	0	0	23	262	0	0	9	0	0	0	8	615	0	0	928
Total	45	0	0	0	148	1250	0	0	43	0	0	0	34	2370	0	0	3890
Grand Total	93	0	0	0	264	2495	0	0	95	0	0	0	81	4405	0	0	7433
Apprch %	100	0	0	0	9.6	90.4	0	0	100	0	0	0	1.8	98.2	0	0	
Total %	1.3	0	0	0	3.6	33.6	0	0	1.3	0	0	0	1.1	59.3	0	0	

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	0	0	0	6	34	320	0	0	354	15	0	0	0	15	12	574	0	0	586	961
05:00 PM	13	0	0	0	13	49	352	0	0	401	14	0	0	0	14	9	586	0	0	595	1023
05:15 PM	5	0	0	0	5	38	331	0	0	369	11	0	0	0	11	11	590	0	0	601	986
05:30 PM	16	0	0	0	16	38	305	0	0	343	9	0	0	0	9	6	579	0	0	585	953
Total Volume	40	0	0	0	40	159	1308	0	0	1467	49	0	0	0	49	38	2329	0	0	2367	3923
% App. Total																					
PHF	.625	.000	.000	.000	.625	.811	.929	.000	.000	.915	.817	.000	.000	.000	.817	.792	.987	.000	.000	.985	.959





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N/S: Blossom Street/ Blossom Street Ext  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 BB  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Shepard Street From North				Lynnway (Route 1A) From East				Marine Boulevard From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	0	0	0	0	2	18	0	0	0	0	0	0	0	3	0	0	23
04:15 PM	0	0	0	0	2	12	0	0	1	0	0	0	0	12	0	0	27
04:30 PM	0	0	0	0	3	13	0	0	0	0	0	0	0	8	0	0	24
04:45 PM	1	0	0	0	1	5	0	0	0	0	0	0	0	5	0	0	12
Total	1	0	0	0	8	48	0	0	1	0	0	0	0	28	0	0	86
05:00 PM	1	0	0	0	3	8	0	0	0	0	0	0	0	9	0	0	21
05:15 PM	0	0	0	0	2	9	0	0	1	0	0	0	0	4	0	0	16
05:30 PM	0	0	0	0	0	9	0	0	0	0	0	0	0	12	0	0	21
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	9	0	0	11
Total	1	0	0	0	5	28	0	0	1	0	0	0	0	34	0	0	69
Grand Total	2	0	0	0	13	76	0	0	2	0	0	0	0	62	0	0	155
Apprch %	100	0	0	0	14.6	85.4	0	0	100	0	0	0	0	100	0	0	
Total %	1.3	0	0	0	8.4	49	0	0	1.3	0	0	0	0	40	0	0	

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	2	18	0	0	20	0	0	0	0	0	0	3	0	0	3	23
04:15 PM	0	0	0	0	0	2	12	0	0	14	1	0	0	0	1	0	12	0	0	12	27
04:30 PM	0	0	0	0	0	3	13	0	0	16	0	0	0	0	0	0	8	0	0	8	24
04:45 PM	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	0	5	0	0	5	12
Total Volume	1	0	0	0	1	8	48	0	0	56	1	0	0	0	1	0	28	0	0	28	86
% App. Total	100	0	0	0		14.3	85.7	0	0		100	0	0	0		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.667	.667	.000	.000	.700	.250	.000	.000	.000	.250	.000	.583	.000	.000	.583	.796



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N/S: Blossom Street/ Blossom Street Ext  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 BB  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
04:00 PM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	2	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	8
Grand Total	0	0	0	16	7	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	26
Apprch %	0	0	0	69.6	30.4	0	0	0	50	50	0	0	0	0	0	0	0	0	100	0	
Total %	0	0	0	61.5	26.9	0	0	0	3.8	3.8	0	0	0	0	0	0	0	0	3.8	0	

Start Time	Shepard Street From North						Lynnway (Route 1A) From East						Marine Boulevard From South						Lynnway (Route 1A) From West						Int. Total				
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total					
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																													
Peak Hour for Entire Intersection Begins at 04:00 PM																													
04:00 PM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:15 PM	0	0	0	6	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
04:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:45 PM	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Total Volume	0	0	0	13	5	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
% App. Total	0	0	0	72.2	27.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.542	.313	.450	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.450	



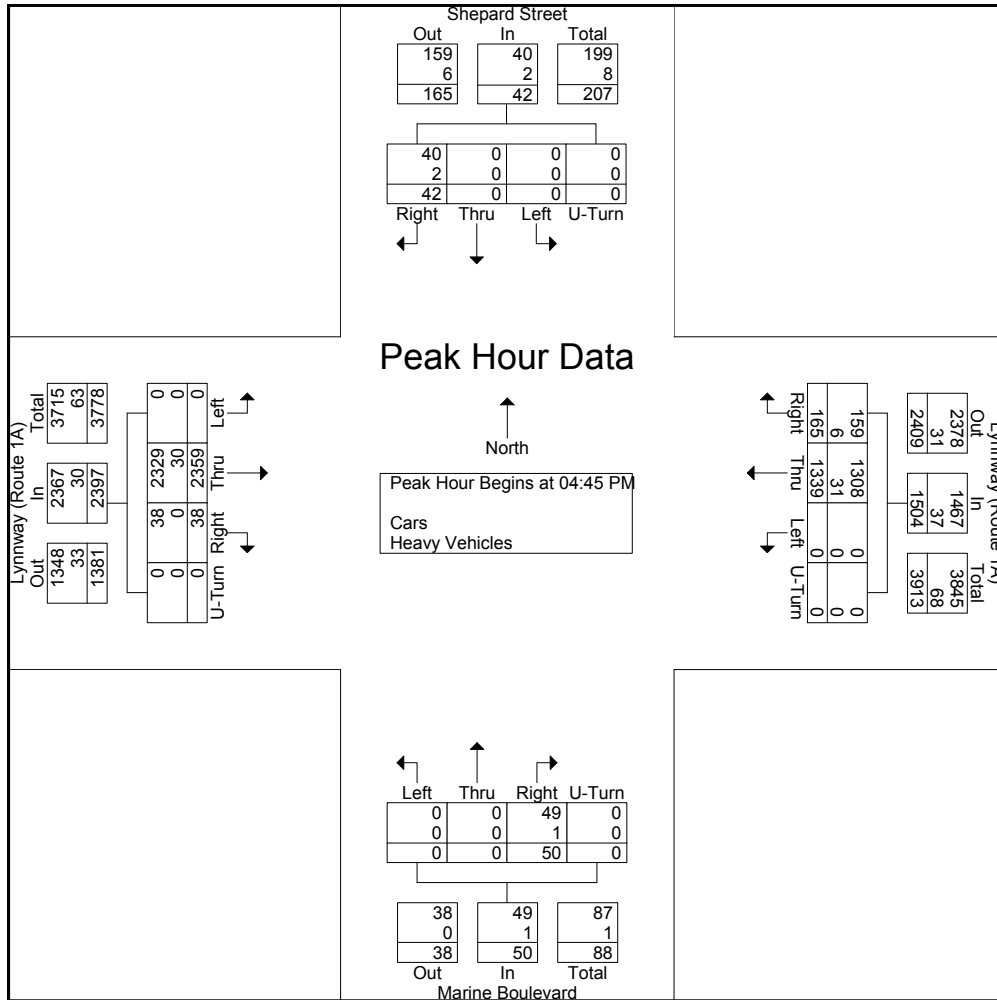
PRECISION  
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E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 BB  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Start Time	Shepard Street From North					Lynnway (Route 1A) From East					Marine Boulevard From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	7	0	0	0	7	35	325	0	0	360	15	0	0	0	15	12	579	0	0	591	973
05:00 PM	14	0	0	0	14	52	360	0	0	412	14	0	0	0	14	9	595	0	0	604	1044
05:15 PM	5	0	0	0	5	40	340	0	0	380	12	0	0	0	12	11	594	0	0	605	1002
05:30 PM	16	0	0	0	16	38	314	0	0	352	9	0	0	0	9	6	591	0	0	597	974
Total Volume	42	0	0	0	42	165	1339	0	0	1504	50	0	0	0	50	38	2359	0	0	2397	3993
% App. Total	.656	.000	.000	.000	.656	.793	.930	.000	.000	.913	.833	.000	.000	.000	.833	.792	.991	.000	.000	.990	.956
PHF	.656	.000	.000	.000	.656	.793	.930	.000	.000	.913	.833	.000	.000	.000	.833	.792	.991	.000	.000	.990	.956
Cars	40	0	0	0	40	159	1308	0	0	1467	49	0	0	0	49	38	2329	0	0	2367	3923
% Cars	95.2	0	0	0	95.2	96.4	97.7	0	0	97.5	98.0	0	0	0	98.0	100	98.7	0	0	98.7	98.2
Heavy Vehicles	4.8	0	0	0	4.8	3.6	2.3	0	0	2.5	2.0	0	0	0	2.0	0	1.3	0	0	1.3	1.8
% Heavy Vehicles	4.8	0	0	0	4.8	3.6	2.3	0	0	2.5	2.0	0	0	0	2.0	0	1.3	0	0	1.3	1.8







PRECISION  
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N/S: Jughandle/Kingman Street  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 C  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Jughandle From North				Lynnway (Route 1A) From East				Kingman Street From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	0	0	0	0	41	731	11	0	6	0	8	0	9	199	3	2	1010
07:15 AM	0	0	0	0	44	725	12	0	11	2	11	0	8	218	5	1	1037
07:30 AM	0	0	0	0	41	632	17	3	9	1	6	0	6	275	3	9	1002
07:45 AM	0	0	0	0	40	636	18	2	9	0	6	0	11	290	6	5	1023
Total	0	0	0	0	166	2724	58	5	35	3	31	0	34	982	17	17	4072
08:00 AM	0	0	0	0	44	542	20	5	5	0	14	0	17	241	5	13	906
08:15 AM	0	0	0	0	39	568	21	5	16	0	13	0	16	237	5	2	922
08:30 AM	0	0	0	0	41	474	26	0	5	1	10	0	30	257	12	8	864
08:45 AM	1	0	1	0	33	447	30	3	7	0	8	0	14	247	5	5	801
Total	1	0	1	0	157	2031	97	13	33	1	45	0	77	982	27	28	3493
Grand Total	1	0	1	0	323	4755	155	18	68	4	76	0	111	1964	44	45	7565
Apprch %	50	0	50	0	6.2	90.6	3	0.3	45.9	2.7	51.4	0	5.1	90.8	2	2.1	
Total %	0	0	0	0	4.3	62.9	2	0.2	0.9	0.1	1	0	1.5	26	0.6	0.6	
Cars	1	0	1	0	314	4682	146	18	37	2	43	0	101	1849	42	44	7280
% Cars	100	0	100	0	97.2	98.5	94.2	100	54.4	50	56.6	0	91	94.1	95.5	97.8	96.2
Heavy Vehicles	0	0	0	0	9	73	9	0	31	2	33	0	10	115	2	1	285
% Heavy Vehicles	0	0	0	0	2.8	1.5	5.8	0	45.6	50	43.4	0	9	5.9	4.5	2.2	3.8

Start Time	Jughandle From North					Lynnway (Route 1A) From East					Kingman Street From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	41	731	11	0	783	6	0	8	0	14	9	199	3	2	213	1010
07:15 AM	0	0	0	0	0	44	725	12	0	781	11	2	11	0	24	8	218	5	1	232	1037
07:30 AM	0	0	0	0	0	41	632	17	3	693	9	1	6	0	16	6	275	3	9	293	1002
07:45 AM	0	0	0	0	0	40	636	18	2	696	9	0	6	0	15	11	290	6	5	312	1023
Total Volume	0	0	0	0	0	166	2724	58	5	2953	35	3	31	0	69	34	982	17	17	1050	4072
% App. Total																					
PHF	.000	.000	.000	.000	.000	.943	.932	.806	.417	.943	.795	.375	.705	.000	.719	.773	.847	.708	.472	.841	.982
Cars	0	0	0	0	0	163	2696	54	5	2918	20	1	12	0	33	29	917	15	16	977	3928
% Cars	0	0	0	0	0	98.2	99.0	93.1	100	98.8	57.1	33.3	38.7	0	47.8	85.3	93.4	88.2	94.1	93.0	96.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	1.8	1.0	6.9	0	1.2	42.9	66.7	61.3	0	52.2	14.7	6.6	11.8	5.9	7.0	3.5



PRECISION  
D A T A  
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503  
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Email: datarequests@pdillc.com

N/S: Jughandle/Kingman Street  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 C  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Cars

Start Time	Jughandle From North				Lynnway (Route 1A) From East				Kingman Street From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	0	0	0	0	39	721	9	0	3	0	3	0	8	183	1	2	969
07:15 AM	0	0	0	0	43	719	11	0	8	1	3	0	7	210	5	1	1008
07:30 AM	0	0	0	0	41	626	16	3	5	0	2	0	6	250	3	9	961
07:45 AM	0	0	0	0	40	630	18	2	4	0	4	0	8	274	6	4	990
Total	0	0	0	0	163	2696	54	5	20	1	12	0	29	917	15	16	3928
08:00 AM	0	0	0	0	44	531	19	5	2	0	13	0	15	230	5	13	877
08:15 AM	0	0	0	0	37	557	20	5	5	0	6	0	15	227	5	2	879
08:30 AM	0	0	0	0	39	461	25	0	3	1	6	0	29	240	12	8	824
08:45 AM	1	0	1	0	31	437	28	3	7	0	6	0	13	235	5	5	772
Total	1	0	1	0	151	1986	92	13	17	1	31	0	72	932	27	28	3352
Grand Total	1	0	1	0	314	4682	146	18	37	2	43	0	101	1849	42	44	7280
Apprch %	50	0	50	0	6.1	90.7	2.8	0.3	45.1	2.4	52.4	0	5	90.8	2.1	2.2	
Total %	0	0	0	0	4.3	64.3	2	0.2	0.5	0	0.6	0	1.4	25.4	0.6	0.6	

Start Time	Jughandle From North					Lynnway (Route 1A) From East					Kingman Street From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	39	721	9	0	769	3	0	3	0	6	8	183	1	2	194	969
07:15 AM	0	0	0	0	0	43	719	11	0	773	8	1	3	0	12	7	210	5	1	223	1008
07:30 AM	0	0	0	0	0	41	626	16	3	686	5	0	2	0	7	6	250	3	9	268	961
07:45 AM	0	0	0	0	0	40	630	18	2	690	4	0	4	0	8	8	274	6	4	292	990
Total Volume	0	0	0	0	0	163	2696	54	5	2918	20	1	12	0	33	29	917	15	16	977	3928
% App. Total																					
PHF	.000	.000	.000	.000	.000	.948	.935	.750	.417	.944	.625	.250	.750	.000	.688	.906	.837	.625	.444	.836	.974



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N/S: Jughandle/Kingman Street  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 C  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Jughandle From North				Lynnway (Route 1A) From East				Kingman Street From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	0	0	0	0	2	10	2	0	3	0	5	0	1	16	2	0	41
07:15 AM	0	0	0	0	1	6	1	0	3	1	8	0	1	8	0	0	29
07:30 AM	0	0	0	0	0	6	1	0	4	1	4	0	0	25	0	0	41
07:45 AM	0	0	0	0	0	6	0	0	5	0	2	0	3	16	0	1	33
Total	0	0	0	0	3	28	4	0	15	2	19	0	5	65	2	1	144
08:00 AM	0	0	0	0	0	11	1	0	3	0	1	0	2	11	0	0	29
08:15 AM	0	0	0	0	2	11	1	0	11	0	7	0	1	10	0	0	43
08:30 AM	0	0	0	0	2	13	1	0	2	0	4	0	1	17	0	0	40
08:45 AM	0	0	0	0	2	10	2	0	0	0	2	0	1	12	0	0	29
Total	0	0	0	0	6	45	5	0	16	0	14	0	5	50	0	0	141
Grand Total	0	0	0	0	9	73	9	0	31	2	33	0	10	115	2	1	285
Apprch %	0	0	0	0	9.9	80.2	9.9	0	47	3	50	0	7.8	89.8	1.6	0.8	
Total %	0	0	0	0	3.2	25.6	3.2	0	10.9	0.7	11.6	0	3.5	40.4	0.7	0.4	

Start Time	Jughandle From North					Lynnway (Route 1A) From East					Kingman Street From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	6	1	0	7	4	1	4	0	9	0	25	0	0	25	41
07:45 AM	0	0	0	0	0	0	6	0	0	6	5	0	2	0	7	3	16	0	1	20	33
08:00 AM	0	0	0	0	0	0	11	1	0	12	3	0	1	0	4	2	11	0	0	13	29
08:15 AM	0	0	0	0	0	2	11	1	0	14	11	0	7	0	18	1	10	0	0	11	43
Total Volume	0	0	0	0	0	2	34	3	0	39	23	1	14	0	38	6	62	0	1	69	146
% App. Total	0	0	0	0	0	5.1	87.2	7.7	0		60.5	2.6	36.8	0		8.7	89.9	0	1.4		
PHF	.000	.000	.000	.000	.000	.250	.773	.750	.000	.696	.523	.250	.500	.000	.528	.500	.620	.000	.250	.690	.849





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File Name : 144179 C  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

N/S: Jughandle/Kingman Street  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

Groups Printed- Peds and Bikes

Start Time	Jughandle From North					Lynnway (Route 1A) From East					Kingman Street From South					Lynnway (Route 1A) From West					Int. Total					
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB						
07:00 AM	0	0	0	2	2	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	4
07:30 AM	0	0	0	0	2	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	4	5	0	0	0	3	1	0	0	0	6	0	0	0	0	1	0	0	0	0	1	0	20
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	1	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	1	1	0	0	0	4	1	0	0	0	5	2	0	0	0	1	0	0	0	0	1	0	15
Grand Total	0	0	0	5	6	0	0	0	7	2	0	0	0	11	2	0	0	0	2	0	0	0	0	2	0	35
Apprch %	0	0	0	45.5	54.5	0	0	0	77.8	22.2	0	0	0	84.6	15.4	0	0	0	100	0	0	0	0	0	0	
Total %	0	0	0	14.3	17.1	0	0	0	20	5.7	0	0	0	31.4	5.7	0	0	0	5.7	0	0	0	0	0	0	

Start Time	Jughandle From North						Lynnway (Route 1A) From East						Kingman Street From South						Lynnway (Route 1A) From West						Int. Total							
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total								
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 07:00 AM																																
07:00 AM	0	0	0	2	2	4	0	0	0	2	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	
07:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0	1	4	
07:30 AM	0	0	0	0	2	2	0	0	0	1	1	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
07:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total Volume	0	0	0	4	5	9	0	0	0	3	1	4	0	0	0	6	0	6	0	0	0	1	0	1	0	0	0	1	0	1	20	
% App. Total	0	0	0	44.4	55.6	0	0	0	75	25	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.500	.625	.563	.000	.000	.000	.375	.250	.500	.000	.000	.000	.750	.000	.750	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250	.000	.250	.625	



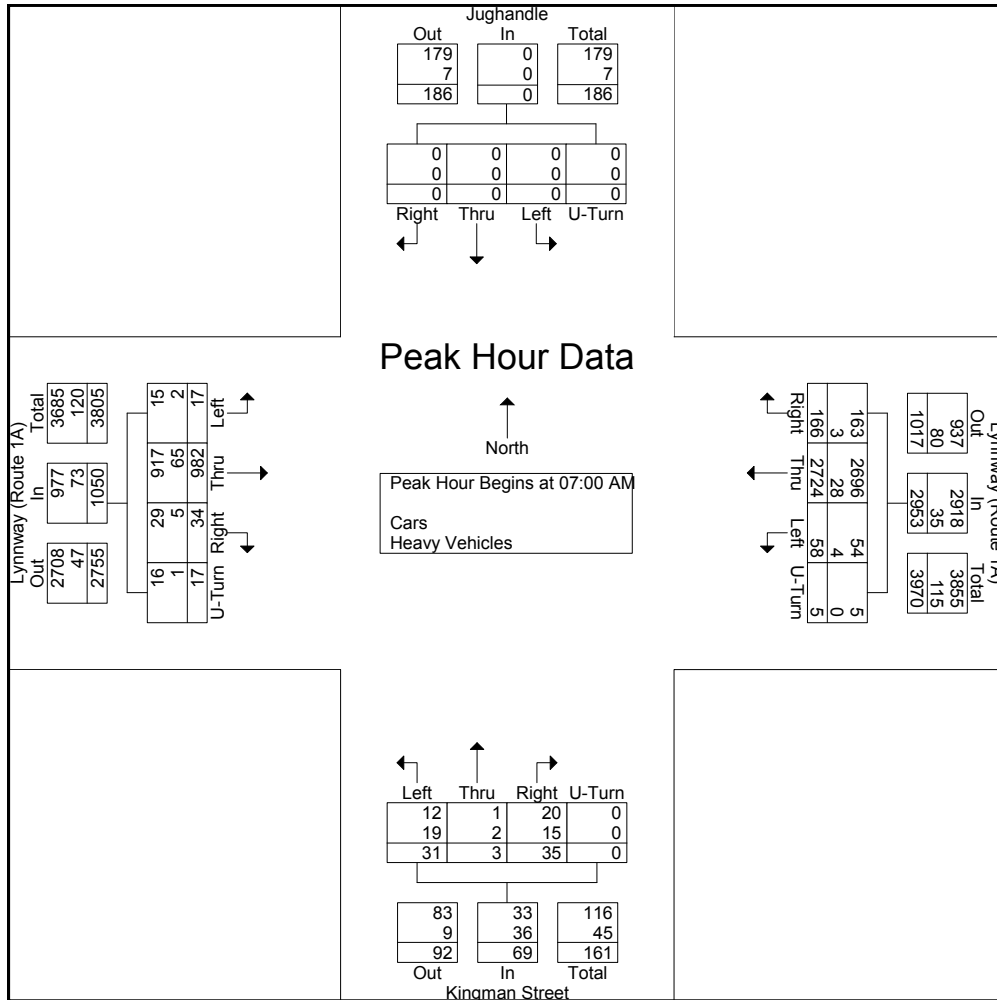
PRECISION  
D A T A  
INDUSTRIES, LLC

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N/S: Jughandle/Kingman Street  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 C  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Start Time	Jughandle From North					Lynnway (Route 1A) From East					Kingman Street From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	41	731	11	0	783	6	0	8	0	14	9	199	3	2	213	1010
07:15 AM	0	0	0	0	0	44	725	12	0	781	11	2	11	0	24	8	218	5	1	232	1037
07:30 AM	0	0	0	0	0	41	632	17	3	693	9	1	6	0	16	6	275	3	9	293	1002
07:45 AM	0	0	0	0	0	40	636	18	2	696	9	0	6	0	15	11	290	6	5	312	1023
Total Volume	0	0	0	0	0	166	2724	58	5	2953	35	3	31	0	69	34	982	17	17	1050	4072
% App. Total	.000	.000	.000	.000	.000	.943	.932	.806	.417	.943	.795	.375	.705	.000	.719	.773	.847	.708	.472	.841	.982
PHF	.000	.000	.000	.000	.000	.943	.932	.806	.417	.943	.795	.375	.705	.000	.719	.773	.847	.708	.472	.841	.982
Cars	0	0	0	0	0	163	2696	54	5	2918	20	1	12	0	33	29	917	15	16	977	3928
% Cars	0	0	0	0	0	98.2	99.0	93.1	100	98.8	57.1	33.3	38.7	0	47.8	85.3	93.4	88.2	94.1	93.0	96.5
Heavy Vehicles	0	0	0	0	0	1.8	1.0	6.9	0	1.2	42.9	66.7	61.3	0	52.2	14.7	6.6	11.8	5.9	7.0	3.5
% Heavy Vehicles	0	0	0	0	0	1.8	1.0	6.9	0	1.2	42.9	66.7	61.3	0	52.2	14.7	6.6	11.8	5.9	7.0	3.5





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N/S: Jughandle/Kingman Street  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 CC  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Jughandle From North				Lynnway (Route 1A) From East				Kingman Street From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	0	0	0	0	9	314	14	6	23	0	34	0	3	439	2	7	851
04:15 PM	0	0	0	0	13	297	7	5	11	0	24	0	7	467	1	8	840
04:30 PM	0	1	0	0	4	303	8	3	21	1	16	0	11	534	12	11	925
04:45 PM	1	0	0	0	12	315	19	5	20	0	25	0	12	549	3	11	972
Total	1	1	0	0	38	1229	48	19	75	1	99	0	33	1989	18	37	3588
05:00 PM	0	0	0	0	7	321	13	4	47	0	59	0	2	564	2	20	1039
05:15 PM	0	0	0	0	8	345	10	4	17	1	33	0	3	609	3	10	1043
05:30 PM	1	0	0	0	6	291	14	2	14	0	24	0	5	587	2	7	953
05:45 PM	0	0	0	0	7	255	17	0	14	0	14	0	5	622	3	9	946
Total	1	0	0	0	28	1212	54	10	92	1	130	0	15	2382	10	46	3981
Grand Total	2	1	0	0	66	2441	102	29	167	2	229	0	48	4371	28	83	7569
Apprch %	66.7	33.3	0	0	2.5	92.5	3.9	1.1	42	0.5	57.5	0	1.1	96.5	0.6	1.8	
Total %	0	0	0	0	0.9	32.2	1.3	0.4	2.2	0	3	0	0.6	57.7	0.4	1.1	
Cars	2	1	0	0	65	2377	74	29	162	1	214	0	37	4321	25	83	7391
% Cars	100	100	0	0	98.5	97.4	72.5	100	97	50	93.4	0	77.1	98.9	89.3	100	97.6
Heavy Vehicles	0	0	0	0	1	64	28	0	5	1	15	0	11	50	3	0	178
% Heavy Vehicles	0	0	0	0	1.5	2.6	27.5	0	3	50	6.6	0	22.9	1.1	10.7	0	2.4

Start Time	Jughandle From North					Lynnway (Route 1A) From East					Kingman Street From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	0	0	0	1	12	315	19	5	351	20	0	25	0	45	12	549	3	11	575	972
05:00 PM	0	0	0	0	0	7	321	13	4	345	47	0	59	0	106	2	564	2	20	588	1039
05:15 PM	0	0	0	0	0	8	345	10	4	367	17	1	33	0	51	3	609	3	10	625	1043
05:30 PM	1	0	0	0	1	6	291	14	2	313	14	0	24	0	38	5	587	2	7	601	953
Total Volume	2	0	0	0	2	33	1272	56	15	1376	98	1	141	0	240	22	2309	10	48	2389	4007
% App. Total																					
PHF	.500	.000	.000	.000	.500	.688	.922	.737	.750	.937	.521	.250	.597	.000	.566	.458	.948	.833	.600	.956	.960
Cars	2	0	0	0	2	32	1241	42	15	1330	95	0	135	0	230	16	2286	10	48	2360	3922
% Cars	100	0	0	0	100	97.0	97.6	75.0	100	96.7	96.9	0	95.7	0	95.8	72.7	99.0	100	100	98.8	97.9
Heavy Vehicles	0	0	0	0	0	1	64	28	0	3.3	3	1	15	0	4.2	11	50	3	0	1.2	2.1
% Heavy Vehicles	0	0	0	0	0	3.0	2.4	25.0	0	3.3	3.1	100	4.3	0	4.2	27.3	1.0	0	0	1.2	2.1





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File Name : 144179 CC  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Cars

Start Time	Jughandle From North				Lynnway (Route 1A) From East				Kingman Street From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	0	0	0	0	9	304	11	6	23	0	30	0	3	434	2	7	829
04:15 PM	0	0	0	0	13	285	7	5	11	0	21	0	5	457	0	8	812
04:30 PM	0	1	0	0	4	294	5	3	20	1	14	0	10	529	10	11	902
04:45 PM	1	0	0	0	12	309	14	5	20	0	25	0	11	542	3	11	953
Total	1	1	0	0	38	1192	37	19	74	1	90	0	29	1962	15	37	3496
05:00 PM	0	0	0	0	6	313	11	4	46	0	55	0	1	559	2	20	1017
05:15 PM	0	0	0	0	8	336	9	4	15	0	32	0	1	605	3	10	1023
05:30 PM	1	0	0	0	6	283	8	2	14	0	23	0	3	580	2	7	929
05:45 PM	0	0	0	0	7	253	9	0	13	0	14	0	3	615	3	9	926
Total	1	0	0	0	27	1185	37	10	88	0	124	0	8	2359	10	46	3895
Grand Total	2	1	0	0	65	2377	74	29	162	1	214	0	37	4321	25	83	7391
Apprch %	66.7	33.3	0	0	2.6	93.4	2.9	1.1	43	0.3	56.8	0	0.8	96.8	0.6	1.9	
Total %	0	0	0	0	0.9	32.2	1	0.4	2.2	0	2.9	0	0.5	58.5	0.3	1.1	

Start Time	Jughandle From North					Lynnway (Route 1A) From East					Kingman Street From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	0	0	0	1	12	309	14	5	340	20	0	25	0	45	11	542	3	11	567	953
05:00 PM	0	0	0	0	0	6	313	11	4	334	46	0	55	0	101	1	559	2	20	582	1017
05:15 PM	0	0	0	0	0	8	336	9	4	357	15	0	32	0	47	1	605	3	10	619	1023
05:30 PM	1	0	0	0	1	6	283	8	2	299	14	0	23	0	37	3	580	2	7	592	929
Total Volume	2	0	0	0	2	32	1241	42	15	1330	95	0	135	0	230	16	2286	10	48	2360	3922
% App. Total																					
PHF	.500	.000	.000	.000	.500	.667	.923	.750	.750	.931	.516	.000	.614	.000	.569	.364	.945	.833	.600	.953	.958



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N/S: Jughandle/Kingman Street  
E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 CC  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Jughandle From North				Lynnway (Route 1A) From East				Kingman Street From South				Lynnway (Route 1A) From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
04:00 PM	0	0	0	0	0	10	3	0	0	0	4	0	0	5	0	0	22
04:15 PM	0	0	0	0	0	12	0	0	0	0	3	0	2	10	1	0	28
04:30 PM	0	0	0	0	0	9	3	0	1	0	2	0	1	5	2	0	23
04:45 PM	0	0	0	0	0	6	5	0	0	0	0	0	1	7	0	0	19
Total	0	0	0	0	0	37	11	0	1	0	9	0	4	27	3	0	92
05:00 PM	0	0	0	0	1	8	2	0	1	0	4	0	1	5	0	0	22
05:15 PM	0	0	0	0	0	9	1	0	2	1	1	0	2	4	0	0	20
05:30 PM	0	0	0	0	0	8	6	0	0	0	1	0	2	7	0	0	24
05:45 PM	0	0	0	0	0	2	8	0	1	0	0	0	2	7	0	0	20
Total	0	0	0	0	1	27	17	0	4	1	6	0	7	23	0	0	86
Grand Total	0	0	0	0	1	64	28	0	5	1	15	0	11	50	3	0	178
Apprch %	0	0	0	0	1.1	68.8	30.1	0	23.8	4.8	71.4	0	17.2	78.1	4.7	0	
Total %	0	0	0	0	0.6	36	15.7	0	2.8	0.6	8.4	0	6.2	28.1	1.7	0	

Start Time	Jughandle From North					Lynnway (Route 1A) From East					Kingman Street From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	10	3	0	13	0	0	4	0	4	0	5	0	0	5	22
04:15 PM	0	0	0	0	0	0	12	0	0	12	0	0	3	0	3	2	10	1	0	13	28
04:30 PM	0	0	0	0	0	0	9	3	0	12	1	0	2	0	3	1	5	2	0	8	23
04:45 PM	0	0	0	0	0	0	6	5	0	11	0	0	0	0	0	1	7	0	0	8	19
Total Volume	0	0	0	0	0	0	37	11	0	48	1	0	9	0	10	4	27	3	0	34	92
% App. Total	0	0	0	0	0	0	77.1	22.9	0		10	0	90	0		11.8	79.4	8.8	0		
PHF	.000	.000	.000	.000	.000	.000	.771	.550	.000	.923	.250	.000	.563	.000	.625	.500	.675	.375	.000	.654	.821



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E/W: Lynnway (Route 1A)  
City, State: Lynn, MA  
Client: VHB/K. Keen

File Name : 144179 CC  
Site Code : 11942.03  
Start Date : 11/18/2014  
Page No : 1

Groups Printed- Peds and Bikes

Start Time	Jughandle From North					Lynnway (Route 1A) From East					Kingman Street From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	
04:00 PM	0	0	0	2	4	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	8
04:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	6
04:45 PM	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	5	6	0	0	0	2	2	0	0	0	0	3	0	0	0	0	0	18
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	1	0	5
Total	0	0	0	0	0	0	0	0	1	6	0	0	0	1	1	0	0	0	2	0	11
Grand Total	0	0	0	5	6	0	0	0	3	8	0	0	0	1	4	0	0	0	2	0	29
Apprch %	0	0	0	45.5	54.5	0	0	0	27.3	72.7	0	0	0	20	80	0	0	0	100	0	
Total %	0	0	0	17.2	20.7	0	0	0	10.3	27.6	0	0	0	3.4	13.8	0	0	0	6.9	0	

Start Time	Jughandle From North						Lynnway (Route 1A) From East						Kingman Street From South						Lynnway (Route 1A) From West						Int. Total						
	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total							
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:00 PM																															
04:00 PM	0	0	0	2	4	6	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	5	6	11	0	0	0	2	2	4	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	18
% App. Total	0	0	0	45.5	54.5	0	0	0	50	50	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.625	.375	.458	.000	.000	.000	.500	.250	.500	.000	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.563	





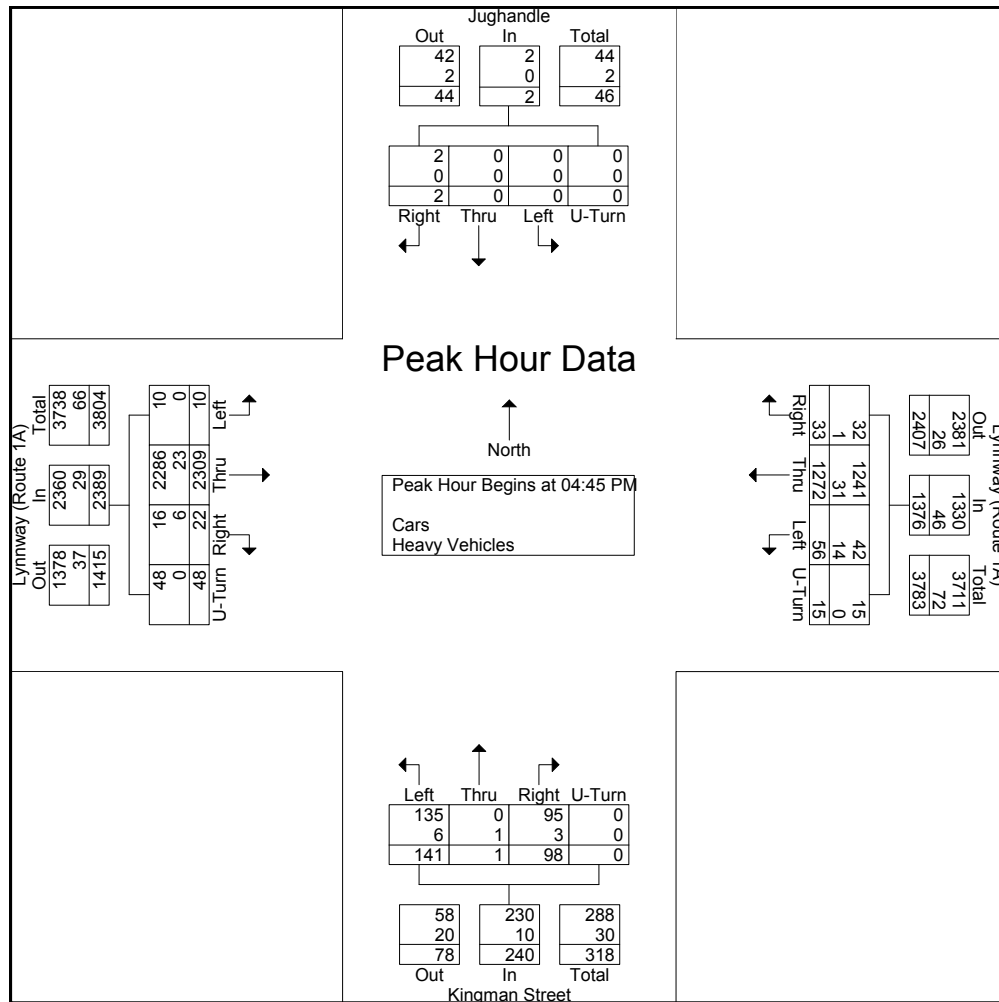
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Start Time	Jughandle From North					Lynnway (Route 1A) From East					Kingman Street From South					Lynnway (Route 1A) From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	0	0	0	1	12	315	19	5	351	20	0	25	0	45	12	549	3	11	575	972
05:00 PM	0	0	0	0	0	7	321	13	4	345	47	0	59	0	106	2	564	2	20	588	1039
05:15 PM	0	0	0	0	0	8	345	10	4	367	17	1	33	0	51	3	609	3	10	625	1043
05:30 PM	1	0	0	0	1	6	291	14	2	313	14	0	24	0	38	5	587	2	7	601	953
Total Volume	2	0	0	0	2	33	1272	56	15	1376	98	1	141	0	240	22	2309	10	48	2389	4007
% App. Total	.500	.000	.000	.000	.500	.688	.922	.737	.750	.937	.521	.250	.597	.000	.566	.458	.948	.833	.600	.956	.960
PHF	.500	.000	.000	.000	.500	.688	.922	.737	.750	.937	.521	.250	.597	.000	.566	.458	.948	.833	.600	.956	.960
Cars	2	0	0	0	2	32	1241	42	15	1330	95	0	135	0	230	16	2286	10	48	2360	3922
% Cars	100	0	0	0	100	97.0	97.6	75.0	100	96.7	96.9	0	95.7	0	95.8	72.7	99.0	100	100	98.8	97.9
Heavy Vehicles	0	0	0	0	0	3.0	2.4	25.0	0	3.3	3.1	100	4.3	0	4.2	27.3	1.0	0	0	1.2	2.1
% Heavy Vehicles	0	0	0	0	0	3.0	2.4	25.0	0	3.3	3.1	100	4.3	0	4.2	27.3	1.0	0	0	1.2	2.1



## 2014 Lynn to Boston Ferry Schedule

# Lynn to Boston Ferry Schedule

## Monday through Friday Service

May 19, 2014 through September 12, 2014

### Inbound

Depart Lynn (Blossom Street) Arrive Boston (Central Wharf)

6:30 am	7:05 am
8:00 am	8:35 am
6:30 pm	7:05 pm

### Outbound

Depart Boston (Central Wharf)

7:15 am
5:45 pm
7:15 pm

Arrive Lynn (Blossom Street)

7:45 am
6:20 pm
7:50 pm



### Rates

One way: \$7.00

Children (3-12) and Seniors: \$3.50

Children under three years of age and under: FREE

MBTA Zone 2 pass or higher





## Lynn Commuter Ferry Ridership Data

BOSTON HARBOR CRUISES  
RIDERSHIP BY DAY OF THE WEEK BY TIME  
THE LYNN FERRY

September-14

DEPARTING LYNN	mon 9/1	tue 9/2	wed 9/3	thu 9/4	fri 9/5	mon 9/8	tue 9/9	wed 9/10	thu 9/11	fri 9/12	mon 9/15	tue 9/16	wed 9/17	thu 9/18	fri 9/19	mon 9/22	tue 9/23	wed 9/24	thu 9/25	fri 9/26	mon 9/29	tue 9/30	TOTAL
06:30 AM	18	24	24	23	16	15	15	18	17	18	16	19	15	13	19	15	12	15	9	15	9	15	312
08:00 AM	48	51	51	54	49	45	48	40	37	47	48	37	42	35	56	43	37	47	36	41	41	841	
06:30 PM	0	2	2	5	8	9	4	2	7	13	0	0	0	0	3	0	6	0	0	7	0	66	
<b>Total Lynn Departures</b>	<b>0</b>	<b>66</b>	<b>77</b>	<b>82</b>	<b>73</b>	<b>69</b>	<b>67</b>	<b>60</b>	<b>61</b>	<b>78</b>	<b>64</b>	<b>56</b>	<b>57</b>	<b>48</b>	<b>78</b>	<b>58</b>	<b>55</b>	<b>62</b>	<b>45</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>1,219</b>

DEPARTING BOSTON	9/1	9/2	9/3	9/4	9/5	9/8	9/9	9/10	9/11	9/12	9/15	9/16	9/17	9/18	9/19	9/22	9/23	9/24	9/25	9/26	9/29	9/30	TOTAL
07:15 AM	4	4	4	0	3	3	3	1	0	1	0	1	1	0	2	1	0	2	1	3	0	0	30
05:45 PM	64	54	54	57	57	49	47	40	49	60	41	41	46	35	61	52	49	43	39	41	41	41	925
07:15 PM	9	22	22	20	18	30	10	13	13	21	13	12	10	14	6	6	10	8	3	17	17	17	255
<b>Total Boston Departures</b>	<b>0</b>	<b>77</b>	<b>80</b>	<b>77</b>	<b>78</b>	<b>82</b>	<b>60</b>	<b>54</b>	<b>62</b>	<b>82</b>	<b>54</b>	<b>54</b>	<b>57</b>	<b>49</b>	<b>69</b>	<b>59</b>	<b>59</b>	<b>53</b>	<b>43</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>1,210</b>

<b>TOTAL RIDERS</b>	<b>0</b>	<b>143</b>	<b>157</b>	<b>159</b>	<b>151</b>	<b>151</b>	<b>127</b>	<b>114</b>	<b>123</b>	<b>160</b>	<b>118</b>	<b>110</b>	<b>114</b>	<b>97</b>	<b>147</b>	<b>117</b>	<b>114</b>	<b>115</b>	<b>88</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>2,429</b>
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Subtotal A.M.	0	70	79	77	68	63	66	59	54	66	64	57	58	48	77	59	49	64	46	59	0	0	1,183
Subtotal P.M.	0	73	78	82	83	88	61	55	69	94	54	53	56	49	70	58	65	51	42	65	0	0	1,246

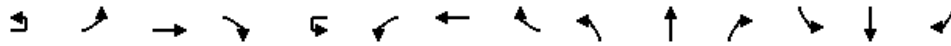
<b>Weekly Ridership</b>	<b>610</b>	<b>675</b>	<b>586</b>	<b>558</b>
-------------------------	------------	------------	------------	------------

END DATE EXTENDED PERIOD

Cumulative ridership from inception 13,136

## Intersection Capacity Analyses





Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Volume (vph)	5	35	1040	15	75	5	2395	50	10	10	10	25	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		350		0	0		0	0		0
Storage Lanes		1		0		1		0	0		0	0		0
Taper Length (ft)		25				25			25			25		
Satd. Flow (prot)	0	1687	4836	0	0	1770	5067	0	0	1056	0	0	1328	0
Fit Permitted		0.950				0.950				0.871			0.802	
Satd. Flow (perm)	0	1686	4836	0	0	1767	5067	0	0	934	0	0	1094	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			3				4			15			65	
Link Speed (mph)			30				30			30			30	
Link Distance (ft)			520				631			362			232	
Travel Time (s)			11.8				14.3			8.2			5.3	
Confl. Peds. (#/hr)		8		3		3		8	2					2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.94	0.65	0.65	0.65	1.00	1.00	1.00
Heavy Vehicles (%)	7%	7%	7%	7%	2%	2%	2%	2%	69%	69%	69%	30%	30%	30%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	48	1271	0	0	85	2601	0	0	45	0	0	45	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1	6		5	5	2			4			4	
Permitted Phases									4			4		4
Detector Phase	1	1	6		5	5	2		4	4		4	4	
Switch Phase														
Minimum Initial (s)	7.0	7.0	15.0		7.0	7.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.0	12.0	20.0		12.0	12.0	20.0		27.0	27.0		27.0	27.0	
Total Split (s)	25.0	25.0	65.0		25.0	25.0	65.0		27.0	27.0		27.0	27.0	
Total Split (%)	21.4%	21.4%	55.6%		21.4%	21.4%	55.6%		23.1%	23.1%		23.1%	23.1%	
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0			5.0	5.0			6.0			6.0	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?														
Recall Mode	None	None	Max		None	None	Max		None	None		None	None	
Act Effect Green (s)		8.0	65.4			9.3	69.2			10.0			10.0	
Actuated g/C Ratio		0.09	0.70			0.10	0.74			0.11			0.11	
v/c Ratio		0.34	0.38			0.49	0.70			0.40			0.26	
Control Delay		50.0	9.2			51.6	12.3			40.0			8.6	
Queue Delay		0.0	0.0			0.0	0.0			0.0			0.0	
Total Delay		50.0	9.2			51.6	12.3			40.0			8.6	
LOS		D	A			D	B			D			A	
Approach Delay			10.7				13.5			40.0			8.6	
Approach LOS			B				B			D			A	
Queue Length 50th (ft)		27	114			48	330			17			0	
Queue Length 95th (ft)		65	208			107	648			34			19	
Internal Link Dist (ft)			440				551			282			152	
Turn Bay Length (ft)		200				350								
Base Capacity (vph)		363	3370			381	3739			223			298	
Starvation Cap Reductn		0	0			0	0			0			0	
Spillback Cap Reductn		0	0			0	0			0			0	
Storage Cap Reductn		0	0			0	0			0			0	
Reduced v/c Ratio		0.13	0.38			0.22	0.70			0.20			0.15	

Intersection Summary

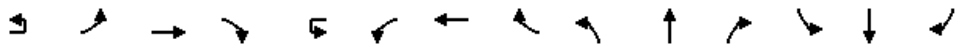
Area Type: Other  
 Cycle Length: 117  
 Actuated Cycle Length: 93.8  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 12.9  
 Intersection Capacity Utilization 73.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 1: Marine Boulevard/Shepard Street & Lynnway (Route 1A)

25 s	65 s	27 s
25 s	65 s	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Volume (veh/h)	0	1005	145	0	2550	145	0	0	75	0	0	40
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.95	0.95	0.95	0.75	0.75	0.75	0.68	0.68	0.68
Hourly flow rate (vph)	0	1211	175	0	2684	153	0	0	100	0	0	59
Pedestrians		3			1			1			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		631			594							
pX, platoon unblocked	0.44			0.95			0.46	0.46	0.95	0.46	0.46	0.44
vC, conflicting volume	2847			1387			2256	4146	392	3174	4157	984
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	745			1168			0	2928	126	829	2952	0
tC, single (s)	4.2			4.1			7.7	6.7	7.1	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			100			100	100	88	100	100	87
cM capacity (veh/h)	361			567			401	6	838	102	6	465
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>EB 4</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	346	346	346	348	1074	1074	689	100	59			
Volume Left	0	0	0	0	0	0	0	0	0			
Volume Right	0	0	0	175	0	0	153	100	59			
cSH	1700	1700	1700	1700	1700	1700	1700	838	465			
Volume to Capacity	0.20	0.20	0.20	0.20	0.63	0.63	0.41	0.12	0.13			
Queue Length 95th (ft)	0	0	0	0	0	0	0	10	11			
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	13.9			
Lane LOS								A	B			
Approach Delay (s)	0.0				0.0			9.9	13.9			
Approach LOS								A	B			
<b>Intersection Summary</b>												
Average Delay				0.4								
Intersection Capacity Utilization			63.5%							B		
Analysis Period (min)			15									

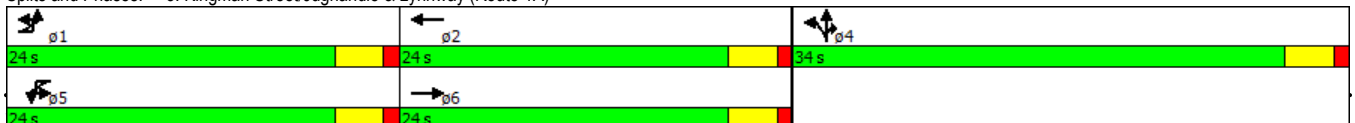


Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔↔↔			↔	↔↔↔			↔	↔			
Volume (vph)	15	15	985	35	5	60	2775	165	30	5	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		275		0	0		50	0		0
Storage Lanes		1		0		1		0	0		1	0		0
Taper Length (ft)		25				25		25			25			
Satd. Flow (prot)	0	1687	4818	0	0	1787	5084	0	0	1199	1062	0	0	0
Fit Permitted		0.950				0.950				0.959				
Satd. Flow (perm)	0	1687	4818	0	0	1783	5084	0	0	1198	1062	0	0	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			6				11				67			
Link Speed (mph)			30				30			30			30	
Link Distance (ft)			594				410			266			157	
Travel Time (s)			13.5				9.3			6.0			3.6	
Confl. Peds. (#/hr)		9		6		6		9	1		4	4		1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.94	0.94	0.94	0.94	0.72	0.72	0.72	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	1%	1%	1%	1%	52%	52%	52%	2%	2%	2%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	36	1215	0	0	69	3128	0	0	49	49	0	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Split	NA	Prot			
Protected Phases	1	1	6		5	5	2		4	4	4			
Permitted Phases														
Detector Phase	1	1	6		5	5	2		4	4	4			
Switch Phase														
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0			
Minimum Split (s)	11.0	11.0	26.0		11.0	11.0	26.0		26.0	26.0	26.0			
Total Split (s)	24.0	24.0	24.0		24.0	24.0	24.0		34.0	34.0	34.0			
Total Split (%)	29.3%	29.3%	29.3%		29.3%	29.3%	29.3%		41.5%	41.5%	41.5%			
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0			
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0			
Total Lost Time (s)		4.0	4.0			4.0	4.0			4.0	4.0			
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?														
Recall Mode	None	None	Max		None	None	Min		None	None	None			
Act Effect Green (s)		7.3	31.7			7.6	34.1			9.5	9.5			
Actuated g/C Ratio		0.15	0.65			0.16	0.70			0.20	0.20			
v/c Ratio		0.14	0.39			0.25	0.88			0.21	0.19			
Control Delay		23.3	10.0			23.5	20.2			19.1	5.4			
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0			
Total Delay		23.3	10.0			23.5	20.2			19.1	5.4			
LOS		C	B			C	C			B	A			
Approach Delay			10.4				20.2			12.3				
Approach LOS			B				C			B				
Queue Length 50th (ft)		9	82			17	186			12	0			
Queue Length 95th (ft)		35	182			58	#797			27	8			
Internal Link Dist (ft)			514				330			186			77	
Turn Bay Length (ft)						275					50			
Base Capacity (vph)		712	3134			754	3567			759	697			
Starvation Cap Reductn		0	0			0	0			0	0			
Spillback Cap Reductn		0	0			0	0			0	0			
Storage Cap Reductn		0	0			0	0			0	0			
Reduced v/c Ratio		0.05	0.39			0.09	0.88			0.06	0.07			

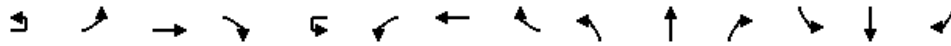
Intersection Summary

Area Type: Other  
 Cycle Length: 82  
 Actuated Cycle Length: 48.7  
 Natural Cycle: 100  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 17.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 73.8%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Kingman Street/Jughandle & Lynnway (Route 1A)







Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗			↖	↗			↕			↕	
Volume (vph)	10	100	2305	15	55	0	1180	50	10	5	10	45	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		350		0	0		0	0		0
Storage Lanes		1		0		1		0	0		0	0		0
Taper Length (ft)		25				25			25			25		
Satd. Flow (prot)	0	1770	5080	0	0	1752	5001	0	0	1694	0	0	1729	0
Fit Permitted		0.950				0.950				0.878			0.832	
Satd. Flow (perm)	0	1768	5080	0	0	1752	5001	0	0	1515	0	0	1492	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			1				8			25			65	
Link Speed (mph)			30				30			30			30	
Link Distance (ft)			520				631			362			232	
Travel Time (s)			11.8				14.3			8.2			5.3	
Confl. Peds. (#/hr)		2		2		2		2	3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.38	0.38	0.38	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	3%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	112	2367	0	0	60	1337	0	0	65	0	0	73	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1	6		5	5	2			4			4	
Permitted Phases									4			4		4
Detector Phase	1	1	6		5	5	2		4	4		4	4	
Switch Phase														
Minimum Initial (s)	7.0	7.0	15.0		7.0	7.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.0	12.0	20.0		12.0	12.0	20.0		27.0	27.0		27.0	27.0	
Total Split (s)	25.0	25.0	65.0		25.0	25.0	65.0		27.0	27.0		27.0	27.0	
Total Split (%)	21.4%	21.4%	55.6%		21.4%	21.4%	55.6%		23.1%	23.1%		23.1%	23.1%	
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0			5.0	5.0			6.0			6.0	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?														
Recall Mode	None	None	Max		None	None	Max		None	None		None	None	
Act Effect Green (s)		10.6	67.2			8.4	60.9			9.7			9.7	
Actuated g/C Ratio		0.11	0.71			0.09	0.65			0.10			0.10	
v/c Ratio		0.56	0.65			0.38	0.41			0.37			0.34	
Control Delay		53.0	12.2			51.1	10.2			33.6			17.2	
Queue Delay		0.0	0.0			0.0	0.0			0.0			0.0	
Total Delay		53.0	12.2			51.1	10.2			33.6			17.2	
LOS		D	B			D	B			C			B	
Approach Delay			14.0				12.0			33.6			17.2	
Approach LOS			B				B			C			B	
Queue Length 50th (ft)		64	277			34	125			23			4	
Queue Length 95th (ft)		134	551			85	257			17			37	
Internal Link Dist (ft)			440				551			282			152	
Turn Bay Length (ft)		200				350								
Base Capacity (vph)		380	3623			377	3232			361			387	
Starvation Cap Reductn		0	0			0	0			0			0	
Spillback Cap Reductn		0	0			0	0			0			0	
Storage Cap Reductn		0	0			0	0			0			0	
Reduced v/c Ratio		0.29	0.65			0.16	0.41			0.18			0.19	

Intersection Summary

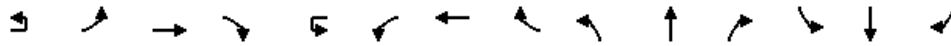
Area Type: Other  
 Cycle Length: 117  
 Actuated Cycle Length: 94.3  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 13.7  
 Intersection Capacity Utilization 71.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 1: Marine Boulevard/Shepard Street & Lynnway (Route 1A)

φ1 25 s	φ2 65 s	φ3 27 s
φ4 25 s	φ5 65 s	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Volume (veh/h)	0	2360	55	0	1360	165	0	0	115	0	0	40
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.91	0.91	0.91	0.83	0.83	0.83	0.66	0.66	0.66
Hourly flow rate (vph)	0	2384	56	0	1495	181	0	0	139	0	0	61
Pedestrians		1			1						9	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			0						1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		631			594							
pX, platoon unblocked	0.81			0.78			0.87	0.87	0.78	0.87	0.87	0.81
vC, conflicting volume	1685			2439			2971	4096	625	2330	4034	599
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1014			1412			874	2163	0	138	2091	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	84	100	100	93
cM capacity (veh/h)	550			372			197	40	841	582	43	861
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>EB 4</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	681	681	681	396	598	598	480	139	61			
Volume Left	0	0	0	0	0	0	0	0	0			
Volume Right	0	0	0	56	0	0	181	139	61			
cSH	1700	1700	1700	1700	1700	1700	1700	841	861			
Volume to Capacity	0.40	0.40	0.40	0.23	0.35	0.35	0.28	0.16	0.07			
Queue Length 95th (ft)	0	0	0	0	0	0	0	15	6			
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.1	9.5			
Lane LOS								B	A			
Approach Delay (s)	0.0				0.0			10.1	9.5			
Approach LOS								B	A			
<b>Intersection Summary</b>												
Average Delay				0.5								
Intersection Capacity Utilization			49.2%							A		
Analysis Period (min)			15									

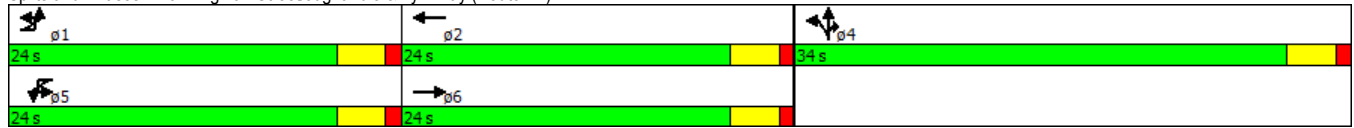


Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕↕↕			↕	↕↕↕			↕	↕			
Volume (vph)	55	10	2370	20	15	55	1285	35	140	0	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		275		0	0		50	0		0
Storage Lanes		1		0		1		0	0		1	0		0
Taper Length (ft)		25				25			25			25		
Satd. Flow (prot)	0	1787	5130	0	0	1752	5013	0	0	1736	1553	0	0	0
Fit Permitted		0.950				0.950				0.950				
Satd. Flow (perm)	0	1787	5130	0	0	1752	5013	0	0	1734	1553	0	0	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			1				5				148			
Link Speed (mph)			30				30			30			30	
Link Distance (ft)			594				410			266			157	
Travel Time (s)			13.5				9.3			6.0			3.6	
Confl. Peds. (#/hr)		1		1		1		1	1		5	5		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.94	0.94	0.94	0.94	0.57	0.57	0.57	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	3%	3%	3%	3%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	67	2490	0	0	75	1404	0	0	246	175	0	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Split	NA	Prot			
Protected Phases	1	1	6		5	5	2		4	4	4			
Permitted Phases														
Detector Phase	1	1	6		5	5	2		4	4	4			
Switch Phase														
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0			
Minimum Split (s)	11.0	11.0	26.0		11.0	11.0	26.0		26.0	26.0	26.0			
Total Split (s)	24.0	24.0	24.0		24.0	24.0	24.0		34.0	34.0	34.0			
Total Split (%)	29.3%	29.3%	29.3%		29.3%	29.3%	29.3%		41.5%	41.5%	41.5%			
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0			
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0			
Total Lost Time (s)		4.0	4.0			4.0	4.0			4.0	4.0			
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?														
Recall Mode	None	None	Max		None	None	Min		None	None	None			
Act Effect Green (s)		7.7	23.3			7.9	23.5			12.5	12.5			
Actuated g/C Ratio		0.15	0.46			0.16	0.47			0.25	0.25			
v/c Ratio		0.25	1.05			0.27	0.60			0.57	0.35			
Control Delay		25.1	54.3			25.2	14.1			23.2	7.2			
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0			
Total Delay		25.1	54.3			25.2	14.1			23.2	7.2			
LOS		C	D			C	B			C	A			
Approach Delay			53.5				14.7			16.6				
Approach LOS			D				B			B				
Queue Length 50th (ft)		19	~355			22	122			70	7			
Queue Length 95th (ft)		58	#619			62	238			77	12			
Internal Link Dist (ft)			514				330			186			77	
Turn Bay Length (ft)						275					50			
Base Capacity (vph)		738	2369			723	2331			1075	1018			
Starvation Cap Reductn		0	0			0	0			0	0			
Spillback Cap Reductn		0	0			0	0			0	0			
Storage Cap Reductn		0	0			0	0			0	0			
Reduced v/c Ratio		0.09	1.05			0.10	0.60			0.23	0.17			

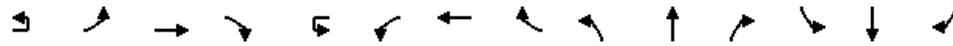
**Intersection Summary**

Area Type: Other  
 Cycle Length: 82  
 Actuated Cycle Length: 50.5  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 37.1  
 Intersection LOS: D  
 Intersection Capacity Utilization 77.1%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Kingman Street/Jughandle & Lynnway (Route 1A)







Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Volume (vph)	5	35	1040	15	25	5	2395	50	10	10	10	25	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		350		0	0		0	0		0
Storage Lanes		1		0		1		0	0		0	0		0
Taper Length (ft)		25				25			25			25		
Satd. Flow (prot)	0	1687	4836	0	0	1770	5067	0	0	1056	0	0	1328	0
Fit Permitted		0.950				0.950				0.871			0.802	
Satd. Flow (perm)	0	1686	4836	0	0	1767	5067	0	0	934	0	0	1094	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			3				4			15			65	
Link Speed (mph)			30				30			30			30	
Link Distance (ft)			520				631			362			232	
Travel Time (s)			11.8				14.3			8.2			5.3	
Confl. Peds. (#/hr)		8		3		3		8	2					2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.94	0.94	0.94	0.94	0.65	0.65	0.65	1.00	1.00	1.00
Heavy Vehicles (%)	7%	7%	7%	7%	2%	2%	2%	2%	69%	69%	69%	30%	30%	30%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	48	1271	0	0	32	2601	0	0	45	0	0	45	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1	6		5	5	2			4			4	
Permitted Phases									4			4		4
Detector Phase	1	1	6		5	5	2		4	4		4	4	
Switch Phase														
Minimum Initial (s)	7.0	7.0	15.0		7.0	7.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.0	12.0	20.0		12.0	12.0	20.0		27.0	27.0		27.0	27.0	
Total Split (s)	25.0	25.0	65.0		25.0	25.0	65.0		27.0	27.0		27.0	27.0	
Total Split (%)	21.4%	21.4%	55.6%		21.4%	21.4%	55.6%		23.1%	23.1%		23.1%	23.1%	
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0			5.0	5.0			6.0			6.0	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?														
Recall Mode	None	None	Max		None	None	Max		None	None		None	None	
Act Effect Green (s)		7.9	65.8			7.4	65.3			9.9			9.9	
Actuated g/C Ratio		0.09	0.73			0.08	0.73			0.11			0.11	
v/c Ratio		0.32	0.36			0.22	0.71			0.39			0.25	
Control Delay		47.8	7.3			46.4	12.7			38.1			8.4	
Queue Delay		0.0	0.0			0.0	0.0			0.0			0.0	
Total Delay		47.8	7.3			46.4	12.7			38.1			8.4	
LOS		D	A			D	B			D			A	
Approach Delay			8.8				13.1			38.1			8.4	
Approach LOS			A				B			D			A	
Queue Length 50th (ft)		27	105			18	328			17			0	
Queue Length 95th (ft)		64	186			52	648			33			19	
Internal Link Dist (ft)			440				551			282			152	
Turn Bay Length (ft)		200				350								
Base Capacity (vph)		380	3545			399	3684			232			309	
Starvation Cap Reductn		0	0			0	0			0			0	
Spillback Cap Reductn		0	0			0	0			0			0	
Storage Cap Reductn		0	0			0	0			0			0	
Reduced v/c Ratio		0.13	0.36			0.08	0.71			0.19			0.15	

Intersection Summary

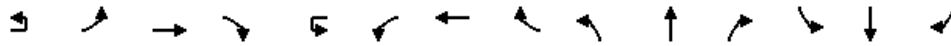
Area Type: Other  
 Cycle Length: 117  
 Actuated Cycle Length: 89.8  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 11.9  
 Intersection Capacity Utilization 63.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 1: Marine Boulevard/Shepard Street & Lynnway (Route 1A)

25 s	65 s	27 s
25 s	65 s	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↔	↑↑↑				↔			↔
Volume (veh/h)	0	1005	95	50	2500	145	0	0	75	0	0	40
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.92	0.95	0.95	0.75	0.75	0.75	0.68	0.68	0.68
Hourly flow rate (vph)	0	1211	114	54	2632	153	0	0	100	0	0	59
Pedestrians		3			1			1			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		631			594							
pX, platoon unblocked	0.44			0.91			0.49	0.49	0.91	0.49	0.49	0.44
vC, conflicting volume	2794			1326			2317	4172	463	3331	4153	967
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	661			1012			0	2587	63	869	2548	0
tC, single (s)	4.2			4.1			7.7	6.7	7.1	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			91			100	100	89	100	100	87
cM capacity (veh/h)	392			619			396	10	878	95	11	470
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>WB 4</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	484	484	357	54	1053	1053	679	100	59			
Volume Left	0	0	0	54	0	0	0	0	0			
Volume Right	0	0	114	0	0	0	153	100	59			
cSH	1700	1700	1700	619	1700	1700	1700	878	470			
Volume to Capacity	0.28	0.28	0.21	0.09	0.62	0.62	0.40	0.11	0.13			
Queue Length 95th (ft)	0	0	0	7	0	0	0	10	11			
Control Delay (s)	0.0	0.0	0.0	11.4	0.0	0.0	0.0	9.6	13.8			
Lane LOS				B				A	B			
Approach Delay (s)	0.0			0.2				9.6	13.8			
Approach LOS								A	B			
<b>Intersection Summary</b>												
Average Delay				0.6								
Intersection Capacity Utilization			62.5%		ICU Level of Service				B			
Analysis Period (min)			15									

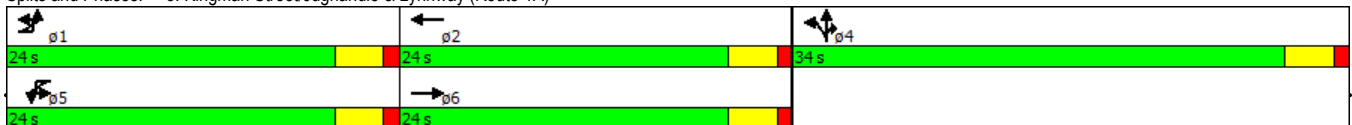


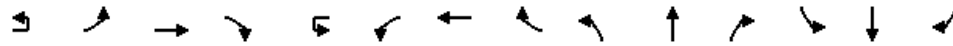
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Volume (vph)	15	15	985	35	5	60	2775	165	30	5	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250		0		275		0	0		50	0		0
Storage Lanes		1		0		1		0	0		1	0		0
Taper Length (ft)		25				25		25				25		
Satd. Flow (prot)	0	1687	4818	0	0	1787	5084	0	0	1199	1062	0	0	0
Fit Permitted		0.950				0.950				0.959				
Satd. Flow (perm)	0	1687	4818	0	0	1783	5084	0	0	1198	1062	0	0	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			6				11				67			
Link Speed (mph)			30				30			30			30	
Link Distance (ft)			594				410			266			157	
Travel Time (s)			13.5				9.3			6.0			3.6	
Confl. Peds. (#/hr)		9		6		6		9	1		4	4		1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.94	0.94	0.94	0.94	0.72	0.72	0.72	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	1%	1%	1%	1%	52%	52%	52%	2%	2%	2%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	36	1215	0	0	69	3128	0	0	49	49	0	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Split	NA	Prot			
Protected Phases	1	1	6		5	5	2		4	4	4			
Permitted Phases														
Detector Phase	1	1	6		5	5	2		4	4	4			
Switch Phase														
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0			
Minimum Split (s)	11.0	11.0	26.0		11.0	11.0	26.0		26.0	26.0	26.0			
Total Split (s)	24.0	24.0	24.0		24.0	24.0	24.0		34.0	34.0	34.0			
Total Split (%)	29.3%	29.3%	29.3%		29.3%	29.3%	29.3%		41.5%	41.5%	41.5%			
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0			
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0			
Total Lost Time (s)		4.0	4.0			4.0	4.0			4.0	4.0			
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?														
Recall Mode	None	None	Max		None	None	Min		None	None	None			
Act Effect Green (s)		7.3	31.7			7.6	34.1			9.5	9.5			
Actuated g/C Ratio		0.15	0.65			0.16	0.70			0.20	0.20			
v/c Ratio		0.14	0.39			0.25	0.88			0.21	0.19			
Control Delay		23.3	10.0			23.5	20.2			19.1	5.4			
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0			
Total Delay		23.3	10.0			23.5	20.2			19.1	5.4			
LOS		C	B			C	C			B	A			
Approach Delay			10.4				20.2			12.3				
Approach LOS			B				C			B				
Queue Length 50th (ft)		9	82			17	186			12	0			
Queue Length 95th (ft)		35	182			58	#797			27	8			
Internal Link Dist (ft)			514				330			186			77	
Turn Bay Length (ft)		250				275					50			
Base Capacity (vph)		712	3134			754	3567			759	697			
Starvation Cap Reductn		0	0			0	0			0	0			
Spillback Cap Reductn		0	0			0	0			0	0			
Storage Cap Reductn		0	0			0	0			0	0			
Reduced v/c Ratio		0.05	0.39			0.09	0.88			0.06	0.07			

Intersection Summary

Area Type: Other  
 Cycle Length: 82  
 Actuated Cycle Length: 48.7  
 Natural Cycle: 100  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 17.4  
 Intersection Capacity Utilization 73.8%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Kingman Street/Jughandle & Lynnway (Route 1A)





Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Volume (vph)	10	100	2305	15	40	0	1180	50	10	5	10	45	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		350		0	0		0	0		0
Storage Lanes		1		0		1		0	0		0	0		0
Taper Length (ft)		25				25			25			25		
Satd. Flow (prot)	0	1770	5080	0	0	1752	5001	0	0	1694	0	0	1729	0
Fit Permitted		0.950				0.950				0.878			0.831	
Satd. Flow (perm)	0	1768	5080	0	0	1752	5001	0	0	1515	0	0	1491	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			1				8			25			65	
Link Speed (mph)			30				30			30			30	
Link Distance (ft)			520				631			362			232	
Travel Time (s)			11.8				14.3			8.2			5.3	
Confl. Peds. (#/hr)		2		2		2		2	3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.38	0.38	0.38	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	3%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	112	2367	0	0	43	1337	0	0	65	0	0	73	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1	6		5	5	2			4			4	
Permitted Phases									4			4		4
Detector Phase	1	1	6		5	5	2		4	4		4	4	
Switch Phase														
Minimum Initial (s)	7.0	7.0	15.0		7.0	7.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.0	12.0	20.0		12.0	12.0	20.0		27.0	27.0		27.0	27.0	
Total Split (s)	25.0	25.0	65.0		25.0	25.0	65.0		27.0	27.0		27.0	27.0	
Total Split (%)	21.4%	21.4%	55.6%		21.4%	21.4%	55.6%		23.1%	23.1%		23.1%	23.1%	
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.0	5.0			5.0	5.0			6.0			6.0	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?														
Recall Mode	None	None	Max		None	None	Max		None	None		None	None	
Act Effect Green (s)		10.6	70.3			7.8	60.9			9.7			9.7	
Actuated g/C Ratio		0.11	0.75			0.08	0.65			0.10			0.10	
v/c Ratio		0.56	0.62			0.30	0.41			0.37			0.34	
Control Delay		53.0	10.4			49.9	10.2			33.6			17.2	
Queue Delay		0.0	0.0			0.0	0.0			0.0			0.0	
Total Delay		53.0	10.4			49.9	10.2			33.6			17.2	
LOS		D	B			D	B			C			B	
Approach Delay			12.3				11.5			33.6			17.2	
Approach LOS			B				B			C			B	
Queue Length 50th (ft)		64	270			25	125			23			4	
Queue Length 95th (ft)		134	531			67	257			17			37	
Internal Link Dist (ft)			440				551			282			152	
Turn Bay Length (ft)		200				350								
Base Capacity (vph)		380	3789			377	3232			361			387	
Starvation Cap Reductn		0	0			0	0			0			0	
Spillback Cap Reductn		0	0			0	0			0			0	
Storage Cap Reductn		0	0			0	0			0			0	
Reduced v/c Ratio		0.29	0.62			0.11	0.41			0.18			0.19	

Intersection Summary

Area Type: Other  
 Cycle Length: 117  
 Actuated Cycle Length: 94.3  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 12.5  
 Intersection Capacity Utilization 71.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

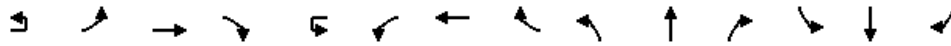
Splits and Phases: 1: Marine Boulevard/Shepard Street & Lynnway (Route 1A)

25 s	65 s	27 s
25 s	65 s	





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑↑				↑			↑
Volume (veh/h)	0	2360	40	15	1345	165	0	0	115	0	0	40
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.92	0.91	0.91	0.83	0.83	0.83	0.66	0.66	0.66
Hourly flow rate (vph)	0	2384	40	16	1478	181	0	0	139	0	0	61
Pedestrians		1			1						9	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			0						1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		631			594							
pX, platoon unblocked	0.81			0.73			0.82	0.82	0.73	0.82	0.82	0.81
vC, conflicting volume	1668			2424			2991	4105	816	2544	4035	593
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1004			1648			1108	2462	0	565	2376	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			94			100	100	82	100	100	93
cM capacity (veh/h)	556			283			120	23	789	257	25	863
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>WB 1</b>	<b>WB 2</b>	<b>WB 3</b>	<b>WB 4</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	954	954	517	16	591	591	477	139	61			
Volume Left	0	0	0	16	0	0	0	0	0			
Volume Right	0	0	40	0	0	0	181	139	61			
cSH	1700	1700	1700	283	1700	1700	1700	789	863			
Volume to Capacity	0.56	0.56	0.30	0.06	0.35	0.35	0.28	0.18	0.07			
Queue Length 95th (ft)	0	0	0	5	0	0	0	16	6			
Control Delay (s)	0.0	0.0	0.0	18.5	0.0	0.0	0.0	10.5	9.5			
Lane LOS				C				B	A			
Approach Delay (s)	0.0			0.2				10.5	9.5			
Approach LOS								B	A			
<b>Intersection Summary</b>												
Average Delay				0.5								
Intersection Capacity Utilization			60.6%							B		
Analysis Period (min)			15									

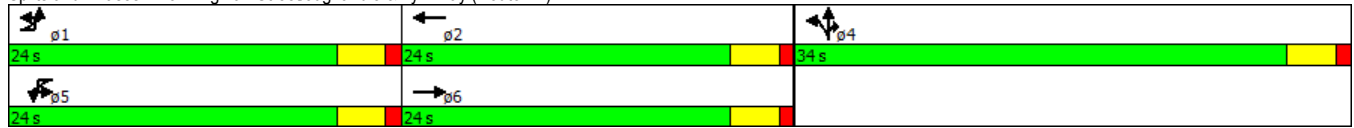


Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔↔↔			↔	↔↔↔			↔	↔			
Volume (vph)	55	10	2370	20	15	55	1285	35	140	0	100	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250		0		275		0	0		50	0		0
Storage Lanes		1		0		1		0	0		1	0		0
Taper Length (ft)		25				25			25			25		
Satd. Flow (prot)	0	1787	5130	0	0	1752	5013	0	0	1736	1553	0	0	0
Fit Permitted		0.950				0.950				0.950				
Satd. Flow (perm)	0	1787	5130	0	0	1752	5013	0	0	1734	1553	0	0	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			1				5				148			
Link Speed (mph)			30				30			30			30	
Link Distance (ft)			594				410			266			157	
Travel Time (s)			13.5				9.3			6.0			3.6	
Confl. Peds. (#/hr)		1		1		1		1	1		5	5		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.94	0.94	0.94	0.94	0.57	0.57	0.57	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	3%	3%	3%	3%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	67	2490	0	0	75	1404	0	0	246	175	0	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Split	NA	Prot			
Protected Phases	1	1	6		5	5	2		4	4	4			
Permitted Phases														
Detector Phase	1	1	6		5	5	2		4	4	4			
Switch Phase														
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0	7.0		7.0	7.0	7.0			
Minimum Split (s)	11.0	11.0	26.0		11.0	11.0	26.0		26.0	26.0	26.0			
Total Split (s)	24.0	24.0	24.0		24.0	24.0	24.0		34.0	34.0	34.0			
Total Split (%)	29.3%	29.3%	29.3%		29.3%	29.3%	29.3%		41.5%	41.5%	41.5%			
Yellow Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0			
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0			
Total Lost Time (s)		4.0	4.0			4.0	4.0			4.0	4.0			
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?														
Recall Mode	None	None	Max		None	None	Min		None	None	None			
Act Effect Green (s)		7.7	23.3			7.9	23.5			12.5	12.5			
Actuated g/C Ratio		0.15	0.46			0.16	0.47			0.25	0.25			
v/c Ratio		0.25	1.05			0.27	0.60			0.57	0.35			
Control Delay		25.1	54.3			25.2	14.1			23.2	7.2			
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0			
Total Delay		25.1	54.3			25.2	14.1			23.2	7.2			
LOS		C	D			C	B			C	A			
Approach Delay			53.5				14.7			16.6				
Approach LOS			D				B			B				
Queue Length 50th (ft)		19	~355			22	122			70	7			
Queue Length 95th (ft)		58	#619			62	238			77	12			
Internal Link Dist (ft)			514				330			186			77	
Turn Bay Length (ft)		250				275					50			
Base Capacity (vph)		738	2369			723	2331			1075	1018			
Starvation Cap Reductn		0	0			0	0			0	0			
Spillback Cap Reductn		0	0			0	0			0	0			
Storage Cap Reductn		0	0			0	0			0	0			
Reduced v/c Ratio		0.09	1.05			0.10	0.60			0.23	0.17			

**Intersection Summary**

Area Type: Other  
 Cycle Length: 82  
 Actuated Cycle Length: 50.5  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 37.1  
 Intersection LOS: D  
 Intersection Capacity Utilization 77.1%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Kingman Street/Jughandle & Lynnway (Route 1A)



## Preliminary Cost Estimates





*Vanasse Hangen Brustlin, Inc.*

**Transportation  
Land Development  
Environmental  
Services**

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Watertown  
Massachusetts 02471  
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**LYNN - LYNNWAY AT BLOSSOM ST  
CONCEPTUAL CONSTRUCTION COST ESTIMATE  
SUMMARY**

**Construction Items**

<u>Description</u>	<u>Unit Price</u>	<u>Quantity</u>	<u>Total Cost</u>
Full Depth Pavement	\$86.00 /SY	210 SY	\$18,060.00
Full Depth Pavement - Less than 4.0'	\$117.00 /SY	10 SY	\$1,170.00
Cement Concrete Median	\$73.00 /SY	510 SY	\$37,230.00
Granite Curb	\$39.00 /FT	920 FT	\$35,880.00
Signing & Striping	\$2,800.00 /LS	1 LS	\$2,800.00
Drainage	\$11,500.00 /LS	1 LS	\$11,500.00
		<b>SUBTOTAL:</b>	<b>\$106,640.00</b>
		Police Detail (10%)	\$10,664
		Mobilization (3%)	\$3,199
		Construction Traffic Management (5%)	\$5,332
		<b>TOTAL:</b>	<b>\$125,835</b>
		Contingencies (15%):	\$18,875
		<b>Construction TOTAL:</b>	<b>\$144,710</b>

**NOTE:**

1. Prices were determined from the MassDOT Weighted Average Bid Prices web site.



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LYNN - LYNNWAY AT BLOSSOM ST  
CONCEPTUAL CONSTRUCTION COST ESTIMATE  
SUMMARY - FLASHING WARNING BEACON ALTERNATIVE

**Construction Items**

<u>Description</u>	<u>Unit Price</u>	<u>Quantity</u>	<u>Total Cost</u>
Full Depth Pavement	\$86.00 /SY	210 SY	\$18,060.00
Full Depth Pavement - Less than 4.0'	\$117.00 /SY	10 SY	\$1,170.00
Cement Concrete Median	\$73.00 /SY	510 SY	\$37,230.00
Granite Curb	\$39.00 /FT	920 FT	\$35,880.00
Signing & Striping	\$2,800.00 /LS	1 LS	\$2,800.00
Drainage	\$11,500.00 /LS	1 LS	\$11,500.00
Flashing Warning Beacon	\$44,000.00 /LS	1 LS	\$44,000.00
		<b>SUBTOTAL:</b>	<b>\$150,640.00</b>
		Police Detail (10%)	\$15,064
		Mobilization (3%)	\$4,519
		Construction Traffic Management (5%)	\$7,532
		<b>TOTAL:</b>	<b>\$177,755</b>
		Contingencies (15%):	\$26,663
		<b>Construction TOTAL:</b>	<b>\$204,418</b>

**NOTE:**

1. Prices were determined from the MassDOT Weighted Average Bid Prices web site.



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**LYNN - LYNNWAY AT BLOSSOM ST  
CONCEPTUAL CONSTRUCTION COST ESTIMATE  
SUMMARY - TRAFFIC SIGNAL ALTERNATIVE**

**Construction Items**

<u>Description</u>	<u>Unit Price</u>	<u>Quantity</u>	<u>Total Cost</u>
Full Depth Pavement	\$86.00 /SY	210 SY	\$18,060.00
Full Depth Pavement - Less than 4.0'	\$117.00 /SY	10 SY	\$1,170.00
Cement Concrete Median	\$73.00 /SY	510 SY	\$37,230.00
Granite Curb	\$39.00 /FT	920 FT	\$35,880.00
Signing & Striping	\$2,800.00 /LS	1 LS	\$2,800.00
Drainage	\$11,500.00 /LS	1 LS	\$11,500.00
Traffic Signal	\$86,500.00 /LS	1 LS	\$86,500.00
		<b>SUBTOTAL:</b>	<b>\$193,140.00</b>
		Police Detail (10%)	\$19,314
		Mobilization (3%)	\$5,794
		Construction Traffic Management (5%)	\$9,657
		<b>TOTAL:</b>	<b>\$227,905</b>
		Contingencies (15%):	\$34,186
		<b>Construction TOTAL:</b>	<b>\$262,091</b>

**NOTE:**

1. Prices were determined from the MassDOT Weighted Average Bid Prices web site.

## Signal Warrant Worksheet



# 2009 MUTCD

## TRAFFIC SIGNAL WARRANT ANALYSIS (VOLUME BASED)

Intersection: **Lynnway (Route 1A) at Blossom Street**

Major Street Direction: Eastbound-Westbound ▼

Year: **2014** Condition: **Existing with Ferry Traffic (WBL assumed to be minor street approach)**

Operating speed on major roadway: **35 mph**  
 Number of approaches: **4**

**Required approach volumes**

Warrant 1	EIGHT-HOUR VEHICULAR VOLUME	Minimum*	Adjusted Minimum**
Warrant 1A	MINIMUM VEHICULAR VOLUME (8 hours of day)		
	Major Street : 3 Lane(s) on each approach	600	600
	Minor Street : 1 Lane(s) on each approach	150	150
Warrant 1B	INTERRUPTION OF CONTINUOUS TRAFFIC (8 hours of day)		
	Major Street : 3 Lane(s) on each approach	900	900
	Minor Street : 1 Lane(s) on each approach	75	75
80 PERCENT SATISFACTION OF WARRANT 1A AND WARRANT 1B		Warrant 1A	Warrant 1B
	Major Street : 3 Lane(s) on each approach	480	720
	Minor Street : 1 Lane(s) on each approach	120	60

Warrant 2	FOUR HOUR VEHICULAR VOLUME	
	Major Street : 3 Lane(s) on each approach	If "verify" indicated, see Figure 4C-1 or 4C-2. 25 = accuracy of regression equations
	Minor Street : 1 Lane(s) on each approach	

Warrant 3	PEAK HOUR VOLUME	
	Major Street : 3 Lane(s) on each approach	If "verify" indicated, see Figure 4C-3 or 4C-4. 25 = accuracy of regression equations
	Minor Street : 1 Lane(s) on each approach	

Hour	Entering Vol. Minor Road+	Entering Vol. on Major Road		Tot. Ent. Vol. On Major Rd	Meets the following volume-based warrants?					
		Eastbound	Westbound		1A	1B	80%(1A&1B)	2	3	
6:00 - 7:00 AM	0	0	0	0	No	No	No	0	0	
7:00 - 8:00 AM	50	1100	0	1100	No	No	No	0	0	
8:00 - 9:00 AM	0	0	0	0	No	No	No	0	0	
9:00 - 10:00 AM	0	0	0	0	No	No	No	0	0	
10:00 - 11:00 AM	0	0	0	0	No	No	No	0	0	
11:00 - 12:00 AM	0	0	0	0	No	No	No	0	0	
12:00 - 1:00 PM	0	0	0	0	No	No	No	0	0	
1:00 - 2:00 PM	0	0	0	0	No	No	No	0	0	
2:00 - 3:00 PM	0	0	0	0	No	No	No	0	0	
3:00 - 4:00 PM	0	0	0	0	No	No	No	0	0	
4:00 - 5:00 PM	0	0	0	0	No	No	No	0	0	
5:00 - 6:00 PM	15	2400	0	2400	No	No	No	0	0	
6:00 - 7:00 PM	0	0	0	0	No	No	No	0	0	
					<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	
					<b>Warrants Met?</b>	<b>1</b>	<b>2</b>	<b>3</b>		
						<b>NO</b>	<b>No</b>	<b>No</b>	<b>No</b>	

\*From the criteria described for the warrant in the MUTCD.

\*\*If the operating speed is higher than 40mph then the volumes can be adjusted to 70%. (If no adjusted minimum, the minimum from the previous column is shown)

+If more than one approach, report the approach that has the higher volume.

### NON-VOLUME-BASED WARRANTS

**Warrant 4, Minimum Pedestrian Volume:** No  
 Peak Four Hour Pedestrian Volumes: 0  
 (non-concurrent) 0  
0  
0

**Warrant 5, School Crossing:**  
 See MUTCD for details.

**Warrant 6, Coordinated Signal System:**  
 See MUTCD for details.

**Warrant 7, Crash Experience:** No  
 # of accidents "correctable by  
 signalization" occurring in the last 12 months: 0

**Warrant 8, Roadway Network:**  
 See MUTCD for details.



To: City of Lynn

Date: September 9, 2015

Memorandum

Project #: 11942.03

From: Nicolette Hastings, PE  
Kathleen Keen, EIT

Re: Lynnway at Blossom Street  
Conceptual Improvements

---

## Introduction

VHB evaluated a conceptual improvement option for the intersection of Lynnway (Route 1A) at Blossom Street in Lynn, Massachusetts. The evaluation considered impacts to traffic flow and operations along the Lynnway as a result of a potential improvement option at Blossom Street to improve access to the Lynn Commuter Ferry Terminal. This memorandum summarizes the results of this evaluation and includes a sketch level conceptual improvement plan and order of magnitude cost estimates for the City's consideration.

## Existing Conditions

The existing conditions evaluation consisted of field inventories (including signal timing/phasing), the collection of peak period traffic volumes, and an operational analysis at the study area intersections.

## Study Area

This memorandum evaluates the Lynnway in the vicinity of Blossom Street. The Lynnway is a principal arterial under the Department of Conservation and Recreation (DCR) jurisdiction and is oriented in an east-west direction within the study area. The Lynnway consists of three travel lanes in each direction with no shoulders. Eastbound and westbound traffic are separated by a concrete median. The posted speed limit in the vicinity of Blossom Street is 35 miles per hour (mph) eastbound and westbound. The study area consists of the following three intersections:

- **Lynnway (Route 1A) at Shepard Street/Marine Boulevard:** Signalized intersection with Shepard Street intersecting the Lynnway from the north and Marine Boulevard intersecting the Lynnway from the south. The Lynnway eastbound and westbound approaches consist of an exclusive left-turn storage lane, two through travel lanes, and a shared through/right-turn lane. There is a u-turn restriction for trucks on the Lynnway eastbound approach. The Shepard Street southbound approach and the Marine Boulevard northbound approach both consist of a single general purpose lane accommodating all movements. Sidewalks exist on both sides of the Lynnway and Shepard Street. Crosswalks are present across the eastbound, northbound, and southbound approaches.
- **Lynnway (Route 1A) at Blossom Street:** Unsignalized intersection with Blossom Street intersecting the Lynnway from the north and south. The Blossom Street northbound and southbound approaches are under STOP control and are right-in/right-out with the Lynnway eastbound and westbound traffic separated by a concrete median. The Lynnway eastbound approach consists of an exclusive left-turn storage lane for the downstream intersection with Kingman Street, two through travel lanes, and a shared through/right-turn lane. The Lynnway westbound approach consists of two through travel lanes and a shared through/right-turn lane. Sidewalks are present on all corners of the intersection with the exception of the western side of Blossom Street south of the Lynnway. Crosswalks exist on both the northbound and

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southbound approaches of Blossom Street; there are no pedestrian accommodations across the Lynnway at this location

- **Lynnway (Route 1A) at Kingman Street/jughandle:** Signalized intersection with Kingman Street intersecting the Lynnway from the south and a one-way northbound driveway intersecting the Lynnway from the north. The Lynnway eastbound and westbound approaches consist of an exclusive left-turn storage lane, two through travel lanes, and a shared through/right-turn lane. The Kingman Street approach consists of shared through/left-turn lane and an exclusive right-turn lane. Sidewalks are present on both sides of the Lynnway and crosswalks exist across the westbound, northbound, and southbound approaches.

### Traffic Volumes

Manual turning movement counts (TMCs) were conducted at the three study area intersections during the weekday morning from 7:00 AM to 9:00 AM and during the weekday evening from 4:00 PM to 6:00 PM in November 2014. It should be noted that the TMCs were conducted during a time when the Lynn ferry service was not operational. A review of the data collected indicate the weekday morning peak hour is from 7:00 AM to 8:00 AM and the weekday evening peak hour is from 4:45 PM to 5:45 PM.

### Lynn Commuter Ferry Service

The Lynn commuter ferry terminal is located at the southern end of Blossom Street. The Lynn to Boston ferry service operated seasonally in 2014 (the first year of a two year pilot program), from mid-May to mid-September. During this period, service was offered on weekday mornings and weekday evenings with two trips departing from Lynn in the morning and two trips departing from Boston during the evening.

The City of Lynn provided ferry ridership data for the month of September 2014 which was used to establish typical weekday morning and weekday evening peak hour traffic volumes at the study area intersections while the ferry service is operational. Table 1 shows the total number of vehicle trips added to the weekday morning and weekday evening existing traffic volumes.



**Table 1 Peak Hour Ferry Ridership**

	<u>Weekday Morning</u>	<u>Weekday Evening</u>
Enter	56	13
<u>Exit</u>	<u>4</u>	<u>64</u>
Total	60	77

Source: Lynn ferry ridership data, September 2014.

The trips in Table 1 were distributed onto the existing roadway network assuming 90 percent of the trips are coming to/from points north/east and 10 percent of trips are coming to/from points south/west. These assumptions are based on information provided by the City of Lynn. Figure 1 shows the resulting 2014 Existing Conditions (with ferry traffic) traffic volumes during the weekday morning and weekday evening peak hours at the study area intersections.

**Traffic Operations Analysis**

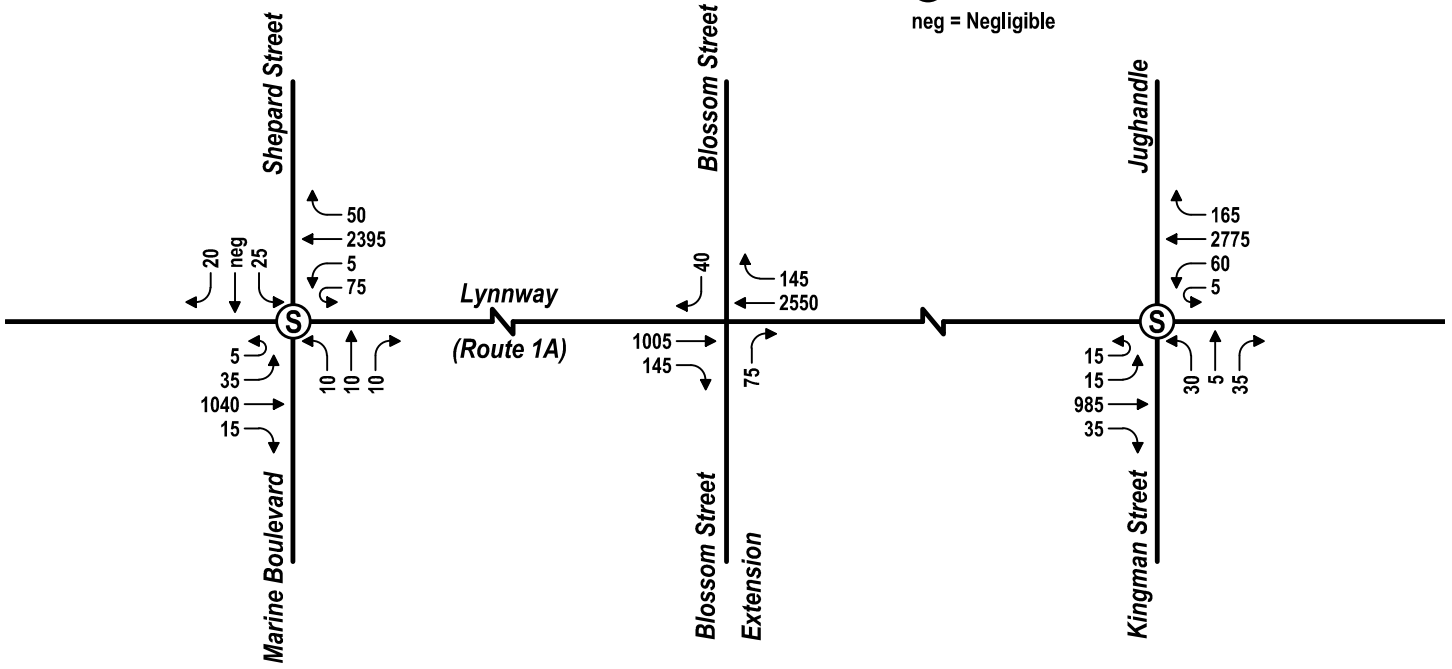
VHB conducted capacity analyses using SYNCHRO 8 software. The percentile delay method (SYNCHRO outputs) was used to evaluate how the signalized intersections accommodate the traffic demands, consistent with current MassDOT standards. Methods from the 2000 Highway Capacity Manual (HCM)<sup>1</sup> were used to evaluate how the unsignalized intersections accommodate the traffic demands as the HCM 2010 methodology does not support more than three through lanes on a major street approach. The capacity analyses were used to evaluate operations of the study area intersections and to provide a baseline to assess the operational benefits of the improvement options. Tables 2 and 3 show the results of the operations analysis at the signalized and unsignalized study area intersections, respectively.

<sup>1</sup> 2000 Highway Capacity Manual; Transportation Research Board: Washington, D.C.



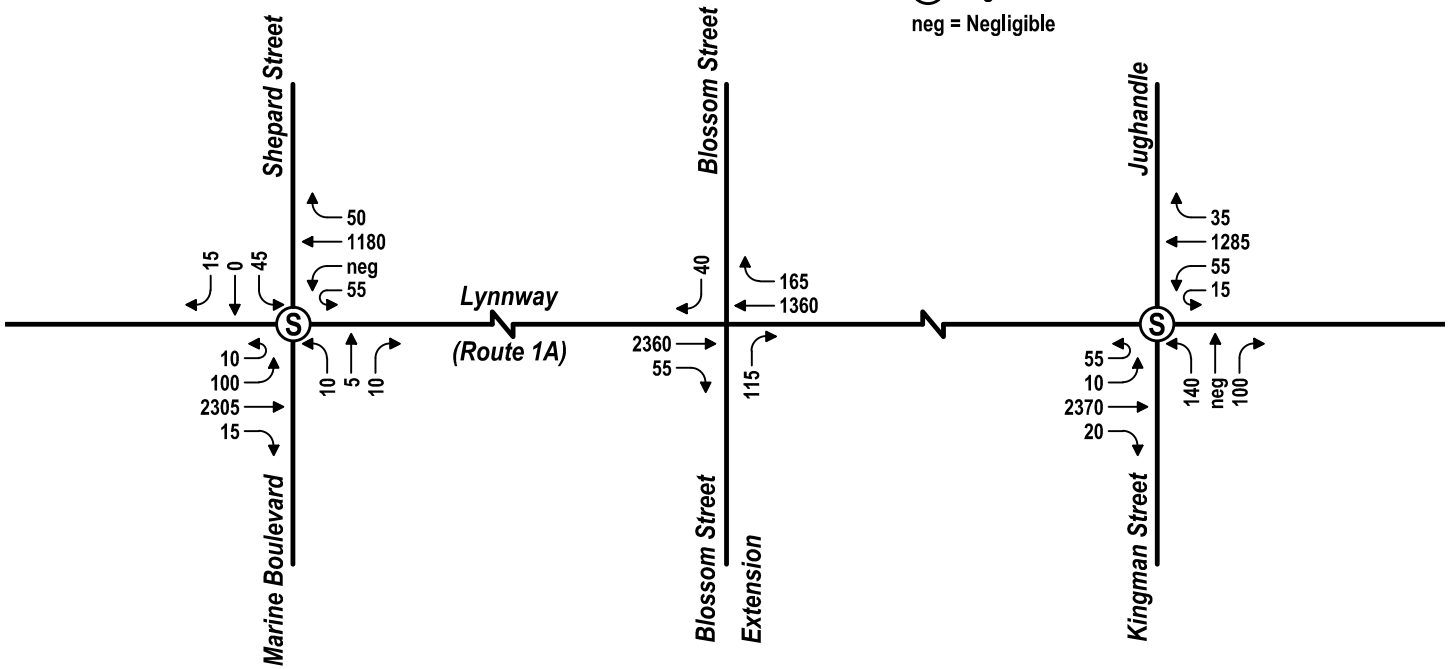
**WEEKDAY MORNING PEAK HOUR**

Ⓢ Signalized Intersection  
neg = Negligible



**WEEKDAY EVENING PEAK HOUR**

Ⓢ Signalized Intersection  
neg = Negligible



**Vanasse Hangen Brustlin, Inc.**

2014 Existing Conditions  
Peak Hour Traffic Volumes  
with Ferry Traffic

Figure 1



Not to Scale

Blossom Street Improvements  
Lynn, Massachusetts



**Table 2 Signalized Intersection Capacity Analyses**

		2014 Existing Conditions with Ferry Traffic									
Intersection	Movement	Weekday Morning Peak Hour					Weekday Evening Peak Hour				
		V/C <sup>1</sup>	Del <sup>2</sup>	LOS <sup>3</sup>	50 Q <sup>4</sup>	95 Q <sup>5</sup>	V/C	Del	LOS	50 Q	95 Q
1: Lynnway (Route 1A) at Shepard Street/ Marine Boulevard	Lynnway EB L	0.34	50	D	27	65	0.56	53	D	64	134
	Lynnway EB T/R	0.38	9	A	114	208	0.65	12	B	277	551
	Lynnway WB L	0.49	52	D	48	107	0.38	51	D	34	85
	Lynnway WB T/R	0.70	12	B	330	648	0.41	10	B	125	257
	Marine Blvd NB L/T/R	0.40	40	D	17	34	0.37	34	C	23	17
	Shepard St SB L/T/R	0.26	9	A	0	19	0.34	17	B	4	37
<b>Overall</b>			<b>13</b>	<b>B</b>				<b>14</b>	<b>B</b>		
3: Lynnway (Route 1A) at Kingman Street/ jughandle	Lynnway EB L	0.14	23	C	9	35	0.25	25	C	19	58
	Lynnway EB T/R	0.39	10	B	82	182	1.05	54	D	~355	#619
	Lynnway WB L	0.25	24	C	17	58	0.27	25	C	22	62
	Lynnway WB T/R	0.88	20	C	186	#797	0.60	14	B	122	238
	Kingman St NB L/T	0.21	19	B	12	27	0.57	23	C	70	77
	Kingman St NB R	0.19	5	A	0	8	0.35	7	A	7	12
<b>Overall</b>			<b>17</b>	<b>B</b>				<b>37</b>	<b>D</b>		

Source: VHB, Inc. using SYNCHRO 8 software

1	Volume-to-capacity ratio, based on theoretical capacity.	4	50th percentile queue length estimate, in feet
2	Average delay, in seconds per vehicle	5	95th percentile queue length estimate, in feet.
3	Level of service	~	Volume exceeds capacity, queue is theoretically infinite
		#	95th percentile volumes exceeds capacity, queue may be longer

**Table 3 Unsignalized Intersection Capacity Analyses**

		2014 Existing Conditions with Ferry Traffic									
Intersection	Critical Movements	Weekday Morning Peak Hour					Weekday Evening Peak Hour				
		D <sup>1</sup>	V/C <sup>2</sup>	Del <sup>3</sup>	LOS <sup>4</sup>	95 Q <sup>5</sup>	D	V/C	Del	LOS	95 Q
2: Lynnway (Route 1A) at Blossom Street	Blossom St Ext NB R	75	0.12	10	A	10	115	0.16	10	B	15
	Blossom St SB R	40	0.13	14	B	11	40	0.07	10	A	6

Source: VHB, Inc. using SYNCHRO 8 software.

Note: The HCM 2010 methodology does not support more than three through lanes on a major street approach, results reported are based on HCM 2000 methodology.	1	Demand, in vehicles
	2	Volume-to-capacity ratio, based on theoretical capacity.
	3	Average delay, in seconds per vehicle
	4	Level of service
	5	95th percentile queue length estimate, in feet



As shown in Tables 2 and 3, all three study area intersections operate at an acceptable LOS D or better during both the weekday morning and weekday evening peak hours.

### **Conceptual Improvement Evaluation**

In coordination with the City of Lynn, VHB developed and evaluated a conceptual improvement option to add a Lynnway westbound left-turn lane at Blossom Street. The following section includes a discussion of the conceptual improvement option, summarizes impacts to traffic operations, and provides a preliminary lump sum cost estimate.

As shown in Figure 2, the conceptual improvement option includes a westbound left-turn lane along the Lynnway at the Blossom Street intersection. To accommodate the left-turn lane, the existing eastbound left-turn lane at Kingman Street would be shortened and the existing median would be relocated. The westbound left-turn lane at Blossom Street would be approximately 100 feet and the remaining eastbound left-turn lane at Kingman Street would be approximately 310 feet. The revised median design shown in the concept plan would serve to discourage left-turn and through movements from Blossom Street in both directions. In addition, a diverter island is proposed on the Blossom Street southbound approach to reinforce right-in/right-out operations. The preliminary lump sum cost estimate for this improvement option is approximately \$145,000.

As part of the conceptual improvement option, commuter ferry traffic currently making a westbound u-turn at the Lynnway and Shepard Street/Maine Boulevard intersection would be relocated to make a westbound left-turn at Blossom Street. Figure 3 shows the resulting weekday morning and weekday evening peak hour traffic volumes.

Tables 4 and 5 summarize the traffic operations under the conceptual improvement option for the signalized and unsignalized intersections, respectively. This analysis assumes that the Lynnway at Blossom Street intersection would remain unsignalized; no signal timing changes at the Lynnway and Shepard Street/Marine Boulevard intersection are assumed. No changes in operations would occur at intersection of Lynnway and Kingman Street/jughandle. As shown in Table 4, overall operations at the intersection of Lynnway and Shepard Street/Marine Boulevard are expected to improve during both peak hours under the conceptual improvement option, which may be attributed to the reduction in the westbound u-turn volume. As shown in Table 5, the westbound left-turn lane at the intersection of Lynnway and Blossom Street is expected to operate at LOS C or better during both peak hours with minimal queues under the conceptual improvement option. It should be noted that the revised turn lane lengths at the intersections with Blossom Street and Kingman Street discussed above can adequately accommodate the projected weekday morning and weekday evening peak hour queue demands at both locations.

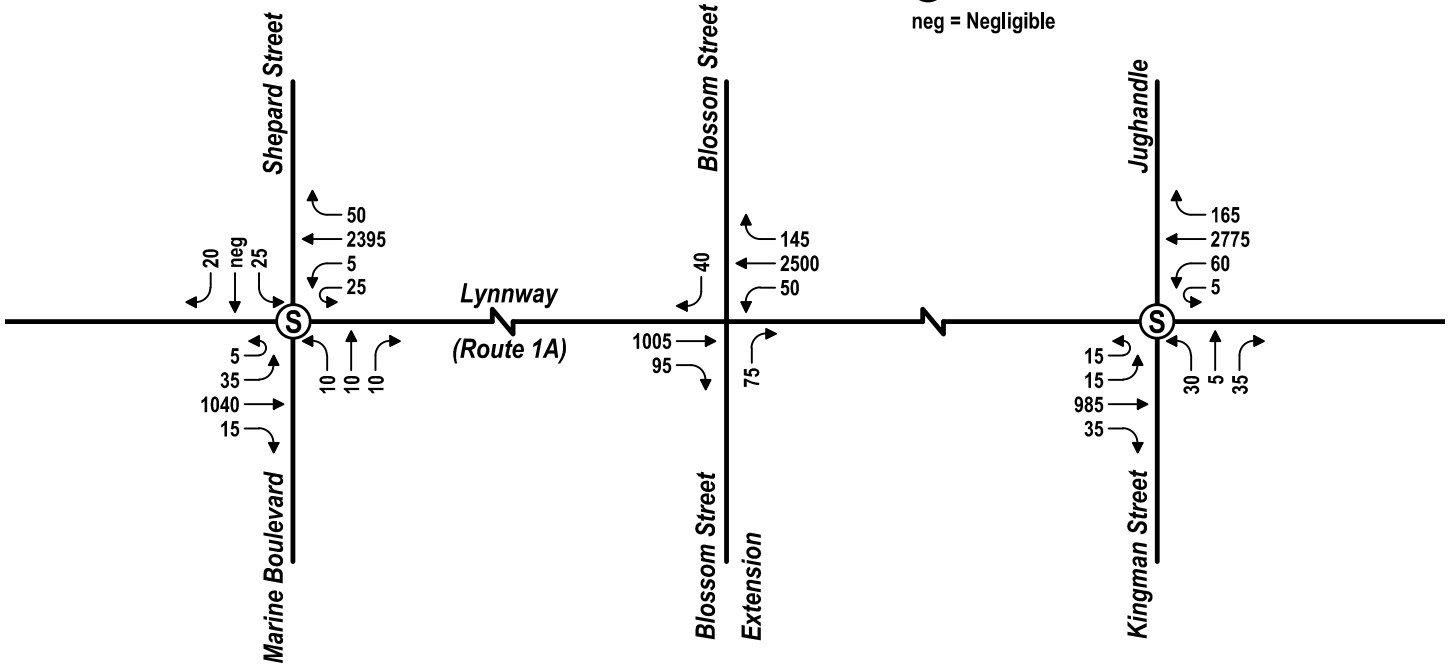






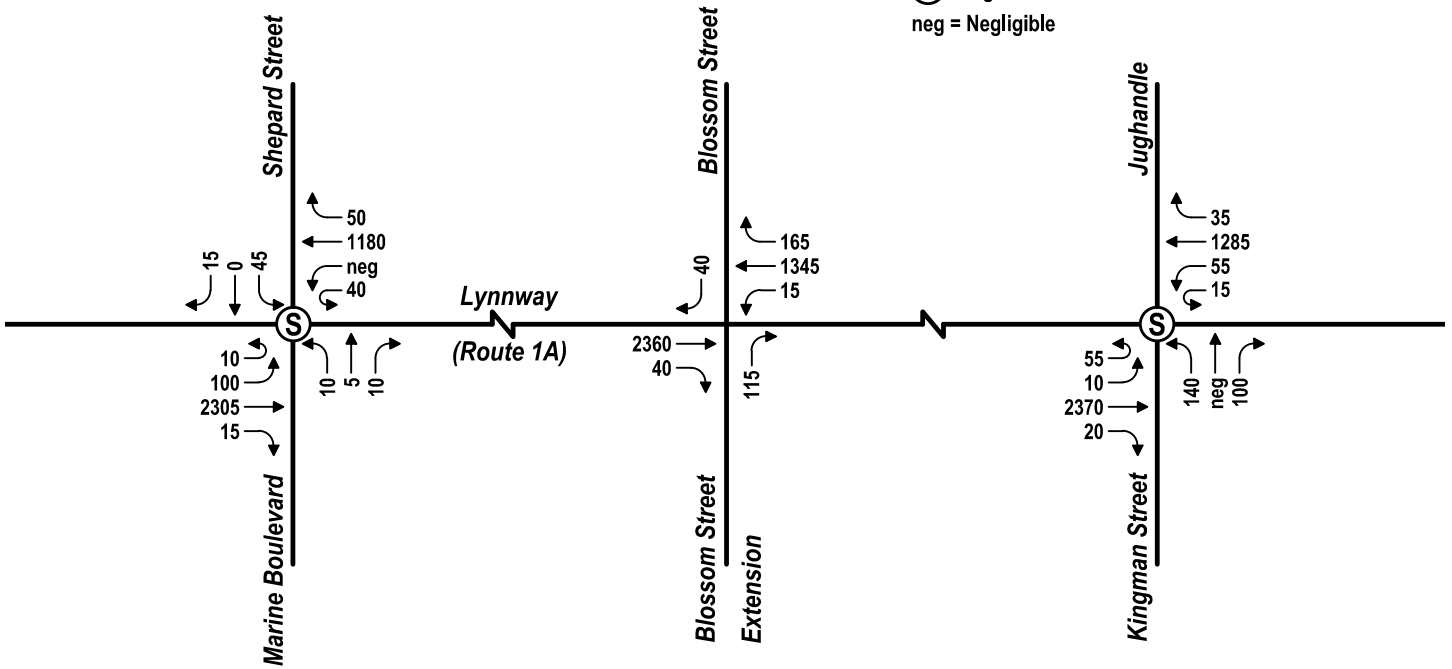
**WEEKDAY MORNING PEAK HOUR**

Ⓢ Signalized Intersection  
neg = Negligible



**WEEKDAY EVENING PEAK HOUR**

Ⓢ Signalized Intersection  
neg = Negligible



**Vanasse Hangen Brustlin, Inc.**

2014 Existing Conditions  
Peak Hour Traffic Volumes  
with Ferry Traffic and Future Geometry

Figure 3



Not to Scale

Blossom Street Improvements  
Lynn, Massachusetts



**Table 4 Signalized Intersection Capacity Analyses**

		Improvement Option: Westbound Left-Turn Lane									
		Weekday Morning Peak Hour					Weekday Evening Peak Hour				
Intersection	Movement	V/C <sup>1</sup>	Del <sup>2</sup>	LOS <sup>3</sup>	50 Q <sup>4</sup>	95 Q <sup>5</sup>	V/C	Del	LOS	50 Q	95 Q
1: Lynnway (Route 1A) at Shepard Street/ Marine Boulevard	Lynnway EB L	0.32	48	D	27	64	0.56	53	D	64	134
	Lynnway EB T/R	0.36	7	A	105	186	0.62	10	B	270	531
	Lynnway WB L	0.22	46	D	18	52	0.30	50	D	25	67
	Lynnway WB T/R	0.71	13	B	328	648	0.41	10	B	125	257
	Marine Blvd NB L/T/R	0.39	38	D	17	33	0.37	34	C	23	17
	Shepard St SB L/T/R	0.25	8	A	0	19	0.34	17	B	4	37
<b>Overall</b>			<b>12</b>	<b>B</b>				<b>13</b>	<b>B</b>		

Source: VHB, Inc. using SYNCHRO 8 software

1 Volume-to-capacity ratio, based on theoretical capacity.

2 Average delay, in seconds per vehicle

3 Level of service

4 50th percentile queue length estimate, in feet

5 95th percentile queue length estimate, in feet.

~ Volume exceeds capacity, queue is theoretically infinite

# 95th percentile volumes exceeds capacity, queue may be longer

**Table 5 Unsignalized Intersection Capacity Analyses**

		Improvement Option: Westbound Left-Turn Lane									
		Morning Peak Hour					Evening Peak Hour				
Intersection	Critical Movements	D <sup>1</sup>	V/C <sup>2</sup>	Del <sup>3</sup>	LOS <sup>4</sup>	95 Q <sup>5</sup>	D	V/C	Del	LOS	95 Q
2: Lynnway (Route 1A) at Blossom Street	Lynnway WB L	50	0.09	11	B	7	15	0.06	19	C	5
	Blossom St Ext NB R	75	0.11	10	A	10	115	0.18	11	B	16
	Blossom St SB R	40	0.13	14	B	11	40	0.07	10	A	6

Source: VHB, Inc. using SYNCHRO 8 software.

Note: The HCM 2010 methodology does not support more than three through lanes on a major street approach, results reported are based on HCM 2000 methodology.

1 Demand, in vehicles

2 Volume-to-capacity ratio, based on theoretical capacity.

3 Average delay, in seconds per vehicle

4 Level of service

5 95th percentile queue length estimate, in feet

To increase awareness of the Lynnway westbound left-turn movement at Blossom Street, an intersection control beacon could be installed in accordance with the standards established in the Manual on Uniform Traffic Control Devices<sup>2</sup> (MUTCD). The beacon would have flashing yellow signal heads directed toward the Lynnway eastbound and have flashing red signal heads directed towards the Blossom Street northbound approach and Lynnway westbound

<sup>2</sup> MUTCD, Part 4 – Highway Traffic Signals, USDOT/FHWA, December 2009.



left-turn lane. The preliminary lump sum cost estimate to install an intersection control beacon is approximately \$60,000, in addition to the cost of the geometric improvements.

### Signal Warrant Analysis

VHB performed a traffic signal warrant analysis at the intersection of Lynnway at Blossom Street, assuming the improvements proposed as part of the conceptual improvement option. The MUTCD lists specific criteria, or warrants, for the consideration of installation of a traffic signal at an intersection. The MUTCD also notes that, "the satisfaction of a traffic signal warrant or warrants shall not, in itself, require the installation of a traffic control signal." The traffic signal warrant analysis provides guidance as to locations where signals would not be appropriate and locations where they could be considered further.

A traffic signal warrant analysis was performed for the volume-based Warrant 3: Peak Hour Volume for the weekday morning and weekday evening peak hours. The warrant analysis was performed in a manner that considers the Lynnway westbound left-turn volume as the "minor street" volume and the opposing traffic on the Lynnway eastbound as the "major street" volume, as allowed by the MUTCD. The warrant is not met at the intersection for either of the peak hours. The City of Lynn has noted the possibility of expanding ferry services in the future. It is recommended that traffic volumes at the intersection continue to be monitored and if the signal warrant is met in the future, the installation of a signal at the Lynnway and Blossom Street intersection should be re-evaluated. The preliminary lump sum cost estimate for the installation of a signal is approximately \$117,000.

### Summary

VHB, in coordination with the City of Lynn, has developed and evaluated a conceptual improvement option along the Lynnway within the vicinity of Blossom Street which would improve access to the Lynn Commuter Ferry Terminal. The improvement option considers a Lynnway westbound left-turn lane at Blossom Street.

VHB evaluated traffic operations under the conceptual improvement option. Overall traffic operations are expected to improve within the study area and minimal queues are expected in the proposed Lynnway westbound left-turn lane at Blossom Street. In addition, VHB performed a signal warrant analysis for the intersection of Lynnway at Blossom Street assuming the improvement proposed as part of the conceptual improvement option; a signal is not warranted at this time. The intersection should continue to be monitored and if the warrant is met in the future with potential increased ferry service, the installation of a traffic signal at this location should be re-evaluated. While a traffic signal is not currently warranted, an intersection control beacon could be installed to increase awareness of the intersection.

The preliminary lump sum cost estimate of the geometric improvements under the conceptual improvement option is approximately \$145,000. The installation of an intersection control beacon would have an additional cost of approximately \$60,000. In the future, if a traffic signal is warranted, the installation of a traffic signal would cost approximately \$117,000.





**Massachusetts Gaming Commission**  
**101 Federal Street, 12th Floor**  
**Boston, MA 02110**

**2016 COMMUNITY MITIGATION FUND  
RESERVE / SPECIFIC IMPACT APPLICATION**

**CHECK BOX IF REQUESTING THE CREATION OF A  
MITIGATION RESERVE FUND FOR A COMMUNITY**

**APPLICATIONS DUE NO LATER THAN FEBRUARY 1, 2016.**

*For anyone with specific impacts, please complete the gray boxes 1-4 beginning on page 2. If you are not applying for mitigation of specific impacts by February 1, 2016, you do not need to complete grayed boxes 1-4.*

Malden Redevelopment Authority

1. **NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT**

Comptroller's office

2. **DEPARTMENT RECEIVING FUNDS**

Karen Bushee, Comptroller

3. **NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

200 Pleasant Street, Room 621, Malden, MA 02148

4. **ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

781-324-5720 x 5733 kbushee@maldenredevelopment.com

5. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

Deborah A. Burke, Executive Director

6. **NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF  
MUNICIPALITY/GOVERNMENTAL ENTITY**

200 Pleasant Street, Room 621, Malden, MA 02148

7. **ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF  
MUNICIPALITY/GOVERNMENTAL ENTITY**

781-324-5720 x 5735 dburke@maldenredevelopment.com

8. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF  
OF MUNICIPALITY/GOVERNMENTAL ENTITY**

Wynn Everett LLC

9. **NAME OF GAMING LICENSEE**



**1. IMPACT DESCRIPTION**

**Please describe in detail the impact that is attributed to the construction of a gaming facility. Please provide support for the determination that the construction of the gaming facility caused or is causing the impact.**

The City of Malden, which has a surrounding community agreement with Wynn Everett LLC, is requesting \$100,000 from the Gaming Commission Reserve Fund to support various planning and marketing activities to span—at a minimum—the next three years. Specifically, the City of Malden is requesting:



**2. PROPOSED MITIGATION**

**Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment. Please describe how the mitigation request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.**

\$25,000 a year for three years (2016-2019) to hire and subsidize the annualized salary to be paid to a senior planner. Said planner would be hired by the Malden Redevelopment Authority (MRA), a quasi-public agency working as an agent for the City of Malden, to undertake planning activities that would, among other tasks, undertake land use aimed at reinvigorating abutting Malden commercial districts in anticipation of the opening and operation of the Wynn Everett project. The senior planner, for example, would focus on the Broadway and the lower Commercial Street corridors, both of which because of their proximate location to the City of Everett border will see impacts from the casino project and are ripe for complementary and much higher-use development. The planning activities would be focused on positioning the City of Malden to be able to take advantage of and benefit from the economic opportunities that will result and spin off from the Wynn Everett project. Salary for said position is estimated in the \$65,000 to \$70,000 range. The MRA would absorb the remainder of the costs associated with the salary. The planning effort would look at furthering a regional presence and an identity for its unique attributes. It would also look to build on the success of growing businesses and mixed use developments within the City of Malden. The MRA in its ongoing dealings with the Metropolitan Area Planning Council has been encouraged to hire a senior planner that could focus on these type of regional planning activities.



**3. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS**

**Please provide detail regarding the controls that will be used to ensure that funds will only be used to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.**

\$15,000 for the City to launch a comprehensive marketing campaign in partnership with the Malden Redevelopment Authority and the Malden Chamber of Commerce to promote opportunities and growth for Malden businesses as a result of the Wynn Everett project in Everett. As part of our surrounding community agreement, Wynn Everett is committed to spending \$10 million annually on goods and services with Malden businesses. Additionally, Wynn Everett will generate more than \$125 million a year in vendor-supplied goods and services that are related to the operation and maintenance of the resort. These funds will specifically be used to position Malden businesses for these economic opportunities.

**4. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS**

**Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement. Please explain how this impact was either anticipated or not anticipated in that Agreement.**

\$10,000 to launch a comprehensive Citizens Engagement Program for Malden residents promoting employment opportunities that will become available with this project. While Wynn Everett is committed to conducting two job fairs for Malden residents, these funds will be used specifically for the City of Malden to go even further in helping our residents take advantage of these opportunities. Efforts will be made to pair residents of diverse backgrounds, varying income ranges and skill sets with jobs at the Wynn Everett. The Citizens Engagement Program would include job fairs, resume writing assistance and networking sessions to acquaint residents with the vast array of employment opportunities at Wynn Everett. Malden wants its residents to be well-positioned for the more than 4,000 construction jobs and more than 4,000 permanent jobs that Wynn Everett anticipates it will create.



**CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY**

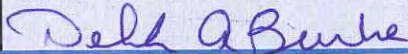
On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



Signature of Responsible Municipal  
Official/Governmental Entity

01/28/2016

Date



1/28/2016

Deborah A. Burke, Executive Director  
Malden Redevelopment Authority

**APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION**

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

Ombudsman

Date