



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

Appendix D

**2018 COMMUNITY MITIGATION FUND
2018 Transportation Planning Grant Application
BD-18-1068-1068C-1068L-22137**

Please complete the entire application.

☐ Check if a joint application

City of Attleboro

1. **NAME OF MUNICIPALITY(IES)/GOVERNMENT ENTITY(IES)/DISTRICT(s)**
Department of Budget & Administration
2. **DEPARTMENT RECEIVING FUNDS**
Barry K. Lacasse, Director of Budget and Administration
3. **LEAD APPLICANT - NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**
77 Park Street, Attleboro, MA 02703
4. **ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**
508-223-2222, ext. 3234 budgetadmin@cityofattleboro.us
5. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)**
N/A
6. **NAME AND CONTACT INFORMATION OF JOINT APPLICANTS - MUNICIPALITIES /GOVERNMENT ENTITIES/DISTRICTS**
Paul Heroux, Mayor
7. **NAME AND TITLE OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**
77 Park Street, Attleboro, MA 02703
8. **ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**
508-223-2222, ext. 3221 paulheroux@cityofattleboro.us
9. **PHONE #, EMAIL, AND ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)**
Plainville Gaming and Redevelopment, LLC
10. **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.

See attached sheet.

2. PROPOSED USE OF TRANSPORTATION PLANNING FUND

- a) Please identify the amount of funding requested.
- b) Please identify below the manner in which the funds are proposed to be used.
- c) 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.
- d) Please describe how the planning request will address the specific transportation impact indicated and is for a demonstrated public purpose and not for the benefit or maintenance of a private party. Please attach additional sheets/supplemental materials if necessary.
- e) For joint grant requests, please state the amount requested for the joint request. Please also state the amount of any Regional Planning Incentive Award requested and provide separate detail on the use of these additional funds.

See attached sheet.

3. CONNECTION TO GAMING FACILITY

Please provide specificity/evidence that the requested funds will be used to address, issues or impacts directly related to the gaming facility.

See attached sheet.

4. 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.

See attached sheet.

5. CONSULTATION WITH REGIONAL PLANNING AGENCY (RPA)/NEARBY COMMUNITIES

Please provide details about the Applicant's consultation with the Regional Planning Agency serving the community and nearby communities to determine the potential for cooperative regional efforts regarding planning activities.

See attached sheet.

6. MATCHING FUNDS FROM GOVERNMENTAL OR OTHER ENTITY

Please demonstrate that the governmental or other entity will provide significant funding to match or partially match the assistance required from the Community Mitigation Fund. Please provide detail on what your community will contribute to the planning projects such as in-kind services or planning funds.

See attached sheet.

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

- a) Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement.
- b) Please provide a demonstration that such mitigation measure is not already required to be completed by the licensee pursuant to any regulatory requirements or pursuant to any agreements between such licensee and applicant.
- c) 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.
- d) Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision.
- e) If transportation 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.

See attached sheet.

**No Community is eligible for more than one
Transportation Regional Planning Incentive Award.**

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.

Paul Heno

2/1/18

Signature(s) of Responsible Municipal
Official(s)/Governmental Entity(ies)

Date

1. IMPACT DESCRIPTION

This Transportation Planning Grant application is submitted by the City of Attleboro to study existing roadway and traffic management systems on Route 1, the intersecting Route 1A, and Route 123 arterials (from the intersection of Route 123 at Route 1 and at Route 1A, northerly along Route 1 and Route 1A, northerly along Route 1 and Route 1A, northerly along Route 1 to the Attleboro/North Attleborough corporate line — the Study Area). The traffic study will identify improvements within the Study Area directly affected by traffic from the Plainridge Park Casino in the Town of Plainville, MA. Route 1 is the major arterial that provides access to the Plainridge Park Casino from cities and towns along the corridor, as well as patrons that reside in neighboring communities south of Attleboro.

As a result, the City of Attleboro has determined that it is necessary to develop safer and efficient connections for all users traveling along Route 1, as well as Route 1A and Route 123. A number of intersections along these corridors are listed by the Massachusetts Department of Transportation (MassDOT) as Top Crash Locations and are included as Highway Safety Improvement Program (HSIP) Clusters. These locations include:

- US Route 1 / May Street
- US Route 1 / Route 123
- Route 1A / Route 123
- Route 123 / May Street

The existing traffic management system on Route 1 and adjacent corridors, including signal timings, signage, lane capacity, locations of curb cuts, etc. is frequently over capacity and is inadequate to accommodate additional traffic. Improvements within the area have been implemented over the past number of years. This has resulted in piecemeal upgrades over time, particularly with respect to private mitigation improvements that tend to favor patrons of a particular establishment to the detriment of the traveling public on Route 1.

However, it appears that the environmental documentation in support of Plainridge Park Casino may have underestimated the impact on traffic along the Route 1 corridor, thus rendering these previous improvements inadequate. The Final Environmental Impact Report (FEIR) for the development suggested that only 8% of the 6,512 weekday daily trips (or 520 trips) would use Route 1 to the south of the site. In the 2016 Post Opening Traffic Monitoring Program Memorandum, actual traffic counts indicated that 7,508 daily trips are actually being made to the Plainridge Park Casino. In addition, the Memorandum indicates that approximately 34% are using Route 1 to the south of the site to access the Plainridge Park Casino.

The result is that Route 1 south of the site is currently carrying approximately 2,550 additional vehicles per weekday. When compared to the pre-development estimate of 520 trips, casino-related traffic is nearly 400% greater than originally anticipated. This has further exacerbated conditions along Route 1, particularly in areas such as Attleboro where the corridor was already at capacity prior to the opening of Plainridge Park Casino.

The improvement of the existing connections along Route 1, Route 1A and Route 123 is imperative. Studying and implementing improvements along these corridors would improve access and safety for all roadway users and would off-set detrimental casino related impacts from increased congestion on adjacent arterials. Accordingly, the study of these corridors is essential in order to mitigate casino-related traffic impacts in the Study Area.

2. PROPOSED USE OF TRANSPORTATION PLANNING FUND

- a) The funding request from the grant program is \$100,000.00.
- b) The City of Attleboro is requesting \$100,000 to prepare a traffic study that will evaluate and identify possible mitigation measures to minimize the impact of the Casino traffic on Route 1 and adjacent corridors, and improve traffic flow. The Study Area consists of Route 123 from its intersections at Route 1 and at Route 1A, northerly along Route 1 and Route 1A, northerly along Route 1 to the Attleboro/North Attleborough corporate line. The

purpose of the traffic study would be to quantify traffic volumes within the study area and to evaluate existing conditions and potential signal timing and phasing changes. The conclusions from the traffic study would then be used to develop traffic signal modification plans, including coordination programming for the signals.

The proposed work would include:

- Collection of traffic volume data for the weekday morning and afternoon peak periods, as well as the Saturday peak period. Turning movement counts will be obtained at up to nine (9) intersections. Automatic traffic recorder counts would be obtained at six (6) locations for a 7-day period.
- Collection and analysis of relevant traffic data, including traffic accident data and vehicular speeds. This information will be used to supplement the traffic volume data in determining signal timing and coordination programming.
- Develop baseline traffic volume information for use in evaluating optimal signal timing at the various locations.
- Analyze baseline operations at the nine (9) intersections to develop optimal signal timing and coordination programming.
- Evaluate the need for traffic control signals at up to three (3) intersections currently under stop-sign control.
- Provide a Memorandum summarizing the results of the study for review by the City prior to submission to the Massachusetts Department of Transportation (MassDOT). MassDOT approval will be required for all changes to be made to existing traffic control signals on both Route 1 and Route 123.
- Develop coordination programming for the Route 1 and Route 123 corridors.
- Prepare traffic signal permit plans/applications and traffic signal agreements for all signals proposed in the coordinated traffic control system(s).
- Prepare special provisions and documents suitable for advertisement by the City of Attleboro to obtain quotes from pre-qualified traffic signal contractors for implementation. In addition to specifying equipment required for coordination, the special provisions will also include replacement of malfunctioning signal components.

The cost of the traffic study and design is estimated to be \$60,080.00 (a detailed breakdown of costs to prepare the traffic study is attached hereto.). The remaining funds would be utilized to begin the work of implementing improvements that may be suggested in the traffic study. Potential improvements could include signal timing and phasing modifications and/or the implementation of a signal coordination system(s) that may involve adaptive technologies. It is anticipated that the remaining funds may not be sufficient to provide all of the suggested improvements, and the city will supplement and/or seek additional funding for other sources for complete implementation.

- c) The remaining \$39,920.00 will be used to implement improvements that are identified in the traffic study.
- d) As discussed above, development within the Route 1 area has largely been uncoordinated over the years. Individual studies have just addressed the needs of that development. Frequently, mitigation measures proposed have been in favor of individual developments. This includes traffic impacts from the Plainridge Park Casino, which have not been studied in the City of Attleboro. The proposed traffic study, and implementation of potential improvements, is meant to rectify the perceived imbalance, particularly as it relates to signal timing and traffic flow on Route 1, Route 1A, and Route 123.

Additionally, the Southeastern Regional Planning and Economic Development District (SRPEDD) has listed the intersection of Washington Street (Route 1) / Highland Avenue (Route 123) as the 11th highest crash location and Washington Street (Route 1) / May Street as the 52nd highest crash location. These high crash locations were listed among the 100 Most Dangerous Intersection in Southeastern Massachusetts based on 2010-2012 data.

Accordingly, potential safety improvements at these intersections that may be identified in the traffic study are imperative for the safety of the general public.

3. CONNECTION TO GAMING FACILITY

The City of Attleboro (and the Study Area) is located south of the Plainridge Park Casino in Plainville, Massachusetts. Route 1 and Route 123 both serve as arterial roadways to and from the casino for Massachusetts municipalities to the south and Rhode Island. As noted hereinbefore, the potential traffic increases on Route 1 due to the proposed casino have been significantly underestimated by nearly 400%. Whereas an increase of 520 trips had been anticipated to the south of the site on Route 1 on a weekday basis, it appears that nearly 2,550 trips per day have been added to the Route 1 corridor on a weekday basis. In addition, although daily Saturday trips were not presented in the Plainridge Park Casino, the 2016 Post Opening Traffic Monitoring Program Memorandum notes that approximately 8,340 trips are being made to the casino on Saturdays. Of this number, approximately 23%, or 1,900 trips, are arriving and departing the casino on Route 1 south of the site.

Given the retail nature of the Route 1 corridor in Attleboro and North Attleborough, this has only exacerbated the current overcapacity conditions along Route 1, particularly during the weekday and Saturday peak periods. Numerous studies, along with any motorist who drives Route 1 during these periods, would confirm the lengthy delays and backups on the Route 1 and Route 123 corridors. The existing traffic management system along US Route 1 in Attleboro does not have the ability to adequately handle this increase, or any increase for that matter, due to its failing conditions.

4. IMPACT CONTROLS / ADMINISTRATION OF IMPACT FUNDS

The City of Attleboro will document in detail all impact funds received and expended to ensure that these funds are spent for the above stated purpose. The City will require that its chosen consultant be pre-qualified by MassDOT in the preparation of a traffic studies and assessments, and is experienced in the preparation of the type of study to be performed under this grant. Complete documentation will be required by the consultant with each monthly invoice, include a description of the work, and hours required to complete each task. Any subconsultant used by the consultant in obtaining traffic data shall be approved by the City of Attleboro prior to use. Services to implement identified improvements will likely be procured in a competitive bid process through contracts.

5. CONSULTATION WITH REGIONAL PLANNING AGENCY (RPA) / NEARBY COMMUNITIES

The Southeastern Regional Planning and Economic Development District (SRPEDD) performed a study of the Route 1 / Route 1A / Route 123 intersection in December 2012. The study investigated the intersection improvements, safety issues and potential solutions, capacity and queue analyses, and implementation plan. Since the opening of the Plainridge Park Casino in 2015, it is imperative to re-evaluate the intersection and its connection to the adjacent intersections.

6. MATCHING FUNDS FROM GOVERNMENTAL OR OTHER ENTITY

At this time, no additional sources of funding have been identified. However, it should be noted that MassDOT has proposed an intersection improvement project for the Route 1 (Washington Street) / Route 1A (Newport Avenue) and Route 123 (Highland Avenue) intersection (MassDOT Project No. 607339). That project is listed on the 2020

Transportation Improvement Program (TIP) and is estimated at approximately \$6.6 million. Any suggested measures at this location as identified in the traffic study will be forwarded to MassDOT for potential implementation.

In addition, the City of Attleboro will seek additional funding (as yet unidentified) that may be required to cover the remaining costs of identified improvements as well as provide in-kind staff services through its Department of Planning and Development, Department of Budget and Administration, and Department of Public Works.

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

The Final Environmental Impact Report (FEIR) noted that only 8% of the traffic generated by the Plainridge Park Casino was anticipated to travel on Route 1 south of the site. Due to low traffic projections, the FEIR did not analyze or evaluate traffic conditions on Route 1 in the City of Attleboro — and the fact remains that nearly one-quarter to one-third of all casino-related traffic uses Route 1 to the south of the casino. This has resulted in increases in traffic volumes along the corridor, and in particular the City of Attleboro, that have not been previously analyzed. Given the on-going capacity issues and congestion on Route 1, Route 1A, and Route 123, this oversight is one of the major reasons for the need for a comprehensive traffic study of the Study Area.

Attleboro, MA - Study Area

Untitled layer



Route 1 / Cumberland Avenue



Route 1 / May Street



Route 1 / Angeline Street /
South Attleboro Square &
Mayfaire Centre RIRO
Driveway



Route 1 / Route 1A / South
Attleboro Square Driveway



Route 123 / Route 1



Route 123 / Route 1A



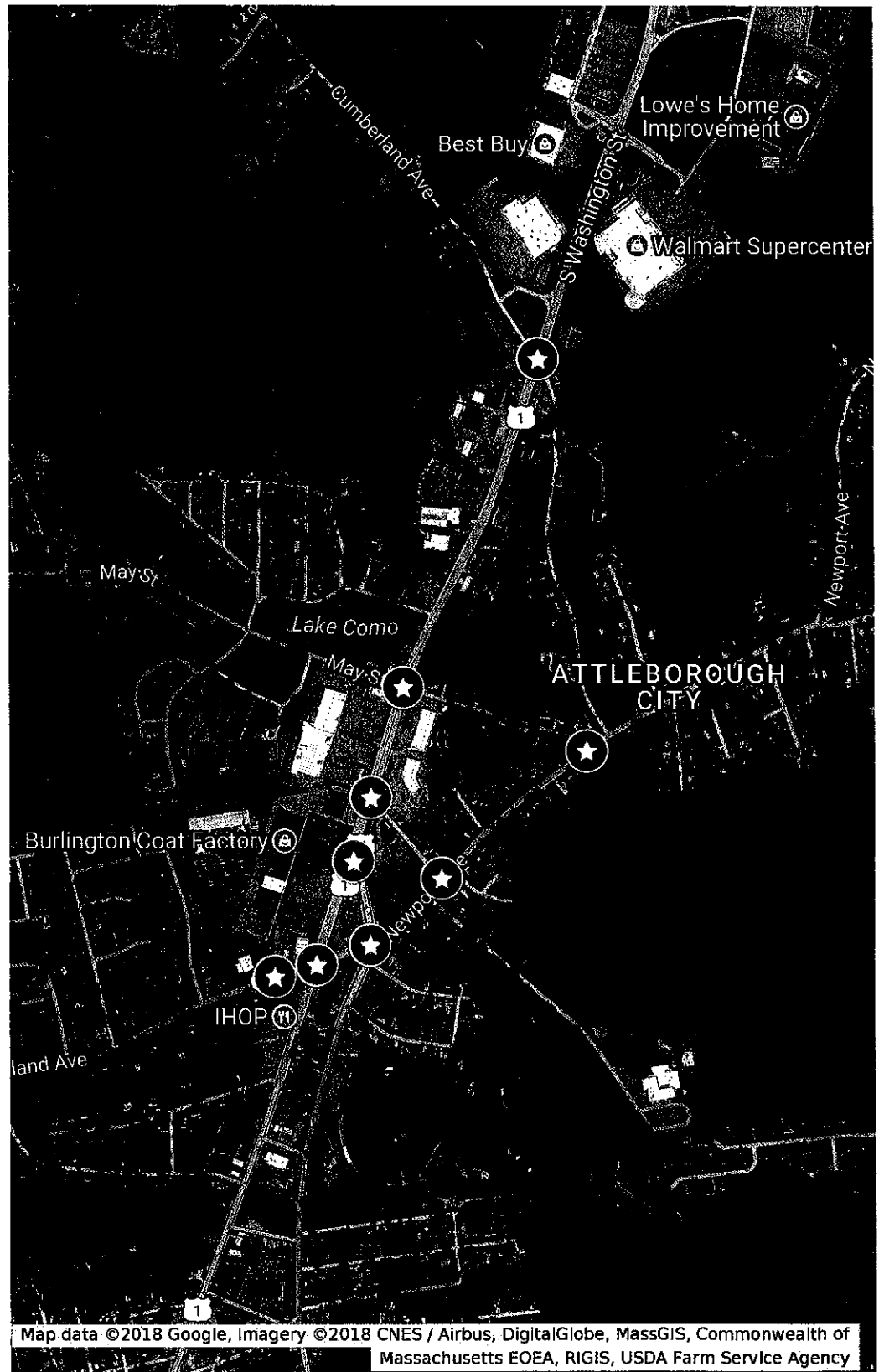
Route 123 / Angeline Street



Route 123 / May Street



Route 123 / South Attleboro
Square Driveway



JOB BUDGETING SHEET

Project: Attleboro, MA - Route 1/Route 123 Corridor Study
Project No.: MAX-2018007.00

Date: 1/30/2018

Task	Project Director	Senior Project Manager	Project Manager	Project Engineer	Engineer	Assistant Engineer		TOTAL
Project Initiation/Kickoff	1	1		1		1		4
Field Reconnaissance	8					12		20
Data Collection/Review				8				8
Existing Conditions		4						4
Site Location Map						2		2
Geometrics						10		10
Traffic Volumes		4		8				12
Accidents						16		16
Speeds/Sight Distance				4				4
Existing Networks				8		4		12
Future Conditions								
Coordination with City		4		4				8
Traffic Growth				8				8
No-Build Networks				8		8		16
Analysis		8						8
Intersections				20		20		40
Queues				8				8
Signal Warrant				8				8
Memo Preparation		4		24				28
QA/QC		6						6
Subtotal Hours (Review Phase)	9	31		109		73		222
BILLING RATE:	\$250.00	\$185.00	\$150.00	\$125.00	\$100.00	\$80.00		
Subtotal Labor (Review Phase)	\$2,250	\$5,735		\$13,625		\$5,840		\$27,450.00
Data Collection (Expense)								\$5,100.00
Misc. Expenses								\$200.00
Subtotal Cost - Review Phase								\$32,750.00
Design Phase								
Coordination Programming	8			32				40
Traffic Signal Permit Plans				48		16		64
Permit Applications	8			2	16			26
Special Provisions/Documents	4			20				24
QA/QC	4	4						8
Final Revisions	4			8				12
Miscellaneous	4	4		4		4		16
Subtotal Hours (Design Phase)	32	8		114	16	20		190
BILLING RATE:	\$250.00	\$210.00	\$150.00	\$125.00	\$100.00	\$80.00		
Subtotal Labor (Design Phase)	\$8,000	\$1,680		\$14,250	\$1,600	\$1,600		\$27,130.00
Misc. Expenses								\$200.00
Subtotal Cost - Design Phase								\$27,330.00
TOTAL COST								\$60,080.00