



20

COMMUNITY MITIGATION FUND

APPENDIX D

2020 Transportation Planning Grant Application
BD-20-1068-1068C-1068L-46130

Please complete the entire application.

Check if a joint application

1.	NAME OF MUNICIPALITY(IES)/GOVERNMENT ENTITY(IES)/DISTRICT(s)
	City of Lynn
2.	PROJECT NAME (limit 10 words)
	Western Avenue Design Work
3.	BRIEF PROJECT DESCRIPTION (limit 50 words)
	The City is seeking funding to continue the traffic analysis and conceptual design of infrastructure improvements along Western Avenue within the City of Lynn to mitigate the impacts of the additional casino related traffic within the City's borders.
4.	DEPARTMENT RECEIVING FUNDS
	City of Lynn Office of Community Development
5.	LEAD APPLICANT - NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)
	James Marsh – Community Development Director
6.	ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)
	Lynn City Hall Room 311 - 3 City Hall Square Lynn, MA 01901
7.	PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)
	781-586-6770 JMarsh@LynnMA.Gov
	NAME AND CONTACT INFORMATION OF JOINT APPLICANTS - MUNICIPALITIES /GOVERNMENT ENTITIES/DISTRICTS
	N/A
8.	NAME AND TITLE OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)
	Mayor Thomas M. McGee
9.	ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)
	Mayor's Office - 3 City Hall Square Lynn, MA 01901
10.	PHONE #, EMAIL, AND ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)

2020 TRANSPORTATION PLANNING GRANT APPLICATION

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781-586-6849 Thomas.McGee@LynnMA.Gov

11. NAME OF GAMING LICENSEE Encore Boston Harbor

1. IMPACT DESCRIPTION

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

Several arterial roadways pass through the City of Lynn, including Routes 1A, 107, 129, 129A, Essex Street, Boston Street, and Broadway. These routes serve as primary access corridors connecting the North Shore communities of Swampscott, Marblehead, Salem, Peabody, and Nahant with the City of Boston and Metro North communities including the City of Everett. With the opening of Encore Boston Harbor vehicles traveling to the Casino from these communities have put additional strain onto these already congested corridors in the City of Lynn daily. This additional traffic traveling through the City of Lynn is also a vital concern to safety, efficiency, and air quality along the City's roadways. Route 1A (Broad Street/Lynnway) and Route 107 (Western Avenue) in particular carry much of this traffic. These corridors had already experienced congestion, traffic spills over onto ancillary arterials and collectors throughout as vehicles sought alternate routes during the construction phase of the casino. As the Casino is now open, the issue has been exacerbated tenfold as the employee and casino visiting population has been realized and their trips begin or end on Lynn's local roadways. Moreover, poor traffic operations along Western Avenue influence several MBTA bus routes that provide transit connections to the Encore Boston.

Route 107 (Western Avenue) is an arterial roadway connecting Revere, Everett and Boston to the south and the cities of Salem and Peabody to the north. It is the location of a major transit corridor and serves as a link to commercial activities and regional employment centers. Within the context of "Complete Streets" the goal is to balance the local and commercial traffic concerns against the regional travel patterns throughout the corridor, particularly impacts from the Encore Resort. Considerable efforts have been made to develop solutions to the Route 107 corridor to mitigate operational and safety issues while providing improved accommodations for additional modes of transportation besides the automobile.

Western Avenue (Route 107), a bi-directional roadway, runs in a generally northeast-southwest direction across the City of Lynn. Land use along the corridor is a mixture of residential properties with small commercial businesses located at intersections. The project limit extends between Centre Street and Chestnut Street, approximately 1.3 miles. The roadway is approximately 45 feet wide with concrete sidewalk varying in width from 8 to 10 feet along both sides of the street within the 66-foot right-of-way. Parking is generally permitted on both sides of the street and the posted speed limit is 30 mph. The study area will include detailed traffic operations improvements at seven intersections; five signalized and two un-signalized.

Western Avenue is functionally classified as an Urban Principal Arterial and is a major transit route for the MBTA, carrying MBTA bus routes 424/424W, 434, and 450/450W. Casino bound employees as well as patrons are now utilizing MBTA buses servicing Western Avenue as a means of transportation to the Encore Boston Harbor Resort. The Urban Principal Arterial designation indicates that the roadway provides a high degree of mobility and high traffic

volume with no control of access. Western Avenue within the study area limits is under the jurisdiction of the City of Lynn and has an Average Annual Daily Traffic (AADT) volume that varies from a low of 15,900 to a high of 18,400 vehicles per day.

2. PROPOSED USE OF TRANSPORTATION PLANNING FUNDS (Please attach additional sheets/supplemental materials if necessary.)

a) Please identify the amount of funding requested.

The City of Lynn is seeking \$200,000 for this effort.

b) Please identify below the manner in which the funds are proposed to be used. Please provide a detailed scope, budget and timetable for the use of funds

The funds will be used to engage the services of a professional transportation engineering firm to continue the traffic analysis and conceptual design of infrastructure improvements to mitigate the impacts of additional casino related traffic.

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 mitigating the impact from the operation of a gaming establishment.

Please refer to Attachment A – Scope of Services Document

d) Please describe how the mitigation request will address the impact indicated.

The City of Lynn's roadway corridors are experiencing congestion and traffic safety concerns. The mitigation request will fund the traffic analysis and conceptual design of alternatives for infrastructure improvements to mitigate traffic congestion and safety impacts.

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.

Please refer to Attachment A – Scope of Services Document which outlines the conceptual design phase effort to address Western Avenue corridor deficiencies and impacts associated with casino vehicle trips.

4. INTERNAL CONTROLS/ADMINISTRATION OF FUNDS

Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address the 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. The Community Development office would be required to obtain the approval of both the Mayor and the City Council prior to any expenditure of community mitigation funding.

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

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

A preliminary analysis has already been completed and the Western Avenue Rehabilitation Project has been determined to be eligible for Federal Aid highway funding by the Massachusetts Department of Transportation's Project Review Committee (PRC). On December 11, 2018, the PRC notified the City of Lynn that the Western Avenue Project is eligible for up to \$36,205,000 in highway funding MassDOT Project #609246.

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.

The City's Department of Community Development, in conjunction with the City's Department of Public Works will contribute in-kind staffing services to this project. The project is well within the limits of the City's Comprehensive Revitalization Area (CRA) and as such, is eligible to receive additional matching funds from the Department of Community Development. If funded we intend to utilize Chapter 90 funding and or Block Grant funding to supplement the scope of work described herein if needed.

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.

Although the City of Lynn's Neighboring Community Agreement does not specifically site these impacts, they have certainly come to fruition.

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.

Absent funding from this grant or other City of Lynn sources, this project will not move forward. Encore Casino within their license and within our Neighboring Community Agreement is not required to perform such work.

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.

N/A

d) Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision.

In 2014, both the casino (Wynn, MA, LLC at the time), and the City of Lynn did not anticipate these impacts within the City's Neighboring Community Agreement.

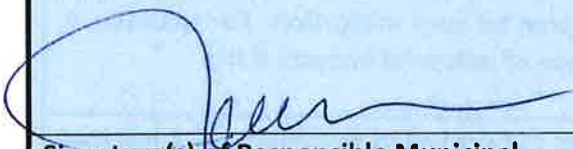
e) If transportation planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation. For example, a community could provide information on the significance of potential impacts if trip generation totals exceed projected estimates.

We are aware that trip generation totals will indeed exceeded our projected estimates. The increase was due to Encore construction workers, and is now exacerbated with the increase in traffic form the opening and operation of the Casino. In addition, General Electric's recent employee expansion at their Route 107 facility has increased the impact and with the overall increase in gambling on the North Shore, these trip totals will continue to increase.

**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.



1-30-20

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

Date

Thurlow, Mary (MGC)

From: James Marsh <jmarsh@lynnma.gov>
Sent: Friday, January 31, 2020 12:12 PM
To: Thurlow, Mary (MGC)
Subject: RE: Comm-Buys Requirement
Attachments: 2020 Transportation Construction Project Application City of Lynn.pdf; 2020 Transportation Construction Project Attachement A.pdf; 2020 Transportation Construction Project Essex Street PRC Approval.pdf; 2020 Transportation Construction Project Lynn Signal improvements TCP funding Schedule.pdf; 2020 Transportation Construction Project Western Avenue PRC Approval Letter.pdf

Hi Mary, here are the Transportation Construction documents and application.

Thanks again

Jamie

From: Thurlow, Mary (MGC) [<mailto:mary.thurlow@state.ma.us>]
Sent: Tuesday, January 28, 2020 10:27 AM
Subject: Comm-Buys Requirement

We thought a reminder regarding the Community Mitigation Fund application process would be helpful. The Community Mitigation Fund grant applications are **required** to go through the CommBuys system. In the event that there is concern over whether or not the Commission received your application, you may send a copy via email prior to the Friday, January 31st @ 5:00 p.m. deadline. ***However, the application will not be reviewed prior to that date.*** Below are the instructions for filing with CommBuys.

The applications are on CommBuys Bid. <https://www.commbuys.com/bsol/> At the bottom of the page on the left click on Open Bids; at the top of the page it says "show bids for category" in the scroll down and select Grants. The 2020 Community Mitigation Fund Grant is on the list, double click on the BD number (BD20-1068-1068C-1068L-46130); select proceed; under File Attachments are the difference types of applications from which you can select, double click. You are now in an application that you can fill out. **Please call the Comm-Buys Help Desk phone number (1 888-627-8283 or 617 720-3197) if you have additional issues.**

Please do not hesitate to contact John Ziemba at 617 979-8423 or john.s.ziemba@state.ma.us with any questions.

Thank you.

Mary S. Thurlow, Program Manager
Massachusetts Gaming Commission
101 Federal Street, 12th Floor
Boston, MA 02110
(617) 979-8420

ATTACHMENT A – SCOPE OF SERVICES

The City of Lynn would like to thank the Massachusetts Gaming Commission for its commitment to mitigating the potential impact that traffic generated by casinos in the Commonwealth will have on neighboring communities. The recently approved 2017 Community Mitigation Fund Transportation Planning Grant agreement with the Commission for a citywide traffic signal inventory was an important first step to address casino related impacts within the City of Lynn. The 2019 Community Mitigation Fund Transportation Planning Grant will further compliment the City's efforts to assess impacts to our transportation infrastructure created from casino related traffic and to aid the City in developing a capital improvement plan to mitigate these impacts. To that end the City intends to contract with a qualified consultant to perform the following Scope of Services relative to mitigation of potential adverse impacts arising from traffic generated by the Encore Boston Harbor casino located in the City of Everett.

As discussed in previous grant applications, several arterial roadways pass through the City of Lynn, including Routes 1A, 107, 129, 129A, Essex Street, Boston Street, and Broadway. These routes serve as primary access corridors connecting the North Shore communities of Swampscott, Marblehead, Salem, Peabody, and Nahant with the City of Boston and Metro North communities including the City of Everett. With the ongoing operation of the Encore Boston Harbor Casino, both employee and patron vehicles from these communities will continue to put additional strain onto these already congested corridors in the City of Lynn daily. This increase in traffic is a vital concern to the safety, efficiency, and air quality along the City's roadways. Route 1A (Board Street/Lynnway) and Route 107 (Western Avenue) in particular is carrying much of this traffic. These corridors had already experienced congestion and traffic spill over onto ancillary arterials and collectors throughout the City seeking alternate routes during the construction phase of the casino. With the operation in full swing the congestion has worsened. We are now realizing the impact the visiting population estimates conducted as part of the Wynn Casino Environmental Impact Report are having on Lynn's local roadways.

Route 107 is an arterial roadway connecting Revere, Everett and Boston to the south and the cities of Salem and Peabody to the north. It is the location of a major transit corridor and serves as a link to commercial activities and regional employment centers. Within the context of a "Complete Streets" the goal is to balance the local and commercial traffic concerns against the regional travel patterns throughout the corridor, particularly impacts from the operation of the Encore Resort. Considerable efforts have been made to develop solutions to the Route 107 corridor to mitigate operational and safety issues while providing improved accommodations for additional modes of transportation besides the automobile.

Western Avenue (Route 107), a bi-directional roadway, runs in a generally northeast-southwest direction across the City of Lynn. Land use along the corridor is a mixture of residential properties with small commercial businesses located at intersections. The project limit extends between Centre Street and Chestnut Street, approximately 1.3 miles. The roadway is approximately 45 feet wide with concrete sidewalk varying in width from 8 to 10 feet along

both sides of the street within the 66-foot right-of-way. Parking is generally permitted on both sides of the street and the posted speed limit is 30 mph. The study area will include detailed traffic operations improvements at seven intersections; five signalized and two unsignalized.

Western Avenue is functionally classified as an Urban Principal Arterial and is a major transit route for the MBTA, carrying MBTA bus routes 424/424W, 434, and 450/450W. The City of Lynn anticipates that casino bound employees as well as patrons will continue to utilize MBTA buses servicing Western Avenue as a means of transportation to the Encore Boston Harbor Resort. The Urban Principal Arterial designation indicates that the roadway provides a high degree of mobility and high traffic volume with no control of access. Western Avenue within the study area limits is under the jurisdiction of the City of Lynn and has an Average Annual Daily Traffic (AADT) volume that varies from a low of 15,900 to a high of 18,400 vehicles per day.

MassDOT's Statewide Top 200 Crash location intersection ranking shows three study area intersections within project limit for three consecutive ranking periods; 2011-2013, 2012-2014, and 2013-2015. The reason for showing multiple analysis periods is to highlight the fact that these study area intersections are moving closer to the top of the Top 200 crash list each year and require immediate attention.

The City conducted a corridor-wide Roadway Safety Audit (RSA) with the MassDOT Traffic and Safety Engineering Section in August 2018 to identify additional corrective measures which will be incorporated into a future design. Furthermore, the City held its first Public Workshop on September 17, 2018 to gain feedback on the proposed cross-sectional elements and traffic control to better inform the project design. Additional workshops as part of the 2019 Community Mitigation Fund Transportation Planning Grant will be scheduled as this initial phase of the project progresses. In addition, the City will be coordinating with the MBTA throughout the conceptual design process to identify improvements to existing bus stops and routes traveling along or across the Western Avenue corridor, including bus stop consolidation or relocation, bus stop amenities, and potential implementation of Transit Signal Priority.

The City of Lynn was recently notified by MassDOT that the Route 107 Corridor, from Centre Street to Eastern Avenue was approved as eligible for over \$36 million in federal and state highway funding. The City of Lynn would be responsible for design, right-of-way and environmental permitting. The funds obtained through the 2019 Community Mitigation Fund Transportation Planning Grant would provide the opportunity to build on the momentum gained from the initial planning efforts and allow the project to complete a comprehensive traffic evaluation, concept level planning and public outreach effort.

As current efforts utilizing 2017 CMF Transportation Planning Grant funds have included conducting a City-wide study of existing traffic signal systems to identify deficiencies to develop both short-term improvements and a long-term capital improvements, the effort currently proposed entails the conceptual design of traffic operational and safety improvements along the Route 107 (Western Avenue) corridor. A preliminary analysis has already been completed and the Western Avenue Rehabilitation Project has been determined to be eligible for Federal Aid highway funding by the Massachusetts Department of Transportation's Project Review

Committee (PRC). On December 11, 2018, the PRC notified the City of Lynn that the Western Avenue Project is eligible for up to \$36,205,000 in highway funding.

Under the proposed Scope of Work, further development of conceptual design alternatives will be prepared and analyzed throughout the corridor which will be the basis for the MassDOT Preliminary (25%) Design Phase submission. These alternatives will focus on both safety and traffic operational improvements to accommodate future traffic and growth along the corridor. Improvements may include intersection reconstruction including geometric improvements, traffic signalization improvements and optimization, ADA compliance upgrades, transit accommodations, and improvements consistent with the City of Lynn's Complete Street Policy. There are five (5) intersection locations within the Western Avenue Corridor that are Highway Safety Improvement Program (HSIP) locations. These are locations that are eligible for funding and are crash clusters that rank within the top 5% of each Regional Planning Agency (RPA). Alternatives will be specifically developed at these locations to address the deficiencies contributing to safety and operational hazards. This phase of the work will include full topographic survey and the preparation of base plans. Conceptual plans will review right-of-way impacts as well as compliance with MassDOT's Healthy Transportation Policy Directive.

The proposed work will also include a Public Outreach component which will aim to inform the public on the proposed improvement and solicit input on future design considerations. Rendered concept plans illustrating the proposed improvements will be developed and presented to the public for review and comment.

Scope of Services

A. Conceptual Design Development

1. General

- a. The CONSULTANT shall assist the CITY in preparing and analyzing conceptual design alternatives for traffic and safety improvements along the Route 107 (Western Avenue) corridor. The project limits shall include Western Avenue (Route 107) from Market Square, northerly to the intersection of Chestnut Street, a distance of approximately 6,900 feet (1.31 miles). Design concepts will be prepared and presented to the public. Design alternatives will be the basis for the MassDOT Preliminary (25%) Design Phase submission.

2. Field Survey

- a. The CONSULTANT will contract with a survey subconsultant, who will be responsible for providing topographic survey data collection and base plan preparation necessary for design of the project. Field measurements to be completed on RTK GPS NAVD88 AND NAD88 Mass State Plane

System. The base plans shall be delivered in AutoCAD Civil 3D format in accordance with MassDOT requirements and include the existing right-of-way and all pertinent physical features and improvements for a minimum of 30 feet outside the right-of-way. Topographic survey limits shall be as indicated on Figure 1 (attached). Survey limits will also 150 feet beyond the sideline for all other intersecting side streets within the project limits. The survey shall include a detailed and accurate Triangulated Irregular Network (TIN) model, compatible with Civil 3D - including border polyline and fault data for all topographic information, which will be reviewed by the CONSULTANT. Elevations will be provided at the centerline, along roadway edge lines, back of sidewalks to a minimum distance of 30 feet. Topographic survey data collection and base plan preparation shall be in conformance with MassDOT survey standards.

- b. Utility information will be compiled from record plans and included on the base plans. Location of all visible existing utilities within the right of way and invert elevations of all accessible catch basins and drain manholes will be provided. Pipe sizes, outlet pipes and direction of flow will be shown. This Scope of Services assumes that any other utility information to be shown will be based on using available record information. All utility information will be included on the base plans.
- c. Right of way shall include all intersecting streets and ways within the project limits. All right-of-way information shall be labeled, including date, bearings and distances. Right of way information will be researched and compiled from the Assessors' office, City of Lynn Department of Public Works, MassDOT, and Essex County Registry of Deeds to obtain available information relative to roadway layout lines, property lines and baseline information. Property lines for individual abutting properties shall be taken from assessor information and will not be surveyed, but shall be verified utilizing any visible property markers, wherever possible. Property information taken from assessor information shall be shown on the base plan including owner name, deed reference, book and page number.

3. Review of Existing Conditions

- a. The CONSULTANT will work with the CITY to identify all current and future private or public improvement initiatives relevant to the planning and design process for the project area in order to coordinate all revitalization efforts. A list of the streetscape features, including sidewalks, street seating, pedestrian amenities, bicycle amenities and landscape plantings including street trees, will be developed for the project area. This list will highlight critical areas where improvement is

needed and provide the basis of needs to be addressed by the concept plan alternatives.

- b. The CONSULTANT will review the conditions of pavement surfaces and curbs in the project area and provide recommendations for levels of reconstruction or rehabilitation. Review of relevant ADA requirements will be completed, and the findings will be presented to the CITY for review.
- c. Locations of existing directional signage will be noted on a base plan for reference. This material will be prepared in a manner that will be useful for project meetings and ongoing design efforts.

4. Conceptual Design Alternatives

- a. Based on the results of analysis and input by CITY officials, the CONSULTANT will further develop the previously prepared (roadway) conceptual design alternative to include potential options for accommodating multi-modal modes of transportation and safety improvements with a focus on Federal and State Complete Streets and Healthy Transportation initiatives.
- b. Proceeding from Conceptual to the Preliminary Design will be a phased planning and design process. The alternatives will be explored during a series of public workshops with interested parties including businesses, property owners and citizens as well as public officials and agency representatives (as identified in Subsection 5) to examine a range of ideas for achieving the objectives that may include conventional as well as non-conventional approaches. Up to two different versions of multimodal accommodations of the established conceptual design alternative will be prepared. The steps in reviewing the Conceptual Designs and the Preliminary Design will include:
 - i. Assembly and confirmation of base information
 - ii. Identify specific objectives
 - iii. Review of concept design alternatives
 - iv. Refinement of the concept design
 - v. Community participation
 - vi. Preparation of Final Preliminary Design Plan
- c. The CONSULTANT will present these alternatives for multi-modal accommodations by illustrating conceptual plans showing the proposed improvements through typical roadway cross sections, critical cross sections, and drawings showing the proposed improvements in plan and

elevation views. In addition, a preliminary order-of-magnitude cost estimate will be prepared for each design approach for comparison.

- d. The design alternatives within the Project Limits will include:
 - i. Traffic and safety improvements;
 - ii. Accommodations for bicyclists, pedestrians, and transit;
 - iii. Street alignment, crosswalks, and other pavement related options;
 - iv. Opportunities for streetscape and paving options;
 - v. Alternatives for parking policies, locations, and other considerations.
- e. A preferred Conceptual Design Alternative for multi-modal accommodations will be identified by the CITY and will be advanced to the Preliminary Design phase.

B. Public Outreach

1. Presentation Materials

- a. The CONSULTANT will develop color rendered concept plans which identify and illustrate the intent of the proposed alternative improvements. Plan may include aerial views, roll plans, perspective typical sections, and other graphics and plans suitable for public viewing.
- b. Presentations will be developed in which the project purpose and need, project goals and intent, schedule and timeframes, and next steps are presented.

2. Meetings and Workshops

- a. The CONSULTANT will attend up to three (3) public workshops to present existing conditions, obtain public input on the needs of the project corridor, and present preliminary design alternatives. Alternatives will be refined, and a preferred alternative selected based on feedback received at the public workshops.

The estimated fee for the above Scope of Services is \$200,000.00 as follows

- Field Survey & Base Mapping - \$100,000
- Concept Design Alternatives - \$ 80,000
- Public Outreach - \$ 20,000

