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COMMUNITY
MITIGATION
FUND

APPENDIX D – TRANSPORTATION PLANNING GRANT APPLICATION

BD-21-1068-1068C-1068L-56499

Please complete entire the Application

1. PROJECT INFORMATION

a) NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT

City of Lynn, Massachusetts

b) PROJECT NAME (LIMIT 10 WORDS)

Traffic & Safety Improvements at the Boston Street at Hamilton Street and Norther Strand Community Trail Intersection.

c) BRIEF PROJECT DESCRIPTION (LIMIT 50 WORDS)

The project will include engineering design services and preparation of contract bid documents for improvements at the Boston Street at Hamilton Street and Norther Strand Community Trail (NSCT) intersection. The project will improve safety for vehicles, pedestrians, and cyclists at a MassDOT Top 200 High Crash intersection.

d) CONTACT PERSON(S)/TITLE (Persons with responsibility for this grant)

James Marsh
Community Development Director

e) PHONE # AND EMAIL ADDRESS OF CONTACT PERSON(S)

P. 781-586-6770
F. 781-477-7026
E. jmarsh@lynnma.gov

f) MAILING ADDRESS OF CONTACT PERSON(S)

3 City Hall Square
Lynn, MA 01901

2. IMPACT DESCRIPTION/CONNECTION TO GAMING FACILITY

a) Please describe in detail the transportation related impact that is attributed to the operation of a gaming facility.

As discussed in previous CMF applications Boston Street is a heavily traveled roadway that extends in a northeast-southwest direction from the intersection with Broadway at the northern terminus, to the Saugus town line where it changes name to Lincoln Avenue, ultimately connecting to Route 1 in Revere. Hamilton Street runs in an east-west direction from Boston Street in Lynn to Main Street in Saugus, which also connects to Route 1. Boston Street and Hamilton Street both provide a convenient connection between Route 107 in Lynn and Route 1 and serve Encore Boston Harbor Resort traffic. Boston Street in Lynn and Hamilton Street and Lincoln Avenue in Saugus are popular routes to Revere, Everett and Boston and service a significant amount of the vehicular traffic generated by the Encore Boston Harbor Resort to and from communities including Lynn, Peabody, and Salem. The project is on the Lynn/Saugus municipal boundary. The Town of Saugus is in full support of the City's CMF Grant application and the project (see attached letter).

With the recent implementation of the Northern Strand Community Trail (NSCT), it is anticipated that commuters will utilize the trail as a transportation alternative to the Encore Boston Harbor. The benefits of the NSCT are well documented and will provide North Shore casino patrons and workers a healthy and convenient transportation alternative that offers a direct connection to the Encore Boston Harbor. Unfortunately, NSCT is within 85 feet of a critical trail crossing at the Boston Street at Hamilton Street intersection. This location has been identified by the Massachusetts Department of Transportation as a Highway Safety Improvement Program (HSIP) Crash Cluster with 38 recorded accidents between 2015-2017, including seven injury accidents, and one identified as a fatal and serious crash. Introducing the NSCT immediately adjacent to this intersection without implementing comprehensive safety improvements poses a major safety hazard for trail users, many in route to the Encore Boston Harbor.

Many studies demonstrate that protected or separated bicycle lanes, or separate multi-use paths, will increase a mode-shift for commuters from vehicles to bicycles. In fact, Encore Boston Harbor has stated that it will incentivize employees to bicycle to its facility as part of its transportation mitigation plan. As such, the City of Lynn anticipates that North Shore commuters will utilize the NSCT to access Encore Boston Harbor and as a result must pass through this location.

In addition, Boston Street is a transit route for the MBTA, servicing MBTA bus routes 426/426W. Casino bound employees as well as patrons are now utilizing MBTA buses traveling along Boston Street as a means of transportation to the Encore Boston Harbor. Improvements at the Boston Street at Hamilton Street and Northern Strand Community Trail (NSCT) intersection will address deficient transit operation and commuter amenities such as transit signal priority and bus shelters, respectively.

Boston Street and Hamilton Street are both functionally classified as an Urban Minor Arterial and are both under the jurisdiction of the City of Lynn. Boston Street has an Average Annual Daily Traffic (AADT) volume of approximately 20,500 vehicles per day.

The order of magnitude construction value for the project is \$2 million.

b) Please provide documentation, specificity or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e. surveys, data, reports)

Based on data collected in 2018, the daily volume on Boston Street was 20,500 vehicles per day. The attached Google directions show the recommended route to the Encore Boston Harbor from Lynn. This shows that not only is this a likely route, but that drivers are likely to be directed to this route if using Online maps/ directions. Also attached is the MassDOT HSIP map that indicates this location is a high crash cluster location in direct proximity the NSCT.

c) How do you anticipate your proposed remedy will address the identified impact.

The proposed safety improvements that will decrease the number of and severity of crashes at this location and improve overall traffic operations. This is especially important since the NSCT will introduce trail users directly into this intersection. Improvements will consist of signalization, signalized pedestrian crossings, signalization at the trail crossing coordinated with traffic signalization (concept plan attached).

3. 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 the design phase of the project apportioned as follows:

- Conceptual Design Phase - \$ 30,000
- Preliminary (25%) Design Phase - \$ 80,000
- Final Design (75%, 100%, PS&E) - \$ 80,000
- Engineering Services During Construction - \$ 10,000

b) Please identify 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 are intended for the design phase of the of the project. In partnership, City of Lynn has been in discussions with MassDOT regarding inclusion of the project into MassDOT's HSIP program. Given that the intersection is a high crash cluster location proximate to the NSCT MassDOT has indicated its support for the project. As such, the City will seek construction funding from MassDOT. The project meets the evaluation standards for the Fiscal Year 2022 TIP Criteria for the Boston MPO Region by providing capacity improvements to a congested intersection, providing much needed safety improvements, improving pedestrian accommodations, and improving a key rail-trail crossing. Likewise, the City of Lynn has received support from the Town of Saugus for the project. The attached scope and fee are consistent with MassDOT's design submission criteria and guidelines. Accordingly, all work will be prepared in accordance with MassDOT's latest design requirements, engineering criteria and directives. CITY design standards and criteria will be utilized where applicable. All submittals will be presented to MassDOT for review and comment following approval by the CITY at the Preliminary (25%), 75% and the 100% design stages.

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.

Please refer to Attachment A Scope of Services.

d) Please describe how the mitigation request will address the impact indicated. Please attach additional sheets/supplemental materials if necessary.

Improvements are expected to consist of signalization, additional turn lanes and signalization. The mitigation request will fund the traffic analysis and conceptual design of alternatives for intersection improvements to mitigate traffic congestion and safety impacts. The funding will be used for the design, right of way and permitting for the project as required by MassDOT. The City will seek construction funding from MassDOT. MassDOT has indicated its support for the project.

e) How will you provide the data for reporting? How will you measure the effectiveness of the proposed project in mitigation impacts?

Updated project schedules will be provided up to and including construction. Following construction, crash rate data will be researched and compiled and presented to the MGC and other agencies having jurisdiction over the work.

f) 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.

Although the City of Lynn is submitting this request the project is on the Lynn/Saugus municipal boundary and will provide important safety benefits to the Saugus at the intersection, on Hamilton Street and the at NSCT. The Town of Saugus has indicated its full support of the City's CMF Grant application and the project.

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

a) Please provide details about the Applicant's consultation with MassDOT to determine the potential for cooperative regional efforts regarding planning activities.

Conversations with MassDOT have been underway. Given that the intersection is a high crash cluster location proximate to MassDOT has expressed a willingness to fast track the project using Highway Safety Improvement Plan (HSIP) funding.

b) 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.

Although the City of Lynn is submitting this request the project is on the Lynn/Saugus municipal boundary and will provide important safety benefits to the Saugus at the intersection, on Hamilton Street and the at NSCT. The Town of Saugus has indicated its full support of the City's CMF Grant application and the project (see attached letter).

5. MATCHING FUNDS FROM GOVERNMENTAL OR OTHER ENTITY

a) 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.

Conversations with MassDOT have been underway. Given that the intersection is a high crash cluster location proximate to MassDOT has expressed a willingness to fast track the project using Highway Safety Improvement Plan (HSIP) funding. Construction cost estimates will be developed during the preliminary design phase of the project. The City may also utilize local city and/or Chapter 90 State Aid funding as a supplement to the project as needed.

b) 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. If funded, we intend to utilize Chapter 90 funding and or Block Grant funding to supplement the scope of work described herein if needed.

6. 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 cite impacts at this location, MassDOT crash data indicate significant safety deficiencies at this location. The recent construction of the NSCT and its anticipated utilization as a transportation alternative from the North Shore to the Encore Boston Harbor have amplified the immediate need for comprehensive safety improvements at this location.

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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 Boston Harbor within their license and within our Neighboring Community Agreement is not required to perform such work. However, the recent construction of the NSCT and its anticipated utilization as a transportation alternative from the North Shore to the Encore Boston Harbor have amplified the immediate need for comprehensive safety improvements at this location.

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.

Not Applicable

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 Surrounding Community Agreement. The recent construction of the NSCT and its anticipated utilization as a transportation alternative from the North Shore to the Encore Boston Harbor have amplified the immediate need for comprehensive safety improvements at this location.

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.

Mitigation was not required under MEPA, however, this intersection was not studied as part of the MEPA process or included in the planning, design, or construction of the NSCT. Between the years of 2011-2014 the intersection averaged 10 crashes per year while between 2015-2018, the intersection averaged 13.25 crashes per year. Most recent MassDOT HSIP crash data indicate 38 recorded accidents between 2015-2017, including seven injury accidents, and one identified as a fatal and serious crash with an Equivalent Property Damage Only (EPDO) value of 178.

7. INTERNAL CONTROLS/ADMINISTRATION OF FUNDS

a) Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address this transportation impact.

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.

b) Will any non-governmental entity receive funds? If so, please describe. 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.

No.

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

8. 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.



Date: 1/31/2021

**Signature of Responsible Municipal
Official/Governmental Entity**

James M. Marsh

(print name)

Community Development Director

Title:

ATTACHMENT A – SCOPE OF SERVICES

The City will engage the services of a MassDOT prequalified consultant to complete the design phase of the project.

I. GENERAL

- A. The project shall include operational and safety improvements, multi-modal accommodations (including pedestrians, bicyclists, and transit), roadway and sidewalk rehabilitation/reconstruction with ADA conforming wheelchair ramps, drainage improvements, improvements to traffic operations, new signs and pavement markings, pedestrian and streetscape enhancements, and related work for traffic and safety improvements at Boston Street at Hamilton Street and Northern Strand Community Trail intersection. The CITY intends to utilize MassDOT Highway Safety Improvement Program (HSIP) funding to fund the construction of the project.
- B. All work will be performed in conformance with the standards, policies, and procedures of the Massachusetts Department of Transportation (MassDOT) and include but are not necessarily limited to Complete Streets and Healthy Transportation initiatives. All work will be prepared in accordance with MassDOT's latest design requirements, engineering criteria and directives. CITY design standards and criteria will be utilized where applicable. All submittals will be presented to MassDOT for review and comment following approval by the CITY at the Preliminary (25%), 75% and the 100% design stages. The Scope of Services shall be apportioned as follows:
- Phase 1 – Concept Planning / Design
 - Phase 2 – Preliminary (25%) Design
 - Phase 3 – Final Design (75%, 100%, and Final Plans, Specifications and Estimate)
 - Phase 4 – Engineering Services During Construction

II. SCOPE OF SERVICES

A. Phase 1 – Concept Planning / Design

1. Project Initiation

- a. The CONSULTANT shall attend meetings with the CITY and MassDOT to determine project parameters finalize schedules, confirm goals, and provide for a preliminary exchange of information regarding the project.

2. Functional Design Report

- a. In accordance with MassDOT submission requirements a Functional Design Report (Safety and Design Report) will be required with the Preliminary Design Phase

submission. This Scope of Services assumes that the CONSULTANT will prepare an update to the Functional Design Report (FDR) prepared for the funding request to MassDOT which shall include updated traffic data related to traffic volumes, crash occurrence, turning movements, existing alignment and roadway geometry and other pertinent information. The FDR will be prepared in compliance with the latest MassDOT requirements in order to arrive at appropriate design recommendations. The Functional Design Report will include a review of the following intersections:

- Boston Street at Hamilton Street
- b. This Scope of Services assumes Manual Turning Movement Count (TMC) data will be collected at the following locations:
- Boston Street at Hamilton Street
- c. 48-hour automatic traffic recorders (ATR's) will be collected on the roadways to be used for traffic signal warrant analysis. These counts will be collected on the following roadways.
- Boston Street
 - Hamilton Street
- d. Crash data shall be updated and analyzed within the project area for the most recent five years available from MassDOT and/or the CITY. The data analysis will be used to determine the roadway and intersection design deficiencies. The analysis shall be performed using the latest available data furnished at no cost to the CONSULTANT by the CITY.
- e. The traffic data will be adjusted to reflect seasonal adjustment, summarized and projected to reflect anticipated future growth to a design year of 2038 based on available data. The peak hour traffic volumes will be used to provide traffic analyses, verify lane requirements, level of service operation, traffic signal warrant analysis and signal timing requirements, and other design criteria. The analysis, results and recommendations will be summarized in the revised Functional Design Report (Safety and Design Report) which shall include updating all of the tabulation data.

3. *Road Safety Audit (RSA)*

- a. As noted in MassDOT's Top Crash Locations inventory, the intersection is an HSIP high crash location. MassDOT requires that a Road Safety Audit (RSA) be completed at all HSIP locations.
- b. Prior to collecting data, WorldTech will contact the MassDOT safety group to verify the study area for the RSA as well as the crash types to include in the RSA.

- c. The CONSULTANT will obtain crash reports from the Lynn Police Department for the five most recent years available. This information shall be provided to WORLDTECH at no additional cost.
- d. Crash analysis summary tables and detailed collision diagrams will be prepared by the CONSULTANT and submitted to the MassDOT Safety Section prior to scheduling the RSAs.
- e. The CONSULTANT will prepare invitations and agendas for each RSA site meeting.
- f. The CONSULTANT will arrange the meeting locations, invite the participants, and send out the meeting invite. As outlined in the *MassDOT Road Safety Audit Guidelines*, participants are anticipated to include representatives of MassDOT Boston and District 4 safety, traffic, and planning sections; CTPS; City of Lynn public officials including Administration, Department of Public Works, Police Department, Fire Department, and City Planning; and other stakeholders as identified by MassDOT, CTPS, and/or City officials.
- g. The CONSULTANT will facilitate the RSA meetings and take notes. Meeting format shall be comprised of three parts as follows:
 - Meet with the RSA participants either in person or virtually (pre-audit meeting) to discuss the process and goals for the RSA. WorldTech will facilitate discussion of what the safety issues are from the participants viewpoint.
 - Conduct a site visit (audit) of the study area, or a virtual visit, during which the CONSULTANT will continue the discussion of the safety issues with active observations and will initiate the discussion of potential countermeasures. The CONSULTANT will photograph the issues and continue to take notes during the discussions.
 - Meet with the RSA participants (post-audit meeting) after the site visit. The CONSULTANT will facilitate a group discussion to confirm that a complete list of safety issues has been identified and will discuss potential countermeasures for each of the issues. The countermeasures may include short-term, intermediate-term, and long-term improvements and can range in cost from low to high.
- h. An RSA Report, based on MassDOT's report template, will be prepared for each location describing the safety issues and countermeasures identified during each RSA. Countermeasures which were not discussed during the RSA may be included, if they are found to be appropriate. Potential countermeasures which do not conform to MassDOT or FHWA standards will be noted as such in the report. All countermeasures will include estimated costs (Low, Medium, High) and time frames (Short, Medium, or

Long term) and responsible entity.

- i. A Draft Report, a Final Draft Report, and a Final Report will be submitted for each location per MassDOT requirements. The Final reports will be submitted in an Accessible format.
- j. The CONSULTANT will incorporate the recommendations from the RSA reports into the Functional Design Report and Conceptual Design as appropriate and will be included as part of the supporting information for the funding request.

4. *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.

5. *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.

6. *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.

7. Public Outreach

- 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.
- c. 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.

B. Phase 2 – Preliminary (25%) Design

1. Preliminary (25%) Design

- a. Following the Concept Planning and Design phase preliminary design plans (25%) shall be prepared in accordance with MassDOT design submission guidelines. The Preliminary Design shall be based on the Functional Design Report, recommendations and discussions with MassDOT and the CITY regarding project criteria. The Preliminary Design phase submission shall include plans showing the proposed improvements, typical roadway cross sections, critical cross sections, lane configurations and pavement markings, and a preliminary construction cost estimate. Preliminary Design plans shall be prepared in accordance with MassDOT design

submission guidelines. Structures such as bridges and culverts are not anticipated to be encountered.

- b. Preliminary design plans shall include a Cover Sheet, Legend Sheet, Key Plan, Details, General Traffic Operations Plans, General Construction Plans, Profiles, Temporary Traffic Control Plans, and Cross Sections.
- c. The General Traffic Operations Plans will include lane configurations, pavement markings, signs, and preliminary traffic signal plans including signal layout and basic signal phasing.
- d. The General Construction Plans will show areas of roadway rehabilitation, narrowing and/or widening including areas of milling and resurfacing. In addition, the plans will include horizontal alignment, reorganization of affected driveways and the installation or resetting of curb and/or roadway edging. The General Construction Plans will also identify any land acquisitions necessary to accommodate the proposed improvements.
- e. A preliminary construction cost estimate will be prepared in conformance with MassDOT requirements for 25% Submission. The estimate will be based on prevailing prices established by the MassDOT and recently advertised and awarded projects completed by the CONSULTANT.
- f. The submission will include MassDOT 25% Submission Checklist, 25% Traffic Engineering Review Checklist, Pavement Checklist, a Utility Submission and Calculations, an AutoCAD Standard Submission, Preliminary Duration Checklist and Incentives/disincentive Provisions Checklist. Early Environmental Coordination and submission of Categorical Exclusion (CE) Checklist shall also be submitted by the CONSULTANT.
- g. Following review and approval by the CITY, the preliminary 25% design will be submitted to MassDOT for state approvals.
- h. The MassDOT 25% review comments will be reviewed by the CONSULTANT. A comment resolution meeting will be held with MassDOT, the CITY and the CONSULTANT to review and discuss the response to comments prepared by the CONSULTANT. The comments that are relevant to the presentation at the 25% Design Public Hearing will be addressed. All comments not addressed for the Public Hearing will be addressed and responded to in preparation of the 75% submission during the Final Design Phase. This Scope of Services assumes the 25% Submission is approved by MassDOT and that resubmission is not required.
- i. As required, the CONSULTANT will submit monthly design progress schedules to MassDOT upon notification from MassDOT's Project Manager.

2. *Design Exception Report*

- a. The Design Exception Report and checklist standardizes the preparation of Design Exception reports and streamlines MassDOT's review process. Boston Street and Hamilton Street are both classified as urban minor arterial within the study area limits. A Design Exception Report will be prepared and submitted to MassDOT for review and approval. It is assumed that the only design exception requested will be relative to bicycle and pedestrian accommodations with respect to MassDOT's Healthy Transportation Policy Directive.

3. *Drainage System Improvements*

- a. Drainage system improvements are limited to upgrades to the existing drainage system utilizing existing outfall and discharge points located within the roadway layout or on existing CITY owned easements. This work will include replacing existing drain lines and structures or adding new drain lines and structures as may be required by the alteration of roadway alignment (i.e. removing, adjusting, rebuilding, change in type, remodeling, and/or replacing or adding structures and/or drain lines). Drainage system improvements will also be based on recommendations from the Lynn Water & Sewer Commission (LWSC) including findings from inspection and videoing of the existing drainage system provided by the LWSC, or as may be included in existing reports or studies. Drainage system improvements are limited to the project area.
- b. This Scope of Services assumes that since this project is a "reconstruction/redevelopment" project current MA DEP Storm Water Regulations do not require that the project include new storm water treatment devices. This Scope of Services assumes that the design of new storm water treatment devices or a redesign of the existing storm water collection and treatment system will not be required for this project.
- c. This Scope of Services assumes that the drainage system improvements shall be limited to installing deep sump catch basins where new drainage structures are required and reusing existing structures that are to be retained within the right-of-way. This work will include reusing or replacing existing drain lines and structures or adding new catch basins or drop inlets (with sumps) utilizing existing discharge points.

4. *Permitting (Early Environmental Coordination)*

- a. The CONSULTANT will coordinate with local, regional, state, and federal resource agency staff to provide them with an opportunity to indicate whether environmental resources are in the project area and their extent and potential significance; to present issues or concerns; or to provide input on the selected improvements. This will be a desktop review of data for the 25% Early Environmental Coordination and will rely on publicly available information and will not include field study of rare

species or sample collection and analysis for hazardous materials. An Early Environmental Coordination Checklist (EECC) will be submitted.

5. *Soils Analysis for Pavement Design*

- a. The CONSULTANT will make provisions for and oversee the execution of test pits and/or pavement cores for soils analysis to be performed by others for use in establishing the pavement design. Test pits will be conducted at various locations to be determined during the preliminary design stage. Samples and analyses shall be limited to the materials analysis required for the pavement design only.
- b. An allowance for soils analysis and materials testing shall be established as part of the preliminary design phase and included in the lump sum fee for Phase 2 Preliminary (25%) Design.

6. *Design Public Hearing*

- a. Following Preliminary (25%) Design, and review and approval of the Preliminary Submission by the CITY and MassDOT, the CONSULTANT will attend one (1) Design Public Hearing conducted by MassDOT. The Preliminary Design will be presented in an appropriate format that may include Microsoft Power Point, presentation boards or other presentation materials. The presentation will describe the project area, present the issues being addressed, outline the CITY's goals and objectives for the improvement plan, and illustrate the intent and methodology of the design. It is anticipated that the public hearing will provide the public with an opportunity to discuss and review the design of the public's preferred alternative, review specific conditions, and assure an understanding of the project process, scope and schedule.

7. *Preliminary Right of Way*

- a. In accordance with the design submission requirements, the CONSULTANT will prepare and submit Preliminary Right of Way plans showing areas of right of way impacts due to the proposed construction including anticipated Right of Entries, Temporary Easements, Permanent Easements and Land Acquisitions, if required. Preliminary Right of Way plans shall contain sufficient dimensional and angular data to identify fee parcels and easement areas required for the project. The Preliminary Right of Way submission shall include a parcel summary of affected properties.

C. Phase 3 – Final Design (75%, 100% and Final Plans, Specifications and Estimate [PS&E])

1. *Final Design*

- a. Following approval of the preliminary design, the CONSULTANT will respond in writing to the State's Preliminary Design Phase comments and implement corrections. Contract documents will be developed suitable for bidding in accordance with the MassDOT's design submission requirements for the 75%, 100% and Final Design

phases. Final plans will include construction plans, profiles, typical cross sections, and details for sidewalks and curb installation, drainage improvements and other details necessary to complete the work. In addition, this phase of the work shall include, as may be applicable, signal system strategy plans, sequence and timing calculations, detector layout, mast arm and/or strain pole foundations (in accordance with MassDOT standards), estimates for major work items, pavement markings, signs, and traffic management plans for safety during construction. This Scope of Services assumes that retaining walls, as may be required, will utilize MassDOT standard details. The custom design of retaining walls, steps, or other structural design elements shall be considered outside of the Scope of Services as described herein. Supplementary specifications to the MassDOT "Standard Specifications for Highways and Bridges" (latest edition) in the form of Special Provisions will be prepared which may incorporate relevant sections of the CITY standard specification with approval by the MassDOT.

- b. The CONSULTANT shall prepare plans and documents, in accordance with MassDOT guidelines as required for any necessary right of way alterations, easements or rights of entry particularly for corner roundings, blending of driveways or other minor geometric improvements.
- c. In accordance with the MassDOT design submission guidelines, plans will be submitted to the CITY and the MassDOT for review and comment at the completion of the 75% and 100% design phase. A response to all comments will be provided and corrections implemented into the final design submission.

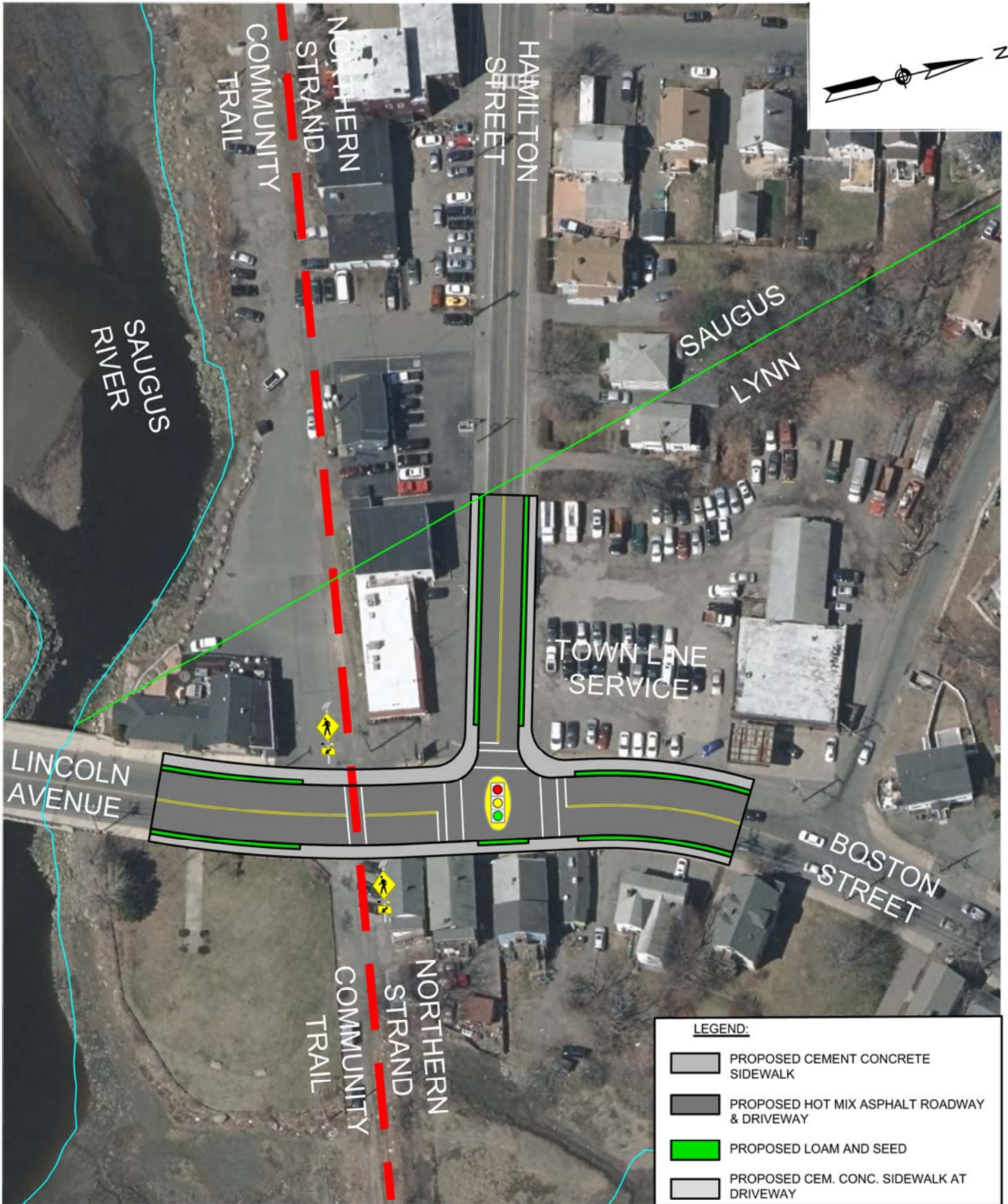
D. Phase 4 - Engineering Services During Construction

1. General

- a. It is anticipated that the MassDOT will advertise, administer, and control the construction phase of this project. The CONSULTANT will provide construction administration services including pre-construction conferences, review and approval of shop drawings, site visits, inspections, meetings, consultation, signal timing adjustments, assistance in the final inspection, or other related work, as requested by the CITY and/or the MassDOT associated with the improvement project.

The order of magnitude construction value for the project is \$2 million. The estimated fee for the above Scope of Services (design, permitting and right-of-way) is currently estimated at \$200,000.00 as follows:

• Conceptual Design Phase	- \$ 30,000
• Preliminary (25%) Design Phase	- \$ 80,000
• Final Design (75%, 100%, PS&E)	- \$ 80,000
• Engineering Services During Construction	- \$ 10,000
TOTAL CMF GRANT REQUEST	\$200,000



PREPARED FOR:



TITLE:

TRAFFIC & SAFETY IMPROVEMENTS -
 BOSTON STREET AT HAMILTON STREET
 AND NORTHERN STRAND COMMUNITY
 TRAIL INTERSECTION

PREPARED BY:

WORLDTECH
 ENGINEERING
 300 TRADE CENTER, SUITE 5680
 WOBURN, MASSACHUSETTS 01801
 PHONE: 781.933.4800
 FAX: 781.933.4801

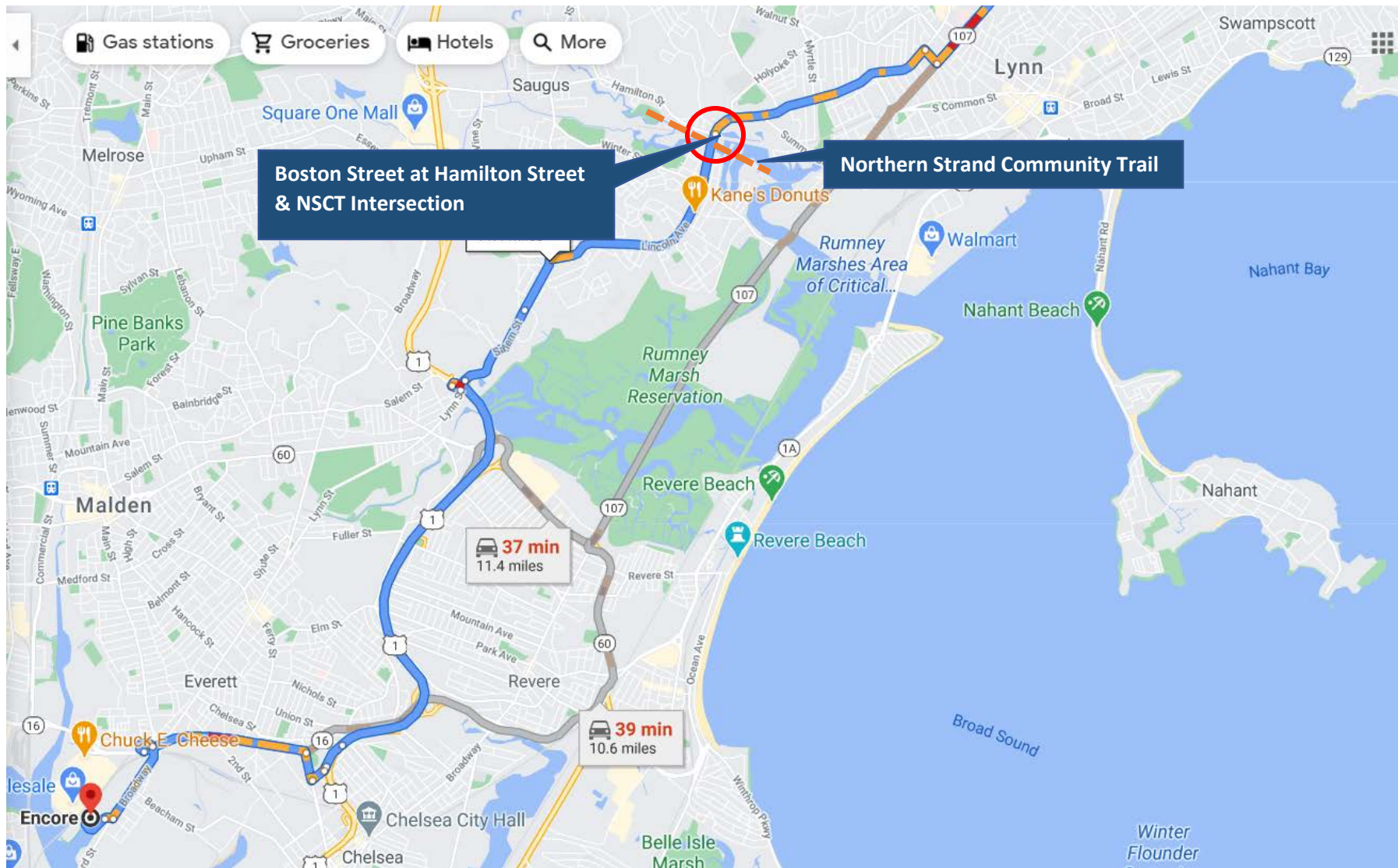
DATE:

01/28/2021

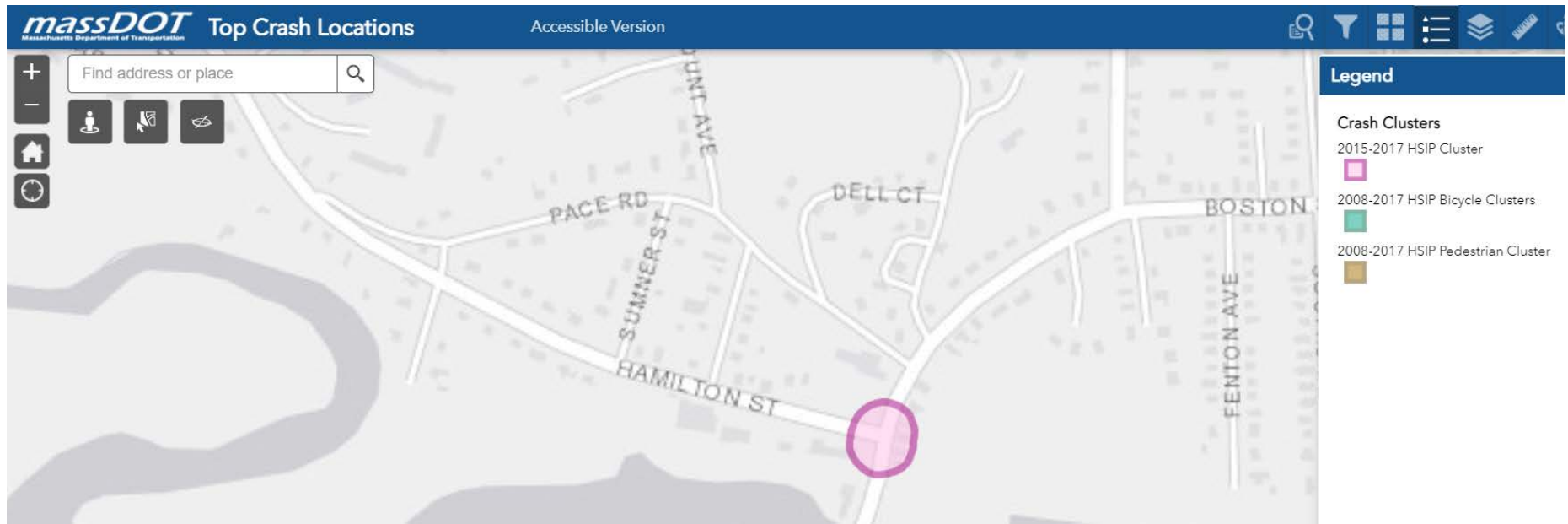
SCALE:

1" = 80'

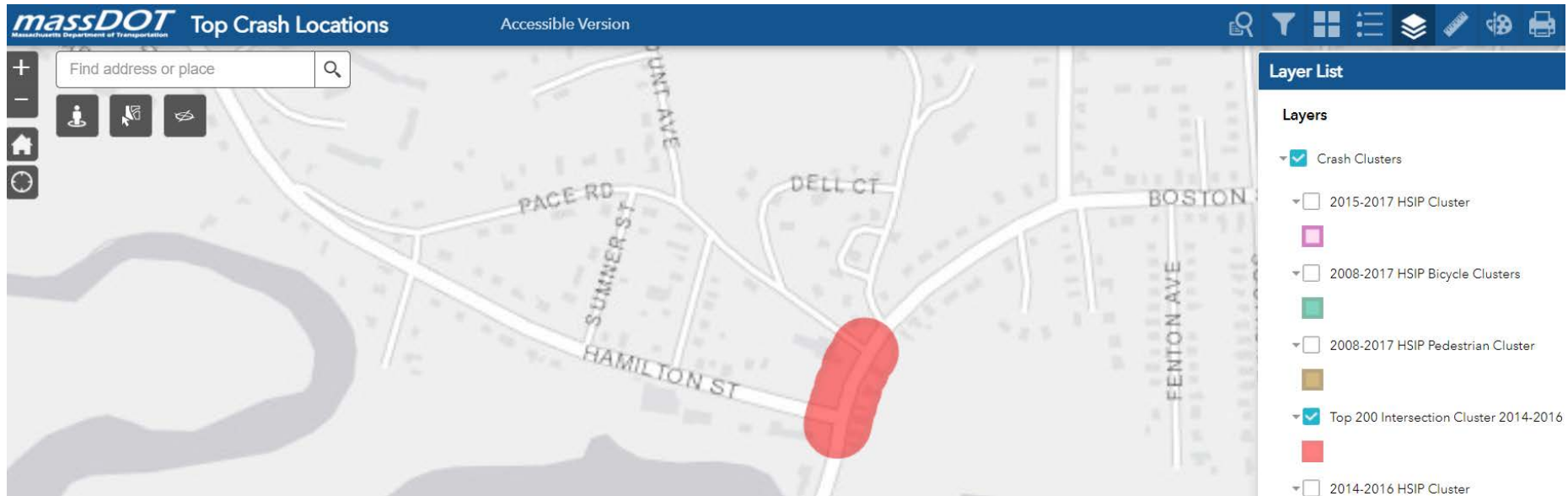
Figure 1



Likely Route from the North Shore to Encore Boston Harbor

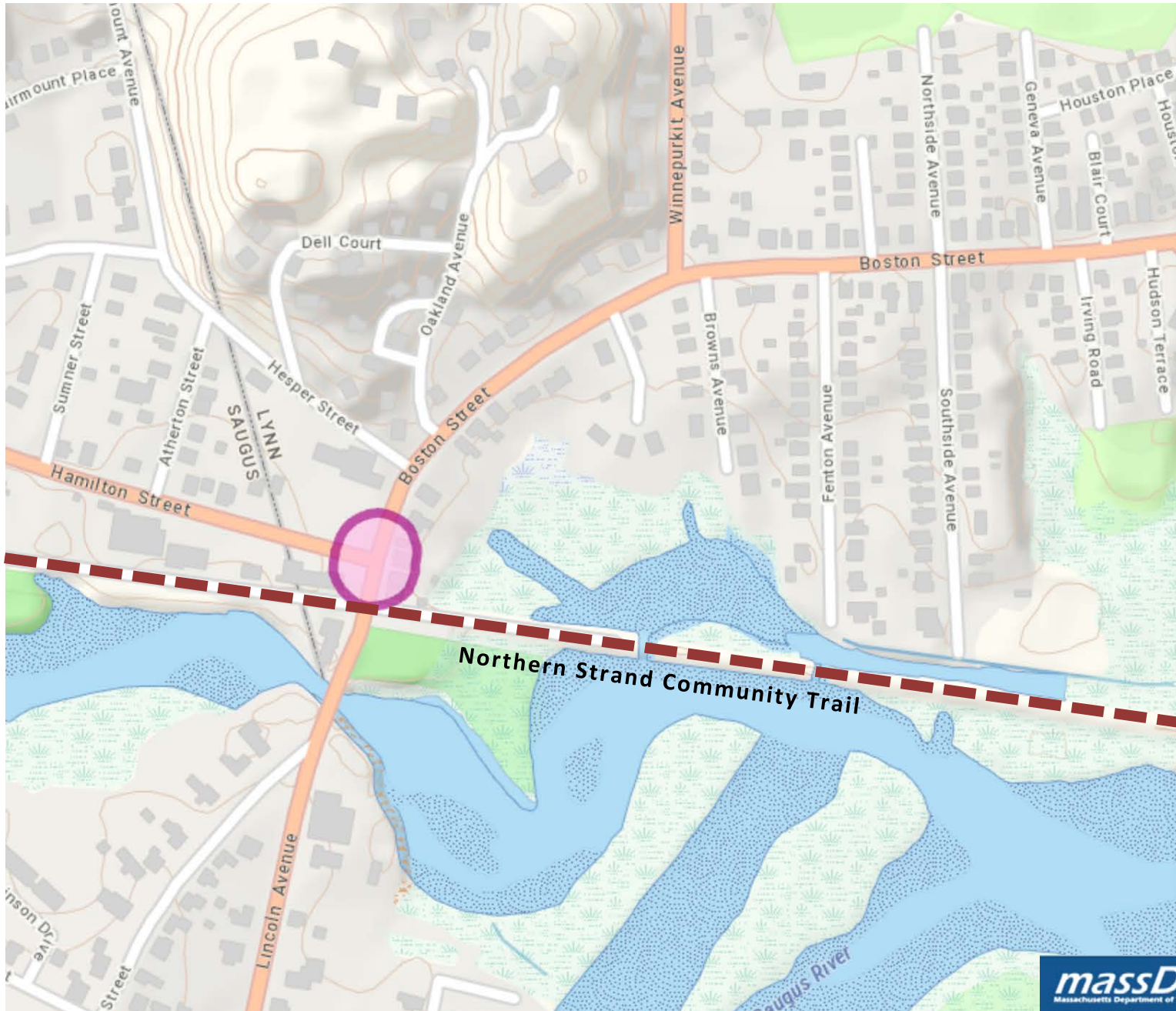


MassDOT HSIP Crash Cluster Map



MassDOT Top 200 Statewide Crash Location Map

Boston Street at Hamilton Street and Northern Strand Community Trail Highway Safety Improvement Program (HSIP) Crash Cluster



Legend

Crash Clusters

Top 200 Intersection Cluster 2015-2017



2015-2017 HSIP Cluster



2008-2017 HSIP Bicycle Clusters



2008-2017 HSIP Pedestrian Cluster





Scott C. Crabtree
Town Manager

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January 30, 2021

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

Dear Commissioners:

I am writing today on behalf of the Town of Saugus to offer our support of the City of Lynn's application to your honorable body for funding from the 2021 Massachusetts Gaming Commission Mitigation Fund. Specifically, the City of Lynn is seeking funding to mitigate the effects of traffic at Hamilton and Boston Street located near the Saugus / Lynn line.

Any funding assistance the Gaming Commission can provide the City of Lynn in their effort to mitigate and make this intersection safer for all travelers would be greatly appreciated.

Should you have any questions relative to this matter, please don't hesitate to contact me directly.

Very truly yours,

Scott C. Crabtree, Esq.
Town Manager