

**21****COMMUNITY  
MITIGATION  
FUND**

## **APPENDIX H - TRANSPORTATION CONSTRUCTION GRANT APPLICATION**

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

***Please complete the entire Application.***

### **1. PROJECT INFORMATION**

#### **a) NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT**

**City of Revere and Town of Saugus**

#### **b) PROJECT NAME (LIMIT 10 WORDS)**

**Limited improvements to a section of Route 1 North**

#### **c) BRIEF PROJECT DESCRIPTION (LIMIT 50 WORDS)**

**The two communities seek MGC construction funds for limited improvements to the Route 1 North right of way beyond the planned relocation of exit-entrance ramps to the Overlook Ridge development. The project stems from MGC planning grants which enabled analysis of conditions and proposed new solutions to casino generated congestion.**

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

**Robert O'Brien, Director – City of Revere Department of Strategic Planning & Economic Development  
Christopher Reilly – Town of Saugus Director of Planning and Economic Development  
Paul Rupp – Economic Development Consultant to Revere and Saugus  
Julie DeMauro – Revere Special Assistant for Transportation Planning**

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

**Robert O'Brien – [robrien@revere.org](mailto:robrien@revere.org) 781-286-8100 x. 20302**

Christopher Reilly – [creilly@saugus-ma.gov](mailto:creilly@saugus-ma.gov) 781-231-4045  
Paul Rupp – [crassocpr@gmail.com](mailto:crassocpr@gmail.com) 781-599-0688  
Julie DeMauro – [jdemauro@revere.org](mailto:jdemauro@revere.org) 781- 286-8100 x. 20323

**f) MAILING ADDRESS OF CONTACT PERSON(S)**

Robert O'Brien – Department of Strategic Planning & Economic Development  
Revere City Hall  
281 Broadway  
Revere, MA 02151

Christopher Reilly – Department of Planning and Economic Development  
Town Hall  
298 Central Street  
Saugus, MA 01906

Paul Rupp – Community Reinvestment Associates, Inc.  
32 Humphrey Street  
Swampscott, MA 01907

Julie DeMauro – Department of Strategic Planning & Economic Development  
Revere City Hall  
281 Broadway  
Revere, MA 02151

## 2. IMPACT DESCRIPTION / CONNECTION TO GAMING FACILITY

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

Due to the relatively brief operation of the Encore Boston Harbor Casino since its completion and 2019 license issuance, further skewed and distorted by the business disruption/suspension brought about by the COVID-19 Pandemic, there are no studies or reports documenting traffic impacts on the Route 1 Corridor in Revere and Saugus that are directly attributable to the Casino.

However, The Route 1 corridor project area has been identified in the Boston Region Metropolitan Planning Organization (MPO) Long-Range Transportation Improvement Plan (Charting Progress 2040 report dated July 2015) as one of the roadways with significant numbers of lane departure crashes. In addition, the Route 1 northbound corridor, from Charlestown to Peabody, was listed as a congestion corridor in the "Congestion in the Commonwealth Report to the Governor" dated 2019, with average daily traffic on both Route 1 northbound and southbound combined of 85,500 vehicles per day. The Encore Casino FEIR estimated that approximately 15% of the casino related traffic will use the section of Route 1 identified above for this project. The FEIR projected 36,846 and 23,982 vehicle per day on a typical Friday and Saturday, respectively.

The congestion along the proposed project area reflects the motor vehicles safety issues being experienced due to driver behavior and frustrations. Safety issues also include access management at local area businesses/side streets caused by confusion and inadequate operational access and egress travel gaps.

The City of Revere and the Town of Saugus have been plagued by the congestion and safety issues along the proposed project area. The Route 1 corridor is subjected to ever increasing traffic volumes and virtual gridlock during the morning and evening peak periods. Queues of over one mile are observed due to the lane drop at the Route 60 interchange and slower or snail's pace traffic and congestion continue northbound to Peabody.

The proposed project will add a third northbound travel lane on Route 1 (US1) northbound from approximately the Revere/Malden City Line to just north of the SR-99 on-ramp to US-1 northbound. The project length is approximately one mile and is part of a larger MassDOT phased Add-a-Lane project that will eventually add a third travel lane on US-1 northbound from Copeland Circle in Revere to just north of the SR-99 on-ramp to US-1 northbound. In addition, it will complement the proposed ramps from the Overlook Ridge development, abutting this project in Malden.

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

The Route 1 corridor project area has been identified in the Boston Region Metropolitan Planning Organization (MPO) Long-Range Transportation Improvement Plan (Charting Progress 2040 report dated July 2015) as one of the roadways with significant numbers of lane departure crashes and as the Route 1 northbound corridor from Charlestown to Peabody, was listed as a congestion corridor in the 2019 "Congestion in the Commonwealth Report to the Governor" having average daily traffic of 85,500 vehicles daily both northbound and southbound on Route 1. The Encore Casino FEIR estimated that approximately 15% of the casino related traffic would use the section of Route 1 identified above for this project. The FEIR projected 36,846 and 23,982 vehicle per day on a typical Friday and Saturday, respectively. As previously stated, given the relatively short period of time the Encore Boston Harbor Casino has been in operation and with the general havoc and business disruption brought about for nearly a year now by the COVID 19 Pandemic, there are no reports to either document or disprove the FEIR projections as regards this corridor.

The project aims to improve traffic congestion and safety operation along the proposed Route 1 project area for both commuters and casino related traffic. The safety improvements associated with the local area businesses on access management and operations entering and exiting their businesses to better communicate entrances and exits as well as consolidate/reduced unnecessary curb cuts and openings will significantly improve the safety operation on the Route 1 main line traffic as well as pedestrian user on the sidewalk. With the addition of a third travel lane, travel times to the casino will be improved.

From a regional perspective, the project improvements for the proposed Route 1 section and the larger MassDOT phased Add-a-Lane project from Copeland Circle would alleviate the "bottle neck" along Route 1 northbound from Copeland Circle to the Route 99 interchange. Reducing congestion along Route 1 will motivate users to remain on Route 1 and not "cut-through" neighborhoods along local roadways to access their destinations including the casino.

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

The proposed project will help alleviate congestion delays on the northbound side of Route 1, particularly north of Copeland Circle in Revere. This will reduce several negative economic impacts from the casino on Revere and Saugus and create some positive ones, as outlined below.

**Alleviating Monday through Friday Peak Periods Congestion:**

Alleviating northbound congestion during peak periods in the afternoon during the work week will make businesses in Revere and Saugus more accessible. Many of the businesses on Route 1 in these communities are service, retail and hospitality businesses that rely on second shifts in the evening during their most busy operating hours.

Competition with the Casino to retain workers in these jobs has been fierce and given the higher wages and permanent employment offered by the Casino local businesses in Saugus and Revere are at a major disadvantage when competing for the same workers as recruited and hired by Encore. Alleviating congestion on Route 1 will make these establishments easier to get to in a reliable way, which will assist in attracting and retaining employees and customers. This is particularly true given the limited public transportation alternatives available.

**Post Casino Travel:**

The proposed project is expected to reduce congestion for many patrons heading north after visiting the Encore, which will allow them more time and opportunity to shop at Route 1 establishments as they depart the area. The alternative often results in in-state local patrons engaging in more limited shopping for necessities in and around the Casino, which has a negative impact on the local economies and in the region that would otherwise capture portions of this market.

While there has not been enough time to assess the local and regional economic impacts from the Encore Casino, the data that has been published by the Mass Gaming Commission on the economic impacts of the Plainridge Casino has demonstrated that so called reallocated in state patrons, defined as people who would not have come to the host community if not for the facility, spend between 30 and 40 percent of their expenditures on establishments and services that they would have spent in theory on the local economies in Saugus and Revere had the Casino not been there (Table 12, SEIGMA PPC Economic Impact Report, 2018). That data is consistent with the behavior that was surveyed for reallocated in state patrons considered incidental, defined as visitors to the host community who didn't come to gamble.

Though the data is limited and can only be used to raise reasonable assumptions about the local impact by Encore, nonetheless it is a strong indicator of the economic impact of the Casino on local economies and patron behavior.

**Similar and Competing Restaurant Businesses in Encore and Route 1 Northbound –Saugus/Revere**

Encore	Saugus/Revere
The Buffet	Dunkin Donuts
Fratelli Restaurant	Angela's Coal Fired Pizza
On Deck Burger Bar	UNO Pizzeria

Encore	Saugus/Revere
The Buffet	Dunkin Donuts
Fratelli Restaurant	Angela's Coal Fired Pizza
On Deck Burger Bar	UNO Pizzeria

Ramen X Catina	Border Café
Mystique Restaurant	Kowloon's Restaurant
Red 8	Yutaka Buffet
Lucky Dogs	Fuddrucker's
Rare	Continental Restaurant

**Similar and Competing Hospitality Businesses in Encore and Route 1 Northbound –Saugus/Revere**

Encore Boston	Red Roof Inn
	Sheraton
	Quality Inn
	Woodspring Suites

**Reduction in Regional Congestion and Improved Accessibility to the Region:**

Alleviating congestion on Route 1 by allowing an alternative access to the major arterials through secondary roads is expected to improve the desirability of destination trips to the North Shore, whether commuter, tourist or vendor related, as well as help local economies in Saugus and Revere recapture some of the lost business to Encore. While the p.m. peak period congestion of Route 1 Northbound during the work week is well documented, the a.m. and p.m. weekend congestion that occurs on the major arterials in the area, including Route 1, Route 95, Route 128 and Route 1A, can exceed the work week impact during the Casinos busiest operating periods. This restricts weekend alternatives for patrons of the Casino, particularly for many out of state patrons who don't gamble and seek other activities in the region for entertainment. The Economic Development Impact study of the Plainridge Casino prepared for MGC by SIEGMA demonstrated that in similar conditions the off site economic activity demand of out of state patrons (20%+) is substantial, with weekends being the peak period.

Seasonal impacts of weekend congestion in the Encore Casino area can be significant, including the October foliage season, the Salem tourist season, the weekend commuting to vacations properties to the North in the summer, which now often starts on Thursdays, and beach related traffic throughout the summer. The reduction of congestion on Route 1 by the project and the improved access to alternative North Shore routes off the arterials can only improve the impact to local businesses and allow Encore patrons off activity alternatives that many of them demand.

**Improved Access to Labor Markets:**

The project is in an area that has above average access to high density jobs but peak period congestion on Route 1 Northbound often increases commuting times and lowers accessibility to these jobs. The project is expected to improve access to jobs in the highly dense Route 1 labor market by adding capacity to an area that suffers from severe peak period congestion in the afternoons from commuting load coming north from Boston. Many of the jobs in the Route 1 labor market are in retail and hospitality and therefore congestion on Route 1 in the afternoons has significant negative impacts

on the accessibility of these type of jobs. The project is expected to improve employment accessibility by reducing congestion.

Improved Accessibility for Low Skill Workers:

The project is not in communities with large, low skill labor markets but two communities that fit this description, Lynn, and Malden, are adjacent to the project communities. These communities often do not have convenient and readily accessible transit access to the labor market they require, which is predominantly in the project communities. Therefore, vehicular access is their only option to get to and from their employment. The project addresses the need to benefit these sub populations within adjacent communities with enhanced access to the nearest high density labor market in the project communities, which have the types of jobs low skill workers generally are in need of, i.e. service and retail.

**3. PROPOSED USE OF TRANSPORTATION CONSTRUCTION FUNDS (Please attach additional sheets/supplemental materials if necessary.)**

a) Please describe how you propose to use the Transportation Construction Grant for a transportation construction project related to the gaming facility.

Route 1 Connection

Given the extensive work at the former Rowe Quarry site to complete quarry reclamation, to construct the Phase 1 and 2 portions of the Overlook Ridge project and to construct the existing Overlook Ridge Drive – the ability to connect to Route 1 would enable the long-term goal of improving local traffic flow and safety while at the same time supporting the ongoing redevelopment of the site. As shown on Figure 1, the new connection to/from Route 1 northbound will utilize the land area and design concept for the preferred Route 1 connection (previously developed for MassDOT/Route 1 project) and will enable northbound traffic on Route 1 to turn into the site and it would allow traffic to access Route 1 from the development and from the neighborhoods using Overlook Ridge Drive. The alignment of the ramps and the configuration of Overlook Ridge Drive will be such that it would work for northbound traffic now and it could be expanded when/if MassDOT ever decides to further advance the Route 1 project. This will also allow for the existing northbound on/off ramps at Lynn/Salem Street to be eliminated – thereby improving traffic safety on Route 1 and improving traffic conditions on Lynn/Salem Streets. This has long been a main MassDOT goal.

The following figure shows the existing land area for Overlook Ridge Drive (in orange) that was previously proposed as land mitigation for the project to enable the connection to Route 1 and it shows

the planned connections currently required to/from Overlook Ridge Drive to Route 1 along with the reconstruction of Overlook Ridge Drive/Salem Street intersection (including full signalization). The figure also shows the elimination of the existing ramps to/from Route 1 northbound at Salem Street along with the elimination of the existing entrance to Overlook Ridge. All of this work will serve to improve traffic flow and safety in the area. Further, the above noted work will enable the currently proposed restriping of Route 1 to improve regional traffic flow out of the City to the north from



Copeland Circle/Route 60 to Route 99.

### Background

Previous MGC Joint Transportation Planning Grants have been instrumental in enabling a holistic review of the strategy to improve the Route 1 North Corridor from Copeland Circle to Route 99 to creatively eliminate intractable bottlenecks and in the process benefit both casino patrons and local businesses and residents. The end result is a reasonable and cost-effective plan to improve one of three segments of this corridor in conjunction with independent but closely interrelated plans to improve the other two segments by MassDOT and the developer of the massive Overlook Ridge development. Plans for all three segments follow this section.



The following is a summary project status report related to the 2019 MGC transportation grants for the Route 1 North Roadway Improvements tasks relative to the Encore Boston Harbor Casino. Also included is a summary of the project development for the proposed Route 1 North Phase 2 Project.

### Project Development

#### Winter/Spring 2020

- Collaborated with MassDOT on the crash analysis and methodology.
- Attended a meeting and worked with MassDOT staff at the Safety Department to download required highway cash data from MassDOT crash data portal site directly.
- Collect, compile, tabulate, and analyze the crash data and document trends and causes, as well as prepare crash rate work sheets and collision diagrams per MassDOT guidelines.
- Review and identify safety deficiencies with respect to the Safety Review Prompt List
- Determined/evaluate Route US-1 project alternatives.
- Review Route US-1 Project preferred conceptual plans.
- Obtain mapping and available base plan mapping information.
- Further identify right of way impacts and prepare preliminary costs estimates for the two preferred alternative projects.
- Perform detail roadway bridge section based on the preferred project alternatives.
- Review preliminary construction costs and, right of way impacts, regulatory/environmental issues, constraints, and phasing.
- Collaborate with City/Town officials on project issues and concerns.
- Identify wetland resource area delineation in accordance with the Massachusetts Wetlands Protection Act (WPA), the Federal Clean Water Act, the Corps of Engineers Wetlands Delineation Manual (1987 edition), and guidance in Clarification and Interpretation of the 1987 Manual, dated March 6, 1992.
- Verify impaired Waterbodies, as evaluated per the requirements of Section 303(d) of the Federal Clean Water Act, affected by highway runoff generated in the project area.
- Obtain and Identify available mapping in preparation for field survey and base plan development and collaborated with land surveyor (Hancock Associates) on existing survey base plan information. Evaluated available mapping in preparation for requesting updated field survey and base plan development.
- Identify preliminary right of way impacts.
- Develop field survey scope of services and outline project limits and survey methodology.
- Collaborated with MassDOT Officials on the overall project scope/fee.
- Discuss MassDOT highway access permit in preparation for filed survey.
- Coordinated and obtained several land survey proposals, performed cost comparison of the survey proposals, and recommended a survey firm (Hancock Associates) to perform field survey task.
- Collaborated and discussed with Revere/Saugus the proposed survey services and associated design fee for the recommended Survey Subconsultant.
- Prepared letter of clarification on the survey fee with associated adjustments to the project budget.

### Functional Design Report

- Compiled, tabulated, and analyzed the crash data and document trends and causes, as well as prepared crash rate work sheets and collision diagrams per MassDOT guidelines.
- Reviewed and identify safety deficiencies with respect to the Safety Review Prompt List.
- Performed highway crash analysis and adjusted the VISSIM model to reflect and incorporate latest modeling features into the traffic analysis model.
- Updated and adjust the VISSIM model to reflect and incorporate latest modeling features into the traffic analysis model related to the merge analysis.

#### 25% Design

##### June-July 2020

- Preparation of the Proposed Project Milestone Schedule
- Prepare for and attend the 07/02/2020 Design Team Kick-off Meeting with BETA Group, the City of Revere, and the Town of Saugus
- Submit to MassDOT a proposed Route 1 North Project Design Schedule for consideration. Coordinated the required documents for the issuance of the State Highway Access Permit (SHAP) for the Survey and Wetlands Delineation, for access within the State ROW. SHAP 4-2020-0289 was issued on July 1, 2020
- Updated MassDOT through emails and voice messages correspondence to convey the progress/status of the Route 1 North Project, including field survey and the associated State Highway Access Permit (SHAP) status.
- Coordinated and issued the notice to proceed (NTP) to the Project's Survey Subconsultant (Hancock Associates) to commence with the aerial and ground survey.
- On-going coordination with the Survey Subconsultant relative to SHAP notification requirements, and the associated temporary traffic control to be provide during field ground survey.

##### August 2020

- On-going field ground survey and aerial photogrammetry work performed by Hancock Associates.
- On-going Coordination with the Project's Survey Subconsultant relative to their on-going field services, their multiple State Highway Access Permit (SHAP) notifications to MassDOT D4, and their Draft submittal of the project survey baseplan.
- Download Draft Survey Baseplan data, print and review pdf Baseplan, and compare Draft survey baseplan with previous aerial basemap.
- Prepare the folder setup for project AutoCAD drawing files and data.

##### September 2020

- On-going coordination with the Project's Survey Subconsultant relative to the on-going field services, their multiple State Highway Access Permit (SHAP) notifications to MassDOT D4, and review of their Draft submittal of the project survey baseplan.
- Evaluate and plan upcoming wetlands delineation field work.
- Provide communication/coordination with MassDOT and the Municipalities (Revere and Saugus) relative to the targeting of the Route 1 North projects.

- Adjustments to the VISSIM model to reflect and incorporate latest modeling features into the traffic analysis model.
- Updates to the Route 60 (Copeland Circle) interchange to incorporate new lane configurations.
- Calibration efforts and results processing and associated Functional Design Report revisions.
- Collaborated with City/Town officials on project issues and concerns.

#### October-November 2020

- Reviewed substantially complete Field Survey AutoCAD Baseplan from the Surveyor.
- Performance of wetlands delineation field work and associated coordination with MassDOT District 4 Permit's Office (SHAP notification) and arrangements for State Police Details (Revere Barracks).
- Performance of field location via GPS of the Wetland Flags. Subsequent downloading and electronic transfer processing to the AutoCAD Baseplan.
- Review of Wetlands AutoCAD plotting and addition of resource buffer zones to the AutoCAD Baseplan.
- Preparation of the Wetlands Delineation Report.
- Review of the AutoCAD Baseplan with respect to proposed design critical areas. This review included performing hardcopy drawing sketches to assess design constructability and level of impacts to existing highway structures and facilities.
- Performed graphical design conceptual alternatives analysis based on the recently receive survey baseplan. This coordination included the following Design Team Meeting:
  - 2020-11-05 Design Team Meeting to discuss project design.
- Collaborate with City/Town officials on project issues and concerns.

#### December 2020

- Coordination with MassDOT and City/Town officials relative to targeting of specific Route 1 North projects into two (2) separate projects, specifically Route 1 North Phase 1 and Route 1 North Phase 2. The Route 1 North Phase 1 Project was designated to be MassDOT's design segment having project limits from Route 1 North at Copeland Circle to the Route 1/Salem Street on- and off-ramps. The Route 1 North Phase 2 Project was designated to be the Revere/Saugus City/Town design segment from the Route 1 northbound climbing lane termini to just north of the Route 1 interchange with State Route 99.
- On-going development of graphical design conceptual alternatives based on the recently received survey baseplan, and coordination of the Route 1 North Phase 1 and Phase 2 projects. This coordination included the following Design Team Meetings:
  - 2020-12-15 Design Team Meeting with Revere/Saugus to discuss project designs.
  - 2020-12-17 Design Team Meeting with MassDOT and Revere/Saugus to discuss and coordinate the Phase 1 and Phase 2 project designs.

#### Project Design Deliverables (January 2021)

- Final Field Survey AutoCAD Baseplan  
(status: substantially complete; under final review)
- 2020/12/28 DRAFT pdf of Survey Baseplan with Wetlands Resources shown  
(status: completed)
- 2020/12/21 Wetland Resource Area Boundary Delineation Report  
(status: completed)
- Figure 1 - Route 1 North Location Map (status: completed)
- Figure 2 - Traffic Count Location Map (status: completed)
- Figure 3 - Existing (2018) AM Peak Hour Turning Movement Volume Diagram  
(status: completed)
- Figure 5 - Existing (2018) PM Peak Hour Turning Movement Volume Diagram  
(status: completed)
- Structural Modification Sketch  
Bridge R-05-002, Route 1 over Northern Strand Community Trail – Layout  
(status: completed)
- Structural Modification Sketch  
Bridge R-05-002, Route 1 over Northern Strand Community Trail – Retrofit  
(status: completed)
- Structural Modification Sketch  
Bridge R-05-022=M-01-008 Route 1 over Lynn St – Layout  
(status: completed)
- Structural Modification Sketch  
Bridge R-05-022=M-01-008 Route 1 over Lynn St – Section  
(status: completed)
- Two (2) Route 1 North Phase 1 Project Lane Configuration Conceptual Plans based on the New Survey Baseplan  
(status: under design - 50% complete)

#### Summary of the proposed Route 1 North Phase 2 Project Development

BETA Group and the Design Team Municipalities (Revere and Saugus) have been coordinating the Route 1 North improvements along the project corridor (Route 1 North between Route 60 and Route 99) with MassDOT. Through coordination efforts with MassDOT for the Route 1 North Improvements within the project limits identified in the 2019 MGC Transportation Grant, MassDOT has refined the needed improvements into two (2) separate MassDOT Construction Administered Projects, and a third (private development) project planned in between the two (2) MassDOT projects.

MassDOT will be responsible for the Route 1 North Phase 1 Project #610543, having limits from Route 1 North at Copeland Circle to the Salem Street on- and off-ramps and the Municipalities of Revere and

Saugus will lead the design efforts of the Phase 2 Project #61999 between the end of the northbound climbing lane (north of the Salem Street on-ramp) to just north of the Route 1 interchange with State Route 99.

For design collaboration and consistency along the Route 1 North project corridor for both the Phase 1 and 2 projects, the Municipalities of Revere and Saugus will provide the Project Design Deliverables (listed above) to MassDOT for their use in designing their Phase 1 Project. The Municipalities' will continue to collaborate with MassDOT on both the Phase 1 and 2 projects throughout the Design Phase.

A Project Notification Form (PNF) was submitted by the Municipalities to MassDOT in support of the Route 1 North Phase 2 Revere to Saugus Project. MassDOT subsequently accepted the PNF Application and the Project Initiation Form was prepared and submitted in early January 2021.

On January 28, Saugus and Revere were notified the project had been approved and was given the project number of #61999.

#### Project Budget

Project Budget remaining = \$250,000

The following represents the preliminary budget breakdown and the associated design tasks to be provided relative to the Route 1 North Phase 2 Project. The Municipalities of Revere and Saugus will submit a MassDOT Scope of Services and Workhours/Fee spreadsheet to the MassDOT Highway Division's Project Management Section for review and approval, as is a standard requirement by MassDOT for a project such as this. Please note that the refined Phase 2 Project Limits will allow the current design services to extend to about 50% design completion, and the application of the design deliverables listed above will advance the design schedule for certain project milestones already achieved (i.e. survey baseplan completed, wetlands delineation and report completed, certain traffic data collection and analysis completed, etc.).

Labor	Section Name	Fees
	100 Project Development Eng.	\$7,250
	150 Environmental	\$20,475
	200 Functional Design Report	\$51,744
	220 Design Justification Workbook	\$7,710
	300 25% Highway Submission	\$120,140
	401 Response to 25% Comments	\$9,281
	500 Preliminary ROW Plans	<u>\$9,200</u>
	Subtotal =	\$225,800
Expenses	Survey / Base Plans (completed)	\$0
	Traffic Management & Police Details (completed)	\$0
	Printing & Miscellaneous	<u>\$1,200</u>
	Subtotal =	\$1,200

Total Budget Remaining = \$227,000

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

The Project consists of developing final design plans for pedestrian and curb-cut management safety improvements on the Route 1 northbound side between Linehurst Street (Kappy's Liquor) and Lark Ave (Prime Corporate Offices), approximately 2000 feet. The design will include preliminary and final design for the sidewalks, ADA ramps, curb-cut access and egress management including consideration to convert the shoulder lane into deceleration and acceleration lanes will be explored. The construction will consist of mostly removing and resetting existing curb and highway guard rails to facilitate a managed access and egress curb-cut in order to improvement traffic operational safety. Uncontrolled and wide-open curb cut will be redesigned to provide safe vehicle access and egress to the businesses. As part of the safety improvements, pedestrian sidewalk and ADA ramps will be adjusted and reconstructed. Detailed topographic ground survey along this section of the roadway will be obtained. The modifications will include driveway openings, impacts to parking areas, signs building entrances, utilities, and the like. Roadway grading will be adjusted. Identify resulting changes to current runoff flows, as well as provisions required to accommodate these changes by providing additional basins. The relocations requirements for utility poles will be identified as well.

Traffic analysis will be performed to evaluate the feasibility of using the existing shoulder as an acceleration and deceleration lane. Providing an acceleration and deceleration lane will assist vehicles form Route 1 to transition from high speed to slow speed safely and vice versa. The length of the acceleration and deceleration lanes will be determined.

All work performed will be done in conjunction with MassDOT's review and approval and contribute to reducing congestion and improving safety for all users.

**4. BUDGET & TIMELINE**

**a) Please identify the amount of funding requested.**

**\$800,000. (to match \$1.8 M from the MPO/MassDOT in the TIP)**

**b) Please provide a detailed budget for the use of funds.**

**Detailed budget begins on page 16**

## MGC Grant Application - US-1 North Phase 2 Total Federal Participation Cost

### PART III - Project Costs and Responsibilities (from MassDOT PIF Application)

Estimated Costs: Provide available cost estimates or estimated cost ranges in current-year dollars and attach any cost estimate work sheets or summaries.

	Component	Value	Definition	Guidance
<b>A</b>	Office Estimate (construction items):	\$1535000	This is the portion of project cost based on definitive items of work. For conceptual project estimates, this value can be determined by making equivalencies to past projects. (character of work & lane miles)	
<b>B</b>	Design Contingency	\$383750	This value accounts for the risk and uncertainty inherent to design development. The amount is calculated as a percentage of the construction items (A), based on project group at right:	Roadway Reconstruction 25
<b>C</b>	Construction Contingency	\$153500	This amount is calculated as a percentage of the construction items (A), and accounts for variation in quantities during construction, based on project group at right:	All Federal Aid Projects & NFA Site Specific (10%)
<b>D</b>	Traffic Police	\$69075	This amount is calculated as a percentage of the construction items (A) and accounts for variation in quantities during construction. The percentages at right should be chosen based on sound engineering judgement from the Project Manager and Designer for each specific project. NOTE: Overtime is calculated by multiplying 30% of the calculated cost by 1.5. The sum of this value plus 70% at straight pay is the total (D)	Interstate Highways, % of (A) for Traffic Police 4.50%
	Ref. Only - Straight (70%):	\$48353		
	Ref. Only - Overtime (30%):	\$20723		



# 2021 Transportation Construction Grant Application

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

Page 17

<b>E</b>	Construction Engineering	\$160408	This amount is calculated as a percentage of the Construction Items & Traffic Police (A+D) and represents the cost of MassDOT construction management for the project. The values at right are automatically applied	Office Estimate + Traffic Police (A+D) less than \$1 million = 15% Office Estimate + Traffic Police (A+D) \$1 million - \$5 million = 10% Office Estimate + Traffic Police (A+D) more than \$5 million = 5%
<b>F</b>	Utility Relocation	\$92100	This is the value of utility work necessitated by construction of the project. These costs are provided by utility owners once substantial design has been completed. During conceptual design, values are provided for specific projects, based on the recommended percentages at right. These percentages are for guidance only and the Project Manager and Designer should use engineering judgement to calculate cost for each specific project.	Roadway Projects Under 20 million 6%
<b>G</b>	<b>Total Construction Cost</b>	<b>\$2393833</b> <b>SAY \$2,400,000.</b>	<b>This is the sum of Lines A-F</b>	

Year of Cost Estimate:

2020

Phase 2 - MGC Construction Grant - Amount = \$800,000. (33% of Total Const. Cost)

For a detailed breakdown of the applicable pay items that make up the probable cost estimate listed in Section A above (Office Estimate), please see the following attached Preliminary Construction Cost Office Estimate.

SP Required	SP Provided	US-1 North Phase 2					
		Revere to Saugus					
		FEDERAL AID NUMBER OR CONTRACT NUMBER					
		PRELIMINARY COST ESTIMATE (PROJECT FILE NO. TBD)					
		Item No.	Qty.	Unit	Item Description	Unit Price	Amount
		120.1	1,190	CY	UNCLASSIFIED EXCAVATION	\$ 40.00	\$ 47,600.00
		141.1	70	CY	TEST PIT FOR EXPLORATION	\$ 125.00	\$ 8,750.00
		145.	10	EA	DRAINAGE STRUCTURE ABANDONED	\$ 900.00	\$ 9,000.00
		151.	1,000	CY	GRAVEL BORROW	\$ 60.00	\$ 60,000.00
		153.	45	CY	CONTROLLED DENSITY FILL - EXCAVATABLE	\$ 175.00	\$ 7,875.00
		170.	3,570	SY	FINE GRADING AND COMPACTING - SUBGRADE AREA	\$ 10.00	\$ 35,700.00
		201.	12	EA	CATCH BASIN	\$ 6,000.00	\$ 72,000.00
		202.	5	EA	MANHOLE	\$ 6,500.00	\$ 32,500.00
		220.	12	EA	DRAINAGE STRUCTURE ADJUSTED	\$ 450.00	\$ 5,400.00
		238.12	75	FT	12 INCH DUCTILE IRON PIPE	\$ 200.00	\$ 15,000.00
		241.12	75	FT	12 INCH REINFORCED CONCRETE PIPE	\$ 150.00	\$ 11,250.00
		303.06	30	FT	6 INCH DUCTILE IRON WATER PIPE (MECHANICAL JOINT)	\$ 250.00	\$ 7,500.00
		309.	300	LB	DUCTILE IRON FITTINGS FOR WATER PIPE	\$ 10.00	\$ 3,000.00
		376.	3	EA	HYDRANT	\$ 5,775.00	\$ 17,325.00
		415.1	4,995	SY	PAVEMENT STANDARD MILLING	\$ 10.00	\$ 49,950.00
		431.	1,585	SY	HIGH EARLY STRENGTH CEMENT CONCRETE BASE COURSE	\$ 75.00	\$ 118,875.00
		450.23	810	TON	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)	\$ 135.00	\$ 109,350.00
		450.31	810	TON	SUPERPAVE INTERMEDIATE COURSE - 12.5 (SIC -12.5)	\$ 135.00	\$ 109,350.00
		452.	570	GAL	ASPHALT EMULSION FOR TACK COAT	\$ 10.00	\$ 5,700.00
		453.	9,000	FT	HMA JOINT SEALANT	\$ 1.25	\$ 11,250.00
		472.	200	TON	ASPHALT MIXTURES FOR TEMPORARY WORK	\$ 230.00	\$ 46,000.00
		482.5	3,000	FT	SAWCUTTING ASPHALT PAVEMENT FOR BOX WIDENING	\$ 5.00	\$ 15,000.00
		506.	725	FT	GRANITE CURB TYPE VB - STRAIGHT	\$ 47.00	\$ 34,075.00
		506.1	590	FT	GRANITE CURB TYPE VB - CURVED	\$ 55.00	\$ 32,450.00
		509.	60	FT	GRANITE TRANSITION CURB FOR WHEELCHAIR RAMPS - STRAIGHT	\$ 55.00	\$ 3,300.00
		509.1	40	FT	GRANITE TRANSITION CURB FOR WHEELCHAIR RAMPS - CURVED	\$ 65.00	\$ 2,600.00
		580.	4,260	FT	CURB REMOVED AND RESET	\$ 30.00	\$ 127,800.00
		630.	1,450	FT	HIGHWAY GUARD REMOVED AND RESET	\$ 30.00	\$ 43,500.00
		697.1	12	EA	SILT SACK	\$ 175.00	\$ 2,100.00
		702.	235	TON	HOT MIX ASPHALT WALK SURFACE	\$ 250.00	\$ 58,750.00
		711.	5	EA	BOUND REMOVED AND RESET	\$ 1,000.00	\$ 5,000.00
		748.	1	LS	MOBILIZATION	\$ 43,850.00	\$ 43,850.00
*		840.125	1	LS	SUPPORTS FOR OVERHEAD GUIDE SIGN (OD-25) STEEL	\$ 75,000.00	\$ 75,000.00
		851.1	120	DAY	TRAFFIC CONES FOR TRAFFIC MANAGEMENT	\$ 200.00	\$ 24,000.00
		852.	550	SF	SAFETY SIGNING FOR TRAFFIC MANAGEMENT	\$ 50.00	\$ 27,500.00
		853.23	500	FT	TEMPORARY BARRIER (TL-3)	\$ 65.00	\$ 32,500.00
		853.21	1,000	FT	TEMPORARY BARRIER REMOVED AND RESET	\$ 15.00	\$ 15,000.00
		853.403	120	DAY	TRUCK MOUNTED ATTENUATOR	\$ 1,000.00	\$ 120,000.00
		854.036	600	FT	TEMPORARY PAVING MARKINGS - 6 INCH (TAPE)	\$ 2.00	\$ 1,200.00
		856.	240	DAY	ARROW BOARD	\$ 100.00	\$ 24,000.00
		856.12	240	DAY	PORTABLE CHANGEABLE MESSAGE SIGN	\$ 100.00	\$ 24,000.00
		866.106	11,000	FT	6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	\$ 2.00	\$ 22,000.00
		866.112	200	FT	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	\$ 5.00	\$ 1,000.00
		867.106	8,000	FT	6 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)	\$ 2.00	\$ 16,000.00
		874.2					

- |   |
|---|
|   |
| <p>d) Please indicate, through a commitment letter or otherwise, how such other funding will be available for the project. In the absence of a final commitment to such funding, please provide detail on any process needed to secure any non-CMF funding.</p> |

The City of Revere and the Town of Saugus submitted a Project Notification Form for these funds in early January; a decision in favor of the project was issued by MassDOT on January 28, 2021. The formal letter of approval from MassDOT is attached. Roseland Property Company, developer of the 100 acre Overlook Ridge mixed-use development master-planned in cooperation with the Cities of Malden and Revere, has been working closely with MassDOT and the two cities to construct new Route 1 access and egress ramps to and from Route 1 and the development to replace existing hazardous ramps from Salem Street and to effectuate traffic improvements at the Salem Street entrance to the Overlook Ridge complex. Plans for these ramps are at the 25% design stage while the Salem Street improvements are fully designed and being implemented. The total cost of these improvements is in the range of \$7 Million and will be borne solely by Roseland Property Company. Roseland expects to file a construction permit request for the ramps in March of 2021 followed by a June MEPA filing. Given the 6 month MEPA review period, it is expected construction of the ramps will commence in the fall of 2021.



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Jamey Tesler, Acting Secretary & CEO  
Jonathan L. Gulliver, Highway Administrator



#### **DELIVERY CONFIRMATION**

February 1, 2021

Honorable Brian Arrigo

Medford City Hall

281 Broadway

Revere, MA 02151

Subject: MassDOT Highway Division Project 611999: Revere- Saugus- Roadway Widening on Route 1 North (Phase 2) – Project Eligibility Notification

Dear Mayor Arrigo:

On behalf of MassDOT, I am writing to inform you that the Highway Division's Project Review Committee (PRC) has evaluated the subject project and determined that it is eligible for Federal Aid highway funding. It is the PRC's understanding that the estimated Total Federal Participating Construction Cost (TFPCC) of this project is \$3,397,600. The TFPCC, which consists of the bid items, police details, construction engineering, contingencies and reimbursable utility relocation, must be fully programmed on the Transportation Improvement Program (TIP). As the project proponent, the municipality is responsible for costs associated with design, right-of-way acquisition and environmental permitting.

This eligibility determination by the PRC is not a commitment of state or federal funding to the project, nor is the decision to commit funding solely MassDOT's. The decision to program funding for this project is made by the Boston Region Metropolitan Planning Organization (Boston MPO) as part of their annual TIP development process. The Boston MPO is comprised of 22 voting members, including Massachusetts Executive Office of Transportation, MassDOT Highway Division, the Massachusetts Bay Transit Authority (MBTA), MBTA Advisory Committee, the Massachusetts Port Authority (Massport), Metropolitan Area Planning Council (MAPC), the Advisory Council, the Cities of Beverly, Boston, Everett, Framingham, Newton, Somerville and Woburn, and the towns of Acton, Arlington, Brookline, Medway, Norwood and Rockland, and is the federally designated entity charged with developing transportation plans and programs for this region.

**If within two years of the date of this letter, the Municipality has not accomplished the following three milestones, the project will be deactivated unless the project is resubmitted to the PRC for continued project eligibility: 1) received MassDOT approval of the project's Scope/Workhours; 2) secured a signed contract with their design consultant for the entire design process; and 3) identified design funding (please provide proof of Municipal vote/Chapter 90 approval/etc., indicating full funding has been secured). Resubmission to**

**PRC may also be required if there is a significant increase in cost or change in scope over the life of the project.**

The municipality will be responsible for funding and administering the project design (with Highway Division review and approval), securing and providing documentation for all necessary Right-of-Way in accordance with Uniform Act requirements, and for preparing all environmental permit applications. The Highway Division will be responsible for administering the environmental permitting process necessary to obtain the required permits and for overseeing the project construction.

- e) Please include a detailed timetable for the project, including but not limited to, the timetable for planning, for securing additional funds and the timetable to implement the project. Construction of the project must commence by June 30, 2022.**

### Design Schedule - US-1 North Phase 2 Revere - Saugus (MassDOT)

Proposed Milestone Project Dates (last updated 2021-01-27)

Milestone / Task	Begin Date	End Date	Notes
Notice to Proceed	March 1, 2021	N/A	Survey Baseplan completed
Prepare 25% Design Submission	March 1, 2021	May 17, 2021	
Submit 25% Design Submission	May 17, 2021	N/A	
25% Plans & Preliminary Estimate	"	N/A	
Functional Design Report	"	N/A	
Early Environmental Coordination Report	"	N/A	
Preliminary 25% Right-of-Way Plans	"	N/A	
MassDOT Review of 25% Design Submission	May 18, 2021	July 19, 2021	MassDOT 60 day Review
Address 25% Review Comments and Revise Plans	July 19, 2021	August 9, 2021	
Design Public Hearing	November 9, 2021	N/A	
Prepare 75% Design Submission	August 9, 2021	December 13, 2021	
Submit 75% Design Submission	December 13, 2021	N/A	
75% Plans, Specifications & Estimate	"	N/A	
Preliminary 75% Right-of-Way Plans	"	N/A	
Wetlands NOI Permit Applications Filed	"	N/A	Required in Malden & Saugus
MassDOT Review of 75% Design Submission	December 13, 2021	January 13, 2022	MassDOT 30 day Review
Address 75% Review Comments & Prepare 100% Docs	January 13, 2022	February 28, 2022	
Submit 100% Design Submission	February 28, 2022	N/A	
100% Plans, Specifications & Estimate	"	N/A	
Preliminary 100% Right-of-Way Plans	"	N/A	
Approve Layout Taking Plans	March 7, 2022	N/A	
MassDOT Review of 100% Design Submission	February 28, 2022	March 30, 2022	MassDOT 30 day Review
Address 100% Review Comments & Prepare PS&E Docs	March 30, 2022	April 25, 2022	
Submit PS&E Design Submission	April 26, 2022	N/A	
MassDOT Review of PS&E Design Submission	April 26, 2022	May 4, 2022	MassDOT 7 day Review/Approval
ROW Acquisition Payments	April 29, 2022	N/A	
Issue ROW Certificate(s)	May 26, 2022	N/A	
Advertise Construction Contract	June 18, 2022	N/A	

**5. MEASUREMENT OF IMPACT**

**a) Please describe how you propose to measure the impact of your project.**

The 2021 Joint Transportation Construction Grant will provide the two communities with the means to carry forward their focus on achievable transportation improvement projects intended to mitigate anticipated traffic increases on the Route 1 – Route 99 corridor generated by the Encore Boston Harbor Casino. The TCG \$800,000 will match a commitment of \$1.6 M in the TIP allowing important improvements to be constructed along Route 1 north complimenting and working in concert with the new Route 1 replacement ramps to be constructed by Roseland Property Company. Further, both of these interrelated projects complement the lane marking improvements that MassDOT is about to take immediately to the south between Copeland Circle and the Overlook Ridge ramps.

Beta will perform a post-construction analysis of traffic volumes, speed, accident incidents and the like to help verify the efficacy of this project.

**6. CONSULTATION WITH MASSDOT/ REGIONAL TRANSIT AGENCY (RTA) / REGIONAL PLANNING AGENCY (RPA) AND NEARBY COMMUNITIES**



- a) Please provide details about the Applicant's consultation with MassDOT, the Regional Transit Agency/MBTA and the Regional Planning Agency serving the community, and nearby communities to determine the potential for cooperative regional efforts regarding transportation construction activities.

The City of Revere and the Town of Saugus are in regular communication with the Metropolitan Area Planning Council (MAPC) as both communities are currently engaged in preparation of new Master Plans, both of which are being facilitated by MAPC. In the Master Plan development process traffic and transportation are a key area of study and include the goals and approaches of this continuing joint transportation planning effort by Saugus and Revere. The municipalities have made both MAPC and management of the Encore Boston Harbor Casino aware of the submission of this application and its purpose and have invited them to comment.

Throughout the course of these MGC funded Joint Transportation Planning projects, MassDOT has been apprised and consulted by Beta and the City and Town, even to the extent of MassDOT reviewing scopes of service before execution of grant agreements among MGC and the communities. Now, MassDOT, the MPO and the municipalities are coordinating actions as to the stretch of Route 1 North as evidence by the TIP project approval just received.

Additionally, Saugus and Revere have frequently consulted with the Cities of Malden and Chelsea as to the prospect of greater collaboration with them, and perhaps more surrounding communities, to advance regional transportation planning efforts on a number of fronts, but most specifically on mitigation of casino related traffic impacts. The communities expect to consult with others such as Melrose, Lynnfield and Peabody in time.

## 7. RELEVANT EXCERPTS FROM HOST OR SURROUNDING COMMUNITY AGREEMENTS

- a) Please describe and include excerpts from any relevant sections of any Host or Surrounding Community Agreement.

N/A: Neither the City of Revere nor the Town of Saugus is party to any Host or Surrounding Community Agreement with the Encore Boston Harbor Casino.

**b) Please explain how this impact was either anticipated or not anticipated in that Agreement.**

N/A

**8. INTERNAL CONTROLS/ADMINISTRATION OF FUNDS**

**a) Please provide detail regarding the internal controls that will be used to ensure that funds will only be used to address the impact.**

The City of Revere will again act as Administrative agent for this additional joint transportation effort with the Town of Saugus. The sole purpose of this joint transportation construction effort is aimed at mitigation of specific local/regional traffic impacts that have been exacerbated with the opening of the Encore Boston Harbor Casino in 2019. The City of Revere will adhere to all applicable state and local procurement policies and administrative/fiscal controls. No non-governmental entities will receive any of these funds directly or indirectly.

**b) 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.**

N/A



9. CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY

9. 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: January 28, 2021

Signature of Responsible Municipal  
Official/Governmental Entity

Brian Arrigo

(print name)

Mayor

Title:

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: January 28, 2021

Signature of Responsible Municipal  
Official/Governmental Entity

Scott Crabtree

(print name)

Town Manager

Title:











