



FY 2025 Municipal Community Mitigation Fund Grant Application

Application Instructions:

- I. All applications must be received by the Massachusetts Gaming Commission by January 31st, 2024, at 11:59 p.m. to be considered for funding for the FY 2025 grant round.
- II. Each Municipality may only submit ONE application as a Word Document.
- III. Each project must have its own form within the appropriate category. Forms can be found below as Parts A-E. If there is more than one project in a category, please copy the form. Provide a form and attachments for each project. All attachments should directly follow the relevant project form.
- IV. Be sure to fill in all the information requested on the application. Applications that are left incomplete will not be accepted.
- V. The application must be signed by the municipal administrator or an individual with signatory authority.
- VI. Submit this completed form as well as any relevant attachments to MGCCMF@Massgaming.gov or as a response to the COMMBUYS BID BD24-1068-1068C-1068L-95061

For more detailed instructions as well as the full FY 2025 Application Guidelines visit <https://massgaming.com/about/community-mitigation-fund/>

Municipal Grant Manager Information:
Applicant: Plainville Police Department
Vendor Code: VC6000191944
Name: James Floyd
Title: Chief of Police
Email Address: jfloyd@police.plainville.ma.us
Telephone: 508-809-5501
Address: 194 South Street Suite 1 Plainville, MA 02762

For full guidelines please see www.massgaming.com/about/community-mitigation-fund/application-guidelines/

Grant Budget Summary

Your community's FY 2025 proposed allocation can be found at <https://massgaming.com/about/community-mitigation-fund/>. Use the space below to total all requests by category. Please clarify how many discreet projects your community plans to undertake per category.

Total FY 2025 Allocation:		
Application Totals by Category	# of Projects	Requested Amount
A. Community Planning	1	31,990
B. Public Safety	2	\$121,310.00
C. Transportation		
D. Gambling Harm Reduction		
E. Specific Impact		
TOTAL		\$153,300

- I. Are you requesting a waiver for any program requirement?
 Yes ☐
 No ☒
- II. If yes, you must fill out a CMF Municipal Waiver Form. The Waiver form can be found as Appendix E to the RFR on COMMBUYS or online at <https://massgaming.com/about/community-mitigation-fund/forms/>. Applications without a completed waiver form will not be considered for a waiver.

Budget Category Summary

Use the below space to provide an overview of all projects to be covered by this funding. You may add as many items as is pertinent to your application (you can add rows by right clicking on the row and selecting "add row"). Please provide a category, name, brief description, and amount for each item.

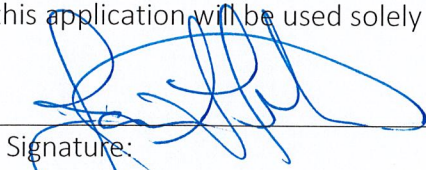
Category	Project Name	Description	Amount
A. Community Planning	3- Regional Destination Marketing Initiative	Project 3 – With the completion of Plainville's project 1 & 2	\$31,990
B. Public Safety	1-Traffic Monitoring	Project 1 - Sign posts and solar operated wireless speed signs with data collection	\$102,810.00
	2-Enhanced traffic mitigation	Project 2 - In car rechargeable smart sequential electronic flares	\$18,500
C. Transportation			
D. Gambling Harm Reduction			
E. Specific Impact			

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Applicant Certification

On behalf of the aforementioned applicant, I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this application.

Signature:



Date:

2-15-21

Chief of Police

Name and Title of Signatory:

Part C- Public Safety

Project Name:		
Please provide below the contact information for the individual managing this aspect of the grant		
Project Contact		Additional Project Contact (if applicable)
Name: James Floyd		Name: Julie Hebert
Title: Chief of Police		Title: Finance Director
Department: Police		Department: Town hall
Email Address: jfloyd@police.plainville.ma.us		Email Address: jhebert@plainville.ma.us
Telephone: 508-809-5501		Telephone: 508-809-5555
Address: 194 South St suite 1 Plainville, MA 02762		Address: 190 South St Plainville, MA 02762

- I. Please use the space below to identify the impact of the gaming establishment on your municipality. You may use the impacts identified in the FY 2025 Guidelines relevant to this category (Page 12-13). If you are using an impact not identified in the guidelines, please use the space below to identify the impact. Please provide documentation 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, etc.)

PROJECT - 1

The establishment of Plainridge Park Casino in Plainville has brought both challenges and opportunities to our local traffic landscape. As with many large attractions, the casino attracts a significant influx of visitors, leading to increased traffic and associated concerns including heightened traffic volume, speed variations, and a rise in both vehicular-related incidents and law enforcement activities. However, this increase in traffic also brings potential benefits to the community. The influx of visitors to Plainridge Park Casino creates opportunities for surrounding businesses. Local establishments such as gas stations, grocery stores, banks, home improvement retailers, and various service providers find themselves well-positioned to meet the additional needs of casino visitors. This dynamic not only supports local commerce but also contributes to the overall economic vitality of Plainville.

The Plainville Police Department has closely monitored the situation and identified a direct correlation between the increased traffic and the number of accidents, particularly in areas influenced by casino traffic. In response, other host communities have initiated proactive patrols aimed at enforcement and serving as a deterrent to traffic violations. However, while effective, this approach presents significant ongoing costs, depleting resources and offering only a temporary solution.

Understanding the multifaceted impact of the casino on local traffic is essential for effective management and strategic planning. Leveraging state-of-the-art electronic data capture technology, we can acquire valuable insights into the patterns of casino-generated traffic. This data will enable us to comprehend how traffic from Plainridge Park Casino disperses throughout our municipality, identify its temporal trends, and distinguish it from traffic flows to other major destinations such as shopping malls and entertainment venues. The application of this technology is a critical step towards enhancing traffic control measures, improving road safety, and optimizing the overall traffic infrastructure to accommodate both the challenges and opportunities presented by the casino.

These devices offer a non-biased, round-the-clock monitoring solution, capable of tracking the number of

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vehicles, their speed, and the effectiveness of traffic calming measures, such as electronic signs.

Key Benefits of Solar-Powered Traffic Monitoring Devices:

Continuous Data Collection: These devices will provide continuous, 24/7 data on traffic flow, enabling a comprehensive understanding of traffic patterns at all times.

Speed Monitoring: By recording vehicle speeds, the devices can identify areas where speeding is prevalent, providing valuable data for targeted enforcement and traffic calming measures.

Traffic Volume Analysis: Understanding the volume of traffic in specific areas helps in identifying congestion hotspots and planning appropriate infrastructural changes or interventions.

Effectiveness of Electronic Signs: Data from these devices will also reveal the impact of electronic speed signs on slowing down traffic, allowing for adjustments in sign placement and messaging for maximum effect.

Cost-Effective Solution: Unlike manpower-intensive patrols, these solar-powered devices offer a cost-effective, sustainable solution for traffic monitoring, reducing the financial burden on the community.

Non-Biased Reporting: The objective data collected by these devices ensures unbiased reporting, aiding in transparent and effective traffic management decisions.

Implementing the Solution:

Strategic Placement: The traffic monitoring devices will be strategically placed in areas with the highest traffic impact, especially routes leading to and from Plainridge Park Casino.

Data Integration and Analysis: Collected data will be integrated into a centralized system for analysis, helping to identify problem areas due to speed, volume, or the need for proactive enforcement.

Community Involvement: Regular updates and findings from the data collected will be shared with the community, ensuring transparency and involvement in traffic management strategies.

Incorporating the proposed 16 solar-powered traffic and speed monitoring devices presents a forward-thinking approach to addressing Plainville's traffic challenges. This technology not only aids in better traffic management around Plainridge Park Casino and our community but also contributes to the overall safety and efficiency of our roads. By implementing these measures, Plainville can take a significant step towards resolving its largest and most persistent challenge – managing and mitigating traffic effectively and sustainably.

To understand the effectiveness and impact of electronic speed signs I have provided summaries and the links from studies conducted by the:

Federal Highway Administration

<https://rosap.ntl.bts.gov/view/dot/35961>,

<https://highways.dot.gov/safety/speed-management/methods-and-practices-setting-speed-limits-informational-report/speed-1>,

<https://rosap.ntl.bts.gov/view/dot/23211>

Morgan State University

https://www.morgan.edu/Documents/ACADEMIA/CENTERS/NTC/Evaluating_Jeihani_1112.pdf,

Iowa State University

https://intrans.iastate.edu/app/uploads/2021/10/gdlns_for_setting_speed_limits_and_using_DSFS_w_cvr.pdf

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Summarizing the above studies, the key findings were:

Iowa State University Study on Electronic School Zone Speed Limit Signs

Key Findings:

Short-term Effectiveness: Electronic school zone speed limit signs were more effective than original signs in reducing traffic speeds in the first month after installation.

Directional Impact: The signs were effective for both directions of traffic and during school start and dismissal times.

Long-term Variability: Speed increases were observed at the eastbound sign after 7 and 14 months, suggesting a reduction in long-term effectiveness.

24-Hour Analysis: Speeds increased over the same periods during a 24-hour cycle, indicating the signs' reduced influence over time.

Heavy Truck Response: Heavy trucks showed similar speed changes as other vehicles, indicating no specific reaction to the signs.

Reduction in High-end Speeding: Despite modest overall speed changes, the number of vehicles exceeding the school zone limit significantly decreased.

The Iowa State University study concludes that while electronic school zone speed limit signs are effective in the short term, their impact diminishes over time, especially for eastbound traffic. This indicates a need for ongoing monitoring and potentially supplementary measures to maintain effectiveness. The reduction in high-end speeding is a positive outcome, suggesting that such signs can be particularly effective in moderating the speeds of the fastest drivers, contributing to improved safety in school zones.

Morgan State University Study on Dynamic Speed Display Signs (DSDSs)

Study Focus: Investigating DSDS impact on driver speed behavior, using surveys and vehicle speed data.

Data Collection: Utilized a portable Trax Flex High Speed Counter on roads with limits of 25 mph, 35 mph, and 45 mph.

Key Findings:

Initial Effectiveness: DSDSs effectively reduced speeds in various road conditions.

Temporal Variability: Their effectiveness diminished over time and was only significant for short distances.

Mixed Driver Response: The size of the DSDS had varying impacts on driver compliance.

The Morgan State University study concludes that DSDSs are effective in reducing vehicle speeds initially, particularly in various road settings with different speed limits. However, the effectiveness of these signs decreases over time and distance from the sign. The study highlights the importance of considering the size of the signs and recommends using DSDSs in critical areas where safety is paramount, such as work zones or school zones. The integration of DSDSs with other speed control methods can enhance their overall effectiveness.

Federal Highway Administration on Speed Feedback Signs

Key Insights:

Sign Function: Speed Feedback signs display actual vehicle speed, aiming to reduce speeds relative to posted limits.

Effectiveness: Found effective in reducing mean and 85th percentile speeds in various situations.

Sign Placement and Design: Emphasizes correct posting and design according to MUTCD standards to ensure enforceability and encourage compliance.

The Federal Highway Administration's research concludes that Speed Feedback signs are a useful tool in reducing vehicle speeds, particularly in areas where drivers tend to travel at higher speeds. These signs are most effective when correctly positioned and designed according to established guidelines. The administration emphasizes the need for proper sign placement and regularity to ensure enforceability and compliance. The study suggests that these signs are beneficial in various traffic situations, including transitions from higher to lower speed zones.

PROJECT 2

In recent year the MGC Public Safety grant allowed traffic mitigation equipment such as barriers, cones that offers information, direction and notification of road closures and hazards. The Plainville Police department is requesting to add to some of this equipment understanding that replacement and maintenance in perpetuity would rely on the police department.

The equipment I am seeking is a smart flare incorporate an innovative radio-linked network to automatically sequence the flash. Approaching drivers see a sequentially-lit string of flares much like a runway landing strip that guides traffic around the incident or work zone. They are easy to deploy and provide advanced traffic guidance and safety for motorist and road professionals. The proposed Sequential Safety Flares have been granted an exemption from the Federal Motor Carrier Administration (FMCSA) to be used as warning device in lieu of warning triangles or fusee flares.

Generally, fusee flares are made up of strontium nitrate, potassium nitrate, or potassium perchlorate, mixed with a fuel such as charcoal, sulfur, sawdust, aluminum, magnesium, or a suitable polymeric resin. The traditional flare has several concerns and in many case brings up several safety concerns from:

- Inhalation hazard of benzene, particulates, nitrogen oxides, heavy metals, black carbon, and carbon monoxide the off gasses from a burning flare. when manual igniting.
- Fire and burn hazard and the traditional flare. The traditional temperature of a burning road flare is approximately 2650 degrees. The uses is require to manually light and place the flare exposing them to a burn risk. Further more due to the open flame many circumstances would prohibit the flare's use such as spills of oil, gas, and other petroleum products.
- Temperature of the traditional flare exceed the melting point of asphalt 350°, aluminum 1,221°, copper 350°, steel 2500° with most of this material being at an accident or hazardous scene.
- Storage and handling the flares also pose a health hazard when handling damaged unlit flares.
- Length of use traditional road flares typically last 20 to 30 minutes requiring and officer to manually replace the used flare prior to its exhaustion.
- A single unburned 20-min flare can potentially contaminate up to 2.2 acre feet of water.

The propose replacement of the traditional road flare resolves may of the above concerns

- Electronic flares in conjunction with ANSI clothing complement the reflective gear.
- Electronic flares are brighter, longer-lasting
- More visible from a distance.
- Easier to store and transport
- Brighter and, reduced glare for drivers.
- Electronic flares less likely to cause fires in areas with dry vegetation or other flammable materials.
- Electronic flares pose no risk of smoke inhalation.
- Electronic flares are also more durable than traditional flares and can be used in all weather conditions.
- Electronic safety flares can be used rain or shine.

In June of 2008 the national institute of Justice made an evaluation of Chemical and Electronic flares available through this hyperlink <https://www.ojp.gov/pdffiles1/nij/grants/224277.pdf> provides an extensive evaluation in short the conclusion was as a result of these issues, chemical and battery operated flare which are environmentally friendly, should be considered as viable alternatives.

The integration of electronic flares into every Plainville Police cruiser is a crucial advancement in our commitment to efficient and effective traffic management. These electronic flares serve as indispensable tools for our officers in various scenarios, including the swift implementation of traffic mitigation measures. Whether it's directing traffic during lane closures, promptly identifying hazards like potholes or frost heaves, managing narrow roadways, providing clear directional assistance to drivers, or executing road closures when necessary, these electronic flares enhance our ability to ensure road safety and streamline traffic flow. With this technology at our disposal, our officers can respond swiftly and effectively to any situation, reducing potential traffic congestion and enhancing overall public safety.

In cases where the situation demands further traffic control measures, our specialized traffic mitigation trailer comes into play. Equipped with a range of prominent equipment such as cones and barriers, the trailer provides us with the flexibility to adapt to the unique needs of each incident. This additional layer of capability allows us to create safe and well-organized traffic patterns, even in complex scenarios. The combined use of electronic flares in our police cruisers and the deployment of our traffic mitigation trailer ensures that the Plainville Police Department is well-prepared to handle a wide range of traffic management challenges, contributing to safer roads and more efficient traffic control for our community and safety of our officers.

II. Please describe the project in detail and how the proposed project will address the impact indicated above. Please include a breakdown of the proposed scope of work, the scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

PROJECT 1 Scope:

Material Procurement (6-8 weeks lead time):

Foundation and Posts: Ordered from Bell Traffic Solutions, including concrete foundation for speed signs and brushed aluminum posts (12'-15' height).

Speed Signs, Solar Equipment, and Wireless Integration Equipment: Purchased from All Traffic Solutions.

Installation Process:

Foundation and Posts Installation: Conducted by Bell Traffic, expected to take about 30-60 days.

Mounting of Speed Signs, Solar Panels, and Batteries: Following the foundation and post installation, these components will be installed and mounted on the poles by the Plainville Police and Plainville

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Highway Department.

Approximate Proposed Installation Locations:

Washington Street:

42.033519, -71.308239

42.033563, -71.308681

42.003162, -71.325231

42.003082, -71.324982

South Street:

41.998533, -71.330329

41.998561, -71.330542

42.024866, -71.346626

42.024480, -71.346304

Taunton Street:

42.017580, -71.306637

0. 42.017603, -71.306379

1. 42.031769, -71.312011

2. 42.031878, -71.311777

Messenger Street:

3. 42.012750, -71.299401

4. 42.012934, -71.299536

5. 42.007924, -71.320522

6. 42.007685, -71.320469

Data Integration and Analysis: The Plainville Police will manage the downloading and integration of data collected from these installations for analysis purposes.

This detailed plan ensures the strategic placement of speed signs with solar and wireless capabilities for effective traffic management and data analysis across the specified locations.

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These devices offer a non-biased, round-the-clock monitoring solution, capable of tracking the number of vehicles, their speed, and the effectiveness of traffic calming measures, such as electronic signs.

Key Benefits of Solar-Powered Traffic Monitoring Devices:

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traffic effectively and sustainably.

Data-Driven Traffic Management Short-term Impact and Long-term Strategy

The initial effectiveness of these speed signs in reducing vehicle speeds, as evidenced by the studies, can be leveraged to immediately address safety concerns in high-risk areas such as school zones, busy intersections, and stretches of road with high pedestrian activity. However, the noted decrease in effectiveness over time suggests a need for a dynamic approach. Regular data analysis can help in identifying patterns or times when the signs become less effective, prompting adjustments in traffic management strategies.

Tailoring Speed Limits and Signage

Data on speed variances and compliance rates can be used to adjust speed limits or signage placement for optimal impact. For example, if data reveals that certain areas consistently have speeding issues despite signage, this might indicate the need for additional measures such as enhanced enforcement, physical road changes, or additional signage.

Identifying High-risk Zones

By analyzing speed data and compliance rates, high-risk zones for both vehicles and pedestrians can be identified. Areas with frequent speeding or non-compliance can be targeted for increased safety measures, such as pedestrian crossing signals, better street lighting, or speed bumps.

Pedestrian Safety Enhancement School Zones and Residential Areas

In school zones and residential areas, where pedestrian activity is high, data from speed signs can inform the best times for active speed regulation. For instance, during school start and end times, or when children are likely to be playing in residential areas, the signs can be programmed to display more prominent warnings or reminders.

Crosswalks and Intersections

Near crosswalks and intersections, speed data can help determine the need for additional safety measures. If data indicates that vehicles frequently approach these areas at high speeds, measures such as flashing lights at crosswalks or additional stop signs at intersections can be implemented.

Traffic Flow Optimization Congestion Management

Data from speed signs can also aid in managing traffic flow and reducing congestion. By understanding traffic patterns and speed trends, adjustments can be made to traffic light timings, road layouts, or even public transportation schedules to optimize flow and reduce the chances of accidents.

Heavy Vehicle Monitoring

The studies suggest that heavy trucks often comply with speed limits similar to other vehicles. This data can be used to inform truck-specific safety initiatives or routing recommendations, especially in areas with mixed vehicular and pedestrian traffic.

Continuous Improvement through Technology Advanced Monitoring Systems

Integrating advanced monitoring systems like the ATS TrafficCloud can provide real-time data, enabling prompt responses to emerging traffic safety issues. Automated alerts for high-speed violations or equipment malfunctions enhance the ability to react quickly to safety hazards.

Community Engagement

Publicly sharing speed data and compliance statistics can also play a role in community engagement, making residents more aware of traffic safety issues and potentially influencing driver behavior.

Conclusion

Incorporating data from speed signs into our traffic management and safety strategies offers a multifaceted approach to enhancing vehicular and pedestrian safety. By continuously analyzing and responding to this data, we can create a safer, more responsive traffic environment that adapts to the changing needs of our community.

PROJECT 2

The proposed project involves the acquisition and integration of electronic flares into the Plainville Police Department's patrol cruisers, which aims to enhance traffic management capabilities and address several critical safety and environmental concerns associated with traditional road flares. The project will start with the procurement of electronic flares for deployment in the police cruisers. These electronic flares are designed to replace traditional, environmentally hazardous road flares. The project's scope includes the following steps required for its completion:

Equipment Procurement: Device Procurement (2-4 weeks lead time):

Installation: Each police cruiser will undergo installation of the electronic flares, which is expected to take approximately one hour per vehicle. This step ensures that every patrol car is equipped with this advanced traffic management tool.

Training: Police officers will receive training on the proper use and deployment of the electronic flares. This training will familiarize them with the innovative radio-linked network that automatically sequences the flash of these smart flares. To complement the use of electronic flares, police officers will be provided with ANSI clothing, enhancing their visibility and safety during traffic control operations.

Deployment and Testing:

The electronic flares will be deployed during various traffic scenarios, including lane closures, hazard identification, road narrowing, directional assistance, and road closures. Testing will ensure that the equipment operates effectively in real-world situations.

Monitoring and Maintenance: The police department will establish a maintenance schedule to ensure the continued functionality of the electronic flares. This includes regular checks, battery replacement, and equipment upkeep.

The implementation of electronic flares represents a significant improvement over traditional flares, addressing various safety concerns. Electronic flares are brighter, longer-lasting, and safer for both officers and the environment. They eliminate risks associated with smoke inhalation, fires, and the contamination of water sources. Furthermore, electronic flares can be used in all weather conditions, making them a versatile and reliable tool for traffic management.

The project aligns with the findings of the National Institute of Justice, which recommends the consideration of battery-operated flares as environmentally friendly alternatives to traditional flares. By adopting this technology, the Plainville Police Department aims to enhance its commitment to efficient and effective traffic management, ultimately contributing to safer roads, reduced traffic

congestion, and improved public safety for the community. The expected lead time for ordering the equipment is approximately 1-4 weeks, and full implementation is anticipated within two weeks after receiving the kits, ensuring a swift and seamless transition to this advanced traffic management solution.

The disposal of traditional flares will be conducted in strict accordance with local, state, and federal regulations governing the handling and disposal of hazardous materials. This ensures that the removal of the old flares is carried out safely, mitigating any potential risks to the environment, public health, and safety. Proper disposal aligns with the department's commitment to responsible and sustainable practices while transitioning to the safer and more environmentally friendly electronic flares.

PROJECT 3

Project 3 - is a funding initiative that will support a regionalized Regional Destination Marketing Initiative, utilizing remaining funds AFTER the completion of Plainville Public Safety's Public Safety Grant projects are completed.

Proposed MGC Grant Budget

Please use the following table to outline the project budget. Please include as an attachment any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation.

Description of Purchase/Work	Timeline	Cost per Unit	QTY	Budget
PROJECT - 1				
Insulation of foundation and Pole	3-5 weeks	\$3500	16	\$36480.00
Shield 15B Speed Display	4 - 6 weeks	\$2572.00	16	\$41,152.00
Mobile User Interface perpetual license	Upon delivery	\$100.00	1	\$100.00
Bluetooth enabled device	Upon delivery	\$412.00	16	\$6,592.00
Traffic Data Collection vehicle statistics	Upon delivery	\$515.00	16	\$8,240.00
Solar kit	Upon delivery	\$605.00	16	\$9,680.00
Solar panel	Upon delivery	\$478.00	16	\$7,792.00
Shipping and Handling	Upon delivery	\$1600	1	\$1,600
PROJECT - 2	Discount (All Traffic)			\$8826.00
Professional" Smart Sequential Flares - 10 Set	2-4-weeks	\$750.00	25	\$18,500
Install	1 week			\$0.00
	Manufacture Discount			\$250.00
Sub-total project 1 & 2				\$121,310.00
PROJECT - 3				
Regional Destination Marketing Initiative				\$31,990
	TOTAL: project 1,2 &3			\$153,300