



19

COMMUNITY
MITIGATION
FUND

APPENDIX D

2019 Transportation Planning Grant Application

BD-19-1068-1068C-1068L-33629

Please complete the entire application.

☐ **ck if a joint application**

West Springfield

1. NAME OF MUNICIPALITY(IES)/GOVERNMENT ENTITY(IES)/DISTRICT(s)

Mayor's Office

2. DEPARTMENT RECEIVING FUNDS

Sharon Wilcox, Chief Financial Officer and Town Accountant

3. LEAD APPLICANT - NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)

26 Central Street, West Springfield, MA 01089

4. ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)

(413) 263-3025 swilcox@townofwestspringfield.org

5. PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS (CONTRACT MANAGER)

Not Applicable

6. NAME AND CONTACT INFORMATION OF JOINT APPLICANTS - MUNICIPALITIES /GOVERNMENT ENTITIES/DISTRICTS

William Reichelt, Mayor

7. NAME AND TITLE OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)

26 Central Street, West Springfield, MA 01089

8. ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)

(413) 263-3041 wreichelt@townofwestspringfield.org

9. PHONE #, EMAIL, AND ADDRESS OF INDIVIDUAL(S) AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY(IES)/GOVERNMENTAL ENTITY(IES)

MGM Springfield

10. NAME OF GAMING LICENSEE

1. IMPACT DESCRIPTION

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

The transportation impacts attributed to the operation of the gaming facility is increased bicycle and pedestrian activity. As part of the MEPA finding, Transportation Demand Management strategies were implemented at and in the vicinity of the casino that will support bicycle and pedestrian modes of transportation. A very robust network of bicycle and pedestrian enhancements were implemented at and surrounding the Casino last year prior to the opening. This project will provide a means to support these modes of transportation, enhance their visibility and usage with an emphasis on bicycling. Funds from this grant will be used for the Town's contribution and entrance into the Pioneer Valley Bike Share Program. It will enhance the 9 bicycle station within the MGM resort and numerous stations in the immediate area of the resort.

This type of project will support Complete Streets efforts in the Town of West Springfield, City of Springfield as well as other parts of the Pioneer Valley Region. This type of mitigation measure is relatively new (started in 2018). Therefore, this was an unforeseen transportation measure that the Town wasn't able to plan for during the MEPA process. This project will support achieving bicycle/pedestrian mode share targets identified in the MEPA certificate.

2. PROPOSED USE OF TRANSPORTATION PLANNING FUND

The Town of West Springfield will utilize the funding for planning, design/build and entrance into the ValleyBike Share Program. The existing ValleyBike Share network consists of 5 communities and the University of Massachusetts. The City of Springfield is part of the system with numerous stations in the City as well as one at the MGM Casino Resort. There will be a 9 community (one of which is West Springfield) project proposal for expansion of the ValleyBike Share network this year. The project will be requesting the use of Congestion Mitigation and Air Quality (CMAQ) funds to cover the majority of the project costs. The current intent is to have the project in the FFY 2020-2024 TIP. Funds from the CMAQ program are what were used for its startup. West Springfield would have two bicycle stations as part of the TIP project. The community participation (match) will be the bicycle station pads and electrical services. There are currently two stations per community as part of the CMAQ project. The Town's contribution to project is the planning, design/build of the bicycle station platforms and associated electric service for the bicycles, docking stations and kiosk. Funds would be used for the design/build of these stations so they are in place for when the CMAQ project begins. In addition to this the Town would like to add a third station to supplement the two. Funds would also be used for the planning, design/build of the station as well as the purchase of the bicycles, charging stations and kiosk. This third station would be implemented during or prior to the CMAQ project. All stations will be sited on municipal property.

3. PROPOSED MITIGATION (Please attach additional sheets/supplemental materials if necessary.)

a) Please identify the amount of funding requested.

The total amount of funding requested is \$83,400.00 The breakdown of this is as follows:

Location 1 – Concrete Pad and Electrical \$ 4,900.00

Location 2 – Concrete Pad and Electrical Charging Station,
Kiosk , Bicycles And Misc. \$ 73,000.00

Location 3 – Concrete Pad, Electrical, \$ 5,500.00

Attached in Appendix A are the detailed cost estimate breakdowns.

b) Please identify below the manner in which the funds are proposed to be used.

The funds will be used to plan design/build three bicycle station pads and install electrical service to them to support the ValleyBike Share system. This will be done by private vendors hired by the Town or a combination of private contractors and municipal staff. Hardware and bicycles will be purchased for station 2 from a vendor that supplies hardware and bicycles for the regional system. Stations 1 and 3 will be the municipal contribution to the BikeShare Expansion proposal for the use of CMAQ funding. Station 2 will be done independent of the CMAQ proposal.

c) Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of mitigating the impact from the construction of a proposed gaming establishment.

Appendix B is a letter dated January 31, 2019 from Mayor William C. Reichelt to the Pioneer Valley Metropolitan Planning Organization (MPO) supporting and committing to the Bike Share project. Appendix A is an estimated cost breakdown of how the funds will be used.

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

This project will support the Transportation Demand Management measures implemented by the development for bicycle modes of travel. The electric assisted bicycles will open up a transportation option to a large population that may not have access to bicycles. These stations are sited within an environmental justice area. There is a population of approximately 2,200 people within a quarter mile and 5,000 people within a half mile of the stations. There are extensive sidewalk networks for these people to walk from their residence to the bicycles.

The travel routes between the MGM Casino BikeShare stations and these proposed stations ranges from 1.1 to 2.5 miles. These short distances are ideal for the use of these bicycles. Appendix C is a map depicting the proposed locations and potential travel routes to/from the casino for patrons and employees. Appendix D contains excerpts from the transportation mitigation plans for the casino development as well as pictures of the improvements in place. These bicycles will have the opportunity to utilize this new infrastructure and reduce the vehicular traffic on the roadway. It is anticipated that the visibility of these bicycles being used will help encourage other people to try and utilize this mode of transportation as well as the new infrastructure surrounding the casino.

4. CONNECTION TO GAMING FACILITY

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

As noted in Section 3 d), the proposed bicycle stations are between 1.1 to 2.5 miles from the Casino. These bicycles will be able to utilize the roadway improvements installed by the casino development and have a direct connection to the ValleyBike Share Station in the courtyard of the MGM casino. Station 1 will be located on Park Street at the westerly limit of a new complete streets design utilizing funds from the 2018 Community Mitigation Program. This project will improve the roadway infrastructure on one of the primary travel routes to/from the casino. Station 3 will be located on the eastern end of Memorial Avenue which is part of the Memorial Avenue Complete Streets project (State Project # 608374). This project will also improve bicycle connections to/from the MGM casino. Station 2 will be located on Main Street between Park Street and Memorial Avenue. Therefore, both of the previously mentioned designs will support this station as well. Appendix C is a map depicting this.

5. IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS

Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

All funds received from this grant will be used exclusively on the ValleyBike Share project described in this application only. When awarded the grant, copies of any contracts, agreements and invoices between the Town and any agencies can be provided to the Gaming Commission as well as a copy of the purchase order documenting the use of the grant and Town funds used on the project. The funds will be retained in a grant account, pursuant to G.L. c.44, section 53A, and could only be expended for the purposes stated herein and in the grant.

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

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

Appendix B contains the January 31, 2019 letter to the Pioneer Valley MPO in support of and commitment to the ValleyBike Share system. The Pioneer Valley Planning Commission is a partner of the system.

7. MATCHING FUNDS FROM GOVERNMENTAL OR OTHER ENTITY

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

The Town of West Springfield is committed to implementing this project. Municipal staff will provide services to assist in the planning, design/build process. Any costs that exceed the requested amounts will be supplemented and paid for by the Town of West Springfield.

8. 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.

The surrounding community agreement did not include provision for ValleyBike Share since it wasn't a project at the time. ValleyBike Share only recently was funded and began operating in 2018. The two primary travel routes to/from the casino through West Springfield will be utilized by these bicycles. The project supports the bicycle infrastructure system. Appendix F contains relevant excerpts from the Casino Development impact report and MEPA Certificate.

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.

ValleyBike Share recently launched in June of 2018. This program was only funded in recent years after mitigation for the casino was solidified.

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.

See Appendix F contains relevant excerpts from the December 31, 2014, MEPA Certificate.

Pages 14 and 15 Bicycle and Pedestrian Infrastructure.

Page 21 Transportation Demand Management Mode Share Targets (Bicycle and Pedestrian)

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

ValleyBike Share didn't exist at the time of the MEPA decision or when the host agreement was executed. As previously mentioned ValleyBike Share was only recently launched in 2018 and added into the final stages of the casino construction. Therefore, this enhancement to the casino mitigation measures could not have been anticipated years ago.

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

This project will support the mitigation measures at and in proximity of the casino. Additional bicycle usage will help the MGM Casino achieve it's mode share targets for bicycle and pedestrian usage. The Town has complete streets mitigation projects under design which will enhance the infrastructure for these bicycles.

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

CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.

William C. Reichelt, Mayor
(signature page uploaded)

2/1/2019

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

Date

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.

William C. Reichelt, Mayor



2/1/2019

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

Date

APPENDIX – A

COST ESTIMATES

STATION 1

Estimate For Bikeshare (Concrete Pad and Electric Service) at Library on Park Street

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>COST</u>
120.1	Unclassified Excavation	CY	15	\$ 28.00	\$ 420.00
151.03	Gravel Borrow Type C	CY	8	\$ 36.00	\$ 288.00
701.1	Cement Concrete	SY	20	\$ 63.00	\$ 1,260.00
	1" Schedule 80 PVC Conduit	10' lengths	8	\$ 14.50	\$ 116.00
	1" PVC Terminal Adapter	Each	4	\$ 0.33	\$ 1.32
	#12 THHN Black Wire	LF	80	\$ 0.29	\$ 23.20
	#12 THHN White Wire	LF	80	\$ 0.29	\$ 23.20
	#12 THHN Green Wire	LF	80	\$ 0.29	\$ 23.20
	1" PVC 45 Degree Elbow	Each	4	\$ 0.71	\$ 2.84
	Milbank U3499-XI-100 Meter/Main	Each	1	\$ 262.00	\$ 262.00
	ARP00004CH12 HUB	Each	1	\$ 10.18	\$ 10.18
	5/8 X 8 Ground Rod	Each	1	\$ 16.89	\$ 16.89
	Milbank5T8K2 5TH JAW	Each	1	\$ 17.45	\$ 17.45
	Simmans BF120A GFI Breaker	Each	1	\$ 156.78	\$ 156.78
	Labor	HR	8	\$ 112.00	\$ 896.00
				\$	3,517.06
			10% contingency	\$	351.71
			Total	\$	3,868.77
			5% Police	\$	193.44
			Total	\$	4,062.20
			with 20% Mobilization	\$	812.44
				\$	4,874.65
			Rounded	\$	4,900.00

STATION 2

Estimate for Bikeshare (Complete Station) at Merrick Community Center on Main Street

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
120.1	Unclassified Excavation	CY	10	\$ 28.00	\$ 280.00
151.03	Gravel Borrow Type C	CY	8	\$ 36.00	\$ 288.00
701.1	Cement Concrete	SY	20	\$ 63.00	\$ 1,260.00
	1" Schedule 80 PVC Conduit	10' lengths	4	\$ 14.50	\$ 58.00
	1" PVC Terminal Adapter	Each	4	\$ 0.33	\$ 1.32
	#12 THHN Black Wire	LF	40	\$ 0.29	\$ 11.60
	#12 THHN White Wire	LF	40	\$ 0.29	\$ 11.60
	#12 THHN Green Wire	LF	40	\$ 0.29	\$ 11.60
	1" PVC 45 Degree Elbow	Each	4	\$ 0.71	\$ 2.84
	Milbank U3499-XI-100 Meter/Main	Each	1	\$ 262.00	\$ 262.00
	ARP00004CH12 HUB	Each	1	\$ 10.18	\$ 10.18
	5/8 X 8 Ground Rod	Each	1	\$ 16.89	\$ 16.89
	Milbank5T8K2 5TH JAW	Each	1	\$ 17.45	\$ 17.45
	Simmans BF120A GFI Breaker	Each	1	\$ 156.78	\$ 156.78
	Labor	HR	8	\$ 112.00	\$ 896.00
					\$ 3,284.26
				10% contingency	\$ 328.43
				Total	\$ 3,612.69
				5% Police	\$ 180.63
				Total	\$ 3,793.32
				with 20% Mobilization	\$ 758.66
					\$ 4,551.98
				Rounded	\$ 4,600.00
	Electric Assisted Bikes	Each	7	\$ 3,800.00	\$ 26,600.00
	Recharging Docks	Each	10	\$ 525.00	\$ 5,250.00
	Kiosk/Payment Terminal/Wayfinding	Each	1	\$ 12,800.00	\$ 12,800.00
	Wayfinding Advertising Panel	Each	1	\$ 7,600.00	\$ 7,600.00
	Planning	Each	1	\$ 850.00	\$ 850.00
	Installation	LS	1	\$ 2,000.00	\$ 2,000.00
				Total	\$ 59,700.00
				10% cont	\$ 5,970.00
				Total	\$ 65,670.00
	Shipping				\$ 1,250.00
	Spare Parts				\$ 200.00
				Total	\$ 67,120.00
				Rounded	\$ 68,000.00
				Combined Total	\$ 72,600.00
				Rounded	\$ 73,000.00

STATION 3

Estimate for Bikeshare (Concrete Pad and Electric Service) at Memorial Ave

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>COST</u>
120.1	Unclassified Excavation	CY	20	\$ 28.00	\$ 560.00
151.03	Gravel Borrow Type C	CY	8	\$ 36.00	\$ 288.00
701.1	Cement Concrete	SY	20	\$ 63.00	\$ 1,260.00
	1" Schedule 80 PVC Conduit	10' lengths	10	\$ 14.50	\$ 145.00
	1" PVC Terminal Adapter	Each	4	\$ 0.33	\$ 1.32
	#12 THHN Black Wire	LF	100	\$ 0.29	\$ 29.00
	#12 THHN White Wire	LF	100	\$ 0.29	\$ 29.00
	#12 THHN Green Wire	LF	100	\$ 0.29	\$ 29.00
	1" PVC 45 Degree Elbow	Each	4	\$ 0.71	\$ 2.84
	Milbank U3499-XI-100 Meter/Main	Each	1	\$ 262.00	\$ 262.00
	ARP00004CH12 HUB	Each	1	\$ 10.18	\$ 10.18
	5/8 X 8 Ground Rod	Each	1	\$ 16.89	\$ 16.89
	Milbank5T8K2 5TH JAW	Each	1	\$ 17.45	\$ 17.45
	Simmans BF120A GFI Breaker	Each	1	\$ 156.78	\$ 156.78
	Labor	HR	10	\$ 112.00	\$ 1,120.00
					\$ 3,927.46
				10% contingency	\$ 392.75
				Total	\$ 4,320.21
				5% Police	\$ 216.01
				Total	\$ 4,536.22
				with 20% Mobilization	\$ 907.24
					\$ 5,443.46
				Rounded	\$ 5,500.00

APPENDIX – B

MAYOR REICHEL LETTER

City of West Springfield

26 Central Street, Suite 23
West Springfield, MA 01089-2785



(413) 263-3041
wreichelt@West-Springfield.ma.us

January, 31, 2019

Pioneer Valley Metropolitan
Planning Organization
C/O Pioneer Valley Planning Commission
60 Congress Street
Springfield, MA 01104

William C. Reichelt
Mayor

RE: Letter of Support for Regional CMAQ Proposal for ValleyBike Share Expansion

Dear Members;

I am writing to express the support from the City of West Springfield for the 9-community regional proposal for ValleyBike Share Phase 2 for funding under the Congestion Mitigation Air Quality (CMAQ) program.

ValleyBike Share is the largest ped-electric bike share program in North America currently serving: Springfield, Northampton, Holyoke, Amherst, South Hadley, and UMass, with 50 stations and 500 bikes. It has just completed its highly successful first year with over 85,000 miles ridden by bike share members.

The proposed project would enable the expansion of ValleyBike Share to include 22 additional stations as well as add four (4) new communities: Chicopee, Easthampton, West Springfield, and Hadley. CMAQ funds will be used to purchase bike share equipment such as ped-electric bikes, docks, payment kiosks and wayfinding stations.

ValleyBike Share has already shown its value as a viable component of the transportation system and an ability to provide an alternative to auto trips reducing congestion and emissions. It also provides benefits to public health through exercise and to climate change through reduced carbon emissions. This proposed expansion will provide a more complete and connected network for ValleyBike Share by filling gaps in service with the addition of key communities that are missing pieces in the bike share system that is central to the region.

West Springfield is in full support of the expansion of ValleyBike Share and would assist in the efforts to recruit sponsors for bike share stations.

I urge the Pioneer Valley Planning Commission, the Joint Transportation Committee, and the Metropolitan Planning Organization to provide the requested CMAQ funding for the ValleyBike Share Phase 2 project.

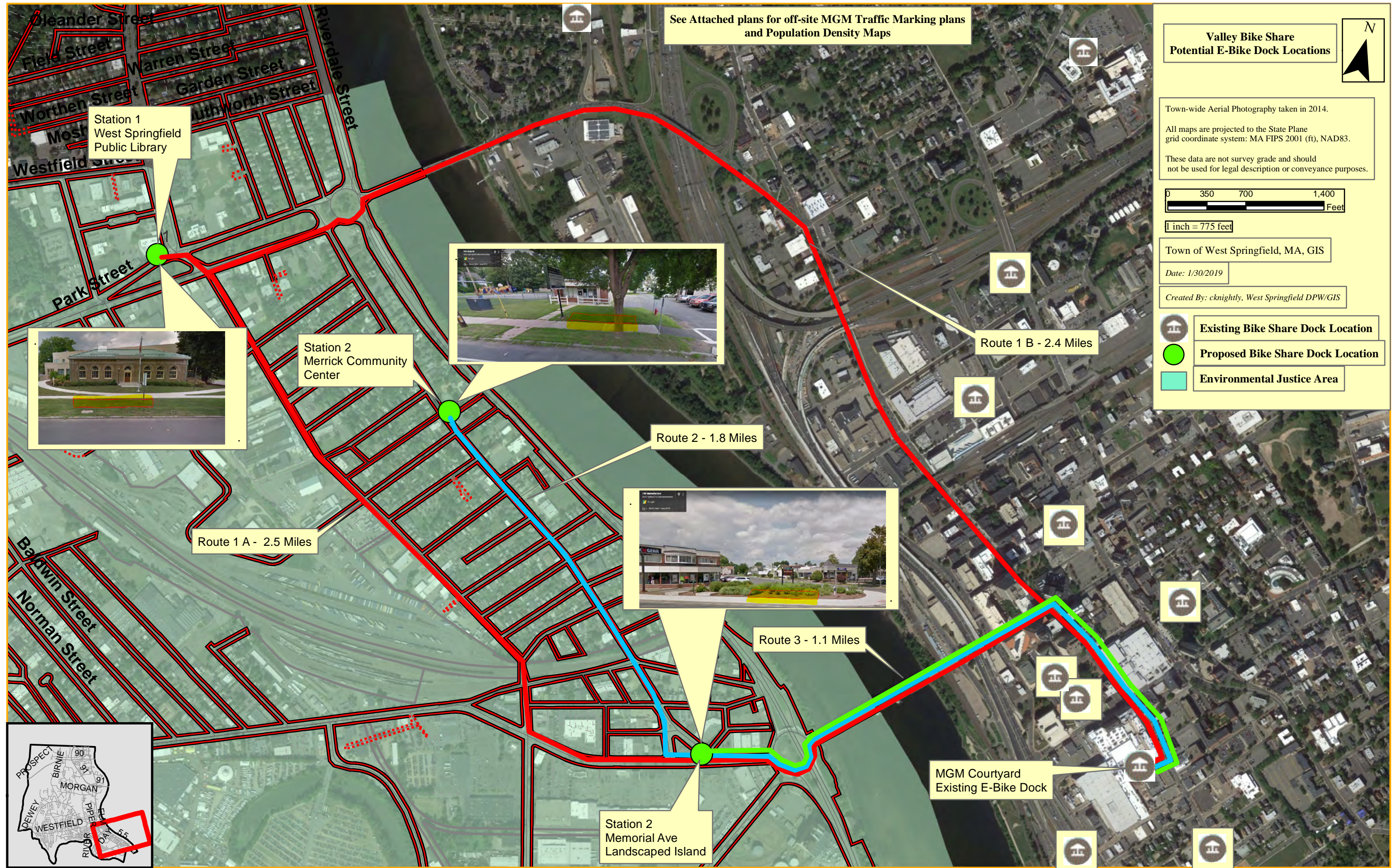
Sincerely,



Mayor William C. Reichelt

APPENDIX – C

LOCATION AND ROUTE MAP



See Attached plans for off-site MGM Traffic Marking plans and Population Density Maps

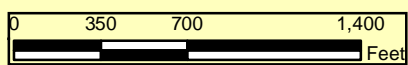
Valley Bike Share Potential E-Bike Dock Locations



Town-wide Aerial Photography taken in 2014.

All maps are projected to the State Plane grid coordinate system: MA FIPS 2001 (ft), NAD83.

These data are not survey grade and should not be used for legal description or conveyance purposes.



1 inch = 775 feet

Town of West Springfield, MA, GIS

Date: 1/30/2019

Created By: cknighly, West Springfield DPW/GIS

- Existing Bike Share Dock Location
- Proposed Bike Share Dock Location
- Environmental Justice Area

Station 1
West Springfield
Public Library

Station 2
Merrick Community
Center

Route 2 - 1.8 Miles

Route 1 B - 2.4 Miles

Route 1 A - 2.5 Miles

Route 3 - 1.1 Miles

MGM Courtyard
Existing E-Bike Dock

Station 2
Memorial Ave
Landscaped Island





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Home

How it works

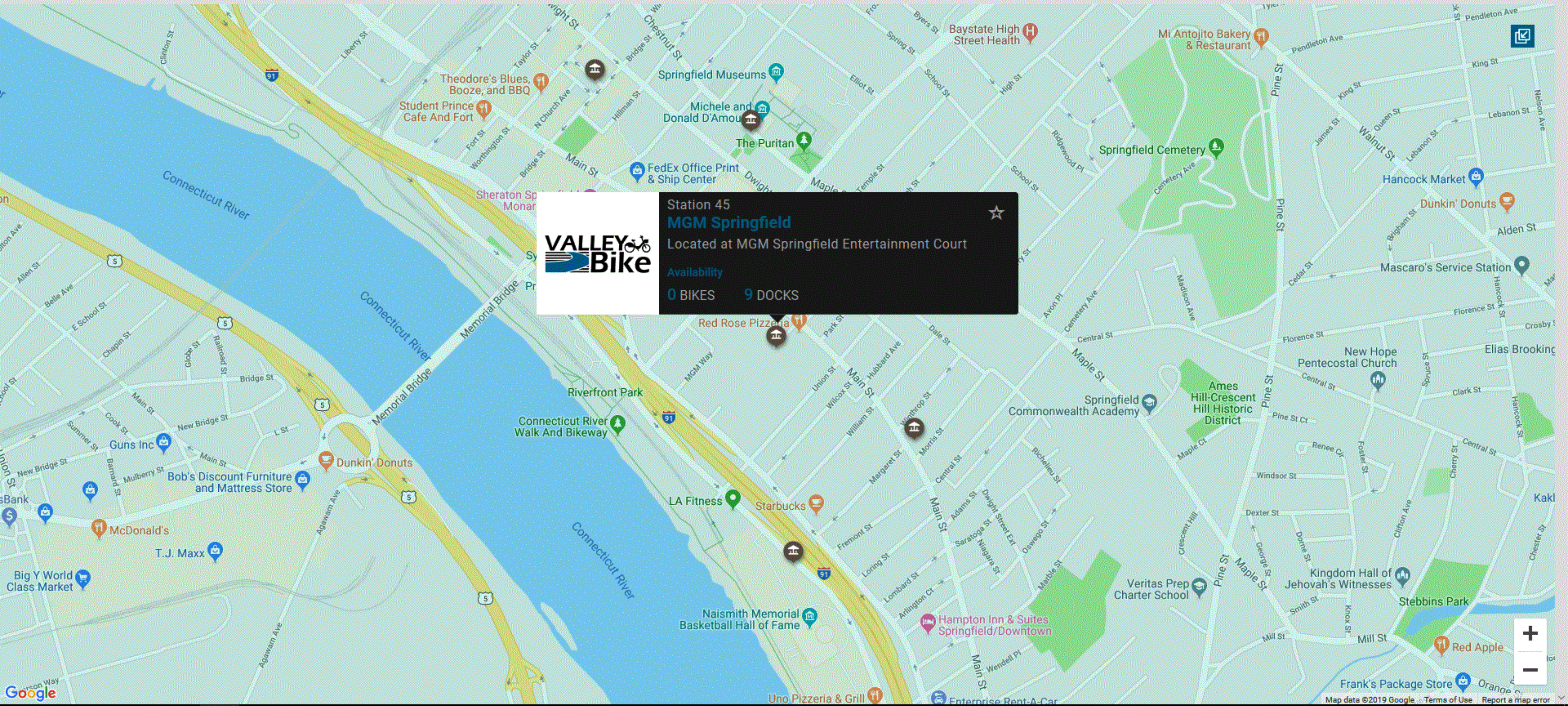
ValleyBike Share System


Pricing

Sponsors

About us

EN





Station 45

MGM Springfield

Located at MGM Springfield Entertainment Court

Availability

0 BIKES 9 DOCKS

ABOUT

PLANNING

DOING

MEASURING



Home > Doing > ValleyBike Share

ValleyBike Share

Subscribe to Updates

Visit the new ValleyBike.org website
for more information...



PVPC PROJECT STAFF

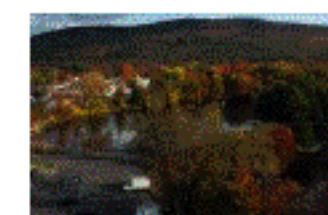
- Catherine Ratte, Principal Planner & Section Manager: [413.781.6045](tel:413.781.6045); cratte@pvpc.org
- Joshua A. Garcia, Municipal Services, Manager: [413.781.6045](tel:413.781.6045); jgarcia@pvpc.org
- Patrick Beaudry, Communications Manager: [413.781.6045](tel:413.781.6045); pbeaudry@pvpc.org

Project Manager



Catherine Ratte
Principal Planner/Section Manager
E-mail: cratte@pvpc.org

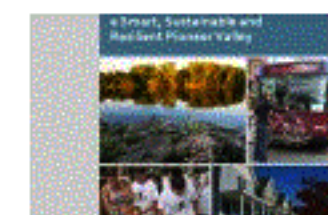
News and Articles



07 DEC

The Springfield Republican: ValleyBike Share closes for winter, promises to address 'issues' for 2019

ValleyBike Share began this summer with 500 electrically assisted smart bicycles deployed to 50 docking stations in the five cities and towns. Users can buy memberships or rent the bikes.



02 JUN

ValleyBike Blog: ValleyBike Share Rolls Ahead

The communities of Amherst, Holyoke, Northampton, South Hadley and Springfield, the University of

APPENDIX – D

RECENT INFRASTRUCTURE IMPROVEMENTS

TRANSPORTATION IMPROVEMENT PROJECT

MGM SPRINGFIELD
OFF-SITE MITIGATION
TITLE SHEET & INDEX
SHEET 1 OF 150

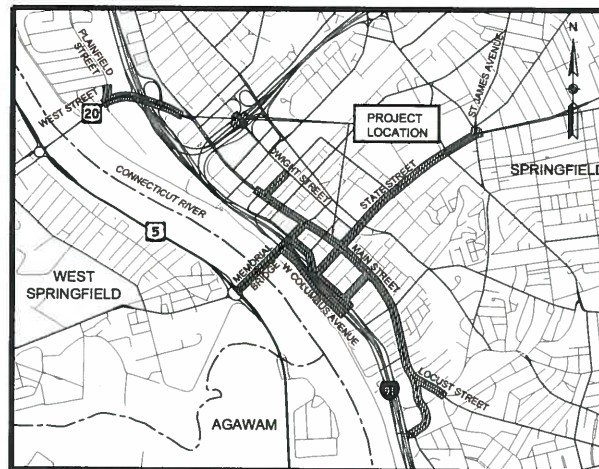
PLAN OF
MGM SPRINGFIELD OFF-SITE MITIGATION
PACKAGE 1 OF 2

IN THE CITY OF
SPRINGFIELD
HAMPDEN COUNTY

THE MASSACHUSETTS HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES DATED 1980, AS AMENDED, THE SUPPLEMENTAL SPECIFICATIONS DATED JULY 1, 2015, THE 2014 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS WITH MASSACHUSETTS AMENDMENTS, THE 1980 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, WILL GOVERN.

FINAL PS&E SUBMITTAL

SHEET NO.	DESCRIPTION
1	TITLE SHEET & INDEX
2	LEGEND & ABBREVIATIONS
3-4	KEY PLANS
5-13	TYPICAL SECTIONS
14-28	CONSTRUCTION PLANS
29-68	TRAFFIC SIGN & PAVEMENT MARKING PLANS
69-71	TRAFFIC SIGN SUMMARY
72	WAYFINDING SIGN PLAN
73-106	TRAFFIC SIGNAL PLANS
107-109	TEMPORARY TRAFFIC CONTROL PLANS
110-112	CONSTRUCTION DETAILS
113-115	WHEELCHAIR RAMP DETAILS
116-118	STRUCTURAL DETAILS
119-150	CROSS SECTIONS




0 1500 3000 4500 6000
SCALE: 1" = 1500'









DESIGN DESIGNATION

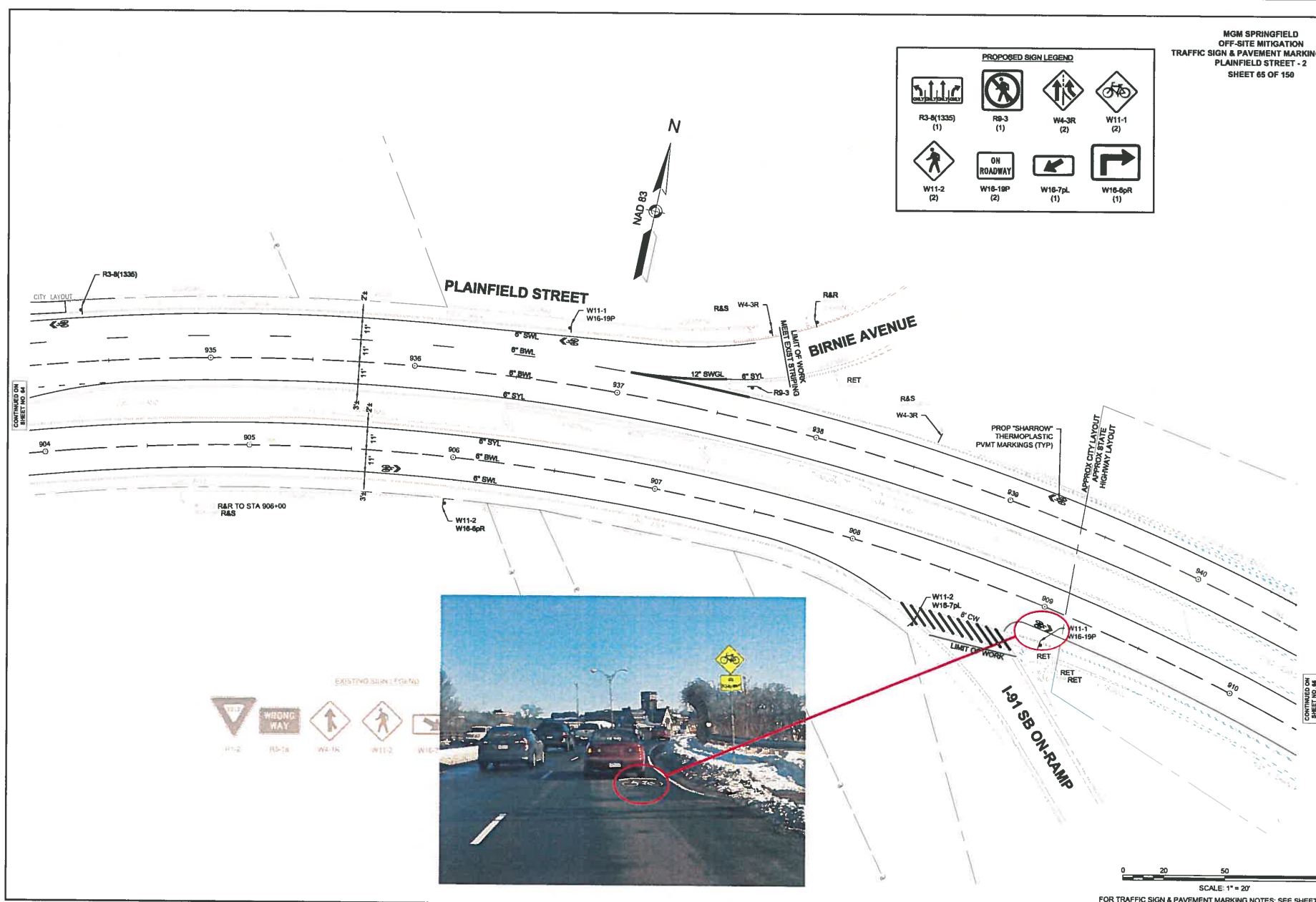
	STATE STREET	MAIN STREET	UNION STREET
DESIGN SPEED	30 MPH	30 MPH	30 MPH
ADT (2015)	11,100 VPD	13,650 VPD	10,915 VPD
ADT (2025)	16,120 VPD	16,295 VPD	13,760 VPD
K	8.2%	7.7%	7.6%
D	66.1% WB	50.6% SB	57.9% EB
T (PEAK HOUR)	2.0%	2.0%	2.0%
T (AVERAGE DAY)	1.0%	2.0%	2.0%
DHV	1,320 VPH	1,255 VPH	1,075 VPH
DDHV	875 VPH	635 VPH	620 VPH
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	URBAN COLLECTOR

	EAST COLUMBUS AVENUE	WEST COLUMBUS AVENUE	ROUTE 20/20A / PLAINFIELD STREET
DESIGN SPEED	35 MPH	35 MPH	35 MPH
ADT (2015)	11,125 VPD	10,365 VPD	37,020 VPD
ADT (2025)	15,230 VPD	11,555 VPD	39,800 VPD
K	7.4%	10.9%	7.5%
D	100% NB	100% SB	55.2% WB
T (PEAK HOUR)	2.0%	2.0%	2.0%
T (AVERAGE DAY)	1.0%	1.0%	4.0%
DHV	1,125 VPH	1,260 VPH	2,965 VPH
DDHV	1,125 VPH	1,260 VPH	1,850 VPH
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL	MINOR ARTERIAL	PRINCIPAL ARTERIAL

1/1/2016	ISSUED FOR CONSTRUCTION	
DATE	DESCRIPTION	REV #
		
TEC, Inc. 65 Glenn Street 169 Ocean Blvd Lawrence, MA 01843 Hampton, NH 03842		
DRAWN BY SJM/SWG	CHECKED BY MCM	DATE 1/1/2016
APPROVED BY APPROPRIATE/PSD	APPROVED BY NRD	PROJECT NO. 70454

PROPOSED SIGN LEGEND

 R3-8(1335) (1)	 R8-3 (1)	 W4-3R (2)	 W11-1 (2)
 W11-2 (2)	 W16-1BP (2)	 W16-7pL (1)	 W16-5pR (1)

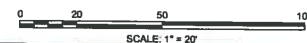


0 20 50 100
SCALE: 1" = 20'
FOR TRAFFIC SIGN & PAVEMENT MARKING NOTES: SEE SHEET NO. 29

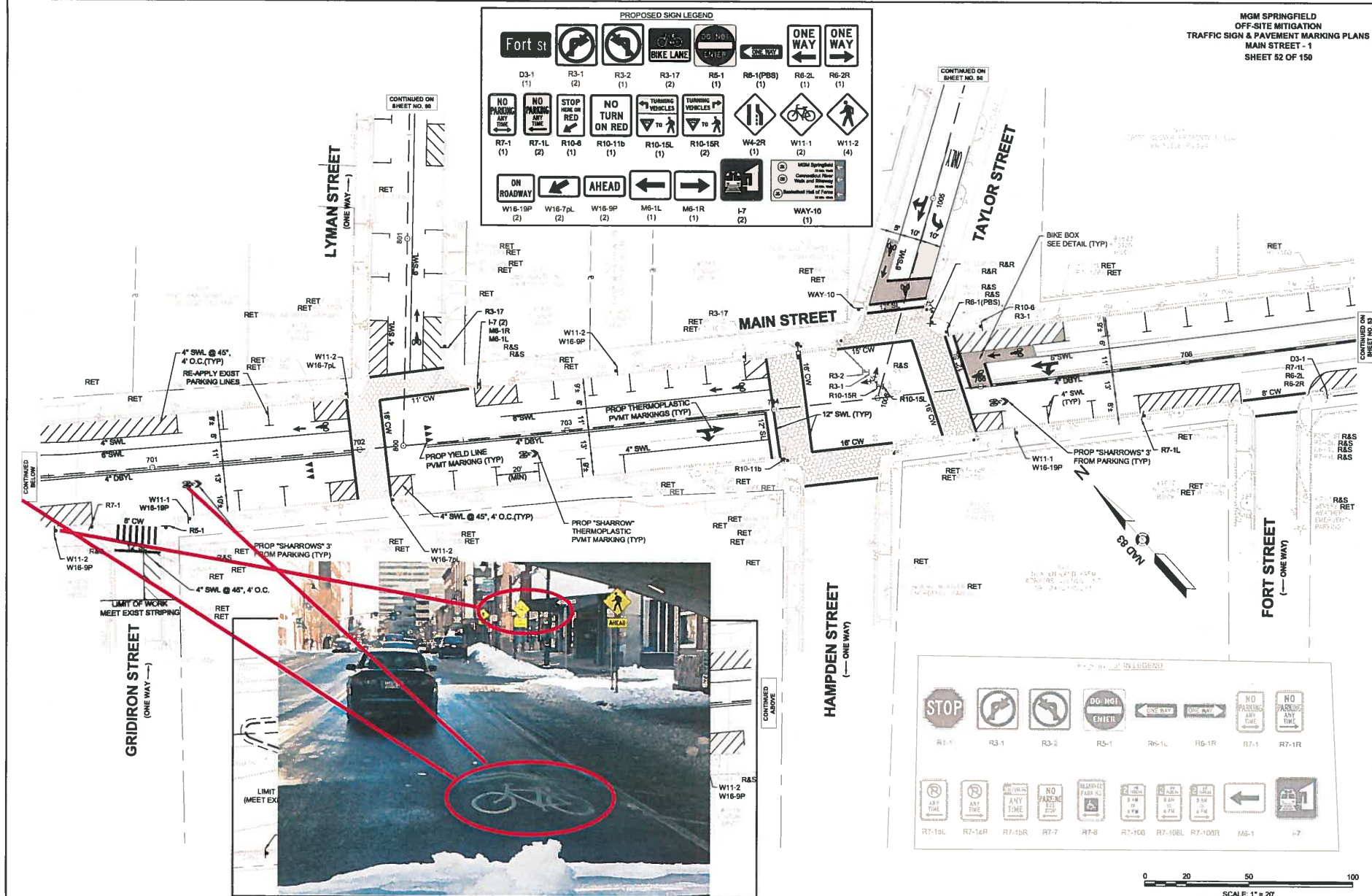


1. ALL EXISTING SIGNS WITHIN THE PROJECT SHALL BE RETAINED UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
2. ALL PAVEMENT MARKINGS (LINES, ARROWS, LEGENDS & SYMBOLS) WITHIN THE LIMITS OF WORK SHALL BE THICKENED WITH THERMOPLASTIC UNLESS OTHERWISE NOTED. IF EXISTING PAVEMENT MARKINGS PREVENT THE PROPER INSTALLATION OF THERMOPLASTIC MATERIALS, THEY SHALL BE REMOVED BY APPROVED METHOD.
3. ALL EXISTING PAVEMENT MARKINGS WITHIN THE LIMITS OF WORK NOT BEING RE-APPLIED SHALL BE REMOVED BY APPROVED METHOD.
4. SEE TRAFFIC SIGNAL PLANS (SHEETS 73-105) FOR SIGNS MOUNTED ON MAST ARM EQUIPMENT.
5. PROPOSED DECORATIVE CROSSWALK PAVEMENT MARKINGS WITHIN LIMITS OF WORK SHALL BE REPAVEMENT BE STAMPED IN SURFACE AND BE THE SAME PATTERN AND COLOR TO BE DETERMINED BY CITY OF SPRINGFIELD DPW.
6. PROPOSED SIGNS GREATER THAN 7.5 SF REQUIRE 2 1/4" POSTS. CROSSWALKS TO PROVIDE 8" (MIN) ADA CLEARANCE PAST ALL SIGN POSTS.
7. THE MINIMUM MOUNTING HEIGHT OF POST-MOUNTED SIGNS MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF CURB OR SYMBOL SHALL BE 7 FEET UNLESS OTHERWISE SPECIFIED.
8. EXISTING THERMOPLASTIC OR PAINT PAVEMENT MARKINGS WITHIN THE LIMITS OF WORKS GREATER THAN 30 MILS SHOWN TO BE NEW THERMOPLASTIC SHALL BE REMOVED BY AN APPROVED METHOD.
9. FLAKED OR CHIPPED PAVEMENT MARKINGS SHALL BE REMOVED BY AN APPROVED METHOD.
10. ALLOW 7 DAYS OF TRAFFIC FLOW PRIOR TO APPLICATION OF PAVEMENT MARKINGS ON NEW BITUMINOUS PAVEMENT.
11. THERMOPLASTIC SHALL BE PLACED WITH GLASS BEADS DROPPED IMMEDIATELY INTO THE THERMOPLASTIC UPON PLACEMENT.
12. CONTRACTOR SHALL COORDINATE FINAL PAVEMENT MARKINGS AND TRAFFIC SIGNAL TIMINGS WITH THE I-91 PROJECT CONTRACTORS TO AVOID UNNECESSARY ERADICATION OF NEW PAVEMENT MARKINGS AND DISRUPTION OF TRAFFIC SIGNAL TIMING AND SEQUENCE.

FOR SIGN SUMMARY: SEE SHEETS 69 - 71



**MGM SPRINGFIELD
OFF-SITE MITIGATION
TRAFFIC SIGN & PAVEMENT MARKING PLANS
MAIN STREET - 1
SHEET 52 OF 150**



FOR TRAFFIC SIGN & PAVEMENT MARKING NOTES: SEE SHEET NO. 29

APPENDIX – E

CONNECTIONS TO EXISTING DESIGN PROJECTS



WEST SPRINGFIELD PROJECTS



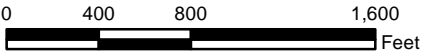
Legend

Streets Centerline	Buildings
— Paved	Deck or Porch
- - Unpaved	Garage (Detached)
Major Roads	Residential
— Local Roads	Commercial
— State Highway	Industrial
— Interstate Highway	Demolished
- - - Easements	Proposed
Right of Way	Parcels
— Public	— New Lot Line
— Private	— Line Removed
— Railroad	— Pavement Edges
- - - Paper Street	— Pavement
- - - Old Lot Lines	Wetland
Swimming Pools	Streams
	Rivers



Planimetric & Topographic Features were derived from aerial photography taken on March 30th, 1998 and April 3, 2010. These features meet ASPRS Standards for 1" = 40' Class 1 map accuracy. All maps are projected to the Stateplane grid coordinate system, Zone 4151, Datum NAD83 & Units feet.

This data should not be used for legal description or conveyance purposes.



1 inch = 833.333333 feet

Town of West Springfield, MA, GIS

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APPENDIX – F

MEPA INFORMATION



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Executive Office of Energy and Environmental Affairs
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GOVERNOR

Maeve Vallely Bartlett
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
<http://www.mass.gov/envir>

December 31, 2014

**CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
FINAL ENVIRONMENTAL IMPACT REPORT**

PROJECT NAME : MGM Springfield
PROJECT MUNICIPALITY : Springfield
PROJECT WATERSHED : Connecticut River
EEA NUMBER : 15033
PROJECT PROPONENT : Blue Tarp Redevelopment LLC
DATE NOTICED IN MONITOR : November 24, 2014

As Secretary of Energy and Environmental Affairs, I hereby determine that the Final Environmental Impact Report (FEIR) submitted on this project **adequately and properly** complies with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

Project Description

As described in the FEIR, the project consists of a 881,691 gross square foot (sf) mixed-use redevelopment consisting of a casino, a retail and entertainment center, a hotel, apartments, and a daycare center. It is proposed on a 14.5-acre site in downtown Springfield. On November 6, 2014 the Proponent was awarded a Category 1 gaming license pursuant to Chapter 194 of the Acts of 2011: An Act Establishing Expanded Gaming in the Commonwealth and M.G.L. Chapter 23K, Section 19, as amended by Section 16 of the Expanded Gaming Act (the Gaming Act), which authorizes the Massachusetts Gaming Commission (MGC) for Region B of the Commonwealth.¹ As required by the Gaming Act, a Host Community Agreement between the

¹ The Act identifies three regions of the state - Region A (Suffolk, Middlesex, Essex, Norfolk and Worcester counties), Region B (Hampshire, Hampden, Franklin and Berkshire counties) and Region C (Bristol, Plymouth, Nantucket, Dukes and Barnstable counties). This project is located in Region B.

Abutter Site Circulation

The FEIR summarized potential traffic circulation impacts associated with the construction and operation of the MGM Springfield project on three abutters: the Colvest Property, Red Rose Pizzeria, and the Bacon & Wilson Property. Specifically, the discontinuation of Howard Street and Bliss Street will alter existing access patterns to these sites. The FEIR described existing access/egress driveways for each site, proposed changes to access/egress (e.g., changes to allowed turning movements, etc.), and comparative travel distance changes due to modified access and egress points.

I received several comments from abutting property owners immediately adjacent to the project site. As a result of the discontinuation of Howard Street and Bliss Street, as well as the construction of new access and egress points for the project, existing operations (e.g., entry and exit points, delivery or trash pick up access, etc.) at these adjacent sites will be altered. I strongly encourage the Proponent to establish a dialogue with each abutter to clarify potential project-related impacts, proposed mitigation measures, and seek to remedy additional impacts to the extent the Proponent is legally obligated to do so. The Proponent should continue to evaluate design or operational measures to ameliorate project-related impacts to abutting properties, including but not limited to, design treatments to reduce the visual impact of the garage, confirmation of the constructability of the garage from entirely within the Proponent's property, mitigation measures to reduce noise, vibration or emissions associated with the proposed central plant, maintenance of safe pedestrian access, and enhanced communication protocols during the construction period. I note the specific concerns expressed by Colvest/East Columbus, LLC regarding potential conflicts with traffic exiting this property's driveway to the through lane onto Union Street due to the addition of the westbound right-turn only lane and the potential for cut-through traffic exiting the project garage onto Howard Street. The Proponent should specifically review these concerns with respective abutters and the City of Springfield prior to finalizing the project's mitigation plan to determine if there are additional opportunities to mitigate potential impacts.

Bicycle and Pedestrian Infrastructure

The FEIR included graphics and a supporting narrative that described existing bicycle and pedestrian infrastructure within the study area, noting width, condition, signage, ADA-compliance, push buttons, bicycle detection capabilities, etc. The Proponent will implement a series of bicycle and pedestrian infrastructure improvements to enhance existing and future operations and to improve the safety of study area roadways and intersections for pedestrians and bicyclists. The Proponent will install way-finding signage at key entry points within Downtown Springfield and along primary MGM Springfield access/egress corridors to facilitate pedestrian and bicycle use. The project will also enhance bicycle and pedestrian access to the Connecticut River Walk and Bikeway by providing improved railroad crossing signage and striping along the at-grade bikeway access point along West Columbus Avenue (opposite State Street) and adding way-finding signage and improved lighting under the I-91 viaduct at State Street and Union Street. Proposed improvements must be reviewed and approved by the City of Springfield. For

those improvements located on NHS-roadways additional review and approval by MassDOT will be required.

Proposed pedestrian improvements include:

- Installation of updated MUTCD-compliant pedestrian signal equipment (i.e., push buttons and signage, countdown signal housings, audible warning devices (where necessary));
- Modification or retrofitting of accessible wheelchair ramps to achieve compliance with ADA standards (i.e., installing tactile warning devices, providing sufficient ramp openings, and providing adequate ramp slope);
- Reconstruction of sidewalks (widening where possible) and providing additional amenities such as benches, pedestrian-level lighting, landscaping, and other streetscape improvements;
- Upgrades to mid-block crossing locations along the site frontage (i.e., new crosswalks, pedestrian flashing signals, refuge islands, etc.); and
- Modification of the existing pedestrian crossing across East Columbus Avenue north of the intersection with State Street to eliminate pedestrian/vehicle conflicts.

The Proponent should review the comments provided by the City of Springfield regarding proposed pedestrian signal equipment, pedestrian crossing phasing, and sight lines, and modify design plans as necessary to ensure proposed mitigation measures adequately enhance the pedestrian environment in the study area. I strongly encourage the Proponent to implement MassDOT's request to provide highway lighting at each crosswalk at the North End Rotary for consistency with the proposed mitigation at the Memorial Bridge Rotary as a pedestrian safety measure.

Proposed bicycle improvements include:

- Installation of bicycle pavement marking and signage (i.e., bicycle lanes, "sharrows" and "share the road" bicycle signage, bicycle boxes, etc.);
- Provision of secure, covered bicycle racks with storage for up to 28 bicycles within the Armory Square block and near major project entryways (State Street and Union Street);
- Provision of approximately 24 secure, weather-protected, long-term bicycle parking (for employees and residents) spaces at designated locations in the MGM Springfield parking garage;
- Installation of way-finding signage at key entry points within Downtown Springfield and along primary MGM Springfield access/egress corridors; and
- Implementation of a bicycle share program with a total of 16 bicycles for use by MGM employees, patrons and residents. This system will include a U-lock to allow users to secure the bicycle at a destination location without an electronic locking system.

Springfield parking garage. The Proponent is continuing to work with owners of other public and private parking lots in the area to accommodate any overflow charter bus parking that may occur during events or peak periods. A total of 90 preferential parking spaces, located on the second level of the garage near employee entrances to the casino and Armory Square, will be designated for use by employees and residents participating in carpool or rideshare programs or who use hybrid vehicles. Finally, the Proponent has designated a total of 190 preferred spaces for electric vehicles (EV) spaces, along with approximately 50 charging stations, to be provided along the outside of levels 2, 3 and 4, of the MGM Springfield parking garage near entryways, elevators, and staircases. EV charging stations will also be provided in the valet parking area on the basement level. Signage will be provided directing drivers to EV parking and charging stations.

Transportation Demand Management

The FEIR summarized the components of the TDM program to reduce SOV trips and promote multi-modal transit options by employees and patrons. These measures are listed in the mitigation section of this Certificate.

The Proponent established the following mode share targets, by land use, assuming implementation of the TDM program.

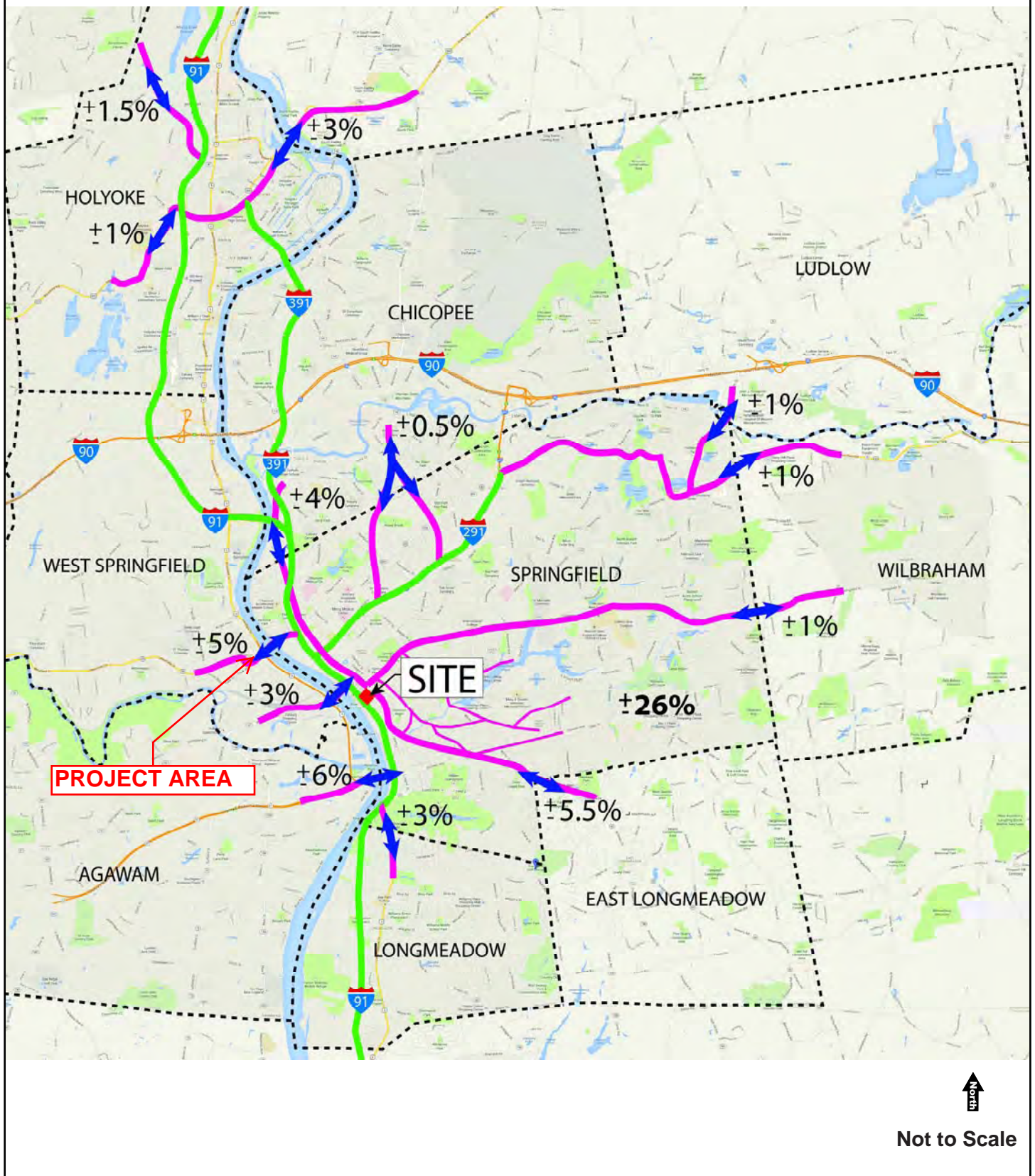
Mode	Casino/Hotel Patrons	Casino/Hotel Employees	Residential	Armory Retail	Armory Office
SOV ^a	85.5%	67.0%	95.0%	95.0%	79.5%
Carpool/Rideshare ^a	N/A ^a	13.0%	0.0%	N/A ^a	15.5%
Public Transit	2.0%	16.0%	4.0%	4.0%	4.0%
Pedestrian/Bicycle	0.5%	4.0%	1.0%	1.0%	1.0%
Taxi	2.0%	-	-	-	-
Charter Bus	10.0%	-	-	-	-

^a For Casino/Hotel Patron and Armory Retail trips, all vehicle trips were assumed to be double-occupant vehicle trips.

A Transportation Coordinator will be responsible for developing additional TDM measures should the monitoring program identify any unanticipated or unmitigated project-specific impacts. Should the monitoring program identify such impacts, additional improvements will be identified and implemented to mitigate the project-specific impacts.

Monitoring

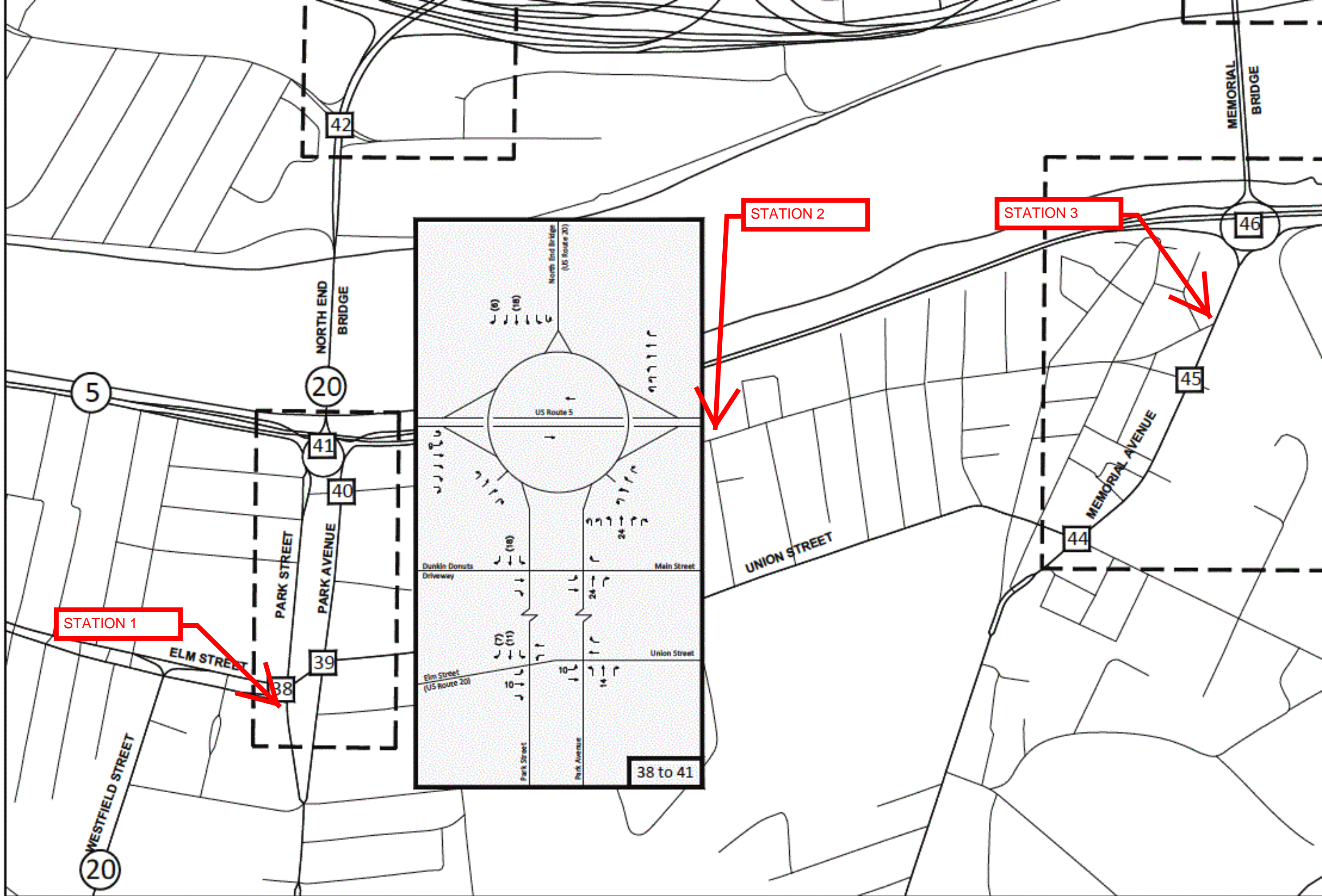
The project general contractor will prepare a Transportation Monitoring Program (TMP) for review and approval by the City and MassDOT. The TMP is intended to monitor traffic operations, parking occupancy, public transportation utilization, and pedestrian/bicycle use throughout the construction period and for a period of five years following completion of the project. The TMP's intent is to monitor project impacts to ensure consistency with the



MGM Springfield Springfield, Massachusetts



Figure 6.2-8
Total Site-Generated Trip Distribution - Surface Roads



MGM Springfield Springfield, Massachusetts



XX = Intersection ID
 XX = Entering Trips
 (XX) = Exiting Trips