

Off-Site Roadway Improvements

\$50M PUBLIC ROADWAY INFRASTRUCTURE PROJECT

Agency Coordination

MassDOT, Boston Transportation Dept.,
Boston Public Works Dept.
Boston Water and Sewer Commission,
Massport, DCR, Massachusetts Water
Resources Authority and Mass DEP

Cities and Towns

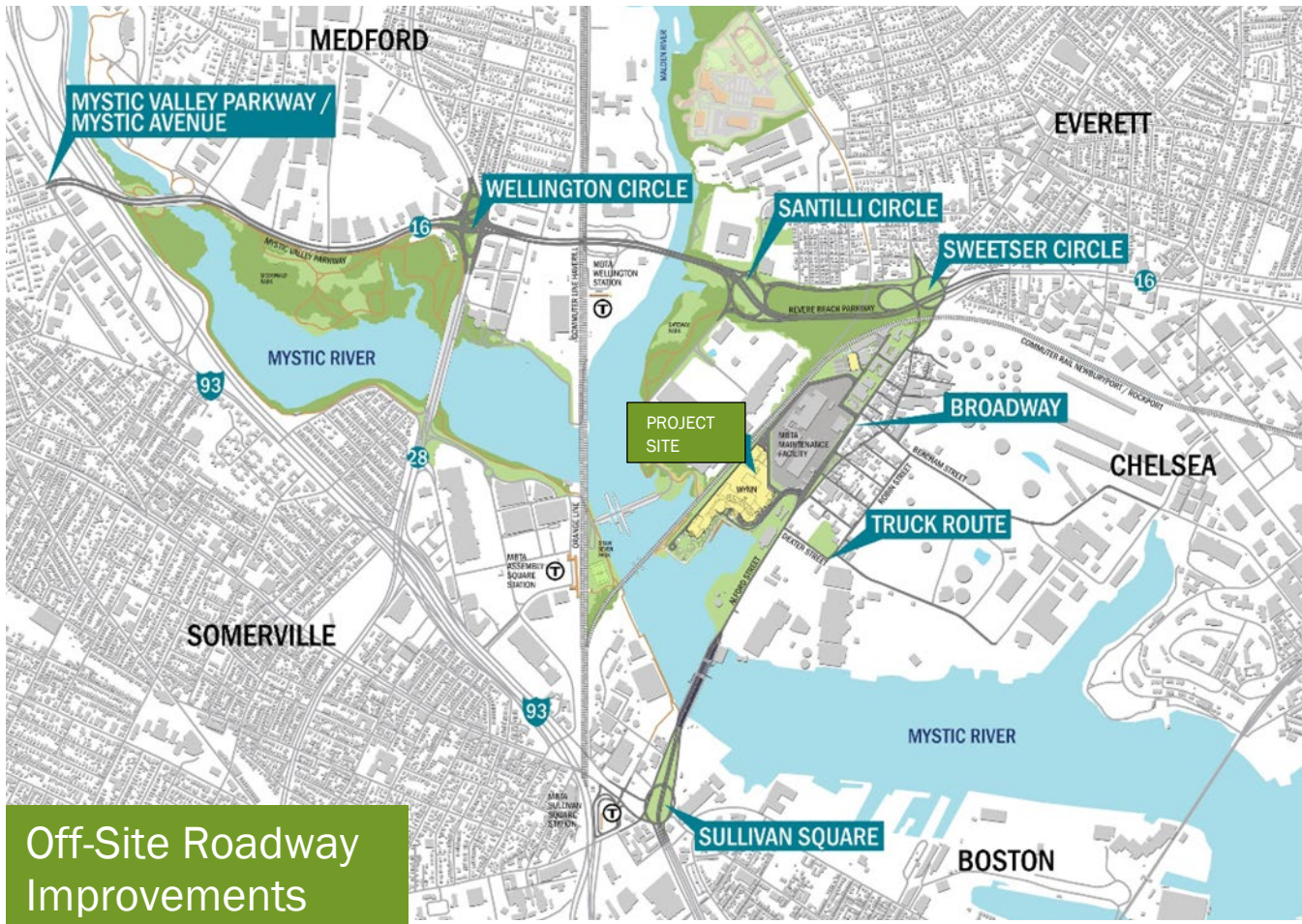
Boston, Everett, Medford and Chelsea

The largest single
phase privately funded
public infrastructure
project in MA.



PLANNING, PERMITTING, DESIGN AND CONSTRUCTION OVERSIGHT SERVICES

As a result of the review of the Encore Boston Harbor Project under The Massachusetts Environmental Policy Act (MEPA) Wynn was required to offset development traffic impacts by implementing improvements to regional roadways and transportation systems. Improvements had to be completed prior to resort opening. Work included road widening, additional traffic signals and signal optimization, improved geometry, modified signage, land improvements, and MBTA station modifications for Sullivan Square, Wellington and Malden Center Stations. The work included planning, permitting, design and construction oversight services for the \$50M off-site roadway improvements. The planning and design phases included roadway safety audits as well as design review meetings with all reviewing agencies. The work also required close coordination with the cities and towns as well as numerous stakeholder and public presentation meetings throughout the life cycle of the project. The project was segmented into 4 distinct construction contracts and was put out for bid to a select group of experienced roadway contractors whom were pre-qualified. The Graphic below depicts the transportation corridor for the proposed projects.



KEY PROJECT COMPONENTS

The roadway improvements project included all aspects of a typical public project however it was fast tracked through the design process and included close coordination with all reviewing agencies to ensure project completion before the opening of the resort. The success of the project was due to a nimble and responsive design team, excellent rapport and working relationships with the reviewing agencies and prequalification of experienced roadway contractors coupled with an experienced construction services team driving the project schedule. Some of the key project components of the project were:

<ul style="list-style-type: none"> • 4 miles of roadway, sidewalks and storm drainage infrastructure 	<ul style="list-style-type: none"> • 1,100 linear feet of new water mains in Wellington Circle
<ul style="list-style-type: none"> • 1.3miles of new fiber optic comms to BTD Traffic Management Ctr. (under Mystic River) 	<ul style="list-style-type: none"> • Signal optimization throughout the corridor
<ul style="list-style-type: none"> • Dedicated raised bike lanes along Broadway • Landscaped center median and park 	<ul style="list-style-type: none"> • New protected left turn lanes on Broadway • Resort entrance with new traffic signals and turn lanes
<ul style="list-style-type: none"> • Streetscape improvements, landscaping and new MBTA bus shelters 	<ul style="list-style-type: none"> • Improved truck route and resort service entrance
<ul style="list-style-type: none"> • New ADA compliant crosswalks throughout 	<ul style="list-style-type: none"> • Overflow offsite parking for 900 vehicles
<ul style="list-style-type: none"> • New contra flow bike lanes at Sweetser Circle 	<ul style="list-style-type: none"> • New bike lanes in Sullivan Square
<ul style="list-style-type: none"> • Sullivan Square busway reconstruction and a new public way. 	<ul style="list-style-type: none"> • New Slip lanes at Santilli Circle and Route 16
<ul style="list-style-type: none"> • Regional wayfinding and trailblazing signage 	<ul style="list-style-type: none"> • MBTA and City of Boston Parking lot improvements