

PACTS FY 2010/2011 Application

Intersection Improvement Proposals

Information provided in the first section of this form will be used in the PACTS Roadway Formula and in determining whether Enhanced Project Scoping (EPS) is required. The Technical Committee will review staff's Roadway Formula rankings and EPS determinations.

The Planning Committee and staff will use the information provided in the second section of this form to evaluate the proposal's consistency with *Destination Tomorrow*.

Typical eligible Intersection proposals are:

- a) addition or upgrade of signals,
- b) addition or widening of shoulders,
- c) addition of turning or through lanes.

General Requirements for Proposals

1. Proposals must be received by PACTS by **4:00 p.m. on April 4, 2008** and shall be endorsed by the applicant's Council/Board of Selectmen or officers by May 27, 2008.
2. Attach supplementary information as needed. Electronic submittal of proposals required.
3. All proposals must be based on a thorough analysis and include a detailed problem statement, scope of work, cost estimate and explanation of benefits.
4. New signal proposals must be supported by a MaineDOT approved warrant analysis. MaineDOT support documents must be submitted with this application.
5. Eligible intersections must experience a current, peak-hour level of service of "D" or lower (as determined by a professional engineer) OR be a MaineDOT High Crash Location and have a MaineDOT personal injury percentage at least 1.1 times the state average.
6. Must be consistent with *Destination Tomorrow* and not conflict with a municipality's comprehensive plan or other policy document.

All questions must be completed – Please use not applicable (N/A) or no, as appropriate.

Please contact Paul Niehoff or John Duncan with any questions you may have as you prepare your proposal.

Section 1: Roadway Formula (80% of the total score)

PART I – PACTS MEMBER INFORMATION

- 1. **Applicant Organization:** _____
- 2. **Contact person:** _____
- 3. **Municipal endorsement:**
Endorsee: _____
Date of Endorsement: _____

PART II – GENERAL PROJECT INFORMATION

- 4. **Project location** (Street name and/or route number):

- 5. **Federal functional classification** (applicant may need to contact MaineDOT):

- 6. **Relevant Study or Plan** (Include date approved.)

- 7. **Problem Statement**
The problem statement must address the critical deficiencies that the project will address/correct – such as structure, surface type and width, drainage, shoulder type and width, safety and/or capacity. The statement must be in sufficient detail so that PACTS staff can use it to determine the project’s merits. (Attach supplemental information if needed)

- 8. **Proposed Scope of Work**
The proposed scope of work must be in sufficient detail for PACTS staff and the MaineDOT to develop a planning-level cost estimate. Sketches of both existing and proposed conditions (including roadway geometry) must be included with this submittal. (Attach supplemental information if needed)

PART III - FUNDING

9. This proposal is for funds for:

_____ Preliminary Engineering through Construction in the 2010/2011 biennium, or

_____ Preliminary Engineering in the 2010/2011 biennium, and for later consideration for construction funds in the 2012/2013 biennium

Estimated Project Cost: _____

Does project estimate include engineering costs?
Y __ N __

Will this project be administered locally?
Y __ N __

PARTIV – EXISTING & PROPOSED CONDITIONS

Cross-Section	Existing Conditions	Proposed Conditions
Travel Lanes		
Number		
Width		
Turning Lanes		
Location		
Length		
Width		
CTWLTL (center two-way/left turn lane)		
Length		
Width		
Shoulders		
Type/paved		
Width		

Pavement Width	Existing Conditions	Proposed Conditions
Curb-Curb		
Shoulder-Shoulder		
Bike Lanes		
Width		
Location		
Sidewalk		
Width		
Type		
Location		
Length		
Curb		
Type		
Length		
Proximity to project		
Median Description		
Drainage Description		

10. Will the project stay within the existing roadway cross-section? Y__N__ If no, briefly describe and attach an explanatory sketch.

11. **Clear Zone** – Provide a brief general clear-zone description. Examples include utility poles, trees, permanent/temporary structures and other objects).

12. **Railroads** – Will the project impact either a railroad crossing or infrastructure? If yes, briefly describe. _____

13. **Other “Extraordinary” Items** – Are there other “extraordinary” items that will affect the project such as control boxes, landscaping signs, etc? Y ___N___ If yes, briefly describe.

PART V – MAINE DOT ACCIDENT SUMMARY

Attach most recent AACSM Sheet 1 Only

- 14 **MaineDOT node numbers** (contact MaineDOT at 624-3295): _____
15. **Total accidents:** _____
16. **Critical Rate Factor (CRF):** _____
17. **Percent of accidents with personal injury:** _____

PART VI – RIGHT-OF-WAY

18. **Existing Right-of-Way Width** (in feet)

Provide general location and width description if ROW varies substantively within project area:

19. **Need for right-of-way acquisition.** If the proposed total width of the completed project is greater than the existing right-of-way, provide a general description of the types of property that will need to be acquired, e.g., commercial buildings, residential buildings or land only.

PART VII – Multi-modal Components

20. **Check as appropriate.**

_____ Proposal includes a new (not rebuilt) sidewalk, or includes aspects that will enhance the bicycle environment.

Specifically: _____

_____ Proposal includes a new or improved sidewalk, AND is for a location within 1,000 feet of two of these five land uses: a store, a school, a church, ten or more housing units, or a non-retail business.

_____ Proposal includes pedestrian improvements, such as the addition of a new or improved traffic signal with a pedestrian phase, or construction of recessed curbs or a pedestrian refuge island.

Specifically: _____

_____ Proposal is for a location in a land development zone in which a local ordinance allows mixed-use development and shows promise for travel demand reduction.

_____ Proposal is on an existing bus route.

_____ Project is on a primary truck route.

_____ The project enhances direct freight access to abutting commercial or industrial properties?

Specifically: _____

PART VIII

21. Existing Signals – Provide a general description, e.g.
Number of Signal Heads: _____
Signal Phasing: _____
General Types of Signals (span wire or mast arm): _____

22. Proposed Signals
Number of Signal Heads: _____
Signal Phasing: _____
General Types of Signals:
Span wire or mast arm _____
Interconnected or separate _____
Video detection, preemption or other _____

23. Existing AM or PM Peak Hour Turning Movements: (provide a diagram) _____

24. Existing AM or PM Level of Service: _____
Attach a copy of the latest count sheet for this location, and/or a page from a study. Staff will factor pre-2006 turning movements to 2008 at a rate of 1% per year.

25. **Existing and Proposed Intersection Geometry** (include diagram including number and type of lanes):

26. **Does the proposed scope of work correct a currently deficient geometric condition (per MaineDOT standards)?** If yes, explain both the current deficiency and the proposed corrective measure. The relevant reference from the MaineDOT Highway Design Guide must be included.

Turning radius: _____

Lane width: _____

Signal placement: _____

Horizontal/vertical alignment: _____

27. **Does the proposed scope of work:**

Enhance an existing coordinated signal system: Y___ N___

Create a new coordinated or interconnected signal system: Y___ N___

If yes please explain.

Section 2: Destination Tomorrow (20% of the total score)

PACTS staff and the Planning Committee will use the information provided in Section 2 for the *Destination Tomorrow* scoring. The scoring process will be as follows:

- PACTS staff reviews and score the proposals.
- PACTS staff send the scores to the Planning Committee before May 1st.
- The Planning Committee reviews the staff's scores and prepares Committee scores/recommendations on May 1st for consideration by the Policy Committee on May 15th.

Attach supplementary information as needed. Electronic submittal of proposals required.

The paragraphs that relate to the first eight questions are directly excerpted from *Destination Tomorrow*.

1. How would the project maintain/improve the existing transportation system?

Policy 1. Maintain the Condition, Safety and Efficiency of the Existing Transportation System – Ensuring that an adequate and safe transportation system is maintained, preserved, and appropriately improved is critical to the region’s future economic vitality and quality of life. The Planning and Policy Committees have made maintaining and improving the existing transportation systems PACTS’ highest priority. Historically, approximately 60% of the transportation investments in the PACTS region have been for maintaining and improving the existing systems. Forecasts of required future investments to maintain the systems anticipate this same level of investment. Many of the Plan’s recommendations and strategies are focused on this policy and include:

- Roadway and bridge preservation.
- Improvements to locations that experience crashes at a higher than average rate.
- Improvements to congested locations including intersections and interchanges.
- Maintaining existing and extending new transit routes and services where appropriate.
- Replacing transit fleets in a timely manner.

2. How would the project improve a regionally significant intersection?

Policy 2. Focus Roadway Improvements on Safety and Congestion “Hotspots” at Intersections – Another area of major emphasis is on improving the safety and efficiency of the region’s critical intersections by making geometric improvements and improving traffic signals. These intersection projects are a higher priority than widening roadway segments and other roadway capacity increasing projects. The Plan also calls for these projects to incorporate transit, bicycle and pedestrian environments, incorporating these elements where appropriate and feasible.

3. How would the project appropriately expand the transportation system?

Policy 3. Strategically Expand the Transportation System – Where appropriate, this policy recommends capacity expansions to the transportation system that will enhance accessibility and mobility with better-coordinated land use policies. These expansions may include increased roadway capacity, new roadways, and new passenger transportation services and routes for buses, rail and bus rapid transit. Actions taken under this policy must also incorporate access management measures (Policy 6) where feasible.

4. How would the project reduce the need for building a major new highway?

Policy 4. Avoid Building New Highways – Constructing new highways is costly and often controversial. *Destination Tomorrow* contains a number of complementary recommendations that can be used to reduce traffic demand and increase the efficiency of the existing system. These recommendations will help to reduce the need for building new highways and conserve the limited available funding.

5. How would the project improve the transportation-land-use connection?

Policy 5. Strengthen the Link between Transportation Investments and Land Use Policies and Decisions – Strengthening the link between transportation and land use policies and decisions is one of the most complex and important public policy challenges facing local governments, PACTS members and the State. *Destination Tomorrow* includes 20 largely incentive-based recommendations designed to improve this connection and, in particular, a policy statement adopted by the Policy Committee in February 2003. Ensuring that land development occurs in locations where it is supported by an adequate transportation system and preserving existing roadway capacities are two benefits that may be realized by this policy.

6. How would the project improve access management and/or street connectivity?

Policy 6. Implement Access Management Measures – Implementation of the full-range of appropriate access management measures is one of the most effective ways to preserve the capacity, traffic flow and safety of the arterial roadway network. Important actions include coordinating access control when roadways are widened or retrofitted and when new roads are built. Another action related to access management to preserve the arterial network is increasing the connectivity of the street network principally by adding collector and local through streets concurrent with development.

7. How would the project enhance the passenger transportation system?

Policy 7. Enhance Passenger Transportation – Enhance, maintain and, where appropriate, expand passenger transportation services to meet changing needs. Certain groups of individuals depend on public transportation to satisfy their needs for mobility and economic viability. For passenger transportation to further contribute to congestion relief, riders who do not depend on it but who choose to use it, need to be attracted to public transit.

8. How would the project promote community and neighborhood livability and economic redevelopment?

Policy 8. Promote Community and Neighborhood Livability and Reinvestment – Recommendations and strategies stemming from this policy are designed to create transportation facilities that are sensitive to community and neighborhood needs and integrity. These include bicycle and pedestrian-facility improvements, public transportation investments, investments to increase the efficiency of the arterials to minimize cut-through traffic in neighborhoods, and arterial retrofits to increase their compatibility with adjacent land uses.
