

**Public Works and Transportation**  
**Bus Service**  
**Transit Bus Procurement Local Match Escrow**

The South Portland Bus Service will be applying for a grant from the Federal Transit Administration in 2023 to acquire three (3) replacement transit buses for those purchased in 2011. The gross estimated cost is \$1,500,000 of which the grant is expected to cover 85% or \$1,275,000. The required local match of 15% would be \$225,000. Greg L'Heureux has suggested to me that the Bus Service apply for and escrow \$50,000 over each of the current and remaining years prior to 2023 to avoid a huge CIP local match request in 2023. With demands of projects being funded through Fund Balance, this year this request has been reduced to \$25,000.

Project Cost: \$25,000

Funding Source: General Fund

Source of Cost Estimate: Amortized over current and remaining years prior to 2023 of 15% local match for \$1,500,000 bus purchase. Cost based on current cost of transit buses at \$410,000 inflated at 3% per year to \$500,000 in six years.

Projected Useful Life: 12 years from date of ultimate procurement in 2023

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# Public Works and Transportation

## Planning and Development

### Hamlin Building Improvements

This proposal is for improvements to the offices of the Planning, Code Enforcement, and Economic Development staff necessary to provide a safe, accessible, and professional work environment. It assumes that this Department will continue to be housed in the Hamlin building for a minimum of two to five more years. If longer, additional improvements will need to be considered in a future CIP.



Proposed improvements include such items as:

- Provide ADA accessibility (entrance and bathroom)
- Install energy efficient windows (two rooms)
- Make HVAC upgrades
- Convert basketball court into an extension of the parking lot
- Remove trailer and repair attachment area that has been leaking
- Complete asbestos removal and mold mitigation
- Provide upkeep to the roof
- Improve customer service area
- Repaint all rooms

Project Cost: \$100,000

Funding Source: Building Reserve

Source of Cost Estimate: Staff

Projected Useful Life: 30 years

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**Public Works and Transportation**  
**Planning and Development**  
**Hamlin Solar Buyout**

This proposal is for purchasing the solar panels on the roof of the Planning & Development Department building. It involves exercising the City's option under our power purchase agreement with ReVision Energy to buy the array after 7 years. Under this provision, the purchase must be made no later than 90 days after the 6<sup>th</sup> anniversary date of February 14, 2019.



The purchase price will be the lesser of \$20,000 or the fair market value as determined by an appraiser. Once purchased, the electricity generated by the panels will be free and will enable reductions in the electricity line items of the operating budgets for Planning and, due to net metering, for Assessing.

Project Cost:	\$20,000
Funding Source:	Fund Balance
Source of Cost Estimate:	Power Purchase Agreement with ReVision Energy
Projected Useful Life:	35 years

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## **Planning and Development**

### **Cottage Road Traffic & Safety Improvements**

At a workshop on February 13, 2018, the City Council heard a report and recommendations of the Bicycle-Pedestrian Committee for the Cottage Road Traffic & Safety Project which was organized, per Ordinance #7-17/18, to address serious pedestrian safety and other traffic issues in the Meetinghouse Hill section of the Cottage Road corridor.



The overall improvements selected by the Committee to recommend to the City Council included the following:

- Medians and Bump Outs (including standard drainage)
- RRFB's and New Flashing Beacon on Mast Arm
- Ornamental Lighting
- Mill and Fill Roadway
- Stormwater Management Facilities
- Engineering (Design and Construction)

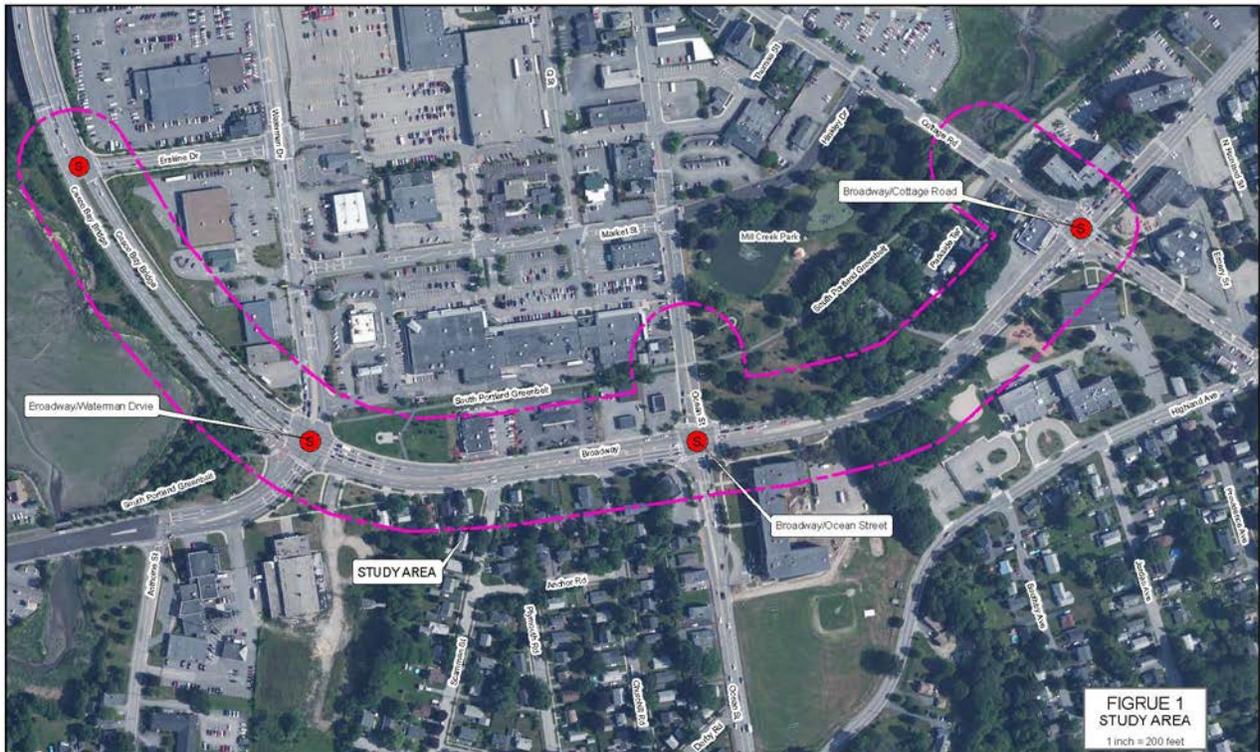
The ability to do some number of these improvements depends in part on several possible funding scenarios that are in the process of being finalized. At this time, we are proposing to assign \$450,000 to be used as the local share for a PACTS or MDOT capital allocation.

Project Cost:	\$450,000
Funding Source:	Fund balance - Local Share Only Grants to be determined with further project refinement.
Source of Cost Estimate:	Sebago Technics Engineers
Projected Useful Life:	20 years

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**Public Works and Transportation**  
**Planning and Development**  
**Broadway Corridor Improvements in Mill Creek**

This request is for 25% matching funds for a PACTS capital grant for a variety of roadway, bicycle, pedestrian, and signal improvements in the Broadway corridor of Mill Creek.



The improvements include:

1. Extend the right turn lane coming into South Portland at Waterman Drive by restriping the existing pavement.
2. Signalize the free right turn lane at Broadway/Ocean.
3. Signalize the free right turn lanes at Broadway/Cottage.
4. Improve the bike connection to the Greenbelt coming off the Casco Bay Bridge at Waterman Drive.
5. Add signage and pavement markings along the corridor to enhance driver awareness of bike usage within the roadway.
6. Upgrade the pavement markings and color treatment of the crosswalks at the Broadway/Waterman intersection.
7. Upgrade the crosswalks at Ocean, Cottage, and Erskine Drive.

8. Connect the traffic signals at Waterman/Erskine, Waterman/Market, and Ocean/ Highland to the RTMS.
9. Make lane use and signal indication changes on Waterman Drive at Erskine and Market to better reflect traffic volumes.

Project total in draft PDR	\$505,000	
PACTS/MDOT grant	\$361,845	
City local share	100,513	FY17 CIP
City local share	42,642	FY19 CIP

Project Cost: \$43,000 (local share of estimated construction cost increase)

Funding Source: Downtown TIF

Source of Cost Estimate: MDOT

Projected Useful Life: 20 years

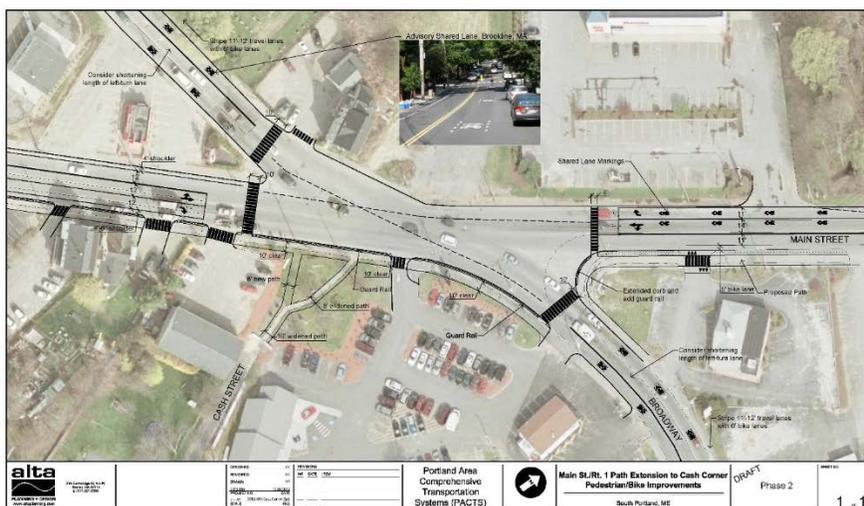
# Public Works and Transportation

## Planning and Development

### Cash Corner Pedestrian Signalization

The project consists of a multi-use path (MUP) extension on Main Street from the end of the recently completed MUP at the Broadway/Main Street intersection southerly to Cash Street a distance of approximately 350 feet. The scope of the proposed work will include curbing adjustments, guardrail, ADA ramp and signal accommodations, minor drainage improvements, traffic signal pre-emption, multi-use path construction, ROW acquisition, and new pavement markings. The addition of signalized pedestrian crossing for all four legs of the intersection is a primary component of the project.

This request is for the local 25% local match of a PACTS grant for construction funding. The Preliminary Design Review, a necessary precursory for construction funding, is being completed this spring by HNTB for MDOT. The City Council granted approval to submit the application to PACTS on April 20, 2016, through Resolve #8-15/16.



Project total in MDOT Work Plan	\$728,322		
Preliminary Design Review			
PACTS/MDOT grant	\$42,773		
City local share	14,258	57,031	FY17 CIP
Construction Funding			
PACTS/MDOT	\$503,468		
City local share	167,823	671,291	FY18 CIP

Project Cost: \$168,000 (local share of estimated construction cost of \$671,291)

Funding Source: Hannaford TIF

Source of Cost Estimate: HNTB Engineers and MDOT

Projected Useful Life: 20 years

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# Public Works and Transportation

## Planning and Development

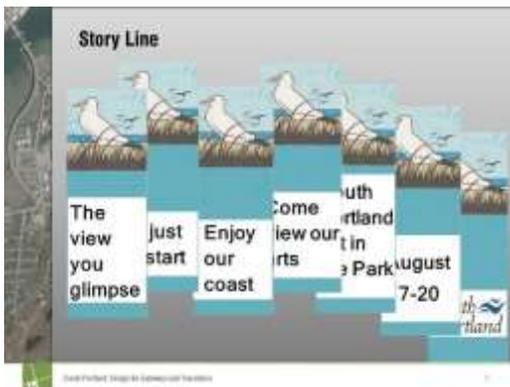
### Mill Creek Gateway Improvements



The proposed Mill Creek Gateway Improvements were recommended in the Mill Creek Master Plan as a set of public improvements designed to help attract new private investment and revitalization in Mill Creek. They were developed by Harriman Associates with guidance from both the Comprehensive Plan Implementation Committee and the Arts & Historic Preservation Committee.

The gateway improvements would be done in three phases:

#### Phase I



Phase I would include sequential banners on the light posts in the median of the Casco Bay Bridge from the bascule to Broadway. These would be changed a few times a year. The example here is for Art in the Park.

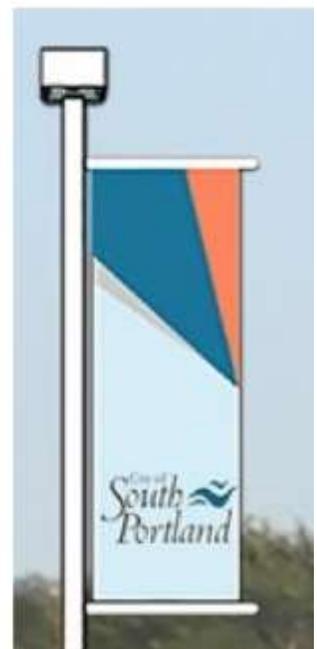
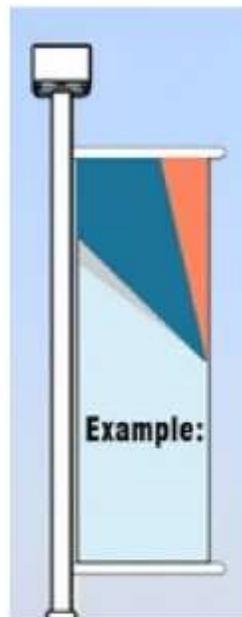
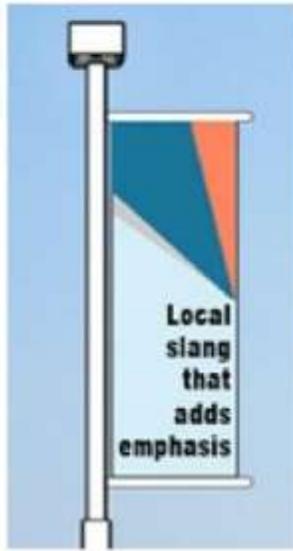
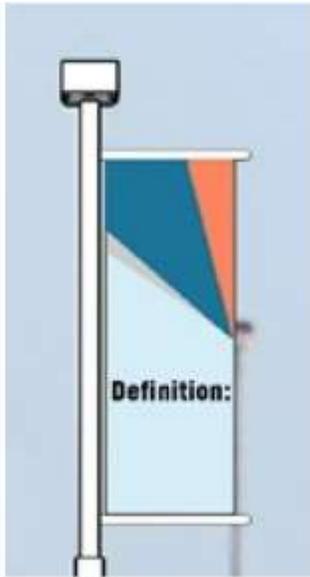
Banners (Per Set, 2-Sided)	\$21,000
Banner Attachments	\$24,500
Custom Pole Art (3)	<u>\$58,500</u>
Subtotal	<b>\$104,000</b>
30% Soft Costs	<u>\$31,200</u>
Total	<b>\$135,200</b>

#### Phase II



Phase II would include light post enhancements, for the light posts on the bridge, and LED light wands.

LED Light Wands	\$130,000
LED Light Wand with Text	\$12,000
Electrical Service (2)	<u>\$40,000</u>
Subtotal	<b>\$182,000</b>
30% Soft Costs	<u>\$54,600</u>
Total	<b>\$236,600</b>



**Phase III**



Phase III would include the installation of native landscaping at locations along the bridge, including several of the corners of the Broadway/Waterman/Bridge Approach intersection.

Tree Removal	\$16,000
Clear and Grub	\$15,000
Shrubs	\$96,000
Ground Covering	\$48,000
Lawns	\$144,000
Perennials	<u>\$32,000</u>
Subtotal	<b>\$351,000</b>
30% Soft Costs	<b><u>\$105,300</u></b>
Total	<b>\$456,300</b>

Project Cost: \$135,200 (Phase One)  
 Funding Source: Downtown TIF  
 Source of Cost Estimate: Sebago Technics Engineers  
 Projected Useful Life: 20 years

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**Public Works and Transportation**  
**Planning and Development**  
**Annual Traffic Signal Improvements**

There are 7 damaged detection cameras, and one unneeded camera, in the Maine Mall Road corridor. There is one damaged camera in the Gorham Road corridor. The proposal is to install 2 Gridsmart 360° cameras plus one new replacement video camera and to remove and stockpile the spare camera.



Capital Costs of Repair/Replacements	\$60,000
Engineering Coordination of Capital Projects	\$ 2,500
Capital Improvement Program Development	<u>\$15,000</u>
Total Budget Request	\$77,500

Project Cost: \$77,500  
Funding Source: TIF  
Source of Cost Estimate: Sebago Technics Engineers  
Projected Useful Life: 20 years

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**Public Works and Transportation**  
**Planning and Development**  
**Broadway Traffic Signals at Evans and Lincoln**

This request is for the local 25% local match of a PACTS grant for construction funding for improvements to the signals at Evans and Lincoln on Broadway. The City Council granted approval to submit the application to PACTS on April 20, 2016, through Resolve #8-15/16.

The intersections of Broadway at Evans and Lincoln Streets are key to the movement of traffic from the East Side of South Portland to the West Side of the community. This section of Broadway is the

sole link in the existing roadway network that provides for this crosstown movement. These two signalized intersections are located approximately 1,000 feet apart and currently operate independently of each other, i.e. they are not interconnected or coordinated. Peak hour congestion rises regularly to unacceptable levels in



the PM at both intersections resulting in long queues and cycle failures. This situation is not only an inconvenience to the traveling public on a regular basis, but is an issue for emergency response agencies (police and fire) and South Portland Bus which uses Broadway for their crosstown bus routes 24A and 24B.

The intersections of Broadway at Evans and Lincoln both have major movements that operate at unacceptable LOS (F) in the PM peak hour as evidenced by Synchro/SimTraffic analyses. The proposed project will address this situation by upgrading the existing signal equipment and installing interconnection features both between the intersections and with the City/Region's RTMS to allow for new signal coordination programming and regular data collection and monitoring/management of this location by the Regional RTMS. In addition, these intersections will be equipped with Transit Signal Priority software to enhance bus operations in this corridor, and the existing pedestrian signals at Lincoln Street will be replaced with ADA compliant equipment. Typical vehicle delays will be reduced at these two intersections between 15%-44% depending on the location and time period. While Broadway in this area of South Portland is not in PACTS's CMP monitoring area, the installation of the planned vehicle detection will include 24/7/365 vehicle counting capabilities for signal optimization and 360-degree camera viewing for incident management by police and fire at this critical link in the City's roadway network.

Replace the existing traffic signal detection with 360-degree video that includes vehicle counting capabilities at both intersections, replace the existing Multisonics controller at Lincoln Street with a new TS2-1 Naztec cabinet, install TSP software in both traffic signal controllers, replace existing pedestrian signal equipment at Lincoln Street with new ADA compliant equipment, reconstruct the handicap ramps at Lincoln Street to conform with ADA requirements, develop new signal coordination timing plans to optimize traffic flow during key travel times, and install new fiber communication interconnection between the two intersections and out Evans Street to the City's Community Center where it can be connected into the Regional RTMS system for on-going signal monitoring and management. The latter objective will be accomplished by connecting to the City's cross-town fiber optic infrastructure that is currently being constructed by the City's IT Department.

Project total in MDOT Work Plan		\$378,238	
Preliminary Design Review			
PACTS/MDOT grant	\$34,687		
City local share	11,563	46,250	FY17 CIP
Construction Funding			
PACTS/MDOT	\$248,991		
City local share	82,997	331,988	FY18 CIP

Project Cost: \$83,000 (local share of estimated construction cost of \$331,998)  
Funding Source: To be determined  
Source of Cost Estimate: Sebago Technics and MDOT  
Projected Useful Life: 20 years

## Public Works and Transportation

### Public Works

#### Westbrook Street Reconstruction and Streetscape

This request is to fund the reconstruction of a portion of Westbrook Street in the Redbank/Brick Hill area. This project had originally been planned as a reclaim and overlay, but was postponed first when the Portland Water District notified the City of planned maintenance in 2016, and again when the West End Neighborhood Master Plan was initiated in 2017. That plan identified this corridor as a high priority for the neighborhood and recommends a complete streetscape plan. In addition to street rehabilitation, the master plan envisions a new urban village in the area known as the “triangle”. This project represents one of two catalysts for neighborhood revitalization currently in progress. The other project is a \$12 million mixed-use housing development proposed by Avesta Housing that would create much needed housing and ground floor retail space. The Avesta project is somewhat dependent on this street project, as it creates needed on-street parking and improved pedestrian connections and access to public transit. The intent is to time both projects to proceed together. The Avesta project hopes to receive approval in Fall 2018 and break ground in Spring 2019. These two projects have the potential to transform the neighborhood and taken together, this represents a significant investment.

The street project area encompasses a section of Westbrook Street from Western Avenue to approximately 600 feet north of Brick Hill Avenue. The project is essentially a full rebuild of that section of street, and includes:

- Full-depth reclaim and paving of roadway
- Lane widths reduced by 1 foot to produce traffic-calming
- Signal and pedestrian crossing improvements at Western/Westbrook intersection
- Closed curb cuts along the west side of the street and 16+ new on-street parking spaces to support new development
- New stormwater facilities and surface treatment
- New sidewalks with esplanade, landscaping, and street lighting
- New curb extensions with safely built crosswalks
- New bus stop





The outcomes of this project will be both functional and aesthetic improvements in the neighborhood. Bicycle and pedestrian safety will be significantly improved, the roadway will be well-built, safe, and functional, on-street parking will encourage more business activity and future development along the corridor. Generally, the project will improve the quality of life for the residents by creating a well-functioning and welcoming neighborhood gateway and urban village area.

Project Cost: \$1,400,000  
 Funding Source: \$600,000 CDBG  
 \$350,000 TIF Reserves  
 \$450,000 General Fund Reserves

Source of Cost Estimate: Sebago Technics  
 Projected Useful Life: 20 years

## **Public Works and Transportation**

### **Public Works**

#### **Sidewalk Tractor**

The Public Works Department is requesting the purchase of one Sidewalk Tractor equipped for summer and winter maintenance. This sidewalk tractor will be an addition to our sidewalk fleet. The sidewalk tractor is used in the summer and spring to sweep sidewalks as well as roadside mowing. The most important aspect of the sidewalk tractor is wintertime sidewalk maintenance which includes plowing and sanding of the sidewalks that are maintained during the winter months. The additional sidewalk tractor will allow us to expedite the cleanup of sidewalks after storms and possibly add some additional sidewalks for winter maintenance. The approximate cost of the sidewalk tractor equipped for both summer and winter maintenance is \$145,000. This estimate was provide by HP Fairfield



Project Cost:	\$145,000
Funding Source:	\$80,000 Prior CIP balances \$65,000 Equipment reserve
Source of Cost Estimate:	HP Fairfield
Projected Useful Life:	15 Years

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## **Public Works and Transportation**

### **Public Works**

### **Sidewalk Program**

This is a request to authorize the commitment of \$125,000 for sidewalk maintenance and repair.

The funding would support various sidewalk construction and maintenance throughout the City. Sidewalk priorities will be determined using the data collected from the sidewalk condition assessment performed by Sebago Technics.

The estimated useful life of this project is 15-20 years.

Project Cost:	\$125,000
Funding Source:	\$125,000 Prior CIP balances
Source of Cost Estimate:	Public Works
Projected Useful Life:	15 to 20 years

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## **Public Works and Transportation**

### **Public Works**

#### **One (1) Trucks with Plows**

The Public Works Department is requesting the purchase of one single axle truck outfitted with plow, wing and sander for winter operations. This Truck will replace a 2002 International truck with over 6000 hours on it. In the last four (4) years parts and labor to keep this truck on the road has totaled over \$54,000.

This truck will be equipped with plow, wing, and sanders and will remain as front line trucks. Cost estimates were obtained through conversations with Truck Dealers such as Portland North Truck Center as well as snow plow equipment dealers such as H.P. Fairfield.

The truck being replaced will be traded or auctioned off.



Project Cost:	\$195,000
Funding Source:	URIP
Source of Cost Estimate:	Public Works, H.P. Fairfield, Portland North Truck Center
Projected Useful Life:	12 years

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