

Public Works and Transportation

Bus Service

Air Compressor

The 1990 Dayton air compressor, tank, and piping system are past their useful life and cannot provide the air pressure required to fill bus tires.

This FY14 CIP item is for an industrial, two-stage, tank mounted compressor with the necessary safety valves, water traps, air dryers, regulators, valves, piping, and other components to install a reliable source of air pressure. The unit purchased will be mobile such that it can be relocated, if necessary, to another facility.

Project Cost:	\$12,000
Funding Source:	Fund Balance
Source of Cost Estimate:	Vendors
Projected Useful Life:	25 years



1990 unit to be replaced.



Typical replacement unit. One of many vendors.

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Public Works and Transportation

Bus Service

Transit Bus Reserve

During the 2003 budget process the City Council carefully reviewed the Bus Service's capital reserve fund requirements from 2002 through 2014. It was analyzed looking 12 years ahead because transit buses, typically the most expensive purchases, are replaced on a twelve-year cycle. This analysis has served us well in setting aside sufficient reserves to cover capital transit projects, not only for the purchase of new transit buses, but also for expensive maintenance and repair of these capital assets that were well past their useful lives. In addition, this capital reserve account also funds the full cost or 20% local match required for other capital projects such as bus shelters, automated vehicle locators, etc.

In the past, the City set aside a significant portion of its Federal Transit Administration grants to purchase buses, or paid the entire cost of a vehicle with reserves or surplus. More recently, the Maine Department of Transportation took an active role in obtaining federal grants and other sources of funds such as State Transportation Bonds to provide buses to municipal fixed route providers in the state. From spring 2002 until January 2012, South Portland has received nine replacement buses – new and used - through a wide variety of funding mechanisms. Two more are in the pipeline through the FTA's State of Good Repair grant program, with the 20% local match already accounted for in the 2012 CIP. There is uncertainty in future federal and state funds, compounded by the fact the City will soon become a direct FTA grant fund recipient. Taken together, this means we should continue to set aside City funds for at least a 20% local match for buses. In fact, the latest two-year federal transit legislation (MAP-21) suggests that a greater share of the capital costs may rest on the transit agency.

The Bus Service also uses federal grants for eligible capital expenditures such as bus shelters, site improvements, preventive maintenance equipment, service vehicles, etc. In addition, there are two region-wide projects already endorsed by the City Council that are being coordinated among the greater Portland transit providers. The regional bus stop sign and bus shelter project and the Automated Vehicle Locator project are well underway using 80% FHWA Surface Transportation Program set-aside funds. This Bus Service Capital Reserve Account will continue to provide our share of the 20% local match for these projects. When grant funds are not available for approved projects, the reserve account will be used for those purposes.

The FY14 request is based on the need to maintain the required 20% local match for eligible federal capital projects or outright capital expenses, plus a cushion for unanticipated, expensive bus repairs to extend the useful life of the vehicles.

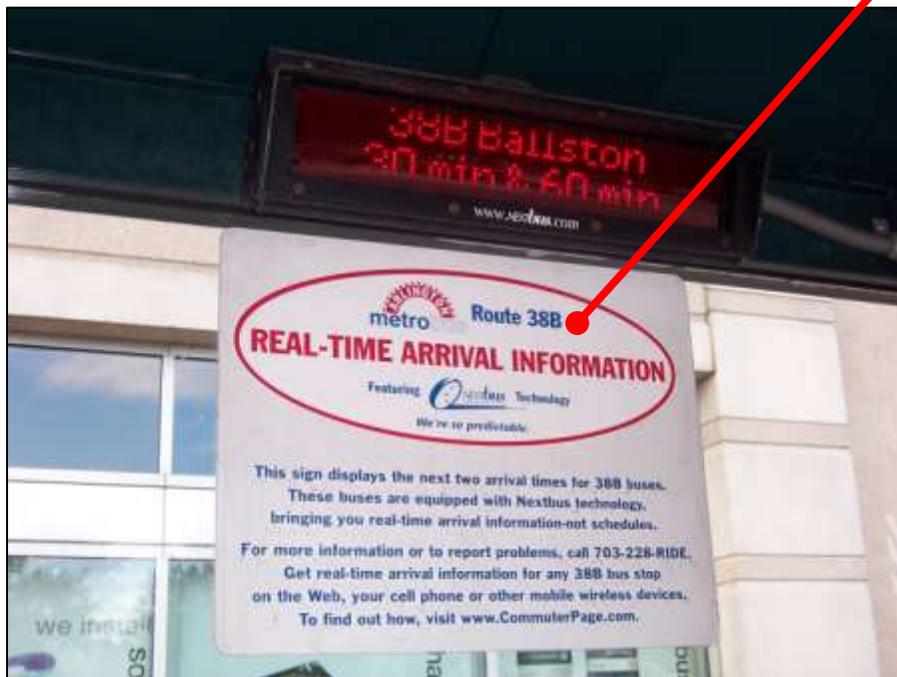
Project Cost:	\$50,000
Funding Source:	Fund Balance
Source of Cost Estimate:	Analysis during FY 2003 budget process and recent experience
Projected Useful Life:	12 years

Example of real-time bus arrival Information in a typical bus shelter.

This bus shelter has signs for two agencies that use a shared bus stop.

Both agencies have real-time information available. The bus stop signs have unique numeral identifiers for smartphone applications or other wireless devices to get schedules as well as real-time arrival information.

There is also a posted schedule for each route that uses the bus stop.



In this case, only one of the four routes that use this bus stop has scrolling real-time arrival information.

Public Works and Transportation
Planning & Development
PACTS/MDOT 2014-15 Collector Road Projects

This is a request to authorize the commitment of \$58,507 for the 15% local match for four collector road projects totaling \$389,783 that are candidates in the MDOT 2014-15 Capital Work Plan and that require a match due to the funding coming from PACTS. MDOT likely will package these projects and advertise them together in 2014. They include:

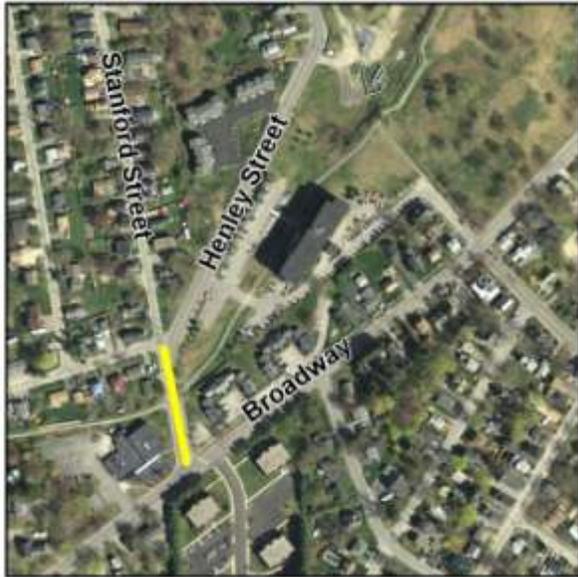


20242.00 South Portland – Billy Vachon Drive – $\frac{3}{4}$ ” Overlay 0.06 miles in length – Beginning at Carver Boulevard and extending to Main Street. Funding is PACT’s so the City does have a share. Estimated Cost - \$40,000, Local Share - \$6,000



20257.00 South Portland – Cottage Road – $\frac{3}{4}$ ” Overlay 0.27 miles in length – beginning at Broadway Street and extending 0.27 miles to Ocean Street. Funding is PACT’s so the City does have a share. Estimated Cost – \$192,500, Local Share - \$28,875

20299.00 South Portland – Market Street – $\frac{3}{4}$ ” Overlay – 0.19 miles in length – beginning at Waterman Drive and extending north 0.19 miles to Ocean Street. Funding is PACT’s so the City does have a share. Estimated Cost – \$113,363, Local Share - \$17,044



20310.00 South Portland – Stanford Street – ¾” Overlay – 0.06 miles in length – Beginning at Henley Street and extending 0.06 miles to Broadway. Funding is PACT’s so the City does have a share. Estimated Cost - \$43,920, Local Share - \$6,588

Project Cost:	\$389,783	
Source of Funds:	\$58,507	Fund Balance
	\$331,276	PACTS Grants
Source of Cost Estimate:	Emory Lovely, MDOT Project Manager	
Projected Useful Life:	15 years	

Public Works and Transportation
Planning & Development
Main Street (Rt. 1) Complete Street Study
PACTS Local Match

This is a request to authorize the commitment of \$5,000 for the local match of a \$25,000 PACTS study to provide improved pedestrian and bicycle facilities within the Route 1 Corridor of South Portland. This initiative began as part of the Veteran’s Memorial Bridge (VMB) Project, which included a new multi-use path from the VMB to Main Street. The City and PACTS have since funded a new link in this pathway from the terminus of the VMB Project on Main Street to Cash Corner. This project will be performed as a Locally Administered Project under the upcoming MaineDOT Work Plan. In addition, PACTS is currently studying bike/ped improvements to Cash Corner under a separate planning contract, which will be completed this year. The proposed project would evaluate ideas for continuing these efforts along Main Street (Route 1) southerly to the Scarborough Town Line.

In addition, the City’s Water Resource Protection Department will be replacing storm drains and sewer lines in Main Street in the Thornton Heights neighborhood in 2014, and this study is needed to provide the complete-street designs for the sewer separation project’s street and streetscape repairs and improvements.

The City intends to build upon its prior work in the Corridor by evaluating the reallocation of existing pavement to non-motorized vehicle usage in keeping with its newly adopted Complete Streets policy. Aerial photographs of the corridor will be used as basis for this analysis. The study will:

- confirm existing traffic volumes within the corridor by researching existing published data from MaineDOT – daily volumes seem to range between 13,500 near Cash Corner to roughly 22,000 near the Maine Turnpike Connector intersection.
- research existing crash statistics for the corridor to determine if there are any safety concerns with this stretch of Route 1.
- research existing ROW for the Corridor.
- conduct a public outreach program with organized groups such as the City’s Bicycle and Pedestrian Committee, the Bicycle Coalition of Maine, South Portland Bus, neighborhood businesses and residents from this section of the City to identify issues and test alternative proposals that may result from the study.
- produce a variety of concept plans that address the issues raised by the community and other interested parties.



- present the various concept plans to the public and see if a consensus can be achieved on a preferred strategy.
- prepare a preliminary estimate of cost for the recommended alternative.
- compile the results of this effort into a bound Final Report that documents the proceedings and conclusions for moving forward.

Project Cost: \$25,000

Source of Funds: \$5,000 TIF Reserves
\$20,000 PACTS grants

Source of Cost Estimate: Steve Sawyer, P.E., Sebago Technics
Projected Useful Life: N/A

Public Works and Transportation
Broadway Sidewalk
Main Street Westerly to Westbrook Street

This is a request to authorize the commitment of \$145,000 for the reconstruction of a sidewalk on Broadway that will run from Main Street westerly to Westbrook Street.

The Maine Department of Transportation (MDOT) will be grinding and repaving Broadway from Main Street to Westbrook Street in the spring of 2014. The Portland Water District (PWD) is also replacing its water main from Hobart Street to Dawson Street. As part of the PWD project they will be moving their hydrants to the backside of the sidewalk to facilitate sidewalk plowing in the winter. The sidewalk had very little curb reveal left in most places. There are several areas that have dips that hold water and sand and are potential trip hazards. In the pictures provided you can see where sand is being collected in these dips.

The length of the project is approximately 4,900 ft. It will include installing concrete curb and a bituminous sidewalk. The project will be completed by Public Works crews.

It is estimated this project will cost \$145,000. The estimate was prepared by the Director of Public Works.

Project Cost:	\$145,000
Source of Funds:	CDBG
Source of Cost Estimate:	Public Works
Projected Useful Life:	15-20 years



Public Works and Transportation

Public Works

Gorham Road Traffic Islands

This is a request to authorize the commitment of \$300,000 for the reconstruction of the traffic islands on Gorham Road.

This project is to redesign the traffic islands on Gorham Rd. to include storm water treatment. The project is the combined effort of the City and the Long Creek Watershed Management District (LCWMD). The initial efforts would be to redesign the large islands on Gorham Road that runs from Western Avenue to Foden Road. Additional islands may be included along the Maine Mall Road, depending on costs and available funds.

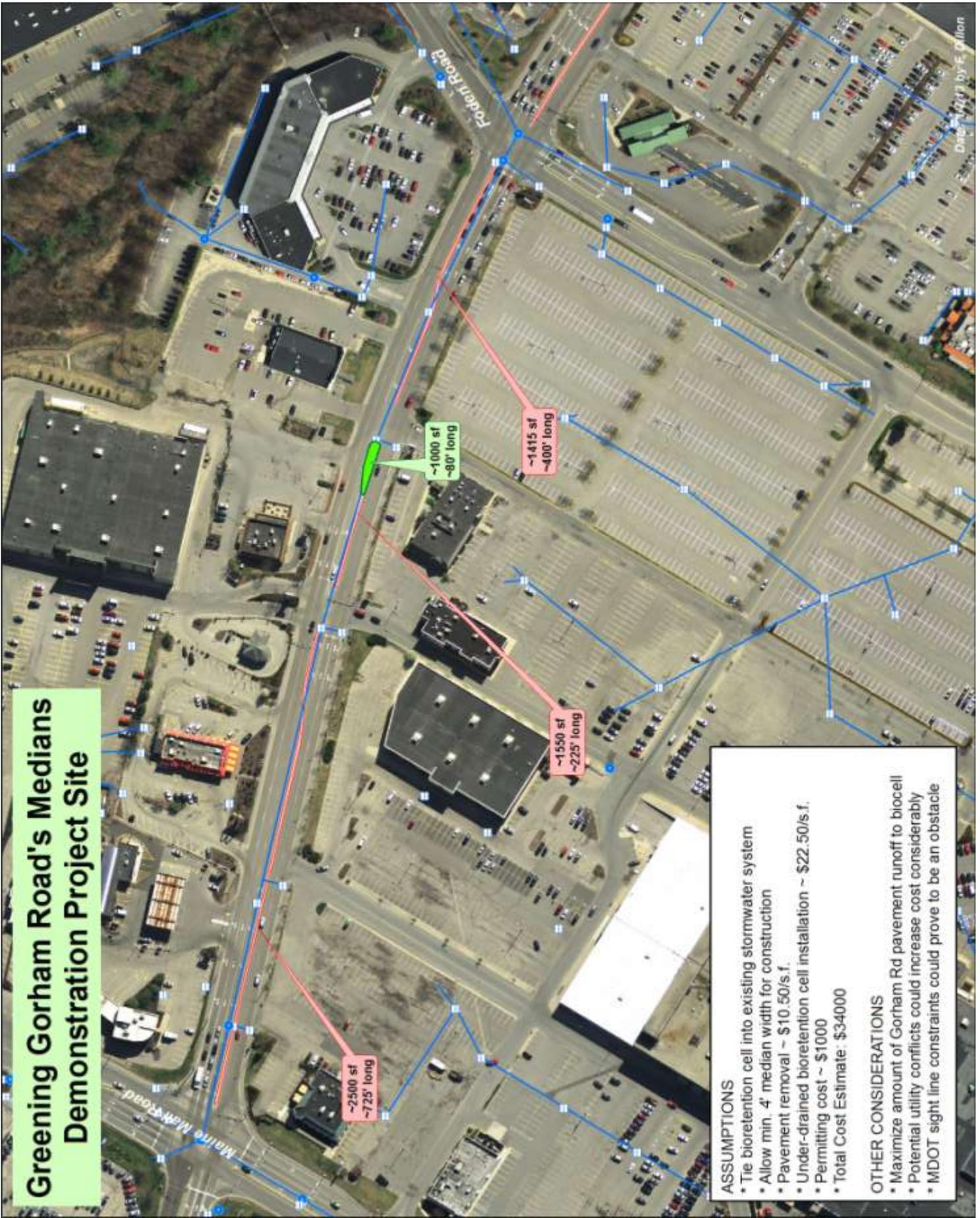
It is estimated this project will cost \$300,000. The estimate was prepared by the Fred Dillion, Stormwater Coordinator for the City of South Portland, the City Manager and conversations with the Long Creek Watershed Management District.

The estimated useful life is 20-40 years.

Project Cost: \$300,000

Source of Funds: \$150,000 TIF Reserves
\$150,000 LCWMD Grant

Source of Cost Estimate: Fred Dillion, Stormwater Coordinator, City Manager, LCWMD
Projected Useful Life: 20-40 years



**Greening Gorham Road's Medians
Demonstration Project Site**

ASSUMPTIONS

- * Tie bioretention cell into existing stormwater system
- * Allow min. 4' median width for construction
- * Pavement removal ~ \$10.50/s.f.
- * Under-drained bioretention cell installation ~ \$22.50/s.f.
- * Permitting cost ~ \$1000
- * Total Cost Estimate: \$34000

OTHER CONSIDERATIONS

- * Maximize amount of Gorham Rd pavement runoff to biocell
- * Potential utility conflicts could increase cost considerably
- * MDOT sight line constraints could prove to be an obstacle

Drawn by E. Dillon



Greening Gorham Road's Medians



Date: 1/28/13 by F. Dillon

- ASSUMPTIONS** (5000 sq. ft. of median)
- * Tie bioretention cell(s) into existing stormwater system
 - * Pavement removal ~ \$10.50/s.f.
 - * Under-drained bioretention cell installation ~ \$22.50/s.f.
 - * Permitting cost ~ \$1,000
 - * **TOTAL (ROUGH) COST ESTIMATE: \$166,000**
- OTHER CONSIDERATIONS**
- * Maximize amount of Gorham Rd pavement runoff to bio-cell
 - * Potential utility conflicts could increase cost considerably
 - * MDOT sight line constraints could prove to be problematic

Public Works and Transportation

Public Works

Route 1 Bike/Pedestrian Improvements

The Veteran's Bridge Project terminated the multi-use path that is part of the scope at the intersection of Main Street and the I-295/Route 1 Connector. Rather than terminate this pathway at the intersection of Exit 4 and Main Street, the City would like to extend the pathway along the easterly side of Main Street to the Cash Corner intersection. Ultimately, this first phase of path construction, some 1,850 feet, could eventually provide access to Rumery Road, whereby users could someday connect with the Greenbelt leading to the Wainwright Farms Complex. This project will get the City and its residents one step closer to its goal of a safe and user-friendly trail system throughout its boundaries.

The City's plan is to recapture a portion of the existing northbound lane of Route 1 (Main Street) between Cash Corner and the Connector to the Veteran's Memorial Bridge (VMB), which is currently 21' wide with a 6' shoulder, and convert it to a space for a new multi-use pathway and streetscape so that the new pathway being built as part of the VMB Project will not terminate with no apparent place to go. The new pathway and streetscape will provide safe access for users coming off the VMB into South Portland to make connections to a variety of destinations.

The Project calls for removing the existing pavement, resetting existing curbing, constructing the pathway and creating a landscaped esplanade, which will greatly enhance the aesthetics of this gateway into the City from Portland. An additional benefit of this pathway and streetscape project will be the opportunity to reorganize existing curb cuts for proper access management along this corridor. A Layout Plan with Typical Section is attached, which shows the scope of work that is proposed.

This project was not originally funded by PACTS. It was not until City staff stepped forward and thought of alternative construction practices did PACTS find the funding to make the project move forward. Under the alternative construction, the City will be doing the pathway and esplanade work itself and bidding out the curbing, electrical and paving portions of the project. The City will still receive compensation under the grant and local match for our man and equipment hours, resulting in a reduction of cost if those aspects of the job were bid out.

Project Cost:	\$305,937
	\$225,827 Federal
	\$ 30,110 State
	\$ 50,000 Local
Funding Source:	TIF Reserves
Source of Cost Estimate:	Sebago Technics Engineers
Projected Useful Life:	20-years

South Portland: Main Street (Route 1) Multi-Use Path Extension

PACTS Bicycle and Pedestrian Improvement Proposals FY 2014/2015 Application Form

PACTS Staff and members of both the PACTS Planning Committee and Technical Committee will use the information provided in this form to score and rank Proposals for Bicycle and Pedestrian projects.



Examples of eligible **Bicycle and Pedestrian** projects are:

- Sidewalks;
- Crossing Improvements
- Off-road paths;
 - Bicycle specific
 - Pedestrian specific
 - Shared/multi use
- On road bicycle lanes, cycletracks, bike specific intersection improvements, etc.
- Streetscape improvements;
- And any eligible purpose under the FHWA's Transportation Enhancement program administered by the MaineDOT. Categories can be found at:

<http://www.state.me.us/mdot/community-programs/enhancement-program.php>.

General Requirements for Proposals:

General Requirements for Proposals:

1. Proposals must be received by PACTS by **4:00 p.m. on March 2, 2012** and shall be endorsed by the applicant's Council/Board of Selectmen, recognized Committees and/or Subcommittees or officers of the town by **April 6, 2012**.
2. Attach supplementary information as needed. Three (3) hard copies and an electronic submittal are required. Email, thumb drive or disc. Please submit to ceppich@gpcog.org and pniehoff@gpcog.org
3. Proposals must be based on a thorough analysis and include a detailed purpose and need statement, scope of work, and cost estimate.
4. Pedestrian signal proposals must be supported by a MaineDOT approved warrant analysis if applicable. MaineDOT support documents **must** be submitted with this application.
5. Must demonstrate consistency with *Destination Tomorrow* with consideration of the **2009 PACTS Regional Bicycle and Pedestrian Plan Update** 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 and reason why you believe the question is not applicable.

Please contact Paul Niehoff or Carl Eppich with any questions you may have as you prepare your proposal. (207) 774-9891.

South Portland: Main Street (Route 1) Multi-Use Path Extension

Section 1: Proposal and Supporting Information:

PART I – PACTS MEMBER INFORMATION

1. **Applicant Organization:** City of South Portland
2. **Contact person:** Charles Haeuser, Planning Director



March 2, 2012

3. **Municipal endorsement:**
Endorsee: South Portland City Council
Date of Endorsement: Will endorse by April 6th

PART II – GENERAL PROJECT INFORMATION

4. **Project Title:** Main Street (Route 1) Multi-Use Path Extension
5. **Location:** Main Street from the I-295/Veterans Bridge Connector to Cash Street (Cash Corner).
See Attached Map.

(Street name and/or Route number or description of location if project is off-road)

6. **Relevant Study or Plan – Please attach relevant excerpt description.** This project extends the multi-use path that is currently being constructed as part of the new Veterans Memorial Bridge Project along Main Street (Route 1) from its planned terminus at the intersection of Main Street and the I-295/Route 1 Connector to “Cash Corner” and the Fire Fighter’s Memorial Park at the end of Cash Street, a distance of about 1,850 feet. This routing is highlighted on the most recent version of PACTS’ Regional Bicycle and Pedestrian Plan Update.

PART III – OVERALL PROJECT DESCRIPTION

Please attach a scope of work and cost estimate including as much detail as possible for PACTS staff to (1) determine the project’s consistency with *Destination Tomorrow*, and (2) determine the project’s consistency with relevant town specific or regionally significant bike/pedestrian plans such as the 2009 PACTS Regional Bicycle and Pedestrian Plan Update. Please type your answers in the document below at the “A:”

7. **Purpose and Need Statement**

The purpose and need statement must address the critical deficiencies that the project will address or correct. See the TIP policies and Procedures document FMI. 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.)

A: The Veteran’s Bridge Project will be terminating the multi-use path that is part of its scope at the intersection of Main Street and the I-295/Route 1 Connector. Rather than terminate this facility, the City would like to extend it along the easterly side of Main Street to the “Cash Corner” intersection where it would connect to an existing path in Fire Fighter’s Memorial Park leading to Cash Street, which would provide access to Rummery Street, whereby users could connect with the off-road trail (South Portland Greenbelt) leading to the Wainwright Sport Complex. This project will get the City and its residents one step closer to its goal of a safe and user-friendly trail system throughout its boundaries.

South Portland: Main Street (Route 1) Multi-Use Path Extension

8. Proposed Scope of Work

The proposed scope of work must be in sufficient detail for PACTS staff and the MaineDOT to verify the planning-level cost estimate which accompanies the application. Sketches of both existing and proposed conditions (including roadway geometry, if relevant) must be included with this submittal. (Attach supplemental information if needed.)

A: The City's plan is to recapture a portion of the existing northbound lane of Route 1 (Main Street) between Cash Corner and the Connector to the Veteran's Memorial Bridge (VMB), which is currently 21' wide with a 6' shoulder, and convert it to a space for a new multi-use pathway and streetscape so that the new pathway being built as part of the VMB Project will not terminate with no apparent place to go. The new pathway and streetscape will provide safe access for users coming off the VMB into South Portland to make connections to a variety of destinations, but most importantly the Wainwright Sports Complex via South Portland's Greenbelt.

The Project calls for removing the existing pavement, resetting existing curbing, constructing the pathway and creating a landscaped esplanade, which will greatly enhance the aesthetics of this gateway into the City from Portland. An additional benefit of this pathway and streetscape project will be the opportunity to reorganize existing curb cuts for proper access management along this corridor. A Layout Plan with Typical Section is attached, which shows the scope of work that is proposed.

PART IV – PLANNING

9. Is the project within a municipally designated growth area?

A: No

10. Describe how this project is (or is not) part of the PACTS Regional Bicycle and Pedestrian Plan Update (2009) and/or an approved or pending transportation study.

A: This Project is part of the PACTS Regional Bicycle and Pedestrian Plan Update.

11. Describe how the project relates to the existing transportation system (including the roadway and public transportation networks.)

A: This Project aims to fill a missing link between work that is being done as part of the VMB with the City's goal for an integrated community-wide pathway system.

12. Describe how the project closes any gaps in the existing infrastructure (if applicable)

A: See the response to Item 11 and the Proposed Layout Plan.

13. Describe any relevant safety or enhancement improvements to the existing transportation network as a result of this project.

A: Reducing the pavement width in this stretch of Main Street will serve to keep speeds in check and reorganizing the existing curb cuts associated with the abutting businesses will improve safety through better access management.

South Portland: Main Street (Route 1) Multi-Use Path Extension

- 14. Is the proposed project part of a public-private partnership or multi-municipal initiative? Is there a public initiative, existing match funding set aside and/or is there utility work or other capital improvements related to the project currently scheduled?**

A: This project is not part of a public-private partnership or multi-municipal initiative, but a sole City initiative.

PART V – USERS AND BENEFITS

- 15. What user groups are anticipated to benefit from the proposed project and in what way (bicyclists, pedestrians, commuting, recreation, transit connections, school or after school activity locations, etc.)**

A: The project will benefit all users of the VMB multi-use path that are destined for South Portland as it extends that pathway further into the heart of the City and provides a safe means of crossing Cash Corner to get eventually to the City's Greenbelt at Wainwright Farms.

- 16. Is there a neighborhood benefit and what, if any, adjacent municipalities will benefit from the project and explain the reasons why.**

A: Main Street does abut a residential neighborhood, which will be able to take advantage of this project, by using the signalized crossing of Broadway at Cash Corner, a very busy intersection with no crosswalk provisions today.

- 17. Describe any expected regional benefits that will result from this project.**

A: This project will have regional implications since it provides a link from a facility on the VMB with the City's established trail system.

PART VI– Costs and Maintenance

- 18. What is the estimated cost to complete this project? (Attach detail cost estimate)**

A: \$465,000 See attached detailed estimate.

- 19. What, if any, additional improvements and associated costs are expected as part of the proposed project? (I.e. drainage, right-of-way, removal of existing landscaping, environmental impacts, etc.)**

A: The above cost is all inclusive.

- 20. What entity (municipal, trail group, etc) will maintain this project and what are the anticipated costs to maintain both seasonally and long term this project after construction is complete?**

A: The City's Public Works Department will assume maintenance responsibility of this new multi-use path the same as the do today for the existing sidewalk within this corridor. No additional expense is anticipated to perform this function.

Section 2: Destination Tomorrow Regional Long Range Plan Consistency:

South Portland: Main Street (Route 1) Multi-Use Path Extension

PACTS staff and both the Planning Committee and the Technical Committee will use the information provided here 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 Committees.
- The Planning Committee reviews the staff's scores and prepares Committee scores/recommendations for consideration by the Policy Committee.

The questions and paragraphs below are from *Destination Tomorrow's 5 Policies*:
Please type your answers in the document below at the "A:"

1. Relevant Policy, Policy 1: Regional Focus – Prioritize a regional approach to transportation and land use planning and decision making founded on effective communication and management of regional resources in agreement with our other policies.

Question: How is the project important to the region? Please list regional benefits of the project.

- A:
- 1) It provides another important link in the Region's Bike/Pedestrian System.
 - 2) It will serve not only South Portland residents, but also folks from Portland coming off the new VMB.
 - 3) It will improve the aesthetics of this Gateway into the City.
 - 4) The access management aspects of the project will provide all patrons of the businesses in this corridor a safer driving experience.

2. Relevant Policy, Policy 2: Maintaining and Transforming the Transportation System – Maintain and improve Mobility, Safety, and Accessibility of existing infrastructure while improving and completing infrastructure and services to accommodate non-motorized vehicular modes in the appropriate places.

Question: How would the project maintain, improve the existing transportation system? Please list infrastructure improvements and services the project proposes to accommodate all transportation modes.

A: The project will replace an existing deteriorated sidewalk with a new multi-use pathway designed to serve a range of non-motorized vehicular modes. In addition, the roadway width will be reduced and driveway access better controlled for improved safety and speed management. A new signal controlled crosswalk will be provided as part of the project for crossing Broadway at the Cash Corner intersection. This will be a huge benefit for not only pathway users but area residents, as well.

3. Relevant Policy, Policy 3: Economic Development Enhance regional prosperity through support for the economic vitality of existing business and for economic development opportunities that are efficiently located based on the availability of transportation in mixed use and compactly developed areas.

Question: How would the project enhance existing business, employment and economic development opportunities? Please list benefits to businesses and how the project furthers development opportunities with a mix of uses and connects jobs and housing by walking, biking or transit.

South Portland: Main Street (Route 1) Multi-Use Path Extension

A: The new streetscape will enhance the experience for patrons frequenting the established business community in this part of the City. An up-scaled appearance will also improve property values and make the corridor more desirable for tenants. Given the Gateway opportunity this location offers, the project improvements will certainly draw more attention to this section of the City.

4. Relevant Policy, Policy 4: Transportation-Land Use Connection Strengthen the connection between land use, transportation and community livability in the planning process

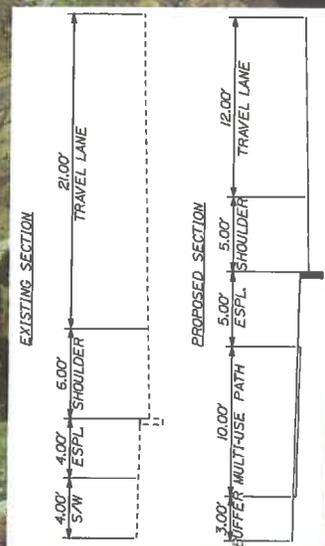
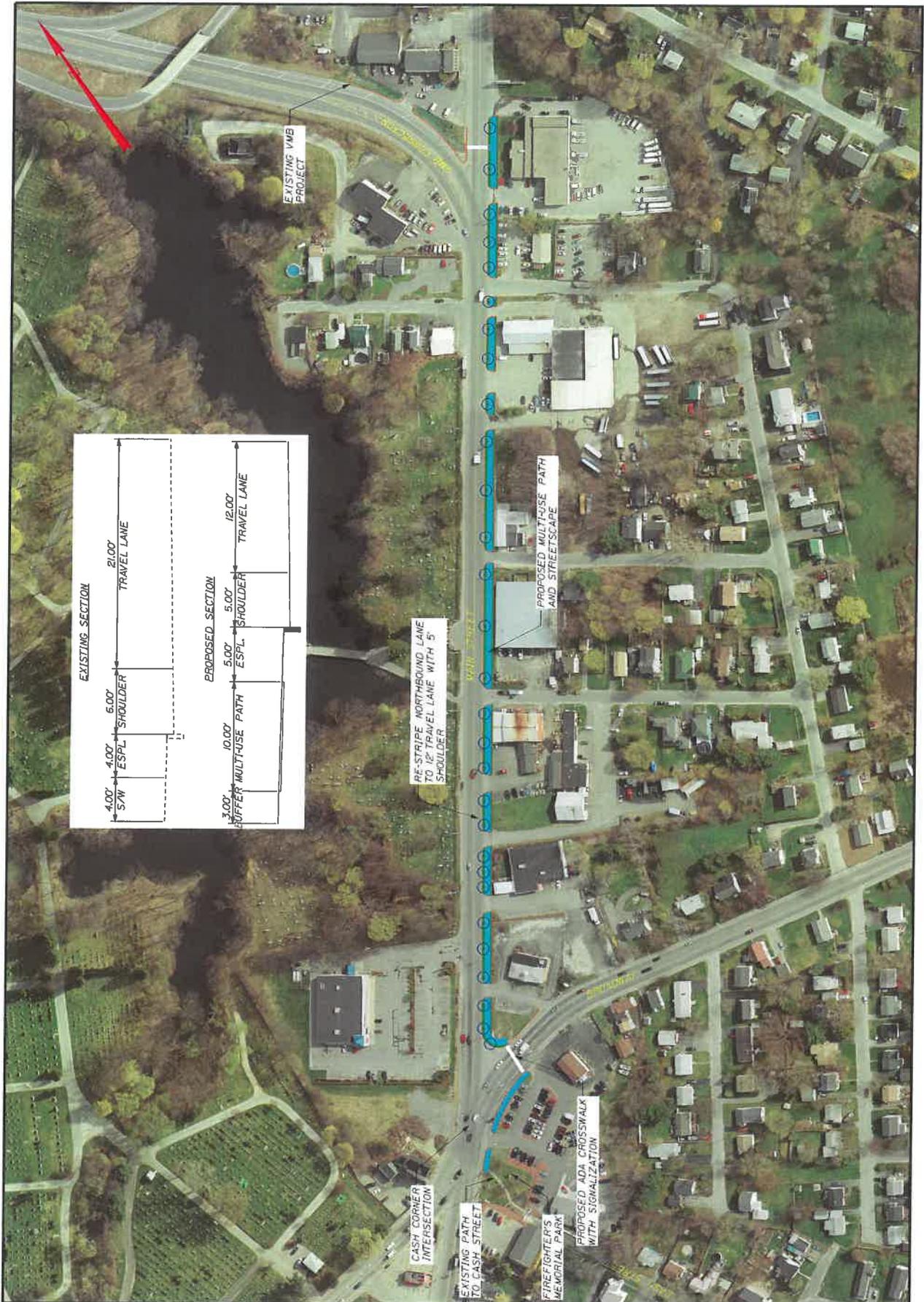
Question: How would the project improve the transportation-land-use connection? Please list benefits to transportation choice (density), accessibility in terms of ease of travel between points (distance), variety of compatible uses and services made available (diversity); and overall design. Design can include geometry, interconnections, access management, streetscape, and preservation of community character.

A: As has been stated, Main Street is one of the Gateways into the City from Portland. Having the new path within this corridor directing folks from the VMB into the heart of the City via its established trail network, is a tangible benefit. The streetscape improvements will address the appearance of the corridor, and the access management features of the design will improve vehicular safety. The signalized crossing of Broadway at Cash Corner will provide a safe crossing of a very busy intersection for not only trail users but area residents as well. This project truly presents an opportunity for the community and Region to improve community and regional livability.

5. Relevant Policy, Policy 5: Environmental Quality and Energy Conservation – Protect and improve the human and natural environments including natural and cultural resources, air and water quality, and prepare and be proactive for the *most likely* impacts of climate change. Make transportation improvements that use more energy efficient transportation options, low and non-polluting modes such as transit, and/or reduce harmful pollutants associated with transportation.

Question: How does the proposed project promote the use of energy efficient transportation and improve the human and natural environment? Please list benefits in terms of energy use, energy savings; and benefits to natural resources such as air, water, and land; and cultural benefits such as places preserved.

A: The primary feature of this project is the construction of a multi-use path, which is in itself an encouragement of the use of alternate, non-motorized, means of travel, which serve to conserve energy, reduce pollution, and improve health – all seem to be in direct alignment with this policy.



Common Excav

$1920' \times 18' \times 1' \times \frac{1}{27} = 1280 \text{cy} @ \$20 = \$25,600$

Reset Granite Curb

$(1920' - 290' \text{ drives}) = 1630' \times \$25 = \$40,750$

Pathway Pav't

$\frac{1}{9} \times 1920' \times 10' \times 2" \times \frac{110 \frac{3}{4} / 24"}{2000} \times \frac{1}{2000} = 235 \text{T} @ \$150 = \$35,250$

Pathway ASCG

$1920' \times 18' \times 1' \times \frac{1}{27} \times \$30 = \$38,500$

Loam

$1920' \times 8' \times \frac{1}{3}' \times \frac{1}{27} \times \$50 = \$9,500$

Seeding

$\$1,500$

Drainage

$\$45,000$

Trees

$\$25,000$

Lighting

$20 @ \$3,500 = \$75,000$

Truncated Domes of Broadway

$2 \times 5 \times 2 \times \$15 = \$1,500$

Pedestrian Signal Equipment

pole 2 @ \$2,000 = \$4,000

signals 2 @ \$1,200 = \$2,400

buttons 2 @ \$700 = \$1,400

conduit 50 @ \$25 = \$1,250

wiring = 5,000

$\$15,000$

SEBAGO TECHNICS, INC.
 P.O. Box 1339
 Westbrook, ME 04098
 (207) 856-0277 FAX (207) 856-2206

JOB Main St Multi-Use Park
 SHEET NO. 2 OF _____
 CALCULATED BY SSS DATE 3/1/12
 CHECKED BY _____ DATE _____
 SCALE _____

Signage

\$2,500

Traffic Control

\$7,500

Subtotal

\$332,600

Misc. 5%

16,600

Mobilization 10%

35,000

384,200

30%

\$400,000

40,000

Survey & PE

25,000

CE

Row

0

\$465,000



Main Street Looking South at wide northbound lane and shoulder to be recaptured for bicycle and pedestrian use.



Main Street Looking South at wide northbound lane and shoulder to be recaptured for bicycle and pedestrian use.



Cash Corner Intersection



Proposed signaled crosswalk across Broadway at Cash Corner



Pathway Termination at Fire Fighters Memorial Park at the end of Cash Street in the middle of the Cash Corner intersection

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Public Works and Transportation

Public Works

Sidewalk Program

This is a request to authorize the commitment of \$165,000 for sidewalk maintenance and repair.

The funding would support various sidewalk construction and maintenance throughout the City. A condition assessment will be done on the City's sidewalks this spring to develop a maintenance strategy and priority for the City's sidewalks.

It is estimated that this project will cost \$165,000. The estimate was prepared by the Director of Public Works.

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

Project Cost:	\$165,000	
Source of Funds:	\$25,000	TIF Reserves – Jared TIF
	\$40,000	CDGB
	\$50,000	URIP
	\$50,000	Fund Balance
Source of Cost Estimate:	Public Works	
Projected Useful Life:	15-20 years	

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Public Works and Transportation

Public Works

Street Paving

This is a request to authorize the commitment of \$500,000 for the annual Street Maintenance Program.

The paving program helps maximize the longevity of our road system throughout the City of South Portland. Several streets that were based paved in the last fiscal year need to be surfaced. The Public Works Department will be conducting a condition assessment on all City streets this spring to determine maintenance strategy and priority.

It is estimated that this project will cost \$500,000. The estimate was prepared by the Director of Public Works.

The estimated useful life of this project is 10-15 years.

Project Cost:	\$500,000
Source of Funds:	Fund Balance
Source of Cost Estimate:	Public Works
Projected Useful Life:	10-15 years

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Public Works and Transportation

Public Works

Truck with Plow and Wing

This is a request to authorize the commitment of \$175,000 for the purchase of a new dump truck with plow, wing, and sander.

This truck will be replacing Truck #19, a 1997 International with 56,151 miles that has exceeded its useful life. The truck is currently out of service. It will not pass inspection due severe rust on the body, cab mounts that have failed, and the firewall is rotted. This truck is a frontline truck during plowing operations.

It is estimated the cost of the new truck with plow, wing, and sander will cost \$175,000. The estimate was obtained by talking with Portland North truck Center as well as H. P Fairfield.

The anticipated useful life of this truck is 10 years.

Project Cost:	\$175,000	
Source of Funds:	\$22,235	Prior years' CIP balances/Accrued Interest
	\$152,765	URIP
Source of Cost Estimate:	Public Works, Portland North Truck Center, H. P. Fairfield	
Projected Useful Life:	10 years	

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Public Works and Transportation

Waterfront

Portland Harbor Dredging

Portland Harbor is a Federal navigation project, authorized in 1836, with subsequent appropriations to perform channel maintenance dredging. Dredging is needed now to restore the 35-foot deep channel from approximately Bug Light west ward to the Veteran’s Memorial Bridge. Portland Harbor Maintenance Dredge project by U.S. Army Corps of Engineers (USACE) is scheduled to begin in November 2013 and be completed by mid March 2014.

Natural shoaling has reduced the depths in portions of the channel to 33 feet which may impede deep draft vessels such as oil tankers, cargo vessels, and cruise ships. In addition, approximately five rock ledge pinnacles projecting one to two feet above the 35 foot depth will be removed. The dredge material is primarily silt and clay and has undergone physical, chemical, and biological testing. It has satisfied the criteria that makes it acceptable for disposal at the selected offshore site.

A private contractor will determine the best method to remove the five rock ledge pinnacles, located roughly between Chandlers Wharf in Portland and Centerboard Yacht Club in South Portland. In every case, the safety of navigation and minimizing the impacts on shore side activity will be paramount. “Blasting,” (if needed) will be imperceptible on the surface.

Dredge material will be removed from the bottom by a private contractor using a mechanical dredge and placing it scows. The scows will be towed to and material deposited at the Portland Disposal Site, approximately 10 miles away, 7 miles east of Cape Elizabeth.

The USACE is working closely with the Maine Department of Marine Resources (MaineDMR) to coordinate a plan that “sequences” the dredging activity to minimize the impact on the lobster fishery. In addition, MaineDMR is developing a scope of work and costing plan to remove lobsters ahead of the dredging activity and collect information about them. It is very important to have the timing of lobster removal and dredging activity properly sequenced because a dredge of the size that will be used in Portland Harbor costs approximately \$100,000 per day if it sits idle.

Non-federal funds for this unique lobster relocation requirement totaling \$90,000 will be evenly shared with the Cities of South Portland, Portland, and Maine DOT. It is anticipated that the Portland Board of Harbor Commissioners will supervise and be the fiduciary agent for this lobster relocation effort.

Project Cost:	\$30,000	
Funding Source:	\$15,000	Fund Balance,
	\$15,000	Portland Street Pier Reserves
Source of Cost Estimate:	1999 project costs and MaineDMR estimate	
Projected Useful Life:	15 years	

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