The City of Portland seeks to re-conduct the existing conditions, future base conditions and recommended alternative traffic analyses with the I-295 Exit 5 ramps remaining in the street network and update the study’s recommendations. The initiative is being funded by PACTS (80%).

**Scope of Work**

**Task 1. Kick-off/Base Conditions**
A. Kick-off meeting with City of Portland, MaineDOT, PACTS and Consultant team
   - Re-visit Purpose and Need
   - Develop Common Understanding of Study and Analysis Goals, Methodologies and Outcomes including short-term safety recommendations.

B. Updated peak hour and/or 12 hour traffic counts (vehicular, bicycle, pedestrian) at 5 locations to be conducted in accordance with MaineDOT traffic count guidelines for planning feasibility studies.

C. Calibrate Synchro/SimTraffic Model for Existing Conditions, AM/PM, with Updated Traffic Counts
   - Calibration based, in part, upon average speeds and queue lengths.

**Task 2. Base Future and Alternatives Analysis**
A. Concise Draft and Final Existing Conditions Traffic Analysis Memorandum
   - Review by City of Portland, MaineDOT and PACTS
   - Comments addressed and revised Existing Conditions Memo
   - Potential short-term safety modifications identified.

B. Future Base and Alternatives Traffic Analysis for the AM & PM peak hours
   - Up to two configuration alternatives will be assessed: the 2 preliminary options are illustrated on the following page.

C. Concise Future Base and Alternatives Traffic Analysis Memorandum
   - Review by City of Portland, MaineDOT and PACTS
   - Comments addressed and revised Alternatives Analysis Memo.

**Task 3. Concise Draft and Final Recommendations Memorandum**
- Review by City of Portland, MaineDOT and PACTS
- Comments addressed and revised Recommendations Memo.

City of Portland staff will conduct the primary public outreach-engagement with one public meeting to be held at the draft recommendations phase. Key stakeholders that will be the focus of specific public outreach-engagement include: Libbytown Neighborhood Association, St. John-Valley Neighborhood Association, Thompson’s Point and Maine Medical Center.

**Schedule**

The study will begin in August 2017 and conclude in December 2017.
Option 1: Two-way Park Ave/One-way Congress St

- Restripe with wider curb lane for bicycles and buses
- Shared use path to Portland Transportation Center
- Bike/Ped crossing with HAWK or RRFB signal
- Traffic signal with bike boxes or roundabout with crosswalks on all approaches
- Bike/Ped crossing with HAWK or RRFB signal

Legend:

- Available for Other Uses
- Bicycle or Shared Use Path
- Bike Lane
- Shared Use Lane Bikeway
- On-Street Parking
- Directional Changes

*This analysis will not include the ramp removals.*

Option 2: Two-way Park Ave/Two-way Congress St

- Reconfigure with crosswalks on all approaches
- Traffic signal at Park/Congress
- Park Avenue two-way with 5 ft. bicycle lanes
- Congress Street two-way with on-street parking and bicycle lanes

Legend:

- Ramp Covers
- Bicycle or Shared Use Path
- Bike Lane
- Shared Use Lane Bikeway
- On-Street Parking
- Directional Changes

*This analysis will not include the ramp removals.*

NOTE: This was the recommended alternative from the Phase I Study.