**2022 Application for Project Prioritization – PROJECT IMPLEMENTATION**

**Traffic Operations, Safety, and Local Initiatives Projects**

**\*\*All applications must be uploaded to the TPO file transfer site by 2:00 p.m. (EST) on February 25, 2022\***

<https://www3.mydocsonline.com/customerupload/b4bbf6f197bbf605f029f13c7936>

**Project Title:**

**Applying Agencies (project sponsor)**:  **Date:**

**Contact Person:**  **Job Title:**

**Address:**

**Phone:**   **FAX:**

**E-mail:**

This project is being submitted as a mixed-use project as defined by Resolution 2020-23. Mixed-use projects must provide the cost breakdown between the traffic operations component of the project and the bicycle/pedestrian component of the project in the cost estimate.

Attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not necessary.

**Commentary:**

**Criteria #1 – Location (5 points max.) – Based on federal functional classification map**

This criterion looks at the classification of the roads that will benefit from a proposed project. This criterion gives more points to projects that provide a benefit on roads that are classified at a higher level. If a project benefits more than one road, the road that has the highest classification will be used to allocate points.

Indicate the federal functional classification of the roadway on which the proposed improvement is located. (Reference the Federal Aid Road Report at <http://www.fdot.gov/statistics/fedaid/>). R2CTPO staff will review the application to verify the classification of the roads benefitting from the proposed project.

**Select only ONE**

Non-Federally Functionally Classified Road (1 point)1

Urban/Rural Local Road (1 point)1

Rural Minor Collector (1 points)1

Urban Minor Collector (2 points)

Urban/Rural Major Collector (3 points)

Urban/Rural Minor Arterial (4 points)

Urban/Rural Principal Arterial (5 points)

**Commentary:**

**1Project must be safety related**

**Criteria #2 – Project Readiness (15 points max.)****2**

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

Check the appropriate boxes to indicate which phases of work have already been completed or will not be required. For each phase that will not be required, explain why in the space provided for commentary. Include with this application a copy of any relevant studies, warrants, designs, and/or permits. If this is an application for Project Implementation, you must attach a copy of the project scope and cost estimate.

Feasibility Study/Conceptual Design/Cost Estimate/SEMP 3

**Select only ONE**

Completed (3 points)

Not Required (3 points)

Required but Not Completed (0 points)

Unknown or TBD (0 points)

PE (Design)

**Select only ONE**

Completed (3 points)

Not Required (3 points)

Required but Not Completed (0 points)

Unknown or TBD (0 points)

Environmental

**Select only ONE**

Completed (3 points)

Not Required (3 points)

Required but Not Completed (0 points)

Unknown or TBD (0 points)

Right-of-Way Acquisition

**Select only ONE**

Completed (3 points)

Not Required (3 points)

Required but Not Completed (0 points)

Unknown or TBD (0 points)

Permitting

**Select only ONE**

Completed (3 points)

Not Required (3 points)

Required but Not Completed (0 points)

Unknown or TBD (0 points)

2 When Federal funding will be used to fund a project, all activities or work, including that which is done in advance of applying for Federal funds, must comply with all applicable Federal statutes, rules and regulations.

3 A Systems Engineering Management Plan (SEMP) is generally required for ITS projects.

**Commentary:**

**Criteria #3 – Mobility and Operational Benefits (30 points max.)**

This criterion looks at the extent of traffic operational benefits that will be derived from a proposed project. The number of points allocated will reflect the degree of benefit that is expected.

In the space provided below for commentary, describe the operational benefits of the proposed project, and specify and explain if this project is considered regional in nature. When putting your application together please include a copy of any approved signal warrant or street lighting studies.

Existing volume to capacity ratio (i.e., existing congestion severity) [Must be documented.]

**Select only ONE**

less than 0.75 (0 points)

0.75 to 0.99 (3 points)

1.00 to 1.25 (4 points)

greater than 1.25 and/or identified as congested in TPO’s CMP/Performance Measures Report (5 points)

Mobility Enhancements (i.e., level of increased mobility and/or travel time reliability that a project will provide)

**Select ALL that Apply**

None (0 points)

Bicycle, Pedestrian, ADA, or Transit (1-5 points)

Access Management, ITS, Critical Bridge, Intersection Improvement, or Traffic Signal Retiming4 (1-10 points)

Approved signal warrant (new signals only), left turn phase warrant, left turn lane warrant, street light warrant, widening justification 5, an FDOT approved roundabout geometric and operational analysis 6, or access management or ITS improvements 7

**Select only ONE**

No (0 points)

Yes (1-5 points)

Hurricane evacuation route (based on appropriate agency’s Comprehensive Plan) upgrade including, but not limited to, converting traffic signal to mast arm or other operational improvements.8

**Select only ONE**

No (0 points)

Yes (0-5 points)

4 Attach Traffic Signal Timing Study.

5 Attach Warrant Study to application; otherwise R2CTPO staff will assume that a Warrant Study justifying the improvement has not been completed.

6 Attach FDOT Step 3 Roundabout Summary Report.

7  Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

8 The term “other operational improvements” includes any improvement that will likely result in a significant: a) increase in evacuating traffic capacity or b) reduction in the probable occurrence or severity of evacuating traffic delay and/or disruption from signal failure, lane blockage, etc.

**Commentary:**

**Criteria #4 – Safety Benefits (20 points max.)**

This criterion looks at the degree of safety benefits that will be derived from a proposed project. The distinction between the categories of benefits will be coordinated with the Community Traffic Safety Teams (CTST). The number of points allocated will reflect the degree of benefit that is expected.

In the space provided below for commentary, describe the safety benefits expected from the proposed project, and explain how the proposed project will help the River to Sea TPO meet or exceed adopted Transportation Safety Targets for Serious Injuries and Fatalities. R2CTPO staff will work with the appropriate agencies to determine the intersection and corridor crash rates.

**Select ALL that Apply**

The specific project location is on FDOT’s High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles 9, corridor crashes per million vehicle miles 10, Community Traffic Safety Team report, etc.) (0-5 points)

The “problem” described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas identified in the latest adopted Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident. (0-5 points)

The proposed project represents a strategy that is professionally recognized in the AASHTO Highway Safety Manual as being effective in reducing the frequency and/or severity of traffic accidents. (0-10 points)

9 If an application scores very high in this criterion, the R2CTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.

10 Applying Agency must use the following crash rate calculation formulas: Corridor Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 days/year x Number Years x Segment Length); Intersection Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 x Number of Years).

**Commentary:**

**Criteria #5 – Support of Comprehensive Planning Goals and Economic Vitality (10 points max.)**

This criterion looks at the degree to which the proposed project will actually contribute to the achievement of one or more of the local government’s adopted comprehensive plan goals or objectives, and the degree to which it supports economic vitality. The Applying Agency must identify specific goals and/or objectives from the relevant comprehensive plan and provide a rational explanation of how the proposed project will advance those goals and or objectives. Points will not be awarded for being merely consistent with the comprehensive plan. Points should be awarded in proportion to how well the project will show direct, significant and continuing positive influence. Temporary effects related to project construction, such as the employment of construction workers, will not be considered.

**Select ALL that Apply**

Directly contributes to the achievement of one or more goals/objectives in the adopted comprehensive plan (0-5 points)

Directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, supports freight movement, and/or supports creation or retention of employment opportunities) (0-5 points)

**Commentary:**

**Criteria #6 – Infrastructure Impacts (20 points max.)**

This criterion looks at impacts to adjoining public or private infrastructure, which may be in the way of the project. The less existing infrastructure is impacted the more points a project will score.

In the space provided below for commentary, describe the infrastructure impacts that will occur as a result of constructing the proposed project. When completing your application, please consider the drainage issues that may be involved (see notes below for a more detailed explanation).

**Select only ONE**

Major Drainage Impact – relocating or installing new curb inlets or other extensive drainage work is required, or drainage impact has not yet been determined 10 (0 points)

Minor Drainage Impact – extending pipes, reconfiguring swales or other minor work is required (0-2 points)

No Drainage Impact – no drainage work required (0-4 points)

**Select ALL that Apply**

Relocation of private gas utility or fiber optic communication cable is not required 11 (0-4 points)

Relocation of public/private water or sewer utility is not required 11 (0-4 points)

Relocation of telephone, power, cable TV utilities is not required 12 (0-4 points)

No specimen or historic trees ≥ 18” diameter will be removed or destroyed (0-4 points)

10 ADA pedestrian crossings at intersections may impact drainage significantly. Attached Traffic Study should address drainage impacts.

11 Typically, these are underground utilities that can only be determined by a complete set of plans. Attach plans showing no impacts; otherwise, assumption is in urban area utilities will be affected.

12 Typically, above ground utilities are not affected except for widening and turn lane projects.

**Commentary:**

**Criterion #7 – Local Matching Funds > 10% of Total Project Cost (10 points max.)**

Please specify the committed local match percentage ***(Match must be in whole or half percent increments)***

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

**Select only ONE**

Local Matching Funds are equal to 10.0% (0 points)

Local Matching Funds are greater than 10% but less than 12.5% (1 point)

Local Matching Funds are greater than or equal to 12.5% but less than 15.0% (2 points)

Local Matching Funds are greater than or equal to 15.0% but less than 17.5% (3 points)

Local Matching Funds are greater than or equal to 17.5% but less than 20.0% (4 points)

Local Matching Funds are greater than or equal to 20.0% but less than 22.5% (5 points)

Local Matching Funds are greater than or equal to 22.5% but less than 25.0% (6 points)

Local Matching Funds are greater than or equal to 25.0% but less than 27.5% (7 points)

Local Matching Funds are greater than or equal to 27.5% but less than 30.0% (8 points)

Local Matching Funds are greater than or equal to 30.0% but less than 32.5% (9 points)

Local Matching Funds are greater than or equal to 32.5% (10 points)

**Commentary (if needed):**



THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS

NOT CURRENTLY IN THE FDOT WORK PROGRAM.

**FDOT PROJECT INFORMATION APPLICATION FORM**

**DATE:**

1. **Project Information:**

Project ID (SR, CR, Etc…):

From/At (South or West Termini):

To (North or East Termini):

County:

Project Length (Miles):

Project Type: Other If *other*, please specify:

1. **Title of Project Priority List and Project Ranking**:

**Central Florida MPO Alliance List and Project Ranking (if applicable):**

1. **Managing Agency Contact Information:**

Applicant:

Contact Person:

Title:

Address:

Phone Number:

E-mail Address:

1. **Phase(s) Being Requested** (click to select all appropriate boxes)**:**

Study  PD&E  Design

Right-of-way  Construction  Other:

1. **Project Description:**
2. Project Scope/Description (please be as detailed as possible):
3. What fiscal year will this project be ready for production/construction:

|  |  |
| --- | --- |
| **Work Type** | **Requested Fiscal Year (July 1-June 30)** |
| Planning Development (Corridor or Feasibility Study) |  |
| Project Development and Environment Study (PD&E) |  |
| Design |  |
| Right-of-way Acquisition |  |
| Construction/CEI |  |
| Other |  |

1. Please state the purpose and need for this project.

1. What data from the statement above was obtained and/or used to support this analysis?

**Note:** If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.

1. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

1. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

1. Is this project on a transit route? If yes, which one(s)?

1. Is this project within the Federal Aid system?

(If yes, FDOT staff needs to verify and check here )

1. **Consistency with Local and MPO Plans**
2. Is this project consistent with the Local Government Comprehensive Plan?

If no, please state when an amendment will be processed to include the project in the Plan.

1. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable). It is not necessary to specifically identify traffic planning studies in the LRTP.

1. **Other Information:**
2. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process?

1. What year was the agency last certified?
2. If this is a non-state road project, to be located outside of State Right-of-Way, is there sufficient right-of-way for the project is currently owned by the local government entity?

If yes, please provide proof of right-of-way ownership (right-of-way certification, right-of-way maps or maintenance maps).

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Work Type** | **Phase Complete? Yes/No/NA** | **Responsible Agency (Who performed or who will perform the work?)** | **Procurement Method? In-house/Advertise** | **Project Cost Estimate** |
| Planning Development (Corridor or Feasibility Study) |  |  |  | $0.00 |
| Project Development and Environment Study (PD&E) |  |  |  | $0.00 |
| Design |  |  |  | $0.00 |
| Right-of-way Acquisition |  |  |  | $0.00 |
| Construction |  |  |  | $0.00 |
| CEI |  |  |  | $0.00 |
| Other: |  |  |  | $0.00 |
| **Total Project Cost Estimate:** | **$ 0.00** | | | |

* **Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.**
* **When requesting the Construction phase please include the following documents, if available:**
  + Signed and sealed plans
  + Engineer’s estimate
  + Bid Documents and Specifications Package
  + Signed LAP Construction Checklist
  + Right of Way Certification
  + Environmental Certification
  + All necessary permits

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  | | | |  |
|  | **Proposed Funding Source (required by the R2CTPO)** | | | |  |
|  | **Work Type** | **Federal/ State $** | **Local $** | **Project Cost Estimate $ \*** |  |
|  | **Planning Development (Corridor or Feasibility Study)** | **$** | **$** | **$** 0.00 |  |
|  | **Project Development and Environment Study (PD&E)** | **$** | **$** | **$** 0.00 |  |
|  | **Design** | **$** | **$** | **$** 0.00 |  |
|  | **Right-of-way Acquisition** | **$** | **$** | **$** 0.00 |  |
|  | **Construction** | **$** | **$** | **$** 0.00 |  |
|  | **CEI** | **$** | **$** | **$** 0.00 |  |
|  | **Other:** | **$** | **$** | **$** 0.00 |  |
|  | **Total Project Cost Estimate:** | **$ 0.00** | **$ 0.00** | **$ 0.00** |  |
|  | \*Project Cost Estimate for each Work Type must match the Project Cost Estimate provided in the preceding table. | | | |  |
|  |  | | | |  |