**CMAP FY 2018-2022 CMAQ PROJECT APPLICATION**

**TRAFFIC FLOW IMPROVEMENTS - Emission Benefits Form**

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| **PROJECT EMISSIONS BENEFIT DATA** | Project Title:  |
| Type of Project (Check All that Apply): |
| Intersection Type:[ ]  Roundabout [ ]  Restricted Crossing U-Turn (J-Turn)[ ]  Median U-Turn[ ]  Diverging Diamond Interchange[ ]  Conventional | Bottleneck Eliminations:[ ]  Highway-Rail Grade Separation[ ]  Two-Way Left Turn Lane[ ]  Realignment | [ ]  Remove Obstruction[ ]  Vertical Clearance[ ]  Truck Route Improvement |
| Turn Lanes:[ ]  Add Dual Left Turn Lanes[ ]  Add Single Left Turn Lanes[ ]  Add Right Turn Lanes[ ]  Multiple Turn Lane Types | Reconstruction:[ ]  Full Intersection Reconstruction(existing signal)[ ]  Traditional InterchangeReconstruction | Signals:[ ]  Signal Modernization [ ]  New Signalization  |
| Project Length (Miles – Bottleneck Elimination And Multiple Intersections Only): \_\_\_\_\_\_\_\_\_\_\_\_ |
| Posted Speeds (Miles Per Hour For Each Street): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| Bi-Directional AADTs by Approach:  | North Leg (North Approach): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_; South Leg: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_; West Leg: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_; East Leg: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_;Year: \_\_\_\_\_\_\_\_ |
| Do queues currently clear on the major street at signalized intersections in the pm peak period? [ ]  Yes [ ]  No |
| Are the subject roadways included as part of the Congestion Management Process Highway System? [ ]  Yes [ ]  No |
| Is the project location identified in IDOT’s 5% Safety Location report? [ ]  Yes [ ]  NoIf “Yes” is checked, indicate in the project description how the project will address the safety issues. |
| Will bicycle facilities be added as part of this project? [ ]  Yes [ ]  NoIf “Yes” is checked, describethe bicycle facility in the project description providing details asked for on the bicycle facility application form. |
| Travel Time Reliability Improvements (Check All that Apply to this Application – see p 9-10 of Information Booket)  |
| Systematic Improvements:[ ]  Integrated Corridor Management[ ]  Work zone management [ ]  Truck travel information systems[ ]  Strategies to improve transit on-time performance[ ]  Ramp metering[ ]  Road weather management systems[ ]  Special event management[ ]  Traffic signal interconnect[ ]  Adaptive signal control | Spot improvements:[ ]  Highway-rail grade separation (>10K AADT + >10K annual minutes of delay lasting >10 minutes)[ ]  Implementation of effective crash reduction strategy [ ]  Highway-rail grade separation in ICC top 20 delay list[ ]  Highway-rail grade separation (>5K AADT + >5K annual minutes of delays lasting > 10 minutes)[ ]  Access management strategy[ ]  Other highway-rail grade separation |
| Incident Detection:[ ]  Traffic Management Center (TMC)[ ]  Computer-aided dispatch[ ]  Real-time traffic surveillance[ ]  Integration of real-time probe data[ ]  Establishment of detector health prog | Incident Response:[ ]  Expansion of response operations [ ]  Dispatch improvements[ ]  Response equipment | Incident Recovery:[ ]  Expediting accident investigation process[ ]  Dynamic message signs [ ]  Incident-responsive ramp meters[ ]  Speed Management Systems[ ]  On-scene communication, coordination and cooperation[ ]  Development of highway closure detour routes |
| **PROJECT DESCRIPTION** (Use this space to provide additional details on the project.) |
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