



**Maine Department of Transportation
QUALITY COMMUNITY PROGRAMS
Fiscal Years 2010-2011 Application**

Date Application Received <hr/> <i>(For MaineDOT Use Only)</i>

Quality Community Program Eligibility:

Please indicate which Quality Community Program your project is eligible for. Please place an "x" next to all that apply:

- Transportation Enhancement Program (Up to 80% of total project value)
- Safe Routes to School Program (Up to 100% of total project value, within 2 miles of a k-8 school)
- Small Harbor Improvement Program (Up to 75% of total project value)
- Other Program (please list): THIS IS A PROPOSED DRAFT VERSION OF THE APPLICATION 4-30-08.

Section 1: General Information

Applicant Name(s): City of Ellsworth		
Contact Person: James (Jef) Fitzgerald		
Mailing Address: 1 City Hall Plaza		
City: City of Ellsworth	State: ME	Zip: 04605
Daytime Phone No.: 207 669-6615	Email: jfitzgerald@cityofellsworthme.org	
NOTE: The following sections of this application request specific project related information. If warranted, pictures, maps, exhibits, diagrams, survey summaries, etc., should be included with the application. Please be concise. If additional space is required, please attach supplemental sheets.		

Section 2: Project Brief

Location of Project: Provide town/city, street name(s) and additional project location references. Attach map-showing location of the proposed improvements. Indicate area affected or linked to the proposed improvement(s) especially noting valued community resources, including neighborhoods, schools within two (2) miles, businesses, and village areas.

1. Pond Avenue: Construct a new sidewalk on Pond Avenue to connect the walkways of the new K-8 School on Forrest Avenue and the YMCA after school programs to the the existing sidewalk network and to the proposed Community Building after school program on Shore Road and State Street.

The buildings and grounds of the new K-8 School on Forrest Avenue will be renovated/constructed in 2008. The proposed Community Building on Shore Road and State Street is being planned as a re-use of the Knowlton School that will close when the new K-8 school opens.

2. Oak Street: An additional sidewalk is to be constructed along Oak Street to extend the new K-8 School pedestrian route to neighborhoods east of State Street and the "Shared Use Path" (rail-trail) via Davis Street.

Please see attached map.

Project Summary (Outline *proposed improvements in 25 words or less*):

The new sidewalk segments will make shorter and safer pedestrian routes to the K-8 school from the downtown neighborhoods and the rail-trail.

Section 3: Project Details

Section 3.1 - Estimated Cost of Infrastructure Project

Design Engineering, Environmental Documentation

- Environmental Evaluation (if applicable): 1. \$ 0
- Preliminary Design Engineering (if applicable): 2. \$ 0

Right of Way/Land Acquisition (if applicable): 3. \$ 0

Construction: 4. \$ 60,000

- Construction Engineering (if applicable): 5. \$ 10,000

Total Value of Project (add lines 1 through 5): 6. \$ 70,000

Local Match/Voluntary Contributions (Note: All match/voluntary contributions must be detailed. Bonus consideration may be given to applications that offer additional match/voluntary contributions beyond any applicable required local match.)

- Cash: 7. \$ 5,000

- In-kind, right of way, or other contributions: 8. \$ 2,000

- Please describe local match in detail: Engineering of Pond Avenue sidewalk + \$\$ + in-kind??

Total Local Match/Voluntary Contributions: % 10 9. \$ 000

Funds Requested from MaineDOT: 10. \$ 000

Note: Lines 9 and 10 should equal Line 6 above.

Note: Section 3.2 of this form also requires further details on construction costs. The amount shown for "Construction" (Line 4) on the above estimate should match the total construction costs in Section 3.2, or an explanation must be given for the discrepancy.

No discrepancy.

Section 3.2 - Detailed Description of Infrastructure Project and Cost (if applicable)

Provide a detailed description of project work items and/or construction costs. Note that all infrastructure improvements must comply with the requirements of the Americans with Disabilities Act (ADA).

1. Pond Avenue: The five foot wide asphalt sidewalk on Pond Avenue will connect the walkways of the K-8 School on Forrest Avenue and the YMCA to the Community Building, Shore Road and State Street sidewalks. Pond Avenue, slated for reconstruction, has no existing sidewalk. Constructing the sidewalk at the same time as the road reconstruction should reduce overall costs. This route is approximately 900 feet long. At an estimated \$40 per linear foot, the total cost is estimated at \$36,000.

2. Oak Street: An asphalt sidewalk segment with granite curbing along Oak Street will extend the K-8 School pedestrian route to the Shared Use Path (rail-trail) via Davis Street. The Oak Street route is about 350 feet long. At an estimated \$65 per linear foot. A simple painted cross walk with signage will be added to make the connection to Davis Street, which is a low volume, walkable public street leading to the rail-trail. The total cost for the Oak St. segment is estimated at \$24,000

Section 3.3 - Project Description and Demonstrated Needs)

Describe the proposed project and scope: *Attach diagrams, maps and/or correspondence that will help provide a clear description of the proposed scope.*

Please see Sections 2 and 3.2 for descriptions and the attached proposal plans.

Describe why this project is important to your community/region and worthy of funding.

Ellsworth is working to improve the walkability of its urban areas. Safe routes to school have been identified as a high priority in the adopted Comprehensive Plan and the Bicycle-Pedestrian Plan. Many changes to the area provide new challenges and opportunities for safe routes to the new K-8 School. See map.

Ellsworth will be closing two elementary schools and moving all K-8 classes to the site of the existing Middle School on Forrest Avenue. Increased traffic at the new K-8 location will require additional pedestrian infrastructure beyond what will be funded by the project. After school programs at the YMCA and the planned Community Building on Shore Road need convenient, safe pedestrian connections for school children.

The new rail-trail (Shared Use Path) to be developed in cooperation with MDOT, will provide a new pedestrian corridor that can be used as a route to the new K-8 School if it is conveniently cross connected. The proposed Oak Street sidewalk segment provides the best cross connection available. It is estimated that this connection will create a safer, shorter pedestrian route to the K-8 School for eight to ten percent of the residences in Ellsworth. (See map.)

This connection is made much easier because of two other projects which are currently under construction. The "Fork in the Road" intersection reconstruction of portions of State Street and Oak Streets will provide a new crosswalk on State Street and sidewalk segments on both roads that will be used for this route. The developer of a private commercial property at 130 Oak Street has agreed to provide a pedestrian walkway "short-cut" between State and Oak Streets and an extension of the sidewalk along the development's Oak Street frontage.

Describe the Transportation Values: *Each project should serve primarily transportation purposes, as opposed to recreation purposes. A project serves valid transportation purposes if it serves as a connection between origins and destinations, increases safety, or enhances the use of the transportation system and the transportation environment.* The proposal primarily provides new, safe pedestrian routes to the K-8 School. The sidewalks will secondarily be available for recreational walking and as connecting routes to recreational, residential and commercial destinations. See map.

Describe the Positive Impacts on Community: *The project will have measurable positive impacts on the community.* More opportunities for walking means more people walking more, with all of its health, environmental and social benefits.

Describe Regional Impacts: *The project will have measurable positive impacts on the region.*

What is good for Ellsworth is good for the Ellsworth region. As a service center and the major route to Acadia National Park on Mount Desert Island, many visitors take advantage of Ellsworth's amenities. Ellsworth has increased focus on its role as a "Life-style Center" for Hancock County.

Describe the Demonstrated Needs: *A project that has demonstrated that it will serve important functions, and accomplish stated purposes.*

Some of Ellsworth's residential neighborhoods lack safe, direct pedestrian routes to the K-8 School. See attached map.

Describe How the Project Brings New Opportunities: *The project has been shown to provide new opportunities for public benefits.*

The proposed route creates new opportunities for walking by connecting existing and planned pedestrian routes to make shorter, safer, more direct routes to the K-8 School and other destinations. See attached map.

Describe How Your Project Meets State Planning Goals/Economic/Tourism Benefits: *A project that will enhance or enable a livable, compact community that has the potential to improve quality of life, thereby enhancing the economic vibrancy of a community or region.*

As a "Life-style Center" for Hancock County, Ellsworth plans to give people more attractive alternatives to increasingly crowded tourist destinations in the region. The proposed routes, though vital for children walking to school, are also

important to the bigger picture. These new links are needed within the downtown system of walkways that connects the community to people-powered trails beyond. The Ellsworth Bicycle-Pedestrian Plan identifies local, regional and national routes that pass through Ellsworth such as the East Coast Greenway and Downeast Sunrise Trail. The City is working hard to make them safer and more accessible. See attached map.

Describe the Potential Safety Improvements: *A project that addresses existing or potential safety problems or issues. Children walking to the new K-8 School will be tempted to follow roadways that have no sidewalks or crosswalks. Pond Street will become used even more when the YMCA implements its planned expansion of its after school program. The proposed walkways provide the most direct route available from the K-8 and YMCA to densely populated neighborhoods.*

Section 4: Community Support

Provide information on the consultation and support for the project by the community: *Identify organizations that pledged their support of the project and the roles they plan to play in project implementation. Possible project partners may include school officials, local traffic engineers, municipal officials, law enforcement agencies, public health agencies or organizations, local elected officials, and other not for profit community groups. Include as attachments letters of support addressed to the applicant.*

The Ellsworth Bicycle-Pedestrian Committee, with support from Union River Healthy Communities, initiated the discussion, gave a general direction and give continuing support for the proposal. Several departments and committees within the City of Ellsworth are cooperating on the project design and implementation, including, the Planning Department, the Police Department, the Highway Department, the Ellsworth School Department, the Recreation Commission and the Local Roads Committee.

Other organizations that are assisting and/or expressing support include, the Downeast YMCA, the Hancock County Planning Commission, the Downeast Sunrise Trail Coalition, the Youth Obesity Think Tank and Union River Healthy Communities. Engineering consultation, including costs estimate were developed with help from Woodard & Curran Engineering.

Is the municipality where the project is located certified to locally administer the project? Yes No

Is the municipality willing to become LAP Certified? Yes No

A municipal/state agreement with the Maine Department of Transportation is required for the development, design, and construction of the project in accordance with Federal, State, and Local requirements.

Note: Information on Locally Administered Project (LAP) requirements can be found at: <http://www.state.me.us/mdot/locally-administrated-projects/consultant-brochure.php>

Once submitted, MaineDOT will provide opportunity for your Regional Planning Organization or Metropolitan Planning Organization to give comments regarding the regional impact.

Section 5: Sensible Transportation Planning Bonus Points

Please Note: Your community may receive additional bonus points if it has met some of the criteria listed below. To be eligible for these bonus points, please answer the following questions:

Does your community have an approved Comprehensive Plan that has been found consistent by the State Planning Office? Yes No **If yes, please list the year it was found consistent:**

If applicable, please outline relevant ordinances and policies that have been enacted to support the Comprehensive Plan by promoting and encouraging compact development patterns in growth areas.

The Ellsworth Land Use Ordinance provides zoning of growth and rural areas that promotes development in the urban core and limits it in the outlying areas. The Ellsworth Subdivision Ordinance provides for cluster subdivisions. The Ellsworth Bicycle-Pedestrian Plan promotes bicycle and pedestrian friendly development in the urban core and connections beyond.

If applicable, please describe any regional efforts with surrounding municipalities that your community has undertaken to promote and encourage compact development patterns in growth areas.

The City of Ellsworth has worked with the Hancock County Planning Commission in its "Striking a Balance" initiatives to educate local officials on the benefits of smart growth-type municipal and regional planning.

Section 6: Authorized Signatures

An authorized representative of the city/town and applicant/sponsor must sign the application.

Municipal Official: (check one) **Applicant** **Endorsement**

Name: Michelle Beal

Title: City Manager

Phone#: 669-6616

Email: mbeal@cityofellsworthme.org

Signature

Date

Applicant/Sponsor (if different)

Name: S. Wayne Enman

Title: Ellsworth Schools Superintendent

Phone#: (207) 667-8136

Email: wenman@ellsworthschools.org

Signature

Date

These signatures indicate the willingness/ability to provide the designated level of matching funds and a willingness to enter into a municipal/State agreement with the Department requiring the municipality/applicant/sponsor to administer the development, design, and construction of the project abiding to federal, State, and local requirements. The applicant will also be responsible for future maintenance of the completed project. Note that design should meet all applicable federal and State Standards and ADA Guidelines.

Send all application information as follows: Applications must be received no later than June 6th, 2008. Seven complete hardcopy application packages (including all attachments and all required documents) must be submitted to:

MaineDOT
Bureau of Transportation Systems Planning
16 State House Station
Augusta, ME 04333-0016

