



**Maine Department of Transportation  
QUALITY COMMUNITY PROGRAMS  
Fiscal Years 2012-2013 Application**

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

**Quality Community Program Eligibility:**

Please indicate which Quality Community Program(s) 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)**
- Other Program (please list):**

**Section 1: General Information**

<b>Applicant Name(s):</b> City of Ellsworth		
<b>Contact Person:</b> James (Jef) Fitzgerald		
<b>Mailing Address:</b> 1 City Hall Plaza		
<b>City:</b> City of Ellsworth	<b>State:</b> ME	<b>Zip:</b> 04605
<b>Daytime Phone No.:</b> 207 669-6615	<b>Email:</b> jfitzgerald@cityofellsworthme.org	
<p>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.</p>		

**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. Oak Street:** Construct 1100 feet of new sidewalk on Oak Street (State Route 1A) to connect neighborhoods east of Oak Street to the new K-8 School. Quality Community Funds are sought for this new sidewalk. Please see attached map.
- 2. Church Street:** Construct 1300 feet of new sidewalk on Church Street (local road) to connect neighborhoods to the new K-8 School. This is a related project, which will be built in conjunction with utility and road re-construction on Church Street. However, Ellsworth is not seeking Quality Community Fund reimbursement for planned city expenditures on this new sidewalk and does not considered them as matching funds, but asks that it be considered in application evaluation.
- 3. Carlisle-Main Street:** Another 1400 feet of new sidewalk on Carlisle Street and Main Street is planned similarly to #2. These proposed new sidewalks, about a mile from the K-8 school will extend the sidewalk system to a new area. Ellsworth is not seeking Quality Community Fund reimbursement for planned city expenditures on this new sidewalk, and does not considered them as matching funds, but asks that the project be considered in application evaluation.

**Project Summary** (*Outline proposed improvements in 30 words or less*):

The new sidewalk segments will create shorter and safer pedestrian routes from urban core neighborhoods to the K-8 school, the rail-trail and educational, commercial & recreational areas.

---

## Section 3: Project Details

### Section 3.1 - Estimated Cost of Infrastructure Project

Environmental Evaluation:	1. \$ 1,000
Preliminary/Final Design Engineering:	2. \$ 8,800
MaineDOT Project Design Administration (5% of Preliminary and Final Design line above)	3. \$ 440
Right of Way/Land Acquisition:	4. \$ 0
Construction:	5. \$ 137,500
Construction Engineering:	6 \$ 4,400
MaineDOT Construction Administration (10% of Construction Engineering line above)	7 \$ 440
<b>Total Value of Project (add lines 1 through 6):</b>	<b>8. \$ 152500</b>

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: 9. \$ 29,500\*\*

- In-kind, right of way, or other contributions: 10. \$ 1,000\*

- Please describe local match in detail: \*\*Estimated Municipal expenditure for sidewalk construction (16,300) engineering (13,200) and \*in-kind environmental evaluation (1000). In addition, the City will construct a new sidewalk on Church Street estimated to cost \$150,000 and the Carlisle-Main Street sidewalk estimated to cost \$150,000.

Total Local Match/Voluntary Contributions: % 20 11. \$ 30500

Funds Requested from MaineDOT: 12. \$ 122,000

Note: The sum of Lines 11 and 12 should equal Line 8 above.

Note: Section 3.2 of this form also requires further details on costs. The amount shown on line 8 on the above estimate should match the total outline of costs in Section 3.2, or an explanation must be given for the discrepancy.

N/A

---

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

Provide a detailed description of project work items and/or construction costs from Section 3.1. Note that all infrastructure improvements must comply with the requirements of the Americans with Disabilities Act (ADA).

A new 1100-foot long ADA compliant asphalt sidewalk segment with granite curbing will be constructed along Oak Street. Three painted cross walks with signage will be added across Birch Avenue, Park Street and Church Street. The engineer's construction estimate is \$137,500. Engineering costs for design and construction were calculated at \$12 per foot for a total of \$13,200.

---

### **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.*

Approximately 1100 feet of new sidewalk/crosswalks are proposed to be constructed with project funds. A companion project including 1300 of new sidewalk/crosswalks are proposed to be constructed with City funds.

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 overall mobility and 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. Recent and coming changes to the downtown area provide new challenges and opportunities for safe routes to the new K-8 School. See map.

By the time of this project, Ellsworth will have closed two elementary schools and moved all K-5 classes to the K-8 (former Middle School) on Forrest Avenue. Increased traffic at the new K-8 location required additional pedestrian infrastructure beyond what was funded by the school project. After-school programs, ball fields, recreation areas, the Down East YMCA, the High School, Hancock County Higher Education Center (University College of U-Maine) and the planned Knowlton School Community Center on Shore Road also need convenient, safe pedestrian connections for school children. The additional sidewalks planned on Church, Carlisle and Main Streets, as described previously, would enable more walkers to safely travel to local schools and other destinations mentioned.

**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 also be available for recreational walking and as connecting routes to recreational, residential and commercial destinations. See maps. Side benefits to increased walking are reduced congestion, increased traffic mobility and energy conservation.

This proposal would finish the sidewalk on Oak Street (State Route 1A) connecting the school areas to the Main Street commercial area. The K-8, community center and YMCA will also be relied upon to serve as shelters in the event of emergencies occurring that require an immediate evacuation of the children and staff from any of these facilities. The K-8 is also a primary emergency shelter. The improved pedestrian connections would be invaluable if an emergency arises.

The new pedestrian corridor will also bring people to the new rail-trail (Shared Use Path) being developed in cooperation with MDOT. The proposed Oak Street sidewalk will create a safer, shorter pedestrian route to the K-8 School for about six to eight percent of the residences in Ellsworth. (See map.) This would typically represent 50 to 60 K-8 students.

#### **Describe the Positive Impacts on Community:**

More opportunities for walking will encourage more people to be walking regularly, with all of its health, environmental and social benefits. Ellsworth and RSU 24 have begun an active "Walk to School" Program using available sidewalks. The better the infrastructure gets, the more successful this program is expected to be.

Childhood obesity has been found to be a real problem in Ellsworth. Beginning in the spring of 2007, approximately 40 people from the greater Ellsworth area, led by Maine Coast Memorial Hospital, Down East Family YMCA, the Ellsworth School Department, and Union River Healthy Communities began meeting as the Youth Obesity Think Tank. A key step to reduce youth obesity identified by the think tank is to increase physical activity by working with city planners to encourage the development of trails, sidewalks and bikeways, for recreation and transportation.

Other positive impacts created by the new sidewalk will be an improved streetscape on the most heavily traveled road in Hancock County (Route 1A). Granite curbing and wider shoulders will contribute to longevity and attractiveness. Drainage within the street will be better-controlled. Additional study of the path of stormwater in the area will also be undertaken.

### **Describe Regional Benefits:**

What is good for Ellsworth is also a benefit for the Ellsworth region. As the anchor City for RSU 24, a commercial service center (serving 60,000 area residents), an educational hub 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. This project will enhance the City's status as a service center and as a life style center. New opportunities for recreation in the region will help relieve mounting pressures on the Acadia National Park, which records over two million visitors each year.

### **Describe the Demonstrated Needs:**

Some of Ellsworth's residential neighborhoods lack safe, direct pedestrian routes to the K-8 School. See attached map. The proposed Oak Street sidewalk segment provides the best cross connection available to the neighborhoods east of State Street. It is estimated that this connection will create a safer, shorter pedestrian route to the K-8 School for six to eight percent of the residences in Ellsworth. (See map.) This would typically represent 50 to 60 K-8 students.

### **Describe How the Project Brings New Opportunities for Public Benefit:**

The proposed sidewalks create 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 recreational, residential and commercial 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 such as Acadia National Park. The proposed routes, though vital for children walking to school, are also important to the bigger picture. These new segments 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 the Downeast Sunrise Trail. The City is working hard to make these routes safer and more accessible. See attached map.

### **Describe the Potential Safety Improvements:**

Children walking to the new K-8 School will be tempted to follow heavily used roadways that currently have no sidewalks or crosswalks. By providing pedestrian links to bridge unsafe areas, the proposed walkways provide the most direct route possible from the K-8 and after school activities to some of the City's more densely populated neighborhoods.

---

## **Section 4: Community Support**

**Provide information on the consultation and support for the project by the community:** *Identify public discussion processes that occurred in the development of the proposal. 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, community members, 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.*

The Ellsworth Bicycle-Pedestrian Committee, with support from Union River Healthy Communities, initiated the discussion, gave a general direction and are giving continued 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, RSU 24, the Recreation Commission, the Local Roads Committee, Sustainable Ellsworth and the public library.

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 estimates were developed with help from Woodard & Curran Engineering and McCullough Engineering. See attachments.

Is a municipal official 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.maine.gov/mdot/lap/lpa.php>

---

## 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 or Community Transportation Plan that has been found consistent by the State Planning Office or MaineDOT?**  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 or Transportation 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. The City also works with the HCPC on multi-modal regional transportation 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:** Bill Webster

**Title:** RSU #24 Superintendent

**Phone#:** (207) 667-8136 **bwebster@rsu24.org** **Email:**

---

**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 4:00 PM (EST) on July 1, 2010. Seven complete hardcopy application packages (including all attachments and all required documents) must be submitted to:

MaineDOT  
Attn: Dan Stewart  
Bureau of Transportation Systems Planning  
16 State House Station  
Child Street  
Augusta, ME 04333-0016