



MaineDOT Bicycle and Pedestrian Program Funding

Date Application
Received

(For MaineDOT Use
Only)

Application

Note: Separate complete application(s) are required for each different project proposal

Section 1: General Information

Applicant Name(s): Town of Blue Hill			
Contact Person: Vaughn Leach			
Mailing Address: 18 Union St.			
City: Blue Hill	State: ME	Zip: 04614	County: Hancock
Daytime Phone: 207-374-2281	Alternate Phone: 207-266-2975	Email: bhdcontainers@gmail.com	

NOTE: Your responses on this application should provide detailed and 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 and/or documents.

Section 2: Eligibility Criteria

The following questions reflect basic eligibility criteria for consideration under this program. The applicant certifies that they are in agreement and that answers to the following questions are correct.

YES	NO	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Applicant is an eligible entity to receive Transportation Alternatives (TA) funding and has the authority to enter into an agreement with the state. (Eligible entities include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools and school districts, tribal governments, local or regional governmental agencies with responsibility for oversight of transportation or recreational trails, and nonprofit entities responsible for the administration of local transportation safety programs.)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Project application is complete and provides all of the required information. <ul style="list-style-type: none"> • Application adequately describes and justifies the need for the project • Cost estimate is accurate, realistic, and has sufficient detail • Application addresses Right of Way (ROW), Utilities, Environmental Permitting, Railroad, and/or Drainage Concerns
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. The federal share for this proposed project is less than or equal to \$400,000.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Proposed project will be ready to be constructed within the next 3 years.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	5. The applicant certifies that it has secured the required matching funds for the project.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6. The applicant has committed to maintaining the proposed project's improvements (including winter maintenance) for the next 20 years.

YES	NO	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7. The project application funds an activity from a MaineDOT Priority area. <i>Though federal guidelines permit TA funding to be utilized for other activities, MaineDOT prioritizes the use of this funding to the following 3 areas:</i> a) <i>Safe Routes to School for non-drivers</i> b) <i>Pedestrian & Bicycle Facilities</i> c) <i>Utilization of Transportation Corridors for BikePed Trails</i>

Section 3: Project Overview

The following questions provide the reviewers with background information on the applicant community and its history with MaineDOT projects, as well as on the proposed project. This information may be used by the review committee as part of its final recommendations of what projects should be funded in a given year.

YES	NO	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Does the applicant community have a full-time qualified individual who has been certified to be a Local Project Administrator?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Is the applicant currently working on any other projects or initiatives that would compromise its ability to move this project forward at this time? (limited time, staffing, resources, funding, etc.)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will the funds requested in this application fund the entire project? (as opposed to partial funding of the anticipated need or funding only a phase of a larger project)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Project has sufficient length and scope to be a cost-effective and viable participant in MaineDOT's Bicycle and Pedestrian Program?
<input type="checkbox"/>	<input checked="" type="checkbox"/> *	5. Is the applicant willing to contribute more than the required 20% match to help ensure that the project is funded?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Is the applicant community located within the capital area of one of Maine's four Metropolitan Planning Organizations?
2,686		7. Applicant's current population based upon the most recent census data.
0	Years Ago	8. When was the last time the applicant received funding under the <i>Safe Routes to School, Transportation Enhancements, Quality Community, or Transportation Alternatives</i> Programs? A "0" indicates that funding has never been received.

Applicant Certification: The applicant certifies that they have been authorized by the community to submit this application, that the community agrees to all the program requirements, and that all of the information provided is an accurate representation from the community.

Applicant's Signature: Vaughn Leach

Date: Aug. 11-2017

*The Town has not been asked to vote to approve any contribution in excess of 20%.

Section 4: Project Information

4-A. Summary of the Proposed Improvements (*Outline proposed improvements in 40 words or less*):

Construction of sidewalks and bicycle lanes on both sides of South St. to encourage safe access to schools and local retailers, connect to existing Town sidewalks and complete a walking/hiking loop between existing sidewalks and a public hiking trail.

4-B. Location of Project: Provide street name(s), beginning and ending location(s), and additional relevant project location information. *Attach designs/ diagrams, maps, etc. that will help provide a clear description of the proposed scope and location. If possible, divide proposed project into logical sections if the project can potentially be funded or proceed in steps or phases:*

The proposed improvements associated with this grant request are entirely on South St. (Rte 175). This is one discrete phase of a multi-phase pedestrian and bicycle access improvement project throughout the more densely populated portion of Blue Hill.

Attached to this application are two exhibits. Exhibit 1 is a schematic of South St. that highlights the locations of enterprises and schools in the project area. Exhibit 2 is a set of fourteen (14) maps numbered *1 of 14* through *14 of 14* showing the comprehensive bicycle and pedestrian connectivity plan for central Blue Hill. Map *2 of 14* best portrays the Town's overall plan, and maps *5 of 14* through *10 of 14* provide "existing" and "proposed" schematics for the portion of South St. that is the subject of the grant application.

The South St. project itself could, in theory, be broken into smaller phases, but the engineering consultants have concluded that the benefits of doing all of the work on South St. at one time (scale economies, reduced disruption to traffic and local businesses, etc.) strongly favor the approach outlined in this grant application.

4-C. Can the applicant community manage this project and why? Include information on individuals who are LPA (Local Project Administration) Certified, projects administered in the past, and the relevant qualifications of municipal employees to be involved in the project (i.e. ROW Training, Project Management Experience, Professional Engineering License Information).

We have had several discussions with MaineDOT about the best approach to local administration. As a small town, we have only three full-time employees, all office staff at our Town Hall. Our Road Commissioner, who has the most relevant experience administering similar projects, is not a Town employee.

If we are successful in obtaining the grant, we plan to have one of our full-time employees become certified and work together with our Road Commissioner (who would also be certified) in administering the project. It is our understanding that this is MaineDOT's preferred approach.

4-D. Specifically identify the proposed scope of the improvements (i.e. 1,000 linear feet of concrete sidewalk that is 5 feet wide, 50 linear feet of granite curbing, etc.):

- a) Approximately 900 linear feet of 8' wide sidewalk on the east side of South St.
- b) Approximately 900 linear feet of 6' wide sidewalk on the west side of South St.
- c) Approximately 1,800 linear feet of slipform concrete curbs, separating the sidewalks from the road surface
- d) Approximately 1,800 linear feet of 4' bicycle lanes adjacent to the South St. travel lanes
- e) Narrowed (10') travel lanes to calm/slow vehicular traffic

4-E. Provide a brief overview of the project's transportation value(s) and purpose(s): *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, and/or relates directly to the transportation system.*

As discussed elsewhere in this application, the portion of South St. for which the improvements are envisioned has become a regional "hub" for retail, commercial and cultural activities, and is home to two local schools. It is also a major throughway, connecting South Blue Hill and the Town of Brooklin to the rest of the mainland.

The alternating pattern of through traffic (which tends to move quickly) and local traffic (which is slower and prone to frequent stops and turns) creates a potentially dangerous mix of vehicular traffic. Given the somewhat challenging conditions for drivers, the environment is even more dangerous for pedestrian and bicycle traffic which, as of today, must also travel in the South St. travel lanes or (for pedestrians) on the road shoulders.

The proposed project will:

- Establish safe pedestrian access from the two South Street schools to the village of Blue Hill (at the bottom of Tenney Hill) and to the various retailers and other enterprises along South St.
- Provide crosswalks to allow for safe passage across South St. — there are (and are planned to be) a range of "destination" retailers on each side of the street. There is currently only a crosswalk at the roundabout--at one extreme end of the area in question.
- Provide a dedicated lane for bicycle use along the most densely developed portion of South St., where there is substantial traffic entering and exiting the road.
- Provide for slower, calmer vehicular traffic along this portion of South St., which has been the site of 21 documented vehicular accidents over the last five years (per Maine State Police, see Attachment A).

4-F. Describe the specific timeline for design and/or construction of proposed project:

The Town of Blue Hill, through a local non-profit organization, has undertaken a design and pre-engineering study of the Town's pedestrian and bicycle access needs and improvement opportunities. Although there is substantial specific design and development work remaining, this should be a relatively straightforward construction project--the construction is envisioned to be of typical sidewalk/curb design entirely within the MaineDOT right of way. The preliminary design has been developed to keep almost all construction within the existing footprint of the road and shoulder to minimize the need to relocate the existing drainage ditches, etc.

The Town is well positioned to proceed to the design and permitting phase of the project immediately. Funding has been committed to the project and could be utilized to pay for design services so that the project is ready to be constructed once grant funding, if awarded, becomes available. We understand award notification is likely to be communicated in January of 2018 for funds that can be utilized for construction in 2020. Design and permitting for the project will likely entail a three- to four-month process (depending upon public input and review). Given the funding guidelines and timing constraints and the Town's commitment to the project, we are confident that the project will be designed and permitted and construction ready once grant funds are available for disbursement.

Once construction begins, we anticipate that it will take approximately 13 weeks to complete.

Section 5: Detailed Information

5-A. Provide a detailed description of how this proposed project will impact your local and surrounding communities.

Please be sure to address each of the following:

- Local support for the project including completed outreach activities
- Projected usage and specific benefits to local and surrounding communities
- How the project improves access to education and employment opportunities

The South Street "Corridor" Generally

The section of South St. for which the improvements are planned has developed into the major retail "hub" for the Blue Hill Peninsula, including the towns of Sedgwick, Brooklin, Brooksville, Castine, Penobscot, Surry, Deer Isle and Stonington. As shown in Exhibit 1, it is the destination for addressing many of the peninsula's residents' basic needs:

- Supermarket (Tradewinds)
- Pharmacies (Community Pharmacy in Tradewinds and Rite Aid)
- Food Pantry (Tree of Life)
- The Blue Hill YMCA and Day Care Center
- Gas Stations

The nearest alternatives to these basic providers require a trip to either Bucksport (20 miles) or to Ellsworth (15 miles).

Given the traffic flow, availability of land and proximity to the rest of Blue Hill's village area, this portion of South St. is also home to several other civic entities:

- The Bay School (pre-K-8 private school with 110 students)
- The Harbor School (secondary school with 35 students)
- The Bagaduce Music Lending Library (with entertainment/performance capacity for 100 attendees, and daily, weekly and monthly regular activities)
- And many other retailers and commercial spaces both existing and planned.

Current Access Situation

South St. was not designed for pedestrian or bicycle access. There are no sidewalks (except adjacent to the new roundabout). Current bicyclists and pedestrians must either walk in the travel lanes or on the road shoulder.

Given this poor accessibility, almost all patrons of South St. establishments arrive by automobile--despite the area's proximity to and connectivity with the center of Blue Hill village (with Town Hall, the library, the public elementary school, George Stevens Academy, the Town Park, and other resources) via the Tenney Hill sidewalk and a public Blue Hill Heritage Trust (BHHT) hiking trail.

Project Development to Date and Community Outreach

With continued development along South St. (including, in the last few years, announced plans to relocate the Blue Hill Co-op to the area and to convert the remaining residential properties to retail space), several South St. property owners began to evaluate the feasibility of building sidewalks from the Bay School to the roundabout.

Although the project initially grew out of concerns from South St. property owners, the discussions were opened to the broader Blue Hill community at the outset; a broad range of Blue Hill (and greater peninsula) residents and business owners contributed to the deliberations and donated funds used to hire the engineering consultants.

As the discussions took shape and with feedback from public forums, the group determined that it should seek to address pedestrian and bicycle access throughout Blue Hill, and not just on South St. A local non-profit, funded with local contributions from both residents and local businesses, was formed and retained CES and Coplon Associates to undertake a study of the alternatives for improving access and to prepare a preliminary design for the highest priority improvements.

As the connectivity plan (and the specific plans for South St.) took shape, there were several meetings held at which further public input was sought and received:

- Over 20 project team meetings in which the public was encouraged to participate
- Four presentations at the weekly Blue Hill Select Board meetings to provide updates on the project design development; these public meetings were opportunities for attendees to ask questions and make comments

- A brief discussion at Blue Hill’s annual Town Meeting (April 2017) at which the project was described and the Town appropriated up to \$100,000 as the “local contribution” portion of this grant application
- Two more formal public meetings, advertised in the local newspaper, to provide the community with updates on the design and prioritization of phases and to solicit public input

To date, the community has been supportive, including approval by the Blue Hill legislative body of the \$100,000 local contribution toward the project and over \$22,000 in donations for pre-application project design and other associated costs.

Benefits of the Project

Children

As noted above, there are two schools, with approximately 145 students, located on South St. (and two other schools within one mile of the project site). Although many of these students arrive by automobile, they regularly leave their campuses during the day to visit the South St. food retailers or to occasionally volunteer at the food pantry, and, after school, walk or bicycle from their schools to the Blue Hill Public Library and other destinations in the village. Although there have been relatively few accidents involving students along this stretch of South St., many students’ parents and the schools’ administration are concerned about the safety of the children (see Attachments B through E for letters from all four local school administrators). This concern, heightened by the planned construction of the Blue Hill Co-op directly across from the Bay School, was one of the key drivers of this proposed project.

The project envisions a combination of sidewalks and crosswalks to provide safe access for these schoolchildren along South St. and connecting to the rest of Blue Hill village.

Employees and Employers

This section of South St. is a major hub for economic development and employment in Blue Hill. Tradewinds Market, with approximately 75 employees, is the second-largest employer in the Town. Together with the other retailers, commercial enterprises and schools in the development area, we estimate that total employment in the area is 150 persons. Many of these employees live within walking or short biking distance of the project area, but choose to drive because of the limited options for walking or bicycling safely to their place of employment.

It is anticipated that, with more robust pedestrian and bicycle infrastructure, substantially more employees will choose to walk or bicycle to and from work.

Other South St. Retail Customers

With better pedestrian and bicycle infrastructure, the customers visiting South St. retailers will be able to safely walk along South St. as opposed to driving from retailer to retailer. In addition to the school children and local employees mentioned above, we expect this to include customers who live in the Blue Hill village area of the town, which has relatively dense residential areas (including several multi-family condominium and apartment complexes), older residents who do not feel comfortable walking in the road or on the uneven road shoulder, and others.

Healthful Walkers and Cyclists

One of the other objectives in the design and prioritization of the South St project was to complete one or more “walking loops” within the town to promote vitality, well-being and a greater sense of community. Providing sidewalks on South St. will allow pedestrians to walk from the Town Hall/library/town park/lower village area up Tenney Hill, south on South St., east on the BHHT hiking trail and back to the lower village via either Parker Point Rd. (with much lower traffic volume and, in the future, additional sidewalk coverage) or via a proposed, new spur of the hiking trail across George Stevens Academy land.

The addition of bike lanes along this portion of South St. will encourage both commuter and recreational cyclists. In addition to students who will be able to bicycle to school and after-school destinations via the new lanes, those who bike for exercise and enjoyment will benefit from the lanes as a substantially safer throughway to enjoy the scenic ride between Blue Hill and Brooklin. Bike lanes could attract more riders to Blue Hill who would patronize shops along South St. or in Blue Hill village for lunch, snacks, beverages, and other purchases.

Regional Benefits

As discussed above, the South St. retailers are a core resource for the basic shopping needs (food, pharmacy, food pantry) for most of the Blue Hill peninsula--encompassing a total of 10 towns. This has reinforced South St.'s importance in promoting the economic development of the entire peninsula region. Although the local contribution “backstop” has been approved by Blue Hill voters, non-Blue Hill residents have also helped to fund the planning and initial design work done to date. We see this as evidence that the broader Peninsula community recognizes the importance and prospective benefits of the project.

5-B. Describe how the proposed project will increase mobility and accessibility within the community, especially for children, older adults, vulnerable populations, and those with disabilities.

As discussed in response 5-A above, the current conditions on South St. are not at all conducive to pedestrian or bicycle traffic (other than cyclists who are comfortable sharing the road with relatively heavy, fast-moving traffic).

Schoolchildren. The project provides safe access to and from the two schools located on South St. As previously noted, there is already substantial pedestrian traffic between the schools and South St. retailers and to Blue Hill village (e.g. the library). And, with continued development along South St., this traffic is expected to increase. This project is designed to provide significantly safer conditions for schoolchildren as they walk along and across South St.

Older and vulnerable population. South St. is also the principal shopping (among other things) destination for the area's elderly and vulnerable residents:

- It is within walking distance to two low-income housing developments – Terrace Apartments and Harbor View.
- The Tree of Life Food Pantry, which serves 212 families (543 people) per week is on this portion of South St.
- The Peninsula's elder retirement community, Parker Ridge, has a van that takes residents to Tradewinds and other South St. retailers.

- The Downeast Transportation shuttle from Bar Harbor to Stonington has established a stop along this section of South St. Virtually all passengers embarking or disembarking from the shuttle will, by definition, need to walk (or bicycle) to their ultimate destination – the shuttle only passes through Blue Hill two times per day.
- The Blue Hill YMCA and Day Care facility is located behind Tradewinds; it is the principal fitness facility open to the public on the peninsula and offers day care for working (and other) parents.

Safe pedestrian access is particularly important to these segments of the population because they frequently do not have access to an automobile or someone to drive them to a store.

It is anticipated that, with the construction of sidewalks and crosswalks, individuals who currently shop at Tradewinds, for example, will be comfortable traveling up and down South St. on foot to visit the food pantry, the Blue Hill Co-op, Rite Aid or other retailers to address their shopping needs.

5-C. If this project closes an existing gap within your local network, please describe the existing conditions as well as how this proposed project improves the local system.

As previously noted, one of the key design criteria for the project was to connect a variety of South St. “generators” to other “walkable” Blue Hill resources:

South St.	Blue Hill Village
The Bay School (pre-K-8) Blue Hill Harbor School (9-12) Bagaduce Music Lending Library BHHT Hiking Trail Blue Hill YMCA & Day Care Center Retailers and service providers	Blue Hill Public Library Blue Hill Town Office Blue Hill Consolidated School (pre-K-8) George Stevens Academy (9-12) Blue Hill town parks & trails Blue Hill Memorial Hospital & Family Practice

The connectivity plan for improving pedestrian and bicycle access anticipates further improvements to infrastructure (mostly sidewalks) in Blue Hill Village; while there are some existing sidewalks providing access throughout the village, many of these would benefit from widening and resurfacing to make them more accessible to the elderly and to make them easier to plow in winter to maintain year-round safe access. These additional village improvements are not currently envisioned to be funded via the MaineDOT BikePed grant.

5-D. Please describe any known safety concerns or issues existing within the project scope area. Provide a detailed outline of how this proposed project improves conditions and/or addresses safety concerns.

There have been at least 21 documented accidents in the South St. project area. In addition, the speed of the vehicular traffic, the common presence of children in the area and the absence of any pedestrian way has caused great concern from the administrators and boards of Blue Hill’s local schools. See Attachments B through E for comments submitted by George Stevens Academy, the Bay School, the Harbor School, and Blue Hill Consolidated School.

Also, there has been at least one recent bike/auto accident along this portion of South St., in which an automobile hit two bicyclists traveling along the road. But there have been far more “close calls” that give rise to concern and, just as importantly, have discouraged those who have the option to walk, bicycle or drive to consistently opt for the latter.

As already discussed, this project has been designed primarily to enhance pedestrian and bicycle safety, and mobility. As such, it incorporates the following safety measures:

- Provides a curb and separate sidewalk--on both sides of the road--for pedestrian access with substantial horizontal (and vertical) separation from the travel lane.
- Provides one 8' wide sidewalk--wide enough for young bicyclists who would not be safe riding in the South St. travel lane to bicycle to school.
- Provides two new crosswalks (including a raised table crosswalk planned as part of Blue Hill Co-op construction) to facilitate crossing of South St. and to slow traffic
- Provides marked bicycle lanes on both sides of the street along the busiest portion of South St. The lanes will include “bicycle-friendly” storm drain grates.
- Provides for narrowed travel lanes to condense the visual field and slow traffic through this most densely developed portion of South St.
- Provides an ADA-compliant accessible route to the businesses and institutions on South St.
- Provides a safer environment at each of the vehicle entrances to the businesses along South St. This will be created by ADA-compliant pavement markings and measures installed where the sidewalks cross each of the entrances. This should lead to a much safer environment for pedestrians and bicyclists.
- Moves an existing crosswalk located in close proximity to the traffic roundabout to a much safer location where motorists have more sight distance and time to react to and slow down for pedestrians crossing South St.

5-E. Is this project located within 2 miles of a primary or middle school (Grades K – 8)? If yes, please elaborate on how this proposed project improves or creates a “Safe Route to School.”

Two pre-K to 8 schools are within a mile of this section of South Street (Bay School and the Blue Hill Consolidated School). The Bay School, as previously discussed, would be directly accessed by the new sidewalks, crosswalks and bicycle lanes. Consolidated School students would gain safe pedestrian access to the core retailers and other businesses along South St., together with the BHHT hiking trail. See responses 5-A and 5-B and Attachments B through E from school leaders for further discussion of the project’s benefits to local students.

5-F. Please identify all the physical or social challenges and obstacles that the proposed project will face as it moves toward completion. Be sure to consider impacts such as, but not limited to, the following:

- | | | |
|----------------------------|---------------------------------|---------------------------------------|
| • right of way | • handicapped accessibility | • community resistance |
| • utilities | • elevation changes and sloping | • construction window |
| • environmental permitting | • high project cost | • impacts to historic areas |
| • drainage | • public process | • local administration of the project |
| • railroads | | |

For each challenge and obstacle identified, elaborate on how the town will address and resolve these concerns.

We envision no significant impediments or obstacles to the project.

- **Right of Way.** The proposed improvements can be constructed within the existing right of way of South Street. Planning documents have utilized MaineDOT right of way information for the street.
- **Utilities.** The proposed project will not adversely impact existing utilities. The scope of work will involve shallow excavation and has been planned to avoid utility poles. This will limit interference with and impact to both overhead and underground utilities.
- **Environmental.** The project is not planned to impact any streams or wetlands that would necessitate environmental permitting.
- **Drainage.** The proposed project will require coordination with MaineDOT as it relates to drainage improvements. The plan includes the use of curbing, which will capture water on the edge of the shoulder. Given this, inlets will be needed to allow water to discharge to the existing ditches and drainage ways. No new impervious surfaces are to be created therefore we don't anticipate any improvements to allow for additional inflow as a result of this project. The project will likely improve an existing drainage ditch along the west side of South Street as part of the work. The ditch currently appears to act more as a pond than a ditch. As a result, the proposed project will improve the drainage along South Street.
- **Handicapped accessibility.** The proposed project has been conceptually planned to be ADA compliant. The shared use path and walking path are wider than ADA requirements. Given the generally flat nature of the existing profile of South Street, constructed sidewalk grades will not exceed 5%. Truncated domes will be provided at required crossings. Crosswalks will meet landing requirements. All of the proposed elements of the plan are a marked improvement over existing conditions and will promote safe access for all current modes of transportation within the corridor.
- **Elevation changes.** As noted above, the general topography of South Street is flat so there are likely to be no obstacles that would jeopardize safety as it relates to the construction of the proposed improvements.
- **Project cost.** The Town of Blue Hill has allocated funding of the 20% match required for the maximum potential grant award.
- **Public process/community resistance.** The proposed project and the connectivity plan for improving safe access for pedestrians and bicyclists were developed with significant public input and participation. Blue Hill Community Development (BHCD), a local non-profit entity created to promote and jump-start initiatives to improve Blue Hill, has been instrumental in the development of the

plan. BHCD has funded the planning effort that created the concept planning elements considered. The process included regular group meetings (advertised community wide for citizen input) to discuss the plan and develop concepts, meetings with and participation of the Select Board of the Town of Blue Hill, and participation at two public meetings to convey the elements of the plan to the community and gather input.

Through this process input has been received, plans have been amended, and priorities have been assigned. The voice of citizens and leadership throughout the community have shaped the plan that has been put forth. Other than discussion about how best to prioritize the various phases of the connectivity plan, no resistance to the project has been articulated. (As previously noted, the project was also discussed at Town Meeting; no one spoke in opposition to the warrant article appropriating the \$100,000 local matching funds.)

- **Construction window.** The construction of the project can easily be implemented within the typical Maine construction season. Given the funding source timeline and the existing funding already in place, we are confident that the project can be designed, permitted, and ready for construction to optimize our typical construction season (May to October).
- **Historic areas.** There will be no impact to historically significant items. All work will be performed within existing previously disturbed areas. We did review the National Historic Register database to determine if there were any items of significance in the project area and none were identified.
- **Local administration.** Discussed in response 4-C.

No other potential obstacles to successful completion of the project have been identified.

5-G. Please describe any MaineDOT BikePed Projects that are currently in the queue and yet to be delivered. Provide additional details on that project's status, delivery timeline and elaborate on any delays experienced or expected.

The Town of Blue Hill has no other MaineDOT BikePed projects in the queue.

5-H. Please identify and describe any previous MaineDOT BikePed Projects in the community that have been cancelled without being completed. Include information on the challenges faced and why the project was cancelled.

In 2006, the Town applied for, a "Safe Routes to Schools" grant for a broad array of projects, including sidewalks on both sides of South Street. It received an allocation for one segment of the proposal, a sidewalk on High Street near the Blue Hill Consolidated School. After some review of the engineering needed, the amount of the grant, and the Town requirement, the Town elected to decline the grant and use Town funds instead. The project was completed on time and on budget.

Section 6: Estimated Project Budget Summary

Please enter whole dollar amounts.

6-A.	Design/Engineering/Permitting (12% of Construction or \$10,000 - whichever is greater):	\$45,000.00
6-B.	State and Federal Review(s) (5% of Design/Engineering or \$5,000 - whichever is greater)	\$5,000.00
6-C.	Right of Way (\$2,500 per landowner or parcel of land that abuts the proposed project)	\$0.00
6-D.	Construction	\$375,000.00
6-E.	Construction Oversight/Engineering (10% of Construction or \$10,000 - whichever is greater):	\$37,500.00
6-F.	Contingency (10% of Construction or \$10,000 - whichever is greater):	\$37,500.00
6-G.	TOTAL ESTIMATED COST OF THE PROPOSED PROJECT	\$500,000.00

6-H. Non-Federal Match: Under this program, there is a minimum non-federal match of 20%. However, applicants may choose to contribute more than the minimum amount required as a demonstration of the local commitment to the importance of this proposed project. (Note: Bonus consideration may be given to applications that offer additional match beyond any applicable required local match.)

Total Estimated Cost of the Proposed Project from line 6-G.	\$500,000.00
Estimated cost overage provided by applicant (Since \$500,000 is the maximum project size that can be cost-shared, the applicant would need to fund all costs over \$500,000)	\$0.00
Minimum required non-federal match for this project at 20% of project cost up to \$500,000	\$100,000.00
Actual non-federal match and cost overage committed by the applicant (may include local funding, grants awarded, contributions, etc.)	\$100,000.00
Funds requested from MaineDOT (\$400,000 max)	\$400,000.00

Please Note: The total of the funds requested from MaineDOT plus the actual non-federal match and cost overage committed by the applicant must equal the total estimated cost of the proposed project identified on line 6-G.

Section 7: Preliminary Estimate Project Budget Detail

If available, please attach a preliminary detailed line item estimated budget for all items identified in Section 6-D. (Explain how you came up with your total construction cost.)

Description	Quantity	Units	Unit Cost	Total Cost
Mobilization	1	LS	\$17,500.00	\$17,500
Temporary Erosion Control	1	LS	5,000.00	5,000
Excavation	1,000	CY	10.00	10,000
Compacted Aggregate Subbase	250	CY	25.00	6,250
Compacted Aggregate Base	750	CY	30.00	22,500
9.5mm Bituminous Walkway Pavement (2")	2,800	SY	15.00	42,000
Shoulder Pavement (4")	1,600	SY	30.00	48,000
Surface shim	6,000	SY	7.50	45,000
Curb (Slipform Concrete)	4,000	LF	10.00	40,000
Drainage	1	LS	100,000.00	100,000
Plantings	1	LS	16,250.00	16,250
Loam, Seed and Mulch	1	LS	15,000.00	15,000
Line Painting/Sharrows/Truncated Domes	1	LS	7,500.00	7,500
Total Construction Cost				\$375,000

Total construction costs were provided by CES, Inc., the engineering firm hired to perform preliminary engineering and design services for the proposed project.

Section 8: Authorized Signatures

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 (including snow removal) of the completed project for the 20-year life cycle. Note that design should meet all applicable federal and State Standards as well as all ADA Guidelines.

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/lpa/>

An authorized representative of the city/town

Municipal Official:

Name(s): VAUGHN LEACH

Title: SELECTMAN

Phone#: 1-207-266-2975

Email: bnd.containers@gmail.com

Vaughn Leach
Signature(s)

8-11-17
Date

Local Project Municipal Contact (likely to be the Local Project Administrator)

Name: Deb Boyd

Title: Deputy Clerk

Phone#: 207 374 2281

Email: dj'b to blue hill @
Roadrunner.com

Submit an electronic version of your application via email to patrick.adams@maine.gov. Please also provide a hard-copy of your completed application with original signatures in blue ink to the following:

Patrick Adams, Bicycle and Pedestrian Programs manager
MaineDOT Bureau of Transportation Systems Planning
16 State House Station
24 Child Street
Augusta, ME 04333-0016
(207) 624-3311

Town of Blue Hill

First Settled in 1762
Incorporated Jan. 30, 1789

18 Union Street

Blue Hill, ME 04614

207-374-2281
Fax 207-374-9935

TREASURER
Jody Murphy

TAX COLLECTOR
TOWN CLERK
Etta Perkins

ROAD COMMISSIONER
William Cousins

FIRE CHIEF
Matthew Dennison

SELECT BOARD
ASSESSORS
OVERSEERS of the POOR
James M Schatz
Vaughn W Leach
Ellen S Best

ASSESSORS' AGENTS
R. J. D. Appraisals

CODE ENFORCEMENT OFFICER
Judith Jenkins

July 31, 2017

Patrick Adams
Bicycle & Pedestrian Manager

RE: BPP Grant Application

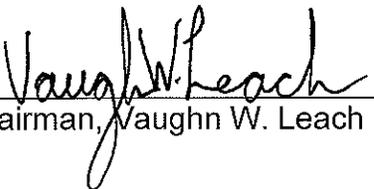
Dear Patrick:

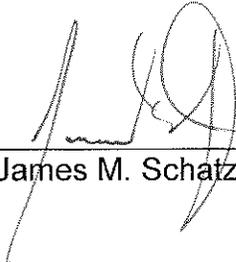
This letter is to inform you that the legislative body of the Town of Blue Hill, Maine voted to approve Article 58 in the 2017 Warrant which read as follows: "to see if the Town will authorize the Selectmen to appropriate up to \$100,000.00 from Undesignated Funds to provide "matching funds" for future sidewalk expansion grant applications." The Article was passed, as written. This is available as local match required for the DOT grant.

Thank you for your consideration of our BPP Grant Application. We look forward to working with you in the future.

Sincerely,

Blue Hill Select Board


Chairman, Vaughn W. Leach


James M. Schatz


Ellen S. Best