



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

Date Application
Received

(For MaineDOT Use
Only)

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

Applicant Name(s): Town of Gouldsboro		
Contact Person: Yvonne Wilkinson, Town Manager		
Mailing Address: PO Box 68		
City: Gouldsboro	State: ME	Zip: 04669
Daytime Phone No.: 207-963-5589	Email: town.manager@gouldsborotown.com	
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. Main Street (Route 186) Prospect Harbor from Peninsula School to Village Post Office and including Gouldsboro Community Building, Gouldsboro Town Office, Fire Station, Gouldsboro Methodist Church, and Dorcus Community Library. The total length of project will be 2,500 feet, but this proposal seeks funds for 800 feet from the School Entrance to Main Street. The balance of this project is covered by a combination of funds from National Scenic Byway grants, private contributions, town expenditures and byway grant proposals.

Project Summary (*Outline proposed improvements in 30 words or less*): This project constructs a sidewalk along the Peninsula K-8 School Entrance Road to connect the school with the community.

Section 3: Project Details

Section 3.1 - Estimated Cost of Infrastructure Project

Environmental Evaluation:	1. \$ 1,000
Preliminary/Final Design Engineering:	2. \$ 10,000
MaineDOT Project Design Administration (5% of Preliminary and Final Design line above)	3. \$ 500
Right of Way/Land Acquisition:	4. \$ 0
Construction:	5. \$ 60,000
Construction Engineering:	6 \$ 10,000
MaineDOT Construction Administration (10% of Construction Engineering line above)	7 \$ 1,000
Total Value of Project (add lines 1 through 6):	8. \$ 82,500

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. \$ 0
- In-kind, right of way, or other contributions:	10. \$ 0

- Please describe local match in detail: This project is 15% of the total village livability program. Other funds (\$444,000) do not meet match requirements for SRTS funding or are currently matching federal projects. See attached budget (Attachment #1).

Total Local Match/Voluntary Contributions:	% 0	11. \$ 0
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Funds Requested from MaineDOT:	12. \$ 82,500
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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.

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).

Excavation, Fill, Base Prep	\$11,000.00
Sidewalk, curbing, drainage	\$38,000.00
Fence at creek crossing	\$ 3,500.00
Cross walk striping	\$ 1,800.00
Signage	\$ 3,200.00
Transplanting shrubs	\$ 2,500.00
Total	\$60,000.00

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.*

This proposal funds part of a broader community connectivity and livability effort. These funds will construct an 800 foot sidewalk from the Peninsula K-8 School to Main Street in Prospect Harbor, the village center for Gouldsboro, Maine.

Attachment #2 illustrates the overall plan for village connectivity and livability. The plan calls for sidewalks connecting the Peninsula School, the Schoodic National Scenic Byway gateway facility, community center, town office, fire department, Dorcal Community Library and local post office.

Attachment #3 is a site plan for the school and entrance road indicating location of the sidewalk and crosswalk. The proposed sidewalk leaves the school and follows the entrance road on the west side until roughly the mid-point where a crosswalk takes pedestrians to the east side of the entrance road through to Main Street.

Attachment #4 is a photograph of the entrance road to the school as it approaches Maine Street. The photograph indicates the course of the final section of sidewalk.

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

Prospect Harbor is a traditional coastal village that has been buffeted by two significant economic crises. In 2002 the Schoodic Naval Base in Winter Harbor and Antenna facility in Prospect Harbor closed. A large percentages of young families left the region as jobs disappeared. The Winter Harbor and Gouldsboro schools combined at the Winter Harbor facility due in part to an insolvable mold problem in the Gouldsboro K-8 School. A new school was completed in 2009 in Prospect Harbor to serve both towns. However, in 2010 the remaining large employer for this region, Stinsons Sardine Cannery, closed. Again Goulsboro has been confronted by a loss of traditional jobs and local property taxes.

These economic and scholastic changes have motivated Gouldsboro to look to new forms of economic and social activity. The Peninsula School has become a new center for cultural activity. Building a more livable village center can attract new investment to the region, encourage nature-based tourism and stimulate community cohesion. Despite Gouldsboro's large land area, most public functions are now concentrated in a 1/2 mile section of State Route 186. These functions include the school, town office, library, seasonal shuttle bus service, fire department, byway gateway, community center, local church, post office and small businesses.

Connecting these resources with sidewalks, crosswalks and parking improvements are key to reinvigorating the local economy and providing residents and visitors with safe access and active transportation alternatives. This proposal, combined with the other investments will provide children and adults with a safe walkway between all of these public facilities. While significant funds have been raised and others are proposed, this project completes the larger vision by connecting the school to the community.

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.*

This project will provide children with a safe walking route between the village of Prospect Harbor and the Peninsula School. The walkway will improve safety and encourage active transportation over unnecessary use of private automobiles. This sidewalk connects children to the local library, town office, seasonal bus stops, water and more. Without the school entrance sidewalk, students are isolated by 800 feet of winding entrance road that offers limited site distances and unsafe conditions for walking.

Describe the Positive Impacts on Community:

Prospect Harbor provides Gouldsboro's most concentrated village area with public services and small businesses. This sidewalk brings the school into a larger community plan for pedestrian connectivity. The positive impacts of the overall plan include safer and more efficient pedestrian alternatives, improved village livability, improved attractiveness for future small scale and home based businesses and much more efficient use of existing parking facilities.

Describe Regional Benefits:

Gouldsboro is a partner in many respects with the Town of Winter Harbor. The Peninsula School serves both towns and is a cultural center for these to communities.

Main Street is also the Schoodic National Scenic Byway, an regionally significant corridor for tourism that includes a popular off-island section of Acadia National Park. The Schoodic Byway traverses a number of small villages separated

by rural and coastal settings. The Gouldsboro Comprehensive Plan and the Byway Corridor Management plan both recognize the importance of stimulating growth in the existing centers through investment in public infrastructure. This project helps to encourage future growth in this historic setting.

For this reason the town and the scenic byway are working together to construct a gateway facility next to the school entrance road, the community center and the town office. Details are available at www.schoodicbyway.org. This site is already in use for the annual Schoodic Arts for All festival that features performances and workshops in writing, painting, music and dance.

Describe the Demonstrated Needs:

The 2005 Gouldsboro Comprehensive plan notes the need for improved pedestrian and bicycle connectivity, a goal that may only be achieved through a combination of local, state and federal support. Attachment #4 provides the salient excerpts from the comprehensive plan. In 2005 Gouldsboro determined that whenever infrastructure permits it, growth should be encouraged in existing village centers.

Describe How the Project Brings New Opportunities for Public Benefit:

This project increases community livability, pedestrian safety and connectivity, active transportation and access to public services. These public improvements are expected to stimulate additional private investment as families seek to live near to the Peninsula School and take advantage of a walkable, livable village center.

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.*

Prospect Harbor is a scenic coastal location with a working waterfront and small town activities. It is also the site a two week Schoodic Arts Festival as well as other public activities hosted throughout the year. Visitors to the Schoodic Peninsula and Acadia National Park / Schoodic Section, delight in spending time in the region. However, the absence of sidewalks constrains visitors to short-hops in their cars and leads to inefficient use of limited village parking facilities. Connecting public services and the schools along with visitor amenities will increase walking and permit much more efficient use of the existing parking facilities.

As noted earlier, the loss of the Schoodic Naval Base and Stinsons Sardine Cannery have dramatically decreased employment opportunities on Schoodic Point. New kinds of investment are likely to come in the form of micro businesses and home based enterprises. The entrepreneurs fueling this new wave of investment require broadband access and community livability. Addressing the current infrastructure gaps will play an important role in re-inventing Gouldsboro while retaining traditional resource based activities like lobstering.

Describe the Potential Safety Improvements:

The school entrance road, as illustrated in attachment 4, is an eight hundred foot winding road that proceeds up hill from Main Street to the Peninsula School. Children wishing to walk or bike to school must walk on the gravel shoulder with no separation from cars and school buses. Safety concerns, whether real or perceived discourage parents school officials from permitting students to walk.

The larger plan calls for sidewalks along Main Street, a periodically busy state highway with narrow gravel shoulders. Here too concerns about safety and discomfort with walking close to the road discourage youth and adults from walking.

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 community connectivity concept has been under consideration for many years.

The 2005 Gouldsboro Comprehensive Plan (excerpts in Attachment #5) was created with extensive community participation and was approved at town meeting. This plan calls for precisely the investments that are proposed in the overall village improvement plan and this grant request.

Schoodic National Scenic Byway Corridor Management Committee has been meeting for more than ten years and has included village improvement for Prospect Harbor in all planning documents. The 2000 Corridor Management Plan was approved at Gouldsboro Town Meeting. Since approval Scenic Byway investments have included village connectivity in Winter Harbor and a series of improvements to scenic turnouts along the byway. The Prospect Harbor Gateway facility is currently transitioning from planning to construction at the base of the school entrance road.

Several local organizations have weighed-in over time include:

- Schoodic Sculpture Symposium Committee
- Dorcas Library Committee
- Schoodic Area League of Towns (no longer active)
- Schoodic Area Futures (no longer active)

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 2005 Gouldsboro Comprehensive states: "Gouldsboro wishes to have its villages be a focus of future growth in a manner that respects the limitations of their infrastructure (such as roads, water supply and the suitability of soils for waste water disposal) and their small town character. The plan supports the following measures:

1. Village Enhancement: To improve the overall appearance of the villages, the plan recommends that the town seek grant sources for landscaping, tree planting, bike paths and sidewalks

Implementation Strategy: The town manager explores various grant sources such as MDOT enhancements and urban forestry grants."

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.

Gouldsboro collaborated with Schoodic Area League Towns and Schoodic Area Futures for many years in determining regional growth priorities. These groups are no longer active, but played an important role in addressing the crisis precipitated by the 2002 Naval base closure.

The 2005 Gouldsboro Comprehensive Plan (excerpts in Attachment #5) recognizes the desirability of putting investments and growth into existing village centers.

Schoodic National Scenic Byway is a four town regional effort to encourage sustainable economic development, protection of natural resources and safety for travelers.

A recent 2009 Scenic Inventory catalogs significant natural vistas, and includes areas in the Schoodic Region. This inventory is part of an effort to encourage conservation of vistas while encouraging economic sustainability.

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: Yvonne Wilkinson

Title: Town Manager

Phone#: 207-963-5589

Email: town.manager@gouldsborotown.com

Signature

Date

Applicant/Sponsor (if different)

Name:

Title:

Phone#:

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