



*401 Webbs Mills Road
Raymond, Maine 04071
207.655.4742
Fax 207.655.3024*

Memorandum

Date: August 2, 2012

To: Dan Stewart, Community Program Manager

From: Danielle Loring, Executive Assistant

Re: TE Grant Application

We are pleased to present to you our application for the Transportation Enhancement Program for the 2014-15 Biennial Capital Work Plan.

If you have any questions, please do not hesitate to contact me.

**MaineDOT Quality Community Program
Transportation Enhancement & Safe Routes**

Date Application
Received

(For MaineDOT Use
Only)

For potential inclusion in fiscal years 2014-2015 Biennial Capital Work Plan

2012 Application

Section 1: General Information

Applicant Name(s): Town of Raymond	
Contact Person: Nathan White, Public Works Director	
Mailing Address: 401 Webbs Mills Road	
City: Raymond	State: Maine
Daytime Phone No.: 653-3641	Email: nathan.white@raymondmaine.org

Please place an (x) next to all the programs your project is eligible for:

- Federal Transportation Enhancement (TE) Program** (If you have committed to minimum 20% local match)
- Federal Safe Routes to School Program** (if within 2 miles of a K-8 school and will improve safety for children)

Please Note: If Safe Routes to School is checked, the community agrees to conduct a before and after project count of pedestrians and bicyclists traveling to and from school, as well as to engage with the Maine Safe Routes to School Program on safety education and encouragement initiatives.

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 Information

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

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 project can potentially proceed in steps:*

The proposed sidewalk would begin at the southerly intersection of Route 302 and Main Street/Route 121 and continue along the western side of the roadway to the intersection of Meadow Road/Route 121, where the Raymond Village Library is located. This portion of the project – which we are requesting funding for – is considered Phase I of a larger effort. At a later date, Phase II would involve constructing a sidewalk along the remaining portion of Main Street to the northerly intersection of Route 302; and Phase III would create a sidewalk system along Mill Street, which connects to Main Street and features playing fields, tennis courts, a cemetery, and numerous residences.

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

To provide pedestrian access from the congested village area (Main Street) to Route 302, where there is an existing sidewalk to the commercial district and beach area.

Describe the proposed scope of the improvements:

Install a new sidewalk system on the westerly side of Main Street and conduct drainage improvements along that side, including catch basin functions).

Describe in detail the ownership of the affected properties, whether all or part of the proposed project is in the public right of way, and how wide the estimated right of way is if on a public road system. If the land of the proposed project is not along a public right of way or on public land, please describe any contact with landowner(s).

We believe that all of the proposed project is within the Public Right of Way, which is assumed to be 4 Rod.

Describe 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.*

Main Street has historically been, and will continue to be Raymond's village center. The area boasts the highest density of residential development in Raymond, numerous small businesses (a dentist's office and hair salon to name a few), the Raymond Village Library, and several Town Facilities including the Public Works building and Fire Station. As such, the area generates a considerable amount of pedestrian activity. In particular, the Raymond Village Library, with numerous after-school and summer programs, is a frequent destination for local families with younger children.

In addition to serving the pedestrian needs of the immediate area, the proposed sidewalk would provide a safe pathway from the village center to Route 302, where an existing sidewalk provides access to Raymond's commercial district and shopping plazas, as well as the public beach.

Describe why this project is important to your community and region (if applicable):

The village center is a major focal point for the community, and an area in which the Town is deliberately seeking to direct future growth. The proposed sidewalk would complement this goal by helping to create a safe, walkable neighborhood better suited for compact, mixed-use development.

Describe the potential positive impacts on the community, including at a minimum (if applicable) improving safety, mobility, or transportation in general, and the local/regional economy:

In addition to furthering the broader land-use goal mentioned above, the sidewalk would improve safety for those who already walk or bike in the area, provide more access for local residents to services, and increase the overall level of pedestrian activity in the area. These changes would promote healthier choices, provide more spontaneous interactions among residents, foster a greater sense of community in the area, and conceivably reduce vehicular congestion.

Describe how the project brings new opportunities for public benefit, including clear descriptions of the people, neighborhoods, etc., and potential businesses that will benefit: As mentioned previously, Main Street is one of the most densely developed residential areas in Raymond. Being home to many younger families, and in such close proximity to the library, playing fields, local businesses, and other amenities, the proposed sidewalk is truly located in an area of greatest need for the community.

The sidewalk also brings the added benefit of connecting the village center to the commercial area along Route 302, providing a safe corridor for pedestrians to access many heavily frequented businesses such as the Mosquito Ice Cream Shop, Mexicali Blues, and the Good Life Market, to name a few.

Describe any environmental permitting and/or design needed, completed or under way and any potential issues, and timeline(s):

At this time, we do not believe that any specific environmental permitting is required but plan on being in touch with the Department of Environmental Protection as this project progresses.

Describe the specific timeline for design and/or construction of proposed project:

The design will take place over fall 2012 to spring 2013 with the final preliminary design being completed fall 2013 to spring 2014. Construction will begin, at the earliest, fall 2014 to spring 2015.

Describe the public processes completed and/or planned, including the date(s) of the public meeting(s), planning studies completed, groups that have been involved, public support, and date(s) of select board or council approval of moving ahead with the project (please attach agenda(s) and/or meeting summaries from relevant meetings):

At this time, this project has not had the opportunity to be reviewed by the Raymond Board of Selectmen but it is scheduled to go before them at their next meeting on August 8, 2012. However, this project does have the full support of the Raymond Revitalization Committee which is a group of local business owners and residents involved in supporting Raymond's economic growth and community growth.

Section 3: Project Budget (funding request including cash match)

Section 3.1 - Estimated cost of infrastructure project (funding request including cash match)

NOTE: In most instances, if the project is approved, (1.) Design/Engineering/Permitting and (2.) State and Federal Reviews will be the only stages funded in the 2014-2015 Biennial Capital Work Plan. The project will become eligible for construction funding once design is complete, contingent upon when federal funding becomes available.

Design/Engineering/Permitting (12% of Construction or \$10,000, whichever is greater): 1. \$ 15,144.63

Estimated Right of Way Costs including Appraisal 2. \$ 5,000

State and Federal Review(s) (5% of Design/Engineering, or \$3,000, whichever is greater) 3. \$ 3,000

Construction: 4. \$ 757

Construction Oversight/Engineering (10% of Construction or \$10,000, whichever is greater):5. \$ 12,620.52

Total Value of Project as it relates to funding request (add lines 1 through 5): 6. \$ 159,727.62

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.)

- Total Local Cash Match (20% minimum for TE projects: % of project 20 7. \$ 31,945.52

- Additional labor and/or materials contributions (will not count towards local match requirement, and should not be listed in above budget items) 8. \$ 75,000

- Please describe local cash match and/or voluntary contributions in **DETAIL**:

We are scheduled to go before the Raymond Selectboard in August to get their support and intend on putting aside the grant match monies as part of the Public Works budget.

Funds Requested from MaineDOT: 10. \$ 127,782.10

Note: The sum of Lines 7 and 10 should equal Line 6 above.

Note: Section 3.2 of this form also requires further details on costs. The amount shown on line 5 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

Local Force Account: Does the municipality plan on potentially using local forces to build the project? (YES OR NO) NO

If yes, please include separate detailed construction estimates including design, materials, labor, (labor cost per hour including the overhead amount for town forces), mobilization, construction oversight, etc, for both town led project, and constructor awarded project.

If yes, please initial to indicate that the municipality is willing to move forward with the project even if force account is not approved. _____

If yes, please indicate the cost difference (savings) between a potential local force account led project and contractor led project.

Note: The intent of the Federal Aid program is that most projects will be put out to bid and built by contractors. If the municipality believes that the construction portion of the project will save significant federal transportation dollars if built with local forces and potentially using local materials, than a process is in place to determine if a local project can get approved to do the work with local forces.

For all applicants: Please provide a detailed line item budget for all items from Section 3.1 Feel free to provide an attachment. See attached form from MDOT project estimating tool.

Section 4: Authorized Signatures

Please initial that you have read and agree to the proposed schedule: _____

- Spring of 2013: Municipalities receive notice of award
- Before October 31, 2013: Signed agreement with MaineDOT to proceed
- Before June 30, 2014: Preliminary Design Report completed, or Construction out to bid if funded for construction

This signature(s) 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. Signature(s) indicate the understanding and agreement that if the municipality decides to cancel the project after funds have been expended, the municipality may be required to reimburse the federal and/or state funds already expended. 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, and as always, funding award is contingent upon the availability of federal funding.

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>

An authorized representative of the city/town

Municipal Official:

Name(s): Nathan White

Title: Public Works Director

Phone#: 653-3641

Email: nathan.white@raymondmaine.org

Signature(s)

Date

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

Name: Same

Title:

Phone#:

Email:

Send all application information as follows: Applications must be postmarked by June 29th, 2012. Seven (7) complete hardcopy application packages (including all attachments and all required documents) must be submitted to:

MaineDOT
Attn: Daniel Stewart
Quality Community Program Manager
Bureau of Transportation Systems Planning
16 State House Station
Child Street
Augusta, ME 04333-0016



Raymond Village Library

Route 121/Meadow Road

Mill Street

Raymond Village Church

Main Street

Route 302

Key

- Proposed Sidewalk
- Proposed Crosswalk
- Existing Sidewalk

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1998

43°53'59.86" N 70°27'39.16" W elev 284 ft



BOARD OF SELECTMEN
DRAFT AGENDA
August 14, 2012
7:00 p.m.
Broadcast Studio

SELECTMEN'S MEETING

1) Call to order.

2) Minutes of previous meeting dated:

- **June 19, 2012**

3) PUBLIC HEARING

a) General Assistance Ordinance Appendices A-C 2011-12 Annual Update

4) Policy Review

Peddler's Ordinance- Chris Hanson, Code Enforcement Officer

5) New Business.

Presentation of Panther Pond Phase II Erosion Control Grant- President Peggy Jensen, Panther Pond Association

Presentation by Raymond Conservation and Loon Echo Land Trust Concerning Proposed "Community Forest" Off of Conesca Road- Carrie Wallia (LELT) and John Rand (RCC)

Consideration of Wood Lot Sale- Greg Foster, Forester invite RCC (send them report)

Consideration of Town Report Memorial and Town Report Dedication Page- Louise Lester, Town Clerk

Consideration of Support for Transportation Enhancement (TE) Grant Application- Nathan White, Public Works Director

Consideration of New Road Names by Chris Hanson, Code Enforcement Officer

- **Kokatosi Camp Ground per E911 Requirements**
- **Gordan Lane (by Mason Lane) per George Gordon**

Executive Session pursuant to 1 MRSA § 405(6)(H): Meeting with CEO Regarding Pending Land Use Legal Matters

Consideration of Quit Claim Deeds as Submitted by Sue Carr, Deputy Tax Collector- Board of Selectmen

Consideration of Appointment of Rolf Olsen as Compensation Study Committee

The Selectmen may take items out of order at their discretion.

Chair- Board of Selectmen

**Consideration and Approval for Planning, Economic Development & GIS Contracts-
Board of Selectmen**

6) Old Business

Consideration of Changing Town Office Hours- Board of Selectmen

Consideration of TAP

7) Public Comment This agenda item is for the public to bring attention to any issues and concerns for future Board of Selectmen meetings.

8) Town Manager Report and Communications.

a) Confirm date for next regular meeting:

- **September 11, 2012**

b) Crown Castle Perpetual Easement Update

9) Fiscal Warrants – Payroll and Appropriation Warrants – August 14, 2012

10) Adjournment.

The Selectmen may take items out of order at their discretion.

Board of Selectmen Agenda: Augusta 14, 2012

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Deadline for September 11, 2012 Agenda: August 31, 2012