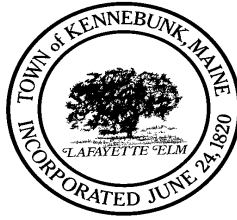


Town of Kennebunk, Maine



Barry A. Tibbetts
Town Manager
Tel: (207) 985-2102, ext. 1308
Fax: (207) 985-4609

July 31, 2012

Dan Stewart
Bicycle and Pedestrian Program Manager
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

Re: Eastern Trail Project
Quality Communities Grant Application FY 2012-2013

Dear Dan,

The Town of Kennebunk is committed to a community approach to transportation enhancement. The Board of Selectmen and I fully support pedestrian improvements in the Kennebunk Village area, where this proposed project will be located. The residents and businesses of Kennebunk have always shown their community support and commitment to Pedestrian Access in the West Kennebunk Village area as evidence by the recently completed sidewalk and bicycle lane improvements implemented on Alfred Road and the sidewalk extension from Thompson Road to Kennebunk Elementary School.

This project will provide enhanced connectivity to two regional schools located along and linked to this corridor, as well as enhance economic development in the West Kennebunk Village Area. The Town recently reviewed and granted approval for a new restaurant (The Village Tavern) that will be located immediately adjacent to the Trail corridor at the intersection of Maple Avenue and Alfred Road.

If you have any questions regarding our grant application please contact Mike Claus at Kennebunk Public Services.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry A. Tibbetts". The signature is fluid and extends across the width of the page.

Barry A. Tibbetts
Town Manager

Mailing Address: 1 Summer Street, Kennebunk, ME 04043
Website Address: <http://www.kennebunkmaine.us>





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

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

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

2012 Application

Section 1: General Information

Applicant Name(s): Town of Kennebunk		
Contact Person: Michael Claus		
Mailing Address: 1 Summer Street		
City: Kennebunk	State: ME	Zip: 04043
Daytime Phone No.: (207) 468-3020	Email: mwc@kennebunkmaine.us	

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:*

Currently the southbound Eastern Trail Off Road Section Terminates at Route 35 in Kennebunk. The Town of Kennebunk would like to extend the trail 1.25 miles through West Kennebunk Village to Route 99 in Kennebunk. We would propose that this section of trail be paved similar to the Eastern Trail section at Thornton Academy to allow winter use and connectivity with future development of the Route 99 area of West Kennebunk and the 3 Kennebunk Schools located near West Kennebunk Village (Kennebunk Elementary School, Middle School of the Kennebunks and Kennebunk High School). All three of these schools have local bike shoulders and sidewalks but there is no safe crossing of the Mousam River in West Kennebunk for cyclists and pedestrians. The off road Eastern Trail would provide that safe connectivity by using the existing abandoned railroad trestle and building the off road Eastern Trail here as a year round shared use path to connect Route 99 are to West Kennebunk schools.

Project Summary (Outline proposed improvements in 30 words or less): This project would design and eventually construct 1.25 miles of the Eastern Trail in the Unitil ROW between Route 99 and Route 35 in Kennebunk.

Describe the proposed scope of the improvements:

The old Eastern Railroad ROW is now owned by Unitil and used as a gas transmission corridor. The right of way area would be designed for a shared use path next to the existing pipeline. Drainage would be improved and trail base material installed. Work would be similar to sections recently completed north of this proposed project. This section of trail would be paved to allow year round connectivity with Kennebunk's existing sidewalk and road system.

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).

A Co-Location agreement would be agreed on by the Eastern Trail Management District and Unitil to construct and maintain the Eastern Trail. The Town of Kennebunk would be responsible for winter maintenance of this section of trail.

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.*

From South Berwick to South Portland, the proposed trail corridor follows the alignment of the abandoned Eastern Railroad line, the first rail line in Maine in the early 1800's. As envisioned, it would provide numerous transportation benefits for residents of and visitors to southern Maine. The Eastern Trail corridor connects many town centers and is adjacent to several large employers including Pratt & Whitney, in North Berwick and Southern Maine Medical Center, in Biddeford. It is anticipated that it would be a significant 'draw' to the region for bicyclists and walkers that enjoy long distance trails. The Eastern Trail is one of three trails identified by the Maine Department of Transportation as a trail of 'statewide significance' in its 20-year plan. This project extends the Eastern Trail through the West Kennebunk Village Center to Route 99 where additional connections can be made to Sanford, Wells, and coastal York County.

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

The trail expansion will promote trail-associated economic development in York and Cumberland Counties by providing a trail to directly serve commercial and social transportation activities by residents of and visitors to the southern Maine region.

The trail expansion will provide safe transportation corridors for all trail users through the West Kennebunk Village area. The West Kennebunk Village area has 3 major north south corridors but no continuous east-west corridor. The expansion of the trail will greatly improve east west connectivity for residents and visitors. The expansion of the trail will provide a safe, inviting facility to encourage regular bicycle and pedestrian transportation opportunities.

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:

The trail expansion will bring trail users into the centers of the towns along the trail so they can benefit from the availability of services and accommodations and so businesses can benefit from the visitors' patronage. The trail expansion will continue to reopen an important piece of Maine transportation history, the first rail line into the state, using the trail to link rail history with the continued important role this resource will play in southern Maine. The trail expansion will utilize the former railroad and current utility corridor rights-of-way and other public lands and easements in such a way as to minimize the cost of the trail.

The trail expansion will provide a multi-use trail connection among areas of historical and natural significance in southern Maine, including the beach areas and inland plains, and towns and cities both on and near the trail. The trail expansion will provide an off-road transportation trail for access to areas of scenic beauty, as well as a quiet and safe transportation alternative for all ages and abilities, and will form connections between towns as a thread to promote regional cooperation in tourism development plans. The trail expansion will provide direct connections and transportation loops to towns and special attractions using both on-road and off-road alternatives.

The trail expansion will continue to join the network of multi-use trails in the United States and Canada and provide the route for the East Coast Greenway in southern Maine. This project will continue to incorporate the trail into the Maine Department of Transportation's vision of a continuous multi-modal route from Boston to Portland, Portland to the New Hampshire White Mountains, and north to trails and related routes in Brunswick and in the mid-coast and Downeast regions. We will integrate this trail with existing local trail systems being developed by the Town of Kennebunk and the Kennebunk Land Trust.

Describe how the project brings new opportunities for public benefit, including clear descriptions of the people, neighborhoods, etc., and potential businesses that will benefit:

Route 99 is a major collector road connecting Kennebunk and Sanford. There are 6 large subdivisions and on the road and residential houses line the road in the urban compact area. The Town of Kennebunk has extended sidewalks from downtown Kennebunk to the Maine Turnpike Route 99 Bridge. Our plan is to extend a shared use path from the Maine Turnpike Route 99 Bridge to the intersection of the Eastern Trail. This will allow for a very good bicycle and pedestrian transportation circulation pattern for Route 99 area residents to the West Kennebunk schools and village areas.

West Kennebunk Village businesses include retail stores, a restaurant, and coffee shop, along with small manufacturing facilities at the old mill and on Warrens Way along the trail route. William Arthur (Division of Hallmark Cards) operates a facility adjacent to the trail route off of Route 35, and there is a Day Care Center and several other business park tenants next to William Arthur. West Kennebunk is anchored by Cummings Market, a longtime local business. These businesses would directly benefit from increased trail access for new business opportunities and alternative commuting options for employees.

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

The Maine Department of Transportation Eastern Trail Engineering Feasibility Study Final Report has identified wetlands issues and historic construction along the eastern trail corridor. These will be delineated and quantified in the engineering design plans.

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

PDR Complete	6/1/14
Final Design Complete	12/1/14
Bids Received	1/31/16
Construction Start	4/1/16
Construction Complete	8/1/17

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):

Comprehensive Plan Section 3.A. Policy 1, Section 3.C Policy 3, Section 3.F Policy 4 are attached. These planning documents are the result of decades of public participation and planning board work on making Kennebunk a livable vibrant community.

Currently the Town of Kennebunk is participating in the Central York County Corridors Study in cooperation with Maine DOT and the Southern Maine Regional Planning Commission. We are working to accomplish building better connectivity between land patterns and transportation futures. Aging infrastructure and its associated costs are hindering creative traffic planning. We look to emphasize the importance of knowing when to integrate and when to separate pedestrian, car, and truck movements. Proper siting of facilities and land uses needs to connect with both short range and long range transportation plans. We are looking at our Town plans in terms of design standards, access management, mixed uses and future traffic generators to improve planning based on the lessons learned from our land use changes over time.

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. \$43,200
State and Federal Review(s) (5% of Design/Engineering, or \$3,000, whichever is greater) 2. \$ 3,000
Construction: 3. \$ 360,000
Construction Oversight/Engineering (10% of Construction or \$10,000, whichever is greater):4. \$ 36,000
Total Value of Project as it relates to funding request (add lines 1 through 4): 5. \$ 442,200

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: 6. \$ 10,000 (Engineering)
 \$ 75,000 (Construction)

- Additional labor and/or materials contributions (will not count towards local match requirement, and should not be listed in above budget items) 7. \$

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

The Town of Kennebunk will manage the trail design and provide \$10,000 in Professional Engineering services. \$75,000 construction funding is subject to Selectmen, Budget Board and Town Meeting approval.

Total Local Cash Match Cash Contributions (20% minimum for TE projects) % _____ 8. \$ 85,000

Funds Requested from MaineDOT: 9. \$ 357,200
 Note: The sum of Lines 8 and 9 should equal Line 5 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.

In developing the project construction budget, staff from the Town of Kennebunk walked the trail corridor and reviewed construction documents for recently completed sections of the Eastern Trail. In our review of this information, it was determined that the scope of work of the proposed trail extension is comparable to recently completed trails segments. Staff from the Town has reviewed the construction cost per mile for the section of the Eastern Trail that was completed from Route 111 in Biddeford to Route **35 {STP 1334 (100) S}** in Kennebunk. This project was approximately 6.1 miles in length and had a bid amount of approximately \$1,757,315.00 dollars, which translates to a cost per mile of around \$288,000.

The proposed project is approximately 1.25 miles in length which has and estimated construction cost of (1.25 mi * \$288,000/mi) \$360,000.

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): Joel Downs

Title: Finance Director, Acting Town Manager

Phone#: 985-2102

Email: jdowns@kennebunkmaine.us

Signature(s)

Date

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

Name: Christopher J. Osterrieder, P.E.

Title: Town Engineer

Phone#: 207-604-1337

Email: costerrieder@kennebunkmaine.us

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

70.61667° W

70.60000° W

70.58333° W

70.56667° W

70.55000° W

WGS84 70.53333° W

43.41667° N

43.41667° N

43.40000° N

43.40000° N

43.38333° N

43.38333° N

70.61667° W

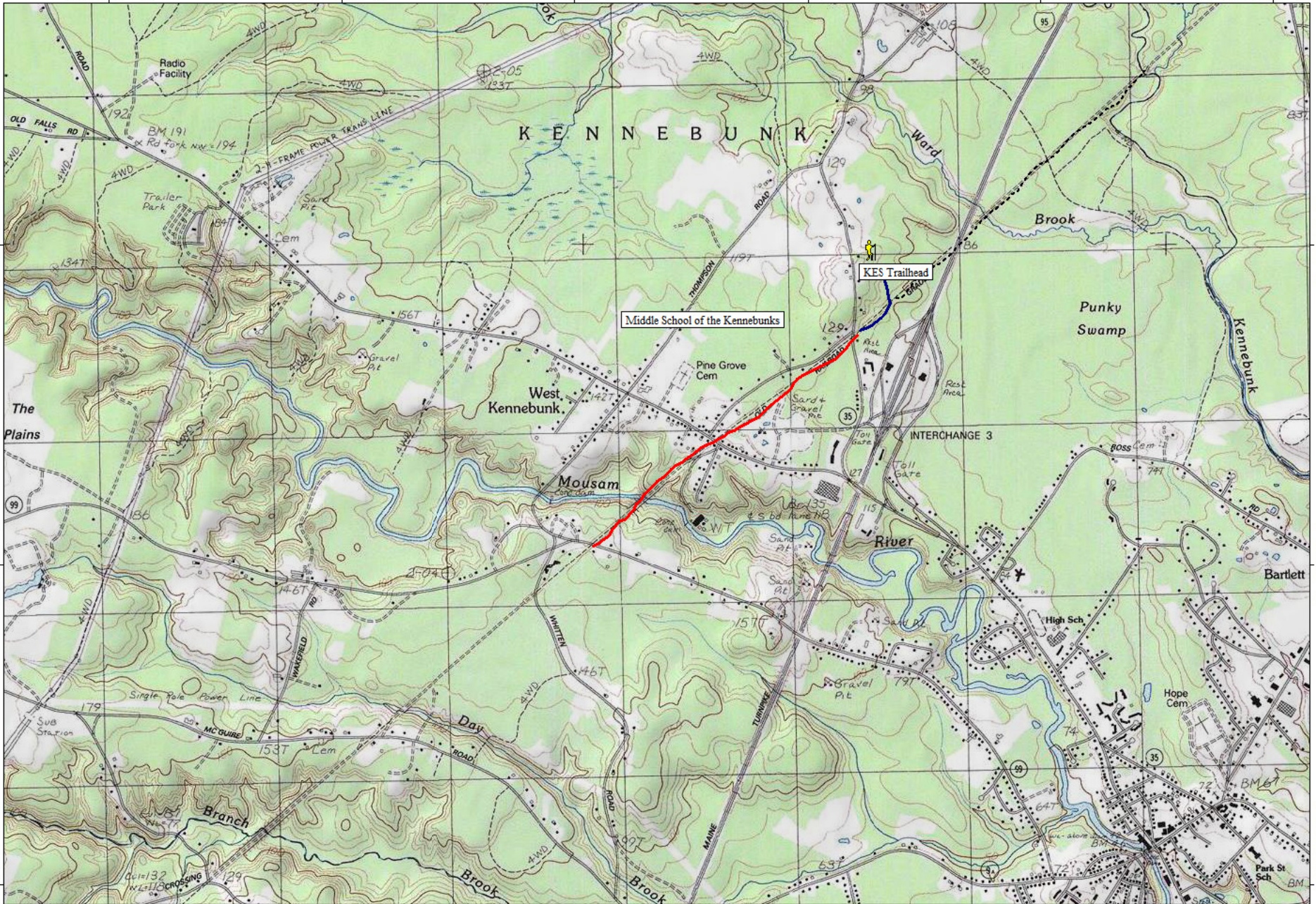
70.60000° W

70.58333° W

70.56667° W

70.55000° W

WGS84 70.53333° W



Section 3: Goals/ Policies/ Strategies

A. Population Growth

State Goal: To encourage orderly growth and development in appropriate areas of each community, while protecting the state's rural character, making efficient use of public services and preventing development sprawl.

Local Goal: To accommodate reasonable population and household growth in an orderly and efficient manner, consistent with the Town's ability to provide services to it.

Policies & Strategies

Policy 1: The majority of Kennebunk's projected growth over the next decade should be directed to the Town's "growth areas" in order to provide for a more efficient delivery of public services and a reduction in the costs resulting from rural development ("sprawl")

Strategy 1.A: Growth areas should continue to be designated around the existing villages, which are already served, and will most efficiently be served, by municipal services and infrastructure.

X Strategy 1.B: The future land use plan should provide for enlargement of the growth area(s) in order to continue to allow for the accommodation of the majority of the Town's growth.

X Strategy 1.C: Design guidelines and public investments should be provided in growth areas to make them more "liveable"- with qualities such as attractive walkable, neighborhoods- with street trees, sidewalks and green spaces and appropriate lighting and which are also attractive to small-scale commercial and business services.

Policy 2: During the 1990's large lot development continued to consume land in the designated rural areas. The following strategies are suggested in order to further protect the rural areas from sprawl:

Strategy 2.A: Tighten up the rural zoning density standard by applying the same density to "non" subdivisions as is currently applied to subdivisions.

Strategy 2.B: Implement a building permit cap in the rural areas.

Strategy 2.C: Develop a "cluster" standard for lots created which are not part of subdivisions- similar to the open space standard used for "subdivisions".

Strategy 2.D: Implement a transfer of development rights program, a density transfer fee program or a leasing of development rights program.

Section 3: Goals/Policies/Strategies

C. Local Economy

State Goal: To promote an economic climate that increases job opportunities and overall economic well-being.

Local Goal(s):

To preserve and expand the base of nonpolluting manufacturing, distribution, and research and development activity in Kennebunk.

To assure a supply of industrially zoned land that is on or near public utilities and that has a good access to the regional transportation system, particularly the Maine Turnpike.

To support tourism as a vital part of the local economy, but manage it such that it enhances the Town's historic, architectural and scenic features and does not compromise the qualities which make Kennebunk unique.

To diversify the local economy.

To maintain and actively foster Downtown as a vital commercial area, and to preserve its traditional village pattern of development.

To maintain and foster small scale, neighborhood oriented commercial uses in the Lower Village and West Kennebunk Village.

To support home occupations as a rational form of land use provided they do not cause nuisances in the neighborhoods or alter the residential character of neighborhoods.

Policies & Strategies

Policy 1: Examine the present boundaries of the Commercial and Industrial Zoning Districts to determine whether those areas could be expanded to accommodate business growth.

Strategy 1-A: Propose the extension of utilities (water/sewer/power) to fully serve all the commercial and industrial areas and turnpike access when appropriate.

Strategy 1-B: Examine the possibility of land reclamation (i.e. gravel pit reclamation) as a means of better utilizing land in these zones.

Policy 2: Examine the current land use standards in the commercial and industrial areas to recommend possible changes which could allow for greater infill and business expansion with an eye toward minimizing curb cuts on Rt. 1.

Strategy 2-A: Revise Suburban Commercial Zoning Standards to eliminate multi-family use from the list of permitted uses. Revise Industrial Zoning to limit types of non industrial uses.

Strategy 2-B: Investigate possibility of creating a mixed Commercial and Residential-Transitional Zone- between the Upper Square and Suburban Commercial Zone along Rt. 1 north.

Strategy 2-C: Investigate and design shared driveways and rear connection(s) between uses on Portland Road and on York Street in order to aid both the property owners and the Town in addressing traffic management along the Route 1 corridor.

Strategy 2.-D: Every effort should be made to develop and apply design standards to all commercial and industrial areas which are sensitive to and enhance community character and livability including standards which promote aesthetic building design, reduce the number of curb cuts, improve the design of parking lots and provide pedestrian friendly standards for all commercial areas.

Policy 3: The viability of tourism is central to Kennebunk's economic health and the impacts of this industry are considered acceptable and manageable provided:

Strategy 3-A: Develop and apply traditional village type design standards to the downtown areas in order to retain the historic character of those areas.

Strategy 3-B: Destination, specialty and pedestrian-oriented types of activities are favored over high-volume, transient and auto-oriented types of activities

Strategy 3-C: The Town should provide and/or cooperate with local businesses to provide and maintain infrastructure to support commercial activity in the villages, including parking, sidewalks, lighting, landscaping, rest rooms and support for alternative travel modes.

Section 3: Goals/Policies/Strategies

F. Traffic & Transportation

State Goal: To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

Local Goal: To promote a safe and sustainable transportation system that supports the village/rural pattern of settlement and encourages alternative modes of travel within and between villages.

Policies & Strategies

Policy 1: Roadway design should complement the desired land use plan, provide safe and accessible standards for all new roads (whether public or private) and not encourage development outside of designated growth areas.

Strategy 1-A: The Town should develop a local roadway designation system that clearly promotes desired land use development patterns. This designation might include rural and village roadways as opposed to minor and major arterials and collectors.

Strategy 1-B: The Town shall develop and maintain roadway design standards that assure sound construction, but not result in oversized roadways or spread out street networks that will burden future Town budgets. Similar to those adopted for new roadways, standards for redesign of current town roads should be consistent with designated growth and rural areas and should assure that retention of visual character is considered in the determination of street improvements. Village roadways should typically provide for bike and pedestrian ways, be slightly wider, accept generally slower travel, and strictly control access. Rural roadways might be narrower, more curvilinear, less maintenance intensive, but still control access on arterials to preserve mobility and safety. A shoulder paving policy consistent with the Bicycle and Pedestrian Facilities Plan and provisions for on-street parking in village areas should be included in the roadway design standards.

Strategy 1-C: The Town should request that the Maine Department of Transportation (MDOT) review and consider revising the Federal Functional Classification of Route 9, Route 35, Ross Road, Durrell's Bridge Road, Port Road and Western Avenue.

Strategy 1-D: The Town should develop minimum safety standards for the construction of private ways.

Policy 2: The Town accepts that congestion is inevitable during peak periods in summer months and, as such, temporary levels of congestion (i.e., Level-of-Service "E" or "F") are tolerated and favored over major road widening or realignment that would alter the character of the Town. Within Kennebunk's villages, the main focus of traffic improvements should be on assuring safe conditions. Mobility deficiencies on Route 1, Route 9, and Route 35 should be mitigated only insofar as they do not discourage on-street parking, require major road widening, or discourage pedestrian or bike travel ways.

Strategy 2-A: Clarify in subdivision standards that periodic, short-term congestion may be tolerated if major road widenings or realignments that would alter town character are thereby avoided.

Policy 3: The best possible use of the existing roadway system through properly timed traffic signals and minor system improvements should be made before major capital investments are considered.

Strategy 3-A: Implement the recommendations of the Downtown Traffic study and continue to work on signal coordination throughout the Downtown and Route 1 corridors.

Strategy 3-B: Additionally, as noted in the Downtown Traffic study, the Town should further examine the effectiveness of crosswalks and street lighting in the Villages in order to assure pedestrian safety.

X *Policy 4: The Town's villages should be accessible by varying modes of transportation providing ample opportunity for village businesses and services to thrive.*

Strategy 4-A: The Town, in cooperation with the Town of Kennebunkport, should study the feasibility of transit systems that might reduce seasonal traffic congestion. For such systems to have an effect, current parking capacity at tourist destinations would need to be restrained or even reduced and parking restrictions enforced to give visitors the incentive to use alternative means. Strategies to consider include remote parking locations, such as the High School, with service to beaches, other tourist destinations, or employment centers. Public-private partnerships for service operation will need to be explored. Further, the Town should keep abreast of attempts to develop passenger transportation services between the Kennebunks and the Wells Intermodal Center, which houses the nearest Downeaster Passenger Rail service stop.

X Strategy 4-B: The Town should review the consistency of its pedestrian and bicycle facilities plan with the designated growth and rural areas and transportation policies of this Plan. Implementation of a consistent pedestrian and bicycle facilities plan should be pursued to assist with the reduction of automobile dependence. If such a system is intended to serve work, school, or convenience trips, it must be as direct as possible, with all links intact and visually secure. Crosswalks have to be provided, and their visibility must be maximized at all intersections, including unsignalized ones, in the village areas. Increased land use densities within growth areas will tend to make pedestrian and bike ways, as an alternative to cars, more feasible. An annual review and update of the bicycle/pedestrian facilities plan should be prepared with recommendations for the Police/ Fire/ Highway and Planning Departments. Implementation of the plan should be carried out through the capital improvement plan and as part of the required improvements in the development review process of the Planning Board and Site Plan Review Board.

X Strategy 4-C: The Police, Fire and Public Works Departments should examine the on-street parking plan in the three Villages not only to provide for safe emergency vehicle access and circulation on both the main streets and side streets, but also to investigate the potential for additional on-street parking that may be available in those areas. Where appropriate, changes

COUNTIE(S): YORK

TABULATION OF BIDS

CONTRACT ID : 013341.00

COMPLETION DATE : 11/19/10

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PROJECT(S): STP-1334(100)S

LOCATION(S): KENNEBUNK TO BIDDEFORD, BICYCLE/PEDESTRIAN PATHRCONSTR.F TRANSPORTATION

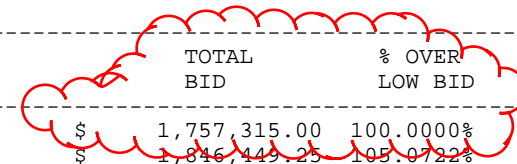
A TRUE COPY : _____

TITLE : _____

ATTEST : _____

CONTRACT DESCRIPTION : KENNEBUNK TO BIDDEFORD, BICYCLE/PEDESTRIAN PATH CONSTR. WORK

NOTARY PUBLIC



RANK	VENDOR NO./NAME	TOTAL BID	% OVER LOW BID
1	000257 BROWN INDUSTRIAL GROUP, INC.	\$ 1,757,315.00	100.0000%
2	000116 SHAW BROTHERS CONSTRUCTION, INC.	\$ 1,846,449.25	105.0722%
3	000079 R J GRONDIN & SONS	\$ 2,097,306.00	119.3472%
4	000648 DEARBORN BROTHERS CONSTRUCTION, INC.	\$ 2,168,813.00	123.4163%

LINE NO / ITEM CODE / ALT ITEM DESCRIPTION	QUANTITY	(1) 000257 BROWN INDUSTRIAL GROUP, INC.		(2) 000116 SHAW BROTHERS CONSTRUCTION,		(3) 000079 R J GRONDIN & SONS	
		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
SECTION 0001 PROJECT ITEMS							
0010 201.11 CLEARING	3.000 AC	6300.00000	18900.00	7500.00000	22500.00	10000.00000	30000.00
0020 201.12 SELECTIVE CLEARING AND THINNING	4.000 AC	7500.00000	30000.00	7500.00000	30000.00	1200.00000	4800.00
0030 202.12 REMOVING EXISTING STRUCTURAL CONCRETE	4.000 CY	1500.00000	6000.00	900.00000	3600.00	1500.00000	6000.00
0040 203.20 COMMON EXCAVATION	4250.000 CY	6.00000	25500.00	25.00000	106250.00	14.00000	59500.00
0050 203.24 COMMON BORROW	17200.000 CY	12.50000	215000.00	11.00000	189200.00	21.00000	361200.00
0060 206.082 STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	30.000 CY	25.00000	750.00	50.00000	1500.00	35.00000	1050.00
0070 209.29 VERTICAL DRAINAGE WICKS	87600.000 LF	0.55000	48180.00	0.55000	48180.00	0.55000	48180.00
0080 304.09 AGGREGATE BASE COURSE - CRUSHED	11500.000 CY	20.00000	230000.00	24.00000	276000.00	35.00000	402500.00
0090 304.10 AGGREGATE SUBBASE COURSE - GRAVEL	2530.000 CY	19.00000	48070.00	19.00000	48070.00	31.00000	78430.00
0100 403.209 HOT MIX ASPHALT 9.5 MM HMA (SIDEWALKS, DRIVES, INCIDENTALS)	18.000 T	150.00000	2700.00	150.00000	2700.00	420.00000	7560.00

COUNTIE(S): YORK

TABULATION OF BIDS

CONTRACT ID : 013341.00

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LINE NO / ITEM CODE / ALT ITEM DESCRIPTION	QUANTITY		(1) 000257 BROWN INDUSTRIAL GROUP, INC.		(2) 000116 SHAW BROTHERS CONSTRUCTION,		(3) 000079 R J GRONDIN & SONS	
			UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
0110 403.210 HOT MIX ASPHALT 9.5 MM HMA	88.000	T	150.00000	13200.00	135.00000	11880.00	350.00000	30800.00
0120 411.13 STONE DUST SURFACE COURSE	6600.000	T	17.50000	115500.00	20.00000	132000.00	19.50000	128700.00
0130 502.219 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	21.000	LS	50000.00000	50000.00	16000.00000	16000.00	50000.00000	50000.00
0140 502.327 STRUCTURAL CONCRETE BOX CULVERT EXTENSION		LUMP	6000.00000	6000.00	3000.00000	3000.00	2800.00000	2800.00
0150 502.60 PORTLAND CEMENT MORTAR	10.000	CF	382.00000	3820.00	375.00000	3750.00	220.00000	2200.00
0160 502.71 BRIDGE DRAIN EXTENSIONS	1.000	EA	10500.00000	10500.00	4000.00000	4000.00	4500.00000	4500.00
0170 530.01 STEEL PEDESTRIAN BRIDGE		LUMP	65000.00000	65000.00	53500.00000	53500.00	60000.00000	60000.00
0180 603.175 18 INCH REINFORCED CONCRETE PIPE CLASS III	160.000	LF	35.00000	5600.00	42.00000	6720.00	93.00000	14880.00
0190 603.179 18 INCH CULVERT PIPE OPTION III	24.000	LF	35.00000	840.00	44.00000	1056.00	118.00000	2832.00
0200 603.199 24 INCH CULVERT PIPE OPTION III	140.000	LF	38.00000	5320.00	51.00000	7140.00	120.00000	16800.00
0210 603.219 36 INCH CULVERT PIPE OPTION III	8.000	LF	182.00000	1456.00	200.00000	1600.00	250.00000	2000.00
0220 603.4105 CONCRETE PIPE COLLAR	2.000	EA	500.00000	1000.00	1500.00000	3000.00	1200.00000	2400.00
0230 603.471 60 INCH REINFORCED CONCRETE PIPE CLASS	112.000	LF	263.00000	29456.00	200.00000	22400.00	230.00000	25760.00
0240 606.611 TIMBER GUARDRAIL	530.000	LF	30.00000	15900.00	48.00000	25440.00	48.00000	25440.00
0250 607.163 CHAIN LINK FENCE - 4 FOOT P.V.C. COATED	1050.000	LF	20.00000	21000.00	23.00000	24150.00	23.00000	24150.00
0260 607.22 CEDAR RAIL FENCE	7250.000	LF	15.00000	108750.00	11.40000	82650.00	11.40000	82650.00
0270 607.294 BARRIER BOULDERS	61.000	EA	240.00000	14640.00	183.00000	11163.00	250.00000	15250.00
0280 607.35 BRACING ASSEMBLY CHAIN LINK FENCE PVC COATED	12.000	EA	125.00000	1500.00	180.00000	2160.00	180.00000	2160.00
0290 608.26 CURB RAMP DETECTABLE WARNING FIELD	210.000	SF	75.00000	15750.00	50.00000	10500.00	90.00000	18900.00

COUNTIE(S): YORK

TABULATION OF BIDS

CONTRACT ID : 013341.00

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LINE NO / ITEM CODE / ALT ITEM DESCRIPTION	QUANTITY		(1) 000257 BROWN INDUSTRIAL GROUP, INC.		(2) 000116 SHAW BROTHERS CONSTRUCTION,		(3) 000079 R J GRONDIN & SONS	
			UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
0300 610.08 PLAIN RIPRAP	640.000	CY	46.00000	29440.00	50.00000	32000.00	95.00000	60800.00
0310 610.21 RIVER STONES	40.000	CY	120.00000	4800.00	200.00000	8000.00	90.00000	3600.00
0320 610.212 STREAM STONE	10.000	CY	150.00000	1500.00	200.00000	2000.00	125.00000	1250.00
0330 613.319 EROSION CONTROL BLANKET	3970.000	SY	2.00000	7940.00	2.00000	7940.00	1.90000	7543.00
0340 615.07 LOAM	2050.000	CY	28.00000	57400.00	25.00000	51250.00	27.00000	55350.00
0350 618.13 SEEDING METHOD NUMBER 1	340.000	UN	20.00000	6800.00	12.00000	4080.00	12.00000	4080.00
0360 618.143 SPECIAL SEED MIX:	8.000	UN	100.00000	800.00	35.00000	280.00	35.00000	280.00
0370 618.15 TEMPORARY SEEDING	84.000	LB	5.00000	420.00	10.00000	840.00	60.00000	5040.00
0380 619.12 MULCH	340.000	UN	15.00000	5100.00	12.00000	4080.00	12.00000	4080.00
0390 619.1401 EROSION CONTROL MIX	50.000	CY	50.00000	2500.00	40.00000	2000.00	50.00000	2500.00
0400 620.58 EROSION CONTROL GEOTEXTILE	1635.000	SY	2.00000	3270.00	1.75000	2861.25	1.80000	2943.00
0410 620.60 SEPARATION GEOTEXTILE	1400.000	SY	3.00000	4200.00	2.00000	2800.00	2.50000	3500.00
0420 621.037 EVERGREEN TREES (5 FOOT - 6 FOOT) GROUP A	21.000	EA	175.00000	3675.00	89.00000	1869.00	95.00000	1995.00
0430 621.546 DECIDUOUS SHRUBS (2 FOOT - 3 FOOT) GROUP A	700.000	EA	28.00000	19600.00	11.00000	7700.00	12.00000	8400.00
0440 621.80 ESTABLISHMENT PERIOD		LUMP	2200.00000	2200.00	500.00000	500.00	250.00000	250.00
0450 627.75 WHITE OR YELLOW PAVEMENT AND CURB MARKING	1300.000	SF	3.00000	3900.00	2.50000	3250.00	2.50000	3250.00
0460 629.05 HAND LABOR, STRAIGHT TIME	120.000	HR	35.00000	4200.00	40.00000	4800.00	45.00000	5400.00
0470 631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	50.000	HR	125.00000	6250.00	125.00000	6250.00	85.00000	4250.00
0480 631.133 SKID STEER (INCLUDING OPERATOR)	20.000	HR	75.00000	1500.00	100.00000	2000.00	75.00000	1500.00

COUNTIE(S): YORK

TABULATION OF BIDS

CONTRACT ID : 013341.00

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LINE NO / ITEM CODE / ALT ITEM DESCRIPTION	QUANTITY		(1) 000257 BROWN INDUSTRIAL GROUP, INC.		(2) 000116 SHAW BROTHERS CONSTRUCTION,		(3) 000079 R J GRONDIN & SONS	
			UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
0490 631.14 GRADER (INCLUDING OPERATOR)	20.000	HR	125.00000	2500.00	50.00000	1000.00	80.00000	1600.00
0500 631.171 TRUCK - SMALL (INCLUDING OPERATOR)	30.000	HR	70.00000	2100.00	75.00000	2250.00	65.00000	1950.00
0510 631.18 CHAIN SAW RENTAL (INCLUDING OPERATOR)	10.000	HR	50.00000	500.00	40.00000	400.00	55.00000	550.00
0520 631.32 CULVERT CLEANER (INCLUDING OPERATOR)	20.000	HR	250.00000	5000.00	150.00000	3000.00	250.00000	5000.00
0530 631.36 FOREPERSON	40.000	HR	70.00000	2800.00	60.00000	2400.00	60.00000	2400.00
0540 635.31 PREFAB CONCRETE BLOCK GRAVITY WALL	2250.000	SF	48.00000	108000.00	30.00000	67500.00	27.00000	60750.00
0550 639.18 FIELD OFFICE TYPE A	1.000	EA	23000.00000	23000.00	17500.00000	17500.00	11000.00000	11000.00
0560 641.89 KIOSK	2.000	EA	3500.00000	7000.00	3620.00000	7240.00	3750.00000	7500.00
0570 645.103 DEMOUNT GUIDE SIGN	1.000	EA	7500.00000	7500.00	3100.00000	3100.00	2500.00000	2500.00
0580 645.113 REINSTALL GUIDE SIGN	1.000	EA	12500.00000	12500.00	7440.00000	7440.00	6500.00000	6500.00
0590 645.271 REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS, TYPE I	550.000	SF	45.00000	24750.00	37.00000	20350.00	56.00000	30800.00
0600 646.091 SETTLEMENT PLATFORMS		LUMP	1774.00000	1774.00	4300.00000	4300.00	2000.00000	2000.00
0610 652.33 DRUM	140.000	EA	68.00000	9520.00	65.00000	9100.00	50.00000	7000.00
0620 652.34 CONE	20.000	EA	23.00000	460.00	25.00000	500.00	50.00000	1000.00
0630 652.35 CONSTRUCTION SIGNS	780.000	SF	14.00000	10920.00	12.00000	9360.00	12.25000	9555.00
0640 652.361 MAINTENANCE OF TRAFFIC CONTROL DEVICES	280.000	LS	10000.00000	10000.00	4900.00000	4900.00	2100.00000	2100.00
0650 652.362 MAINTENANCE OF TRAFFIC CONTROL DEVICES - MTA	280.000	LS	15000.00000	15000.00	30100.00000	30100.00	15000.00000	15000.00
0660 652.38 FLAGGER	40.000	HR	20.00000	800.00	25.00000	1000.00	45.00000	1800.00
0670 656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL		LUMP	62400.00000	62400.00	40400.00000	40400.00	12000.00000	12000.00

COUNTIE(S): YORK

TABULATION OF BIDS

CONTRACT ID : 013341.00

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			(1) 000257 BROWN INDUSTRIAL GROUP, INC.		(2) 000116 SHAW BROTHERS CONSTRUCTION,		(3) 000079 R J GRONDIN & SONS	
LINE NO / ITEM CODE / ALT ITEM DESCRIPTION	QUANTITY		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
0680 659.10 MOBILIZATION		LUMP	134364.00000	134364.00	276500.00000	276500.00	193528.00000	193528.00
0690 841.48 BOLLARDS	4.000	EA	400.00000	1600.00	375.00000	1500.00	580.00000	2320.00
0700 841.49 BOLLARDS - COLLAPSIBLE	30.000	EA	1300.00000	39000.00	1400.00000	42000.00	1100.00000	33000.00
SECTION TOTALS			\$	1,757,315.00	\$	1,846,449.25	\$	2,097,306.00
CONTRACT TOTALS			\$	1,757,315.00	\$	1,846,449.25	\$	2,097,306.00

COUNTIE(S): YORK

TABULATION OF BIDS

CONTRACT ID : 013341.00

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LINE NO / ITEM CODE / ALT		(4) 000648		()		()	
ITEM DESCRIPTION		DEARBORN BROTHERS CONSTRUCTI					
QUANTITY		UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
SECTION 0001 PROJECT ITEMS							
0010	201.11 CLEARING	3.000 AC	2000.00000	6000.00			
0020	201.12 SELECTIVE CLEARING AND THINNING	4.000 AC	2000.00000	8000.00			
0030	202.12 REMOVING EXISTING STRUCTURAL CONCRETE	4.000 CY	2000.00000	8000.00			
0040	203.20 COMMON EXCAVATION	4250.000 CY	10.00000	42500.00			
0050	203.24 COMMON BORROW	17200.000 CY	25.00000	430000.00			
0060	206.082 STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	30.000 CY	75.00000	2250.00			
0070	209.29 VERTICAL DRAINAGE WICKS	87600.000 LF	1.00000	87600.00			
0080	304.09 AGGREGATE BASE COURSE - CRUSHED	11500.000 CY	19.00000	218500.00			
0090	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	2530.000 CY	16.00000	40480.00			
0100	403.209 HOT MIX ASPHALT 9.5 MM HMA (SIDEWALKS, DRIVES, INCIDENTALS)	18.000 T	190.00000	3420.00			
0110	403.210 HOT MIX ASPHALT 9.5 MM HMA	88.000 T	185.00000	16280.00			
0120	411.13 STONE DUST SURFACE COURSE	6600.000 T	16.00000	105600.00			
0130	502.219 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	21.000 LS	60000.00000	60000.00			
0140	502.327 STRUCTURAL CONCRETE BOX CULVERT EXTENSION	LUMP	9000.00000	9000.00			
0150	502.60 PORTLAND CEMENT MORTAR	10.000 CF	250.00000	2500.00			
0160	502.71 BRIDGE DRAIN EXTENSIONS	1.000 EA	2100.00000	2100.00			
0170	530.01 STEEL PEDESTRIAN BRIDGE	LUMP	70000.00000	70000.00			
0180	603.175 18 INCH REINFORCED CONCRETE PIPE CLASS III	160.000 LF	125.00000	20000.00			

COUNTIE(S): YORK

TABULATION OF BIDS

CONTRACT ID : 013341.00

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			(4) 000648		()		()	
			DEARBORN BROTHERS CONSTRUCTI					
LINE NO / ITEM CODE / ALT	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
0190 603.179	18 INCH CULVERT PIPE OPTION III	24.000 LF	80.00000	1920.00				
0200 603.199	24 INCH CULVERT PIPE OPTION III	140.000 LF	85.00000	11900.00				
0210 603.219	36 INCH CULVERT PIPE OPTION III	8.000 LF	100.00000	800.00				
0220 603.4105	CONCRETE PIPE COLLAR	2.000 EA	2000.00000	4000.00				
0230 603.471	60 INCH REINFORCED CONCRETE PIPE CLASS	112.000 LF	300.00000	33600.00				
0240 606.611	TIMBER GUARDRAIL	530.000 LF	30.00000	15900.00				
0250 607.163	CHAIN LINK FENCE - 4 FOOT P.V.C. COATED	1050.000 LF	20.00000	21000.00				
0260 607.22	CEDAR RAIL FENCE	7250.000 LF	15.50000	112375.00				
0270 607.294	BARRIER BOULDERS	61.000 EA	150.00000	9150.00				
0280 607.35	BRACING ASSEMBLY CHAIN LINK FENCE PVC COATED	12.000 EA	250.00000	3000.00				
0290 608.26	CURB RAMP DETECTABLE WARNING FIELD	210.000 SF	25.00000	5250.00				
0300 610.08	PLAIN RIPRAP	640.000 CY	30.00000	19200.00				
0310 610.21	RIVER STONES	40.000 CY	78.00000	3120.00				
0320 610.212	STREAM STONE	10.000 CY	100.00000	1000.00				
0330 613.319	EROSION CONTROL BLANKET	3970.000 SY	2.00000	7940.00				
0340 615.07	LOAM	2050.000 CY	35.00000	71750.00				
0350 618.13	SEEDING METHOD NUMBER 1	340.000 UN	25.00000	8500.00				
0360 618.143	SPECIAL SEED MIX:	8.000 UN	105.00000	840.00				
0370 618.15	TEMPORARY SEEDING	84.000 LB	3.50000	294.00				
0380 619.12	MULCH	340.000 UN	15.00000	5100.00				

COUNTIE(S): YORK

TABULATION OF BIDS

CONTRACT ID : 013341.00

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			(4) 000648		()		()	
			DEARBORN BROTHERS CONSTRUCTI					
LINE NO / ITEM CODE / ALT	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
0390 619.1401	EROSION CONTROL MIX	50.000 CY	20.00000	1000.00				
0400 620.58	EROSION CONTROL GEOTEXTILE	1635.000 SY	3.00000	4905.00				
0410 620.60	SEPARATION GEOTEXTILE	1400.000 SY	3.00000	4200.00				
0420 621.037	EVERGREEN TREES (5 FOOT - 6 FOOT) GROUP A	21.000 EA	175.00000	3675.00				
0430 621.546	DECIDUOUS SHRUBS (2 FOOT - 3 FOOT) GROUP A	700.000 EA	30.00000	21000.00				
0440 621.80	ESTABLISHMENT PERIOD	LUMP	2200.00000	2200.00				
0450 627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	1300.000 SF	3.00000	3900.00				
0460 629.05	HAND LABOR, STRAIGHT TIME	120.000 HR	38.00000	4560.00				
0470 631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	50.000 HR	155.00000	7750.00				
0480 631.133	SKID STEER (INCLUDING OPERATOR)	20.000 HR	80.00000	1600.00				
0490 631.14	GRADER (INCLUDING OPERATOR)	20.000 HR	150.00000	3000.00				
0500 631.171	TRUCK - SMALL (INCLUDING OPERATOR)	30.000 HR	72.00000	2160.00				
0510 631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	10.000 HR	50.00000	500.00				
0520 631.32	CULVERT CLEANER (INCLUDING OPERATOR)	20.000 HR	200.00000	4000.00				
0530 631.36	FOREPERSON	40.000 HR	55.00000	2200.00				
0540 635.31	PREFAB CONCRETE BLOCK GRAVITY WALL	2250.000 SF	40.00000	90000.00				
0550 639.18	FIELD OFFICE TYPE A	1.000 EA	11200.00000	11200.00				
0560 641.89	KIOSK	2.000 EA	4000.00000	8000.00				
0570 645.103	DEMOUNT GUIDE SIGN	1.000 EA	3000.00000	3000.00				

COUNTIE(S): YORK

TABULATION OF BIDS

CONTRACT ID : 013341.00

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			(4) 000648		()		()	
			DEARBORN BROTHERS CONSTRUCTI					
LINE NO / ITEM CODE / ALT	ITEM DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
0580 645.113	REINSTALL GUIDE SIGN	1.000 EA	4500.00000	4500.00				
0590 645.271	REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS, TYPE I	550.000 SF	35.00000	19250.00				
0600 646.091	SETTLEMENT PLATFORMS	LUMP	2000.00000	2000.00				
0610 652.33	DRUM	140.000 EA	75.00000	10500.00				
0620 652.34	CONE	20.000 EA	17.00000	340.00				
0630 652.35	CONSTRUCTION SIGNS	780.000 SF	30.00000	23400.00				
0640 652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	280.000 LS	20000.00000	20000.00				
0650 652.362	MAINTENANCE OF TRAFFIC CONTROL DEVICES - MTA	280.000 LS	45000.00000	45000.00				
0660 652.38	FLAGGER	40.000 HR	15.00000	600.00				
0670 656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP	108504.00000	108504.00				
0680 659.10	MOBILIZATION	LUMP	240000.00000	240000.00				
0690 841.48	BOLLARDS	4.000 EA	500.00000	2000.00				
0700 841.49	BOLLARDS - COLLAPSIBLE	30.000 EA	1500.00000	45000.00				
SECTION TOTALS			\$	2,168,813.00	\$		\$	
CONTRACT TOTALS			\$	2,168,813.00	\$	0.00	\$	

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