



Office of the Town Manager

P.O. Box 398
Wells, Maine 04090

Voice: 207-646-5113
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July 31, 2012

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

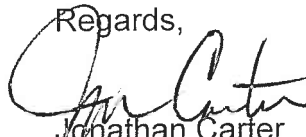
Re: Submittal of Wells Transportation Enhancement Application

Dear Mr. Stewart:

The Town of Wells is pleased to submit under the MaineDOT Quality Community Program Transportation Enhancement & Safe Route Grant Program, our 7 application copies for this round of funding. The Town's enclosed application plans to undertake preliminary design of 7.35 miles of the proposed Eastern Trail Off Road segment from the Kennebunk Town Line to the North Berwick Town Line.

On behalf of the Board of Selectmen, Town Staff and Eastern Trail members, we appreciate your consideration of the enclosed application. We look forward to hearing from you.

Regards,


Jonathan Carter
Town Manager

Cc: Board of Selectmen
Carole Brush, Executive Director, Eastern Trail Alliance
Tad Redway, President, EMTD



MaineDOT

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 Wells		
Contact Person: Jonathan Carter		
Mailing Address: P.O Box 398		
City: Wells	State: Maine	Zip: 04090
Daytime Phone No.: 646-5113 ext 301	Email: jcarter@wellstown.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 *Eastern Trail: Wells Off-Road Connection* project is located entirely in the Town of Wells. It includes the area (south to north) from the North Berwick town line (TL) on the Unitil Corporation natural gas transmission line through Wells approximately 7.35 miles to the Kennebunk TL (see enclosed map). This area represents segments 7, 8, and 9 from the *Eastern Trail Engineering Feasibility Study: Final Report¹ (Eastern Trail Feasibility Study)*.

Segment	From -To	Municipality	Miles	On/Off Road
7	N. Berwick/Wells TL to Bald Hill Road	Wells	2.8	Off
8	Bald Hill Road to Chicks Crossing Road	Wells	2.9	Off
9	Chicks Crossing Road to Wells/Kennebunk TL	Wells	1.6	Off ¹

Project Summary (*Outline proposed improvements in 30 words or less*): The *Eastern Trail: Wells Off-Road Connection* project will design, and later construct, 7.35 miles of the Eastern Trail through Wells (North of the North Berwick TL to the Kennebunk TL).

Describe the proposed scope of the improvements:

The proposed *Eastern Trail: Wells Off-Road Connection* project will be completed in two phases: Preliminary Design (Phase I) and Final Design & Construction (Phase II).

Phase I – Preliminary Design (funding requested in this application): The old Eastern Railroad right-of-way (ROW) is currently owned by Unitil Corporation and used as a natural gas transmission corridor. Based on the *Eastern Trail Feasibility Study*, undertaken through a 2001 Maine DOT grant, the identified ROW area would be designed by obtaining a Co-Location permit with Unitil Corporation for a shared use path next to the existing pipeline. Additionally, through a competitive bidding process, the Town of Wells will identify a qualified consultant to conduct a Preliminary Design Report (PDR) identifying all areas needing corrective improvements (drainage swales, stream crossing upgrades, etc.), suggested engineered trail designs, and estimated cost for final design and construction, including environmental permitting requirements.

Phase II – Final Design & Construction: The work would be similar to sections recently completed north of this proposed project, with detailed consideration of the Granite State Natural Gas Pipeline’s location and its operations and maintenance requirements. Based on the aforementioned recommendations described in the *Eastern Trail Feasibility Study*, construction of the project will be divided into segments so that construction may proceed in steps.

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).

The old Eastern Railroad Line located in Wells is currently operated by the Granite State Transmission Line, which the Unitil Corporation owns. The Eastern Trail Management District and Unitil Corporation will enter into a Co-Location Agreement to construct and maintain the Wells portion of the Eastern Trail. The Town of Wells 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.*

The *Eastern Trail: Wells Off-Road Connection* project outlined in this application will increase the number of travel options and improve the transportation experience by creating cultural, historic, aesthetic and environmental value in the Town’s existing transportation infrastructure. The *Eastern Trail: Wells Off-Road Connection* fulfills the “Activity 1: Pedestrian and Bicycle Facilities” eligibility requirement of the Transportation Enhancements (TE) programⁱⁱⁱ. As an integral portion of the Eastern Trail transportation greenway, the project relates to surface transportation not only based on its proximity to Interstate 95 and the Amtrak Downeaster service from the Wells Regional Transportation Center, but also because the proposed bicycle and pedestrian trail is intended for transportation purposes and follows appropriate design guidelines to maximize safety, accessibility, and transportation potential^{iv}. The following bullet points further describe the project’s transportation value and purpose:

- Through its “Open Space Fund”, the Town of Wells acquired 288 acres of land from the Granite State Transmission (GST) in 2011, including approximately 3,000 ft. of ROW on the GST for the proposed trail^v. This is a tremendously desirable access point for the public (see attached map for location).

- The proposed *Eastern Trail: Wells Off-Road Connection* allows the community to grow its Eco-tourism Plan^{vi} through the marketing of carless vacations in connection with the Amtrak Downeaster service from the Wells Regional Transportation Center at Interstate 95 Exit 19 / Route 109. Wells is one of two Amtrak Stations that encourages the loading and unloading of bicycles. The station is less than 3 miles from a potential access onto the trail from where Route 109 crosses over the project site. From there, the user could bike the full length of the trail to South Portland. Going South, the Wells segment would end at Route 9 at the North Berwick TL and continue on road at that point to Kittery.
- The *Eastern Trail: Wells Off-Road Connection* would provide numerous transportation benefits for residents of, and visitors to, southern Maine. The project would connect the town center of North Berwick on Route 9 (adjacent to several large employers including Pratt & Whitney and Hussey Seating Company), with the center of Wells from Route 109 (past the Downeaster Rail Station / Wells Regional Transportation Center) to Coastal Route One, and then into downtown Kennebunk on Route 35. Once the Kennebunk trail connector from the Wells TL to the existing off road Eastern Trail in Kennebunk is finished, it is anticipated that it would be a significant ‘draw’ to the region for bicyclists, possible commuters, and walkers that enjoy long distance trails which would end at Bug Light in South Portland. 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.

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

The trail expansion will promote trail-associated economic development in Southern Maine by providing a shared use path to directly serve commercial and social transportation activities by residents of, and visitors to, the southern Maine region. It will provide for a key component of the Town’s Eco-tourism Planning and fulfill the objectives of the latest Wells Comprehensive Plan. Implementation of an Eco-Tourism promotional plan to bring carless vacations to Maine will result through the development of the trail in partnership with the Amtrak Downeaster.

The trail expansion will also provide safe transportation corridors for all trail users through Wells. It allows for the passage of pedestrians and bicyclists to all parts of the community through a new and more direct and safe bypass never possible, except during the Colonial times and the heyday of railroads through Wells.

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 *Eastern Trail: Wells Off-Road Connection* will provide trail users the ability to traverse the full length of the community, and allow access to its population residing West and East of the trail. Through proper management and maintenance, it will become a unique addition to the community through its ability to connect the Town’s multiple open space lands and walking trails to the harbor and beach areas to the East for bicyclists and pedestrians alike. The trail expansion will add 20% more off road trail to the Eastern Trail with the 7.35 miles in Wells and open the southern leg of the trail which will finish the off road section in South Berwick. 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 and provide maximum public access.

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 town centers of North Berwick (population 4,576), Wells (population 9,589), Sanford (population 20,798) and Kennebunk (population 10,789) near the

trail terminuses. 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 such as the East Coast Greenway to the south to Florida. This project will 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 the Mid-Coast and Downeast regions. The trail will also create an opportunity for Wells to undertake a comprehensive bicycle trail plan using the *Eastern Trail: Wells Off-Road Connection* as the center piece connector.

The following are additional benefits provided by the *Eastern Trail: Wells Off-Road Connection* project:

- Healthy living and outdoor recreation: The Eastern Trail greenway provides community members with a safe, inexpensive avenue for regular physical activity.
- Alternative transportation: People will travel this shared use path by bicycle or foot, providing relief to traffic congestion on the roads and increasing mobility for people with less money. Additionally, the reduction in car usage reduces the carbon footprint of trail users, also improving Wells' air quality.
- Economic benefits for Wells: Trail users will spend money to boosts the Town's economy (both directly and indirectly), increasing nearby private property values, and consequently raising tax revenue.
- Environmental benefits: The *Eastern Trail: Wells Off-Road Connection* will protect important habitat from land development and provide safe corridors for people and wildlife. It will also have a less damaging impact on air and water quality than other forms of tourism.
- A sense of place: The Wells connection of the Eastern Trail will improve the quality of life for residents and visitors to Wells while enhancing the character of the Town. The trail will provide a friendly place to meet and socialize with neighbors and can be a source of neighborhood, community and regional pride.

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

The 7.35 miles of trail through Wells will allow for multiple access points to be constructed from both public roads and town land abutting the proposed trail. This creates an opportunity for residents and visitors from North Berwick, Wells, and Kennebunk to traverse the community from South to North including access to and from the Amtrak Downeaster Wells Station located 3 miles of the trail. Travelers can bring their bicycles on the Amtrak Downeaster and disembark in Wells, after a short ride to the trail's access point, these cyclists can utilize the proposed off road Eastern Trail all the way up to South Portland and connect into other trails such as the Mountain Trail.

The *Eastern Trail: Wells Off-Road Connection* opens up multiple neighborhoods of the community to one another, a benefit not possible since Colonial days with the Colonial road system through Wells. Once developed, citizens can go South from the North Berwick TL with developed access points from State Route 9 near the Pratt and Whitney Plant and from the Town's 288 acre parcel on the trail with a 3000 ft. Unutil Corporation easement off of Quarry Road. This portion of the trail provides direct road access to the Town's Ell Pond Recreational area. Traveling North, the off road trail crosses Perry Oliver and Bald Hill, which are Collector Roads, continuing beneath State Route 109 (State Highway and a major arterial to downtown Sanford

and the lake areas) to the West, and Amtrak Downeaster to the East at Exit 19 of the Maine Turnpike. This is also the area providing access to the businesses along Coastal Route One and the Wells beaches.

Moving to the North of Route 109 on the Trail, the user will intersect the Wire and Meetinghouse Roads that will connect to both Sanford and the Towns of Kennebunk and Kennebunkport to the Northeast. Continuing North, the trail passes over several streams and comes to the Kennebunk Town Line. The trail in Wells is located in the center of the community and will have a profound effect on Wells residents and the traveling recreational public. Small businesses along the town intersect roads (such as Morris Country Store on Quarry Rd.) will benefit from trail users. However, Eco-tourism and the promotion of carless vacations provide the greatest economic development potential for a large number of hospitality businesses in the Wells/Ogunquit area.

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

The *Eastern Trail Engineering Feasibility Study: Final Report* conducted preliminary environmental screening, including a review of possible rare, threatened, or endangered species, significant wildlife habitat, or unusual natural communities and critical areas. This review identified scrub/shrub wetlands, forested wetlands, and possible Jurisdictional Wetlands, which are regulated by the US Army Corps of Engineers. In addition, the preliminary environmental screening also identified two areas that are designated as significant fish and wildlife habitats:

- A deer wintering area directly northwest of the corridor near the Wells and North Berwick TL
- Inland wading bird habitat between the Perry Oliver Road and Bald Hill Crossing Road^{vii}

All of these areas will be delineated and quantified in the preliminary engineering design plans.

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

Timeframe	Action
August 2012	Maine DOT “Transportation Enhancements” Application submitted
Spring 2013	Award Notification
Spring 2013	Contract Signed
Spring 2013	Request for Qualifications and Proposals (RFQP) for Consultant released
Spring 2014	Phase I and Preliminary Design Report (PDR) complete
Spring 2014	Application for Trail construction submitted
Spring 2015-2018	Trail construction begins and proceeds in segments
Fall 2018	Phase II complete - Trail open

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):

Public discussion has taken place since 2001 during the Town of Wells’ open Town Meetings. Based on these discussions, in 2009, the Town joined the Eastern Trail Management District and elected to have an appointee participate in meetings. In 2005, the Town updated its Comprehensive Plan which included the Eastern Trail in

a number of areas, particularly Transportation and Recreation. That process involved countless hours of public forums and meetings. Since 2011, the Eastern Trail Alliance has been meeting monthly at the Wells Town Hall which has been widely publicized. These meetings continue today. Additional information regarding the process includes:

Public Meetings/Hearings:

- June 2009: Eastern Trail Management District Membership^{viii}

Studies Completed:

- March 2012: UNH Eco-Tourism Feasibility Plan: This took into account the value of carless vacations and the bicycle transport potential of the Amtrak Downeaster and its connection to the Eastern Trail^{ix}

Supporting Organizations:

- Eastern Trail Management District
- Eastern Trail Association

Board of Selectmen Approval:

- April 2005: Wells Annual Town Meeting approved the “2005 Town of Wells Comprehensive Plan” which includes the Eastern Trail in several areas: Chapter 8 – Transportation and Circulation Policies and Strategies, Part 4 – Capital Investment Strategy §7 Recreation and Historic Preservation^x
- May 2007: Wells Board of Selectmen unanimously approve appointing Harry Tomah as the Town’s representative to the Eastern Trail Management District. Selectman Chris Chase will serve as alternate.^{xi}
- July 2009: Wells Board of Selectmen unanimously approve reappointing Harry Tomah as the Town’s representative to the Eastern Trail Management District^{xii}
- December 2011: Wells Board of Selectmen approve purchase of 288 acres from the Granite State Transmission along with receiving a 3,000 ft. easement on the transmission line. One purpose for the purchase was for better access onto the future trail while the priority reason was for Open Space.
- April 2012: Wells Board of Selectmen unanimously approve the MaineDOT Transportation Enhancement Grant Application participation for Eastern Trail and to authorize the Town Manager to sign the Letter of Intent^{xiii}.

Section 3: Project Budget

Section 3.1 - Estimated Cost of Infrastructure Project

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.

Section 3: Project Budget	
Section 3.1- Estimated Cost -Preliminary Design	
<u>AI-Preliminary Design –PDR (\$25,000 per mile * 7.35 m) =</u>	<u>\$183,750</u>

A2-Preliminary State and Federal Review(s) of A1 (5% of Design/Engineering,	\$ 9,188
Preliminary PDR Project as requested = A1+A2 =	\$192,938
Cash (in most instances, cash is the only allowed match): PDR	\$48,235
Potential quantifiable labor and / or materials contributions	The Town will cover the cost of an overrun with either cash and or labor through its Town Engineer/ Town Manager and Public Works Director in completing the Preliminary Engineering Design and Permitting identification phase
Please describe local match in detail:	The Town of Wells, through its Board of Selectmen and Town Charter, has the ability to access grant match funds which they have discussed on this project to \$43,235. The Eastern Trail Alliance has received a gift from the Davis Conservation Foundation of \$10,000 to be shared between Wells and Kennebunk- \$5,000 each to be used towards our TE applications. Total=\$48,235
Total Local Match Contributions:	25%
Funds Requested from MaineDOT:	\$144,703
Section 3.2 –Details Description of Infrastructure Project and Cost. Please provide a detailed line item budget for all items from Section 3.1.	Funding requested is only to conduct the PDR for the 7.35 mile segment in Wells resulting in a report that will allow the community to be shovel-ready for final design and construction (Phase II). The estimated \$25,000/mile to undertake the preliminary design and environmental assessment was used and verified by HNTB as being a “doable estimate”. If necessary, if the price comes in higher, the Town of Wells is prepared to make up the difference through the use of the Town’s Engineer services or by increasing the local cash match. That determination will be made following receipt of a Request for Qualifications and Proposals (RFQP) for an Engineering firm through a “ valued engineering approach”.
Projected Phases II – Final Design and Construction	
1) Design/Engineering/Permitting (12% of Construction or \$10,000, whichever is greater) Estimated at 2012 Pricing	\$416,304
2) State and Federal Review(5% of Design & Engineering)	\$20,815
3) Construction = Est 2012 @\$472,000 a mile	\$3,469,200
4) Construction Oversight/Engineering (10% of Construction or \$10,000 whichever is greater)	\$346,920
5) Total Value of Project (adds lines 1-4) in	\$4,253,239 *

2012 dollars	
<i>*This is an estimate which the Preliminary Design application will project in more accurate terms and projection.</i>	

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

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, 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

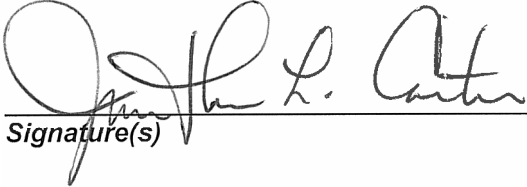
Municipal Official:

Name(s): Jonathan L. Carter

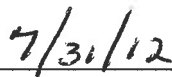
Title: Town Manager

Phone#: 207-646-5113

Email: jcarter@wellstown.org



 Signature(s)



 Date

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

Name: Jonathan L. Carter

Title: Town Manager

Phone#: 207-646-5113

Email: jcarter@wellstown.org

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

Endnotes

ⁱ Wilbur Smith Associates and Terence J. DeWan & Associates, Woodlot Alternatives, *Eastern Trail engineering feasibility study : final report*, report (Augusta, ME: Maine Department of Transportation, 2001), [Page 3].

ⁱⁱ Ibid.

ⁱⁱⁱ "Eligible Activities," *Transportation Enhancement Activities - Final TE Guidance*, last modified July 14, 2011, accessed July 15, 2012, http://www.fhwa.dot.gov/environment/transportation_enhancements/guidance/1999guidance.cfm.

^{iv} "Project Linkage," *Transportation Enhancement Activities - Final TE Guidance*, last modified July 14, 2011, accessed July 15, 2012, http://www.fhwa.dot.gov/environment/transportation_enhancements/guidance/1999guidance.cfm.

^v "Meeting Minutes," *Town of Wells Board of Selectmen's Meeting*, December 20, 2011, [Page 3], Microsoft Word.

^{vi} University of New Hampshire: Marketing Workshop Team, *Integrated Marketing Report*, Eco-Tourism Plan for the Town of Wells (Durhman, NH: University of New Hampshire, 2012).

^{vii} Wilbur Smith Associates and Terence J. DeWan & Associates, Woodlot Alternatives, *Eastern Trail engineering feasibility study : final report*, report (Augusta, ME: Maine Department of Transportation, 2001), [Page 6].

^{viii} "Meeting Minutes," *Town of Wells Board of Selectmen's Meeting*, June 9, 2009, [Page 2], Microsoft Word.

^{ix} University of New Hampshire: Marketing Workshop Team, *Integrated Marketing Report*, Eco-Tourism Plan for the Town of Wells (Durhman, NH: University of New Hampshire, 2012).

^x "Meeting Minutes," *Town of Wells Annual Town Meeting*, April 29, 2005, [Page 2], Microsoft Word

^{xi} "Meeting Minutes," *Town of Wells Board of Selectmen's Meeting*, May 15, 2007, [Page 3], Microsoft Word

^{xii} "Meeting Minutes," *Town of Wells Board of Selectmen's Meeting*, July 7, 2009, [Page 2], Microsoft Word

^{xiii} "Meeting Minutes," *Town of Wells Board of Selectmen's Meeting*, April 24, 2012, [Page 2], Microsoft Word

Town of Wells

Transportation Enhancement Application

Enclosure List

- Informational Map of the Town of Wells Eastern Trail Future Off-Road Route
- Town of Wells ET Future Off-Road Route –Current Conditions
- Verification of expected Preliminary Design Cost
- Davis Conservation Foundation- verification of local funding for grant
- Letter(s) of Support

TOWN of WELLS Eastern Trail Future Off-Road Route



Proposed New Route is ~7.4 miles from North Berwick town line to Kennebunk town line, along abandoned Eastern Railroad bed. Includes ~3/4 miles fronting Town of Wells Open Space.

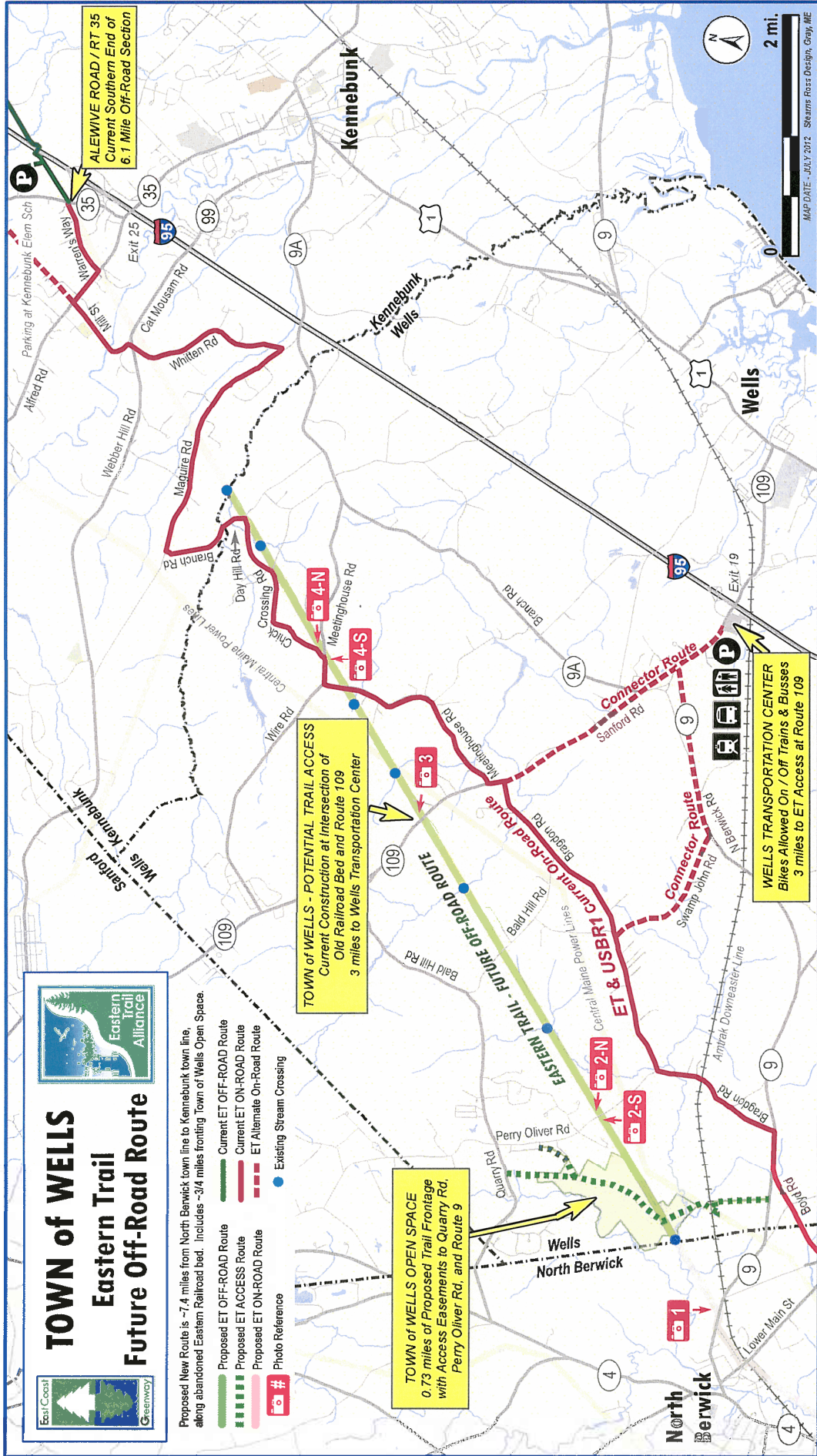
- Proposed ET OFF-ROAD Route
- Current ET OFF-ROAD Route
- - - Proposed ET ACCESS Route
- - - Current ET ON-ROAD Route
- - - Proposed ET ON-ROAD Route
- - - ET Alternate On-Road Route
- Photo Reference
- Existing Stream Crossing

TOWN of WELLS - POTENTIAL TRAIL ACCESS
Current Construction at Intersection of
Old Railroad Bed and Route 109
3 miles to Wells Transportation Center

TOWN of WELLS OPEN SPACE
0.73 miles of Proposed Trail Frontage
with Access Easements to Quarry Rd,
Perry Oliver Rd, and Route 9

WELLS TRANSPORTATION CENTER
Bikes Allowed On / Off Trains & Buses
3 miles to ET Access at Route 109

ALEWIVE ROAD / RT 35
Current Southern End of
6.1 Mile Off-Road Section



TOWN of WELLS ET Future Off-Road Route

Current Conditions



Photo 1
At Proposed Southern End of Off-Road Section in North Berwick at Pratt & Whitney Plant
Trail currently begins on Pratt & Whitney land as a flat, clear gravel trail. Gate at Pratt & Whitney property line visible in background.



Photo 2-N
At Perry Oliver Road Looking NORTH
Proposed trail currently exists as rough ATV trail on one side of raised old railroad bed. Minimal vegetation.



Photo 2-S
At Perry Oliver Road Looking SOUTH
Proposed trail currently exists as overgrown abandoned railroad bed. Vegetation is mostly ferns & small shrubs.



Photo 3
At Route 109
Current construction of trail underpass.



Photo 4
At Meetinghouse Road and Chicks Crossing Road Looking NORTH
Trail currently exists as rough ATV trail on one side of raised old railroad bed. Minimal vegetation.



Photo 5
At Meetinghouse Road and Chicks Crossing Road Looking SOUTH
Proposed trail currently exists as overgrown abandoned railroad bed. Vegetation is mostly ferns & small shrubs.

Jon Carter

From: Mike Livingston
Sent: Monday, July 23, 2012 12:17 PM
To: Jon Carter
Subject: ET

Hi Jon:

I spoke with Tim Cote from HNBT. He did the recent plans for 6.2 miles thru Kennebunk to Biddeford for \$100,000; all Unitil land/RR bed but only had one water crossing. He thought the 7+ miles in Wells would be about \$150,000. He will pull out the original feasibility study and get back to me early next week.

Michael G. Livingston, PE
Town Engineer
Office of Planning & Development
Town of Wells
208 Sanford Road, P.O. Box 398
Wells, ME 04090
t:(207) 646-5187
f:(207) 646-2935
mlivingston@wellstown.org
www.wellstown.org

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DAVIS CONSERVATION FOUNDATION

30 Forest Falls Drive, Suite 5
Yarmouth, Maine 04096

May 23, 2012

Mr. John Andrews
President
Eastern Trail Alliance
P.O. Box 250
Saco, ME 04072

Dear Mr. Andrews:

I am pleased to inform you that the Trustees of the Davis Conservation Foundation met recently and acted upon your grant application in the amount of \$20,000 for the Engineering Design for Eastern Trail Expansion project. Due to the fact that grant requests exceeded dollars available, they voted partial funding in the amount of \$10,000 **conditional upon raising the MaineDOT local match requirement in cash or pledges**. We share your enthusiasm for this project and hope our gift will contribute to its success.

When you have secured sufficient funding and are prepared to proceed, please send me written confirmation and I will direct disbursement of \$10,000 to your organization. Following disbursement of our grant, please provide us with a brief written report upon completion of the project detailing how the funds were spent and assessing the outcomes achieved. If the project is not completed within 12 months of receipt of funds, we request a brief written progress report in the interim. Failure to submit a completion report may be a factor in judging future requests.

If you have not met the match requirement within 2 years from the date of this letter, please so advise us. Depending upon your circumstances at that time, the Trustees will determine whether to extend the timeframe of your conditional grant, rescind the grant, or recommend that you submit a revised grant application. We welcome interim reports to keep us apprised of your progress.

For future reference, you should know that we now receive many more requests than we can approve. Therefore, in order to support as many worthwhile projects as possible, we discourage funding requests within consecutive years.

Thank you for your application and best wishes for success with this exciting project. We look forward to learning the outcomes.

Sincerely,



Anne M. Vaillancourt
Executive Director

Tel: 207-846-9132
Fax: 207-846-9099
www.davisfoundations.org

**Davis Conservation Foundation
Grant Completion Report**

(This form is also available on our website at www.davisfoundations.org.)

Grantee: Eastern Trail Alliance
Saco, ME

Contact: Mr. John Andrews

Project Title: Engineering Design for Eastern Trail Expansion

Date Awarded: May 2012

Amount Granted: \$10,000.00

The Trustees of the Davis Conservation Foundation require that you provide a completion report. If the project is not completed within 12 months of receipt of funds, please provide a brief written progress report in the interim.

1. What were your original goals and objectives for this project and to what extent were they achieved?

2. Did you encounter any unexpected obstacles or opportunities in carrying out your work? (Please explain.)

3. How were the Davis Conservation Foundation grant funds spent? Please attach an itemized expense summary comparing actual expenses with your original budget.

4. Did our grant attract other funding for your project? (Please explain.)

5. Did our grant, in combination with funding from other sources, result in excess funding for your project?

6. *If applicable, how do you propose to provide adequate funding for this project in the future?*

7. In an effort to improve our grantmaking, we welcome any additional comments you wish to make regarding our grant application, award notification and post-grant reporting process.



Eastern Trail Management District

P.O. Box 250 Saco, Maine 04072 Phone: 207.284.9260

July 31, 2012

Jonathan Carter, Town Manger
Town of Wells
PO Box 398
208 Sanford Road
Wells, Maine 04090

Dear Mr. Carter,

The Eastern Trail Management District is excited to endorse and support the Town of Wells pending application for Transportation Enhancement Funds to design the extension of the Eastern Trail from Kennebunk through Wells to the Pratt and Whitney facility in North Berwick. As you know the Eastern Trail has already been designated as a multi-use trail of statewide significance, as well as being a critical segment in the East Coast Greenway. The proposed improvements to the Eastern Trail corridor in Wells will not only greatly enhance the user experience by adding nearly 7.5 miles of off-road experience through some truly beautiful backcountry but will also attract a greater metropolitan user group from Boston and beyond via the intermodal connections at the Wells Amtrak facility.

Therefore, it is without reservation that the ETMD endorses the Wells effort and will provide logistical and technical support throughout the design and construction process as well as provide post construction management oversight on behalf of the Town.

Please do not hesitate to contact me if we can provide any additional assistance.

Sincerely,

Tad Redway, President
Eastern Trail Management District