CUMBERLAND COUNTY COMMUNITY DEVELOPMENT PROGRAM

CDBG GENERAL PROGRAM APPLICATION – 2010

Lead Community: **Town of Gorham**

Additional Communities: **none other**

Contact Information: Name: **Robert Burns, Director of Public Works**;
Tel. **207 892-9062**

Address: **75 South Street, Suite 1, Gorham, Maine 04038**

E-mail: **rburns@gorham.me.us**

Project Title: **Gorham Village Sidewalks**

Program Category: Public Service ___; Public Infrastructure/Facility X;
Housing ___; Downtown Revitalization ___; Economic Development ___

Select your CDBG "National Objective":
Low/moderate income: Area-wide X; Limited Clientele ___; Direct Benefit
Presumed Group _____ (identify group)
Slum/Blight: Area-wide ___; Spot Basis ___

Amount of CDBG funds requested $ **204,600**

Total estimated project cost $ **255,750; NE, NW and SE corners**
plus $91,140 funded solely by Gorham for SW corner

Name of Authorized Official: **David Cole, Town Manager**

Signature of Authorized Official: David O. Cole

Received 1/21/2010 E-mail
1:00 Pm

Cumberland County Community Development Block Grant Program 2010

GENERAL GRANT PROGRAM APPLICATION

FOR

TOWN OF GORHAM, MAINE

Gorham Municipal Building
75 South Street, Suite 1
Gorham, Maine 04038

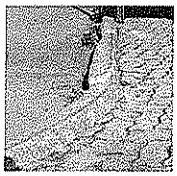
Contacts:

Robert Burns, PE
Director of Public Works
Tel (207) 892 9062

Sandra J. Mowery, PE
Zoning Administrator
Tel (207) 222 1621

1) Provide a brief summary (200 words maximum) of the proposed project. - **10 points**
WHAT WILL BE BUILT: WHAT WILL HAPPEN: WHO'S IN CHARGE: WHERE WILL IT HAPPEN: WHO WILL BE SERVED:

This project involves the replacement of existing 'paver' sidewalks with concrete sidewalks, reuse or replacement of granite curbs, new ADA-compliant ramps at all corners, reinforcement of building foundations along the right-of-way, and additions to the existing drainage system.



This project would remove abandoned concrete steps that protrude into the current walkway, would replace ±1000' of disjointed/uneven sidewalks at all four corners and reconstruct granite curbs that currently act as barriers to the disabled.

The Director of Public Works will be in charge of this project. The Village of Gorham, located at the intersection of Routes 25 and 114, (well known for its high volume of vehicular traffic) is a major pedestrian destination with many businesses and service providers concentrated in a relatively compact setting. The Village Square Apartments, comprised of 40 elderly housing units, and students from the University of Southern Maine and Gorham High School are within walking distance and frequently use the walks. Elderly residents who no longer drive are dependent on their ability to walk for groceries, banking and pharmaceuticals. A new 44-unit condominium subdivision, currently under construction within a half mile of the Gorham Village, will increase pedestrian access and decrease the requirement for vehicular usage.

2) Provide a response to the 3 questions concerning management of the proposed activity – **10 points**

a. Define who and how the grant funded project will be managed.

Robert Burns, a professionally licensed civil engineer, is Gorham's Director of Public Works and is MDOT LAP certified. He will manage this project through the Department of Public Works.

When engineering plans are finalized the Public Works Department will, through the bid process, award a contract to the low bidder for three corners of the intersection. The Town will pay the winning contractor according to the payment terms of the contract entered into with the Town. The fourth corner will be completed by the Public Works Department with funds from the Town's Capital Improvements Account.

b. Explain the experience of the applicant in undertaking projects of similar complexity.

Most similarly, Mr. Burns managed an MDOT LAP sidewalk project on Route 114 and South Street in 2006-2007. This involved the design and construction of a new 1000-foot paved sidewalk with granite curb and drainage system upgrades. More recently, Mr. Burns was involved with the design and construction of an 800-foot town road reconstruction project in 2007 which included a new paved, granite curbed sidewalk and significant drainage improvements on Morrill Avenue. Mr. Burns has overseen the design and construction of many roads, bridges and sidewalks in his 16 years as a professional engineer and is eager to work on the Gorham Village Square project.

c. Demonstrate that an ongoing commitment exists to continue the maintenance and operation of the activity or facility.

The Gorham Comprehensive Plan sets forth a plan to revitalize the *Village Square* and to maintain it in good condition for the purposes of much needed pedestrian use for the elderly and the student population, as well as for local businesses that rely heavily on foot traffic.

The Gorham Business and Civic Exchange, a 300 member Gorham business organization, supports this grant application and will undertake additional projects like benches, decorative flags, etc. to compliment the sidewalk improvement.

The Kiwanis Club/Gorham High School Key Club will also participate in an annual plant/flower campaign in the village.

The Gorham Public Works Department will continue annual maintenance on the Village sidewalks, including snow and ice clearing throughout the winter and repaving and upkeep with capital funds as needed.

During the **January 05, 2010** Council meeting, the Gorham Council voted to commit financially (20% of estimated costs for 3 corners) and physically the necessary staff and/or consultants to this end.

3) Implementation schedule for project. Fill in the attached schedule form. - **10 points**

Project Implementation Schedule

Activity	**Q #1 J – S 2010**	**Q #2 O – D 2010**	**Q #3 J – M 2011**	**Q #4 A – J 2011**	**Q #5 J – S 2011**	**Q #6 O – D 2011**
Advertise for Design Services	**July 2010**					
Design Services	**July/Aug 2010**					
Advertise for Construction	**September 2010**					
Construction	**September-2010**	**November 2010**				
Project Punch List Completion		**November 2010**				
Project Completed:						**November 2011**

4) Demonstrate that the project is ready to proceed – **10 points**

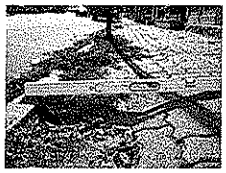
This application includes 20% matching funds to be paid by the Town of Gorham for three corners of the intersection that meet the 43% limit as defined by the LMI. Additionally, the Town of Gorham will spend another $91,140 for replacement of sidewalks in front of Gorham Pizza so that ALL corners of the intersection will be replaced with new sidewalk and ADA accessible ramps. Gorham is prepared to hire a structural engineer to evaluate building walls and footings that are coincidental with the right-of-way line so that when sidewalks are lowered to bring cross slopes and longitudinal slopes into ADA compliance the integrity of the buildings is not at risk. The

existing drainage system does not collect runoff at the intersection and this creates a hazardous condition for pedestrians; therefore, a civil engineer will be hired to address drainage as well as design plans, profiles and details.

This is an extremely busy intersection and a detailed site control plan for both pedestrian and vehicular traffic will be required. In the fall of 2009 more than $10,000 was expended by the Town of Gorham for ADA compliant pedestrian signals to assist the elderly and people with disabilities. The proposed handicap ramps need to be designed to complete these special requirements. A traffic study, rezoning, land acquisition, etc. are not required.

5) Provide response to the 4 questions defining & justifying the need for the activity. **20 points**

a. Convey the magnitude and severity of the issue to be addressed



The project will provide safe sidewalks for the Village of Gorham residents and business patrons. Currently the sidewalks are in extreme disrepair. Curbs have become disjointed and uneven as has the walking surface, creating hazardous travel conditions for pedestrians and barriers for the disabled. The numerous sunken areas on all corners are wet ponds during rain and ice ponds during winter conditions.

b. Identify the number of people & the number of low/moderate income people affected.

There are 40 elderly housing units (*Village Square Apartments*) located only a short distance from the square. Most of these residents no longer drive and are dependent on their ability to walk for groceries, banking and pharmaceuticals. A new 44-unit condominium subdivision is being developed within a half mile of the Gorham Village, and will allow for increased pedestrian access and decrease the requirement for vehicular usage. [See page 5 of this application.]

The total number of residents within a quarter mile of this project is estimated at 5,000; and 30 to 40 businesses rely on pedestrian accessibility. Foot traffic is expected to increase 25-50% as a result of the new sidewalks, and combined additional revenue for those businesses would be in excess of $1 million annually.

2000 Census:
Disability Status in Gorham, ME: In 2000, there were 666 people in Gorham, ME listed as disabled.
Median Age in Gorham, ME: In 2000 the median age of people living in Gorham, ME was 27.6 at the time of the last full census survey. At that time, the number of people under the age of 5 living in Gorham was 157. There were 3,461 people above the age of 18, which represents 83.1% of the entire population (compared to the national average of 74.30%). 15.4% of the population (640) in the community was 65 years and over, compared to 12.40% nationally. This elderly segment of the population is more dependent on walking; the students being more dependent on both walking and biking.

Individuals below the poverty level in Gorham, ME were 291, or 9.4%. The percentage of individuals living beneath the poverty level in the country was 12.40%.

c. Describe the extent the project makes in the long-term measurable difference in the economic and social health of the region.

The Village of Gorham is a major pedestrian destination with a large number of business and service providers concentrated in a relatively compact setting. Very few businesses have off-street parking, and due to the high vehicular traffic volume of the intersection, on-street parking is limited. As a result, businesses are heavily reliant on pedestrian traffic; by the same token residents rely on their ability to access businesses on foot.

The proposed project is situated at the intersection of Routes 25 and 114. Following are MTA numbers for reduced truck traffic that indicate a marked decrease in vehicular traffic at the project site. Gorham's effort to relieve congestion at this intersection and to provide a safer more pedestrian friendly intersection is ongoing.

IMPROVEMENTS TO TRAFFIC DUE TO THE NEW BYPASS			
Location	VEHICLES PER DAY		
	Before Bypass	After Bypass	
Rt 25/114 intersection	**15,900**	**9,750**	**South Street/Village**
Rt 22/114 Overlap	23,858	24,673	
Rt 25 West of Bypass	14,000	17,000	
Bypass Traffic: 7,200 vehicles per day with 650 vehicles at peak hours *Note: Both counts are line with projections*			
Commercial Trucks	Statistics for Truck Traffic		
	Before Bypass	After Bypass	
on bypass	0%	8 %	
At Rt 25/114 intersection	**12%**	**5%**	**South Street/Village**
At Rt 22/114 intersection	5%	5%	

d. Construction related activities: Convey how the project relates to the community's long-range planning and capital improvement needs.

Gorham completed the Main Street Master Plan in 1998 to improve the aesthetic appeal of the Village Center, improve the livability and enhance the economic vitality of the community. Gorham's Main Street Master Plan directly references upgrade or replacement of sidewalks as a primary element in correcting the Village Center's deficiencies. The completion of the project will allow the Town to further implement streetscape and pedestrian recommendations in the Village Center.

6) Provide a response to the 4 questions demonstrating the need for CDBG program funds. **15 points**

a. What will be the consequence if the CDBG funds are not received?

If the Town does not acquire funds to assist with the implementation of this project, the construction of new sidewalks and ramps will be deferred indefinitely and/or may be constructed one corner at a time, rather than all at once.

b. What will be the consequence of partial project funding?

Depending on the amount of assisted funding, the time to begin construction would be extended.

Partial funding would cause multiple disruptions to the intersection if the corners are not done simultaneously. This approach is much less desirable since it doesn't have the transformative effect we are seeking for the Village. Also, partial funding is not cost effective because it requires re-mobilization to complete the project. Finally, it makes no sense to help elderly and handicap folks navigate from accessible areas to non-accessible areas. Accessibility for the disabled should be consistent.

c. Why are CDBG funds critical for the project to proceed and be successful?

Though safety is critical for pedestrians and the walks are not accessible for the disabled, funds available for public improvements must be directed towards traffic related projects where the need for safety is paramount.

d. Have or will you seek funds from other sources?

Gorham will apply for any grant and/or earmark funds that would assist with our efforts to upgrade, improve and maintain public infrastructure. Since 2007 we have applied for grant money for this project with no success. On January 8, 2010 we applied for a PACTS grant that, if we are successful, will not be funded until 2013. The stiff competition for PACTS money and lack thereof is precarious. These existing sidewalks are dangerous and need to be replaced sooner rather than later.

7) Budget for Gorham Sidewalk Project – THREE Corners (excludes SW Corner).
Fill in the attached budget form. **10 points**

Cost Category	CDBG Funds	Municipal Funds	Other Funds	Total
Design/Engineering	**$ 12,500**	**$12,500**	**$0**	**$25,000**
Land Costs	**$0**	**$0**	**$0**	**$0**
Materials/Supplies	**$0**	**$0**	**$0**	**$0**
Construction Costs	**$192,100**	**$34,650**	**$0**	**$226,750**
Project Management	**$**	**$4,000**	**$0**	**$4,000**
Other	**$0**	**$0**	**$0**	**$0**
TOTAL COST	**$204,600**	***$51,150**		**$255,750**

***Municipal match: [$255,750 X 0.20 = $51,150] for NE, NW and SE corners of the intersection.**

ALSO the Town of Gorham will spend an additional $91,140 for replacement of sidewalks in front of Gorham Pizza. [See "Budget for Gorham Sidewalk Project (In front of Gorham Pizza – SW Corner)" on following page.]

Application will not be accepted without a completed budget. **20% threshold match** must be cash, in-kind direct labor, donated land or building materials and contracted project development services

Budget for Gorham Sidewalk Project (In front of Gorham Pizza – SW Corner)

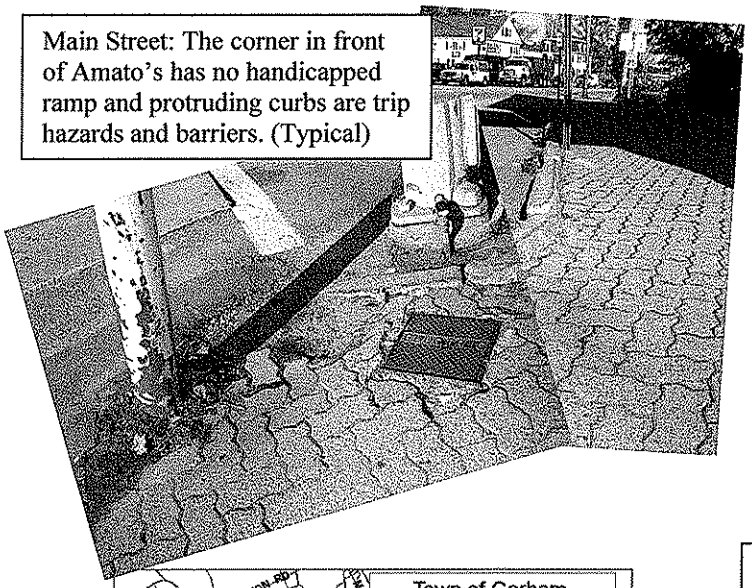
Cost Category	CDBG Funds	Municipal Funds	Other Funds	Total
Design/Engineering	$0	$7,000	$0	$7,000
Land Costs	$0	$0	$0	$0
Materials/Supplies	$0	$0	$0	$0
Construction Costs	$0	$83,140	$0	$83,140
Project Management	$0	$1,000	$0	$0
TOTAL COST	*$0	$91,140		$91,140

*Improvements to this corner will be fully funded by Gorham.

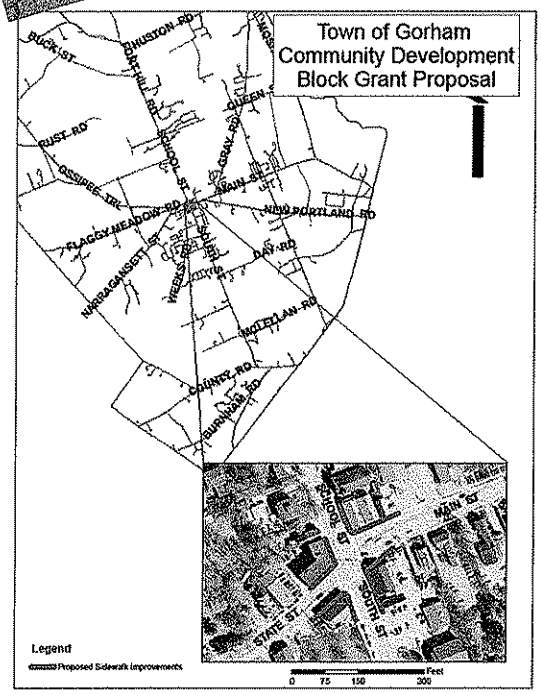
Project Implementation Schedule

Construction Projects		Details
Local approvals & permits		To be determined
Matching funds		CDBG 20% match = $51,150
ADDITIONAL FUNDS		ALSO the Town of Gorham will spend an additional $91,140 for replacement of sidewalks on the southwest corner of the intersection.
Procurement of architect/engineer		Civil engineer for specifications and plans. Structural engineer for analysis of building foundations and reinforced foundation design.
Design phase		Preliminary
Specification development		To be determined
Contract bid		Gorham will bid this contract before funds are awarded.
Contract award		Gorham will not award this contract until funds are awarded.
Contract start		Est. 9/1/10 - Within 2 months of award; depending on season
Construction		Within 4 months of award; depending on season
Construction wrap-up		Within 16 months of award; depending on season
Final completion & final payment		Within 18 months of award; depending on season

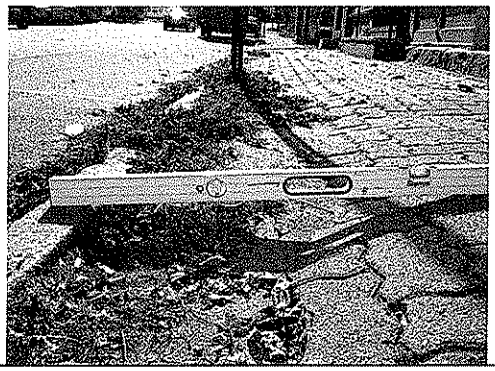
Main Street: The corner in front of Amato's has no handicapped ramp and protruding curbs are trip hazards and barriers. (Typical)



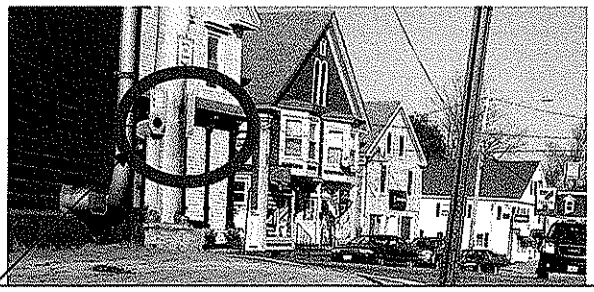
State Street: The corner in front of Gorham Pizza



School Street: The corner in front of Sierra's



State Street: The corner: In front of Sierra's

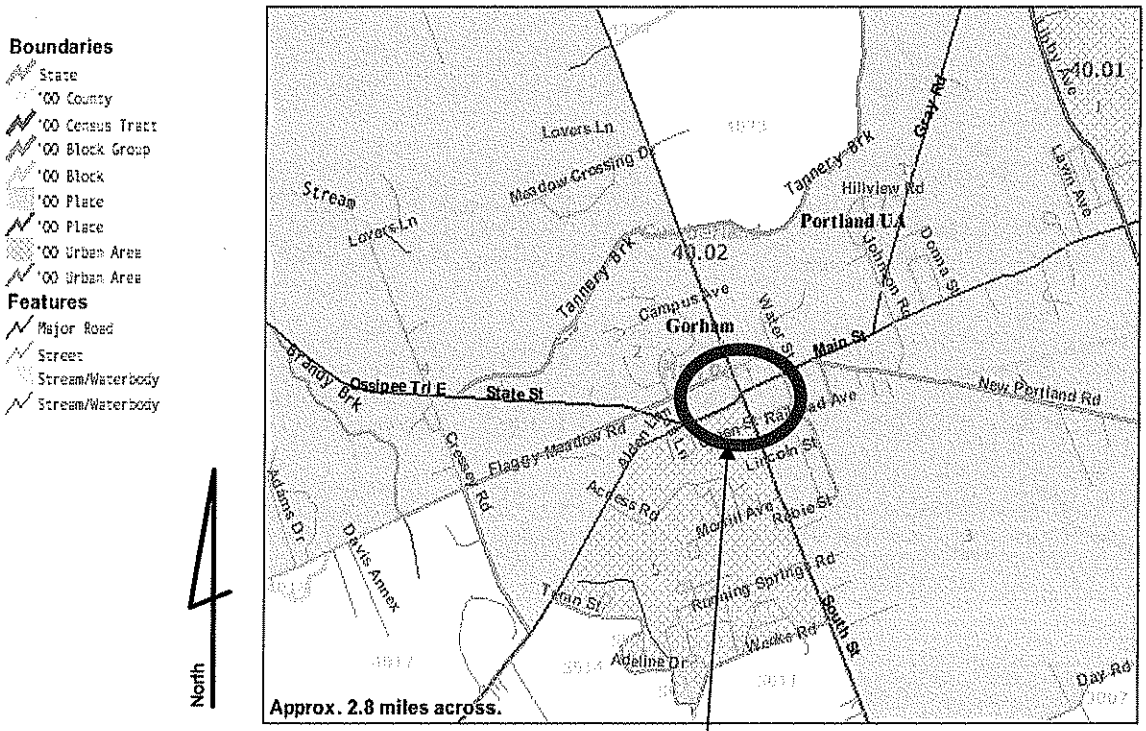


In fall 2009 Gorham installed ADA compliant pedestrian signals at all corners.

Block Group	Total Population	LMI Population	Percent LMI	40021; 40022*; 40023; 40025	40021; 40022*; 40023	40021; 40022*; 40025
Northeast - 40021	1673	913	54.6	54.6	54.6	54.6
Northwest - 40022	52	30	57.7	57.7	57.7	57.7
Southeast - 40023	805	223	27.7	27.7	27.7	
Southwest - 40025	1679	602	35.8	35.8		35.8
			CUMMULATIVE:	175.8	140	148.1
			AVERAGE:	43.95	46.67	49.37
			LMI population (to qualify) must exceed 43%	44.0	46.7	49.4

*40022 LMI population count excludes dormitory residents.

EXCLUDES LMI 40025



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