

Eastern Federal Lands Access Program Project Application

Project Name: <input style="width: 90%;" type="text" value="West Street Extension to Acadia"/>	Route Number: <input style="width: 90%;" type="text" value="State-Aid 6"/>
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Facility Owner: <input style="width: 90%;" type="text" value="Maine Department of Transportation"/>	Facility Maintainer: <input style="width: 90%;" type="text" value="Maine Department of Transportation"/>
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Requested Project Delivery Agency:

Eastern Federal Lands (EFLHD)
 State DOT
 Local Agency
 Other

Functional Classification: <input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input type="checkbox"/> Major Collector <input checked="" type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road <input type="checkbox"/> Other	Project Design Standards: <input type="checkbox"/> AASHTO <input checked="" type="checkbox"/> State DOT <input type="checkbox"/> Local Government <input type="checkbox"/> Federal Lands Highway (FLH)
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Type of Project Proposed: (Check all that apply)

New Project
 Rehabilitation
 Expansion/Enhancement
 Other

Design

Preliminary Engineering
 Environmental (NEPA Document)
 Right of Way

Construction

Paving, road base or surface course projects
 Safety enhancements or structures
 Minor drainage
 Major concrete structures
 Bicycle/pedestrian facility
 Construction Contract
 Construction Engineering

Planning/Technical Study or Research
 Other (e.g. Intermodal or transit facilities, ITS, HSIP, environmental mitigation)

If Other, specify:

Estimated Project Budget

Preliminary Engineering:	\$125,000.00
Construction Engineering:	\$50,000.00
Construction Cost:	\$1,000,000.00
Right-of-Way:	
Other Costs:	\$25,000.00
Total Project Cost:	\$1,200,000.00

Project Funding

Requested FLAP Funds:	\$1,200,000.00
Partner Funds <input style="width: 50px;" type="text"/>	
Other: <input style="width: 100px;" type="text"/>	
Total Project Cost:	\$1,200,000.00
Calculated Partner Percent	0%

Project Location:

City:

County:

State:

Longitude/Latitude:

Congressional District(s):

Benefitting Federal Land Unit(s)

Federal Land Management Agency (FLMA) managing the above unit(s)

Bureau of Land Management
 Fish and Wildlife Service
 Forest Service
 National Park Service
 U.S. Army Corps of Engineers
 Other (e.g. DOD,)

Specify

Project Applicant:

Name:

Position:

Agency:

Phone:

E-mail:

Address:

FLMA Signature of Project Acknowledgement & Concurrence

BRANDON BIES Digitally signed by BRANDON BIES
Date: 2022.07.28 16:27:17 -04'00'

Name:	Brandon Bies
Title:	Deputy Superintendent, ACAD NP
Phone:	207-288-8701
E-mail:	Brandon_Bies@nps.gov

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Prioritization Factors:

- FLMA, StateDOT, and facility owner agree that the project is an Economic/Visitation Generator. Yes No
- FLMA, StateDOT, and facility owner agree that the project is a priority. Yes No
- Project is consistent with the metropolitan, statewide and/or regional planning process. Yes No
- Project is consistent with currently adopted agency plans. Yes No
- If local delivery is requested, the applicant is certified by the State DOT to administer local agency projects following Federal Highway Administration requirements. Yes No

Project Development Status

	Not Started	In Progress	Completed	N/A	Completion Date/Comments
Project on TIP/STIP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Preliminary Engineering	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NEPA Document	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Anticipated Delivery Calendar Year:	<input type="text" value="2025"/>				
Latest Possible Delivery Calendar Year	<input type="text" value="2026"/>				

Resource Protection:

Please identify any impacts to known natural, cultural or physical resources associated with this project. (Check all that apply)

Negative Impact Positive Impact

- | | | |
|--------------------------|-------------------------------------|--------------------------------------------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Wetlands/Water Resources |
| <input type="checkbox"/> | <input type="checkbox"/> | Threatened & Endangered Species |
| <input type="checkbox"/> | <input type="checkbox"/> | Species of concern/state listed |
| <input type="checkbox"/> | <input type="checkbox"/> | Other biological resources (fisheries, rookeries) |
| <input type="checkbox"/> | <input type="checkbox"/> | Wild & Scenic River (or other state classifications) |
| <input type="checkbox"/> | <input type="checkbox"/> | Non-attainment areas (air quality) |
| <input type="checkbox"/> | <input type="checkbox"/> | Historic & archeological resources |
| <input type="checkbox"/> | <input type="checkbox"/> | Native American areas/concerns |
| <input type="checkbox"/> | <input type="checkbox"/> | Wilderness or roadless areas |
| <input type="checkbox"/> | <input type="checkbox"/> | Parks & recreation areas/wildlife refuge [Section 4(f) 6(f)] |
| <input type="checkbox"/> | <input type="checkbox"/> | Hazardous materials/contamination site |
| <input type="checkbox"/> | <input type="checkbox"/> | Air, noise, and/or visual impacts |

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1. Project Description

Please provide a summary of the purpose and need for the proposed project. Provide a detailed description of the project activities that would be funded with Access Program funds. Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features. Include options and funding breakdown for scaling/phasing the project, if applicable.

The purpose of the project is to design and implement safety improvements along West Street Extension, a state-aid road entering Acadia National Park, which is widely used as active transportation access to the Park's walking and bicycling trails. Additionally, the project will evaluate, design, and implement a replacement culvert for an aging steel and masonry culvert within the right-of-way of West Street Extension.

The need for the project is that local bicycle rental locations in the Town of Bar Harbor send customers along West Street Extension to access Acadia National Park. Narrow shoulders with slow-moving bicycles along West Street Extension cause unsafe and slow vehicle passing and access to the Park's entrance, requiring safety improvements to be implemented, not limited to lane reconfiguration and physical infrastructure improvements. Additionally, the safety, sustainability, and environmental necessity to replace a nearly century-old granite culvert is a critical part of this project.

The funds for this project would be used on preliminary engineering; right-of-way process, if applicable; design and environmental review for the culvert / bridge replacement within the right-of-way of West Street extension; and implementation of road surface with altered lane patterns and build out of an updated stream crossing.

The length of the proposed project is .46 miles with a road width of 26' of bituminous hot-mix asphalt with a road surface age of four years. Earthwork included in the project will be adjusting slope, drainage, and mowing / cutting to provide the best visibility for active transportation users and a redesign and implementation of a right-sized culvert and stream crossing within the right-of-way.

This project can be phased to include only preliminary engineering in preparation for full project funding from a future appropriation.

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2. Safety Benefits

Please describe how this project addresses issues related to safety. Will the project improve safety for all users (pedestrians, bicycles, motor vehicles, etc.)? Will this project improve identified crash sites or hazardous conditions (road safety audits or engineering assessments)?

This project will improve active transportation access along West Street, a primary bicycle route between bicycle rental shops and temporary and permanent housing with the National Park. West Street Extension constantly increases in elevation between the intersection with Route 3 and the National Park, causing bicycle users to incline at slower speeds and decline at faster speeds. This project would evaluate alternatives in travel lane widths and alignment to best accommodate inclining and declining traffic.

West Street Extension has not historically been labeled as a high crash location, although vehicle traffic, bicycling and pedestrian traffic, including electric bicycle traffic, has increased.

3. Accessibility and Mobility Benefits

Please describe how the proposed project routes are connected to a FLMA inventory route. Describe how the project addresses the need on FLMA plan, State or County Comprehensive Plan. Describe how the proposed project will fill missing links in the network, remove travel restrictions and bottlenecks. How will the plan improve mode choice, explore and enhance transit system (i.e. operation and maintenance of transit facilities, etc.)? Will the plan reduce traffic congestion; enhance visitor mobility and accessibility?

The West Street Extension in Bar Harbor is noted on the Acadia National Park Transportation Plan multiple times, including as the route most likely traveled to access a proposed Paradise Hill entrance, located on Paradise Hill Road just north of West Street Extension (page 46 and 100). The Plan references an entry station with an attendant, expanded entrance lanes, and booths to accommodate the Park's proposed timed-entry system.

West Street Extension is also considered a prime entry route for bicyclist and pedestrian travelers who are walk or bike into the park while access to the Park Loop Road is active managed and timed (pg 123).

A focus on planning, improvement, and realignment of West Street Extension will allow active transportation users safer access to the National Park. The proposed project may eliminate congestion, enhance visitor mobility, and accessibility by offering alternative ways to get to and visit the Park.

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4. Preservation Benefits

Will this project improve the National Bridge Inventory System (NBIS) deficient bridge rating? How will the project improve surface conditions? Will the project reduce operating costs? How will the project contribute to the protection of specific natural, cultural, historic, and/or scenic resources?

The proposed project to rehabilitate West Street Extension will improve surface conditions with a pavement rehabilitation treatment, which will reduce the frequency of light capital pavement treatments, and therefore reduce state and local operating costs.

The project will consider natural, cultural, history and scenic resources through an evaluation and plan development to stabilize the roadway with enhanced drainage and culvert evaluation for replacement or rehabilitation.

5. Economic Development Benefits

Please describe how this project will attract tourism/visitation. Will the project address more than one Federal Land Management Agency (FLMA) area? How will this project influence economic development? How will this project address visitor mobility, access, and experience?

The project to rehabilitate and enhance West Street Extension with access to Acadia National Park will increase tourism and visitation opportunities of local and traveler use of bicycle rental facilities concentrated in Bar Harbor as well as travelers and local utilizing housing in Bar Harbor, as well as students on Maine College of the Atlantic.

Economic development opportunities exist in partnerships with local public and private businesses that rely on the tourism and outdoor recreation industries in one of Maine's most visited communities, Bar Harbor, attracting more than 4,000,000 visitors annually.

The proposed project will increase visitor mobility, access, and experience, by offering a safe, accessible, and promoted way for alternative transportation modes to access the Park.

6. Sustainability and Environmental Quality Benefits

Please describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan. How will the proposed project avoid/minimize/mitigate potential impacts to environmental or cultural resources? Will the project improve fish passage and/or wildlife connectivity? How does the proposed project contribute to the use of sustainable energy sources for transportation?

The proposed project contributes greatly to the Acadia National Park General Management Plan / Environmental Plan, including: improving water quality and drainage along a park-adjacent road; protecting the aesthetic and historic value of other auto roads; implement a parkwide visitor management strategy; and work with adjacent land owners and communities to enhance park values.

The project to rehabilitate and enhance West Street Extension will also minimize and / or mitigate potential impacts to environmental and culture resources through a thorough review and planning process consider the flow, navigation, and access to the Eddy Brook, as well as the historical value of the existing culvert and local road connection.