SPECIAL MEETING NOTICE

The Ellsworth City Council will hold a special meeting on Tuesday, September 8, 2026, at 5:30 PM in the Ellsworth City Hall Council Chambers

Meetings will be broadcast live on:

YouTube: https://www.youtube.com/@CityofEllsworthMaine
Public Access/Spectrum Channels 5 and 7

AGENDA

1. Call to Order.

2. Council Order #090800, Public Hearing and potential action on an order authorizing issuance of up to $3,860,443.00 of the City's General Obligation Bonds to finance the acquisition of miscellaneous equipment and street, road, sidewalk and other municipal infrastructure improvements.

3. Adjournment.

City of Ellsworth, Maine
1 City Hall Plaza, Ellsworth, ME 04605

To: City Council

From: Sara Devlin, Deputy City Manager and Chris Nemeth Finance Director

CC: Charlie Pearce, City Manager

Re: General Obligation Bond Authorization – FY2027 Capital Improvement Projects (CIP)

PURPOSE

The purpose of this memorandum is to provide the City Council with supporting information regarding the proposed issuance of up to $3,860,443 in General Obligation Bonds for capital projects previously identified through the City's capital planning process.

Approval of the bond authorization does not authorize the immediate drawdown or expenditure of these funds. Each project will continue through the City's normal procurement and approval process, with individual contracts and purchases presented to the City Council for approval, as required, before funds are expended.

Following the required public hearing, the City Council will be asked to consider authorization of the General Obligation Bonds necessary to finance the projects outlined below.

The FY2027 Capital Improvement Plan (CIP) represents the City's ongoing effort to establish a structured, long-term approach to identifying and prioritizing municipal capital needs. The CIP was developed following a review of more than 220 capital project requests and evaluates projects based on condition, operational need, service impacts, implementation readiness, and alignment with the Ellsworth 2035 Comprehensive Plan.

Throughout the development of the CIP, the City Council held workshops to review the capital planning process, proposed projects, project prioritization, and potential funding approaches. Councilors were provided CIP workbooks containing the individual project sheets and supporting information for the projects under consideration. The FY 2027 CIP was subsequently incorporated into the City's adopted FY 27 budget. (FY 27 Budget can be found here. The CIP can be found on page 571)

The projects included in the present General Obligation Bond financing are the result of rigorous prioritization in this capital planning and associated budgeting process. The bond authorization represents the next step in securing the financing necessary to advance these selected FY 27 capital priorities.

Financing Approach – General Obligation Bonds

Our recommendation is to proceed directly with long-term General Obligation Bond financing rather than utilizing a more cumbersome and expensive two-step Bond Anticipation Note (BAN) followed by a subsequent bond issuance. A BAN is generally used as short-term interim financing when project costs, timing, or the ultimate amount of long-term borrowing are not yet sufficiently established.

For the projects included in this authorization, the City has completed substantial capital planning, identified the projects and anticipated funding needs through the FY 27 CIP process, and is positioned to move forward with implementation. Proceeding directly to permanent bond financing provides greater certainty regarding the City's long-term debt obligations and repayment schedule and avoids the additional financing costs and administrative burden associated with issuing a BAN and later converting that short-term debt to a bond.

Direct bonding also allows the City to properly align the repayment term of each project with the useful life of the underlying asset. The proposed terms range from shorter repayment periods for technology and pavement improvements to longer terms for major infrastructure investments, consistent with the financing structure outlined below.

Our 10-year Capital Improvement Plan also provides the City with the necessary foresight to escape the traditional BAN-to-bond cycle to a more straightforward, cost-efficient, direct bonding process. This approach reduces administrative burden, simplifies financial tracking and auditing across multiple fiscal years, and provides cost savings by eliminating the interest and issuance fees associated with interim BAN financing. Together, the CIP and direct bonding approach create a more predictable and efficient framework for planning and financing the City's long-term capital needs.

TIF Funding and Debt Service

Tax Increment Financing (TIF) will increasingly be an important component of the City's strategy for repaying debt associated with several of the proposed capital projects. Applying eligible TIF revenues toward annual debt service allows the City to advance critical infrastructure investments while reducing the amount of debt service that must be supported through the general property tax levy.

TIF allows the City to access the incremental value within a defined district and dedicate the associated tax revenue to eligible investments, including public infrastructure. Property owners within the district continue to pay taxes normally; however, capturing the new valuation also helps shelter that growth from State valuation calculations that can affect municipal revenue sharing, school funding, and county tax obligations. Without TIF sheltering, our estimates show that the City would effectively lose approximately 64 cents of each new property-tax dollar once these valuation-based impacts are considered.

For Bayside Road, the Beckwith Hill TIF includes an allocation of up to $90,000 annually for the project for the remaining life of the TIF, which expires in March 2032. Under the current TIF structure, unless amended during this fiscal year, the capture rate will begin decreasing by 10% annually through the expiration of the district. As the capture rate declines, the amount of TIF revenue available to support debt service would also decrease.

To maximize the use of TIF revenues and reduce the amount of debt service that must be supported by property taxpayers, staff anticipates recommending an amendment to the Beckwith Hill TIF that would maintain a 100% capture rate for the remaining life of the district. That amendment will be presented to the City Council separately for consideration at a later date.

Subject to available TIF revenues and Council approval of the proposed amendment, these funds can be used toward the annual debt service associated with the City's $750,000 share of the Bayside Road project.

For Merrill Lane/Courthouse Road, sidewalks, and local road improvements, the newly established Downtown Corridor TIF and Central Corridor TIF include annual allocations specifically intended to support critical infrastructure improvements. Collectively, the districts provide $99,500 annually for sidewalk improvements and $116,600 annually for road improvements. These dedicated revenues provide the City with an additional funding source to offset annual debt service for eligible projects included in this bond authorization.

The work of city staff and the council earlier in the year to establish these districts allowed the city to capitalize on a two year look back on valuations of the new districts which means that valuation growth in those areas (which has been very high the past two years) is expected to be able to cover a substantial amount of road and sidewalk investment if turned on to full capture should the council wish to pursue TIF funding for these investments.

The availability of these TIF revenues is an important part of the City's overall financing strategy. While the General Obligation Bonds establish the financing necessary to advance the projects, the City can use available TIF revenues to help meet the resulting annual debt-service obligations rather than relying exclusively on property tax revenues.

TIF is a critical financial tool in the City's toolbox. It allows the City to leverage economic development revenues to make long-term investments in roads, sidewalks, and other critical infrastructure while helping to reduce the impact of those investments on Ellsworth property taxpayers.

Proposed Bond Projects

Project	**Bond Amount**	**Proposed Term**
Year 1 Local Roads Program	$1,183,260	10 Years
Year 1 Sidewalk Improvements	$127,183	10 Years
Core Network Switches Infrastructure Upgrade	$50,000	5–7 Years
Courthouse Road	$1,750,000	20–30 Years
Bayside Road – Phase 1, Design & Engineering	$750,000	10 Years

Total Proposed Bond Authorization	**$3,860,443**	

Year 1 Local Roads Program – $1,183,260

The Year 1 Local Roads Program includes pavement improvements to identified segments of Maple Street, Gary Moore Road, McKenzie Avenue, and Red Bridge Road. The City utilized data collected through its StreetScan pavement assessment to evaluate roadway conditions across the City and prioritize the road segments included in the Year 1 program.

Depending on the condition of each roadway segment, improvements may include shim and overlay, reclaim and pave, or full reconstruction. The City's pavement management strategy uses this condition data to identify the appropriate treatment for each roadway and to address deterioration at the appropriate point in its lifecycle. This data-driven approach allows the City to strategically invest available resources, preserve existing infrastructure, improve ride quality and motorist safety, and reduce the likelihood of more extensive and costly reconstruction in the future.

The funding proposed for the CIP Year 1 Local Roads Program is generally consistent with the City's recent level of investment in local road infrastructure. In 2025, the City awarded a local roads paving contract totaling approximately $1.61 million for improvements to Foster Street, Elm Street, Happytown Road, Grant Street, Western Avenue/Holt Drive/Argon Road, Hancock Street, Red Bridge Road, Birch Street, Maddocks Avenue, Boggy Brook Road, Bayview Avenue, Industrial Road, the Happytown/Winkumpaugh Road area, Gary Moore Road, and Harbor Park parking areas.

The funding included in the proposed bond continues a similar level of annual investment, while using the City's 10-year Capital Improvement Plan and pavement condition data to more strategically prioritize road segments based on condition and anticipated treatment needs.

Proposed Bond Amount: $1,183,260   Proposed Term: 10 years

Year 1 Sidewalk Improvements – $127,183

The Year 1 Sidewalk Program addresses five identified sidewalk segments on High Street. Improvements will include removal of deteriorated asphalt, preparation of the subgrade, and installation of new compliant sidewalk sections. The City utilized data collected through its StreetScan pavement assessment to evaluate sidewalk conditions across the City and prioritize the sidewalk segments included in the Year 1 program. Work may also include curb adjustments, drainage corrections, detectable warning surfaces, and other ADA-related improvements.

The identified sidewalk segments have deficiencies that include cracking, settlement, surface deterioration, and/or ADA compliance concerns. Reconstruction will improve pedestrian safety and accessibility while reducing future maintenance needs and supporting walkability throughout the City.

The StreetScan data also highlights the significant condition needs within the City's sidewalk network. Overall, the data indicates that the City's sidewalks are in extremely poor condition, with conditions generally worse than those identified across much of the local road network. This reflects a consistent pattern of underinvestment in sidewalk maintenance and reconstruction over a number of years. The proposed capital investment begins to address this backlog through a more deliberate, long-term approach to maintaining and improving the City's pedestrian infrastructure

Proposed Bond Amount: $127,183 Proposed Term: 10 years

Core Network Switch Infrastructure Upgrade – $50,000

This project will replace the City's core network switches, which were last upgraded in 2018 and serve as the backbone of the City's municipal network.

The equipment supports connectivity for City servers, internet access, public safety radio communications, cybersecurity systems, and departmental operations across City facilities. Replacement parts for the existing equipment are becoming increasingly difficult to obtain, creating an operational risk if a failure occurs.

Replacement of the switches will improve network reliability, performance, security, vendor support, and continuity of operations while reducing the risk of a significant outage affecting multiple City departments.

Proposed Bond Amount: $50,000 Proposed Term: 5–7 years

Courthouse Road – $1,750,000

The Courthouse Road project involves construction of a new roadway and associated infrastructure to provide access to the new Hancock Judicial Center. The project includes a new roadway connection to High Street, defined ingress and egress for adjacent properties, pedestrian accommodations, drainage infrastructure, utility coordination, roadway lighting, and traffic-control improvements.

Under the Development Agreement between the City, State of Maine acting through the Maine Judicial Branch, and Alice B. Wardwell, the City is responsible for the acquisition, design, and construction of Merrill Lane and associated minimum utilities. The road is to be designed in accordance with applicable MaineDOT and City standards and ultimately submitted for acceptance as a public road.

The Development Agreement further provides that the City is responsible for the cost of acquiring and constructing Merrill Lane and installing the required minimum utilities, while allowing the City to utilize various public and private funding sources to meet those obligations.

Proposed Bond Amount: $1,750,000 Proposed Term: 20 years

Bayside Road – Phase 1 Design & Engineering – $750,000

The Bayside Road project involves improvements to approximately 1.79 miles of Route 230 (Water Street/Bayside Road), from Main Street to Beechland Road. The overall project is intended to address roadway geometry, drainage, shoulder deficiencies, pavement deterioration, and accommodations for motorists, cyclists, and pedestrians.

Route 230 serves as an important year-round connection between Ellsworth and Mount Desert Island and carries approximately 7,400–10,000 vehicles per day, with additional seasonal tourism traffic. Existing conditions include shoulder washouts, drainage failures, rutting, cracking, potholes, and poor ride quality.

The City has entered into a Municipal Partnership Agreement with MaineDOT for the project. The agreement establishes an estimated total project cost of $1.5 million, with MaineDOT providing up to $750,000 and the City responsible for a $750,000 municipal share, representing a 50/50 cost-sharing arrangement.

The proposed borrowing represents the City's local share of the project and, for purposes of this bond issuance, is identified for Phase 1 – Design and Engineering.

The MaineDOT agreement also requires construction to commence within 18 months and the project to be certified complete within 36 months of execution, subject to the agreement's good-faith provisions.

Proposed Bond Amount: $750,000 Proposed Term: 10 years

Financial Summary

The total General Obligation Bond authorization requested is: **$3,860,443**

The proposed financing terms have been structured based on the nature and anticipated useful life of the underlying capital assets, with shorter-lived technology and roadway improvements financed over shorter periods and long-lived infrastructure financed over longer terms.

It’s important to note that while the bond authorization establishes the financing capacity necessary to advance these projects, it does *not* mean that the full $3,860,443 will necessarily be supported solely through the general property tax levy. MaineDOT participation in the Bayside Road project and the use of eligible TIF revenues for annual debt service will help offset the City's costs and reduce the impact on property taxpayers.

Requested Council Action

Following the public hearing, staff recommends that the City Council consider approval of the Order authorizing the issuance of up to $3,860,443 in General Obligation Bonds to finance the capital projects described above.

If the City Council moves to approve the CIP General Obligation Bond, the following motion is suggested:

Move to approve the Order authorizing the issuance of up to $3,860,443.00 of the City of Ellsworth's General Obligation Bonds to finance the acquisition of miscellaneous equipment and street, road, sidewalk, and other municipal infrastructure improvements, as presented.

Attachment A — Year 1 Local Roads Program

FY2027 Capital Improvement Plan Project Sheet

This project sheet provides the original FY2027 CIP information for the Year 1 Local Roads Program, including the roadway segments identified for improvement and the basis for prioritizing the work. The program includes portions of Maple Street, Gary Moore Road, McKenzie Avenue, and Red Bridge Road and may include various pavement rehabilitation treatments based on existing conditions.

Note: The original CIP estimate shown on the attached project sheet is $986,050. The current amount proposed for bond authorization is $1,183,260.

Following this page: FY2027 CIP Project Sheet – Year 1 Local Roads Program Improvements

Ellsworth - Capital Project Information Sheet	Project ID:	Project Name:	Approved & Funded?
	TR2701	Year 1 Local Roads Program Improvements	

Project Description:

FY 2027 Local Roads Maintenance consists of performing recommended maintenance treatments on segments of Maple St., Gary Moore Rd., Mckenzie Ave., and Red Bridge Rd. The segments are selected based on the recent pavement evaluation and pavement conditions. The work will include a combination of rehabilitation activities such as shim & overlay, reclaim & pave, and reconstruction based on the condition of each roadway segment. As part of the City's pavement management strategy, maintenance activities are intentionally diversified each year to distribute costs more evenly over time and maximize the overall lifespan of roadway assets. These efforts are designed to address existing deficiencies, protect the pavement structure, and extend the useful life of the roadway network.

Project Justification:

The pavement segments included in this project have been evaluated and determined to require maintenance to prevent further deterioration. Without timely intervention, these roadways will continue to degrade, leading to more extensive and costly reconstruction in the future. Implementing the recommended maintenance treatments now will preserve existing infrastructure, improve ride quality and safety for motorists, and reduce long-term capital costs. This proactive approach aligns with sound asset management principles by maximizing the lifespan of current pavement investments and ensuring the City maintains a safe, reliable, and efficient transportation network.

Photo(s):

Object Code	Funding Source Description	Total	Prior FY Years Funding Sources/ Expenditures	FY27	FY28	FY29	FY30	FY31	Beyond FY31
PROJECT FUNDING SOURCES									
Proposed Bonds	-	986,050	-	986,050	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
	TOTALS	**$ 986,050**	**$ -**	**$ 986,050**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
PROJECT EXPENDITURES									
Land/ROW	-	-	-	-	-	-	-	-	-
Prelim Design	-	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-	-
Construction	-	857,435	-	857,435	-	-	-	-	-
FFE	-	-	-	-	-	-	-	-	-
Contingency	-	128,615	-	128,615	-	-	-	-	-
	TOTALS	**$ 986,050**	**$ -**	**$ 986,050**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Attachment B — Year 1 Sidewalk Improvements

FY2027 Capital Improvement Plan Project Sheet

This project sheet provides additional information regarding the proposed $127,183 Year 1 Sidewalk Improvements Program. Year 1 includes five identified sidewalk segments on High Street and addresses deterioration, pedestrian safety, accessibility, drainage, and ADA-related deficiencies.

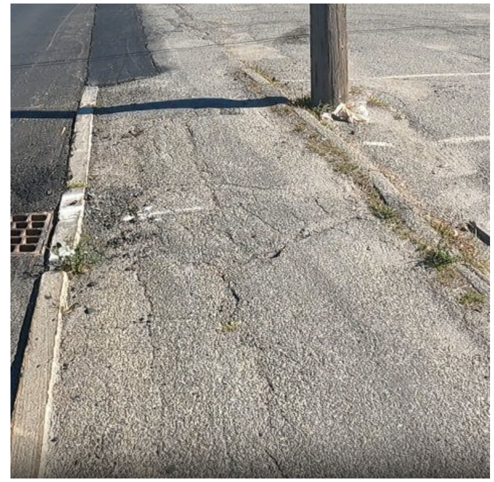
Following this page: FY2027 CIP Project Sheet – Year 1 Local Sidewalks Program Improvements

Ellsworth - Capital Project Information Sheet	Project ID:	Project Name:	Approved & Funded?
	TR2703	Year 1 Local Sidewalks Program Improvements	

Project Description:

The reconstruction of ten identified sidewalk segments throughout the City were documented in the recent sidewalk evaluation. The work will include removal of existing deteriorated asphalt surfaces, preparation of subgrade, and installation of new compliant sidewalk sections. Improvements may also include curb adjustments, drainage corrections, and installation of ADA-compliant features such as detectable warning surfaces and proper slope alignment, with a goal to restore these segments to a safe, durable, and accessible condition that meets current municipal and accessibility standards. Year 1: five sidewalk segments have been identified on High Street.

Photo(s):



Project Justification:

The selected sidewalk segments have been identified as deficient due to cracking, settlement, surface deterioration, and/or non-compliance with ADA standards. These conditions present safety hazards to pedestrians, increase liability risk for the City, and negatively impact accessibility for residents and visitors. Reconstructing these sidewalks will improve pedestrian safety, ensure compliance with federal accessibility requirements, and enhance the overall condition of the City's transportation infrastructure. Proactive investment in sidewalk reconstruction also helps prevent further deterioration, reduces long-term maintenance costs, and supports walkability and community connectivity.

Object Code	Funding Source Description	Total	Prior FY Years Funding Sources/ Expenditures	FY27	FY28	FY29	FY30	FY31	Beyond FY31
PROJECT FUNDING SOURCES									
Proposed Bonds	-	127,183	-	127,183	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
	TOTALS	**$ 127,183**	**$ -**	**$ 127,183**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
PROJECT EXPENDITURES									
Land/ROW	-	-	-	-	-	-	-	-	-
Prelim Design	-	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-	-
Construction	-	120,727	-	120,727	-	-	-	-	-
FFE	-	-	-	-	-	-	-	-	-
Contingency	-	6,456	-	6,456	-	-	-	-	-
	TOTALS	**$ 127,183**	**$ -**	**$ 127,183**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Attachment C — Core Network Switch Infrastructure Upgrade

FY2027 Capital Improvement Plan Project Sheet

This project sheet provides additional information regarding the proposed **$50,000 Core Network Switch Infrastructure Upgrade**, including the project scope, need for replacement, and anticipated use of bond proceeds. The project addresses aging core network equipment that supports critical City technology systems, including servers, internet connectivity, cybersecurity systems, and public safety communications.

Following this page: FY2027 CIP Project Sheet – Core Network Switch Infrastructure Upgrade

Ellsworth - Capital Project Information Sheet	Project ID:	Project Name:	Approved & Funded?
	TE2701	Core Network Switch Infrastructure Upgrade	

Project Description:

This project will replace the City's core network switches, which were last upgraded in 2018 and serve as the backbone of the municipal network. These switches provide connectivity for servers, internet access, public safety radio communications, cybersecurity systems, and departmental operations across City facilities. Replacing this equipment will improve reliability, performance, security, and long-term support for critical municipal technology systems.

Project Justification:

The core network is critical infrastructure and a central point of dependency for nearly all City operations. Replacement parts are increasingly difficult to obtain. Because so many systems rely on this equipment, failure at this layer could disrupt services across multiple departments at once. Replacing the core network now reduces the risk of a major outage, improves continuity of operations, restores current vendor support, and avoids the higher cost and disruption of emergency replacement after a failure. This project is a proactive investment in operational resiliency, not simply an IT refresh.

Photo(s):

Object Code	Funding Source Description	Total	Prior FY Years Funding Sources/ Expenditures	FY27	FY28	FY29	FY30	FY31	Beyond FY31
PROJECT FUNDING SOURCES									
Proposed Bonds	-	50,000	-	50,000	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
TOTALS		**$ 50,000**	**$ -**	**$ 50,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
PROJECT EXPENDITURES									
Land/ROW	-	-	-	-	-	-	-	-	-
Prelim Design	-	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-
FFE - Switch Eq	-	50,000	-	50,000	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-
	TOTALS	**$ 50,000**	**$ -**	**$ 50,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Attachment D — Courthouse Road

FY2027 Capital Improvement Plan Project Sheet

This project sheet provides the original FY2027 CIP information for construction of Courthouse Road/Merrill Lane, which will provide access to the new Hancock Judicial Center. The project includes roadway construction, pedestrian accommodations, drainage, utility coordination, lighting, and traffic-control improvements.

Note: The original CIP estimate shown on the attached project sheet is $2,000,000. The current amount proposed for bond authorization is $1,750,000.

Following this page: FY2027 CIP Project Sheet – Courthouse Road Construction

Ellsworth - Capital Project Information Sheet	Project ID:	Project Name:	Approved & Funded?
	TR2702	Courthouse Road Construction	

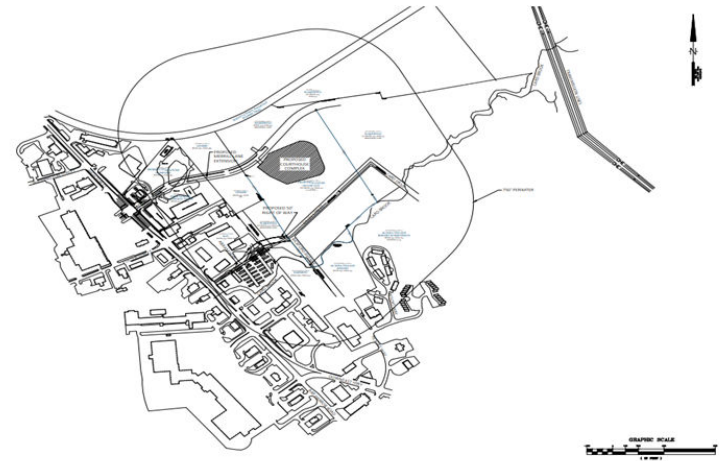
Project Description:

The Courthouse Road project involves the construction of a new road and associates infrastructure to provide access to the new Hancock County Courthouse. The project includes the development of a new road alignment connecting to High Street, establishment of defined ingress and egress points for adjacent properties and installation of pedestrian accommodations. Additional project components include drainage infrastructure, utility coordination roadway lighting and traffic control features.

Project Justification:

This project is necessary to support the development of the new Hancock County Courthouse and to create a safe, efficient, and purpose-built access roadway for a currently constrained and high-traffic area. The absence of a dedicated roadway designed for the anticipated traffic volumes presents safety and operational challenges along High Street and within adjacent commercial properties.

Photo(s):



Object Code	Funding Source Description	Total	Prior FY Years Funding Sources/ Expenditures	FY27	FY28	FY29	FY30	FY31	Beyond FY31
PROJECT FUNDING SOURCES									
Proposed Bonds	-	2,000,000	-	1,000,000	1,000,000	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
	TOTALS	**$ 2,000,000**	**$ -**	**$ 1,000,000**	**$ 1,000,000**	**$ -**	**$ -**	**$ -**	**$ -**
PROJECT EXPENDITURES									
Right of Way	-	-	-	-	-	-	-	-	-
Prelim Eng/ Geotech/survey	-	-	-	-	-	-	-	-	-
Design/Const Eng	-	90,000	-	90,000	-	-	-	-	-
Construction	-	1,827,000	-	1,000,000	827,000	-	-	-	-
FFE	-	-	-	-	-	-	-	-	-
Contingency	-	83,000	-	-	83,000	-	-	-	-
	TOTALS	**$ 2,000,000**	**$ -**	**$ 1,090,000**	**$ 910,000**	**$ -**	**$ -**	**$ -**	**$ -**

Attachment E — Bayside Road Rehabilitation

Capital Project Information Sheet

This project sheet provides an overview of the proposed Route 230/Bayside Road improvements from Main Street to Beechland Road. It identifies the approximately 1.79-mile project corridor, existing roadway and drainage deficiencies, project scope, and the anticipated 50/50 funding partnership between the City and MaineDOT.

Following this page: Bayside Road Rehabilitation Capital Project Information Sheet

Ellsworth - Capital Project Information Sheet	Project ID:	Project Name:	Approved & Funded?
	TR2704	Bayside Road Rehabilitation	

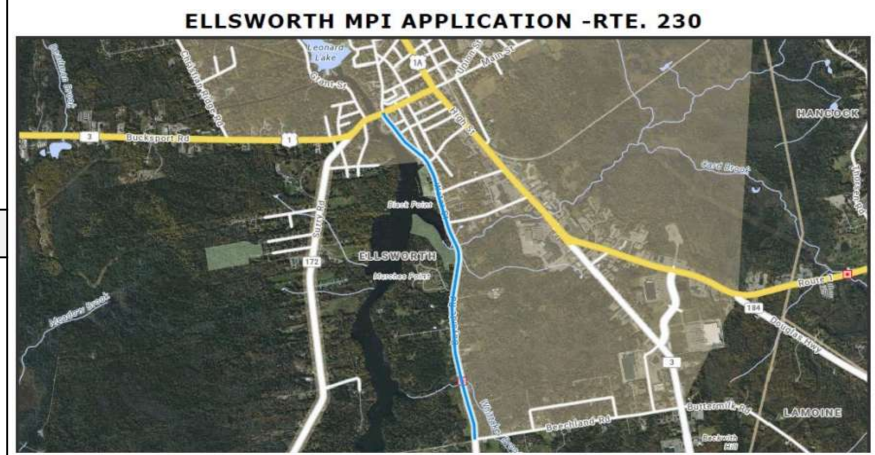
Project Description:

Complete preliminary engineering, final design, and phased reconstruction of Route 230 (Water Street/Bayside Road) between Main Street (Route 1/3) and Beechland Road to bring this 1.79-mile corridor up to built-road standards. The project will address roadway geometry, drainage, shoulder deficiencies, and pavement deterioration while improving accommodations for motorists, cyclists, and pedestrians. The funding request is intended to support full engineering and design, along with partial to full construction based on engineering findings, with initial construction efforts focused on the segment between Washington Street and Beechland Road. The project will be coordinated with, but does not include, MaineDOT’s planned culvert replacement project (WIN 028364.00).

Project Justification:

Route 230 is a critical year-round connector between Ellsworth and Mount Desert Island, carrying 7,400–10,000 vehicles daily and experiencing significant seasonal tourism traffic. The corridor also serves commercial and industrial users, including the City’s Wastewater Treatment Plant and local businesses. Currently, the roadway experiences recurring safety and maintenance issues, including shoulder washouts, drainage failures, rutting, cracking, potholes, and poor ride quality. Reconstructing the corridor will improve safety for motorists, cyclists, and pedestrians, reduce long-term maintenance costs, and provide a more reliable transportation route for residents, visitors, and businesses. The City of Ellsworth is proposing a 50/50 funding partnership, committing $750,000 in local funds and potentially contributing additional funding as needed to complete the project.

Photo(s):



Object Code	Funding Source Description	Total	Prior FY Years Funding Sources/ Expenditures	FY27	FY28	FY29	FY30	FY31	Beyond FY31
PROJECT FUNDING SOURCES									
Proposed Bonds	-	750,000	-	750,000	-	-	-	-	-
MaineDOT Grant	-	750,000	-	750,000	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
TOTALS		**$ 1,500,000**	**$ -**	**$ 1,500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
PROJECT EXPENDITURES									
Land / ROW	-	-	-	-	-	-	-	-	-
Prelim Design/Feas	-	-	-	-	-	-	-	-	-
Design	-	1,000,000	-	1,000,000	-	-	-	-	-
Construction	-	400,000	-	400,000	-	-	-	-	-
FFE	-	-	-	-	-	-	-	-	-
Contingency	-	100,000	-	100,000	-	-	-	-	-
TOTALS		**$ 1,500,000**	**$ -**	**$ 1,500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**