

INFRASTRUCTURE COMMITTEE MEETING

July 26, 2010

5:45 P.M.

Hampden Town Office

A G E N D A

1. Minutes of June 28, 2010 Meeting
2. Old Business
 - a. Mayo Road Update
 - b. Streetlight Acceptance Policy – Draft
3. New Business
 - a. Tree Trimming on Town Roadways – Councilor Shakespeare
 - b. Truck Weight Limit Increase
 - c. Water District Rate Increase Proposed
4. Public Comments
5. Committee Member Comments

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INFRASTRUCTURE COMMITTEE

Monday, June 28, 2010

Minutes

Attending:

Councilor Jean Lawlis	Public Works Director Chip Swan
Councilor William Shakespeare	Public Safety Director Joe Rogers
Councilor Janet Hughes	Pool Director Darcy Peakall
Councilor Andre Cushing	Town Manager Sue Lessard
Mayor Matthew Arnett	Peter Neumeyer Mechanical Serv.

1. Minutes of May 24, 2010 – The minutes of 5/24/10 were reviewed and no changes were made.
2. Old Business
 - a. Update – Mayo Road – Public Works Director Chip Swan briefed the committee on the Mayo Road Project. It is approximately one week behind schedule. There was one major problem during the past week due to breaking of a major phone cable.
 - b. Complaints – Building Condition Rte 1A/Kennebec – The Public Safety Director discussed with the Committee complaints that have been received on the dilapidated condition of three buildings in the vicinity of the intersection of Kennebec Road and Route 1A. Of primary concern is the old Town Office building which has open, broken windows on the second floor but the former redemption center building and a nearby garage also were cited in the written complaint. The Committee discussed a number of possible options related to the old Town Office building including condemnation, purchase by the town, eminent domain, and a memorandum of agreement with the owner for rights to replace the structure. It was the consensus of the Committee that it would be best to work cooperatively with the current owner to get the building removed. The Town Manager was instructed to ask the Town Attorney for legal information on each of the possible options.
 - c. Mayo Road – 5 year Moratorium on Constructions – Public Works director Chip Swan requested that the Committee consider endorsing the idea of a construction moratorium on the Mayo Road following completion of the road rebuild project. Two property owners with possible projects have been contacted so that they could make arrangements for water and sewer connections during the project. The Town Manager was instructed to notify all property owners on Mayo road of the possible 5 year construction ban on non-emergency road openings so that they might make arrangements for connections.

- d. *The shed roof on one of the Town Garage buildings needs replacing but it is a very small item and does not have to be done until 2011 according to the inspector from the insurance company that did the initial inspection. The Public Works Director will put this item in his next regular budget.*
 - e. *Salt Bids – The Town bid for winter salt as part of the State bid. The low bidder for the Town was Harcross with a per ton price of \$63.42. Motion by Matthew Arnett to recommend to the full council that the bid of \$63.42 be accepted. Vote 5-0.*
3. New Business
- a. *Request – Land Donation – Habitat for Humanity – While the Committee expressed support for the Habitat for Humanity program, a discussion of available land indicates that the Town currently does not own any land that would be suitable for donation for this purpose. The Town Manager was instructed to put an article in the upcoming Town newsletter seeking interested property owners who might wish to donate a lot for this purpose.*
 - b. *Pool Air Handling System - Pool Director & Mechanical Services Representative –Pool Director Darcy Peakall and Mechanical Services Representative Peter Neumeyer presented information to the Committee regarding the extremely poor condition of the existing air handling system at the Lura Hoyt Pool. This very critical piece of equipment is central to the efficient operation of the pool and impacts fuel usage, air quality, and building degradation. Two separate types of units were discussed – one that was similar to the existing system and another that was a mechanical dehumidification process. Cost estimates for the first type were in the area of \$110,000 and for the second type of \$171,000. It was suggested that the Town should retain a mechanical engineer with pool experience to design what is needed for an air handling system and put it out to bid and bring those back to the Council for approval. Motion by Janet Hughes, seconded by Matthew Arnett to recommend to the full council that they fund design and replacement of the air handling system at the pool. Vote 5 – 0.*
4. Public Comment - None
5. Councilor Comments – None

6. *The Town Manager notified the Committee that Michael Wagner had volunteered to do an Eagle Scout project that involves building 55 gallon drum trash barrel wooden containers for 8 trash receptacles in four town parks.*

Respectfully submitted,

*Susan Lessard
Town Manager*

DRAFT

TOWN OF HAMPDEN POLICY ON NEW STREET LIGHTS

In order to establish a policy that is fair, consistent and economically practical, the Hampden Town Council will address the installation of new street lights to insure safe movement of vehicles and public safety in the following manner:

1. By Petition or Individual Request – Any resident may bring forth a petition by January 15th of each year which must include signatures from their neighborhood requesting one or more street lights. The petition must be submitted to the Town Manager. The Town Manager will forward the request to the Public Safety Director for evaluation and recommendation.
2. Action by Public Safety – The Public Safety Director shall provide an evaluation and recommendation for all street light requests by March 1st. This will allow for appropriate time to include the request in the next fiscal year budget. The Public Safety Director will use the following criteria when considering a request:
 - a. Are there a large number of vehicles using this road, especially during darkness?
 - b. Intersections
 - c. Dead End Streets
 - d. Past occurrences of accidents at night
 - e. Past occurrences of crimes in immediate area
 - f. Is this a high pedestrian area (i.e. walkers, joggers, etc.)?
 - g. Do sidewalks exist in the area
 - h. Number of people to benefit
 - i. Number of residents to benefit
 - j. Number of businesses to benefit

Once the Public Safety Director has evaluated all the requests based on the cited criteria, he will make a recommendation on each request to the Town Council Infrastructure Committee. The positive recommendations will be listed in an order of priority that assigns the #1 priority to the request that Public Safety determines has the highest rating in terms of public safety concerns. Those not recommended for installation will have a brief statement explaining the reason for denial. The Infrastructure Committee shall review the list of recommendations and prepare a recommendation to the Town Council in regard to the requests by April 1st of each year.

Fewer truck trips will be required because greater efficiency will be realized while also having the following positive effects:

SAFETY



Fewer crashes would result from taking more trucks off secondary roads, creating fewer interactions with other vehicles.

The safety of the equipment has improved. The safety of Maine's citizens was a major consideration when the Legislature decided to allow 6 axle vehicle combinations to haul up to 100,000 lbs in 1983. In the last 25 years since, there have been significant improvements to the safety of both tractors and trailers not contemplated in the original safety analysis. Electronic anti-lock brakes and automatic slack adjusters are two considerable improvements to vehicle/trailer safety that have made this configuration safer in 2010 than in 1983.

Driver fatigue would improve as there would be less shifting, braking, stopping, starting and turning on the interstate system.

Trucks belong on the roads designed for them. I-95 north of Augusta was originally designed and built for military freight movements to Loring AFB at weights much heavier than 100,000 lbs.

INFRASTRUCTURE



Millions of dollars would be saved each year in pavement rehabilitation costs, bridge maintenance and rehabilitation costs, as well as savings from a reduction in crashes each year.

The Maine DOT Impact Study showing these economic benefits and can be produced upon request.

I-95 north of Augusta was originally designed and built for military freight movements to Loring AFB at weights much heavier than 100,000 lbs – this would allow trucks on the roads best suited for them.

Study of Impacts Caused by Exempting Currently Non-exempt Maine Interstate Highways from Federal Truck Weight Limits
Draft Executive Summary - February 2004



ENVIRONMENT



CONGESTION WOULD IMPROVE. Communities where trucks are forced to make frequent trips on their highly traveled roads would see less congestion if the entire interstate highway system north of Augusta allowed Maine weight limits.

LESS FUEL WILL BE CONSUMED. Fewer trucks will be needed to haul the same amount of freight, thus reducing diesel consumption. It would take approximately three trucks operating at 80,000 pounds with five axles to replace two trucks operating at 100,000 pounds with six axles.

FEWER TRIPS TRANSLATES INTO REDUCED EMISSIONS. Maine could continue to enhance national efforts to improve air quality through better engine efficiency and the trucking industry's implementation of technological advances and lower sulfur fuels – fewer freight movements due to increased weight limits means fewer trucks on the road, which means less emissions.

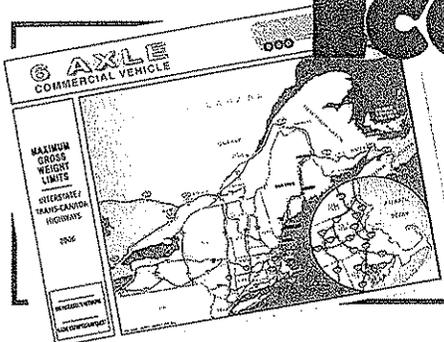
IMPROVED FUEL EFFICIENCY. A recent study by the American Transportation Research Institute (ATRI) commissioned by the Maine DOT found that the fuel efficiency of these rigs would improve up to 21 percent by allowing state weight limits on the entire highway system and emissions would decrease from 6 to 11 percent. Extrapolating their findings over an entire week resulted in savings of as much as 675 gallons of fuel, up to 6.8 metric tons of CO2 and almost 94 grams of Particulate Matter. Yes, that's each week and only from trucks shifting from Route 9 to I-95 once the weight limit exemption pilot project went into effect. This efficiency goes away if the pilot project is allowed to expire.

ECONOMICS



Improve Maine's Current Economic Disadvantage; Surrounding jurisdictions have higher weight limits on their highway system. Maine's inability to take advantage of the higher weight limits makes us an island unto ourselves.

- Maine (Augusta to Houlton) 80,000 lbs.
- NH 99,000 lbs.
- Canada >100,000 lbs.
- Massachusetts 99,000 lbs.



3 b
MAINE'S TRUCK WEIGHT
PILOT PROJECT

Enhanced Vehicle Productivity Can Save Maine Jobs – Real World Examples

A northern Maine member calculated the fuel savings for three of their customers if the pilot project was made permanent:

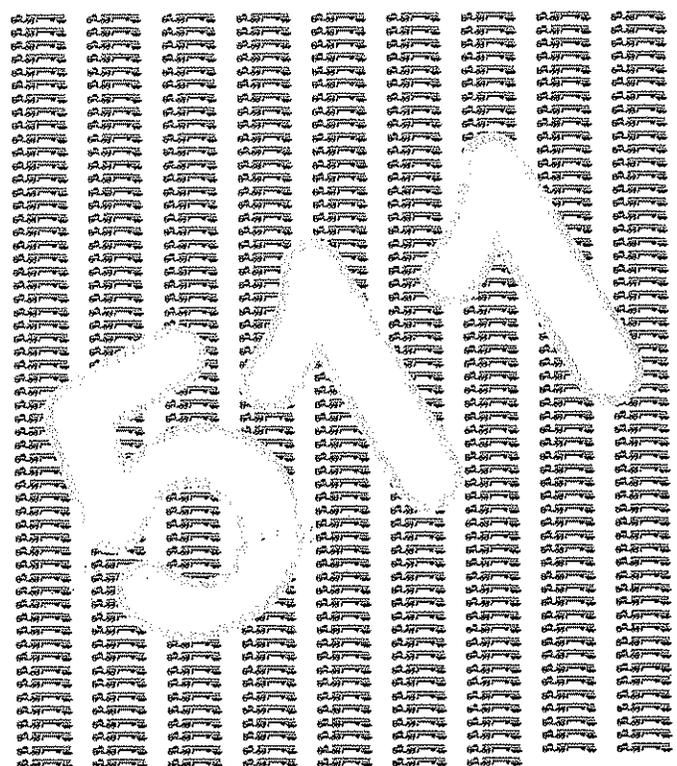
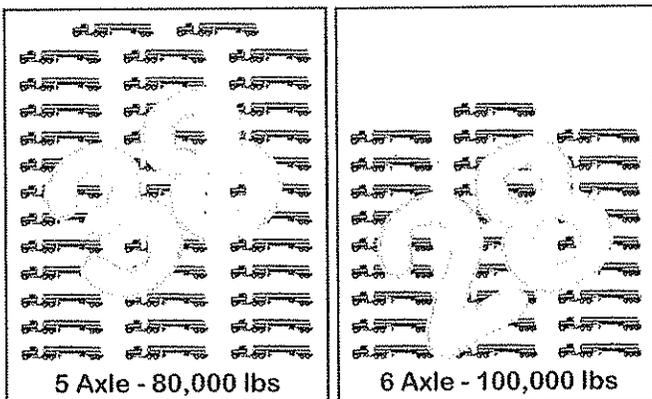
- ✓ Service to McCain's in Easton from Searsport, now that they can use I-95, saves 1,733 gallons of diesel per year for just this one customer.
- ✓ Service to Dragon in Thomaston through Portland that used to have to go through Freeport saves 7,750 gallons of diesel per year for just this one customer.
- ✓ Summer asphalt hauling from South Portland to Bangor that used to have to be diverted through Route 9 saves 2,250 gallons of diesel per year for just 30 weeks of hauling.

The total diesel savings alone (which does not include savings in time or equipment wear and tear) for this one carrier and just three of their customers, totals 11,733 gallons per year.

To further illustrate the economic benefit of enhanced vehicle productivity, this same company offers the following additional example for an industrial customer:

This particular customer needs 151,200 gallons of product a week. It used to take a 5 axle rig 38 trips per week to satisfy this customer because only 80,000 pounds (4,000 gallons) could be carried on the part of the interstate that is used prior to the pilot project. In contrast, now that the exemption is temporarily extended to include the entire interstate system, this trucking company could haul 10 fewer trips per week on a 6 axle rig that can haul 5,400 gallons at 100,000 lbs.

Do you wonder how many fewer trucks would be on the road each year for this one example of this one trucking company delivering to this one customer? See below for the astounding answer.



ONE WEEK - ONE COMPANY - ONE CUSTOMER - SAME AMOUNT OF PRODUCT

10 FEWER TRIPS PER WEEK

511 FEWER TRUCK TRIPS EACH YEAR

DECREASING INTERACTIONS IMPROVE SAFETY

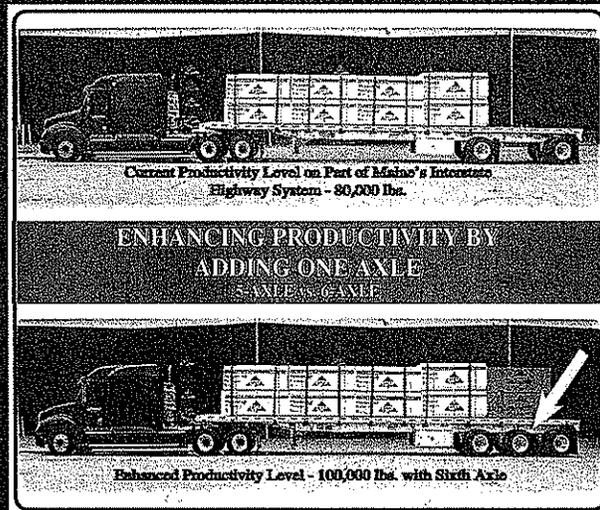
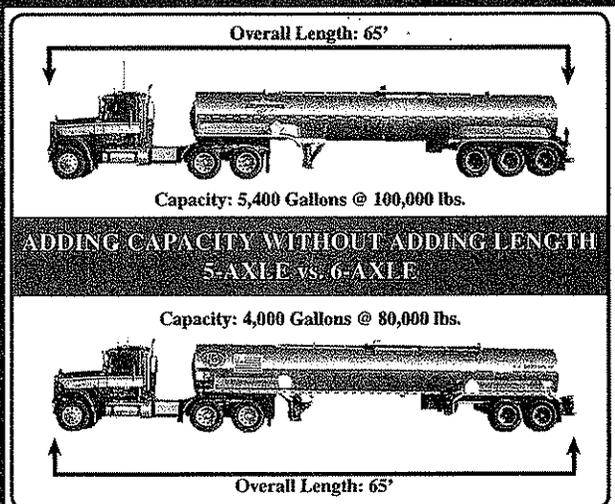
Making the pilot project permanent would decrease the interactions with other vehicles and pedestrians if they are able to use the interstate instead of going past driveways and through towns to deliver their goods that move the Maine economy. One of the many Maine trucking companies committed to this issue has recently analyzed the immediate impacts of utilizing the interstate for just one of their customers; bringing oil from Searsport to McCain's in Easton. Each trip they can use Interstate 95 instead of having to travel on Maine's secondary roads (Route 2) saves the driver a staggering amount of time, energy, resources and interactions:

- ✓ Saves 50 minutes of travel time;
- ✓ 189 fewer clutch depressions and shifts, thus reducing driver fatigue and equipment wear and tear;
- ✓ 9 fewer school crossings;
- ✓ 4 fewer hospitals;
- ✓ 30 fewer traffic lights;
- ✓ 86 fewer crosswalks with the potential to stop;
- ✓ 67 fewer brake applications, again, reducing driver fatigue and equipment wear and tear;
- ✓ 644 fewer vehicles were met coming in the opposite direction;
- ✓ 4 fewer railroad crossings;
- ✓ 10 fewer buses were met; and
- ✓ Almost 10 fewer gallons of diesel was burned to deliver the payload.

These are not anecdotal. These trips were made on May 11, 2010 by a driver of more than 20 years hauling 99,800 lbs in a Heil tank with a 2006 Volvo 500hp .10 speed. Keep in mind, this is only one trip to one customer by one trucking company. There are plenty more customers serviced by plenty more trucking companies with similar benefits to show. If we really want to be serious about safety and economic development, especially to the northern part of our great state, these facts are impossible to argue.

A Six Axle Combination Vehicle

IS NOT
Longer
Higher
or
Wider



IS MORE
Productive
Safer
Environmentally Friendly
Economically Beneficial

WHAT ARE SUPPORTEERS SAYING?

"The argument that traveling over hundreds of miles of two lane secondary roads through Maine small towns and villages with 80,000 lb trailer trucks is somehow safer for the traveling public than traveling on the interstate system with 100,000 lb trucks is simply ludicrous. The trucks are not longer or wider, they simply add an extra axle and additional brakes to safely handle the extra weight."

Maine has clearly demonstrated the safety of using the appropriately designed Interstate Highway System on the Maine Turnpike for the last 25 years at the 100,000 lb weight limit. It simply doesn't make any sense at all to be required to leave that highway and travel on winding secondary roads to complete the journey."

Richard A. Dratton, President & CEO
Maine Restaurant Association

"This morning the roads were slippery and traffic on Rte 9 in Hampden was crawling, as I went under I-95 behind Bysart's on my way to work I saw 5 log trucks going down the interstate loaded headed for Hinkley... they would have been amongst the crowd over on Rte 9. This would have been a perfect morning to show Congress what a difference this makes."

Member response submitted via the MMA Action Center 1/29/2010

Action Center Submitted Response: "I feel the safest place for the trucks coming South is on I-95 not going through all the towns. Also on I-95 trucks can be passed with ease where on our secondary roads they can not with traffic. For our company it will allow us to purchase logs from Northern areas more effectively if they can be transported on the interstate."

Robert C Gilbert, PalletOne of Maine dba Isaacson Lumber Co.

Action Center Submitted Response: "It's safer for the trucks to be on the interstate than the back roads."

Tony Collins, Auburn, Me

Action Center Submitted Response: "It is too dangerous for them to be running on these roads with the school buses, other drivers and they small towns. It has to be frustrating for the drivers, too. Can't wait for warm weather so I can open my windows and not have to turn the tv up it will, also, be nice to leave the window up while I am sleeping."

Resident living on Route 9 Newburgh, ME

"I have some information to pass along concerning the new weight limits. One area in particular that we use is from South Portland to Bangor. With the half hour that we save just to travel from Augusta to Bangor I feel we are saving in excess of \$50 a trip when adding time costs and fuel costs together. I would guess on a busy week in the middle of the winter we would save 5 in 7 trips (\$250 to \$350 savings each week or \$13,000 to \$18,200 each year). I also believe that in time haulers will be able to reduce freight costs which can be passed on to customers and so on to the consumer."

Bangor-based Liquid Petroleum Gas Company, submitted via the MMA Action Center

Action Center Submitted Response: "The interstate is much safer than the two lane roads that pass through towns and cities. It only makes sense to keep trucks on the interstate for safety and economic reasons."

Randy Comber, Moosehead Transportation, Inc.

"We are writing to urge you to redouble your efforts to increase the weight limit on Maine's I-95. Our economy has been unfairly burdened by the current 80,000 limit and we believe an increase comparable with what the other New England states have attained would help protect Maine jobs. With the lowest weight limit in the region, Maine businesses are at a competitive disadvantage. Surrounding jurisdictions have higher weight limits on their entire highway system - Maine's inability to take advantage of the higher weight limits makes us an island unto ourselves."

Mark A. Bancroft, 2009 Chapter President
Associated General Contractors of Maine

Action Center Submitted Response: "Until Friday, Dec. 18, 2009, the big rigs ran past our house day and night. Then Friday and every day since then, we have enjoyed a peace and quiet we had thought unobtainable. The big rigs now take I-395 to I-95 rather than cutting through Bangor and Hampden on Routes 6, 2, and 9. We have really noticed the absence of the trash trucks heading to the West Old Town landfill."

I love seeing a log truck coming fully loaded on I-95 or I-95A. That's where these trucks belong, not navigating the narrow downtown streets of Bangor.

The interstate was built to 100,000-pound weight standards, as demonstrated by the Maine Turnpike. The idea that I-95 cannot structurally handle such weight is preposterous: the section between Exit 103s (once the turnpike's northern terminus) and I-95 in Augusta was built after the turnpike was completed. If this 4-mile section, which was built to the same standards as all of I-95 north to Houlton, can structurally handle 100,000-pound trucks, so can all of the interstate."

Brian Swartz, Main Road North (Route 1A), Hampden

"The statistics continue to support the increase, both from an economic, and to my mind most importantly, a public safety standpoint. The one-year pilot program will provide yet another opportunity for due diligence on the part of policy makers and policy implementers by way of an analytical survey of the results of moving heavy trucks off the secondary roads and on to the Interstate system which was engineered for such traffic. These policy decisions should be based on facts and not simply emotion or speculation."

MSTA's members are on the front line of Maine's highway safety efforts and are responsible for enforcing State and Federal commercial vehicle laws and regulations. They see no down side to this proposal. While the naysayers believe it will increase risk, the data does not support that notion. And as compelling as the data is, it also just makes sense."

Craig A. Poulin, Executive Director
Maine State Troopers Association

"In response to your concerns I would say that we are saving a substantial amount of time, money, and fuel. I would guess that in mileage about 15 to 20 miles per trip therefore it cuts down on the time. Also, if I may add, the drivers do not have to worry about traffic in towns such as Augusta, Waterville, or Winslow. For instance, on an average trip to Winslow, it used to take almost 2 hrs, now it is 1.5 hrs and no traffic to speak of."

When we go to some of our southern customers, instead of taking them 8,000 gallons or less, because we used to have to run 295 we now can run with full loads which increases the pay load and the customer also likes the bigger loads whereas before we had to run Route 1 with the full loads and that saves us a bunch of time."

We run approximately 150 or so trips per week that come north on 295. Understand that this is not exact but just a rough estimate as we run 5 trucks basically 24 hours a day 6 days a week and there are a few of us that run on Sundays. For instance, I ran 2 loads yesterday both of which came north and I saved approximately 25 miles and 2 hours of time by running 295."

Augusta Energy Company, submitted via the MMA Action Center

"In a normal year, our paper shipments will total 3,900,000 billable miles. The use of Tri-Axle trailers with a gross weight of 100,000 lbs would allow us to decrease our annual billable miles by 1.1 million. This is a 28% decrease in billable miles. It has the same impact as moving our facility 291 miles closer to our market place. A gross weight limit of 100,000 lbs also has the added benefit of creating a more natural breakpoint for payloads. It would cause less out-of-route miles making it more attractive for both the producer and the consumer."

The environmental impact has huge potential. Lincoln Paper and Tissue alone would consume 120,000 gallons less of diesel fuel each year while traveling over 1,000,000 miles less on the highways. There are many companies across the United States poised to take advantage of this opportunity. The decrease in fuel usage would be significant.

Lincoln Paper and Tissue looks forward to adding this tool to our tool belt. The use of Tri-Axle trailers has moved from a "wish list" item to a necessity in today's economic climate."

Anthony Stewart, Transportation Manager
Lincoln Paper and Tissue, LLC

"Some groups assert that raising the weight limits would make our highways less safe. In Maine the opposite is true. Currently heavy trucks must leave the interstate system in Augusta (or if enough heading up the coast) and drive through cities and towns on Rte 1, Rte 201, Rte 3 and the like.

The urban areas of these roads are not as well designed to safely handle heavy trucks as the interstate system. Intersections with crossing traffic and pedestrians are plentiful, raising the probability of serious accidents. Truck traffic is much safer on the controlled-access highways. Plus fewer trucks would be on the road due to increased freight movement efficiency."

James E. Hanley, Government Affairs Manager
Pike Industries, Inc. - Maine

"When using 295 & 95 we save about 55 minutes a trip. This comes out to a time savings of about 956 hours a year using an average of around 1340 trips. This would give us a savings of \$74,056.32 in time saved alone."

For fuel savings I used an average speed of 50mph at 5 miles a gallon which in all reality are real for traveling the interstate highways. This means we use an average of 10 gallons of fuel an hour with a savings of 9,580 gallons of USL fuel. If fuel was only \$3.00 we would save another \$28,680.

We are looking at a minimum savings in excess of \$100,000 with just time and fuel. I believe it is too early still to have numbers for wear and tear on equipment but I think it will be significant when the time comes."

Northern Maine Energy Company, submitted via the MMA Action Center

Action Center Submitted Response: "The interstate is clearly a faster and safer route for any type of truck traffic. Heavy trucks use more fuel starting and stopping on secondary roads which pass through small towns, than they do on interstate travel. The road itself is built to carry far more weight than we are proposing in this pilot program. I don't even see the point in having a pilot program, when the Turnpike has allowed it for years and that stretch of road is in far better shape than any of the interstates before the repair of 295. The test has been proven. So put the trucks on the interstate permanently and make the smaller roads, bridges, and towns safer for all of us."

Bob's Garage Inc.

"Maine has collected data that shows the 80,000 pound limit has made Maine's local roads more dangerous. A study completed for the Maine DOT by Wilbur Smith Associates found that the accident rate was four times higher on two-lane roads than on Maine's interstate between 2000 and 2003. The fatal crash rate on diversion routes, which the heavy trucks are forced to travel on, was ten times higher than the interstate routes, based on miles traveled. Many towns and cities in Maine that are close to the interstate must deal with having trucks go through their communities, when both the truck companies and communities would prefer that the larger trucks be on those roads better designed to carry them."

Permitting trucks to carry up to 100,000 pounds on federal highways would reduce energy consumption and contribute to clean air since raising the weight limit would allow trucking companies to carry more cargo per trip, thereby reducing the numbers of trucks needed to transport goods.

Trucking companies would also reduce their use of diesel fuel by taking more direct trips, and not having to move off the interstate to less direct routes on local roads. Finally, since the interstate was designed and built to be the primary roads for interstate commerce, trucks traveling on the interstate system would save on fuel costs due to the superior road design of the interstate system as compared to the rural and urban state road systems. Less idling and congestion results in cleaner air."

Maria R. Fuentes, Executive Director
Maine Better Transportation Association

"The Maine Department of Public Safety, which includes the State Bureau of Highway Safety, the Maine State Police and the Bureau of Emergency Communications, strongly supports your proposal (the Maine Truck Weight Pilot Project). State and Federal Motor Carrier statistics that have been gathered over the years tell us that every time you can get a large truck off a small rural road and onto a divided limited access highway, the chance to avoid accidents and prevent death greatly increases. The proposed bill is a smart, practical and well reasoned approach to this problem. The Maine Department of Public Safety wholeheartedly supports your efforts."

Anne H. Jordan Esq., Commissioner of Public Safety
State of Maine

"We manufacture landscaping mulch in a yard that abuts I-295 at the Richmond, ME exit. Because of the 80,000 lb restriction on the interstate we are sending up to 60 tractor-trailer trucks per day through downtown Topsham, Brunswick and Freeport. Southbound tractor-trailer combinations with six axles could be getting on I-295 less than 1/4 mile from our driveway. Instead they travel 35 miles on secondary roads through congested downtown areas to eventually get on the Maine Turnpike at Falmouth."

In addition to the southbound traffic we have a large volume of raw material being delivered to us from the north. With the 100,000 lb limit inbound trucks could use I-95 and I-295 rather than the secondary roads they use now.

Aside from the safety, fuel efficiency and emissions issues the weight restriction puts us at a competitive disadvantage. Some trucks are simply unwilling to work for us or because of the extra half hour it takes to stay off the interstate."

Peter R. Russell

HAMPDEN WATER DISTRICT
Customer Notice

The Hampden Water District gives notice to the public that on **July 29, 2010, 6:00 p.m. at Reeds Brook Middle School, Hampden**, the trustees of the Hampden Water District will hold a public hearing to discuss and hear comments on a proposed water rate increase.

	Effective on October 1, 2010	
	Rate	Revenue
	<u>% Increase</u>	<u>\$ Increase</u>
Residential	20.27%	\$136,532
Commercial	20.27%	18,599
Private Fire Protection	20.27%	6,637
Public Fire Protection	<u>15.83%</u>	<u>55,903</u>
Overall Increase	<u>19.00%</u>	<u>\$217,670</u>

Public Fire protection rates are determined pursuant to Chapter 69 of the Public Utilities Commission (PUC) Rules.

Rates are to become effective on October 1, 2010. Since the last adjustment in 2008, the District has incurred continuous increases in its operating and debt service costs. The District will be incurring new debt to fund water main replacements.

Pursuant to 35-A MRSA Section (6104), a customer has the right to request additional information relating to the present and proposed rates from the District, the right to an open and fair hearing, and the right to assistance from the Public Advocate. Customers also have the right under 35-A MRSA Section (6104) to petition the Maine Public Utilities Commission to suspend and investigate the District's rates pursuant to 35-A MRSA Section 310, if, on or before **August 28, 2010, 169** of the District's customers (15% of customers or 1,000 customers, whichever is less) file with the District's Treasurer, Hampden, ME and with the Public Utilities Commission, c/o Administrative Director, State House Station #18, Augusta, ME 04333-0018, a petition or petitions demanding review by the PUC of the proposed rate changes. Signatures on the petitions filed pursuant to Section 7 are invalid unless accompanied by the printed names and addresses of the signers. Upon request the District will provide customers with petition forms that include space for signatures and the printed names and addresses of the signers.

A copy of material supporting the proposed rate changes will be available at the District office for inspection on and after **June 28, 2010**. If you have any questions or desire additional information, you may call Cam Torrey, General Manager, at (207) 862-3490 or the Administrative Director of the PUC at (207) 287-3831. For additional assistance contact the Public Advocate, State House Station #112, Augusta, ME 04333-0112, (207) 287-2445.

Board of Trustees
Hampden Water District