

INFRASTRUCTURE COMMITTEE MEETING
Monday, July 25, 2011

HAMPDEN TOWN OFFICE

6 p.m.

A G E N D A

1. Minutes of 6/27/2011
2. Old Business
 - a. Bid Results – One Ton Trucks
 - b. Papermill Road Culvert replacement
3. New Business
 - a. Urban/Rural Initiative Program funds
 - b. Use of Town Sewer system for Chevron effluent
 - c. Sidewalk Grant – MDOT
4. Public Comment
5. Committee member comments

INFRASTRUCTURE COMMITTEE MEETING MINUTES

Monday, June 27, 2011

Attending:

Councilor William Shakespeare
Councilor Jean Lawlis
Councilor Tom Brann
Councilor Shelby Wright
Mayor Janet Hughes

Town Manager Sue Lessard
Public Works Dir. Chip Swan

1. Minutes of 5/23/2011 – Motion by Councilor Brann, seconded by Councilor Lawlis to approve. Unanimous vote.
2. Old Business
 - a. Permission to bid – 2 One Ton Trucks – Motion by Councilor Lawlis, seconded by Councilor Brann to authorize the Public Works Director to advertise for 2 – one ton 4-wheel drive vehicles. Unanimous vote.
 - b. Marina Parking Lot Lights – The Town Manager reported to the Committee that the Town had Elco Electric investigate the condition of the parking lot lights at the marina after a complaint was made by the owner of the restaurant who is a tenant of Hamlin Marine's that they were not working. Investigation shows that the lights are not hooked up, and have not been hooked up for a number of years. In addition, the wiring and lights themselves are outdated and damaged. The public use of the dock and parking lot ends at dusk. The problem cited is due to the fact that the tenant of Hamlin is open later than dusk. Since this condition has existed since before Hamlin's entered into the lease, there can be no expectation that the Town would expend funds to add lights now. In addition, the Town and Hamlin will likely be doing a 'land swap' of parcels in the near future and further investment in the current site by the Town is not warranted. Motion by Councilor Brann, seconded by Councilor Wright to take no action on this item. Unanimous vote.
 - c. Streetlight Request – Jay's Way – It was the consensus of the Committee to refer this item back to the Police Department for further information as to how this request meets the considerations listed in the Town's streetlight policy.
3. New Business
 - a. No Engine Brake Request – Waterworks Hill – The Town currently has a No Engine Braking policy in Town limits. It was the consensus of the Committee to have signs indicating this at all entrances to the community.
4. Public Comment – None

5. Committee member comments –

Councilor Hughes – Reminded the Committee that Infrastructure was assigned to look at the issue of the Water District and whether the Town should consider annexing it. Discussed the idea that the school redevelopment could be done in a manner similar to what Orono has done with a brownfield redevelopment in that community. Suggested that the School Re-use Committee be asked to meet with Planning and Development.

Councilor Shakespeare – Questioned the Public Works Director in regard to North County Road and its condition. The Public Works Director will report back to the Committee. Councilor Shakespeare also discussed the Council policy on transfer station use in regard to the size of trailers allowed.

Councilor Lawlis reported that she would be absent from meetings for the next ten days to two weeks due to family matters.

The Public Works Director reported that Sunrise Lane would be on the next Council meeting agenda for acceptance and that he had attended a meeting in regard to the Route 1A project on June 21st and that the Town would be receiving an estimate on what the inclusion of a sidewalk in that project would cost.

The meeting was adjourned at 7:50 p.m.

Respectfully submitted,

Susan Lessard
Town Manager

TOWN OF HAMPDEN
 PUBLIC WORKS DEPARTMENT
 2012 ONE-TON TRUCKS (2)
 BID SHEET

July 21, 2011
 10:00 AM

BIDDER	PRICE PER TRUCK	TRADE IN ALLOWANCE (2 - 2006 Ford F-450 Trucks)	TOTAL PRICE FOR BOTH TRUCKS
Quirk	83 002	24,000	(59,002 + 46,100) = 105,102 ^{Powertrain Warranty} 63,612
Whited Ford	42 527.10 (A) 41 753.30 (B)	18 000	67 054.20 (A) 65 506.16 (B)
Darlings	42 345	23 000	61 690.



LB

TOWN OF HAMPDEN
DEPARTMENT OF PUBLIC WORKS

106 WESTERN AVE.
HAMPDEN, ME 04444

TEL 862-3337

FAX 862-3910

July 20, 2011

To: Sue Lessard
From: Chip Swan
Subject: Paper Mill Rd

We have a bad culvert on Papermill Rd. The inlet and outlet ends have dropped off. This is a dangerous situation with the drop off at the edge of pavement. I have estimated \$10,000 to fix this culvert by replacing with a new plastic culvert.

Here is the break down of cost:

Culvert	\$2500.00
Installation by Harriman Bros	\$4500.00
Paving	\$2500.00
Rip Rap	\$500.00
TOTAL	\$10,000.00

I believe these costs are not related to normal road maintenance and would ask this item be put on Monday's infrastructure committee meeting. I would like to ask the council to fund this project from Public Works reserve.

Yours truly,

Chip Swan, PWD

3A



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

COMMUNITY SERVICES DIVISION
1-800-498-9133

<http://www.maine.gov/mdot/community-programs/uri-program.php>

July 8, 2011

We are notifying you about the "Urban/Rural Initiative Program" (URIP) for the fiscal year beginning July 1, 2011.

When the Legislature passed the budget, it increased MaineDOT's Highway Budget and consequently the amount that is allocated to URIP for the upcoming new fiscal year. That amount is about \$568,580 more than last year. **Many towns will see no increase as they are below their FY99 "hold harmless" amount and many others will see increases up to several thousands of dollars.**

As in the previous three years, all URIP recipients must provide information on how URIP funds were expended from the previous fiscal year. The information collected on the back side of the Certification Form is used to chart the progress of improving public roads by the 502 Maine municipalities, counties, and Indian reservations that receive funding from this program. If this information is not provided when you return the form, we will return it to you for completion before any payments can be made this year.

Please submit the completed **Certification Form** for FY12 (July 1, 2011 to June 30, 2012) either by US mail or by scanning and e-mailing it to us. The law says it must be received by August 1, 2011 or earlier so we can assure your September 1st payment. In reality, if we have it back by August 22, then we can include it in the September 1st payment. If it comes in after August 22, then we will process it shortly after its receipt. No pay-ments of URIP funds can be made until this certification is received with all of the information requested completed.

If your town has not done so already, we are also encouraging municipalities to sign up for electronic transfer (Direct Deposit) of URIP funds from the State to their financial institution to reduce costs, and provide a speedy and secure service. With electronic fund transfers (EFT) your quarterly payment is transferred to your account and there is 1) earlier deposit in your account, 2) no waiting for the mail, 3) no misplaced or lost checks, and 4) no trip to the bank to deposit the check. If you are interested in Electronic Fund Transfer, you can contact the Office of the Controller for the State of Maine at 626-8420 or visit their web site at <http://inet.state.me.us/osc/> . There is no cost for this option.

If you have any questions, please feel free to contact me at 624-3266 or peter.coughlan@maine.gov.

Sincerely,

Peter M. Coughlan, Director



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MAINE DEPARTMENT OF TRANSPORTATION
URBAN - RURAL INITIATIVE PROGRAM (URIP)
CERTIFICATION 2011-2012 (FY 12)
MUNICIPALITY 19280 Hampden

To be eligible to receive FY-12 URIP funds, each Municipality must **certify that the Rural Initiative funds will be used "only for Capital improvement of public roads"**. Effective July 1, 2000, as defined by Title 23, §1803-B.1.A (2), funds must be used for capital improvements to local roads and/or State Aid Minor Collector roads, or as provided by 2002 PL 565, if eligible. Effective July 1, 2008 municipalities must provide information on what capital improvements were done with the FY-11 (July 1, 2010 to June 30, 2011) URIP funds received by the municipality. See back side of form.

It is estimated that the municipality of **Hampden**, will receive **\$77,812** for the fiscal year beginning July 1, 2011. The Estimated Quarterly installments will be in the amount of: September 2011 = **\$19,453**; December 2011 = **\$19,453**; March 2012 = **\$19,453**; June 2012 = **\$19,453**.

The above amounts include **\$7,744** from the Transit Bonus Payment Program.

Notification will be made in the event of any change. Designated amounts may be adjusted if your municipality participated in the Transit Bonus Program or the Collector Road Development Awards (CRDA) Program several years ago.

Beginning in 2001, all municipalities receive a percentage of MaineDOT's portion of the Highway Fund (about 9.6% this year), rather than the former flat rate of \$600 per lane-mile. This means that the disbursements to municipalities rise and fall with MaineDOT's budget.

We, the undersigned municipal officers or designee (i.e. Town Manager) of the municipality of **Hampden**, do hereby certify that funds received from the Urban-Rural Initiative Program for the fiscal year 2011-2012 will be used only for uses as stated above. *We also certify that the previous year's funds were spent on the projects listed on the back of this form.*

Signed _____ Date ___/___/___ Signed _____ Date ___/___/___

Signed _____ Date ___/___/___ Signed _____ Date ___/___/___

Municipal E-mail Address (general delivery): _____

Municipal official to contact for information on Public Road Mileage: (Please print)

Name: _____ Title: _____ Tel: _____

If your community's mailing address for the quarterly checks has changed in the last 6 months (and you have NOT signed up for electronic fund transfer (EFT), what is the new address?

Address: _____

Town: _____ State: _____ Zip Code: _____

Prior to August 1, 2011, (see cover letter) please return this Completed Form BOTH SIDES) to:

Ms. Jackie Guimond
MaineDOT- Community Services Division
16 State House Station
Augusta, Maine 04333-0016

Tel. (207) 624-3017, FAX (207) 624-3301 or Jackie.Guimond@maine.gov

NO URIP payments can be made until a completed form (BOTH SIDES) is received by MaineDOT- Community Services Division.

Please make a copy for your records.



www.bangormaine.gov

3B

207/992-4470
fax 207/947-3537
wwtp@bangormaine.gov

WASTEWATER TREATMENT PLANT
Bradley L. Moore, Superintendent

July 14, 2011

Town of Hampden
106 Western Avenue
Hampden, ME 04444
Attn: Susan Lassard, Town Manager

RE: Chevron Fuel Depot

Dear Ms. Lassard:

Over the past several years we had a number of conversations with SIAC Energy, an engineering firm dealing with oil contamination issues at the old Chevron fuel depot at 799 Main Road North. Most recently, we have spoken with Mr. J. Austin Bond (SIAC engineer) about accepting treated effluent from the site into Bangor's Wastewater Treatment Plant. I believe he has also contacted Mr. Swan concerning the same issue.

SAIC is proposing to connect to Hampden's sewer system. I understand you have some concerns over the liability Hampden may incur as a result of accepting treated effluent for contaminated soils. Hampden is protected from liability stemming from violations by an industry using the Hampden collection system provided the town faithfully follows and administers all provisions of the inter local agreement and the Sewer Use Ordinance (SUO); as it incorporates all necessary updates and amendments discussed with Greg Nash.

Should any Hampden industry violate either their discharge permit or the SUO of the Town of Hampden or the SUO of the City of Bangor, Hampden is obligated to follow the course of action stipulated in both the Hampden SUO and the inter local agreement. The City is likewise obligated to ensure Hampden does so.

Since Hampden, through the inter local agreement retains the City of Bangor Pretreatment Coordinator, he/she would be working on behalf of the Town of Hampden, as well as Bangor, in matters of permit compliance involving industries using the Hampden collection system. Due to the structure of the inter local agreement, ultimate authority over the use and conditions of the Hampden sewer rests with Bangor.

Please contact me as to how you would like to proceed. And please feel free to contact me if you have any further questions or concerns.

Respectfully,

A handwritten signature in black ink that reads "Bradley Moore". The signature is written in a cursive style with a large, sweeping initial 'B'.

Bradley L. Moore,
Superintendent

Pc: Chip Swan, Town of Hampden
Al Jellison, Chief Operator, WWTP
Andy Rudzinski, Pretreatment, WWTP

3c

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016



Paul R. LePage
GOVERNOR

July 12th, 2011

David Bernhardt
COMMISSIONER

Robert Osborne
Town of Hampden
106 Western Avenue
Hampden, ME 04444

Re: Project Number 19401 - HAMPDEN-PED SAFETY

Dear Robert:

The Maine Department of Transportation (MaineDOT) is pleased to inform you that your community's application for Quality Community Program funding for pedestrian and/or bicycle safety project(s) has been approved, and your community has been selected to receive federal funding assistance to design your project.

The approved project scope may have been altered relative to your original proposal. The project is funded for design for improvements located on Route 9, connecting the gap between Sidney Boulevard and Mayo Road.

Your community's project will be included in the MaineDOT 2012-2013 Biennial Capital Work Plan, pending final authorization of federal funds. MaineDOT has programmed up to \$6,400 in federal funds for design work on the project, contingent upon the additional minimum required local match of \$1,600. The funding amounts approved were based primarily on estimates for design services contained within your Quality Community Program application, although MaineDOT after review may have adjusted the amount to fit the proposed scope of the project. If actual design costs prove to be greater than the approved funding amount, your municipality will be responsible for those costs.

These numbers do not reflect additional local efforts that you may have outlined in your application. Any local efforts outlined within the application not quantified within the numbers listed above will also be required to be completed.

The MaineDOT has instituted a new policy that requires a municipality to have completed Preliminary and/or Final Design on a project funded through the Quality Community Program before being eligible to receive construction funding. Future funding for construction will be contingent upon both the community moving the project expeditiously through design and the availability of future federal and or state funding. This project is considered an approved project and your community will not need to apply again for the construction funding once the project moves through design and permitting and is ready for construction.



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It is very important that design of this project move forward in a timely manner and that at a minimum a Preliminary Design Report (PDR) be completed prior to June 30, 2012 so that an accurate construction estimate can be arrived at for construction funding in the next Work Plan, scheduled to begin in the summer of 2013. This construction funding will be contingent upon the expeditious completion of the design.

Joel Kittredge has been assigned as MaineDOT project manager from the Bureau of Project Development. He can be reached at 624-3420. The municipality will be required to designate its own project administrator, who will oversee all local responsibilities for the project and be required to be certified in Local Project Administration through the MaineDOT. Please keep in mind that as outlined in the original application, MaineDOT staff time required to review project plans is part of the costs that need to come out of the project funding. Furthermore, please note that funding for this project including future construction funds is contingent upon MaineDOT receiving adequate federal funding to support it, and MaineDOT reserves the right to withdraw funds from this project for any reason.

We would like to emphasize that the Municipality should not authorize any engineering work or expend any funds on this project (including local match funding) before receiving notice that funds are authorized and you have signed a Local Project Agreement with the MaineDOT. Please call your project manager listed above at 624-3420 if you have any questions regarding this project and the next steps of the process.

Please sign below to indicate that the municipality agrees with all the elements contained within this letter and commits to the local match as outlined above, to complete the design, and to continue with the development of the project. If funds are expended on the project and the community decides at a later date to not proceed with construction, then all federal/state funds may be required to be reimbursed by the municipality.

Please return this letter, signed, to Dan at the address below.

Municipality _____

Authorized Signature

Date

Sincerely,



Dan Stewart

MaineDOT Quality Community Program Manager

16 State House Station

Augusta, Maine 04333-00

Cc: Susan Lessard



MaineDOT

Maine Department of Transportation QUALITY COMMUNITY PROGRAMS Fiscal Years 2012-2013 Application

Date Application
Received

(For MaineDOT Use
Only)

Quality Community Program Eligibility:

Please indicate which Quality Community Program(s) your project is eligible for. Please place an "x" next to all that apply:

- Transportation Enhancement Program (Up to 80% of total project value)
- Safe Routes to School Program (Up to 100% of total project value, within 2 miles of a K-8 school)
- Other Program (please list):

Section 1: General Information

Applicant Name(s): Town of Hampden, Maine		
Contact Person: Robert Osborne		
Mailing Address: 106 Western Avenue		
City: Hampden	State: Maine	Zip: 04444
Daytime Phone No.: 862-6527	Email: hampdenmaineplanner@gmail.com	

NOTE: The following sections of this application request specific project related information. If warranted, pictures, maps, exhibits, diagrams, survey summaries, etc., should be included with the application. Please be concise. If additional space is required, please attach supplemental sheets.

Section 2: Project Brief

Location of Project: The proposed project is located in Hampden, Maine primarily on Western Avenue extending from Route 202 Bypass to Mayo Road and also on Main Road South extending from the Masonic Hall to Reeds Brook. The project is located within 2 miles of K-8 schools. See attached Pedestrian Improvement Plan for Hampden's Four Mile Square prepared by BACTS, EMDC and funded by MDOT which includes mapping, aerial and ground photography.

Project Summary The project consists of construction of sidewalks on both the north side (821 feet) and south side (4,113 feet) of Western Avenue to complete sidewalk from Route 202 Bypass Mayo Road. These can be considered as two separate projects for purposes of this grant application.

Section 3: Project Details

Background: The Town of Hampden, Maine recently participated in the Pedestrian Improvement Plan for Hampden's Four Mile Square and that document is attached to the grant application. (The Four Mile Square is Western Avenue to Mayo Road to Kennebec Road to Main Road back to Western Avenue). The "plan" made a number of findings including the following: School Administration District 22 (SAD 22) is currently constructing a new high school located near the intersection of Western Avenue and Route 202 Bypass. The new high school is on a contiguous campus with the district's K-8 facilities. Upon completion of construction of Hampden Academy (High School) project the school campus consisting of Reeds Brook Middle School, McGraw and Weatherbee Elementary Schools and Hampden Academy will be fully interconnected with sidewalks. It is anticipated that pedestrian activity will increase in the area of Western Avenue for

school children and adults. Recent commercial development in the area from Route 1-A to Route 202 also increases the need for pedestrian safety measures. The proposed sidewalk construction is a safety project that would ultimately encourage pedestrian activity and fitness.

The Project: The project is proposed to be constructed fully within the current 100 foot wide state highway right-of way along Western Avenue. Concurrent to the construction of the high school the Town of Hampden, Maine is also constructing a sidewalk the full length of Mayo Road. With the completion of the Mayo Road sidewalk and the (821 foot long) connection of the Western Avenue sidewalk to Mayo Road there will be pedestrian service around the full "Four Mile Square".

The proposed sidewalks for this grant would be constructed of bituminous material and would be separated from the traveled way of Western Avenue with a MDOT Type 3 Curb. The project is contained to the existing MDOT 100 ft. right-of-way for Western Avenue. A significant cost of the project is stormwater drainage and drainage devices along the proposed sidewalk. This design necessitates conveyance of stormwater under the proposed sidewalk and curb to the modified ditch row as well as placement of permanent stabilization elements such as riprap.

Support for the Project: The project as described in the plan has support from the Town of Hampden, Maine, SAD 22 and BACTS as the letters of support in the plan indicate. **See attached report.**

Section 3.1 - Estimated Cost of Infrastructure Project

The Town of Hampden hired Woodard and Curran to do preliminary cost estimates for the proposed project. That cost estimate found in the Pedestrian Improvement Plan for Hampden's Four Mile Square and was done at Town expense (\$1,000) in order to provide a responsible cost estimate for the project.

	North Sidewalk 821 linear feet	South Sidewalk 4,113 linear feet
Environmental Evaluation:	1. included in # 2	1. included in # 2
Preliminary/Final Design Engineering:	2. \$41,300	2. \$92,300
MaineDOT Project Design Administration (5% of Preliminary and Final Design line above)	3. \$ 2,065	3. \$ 4,615
Right of Way/Land Acquisition	4. \$ N/A	4. \$ N/A
Legal, Admin, Financing, Permitting	\$13,800	\$30,750
MDOT Road Opening Permit Fee	\$18,000	\$10,000
Construction:	5. \$275,200	5. \$615,025
Contingency (25%)	\$68,800	\$153,800
Construction Engineering:	6 \$ included in # 2	6 \$ included in # 2
MaineDOT Construction Administration (10% of Construction Engineering line above)	7 \$ 4,130	7 \$ 9,230
Total Value of Project (add lines 1 through 6):	8. \$419,165	8. \$906,490
Local Match/Voluntary Contributions (Note: All match/voluntary contributions must be detailed. Bonus consideration may be given to applications that offer additional match/voluntary contributions beyond any applicable required local match.)		
- Cash:	9. \$	9. \$
- In-kind, right of way, or other contributions:	10. \$4,130	10. \$9,230
- Please describe local match in detail: Locally Administered Project		
Total Local Match/Voluntary Contributions:	11. \$4,130	11. \$9,230

Funds Requested from MaineDOT:

12. \$ 415,035

12. \$ 897,260

Note: The sum of Lines 11 and 12 should equal Line 8 above.

Note: Section 3.2 of this form also requires further details on costs. The amount shown on line 8 on the above estimate should match the total outline of costs in Section 3.2, or an explanation must be given for the discrepancy.

Section 3.2 - Detailed Description of Infrastructure Project and Cost (if applicable)

Provide a detailed description of project work items and/or construction costs from Section 3.1. Note that all infrastructure improvements must comply with the requirements of the Americans with Disabilities Act (ADA).

We propose that two elements of this grant application be considered separately but are requested together in keeping with the recommendations of the attached report.

The first element of the project consists of construction of 821 linear feet of bituminous concrete sidewalk, 5 feet in width, on the north side of Western Avenue extending east from Mayo Road and connecting to the existing sidewalk. This project element also consists of associated stormwater drainage work necessitated by construction of the sidewalk and associated curblines. The proposed sidewalks extend over areas that typically serve as the front slope of the existing ditch row of Western Avenue. The design proposes establishing catch basins along the new curb line to collect stormwater and convey it to the modified ditch row. **See costs and drawings detailed in the attached report.**
Project cost: \$419,165.

The second element of the project consists of 4,113 linear feet of bituminous concrete sidewalk, 5 feet in width, on the south side of Western Avenue extending east to Route 202 Bypass (which is also the location of the access drive for the new Hampden Academy). This project element also consists of associated stormwater drainage work necessitated by construction of the sidewalk and associated curblines. Both project elements consist of construction of a 5 foot wide sidewalk adjacent to the shoulder of Western Avenue. The proposed sidewalks extend over areas that typically serve as the front slope of the ditch row of Western Avenue. The design proposes establishing catch basins along the new curb line to collect stormwater and convey it to the modified ditch row. **See costs and drawings detailed in the attached report.** **Project cost: \$906,490**

Section 3.3 - Project Description and Demonstrated Needs

Describe the proposed project and scope: The project as stated consists of creating connected sidewalks to aid pedestrian safety within the Four Mile Square. The proposed construction of sidewalk on the north side of Western Avenue (821 feet) will establish sidewalk around the Four Mile Square which is a well populated area of the town. The addition of sidewalk on the south side of Western Avenue will improve pedestrian safety by limiting the need to cross Western Avenue. (This side will directly serve the large residential Colonial Heights Subdivision). *Attach diagrams, maps and/or correspondence that will help provide a clear description of the proposed scope.* **See Attached Report**

Describe why this project is important to your community/region and worthy of funding: There is currently a good deal of pedestrian activity around the Four Mile Square despite the fact that it presents significant risk to those who walk in areas with no sidewalks. This project will greatly improve pedestrian safety and encourage younger pedestrians to walk to school. The project is an investment in the Town's designated growth area in support of our zoning and comprehensive plan and encourages additional investment to that growth area.

Describe the Transportation Values: This project serves a valid transportation service by connecting residences to schools and increases safety while enhancing the overall utilization of the system.

Describe the Positive Impacts on Community: This project has been specifically called for in the 2001 Comprehensive Plan as well as the submitted 2010 Comprehensive Plan because the community recognized the importance of connectivity in the Four Mile Square.

Describe Regional Benefits: The project has regional benefits in that it provides pedestrian connectivity while maintaining highway shoulders wide enough for bicycle lanes.

Describe the Demonstrated Needs: Younger children should not walk on the shoulder of Western Avenue and there is significant pedestrian activity today which will be better served.

Describe How the Project Brings New Opportunities for Public Benefit: This project has been specifically called for in the 2001 Comprehensive Plan as well as the submitted 2010 Comprehensive Plan because the community recognized the importance of connectivity in the Four Mile Square. The sidewalks will make school, work and other pedestrian commuting more attractive and safer.

Describe How Your Project Meets State Planning Goals/Economic/Tourism Benefits: This project will enhance a livable compact community and improve the quality of life thereby enhancing the economic vibrancy of the community and region.

Describe the Potential Safety Improvements: Improvements will include better wheelchair accessibility through appropriate design details. As part of the school project pedestrian signalization will be improved which will enhance this link of the project as well.

Section 4: Community Support

Provide information on the consultation and support for the project by the community: This project is supported by the Pedestrian Improvement Plan for Hampden's Four Mile Square prepared by BACTS. BACTS has also provided written support for this project. SAD 22 has provided written support for the project. The Hampden Town Council has provided written support for the project. The current and draft Comprehensive Plans for the Town of Hampden support full pedestrian connectivity for the Four Mile Square.

Is a municipal official where the project is located certified to locally administer the project?

Yes No

Is the municipality willing to become LAP Certified?

Yes No

A municipal/state agreement with the Maine Department of Transportation is required for the development, design, and construction of the project in accordance with Federal, State, and Local requirements.

Note: Information on Locally Administered Project (LAP) requirements can be found at:
<http://www.maine.gov/mdot/lap/lpa.php>

Section 5: Sensible Transportation Planning Bonus Points

Please Note: Your community may receive additional bonus points if it has met some of the criteria listed below. To be eligible for these bonus points, please answer the following questions:

Does your community have an approved Comprehensive Plan or Community Transportation Plan that has been found consistent by the State Planning Office or MaineDOT? Yes No **If yes, please list the year it was found consistent:** 2000 (The Town also has a new comprehensive plan that is currently under evaluation by the State Planning Office).

If applicable, please outline relevant ordinances and policies that have been enacted to support the Comprehensive or Transportation Plan by promoting and encouraging compact development patterns in growth areas. The Zoning Ordinance encourages and directs compact growth into this area. It provides incentives for higher densities as well as diversity in the designated growth/urban areas.

If applicable, please describe any regional efforts with surrounding municipalities that your community has undertaken to promote and encourage compact development patterns in growth areas. Participation in the MPO/BACTS process. Participation and support of the Greenprint Project. Consultation with neighboring municipalities on compatibility on adjoining zoning districts.

Section 6: Authorized Signatures

An authorized representative of the city/town and applicant/sponsor must sign the application.

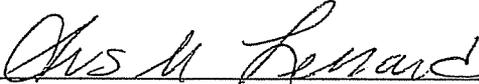
Municipal Official: (check one) X Applicant Endorsement

Name: Susan Lessard

Title: Town Manager

Phone#:

Email: lightlady_1@yahoo.com



Signature

6-30-2010

Date

Applicant/Sponsor (if different)

Name:

Title:

Phone#:

Email:

Signature

Date

These signatures indicate the willingness/ability to provide the designated level of matching funds and a willingness to enter into a municipal/State agreement with the Department requiring the municipality/applicant/sponsor to administer the development, design, and construction of the project abiding to federal, State, and local requirements. The applicant will also be responsible for future maintenance of the completed project. Note that design should meet all applicable federal and State Standards and ADA Guidelines.

Send all application information as follows: Applications must be received no later than 4:00 PM (EST) on July 1, 2010. Seven complete hardcopy application packages (including all attachments and all required documents) must be submitted to:

MaineDOT
Attn: Dan Stewart
Bureau of Transportation Systems Planning
16 State House Station
Child Street
Augusta, ME 04333-0016