

FINANCE COMMITTEE MEETING

Monday, August 1, 2011

5:00 p.m.

Hampden Town Office

1. Review Minutes of 7/18/2011
2. Review & Signature of Warrants
3. Old Business
 - a. Review of Code of Ethics, Council Rules, Charter Provisions
(continued)
4. New Business
 - a. Motor Vehicle Plate Issuance – Councilor Shakespeare
 - b. Notice of Boat Abandonment – 12 M.R.S § 1866(2)(C)
 - c. Funding of Public Works Trucks
 - d. Culvert Replacement Papermill Road – Funding
 - e. URIP Funding Acceptance – Public Works & Bus
 - f. MDOT Sidewalk Grant Discussion
5. Public Comment
6. Committee Member Comments

FINANCE COMMITTEE MEETING

Monday, July 18, 2011

Attending:

Mayor Janet Hughes	Councilor Tom Brann (5:45)
Councilor Jean Lawlis	Councilor Kristen Hornbrook (5:30)
Councilor William Shakespeare	Councilor Cushing
Councilor Shelby Wright	

1. Review Minutes of 6/20/2011 – Motion by Councilor Cushing, seconded by Mayor Hughes to approve the minutes as presented for the 6-20-2011 meeting. Unanimous vote.
2. Review & Signature of Warrants – Warrants were reviewed and signed by Committee members.
3. Financial Statements – June 30 – The Town Manager presented the Tax Collection report, the Reserves Reconciliation report and the cash position for all accounts report to the Committee. Final year end revenue and expenditure reports will be presented at the first meeting in August.
4. Old Business
 - a. Brush Truck Bid Results – Lieutenant Dan Pugsley presented the results of the bids for the Brush truck. It was the recommendation of the department that the Council purchase the truck from Southern Fire Service & Sales for the amount of \$125,683, with a match of \$,6933 coming from the Town of Hampden. Unanimous vote.
 - b. Council Rules/Code of Ethics – The Committee began an item by item review beginning with the Code of Ethics. There was a good deal of discussion about the need to clarify language and Committee members had strong opinions on what they felt was important for inclusion in the Code of Ethics. The Town Manager was instructed to get clarification from the Town Attorney related to the definition of Confidential Information and Special Interest. In addition, the Manager was instructed to provide some possible clarification language on several items. It was the consensus of the Committee to work on getting through the remainder of the Code of Ethics at the next Finance Committee meeting and then have all proposed changes made and provided to the Finance Committee for review. Following review of the Code of Ethics, the Finance Committee will then start on the Council Rules, and then any items that may be desired related to Charter changes.

5. New Business

- a. Bangor Region Development Alliance Dues – This item was referred to the Planning & Development Committee for consideration.

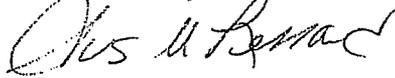
6. Public Comment - None

7. Committee Member Comments –

Councilor Lawlis asked when Dunkin Donuts was going to be open.
The Manager said she would check on that and report back.

The meeting was adjourned at 6:50 p.m.

Respectfully submitted,



Susan Lessard
Town Manager

4-b

DRAFT....DRAFT....DRAFT....DRAFT....DRAFT....DRAFT....DRAFT...DRAFT...DRAFT

August 2, 2011

Mr. William Beardsley, Commissioner
Maine Department of Conservation
State House Station
Augusta, ME 04444

RE: Grounding of the *Roamer* in Hampden, Maine

Dear Commissioner Beardsley,

The purpose of this letter is to notify the Department of Conservation pursuant to MRSA Title 12 §1866, Section 2 (C) that the Town Council of the Town of Hampden considers that the *Roamer*, owned by Joshua Mizrachi of Bangor, Maine is abandoned as defined in this statute.

This vessel ran aground on July 21, 2011. Since that time, several unsuccessful attempts have been made to refloat the vessel, which has significant damage. This vessel is aground on land owned by Waterfront Marine of Hampden, Maine and is an unsightly detriment to their business.

We respectfully request that the Department of Conservation notify Mr. Mizrachi that the statutory 60 day time period to avoid further action on the removal of this vessel has been set in motion by the action of the Town in reporting the abandonment.

This is a serious situation which will only be made worse by time. This grounded, damaged vessel needs to be removed prior to the onset of winter to avoid it breaking up and posing hazards to navigation and the environment as a result.

Thank you, in advance, for your assistance in this matter. Please feel free to contact me at the above numbers if you require further information

Sincerely, .

Susan Lessard
Town Manager

cc. Dan Pritchard, Dept. of Conservation Bureau of Parks & Lands
Lieutenant Commander Dave Sherry, USCG
Darian Higgins, DEP Division of Response Services

Maine Revised Statutes

§1866 PDF

§1866 WORD/RTF

STATUTE SEARCH

CH. 220 CONTENTS

TITLE 12 CONTENTS

LIST OF TITLES

DISCLAIMER

MAINE LAW

REVISOR'S OFFICE

MAINE LEGISLATURE

§1865

Title 12:

§1867

CONSERVATION

Part 2: FORESTS, PARKS, LAKES AND RIVERS

Chapter 220: BUREAU OF PARKS AND LANDS

Subchapter 5: SUBMERGED AND INTERTIDAL LANDS

§1866. Abandoned watercraft

1. Definitions. As used in this section, unless the context otherwise indicates, the following terms have the following meanings.

A. "Abandoned watercraft" means any watercraft that is inoperative and neglected, submerged or partially submerged or that has been left by the owner in coastal waters without intention of removal. This term includes motors, electronic and mechanical equipment and other machinery customarily used in the operation of watercraft. [1997, c. 678, §13 (NEW).]

B. "Coastal waters" means those waters within the jurisdiction of the State under Title 1, section 2, including intertidal land as defined in section 572. [1997, c. 678, §13 (NEW).]

C. "Owner" means the person who claims lawful possession of a watercraft by legal title or equitable interest in the watercraft. [1997, c. 678, §13 (NEW).]

D. "Watercraft" means any type of vessel, boat, barge, float or craft 20 or more feet in length that is used or capable of use as a means of transportation on water. "Watercraft" includes seaplanes. [1997, c. 678, §13 (NEW).]

[1997, c. 678, §13 (NEW) .]

2. Eligibility. An abandoned watercraft is subject to removal under this section only under the following conditions.

A. A permit under Title 38, section 9 has not been granted by the municipal board or commission entrusted with harbor management for the area. [1997, c. 678, §13 (NEW).]

B. A landowner has not granted permission to a watercraft owner to abandon a watercraft on that landowner's property. [1997, c. 678, §13 (NEW).]

C. Notice has been given the director within 120 days of the date that the municipal board or commission determines, in its opinion, that the watercraft has been abandoned. [2003, c. 254, §4 (AMD).]

D. [2003, c. 254, §4 (RP).]

*

Watercraft that have been abandoned prior to July 1, 1993 are not subject to removal under this section.

The municipal board or commission entrusted with harbor management is responsible for the notice requirements under this subsection.

[2003, c. 254, §4 (AMD) .]

3. Ownership. The municipal board or commission entrusted with harbor management shall attempt to determine the owner of a watercraft considered by that body to be abandoned.

[1997, c. 678, §13 (NEW) .]

4. Responsibility of the director. The director is responsible for the following.

A. After notification under subsection 2, the director shall investigate any report of an abandoned watercraft and give notice to the owner if an owner can be identified. The notice must require the owner to respond within 15 days and to remove the watercraft from the coastal waters within 60 days of notification by the director or, if the watercraft is icebound, within 60 days of ice-out in the body of water where the watercraft is located. If the owner of a watercraft to whom the director has given notice does not respond to the notice and remove the watercraft within the time period specified or the owner can not be identified or contacted, the director may initiate removal of the watercraft. [2003, c. 254, §5 (AMD) .]

B. Beginning July 1, 1993 the director shall establish and implement, subject to available funding, a program to remove from coastal waters those abandoned watercraft that have been reported under subsection 3. The program must provide that, if another government agency is responsible for removal of an abandoned watercraft, the director shall notify that agency of the existence of that abandoned watercraft. Funding for removal by the director comes from funds available from the Submerged Lands Fund established under section 1861. [1997, c. 678, §13 (NEW) .]

C. The director may authorize a 3rd party to remove abandoned watercraft if the director is satisfied that the work will be completed. Ninety-five percent of the proceeds from the sale of the salvaged watercraft accrue to the 3rd party and 5% accrue to the Submerged Lands Fund established under section 1861. [1997, c. 678, §13 (NEW) .]

D. Notwithstanding the time periods for owner removal specified in paragraph A, if the director determines at any time that a watercraft is a health or safety hazard, the director may immediately remove the watercraft from the coastal waters. [1997, c. 678, §13 (NEW) .]

E. If the director removes a watercraft from coastal waters under this subsection, the director may sell the watercraft. Any proceeds from the sale must first be applied to the costs to the State directly related to the expense of removal of the watercraft. Any money that remains may be applied to any liens against the watercraft. Money that finally remains must accrue to the Submerged Lands Fund established under section 1861. [1997, c. 678, §13 (NEW).]

F. Abandoned watercraft located on intertidal land may not be removed by the director without the permission of the landowner. [1997, c. 678, §13 (NEW).]

G. The director may adopt rules governing abandoned watercraft in accordance with Title 5, chapter 375. [1997, c. 678, §13 (NEW).]

[2003, c. 254, §5 (AMD) .]

5. Method of removal. The method of removal of abandoned watercraft, whether by the owner, by a 3rd party or by the State, must comply with all state and federal environmental laws.

[1997, c. 678, §13 (NEW) .]

6. Civil action. If the State is not compensated for removal costs under the provisions of subsection 4, the State may bring a civil action against the owner of the abandoned watercraft to cover any cost of state removal of the abandoned watercraft from coastal waters. The court in its discretion may award an additional 50% of the cost of removal. The penalty is payable to the submerged lands leasing program pursuant to section 1862.

[1997, c. 678, §13 (NEW) .]

SECTION HISTORY

1997, c. 678, §13 (NEW). 2003, c. 254, §§4,5 (AMD).

Data for this page extracted on 02/09/2011 09:25:05.

**The Revisor's Office cannot provide legal advice or interpretation of Maine law to the public.
If you need legal advice, please consult a qualified attorney.**

Office of the Revisor of Statutes

7 State House Station

State House Room 108

Augusta, Maine 04333-0007

4-d



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

4-e



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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FY 10 Capital Improvement Expenditures URIP Funds of \$72,855

As a result of 2007 Legislative inquiries and discussions centered around URIP, MaineDOT needs to collect additional information on the uses of URIP funding by 502 Maine municipalities, counties, and Indian reservations. This is intended to be simple and provide an easy method to collect information on the use of over \$22 million dollars per year by local agencies.

As noted on the front side of this form, URIP funding can only be spent on capital improvements in most Maine towns, except for urban compact towns/cities where urban funds can be used for maintenance or improvement to public roads.

A **capital improvement** is defined as “any work on a road or bridge which has a life expectancy of at least 10 years and restores the load-carrying capacity”. Examples of eligible “capital” activities are defined as follows:

1. Medium to heavy overlays which improve the strength and ride quality (minimum 1 inch lift on a shimmed surface), pavement and/or base recycling, pavement cold planing and resurfacing
2. Road reconstruction or rehabilitation
3. Gravel road grade-raising or paving
4. Single culvert replacements or a series of drainage improvements
5. * Traffic signal or sign installation and/or replacements
6. * Sidewalk construction or reconstruction
7. * Heavy ditching, under drain and catch basin installation or total system replacement, permanent erosion control
8. * Wetland mitigation
9. * Guardrail installation
10. Bridge or minor span replacement and rehabilitation
11. Any bridge repair activities with a 10 year life
12. Local share (1/3) of a Rural Road Initiative (RRI) project on a state aid road
13. Debt financing/bond repayment for past capital improvements to public roads
14. The urban match component of any federal-aid project
15. “Banking it” to save up for a future project
16. Other (explain) _____

* Some of the categories of work (# 6, 7, 8, 9 & 10) qualify as capital improvements, but must be done in conjunction with roadway reconstruction/rehabilitation.

The “funds spent” must add up to at least the amount of your FY-11 URIP payments from 7/1/10 to 6/30/11.

1. Road Name: _____ Funds spent on Capital Improvements: \$ _____

Type of Capital Improvement: see attached, list all numbers that apply: _____

Length of Capital improvement (miles or feet): _____ miles or _____ feet

2. Road Name: _____ Funds spent on Capital Improvements: \$ _____

Type of Capital Improvement: see attached, list all numbers that apply: _____

Length of Capital improvement (miles or feet): _____ miles or _____ feet

3. Road Name: _____ Funds spent on Capital Improvements: \$ _____

Type of Capital Improvement: see attached, list all numbers that apply: _____

Length of Capital improvement (miles or feet): _____ miles or _____ feet

4. Urban funds (if any) used for maintenance: \$ _____

OPTIONAL: Your municipality’s TOTAL SUMMER CAPITAL IMPROVEMENT EXPENSES (including FY-11 URIP payments) were \$ _____

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.

Over please

4-f

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)
- X 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 curbline. 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 curbline. 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.

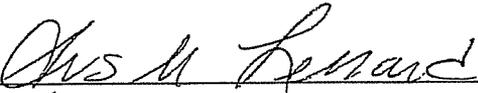
Municipal Official: (check one) Applicant Endorsement

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