

INFRASTRUCTURE COMMITTEE MEETING

Monday, August 22, 2016

6:00 P.M.

HAMPDEN TOWN OFFICE

AGENDA

1. MINUTES – 7/25/2016 Meeting
2. OLD BUSINESS
 - a. Sewer financial report
 - b. Sewer rate setting for MRC/Fiberight
3. NEW BUSINESS
 - a. Request for reserve funding – Municipal Building Reserve – repair of drainage
 - b. Request for reserve funding – Cemetery Reserve – Grub damage
 - c. Discussion of driveway/culvert policy as relates to responsibility for maintenance/repair of driveway underdrains
4. PUBLIC COMMENTS
5. COMMITTEE MEMBER COMMENTS

INFRASTRUCTURE COMMITTEE MEETING

Monday, July 25, 2016

MINUTES – DRAFT

Attending:

*Councilor Dennis Marble, Chair
Mayor David Ryder
Councilor Terry McAvoy
Councilor Greg Sirois
Councilor Mark Cormier
Councilor Stephen Wilde*

*Councilor Ivan McPike
Town Manager Angus Jennings
DPW Director Sean Currier
Resident Bill Shakespeare
Resident Rebeccah (last name not given)*

Chairman Marble called the meeting to order at 6 PM.

1. **MINUTES** – 6/20/2016 Meeting – *Motion by Councilor McAvoy seconded by Councilor Wilde to approve the June 20, 2016 minutes. 7-0 vote in favor.*

2. OLD BUSINESS

- a. **Update on sewer financial status, 2nd Quarter Billing** – *Manager Jennings summarized the materials in the packet showing that 2nd quarter billing, which was the first billing cycle since the new sewer rates went into effect, matched projections and place the sewer back on track to cover its operating and debt service obligations. He noted that, because of the amount of money still due from the Sewer Fund to the General Fund, and due to Bangor, the current rate structure would still take approximately seven years to get the system back to even financially. Councilor Wilde asked if we would be looking at rates again and Manager Jennings said that we would be looking at rates this fall or winter, taking into account the results of any borrowing that may be approved at a November referendum.*

3. NEW BUSINESS

- a. **Correspondence from BACTS regarding 2020 and 2021 Capital Work Plan** – *DPW Director Currier presented the packet materials regarding BACTS' planning for 2020 and 2021 projects. He said that the paving projects on Western Ave. are already on BACTS' radar, and that he has also discussed with them the intersection of 202 and Penobscot Meadow Drive. There was discussion about that intersection and how it has changed over time. Director Currier noted that the intersection had been identified for signalization at full buildout of the Business Park. Councilor McPike noted that if there are local costs for this intersection it would be*

eligible for TIF funding. The Committee agreed it makes sense to have BACTS look at the intersection.

- b. No Jake Brakes policy (resident concern to Councilor Wilde) –**
Resident Rebecca (no last name given) had expressed concerns to Councilor Wilde and was invited to share them with the Committee. She said that she lives on Main Road South, just down the hill from Angelo's Pizza headed to the center of town. She said that trucks go too fast coming over the hill then slow down, and their use of jake brakes sounds "thump thump thump." Councilor Wilde noted that the restriction on the use of jake brakes was removed earlier this year, and Manager Jennings described that the Committee's rationale in amending the policy was to ensure that truck drivers have the ability to use equipment available to them to stop in the interest of public safety. Chairman Marble said that safety and speed are both concerns. Rebecca said that she has seen Hampden Police checking for speed closer to Hampden Academy but not up near Angelo's. Chairman Marble suggested we look at enhanced speed enforcement, as well as whether the signage in this area is appropriate. Manager Jennings said he would report this concern to Public Safety Director Joe Rogers.
- c. Discussion – sewer service for VFW Fields/Little League –**
Manager Jennings reported that although the VFW Fields tie in to the sewer there had not been an account set up. An account has now been set up. Unlike other entities that have a lease with the Town that includes an obligation to pay for sewer, there is no formal agreement with Little League and he did not recommend seeking to charge them in the absence of an agreement. He said that the Recreation Department would pay the bill, which is a modest amount annually, for the time being. The Committee agreed with this approach.
- d. Report on capability of GPS software to inform DPW operations –**
Manager Jennings reported that DPW and IT personnel had received training on the use of the GPS software and that this would be better integrated into DPW operations. He circulated samples of the types of reports that can be generated once this is fully integrated. Director Currier said it would help with fleet management and cost tracking. He said that the efficiency of some plow routes is not great because of the restrictions on where salt is used and where sand is used.

There was discussion about tracking DPW time maintaining public properties and Mayor Ryder said we should set up polygons for each public facility so we'll be able to track time spent on those properties, such

as recreation facilities, the Marina, the Skehan Center etc. Director Currier agreed and said that, once these are set up and enough time passes to generate meaningful data, it is easy to run reports. Councilor McPike said we should be looking at the cost per mile. Councilor McAvoy asked whether GPS units can report on when vehicles leave the Town boundaries and Director Currier said that they could. Councilor McAvoy asked about the cost of a GPS unit per vehicle but neither Manager Jennings nor Director Currier had that information because the units were purchased prior to their work here.

- e. DPW fleet management, including proposed financing of replacement plow truck** – Manager Jennings summarized recent discussions regarding the proposed purchase of a plow truck, and said that he'd asked Director Currier to report on overall fleet management so the Committee sees how this proposed purchase fits into the overall management plan. Councilor McAvoy said he didn't recall conversations within the budgeting process regarding purchasing a new truck. Councilor Wilde asked if this would be a new truck or a replacement truck. Director Currier said that there is a 2006 plow truck and they are on a ten-year rotation. He said that salt does a lot of damage, and that new brakes were installed last year at a cost of \$7,000. He said the truck had been due for replacement last year but was not replaced because it hadn't been budgeted. He said it's the oldest truck in the fleet. Councilor McAvoy noted that since money has been put into its maintenance why replace it now? Director Currier said he thinks the department will benefit from a wheeler truck. The older truck is a 5 yard truck and has to take several trips back and forth to transport materials. He said a wheeler truck will be helpful for hauling gravel for drainage projects and edging roads for paving. Councilor Marble said that these operational matters are the purview of the Town Manager and Department Head, not the Council. Councilor Wilde asked about the older truck's mileage but Director Currier said that mileage is not as important a measure as age because salt corrodes the truck over years. Councilor Cormier said his interest is in ensuring that DPW gets the best possible deal for the truck. Councilor McAvoy asked which of the smaller vehicles would be gotten rid of. Director Currier said he's not planning to get rid of the old one at this point. Manager Jennings suggested that a Committee meeting at the DPW Garage would be worthwhile if the Committee would like more hands-on knowledge of the condition of the fleet and facilities, and Councilor Wilde agreed this would be a good idea. Councilor Sirois asked if the purchase of the plow truck would be more or less expensive if it was purchased in five years, and Director Currier said it would be more expensive.
- f. Discussion of work plan and priorities for FY17** – Councilor McAvoy said he thinks there ought to be an RFP for mowing anything not mowed

by the flail mower. Councilor McPike said we need to stay current with stormwater management requirements as they will inevitably continue to change. Mayor Ryder spoke about the MDOT Compact and said that the State could return responsibility for 1A back to the Town once certain thresholds are met. He noted that this happened in Ellsworth recently, and he said this could affect 1A, Coldbrook and Western Avenue. He said we need to be thinking ahead so we're ready when this happens. Councilor Cormier said that we need to look closely at the Transfer Station and said he favors whatever is cheapest. Councilor McPike said that the capital improvement program is essential for long-term planning. Director Currier said he hopes to streamline the purchasing and bidding process to reduce administrative time, and that some changes will be needed to the Sewer Ordinance. Manager Jennings said that the discussions tonight and in other Committees would be reviewed and brought forward so the Council can establish overall priorities for FY17. Councilor McAvoy said that one of his priorities is to get rid of the road grader.

4. PUBLIC COMMENTS – None.

5. COMMITTEE MEMBER COMMENTS – *Councilor Sirois asked whether truck restrictions should be imposed on lower Coldbrook Road between 202 and 1A. Director Currier said he could look at potential restrictions on trucks over 26,000 pounds. Councilor Sirois also said he had visited Dewey Street following the recent discussion at the P&D Committee and is concerned about the narrow width of the road in the event further development is added.*

There being no further business, the meeting was adjourned at 7:28 PM.

Respectfully submitted –
Angus Jennings
Town Manager



Angus Jennings <townmanager@hampdenmaine.gov>

Resident concern about speed of trucks on MRS

1 message

Angus Jennings <townmanager@hampdenmaine.gov>

Tue, Jul 26, 2016 at 7:47 AM

To: Joe Rogers <jlrogers@hampdenmaine.gov>

Cc: Kandy McCullough <kmccullough@hampdenmaine.gov>, Sean Currier <publicworks@hampdenmaine.gov>

Chief - at last night's Infrastructure Committee a resident suggested repositioning speed enforcement on Main Rd S to focus on the area heading north from Kennebec Road intersection. The initial complaint raised was about the use of Jake Brakes by trucks that are above speed on that stretch of road. We explained that the Council recently repealed the prohibition on Jake Brakes, and in the discussion it seemed that speed enforcement, and consideration of whether posted signage is adequate on that stretch of road, would be good next steps. (The use of Jake Brakes, we're told, is because trucks are trying to decelerate down that hill due to higher than posted speeds headed into that stretch from the south). I will be on vacation for their August 22 meeting but if there's information to report perhaps you or someone from PD could attend. Thanks -

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Angus Jennings
Town Manager

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TO: Infrastructure Committee
 FROM: Angus Jennings, Town Manager
 DATE: August 20, 2016
 RE: Sewer financial report

Payback of Overdue Sewer Charges to Bangor

The following table summarizes the amounts currently due (and overdue) to the City of Bangor, for both treatment and pump station maintenance charges:

Hampden Sewer Fund, Analysis of 8-9-16									
<u>Sewer Invoices from City of Bangor</u>	<u>Period of Service</u>	<u>Total Amount Due</u>	<u>Date Due</u>	<u>Date Paid</u>	<u>Amounts Past Due</u>	<u>Total Amounts Due</u>	<u>Partial Payment Amount</u>	<u>Partial Payment Sent</u>	<u>Remaining Amount Due</u>
10/31/2014	Jan. to June 2014	\$ 94,534.94	11/30/2014	12/2/2015	\$ -	\$ -			
11/18/2014	July to Oct. 2014	\$ 72,707.72	12/18/2014	12/16/2015	\$ -	\$ -			
3/6/2015	Nov '14 to Feb '15	\$ 126,695.57	4/5/2015	n/a	\$ 126,695.57	\$ 126,695.57	\$ 64,000.00	5/18/2016	\$ 62,695.57
10/27/2015	March to June 2015	\$ 73,304.43	11/26/2015	n/a	\$ 73,304.43	\$ 73,304.43			\$ 73,304.43
3/10/2016	July '15 to Feb '16	\$ 122,809.73	4/9/2016	n/a	\$ 122,809.73	\$ 122,809.73			\$ 122,809.73
8/11/2016	March to June 2016	\$ 70,403.02	9/10/2016	n/a	\$ -	\$ 70,403.02			\$ 70,403.02
					\$ 322,809.73	\$ 393,212.75			\$ 258,809.73
					FY16 paid, total	\$ 231,242.66	<i>For service in FY14 and FY15</i>		
					<i>FY15 amounts overdue</i>	\$ 200,000.00			

The total amount due is \$393,213 including \$322,810 in overdue amounts. Every dollar paid to the City of Bangor during FY16 was for costs incurred in FY14 and FY15, so all of FY16 charges (and a portion of FY15 charges) remain unpaid. The amount of the overdue invoices is proposed for borrowing at a November 2016 referendum, subject to recommendation of the Council at the September 8 public hearing.

General Fund Interfund Transfers to Sewer Fund

The following table summarizes the amounts currently due from the Sewer Fund to the General Fund as a result of interfund transfers over the last many years:

<u>Interfund Transfers to Sewer Fund, FY15 Year-end</u>			
	<u>Date</u>	<u>Amount</u>	
	6/30/2015	\$ 541,666.00	
<u>Interfund Transfers to Sewer Fund, FY16 YTD</u>			
	<u>Date</u>	<u>Amount</u>	
	10/15/2015	\$ 55,000.00	
	12/14/2015	\$ 50,000.00	
	1/14/2016	\$ 5,000.00	
	7/21/2016	\$ 90,000.00	<i>transfer needed to make bond payment</i>
	8/18/2016	\$ (90,000.00)	<i>repaid transfer of 7/21/16</i>
		\$ 110,000.00	
Total balance due to General Fund:		\$ 651,666.00	

The amount of the interfund transfer deficit will decrease somewhat this fall as we complete collections from our 2nd quarter billing, which was based on the new higher sewer rates, and I do not expect that FY17 operations will rely on interfund transfers that are still outstanding at the end of the year. Additional funds will likely need to be transferred in order to pay \$245,238 in debt service payments due on or before November 1; however, as FY17 billings continue based on the new rates I expect that most if not all of these amounts will be able to be repaid to the General Fund during FY17.)

A summary of Sewer revenues year-to-date is attached.

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106 Western Avenue
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townmanager@hampdenmaine.gov

TO: Infrastructure Committee
FROM: Angus Jennings, Town Manager
DATE: August 20, 2016
RE: Sewer Rate Setting for Fiberight project

The Sewer Ordinance Sec. 10.3 reads as follows:

Section 10.3. Special Charge for Industrial Organizations: A Special Sewer Service Charge shall be assigned to any industrial firm or organization, the strength or other characteristic of whose waste varies significantly from that of normal domestic sewage. In general, such charges will be based on equitable prorating of costs for conveying and treating such waste, taking into account, but not necessarily limited to, the effect of volume, BOD, suspended solids, settleable solids, chlorine demand, toxicity, and pH. Pretreatment by the industry may also be a requirement if necessary to make the waste compatible with flow in the sewer system. The Town Council, after appropriate study, and advice from the Town Manager, shall assign a Special Sewer Charge to the industrial firm by separate agreement with said firm. The applicable portions of the preceding sections, as well as the equitable rights of the public, shall be the basis for such an arrangement.

10.3.1. Additional Special Charge: In addition to the Special Sewer Service Charge, which is concerned solely with the cost to the Town for debt service, capital expenditures, operation and maintenance of the public sewage works, there shall be a special charge to nongovernmental users of the public sewage works in accordance with the Town of Hampden Fees Ordinance identified in the Standard Industrial Classification Manual, 1972, prepared by the Federal Government Office of Management and Budget, as amended and supplemented, under the following divisions:

- Division A - Agriculture, Forestry and Fishing
- Division B - Mining
- Division D - Manufacturing
- Division E - Transportation, Communications, Electric, Gas and Sanitary Services
- Division I - Services

Due to the characteristics of the anticipated discharge from the Fiberight facility, and the specific costs associated with maintenance of the pump station and cross-country easement to ensure access to the force main, I asked the DPW Director to prepare an estimate of annual costs that would result from this facility that differ from those associated with typical system maintenance. He prepared an estimate of \$13,917 in annual costs.

We prepared the following estimate, taking into account the standard sewer rate of \$9.74 per 100 CF and the estimated additional costs for this facility, of what rate would generate \$13,917 over and above base billing:

Sewer Rate Worksheet for MRC/Fiberight			
Rate	\$9.74	per 100 CF	
Est. Avg. Daily Flow			
150000 gallons	equals	20052.08 CF	
Estimated daily cost			
Fiberight daily cost:	\$	1,953.07	
Est. Annual Flow (based on 365 days)		7319009.2 CF	
Fiberight annual cost:		\$ 712,871.50	
Additional DPW costs per year		\$ 13,917.00	
Total costs per year		\$ 726,788.50	
Calculated sewer rate applicable to Fiberight			
Rate	\$9.94	per 100 CF	
Total costs per year		\$ 727,509.51	

This calculation, based on average daily flows of 150,000 gallons and 365 day a year operations (each of which have been confirmed with the developer's representatives at CES) arrives at a rate of \$9.94.

On August 17 I spoke at some length with Travis Noyes at CES, who is working most closely on this matter. Mr. Noyes expressed concern regarding the overall projected cost for sewer service at the base rate, nevermind the potential higher rate. We discussed the financial condition of the Sewer Fund, the process leading up to the February rate increase, and the fact that the Sewer Fund's payments to Bangor for sewage treatment and pump station maintenance, combined with debt service obligations, represent approximately 70% of the sewer budget. I explained that, because our sewage discharges to Bangor, these costs are essentially a pass-through. He asked how much we're charged by Bangor per 100 CF of flow and I explained that, based on the terms of the Intermunicipal Agreement between Bangor and Hampden, we're charged not based on volume but based on what percentage share of monthly volume comes from Hampden as opposed to the rest of Bangor's system. As a result there is not necessarily a direct correlation between flows and cost since it is impacted by what happens in the system as a whole. I also explained that the volumes recorded at Bangor's plant substantially exceed the volumes that we bill to customers, and that

this suggests that Inflow & Infiltration represents a significant share of our flow to Bangor. This costs us but these costs are not directly recoverable from ratepayers, but rather are embedded in the overall costs. I said that we'd like to get to where we have resources to undertake the study and repairs of specific portions of our conveyance system that may be experiencing substantial I&I, but that the system is still in a "triage" mode financially, and we do not have the budget to undertake such study and repairs at this time. I told Mr. Noyes that the Council will be looking again at sewer rates later this year and that it is likely they will increase again.

Mr. Noyes understood the situation, and I directed him to additional reference materials on the Town website where he could review the situation in detail. I also told him that I'd met with Greg Lounder early in the MRC/Fiberight process to review with him the financial condition of the sewer fund and, generally, how this could be expected to affect sewer costs for the Fiberight facility. At the time of our meeting the new rates had not yet been determined.

I hope that the meeting at Monday's Infrastructure Committee meeting is productive in advancing this matter, but I do not expect based on my conversation with Mr. Noyes that the meeting will result in a specific recommended rate. However, if the Committee wishes to refer this matter to the Finance Committee so that it can advance more quickly than the monthly Infrastructure Committee meetings, this may be an equally appropriate forum for consideration of the matter.



TOWN OF HAMPDEN
DEPARTMENT OF PUBLIC WORKS

106 WESTERN AVE.
HAMPDEN, ME 04444

TEL 862-3337

FAX 862-3910

August 16, 2016

To: Angus Jennings
From: Sean Currier
Subject: Municipal Building Foundation Drain Repair

The Public Works department is requesting approval to use the Municipal Building Reserve account to purchase \$840.72 in parts for improving the foundation/storm drain system on the West side of the building where the foundation is leaking. The repair should minimize leaking of the foundation in to the lower level of Public Safety.

Thank you,

A handwritten signature in black ink, appearing to read "S Currier".

Sean Currier



TOWN OF HAMPDEN
DEPARTMENT OF PUBLIC WORKS

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HAMPDEN, ME 04444

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August 12, 2016

To: Angus Jennings
From: Sean Currier
Subject: 2016 Grub Prevention

The Public Works department solicited quotes for 2016 grub prevention in our Cemeteries to uphold our perpetual care requirement. There was a significant issue this past spring with grub damage and we anticipate similar issues next spring unless a preventative is applied.

Two quotes were received by DPW for the preventative application. One was from Scotts Lawn Service in the amount of \$5,655.00 and the other from Nicklbeth Turf in the amount of \$10,580.00

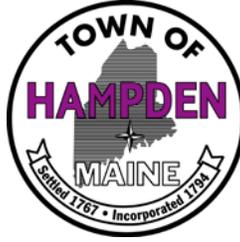
Funding for this year's grub prevention is requested from the Cemetery Reserve account which has sufficient balance to cover the cost. Grub prevention will be incorporated in FY18 budget request.

I would like to recommend awarding the grub prevention to Scotts Lawn Service in the amount of \$5,655.00

Thank you for your consideration,

Sean Currier

Town of Hampden
106 Western Avenue
Hampden, Maine 04444



Phone: (207) 862-3034
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townmanager@hampdenmaine.gov

TO: Infrastructure Committee
FROM: Angus Jennings, Town Manager
DATE: August 20, 2016
RE: Discussion of driveway/culvert policy as relates to responsibility for maintenance/repair of driveway underdrains

At the Committee's June meeting, the DPW Director was requested to repair the driveway of a resident on George Street that had a hump in it due to an underdrain. At the time, the DPW Director (in absentia) and I had provided our opinions that the repair was the responsibility of the abutter under the Driveway/Entrance Culvert Policy but the majority of the Committee drew a distinction between a culvert and an underdrain and felt that the DPW should make the repair.

The repair was made, and since that time several residents have contacted DPW requesting – and in some cases demanding – that similar work be undertaken on their driveways. One resident has stated that, if the work is not performed, they expect a written explanation of why the work was undertaken on George Street.

In examining this policy, we have reviewed state statute and case law, reviewed other communities' policies, and met with the former Public Works Director Greg Nash (including with Chairman Marble) to solicit his institutional memory regarding this matter.

My conversation with the MMA staff attorney did not reach a definitive outcome and I have recommended that Director Currier speak with her further on Monday in preparation for the Committee meeting. She indicated that the fact that the Town installed the underdrains, and their location within the public right-of-way, would indicate Town responsibility. On the other hand, she also referred to the public purpose doctrine that restricts the expenditure of public funds to those matters serving a public purpose (i.e. the prohibition of plowing and maintaining private roads). Whether the drainage serves the roadway itself, or the abutting house lot, may be a material issue; this is something Director Currier will be better able to discuss with her in detail. Based on my review, I have found that some Towns' policies take responsibility for this work; others assign responsibility to abutters.

Mr. Nash reported that, for a period of several years, the Town allocated funds during each budget cycle for the purpose of replacing culvert-and-swale drainage systems (which had been installed by the developers of specific subdivisions) with underdrain systems in response to public concerns regarding pooling water in drainage swales and, in some cases, backflow into abutters' basements. He reported that, over the course of years, the Town installed underdrains in many neighborhoods, but the work was not

based on engineered plans and was done as inexpensively as possible due to budget constraints. At some point (subsequent to Mr. Nash's tenure), the Town changed its practices and did not expend resources toward this work.

As was discussed in June, the current policy does not draw a distinction between a culvert and an underdrain; at Monday's meeting Director Currier will be prepared to discuss these distinctions, including the fact that underdrains are perforated pipe as opposed to conveyance systems which do not use perforated pipe. He has advised that, if the Town were to amend its policy to both define "underdrains" and to establish circumstances by which the Town would be responsible for their repair or replacement, this would have a significant impact on budget and operations. Mr. Nash reported that this practice had been discontinued in the past because the number of work requests quickly overwhelmed the Department to the point where work on public infrastructure was suffering as a result of the time needed to repair driveways.

At Monday's meeting, I hope the Committee can offer additional direction to Director Currier regarding whether you'd like to see a change in current policy and practice. It is my opinion that Director Currier's interest is in ensuring that his Department is able to provide the best possible level of service to Hampden taxpayers within available resources.

Town of Hampden

Driveway/Entrance Culvert Policy

Background:

Title 23SS 705 MRSA defines culvert responsibility with respect to driveway/entrance culverts. With consideration of this law and the various situations and complaints that have occurred around the state, this document has been prepared to more clearly define the specific responsibilities of Maine's taxpayers as a whole through MaineDOT, The Town of Hampden and the individual highway abutters.

A culvert is "a covered channel that carries water under a road, railway or through an embankment". In the case of a driveway or entrance culvert, it is the culvert's ability to effectively move water from one side of a driveway or entrance to the other side that is critical to protecting the Town's infrastructure (the public corridor to which the driveway or entrance connects). To the end, it is in the Town's interest to ensure that this conveyance of water is maintained. For additional information regarding required culvert sizing and material, refer to the Town of Hampden, Town Ways Ordinance. For additional information regarding State or State Aid roads, refer to the Maine Department of Transportation Driveway/Entrance Culvert Policy.

Policy:

Activities performed by the Town's Public Works crew with regard to driveway/entrance culverts and within the right-of-way of a Town Road shall include the following:

- 1) When a culvert has become plugged by natural causes, such as the gradual accumulation of debris or ice, or has failed to the point where water can no longer be effectively conveyed, the Town of Hampden is responsible for restoring adequate flow through the culvert.
- 2) When the Town of Hampden undertakes a capital or ditching project that requires the replacement or relocation of driveway/entrance culverts, the Town of Hampden is responsible for such culvert replacement/relocation and driveway/entrance restoration.
- 3) When a natural event causes regional or localized flooding and washouts, causing a culvert to fail and/or a driveway/entrance to washout, the Town of Hampden will reinstall or replace the culvert (at the Town of Hampden's option) and reestablish access to the abutting property.

Activities that are the responsibility of the owner/abutter, in accordance with Title 23 SS 705 MRSA, shall include the following:

- 1) Culvert replacement not covered above.
- 2) Driveway repairs of any type (excepting damage caused by natural events as described above in item 3). This includes such issues as: bumps or depressions that may develop over a culvert (usually due to seasonal freeze/thaw cycles), erosion of the driveway/entrance side slopes, and potholes that may develop as the result of a deteriorating pipe prior to replacement.
- 3) Restoring flow when the culvert is obstructed, either directly or indirectly, by the actions of the abutter or their agents (such as intentionally depositing leaves, debris or plowing snow into a ditch line).

When an abutter fails to uphold their responsibilities and damage to the highway corridor has occurred or is imminent, the Town of Hampden may address the issue and pursue compensation as necessary.

Town Clerk:

Paula Scott

APPROVED by majority of the Town Council:

[Signature]
[Signature]
Steph A. White
[Signature]
[Signature] DM
Paul Marshall
Mark S. Connor

Adopted April 4, 2016