INFRASTRUCTURE COMMITTEE MEETING
Monday, October 23, 2017
6:00 P.M.
HAMPDEN TOWN OFFICE
AGENDA

1. MINUTES
   a. September 25, 2017 Meeting
2. OLD BUSINESS
   a. Announcement of MDOT award of flashing pedestrian beacon to Hampden; request for authorization of up to $4,000.00 from the Streets & Roads reserve fund for engineering of new crosswalk across Route 1A with ADA compliant "landing areas" near Irving Station and Hannibal Hamlin Place
   b. Update on sewer financial commitments to review whether available funds will cover anticipated projects including but not limited to the Grist Mill Bridge and Route 1A reconstruction costs; improvements to meter pit at the Bangor/Hampden line; collection system repairs or upgrades that may be identified by CCTV work; and costs for sewer pump stations; or whether additional revenues and/or borrowing authorization may be needed
   c. Summary of Hampden Capital Program work needed for FY19 budget cycle
   d. Woodard & Curran engineering report on sewer meter pit at Bangor/Hampden line
   e. Update from MDOT public meeting regarding Route 1A and Grist Mill Bridge reconstruction
3. NEW BUSINESS
   a. Update on MDOT Rte. 9/202 (Western Ave.) resurfacing (ant. summer 2018)
   b. Discussion of cost for spray foam insulation at Kiwanis Civic Center
4. STAFF UPDATES
   a. Anticipated Fiberight correspondence regarding sewer rates
   b. Confirmation of policy to install decorative flags on utility poles in Town Center instead of holiday lights this season
   c. Update: MEPDES permit for CSO Maine Waste Discharge License, due Dec. 1
   d. Update on DEP working group regarding potential new licensing requirement applicable to Satellite (Sewer) Collection Systems
4. PUBLIC COMMENTS
5. COMMITTEE MEMBER COMMENTS
6. ADJOURN

INFRASTRUCTURE COMMITTEE MEETING

Monday, September 25, 2017

MINUTES – DRAFT

Attending:

Mayor David Ryder, Chair
Councilor Ivan McPike
Councilor Dennis Marble
Councilor Terry McAvoy
Councilor Mark Cormier
Councilor Stephen Wilde
Town Manager Angus Jennings
DPW Director Sean Currier
Dudley Patterson
Shelley Abbott
Resident: Bill Lippincott

Mayor Ryder called the meeting to order at 6 PM.

1. **MINUTES – August 28, 2017** Minutes were approved with the amendment of adding Councilor Dennis Marble in attendance at the August 28, 2017 meeting.

2. **OLD BUSINESS**
   a. **Skehan Center plow bids, - report on cost of time DPW spent clearing snow last winter, and impact of diverted personnel resources on overall DPW winter services.**
   DPW Director Currier explained that he looked at costs to plow facility $18,121 (last year).
   DPW Director Currier responded to Councilor Cormier's question explaining the methodology in calculating the costs.
   Town Manager Jennings explained the budgeted verses the bid amount.
   Councilor McAvoy asked what the effect on operations is and DPW Director stated it takes 2 – 3 hours each storm away from plowing the Town roads.
   We had lots of complaints last winter from Westbrook Terrace.
   Councilor McAvoy asked if the Town could get the same contractor to plow the pool & town buildings next year and DPW Director Currier stated he would need to look at it if it was the will of the Council.
   Councilor McPike moved that we recommend to Finance Committee, the acceptance of the plowing bid from Wellman Paving option A bid. This motion was seconded by Councilor Marble, the vote was three in favor (3) and two against (2) the motion, with Councilor McAvoy and Councilor Cormier being the opposed votes.

   b. **Recommendations and preliminary pricing for Salt Shed Replacement**
   DPW Currier stated he looked at the options and recommends the wood frame with concrete foundation, 32 x 40 (same as MDOT building on rt. 69 in

Carmel). This building would sit next to the sand shed. Director Currier stated that the building could be done for the $80k budgeted amount.
Councilor Marble had a question on the bidding of this building.
Town Manager Jennings stated that the components of the project would be purchased separately. Anything over $10k needs Council vote of approval.
Director Currier state he would act as the general contractor, and described the process for the Committee Members.
Mayor Ryder asked if it would have an arched or A framed roof in which Director Currier replied that the salt shed would have regular trusses.
Councilor McPike asked if it had metal posts, would you need engineered plans, Director Currier stated that he thought that engineering would be needed for frost protection only but would need to verify.

c. **Pine Tree Landfill Post-Closure Monitoring – update, and consultant response to resident questions.**
Town Manager Jennings gave a summary update on the Pine Tree Landfill closure.
Bill Lippincott stated that arsenic concentrations east of the landfill are still concentrated but no longer going up, the corrective actions seems to have some effect. The trenches for recirculating leachate had a couple of leaks in the liner. Two trenches have been closed. Initial report doesn't say how long after the leaks were detected that the trenches were closed. Questions were asked about how often are they monitoring it, how long after leak was discovered did they close the trench, and since there are two remaining trenches open, what is the potential of them leaking.
Town Manager Jennings stated he would send these questions to the consultant.
Mr. Lippincott stated that he would type up the questions he had, and give them to the Town Manager Jennings to pass on to the consultant.

3. **NEW BUSINESS**
   a. **Eagle Scout Service Project Proposal: bocce court and two benches at VFW complex to benefit the Town of Hampden and the Special Olympics of Maine**
   Town Manager Jennings stated that at some point this will come to Council.
   DPW Currier described the general location.
   Councilor McPike asked if there is much leveling in which Director Currier stated that not much work is needed.
   Councilor Marble asked if the space will compete with future needs in which Director Currier stated it would not in the proposed location.
   Councilor Marble asked if there a big demand for bocce.

Shelley Abbott, Hampden Recreation Director stated that they are popular among Special Olympians and older folks. *(Editor's note: the Town Manager and his wife and daughter greatly enjoy playing bocce, from time to time).*
Town Manager Jennings asked about the storage of equipment.
Director Abbott stated they are looking at that.
Councilor McAvoy asked about the maintenance impact.
Director Abbott described the maintenance aspect.
Mayor Ryder asked if it would be better to level it out now while it's dry.
Director Currier stated maybe, but will wait to see what specific location is proposed.
Councilor Marble made a motion to approve the project, seconded by Councilor Wilde.
Town Manager Jennings stated he will flesh out the details before bringing to Council.
Councilor McAvoy stated he does not have a problem with this but has questions about what would the future cost be, and who will pay for it, but stated that it sounds good.
After some discussion, the vote was six in favor and none against the motion to authorize the project on town-owned land.

b. Replacement options for John Deere backhoe (now at end of 5 year lease/purchase)

DPW Director Currier explained that the lease is up this year on the backhoe so he has solicited a quote from John Deere.
Items discussed: They would provide extra bucket, easier to get parts for the John Deere, newer model but same machine and similar machine for comparable price 5 years later.
Councilor McAvoy asked why a new machine.
Councilor Wilde asked how many hours was on the backhoe.
Director Currier stated that the backhoe has 2400 hours on it. The backhoe is an essential piece of equipment.
Town Manager Jennings stated if we bought it (instead of trading the current machine at the guaranteed buy-back price), he would recommend reserve budgeting for the next five years to purchase a backhoe when it needs replacement. He said this would be more costly than the proposed trade-in and lease-purchase agreement.
Councilor McAvoy stated that contractors would use this equipment for 10-15, 20 years.
Director Currier stated he is trying to avoid major repairs, and needs reliable equipment. He said contractors may have multiple machines if one breaks down.
Mayor Ryder asked what if we keep it.

Director Currier stated we can buy it for $1, but would lose trade in value.
Councilor McPike had a question about relative cost of reserve budgeting.
Councilor Marble stated he is trying to understand how it's costing money.
Councilor McPike asked if budget cuts, can cut out reserve funding.
Director Currier explained that the machine loads the trucks with salt and is an essential piece of equipment for winter and summer operations.
Councilor McPike made a motion to recommend the five year lease, this was seconded by Councilor Marble.
Discussion:
Mayor Ryder asked about bid process how that would work.
Town Manager Jennings stated the extension of the lease would be undertaken pursuant to the authorization of the original purchasing, which included in its terms (in 2012) the guaranteed buy-back price.
Voted on the motion was three (3) in favor and three (3) opposed. (Councilor Wilde, Councilor McAvoy, Councilor Cormier were opposed.)
Town Manager Jennings asked for the rationale.
Councilor McAvoy stated that private business would not replace equipment every five years.
Director Currier restated they would have multiple machines to pull from.
Councilor McPike stated it costs $30/hr to run, can't beat that.
Town Manager Jennings would not rule out bringing it to Finance because he said the Finance Committee needs to be made aware that this approach would cost taxpayers more than the approach that is recommended by staff.
Councilor Wilde asked if it could be used for plowing Skehan Center.
Director Currier stated that saving of $4k relative to doing it ourselves.
Councilor McPike stated he does not object to buying for $1, as long as we understand it will lead to budget increase, or increased maintenance.
Director Currier stated that five years from now the cost of this equipment will be $120,000 and to purchase outright the town would need to set aside $24k/year for the next 5 years.
Councilor Marble asked if this would allow us to maintain new equipment at a lower cost.
Councilor McAvoy stated he does not have a problem with budgeting $24k/year.
Councilor Wilde asked if there is any other equipment to load salt.
Director Currier answered only if we took the tractor off plowing the roads and parking lots.
Councilor Wilde made a motion to reconsider, Councilor McPike seconded the motion to reconsider. The vote was four in favor and two opposed reconsidering the previous motion. (Councilors McAvoy & Cormier were opposed).

Councilor McPike made a motion to refer this item to finance (5 year lease-purchase), this was seconded by Councilor Marble, the vote was four in favor of the motion and two opposed. (Councilors Cormier, and McAvoy were opposed).

4. **STAFF UPDATES**

Director Currier updated the Committee on the failure on the lights at 202/1A, Bangor fixed it. Poles, span wires need replacing. Manager Jennings noted that when the Town first became aware of this problem the initial concern was that the Town would bear the cost, and he recognized the effort of the Director to work with MDOT in hopes that the State would ultimately be responsible for this fix.

Director Currier updated the Committee on the scheduled MDOT public hearing on September 26, in the Council Chambers, regarding the Route 1A reconstruction and Grist Mill Bridge projects.

Town Manager Jennings asked for the pool fields to be considered at the October Services Committee meeting. Answer to that question was yes.

Town Manager Jennings stated this would also go to Finance prior to Council consideration of authorizing any further expenditures.

5. **PUBLIC AND STAFF COMMENTS**

Councilor McPike had a question about engine brake signage.

Director Currier asked for clarification on location, from Bangor headed south.

Councilor McPike stated near Chickadee Lane, sign that's there right now, you cannot read it.

Director Currier stated that the MDOT said it's not a legal sign. Must say "please" and should have time frame. Director Currier said the existing sign will be moved for better visibility.

6. **COMMITTEE MEMBER COMMENTS**

7. **ADJOURN**

There being no further business, the meeting was adjourned at 7:18 p.m.

Respectfully Submitted,
Sean Currier, DPW Director

Town of Hampden
106 Western Avenue
Hampden, Maine 04444

Phone: (207) 862-3034
Fax: (207) 862-5067
Email:
townmanager@hampdenmaine.gov

TO: Infrastructure Committee
FROM: Angus Jennings, Town Manager
DATE: October 19, 2017
RE: Proposed Town Center pedestrian safety improvements

At its meeting on April 25, 2016, the Infrastructure Committee reviewed a resident request for installation of a crosswalk and sidewalk on Route 1A, in the Town Center. The request was from the mother of a child who was struck and injured by a vehicle while crossing the road between cars last year.

Since that time, the Town has received a number of additional requests from residents to improve pedestrian safety in this area. In particular, there have been many concerns about the condition of the striped crosswalk across 1A at Cottage Street. Residents have been advised that the Town cannot restripe the crosswalk in its current location because the crosswalk does not have ADA-compliant “landing areas” on both sides. If the Town were to restripe the existing crosswalk, it would be exposed to liability.

Several correspondences are enclosed for your reference.

A new sidewalk in this location would be costly due to ledge. Longer-term, it is recommended that the Council add Town Center pedestrian improvements to the Capital Program, and budget accordingly. In hopes of nearer-term improvements, the Town applied to MDOT for grant of flashing pedestrian beacons (est. value $10,000). Earlier this week we learned that Hampden’s application was approved. However, the beacons can only be installed at an ADA-compliant location.

MDOT will allow the Town to install a crosswalk in the proposed location – between the Irving Station and Hannibal Hamlin Place – but will require stamped engineers plans in order to authorize work on a State road. We received a cost proposal from Woodard & Curran for $4,000.00 to engineer the crosswalk, landing areas, and interface with existing sidewalks. The cost proposal is enclosed.

The approved FY18 reserve budget earmarked $5,000 to “install MDOT flashing ped[estrian] beacon.” This funding was proposed in anticipation of potentially receiving the MDOT equipment.

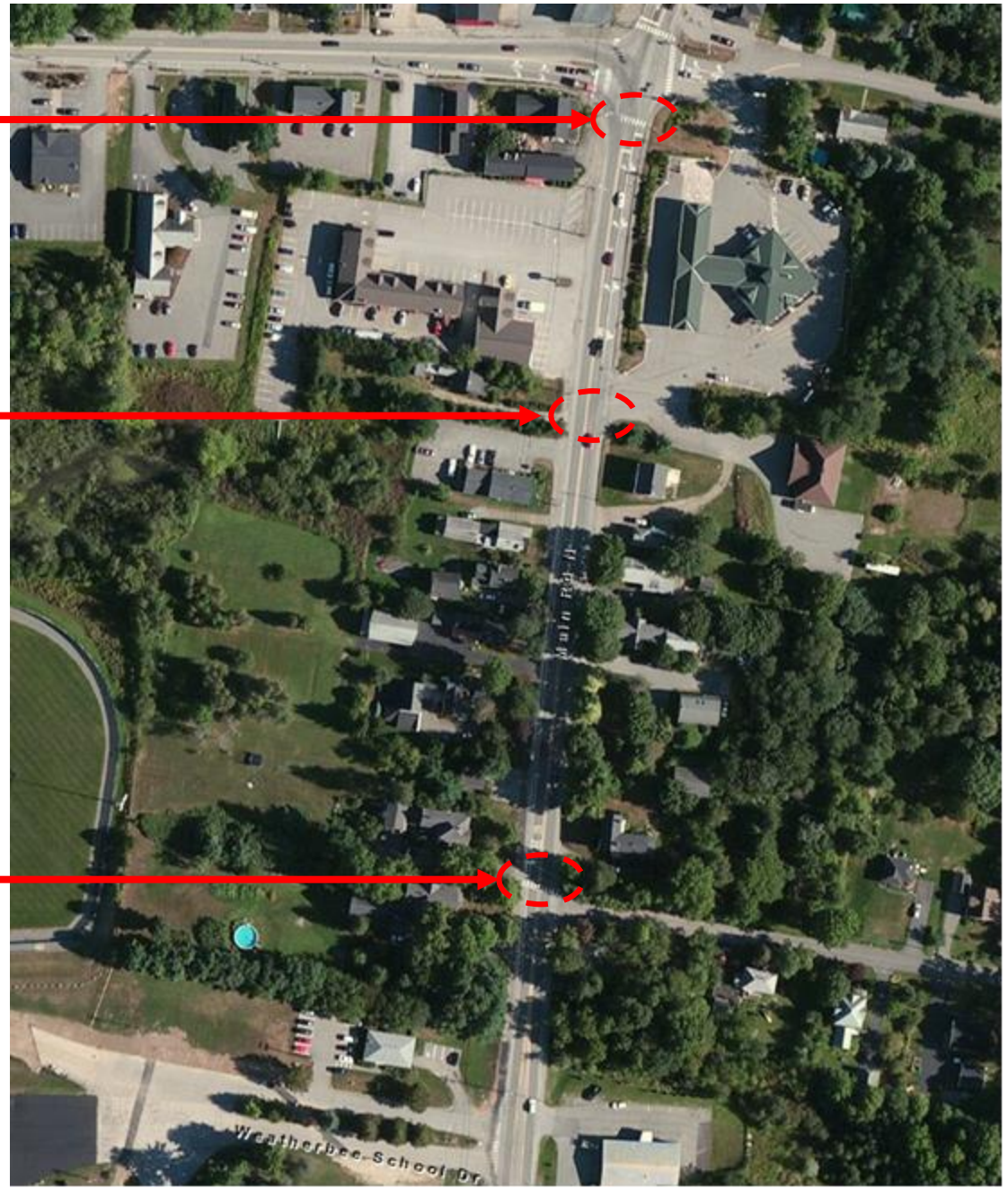
Until the engineering is complete we will not have a cost estimate to construct the crosswalk and ADA pedestrian landing areas. The present request is for authorization for reserve funds to proceed with engineering, at which point additional funds would be proposed for construction. With Council approval, funding that could be made available for this purpose includes Roads/Streets reserve, Matching Grants reserve, and/or Host Community Benefit funds, or a combination. In addition to residents, Hampden Public Safety is supportive of the proposed crosswalk and flashing pedestrian beacons.

Location Diagram

Existing crosswalk

Proposed new crosswalk (approx. location)

Existing crosswalk (not ADA compliant)



Existing Non-Compliant Crosswalk at Cottage Street

Looking at Cottage Street

Looking at School side of Main Road North....Goes to a driveway not an ADA ramp

Photos of Comparable Flashing Pedestrian Beacons in Brewer

COMMITMENT & INTEGRITY
DRIVE RESULTS

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Via Electronic Mail

April 4, 2017

Sean Currier, Public Works Director
Town of Hampden
106 Western Avenue
Hampden, ME 04444

Re: Route 1A Crosswalk – Cost Estimate

Dear Sean:

We understand the Town of Hampden is interested in building a crosswalk located on Route 1A at the Kiwanis entrance. We understand from your previous email, this project is not funded by the MDOT and as such, it does not fall within the LAP project procedures. Preliminary Design Reports (PDR) and Plans, Specifications, and Estimates (PS&E) as defined by the MDOT are not needed. Instead, we understand the Town needs our assistance preparing a Site Plan of the intersection showing the crosswalk and signaling changes for MDOT review.

We understand your concept for the crosswalk is to provide electronic signage in addition to the painted pedestrian crosswalk. We assume a standard curb tip down entrance to the existing paved sidewalk, showing ADA compliance, will be needed.

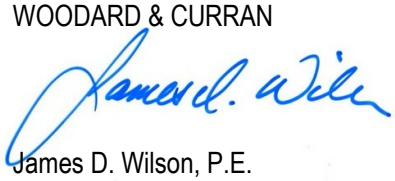
We believe we will be able to locate sufficient survey or work with the Town's GIS photos to prepare a location plan of the crossing area which is just north of the Route 9 intersection (approximately 400'). Accordingly, we are basing our services on utilizing existing information and do not include additional survey work. If we determine that the MDOT requires a full topographic plan, we will add the additional service at that time. We recommend the following Scope and Fees for your budgeting purposes:

Task Description	Cost Estimate
Task 1 - Data Gathering	$800
Locate survey or GIS base for sketch	
Collect information on crosswalk signage preferred by Town	
Contact utility to discuss connection for lights	
Task 2 – Prepare Location Sketch	$3,200
Site Design with notes and figures for layout purposes	
Electrical design	
Details (ADA and Electrical)	
Meet with Town and MDOT to review	
Permitting (MDOT)	
Task 3 – Bidding/CA Assistance - None	$0
TOTAL	$4,000

Hopefully this helps in your planning for this Work. Let me know if you need anything further as you prepare the budget for the coming year.

Sincerely,

WOODARD & CURRAN



James D. Wilson, P.E.
Senior Principal

JDW/jeh

PN: 213357.00 AXX

Hampden

Approved FY18 Budget - RESERVES

Allocations to Reserve Funds

		2016 Budget	2017 Budget	FY18 Town Mgr	FY18 Town Council	*Notes*
Dept: 70 RESERVES				As of May 1	June 19, 2017	
55-02-70-99	Munic Bldg (3-702-00)				$ 14,000	*Public safety floor replacement; LED lighting; wall heater in garage; ADA door openers*
55-10-70-99	City Bus (3-710-00)				$ 5,850	*Toward purchase of "end of life rehab" Bus* ***(est. FY18)***
55-11-70-99	Computer (3-711-00)				$ 14,100	*Plotter replacement; LCD Projectors (2); Public Safety Server; Town Office Server; Laptops (2); Networking equipment; Phone system; Ambulance laptops (2); A/C for network equipment; CCTV Surveillance system; Cruiser laptops (3).*
55-17-70-99	DPW Equipment (3-717-00)				$ 31,680	*Est. first of five year payment to replace Plow Truck #20*
55-19-70-99	Twn Record Reserve (3-719-00)				$ 2,940	*Town Records archival preservation (partial) (est. FY18)*
55-25-70-99	Plan & Comm (3-725-00)				$ 15,000	*Eligible for use to enforce Dangerous Building statute*
55-27-70-99	Economic Dev (3-727-00)				$ 6,730	*Town Center decorative banner installation*
55-33-70-99	Personnel (3-733-00)				$ 25,000	*Unbudgeted personnel costs (FMLA backup; retirement/separation of service payments; etc.)*
55-37-70-99	Ambulance (3-737-00)				$ 20,000	*Toward ambulance purchase (est. FY26)*
55-41-70-99	Fire Truck (3-741-00)				$ 50,000	*Toward fire engine purchase (est. FY23)*
55-45-70-99	Fire Building (3-745-00)				$ 2,361	*Fire garage door exhaust linkage repair (est. FY18)*
55-47-70-99	Fire Camera (3-747-00)				$ 10,000	*Thermal imaging camera (est. FY18)*
55-53-70-99	Police Cruiser (3-753-00)				$ 27,000	*Toward police cruiser purchase (est. FY18)*
55-61-70-99	Roads/Streets (3-761-00)				$ 67,000	*Toward Sucker Brook culvert ($50,000); Baker Road ($12,000); install MDOT flashing ped beacon ($5000)*
55-67-70-99	Rec Area Res (3-767-00)				$ 10,000	*Toward add'l parking for Pool site*
55-68-70-99	Playground (3-768-00)				$ 5,000	*Toward VFW basketball/tennis court rehab*
55-71-70-99	Pool Facility (3-771-00)				$ 5,000	*Toward Pool interior painting (est. FY18)*
55-73-70-99	Marina (3-773-00)				$ 5,000	*Replacement of floating dock (est. FY18)*
55-75-70-99	Bldg/Grounds (3-775-00)				$ 5,280	*Pickup truck for cemetery crew to replace #52*
55-77-70-99	SW/Garage (3-777-00)				$ 90,000	*Toward salt shed replacement; and contingency for "bridge waste" costs if new facility not open on time*
55-78-70-99	Matching Grant (3-780-00)				$ 40,000	
	RESERVES	**$ 330,000**	**$ 502,019**	**$ 509,756**	**$ 451,941**	

Correspondence with MDOT District Engineer, April 2016

From: Sean Currier
Sent: Friday, April 22, 2016 8:14 AM
To: Devin, John
Cc: Angus Jennings
Subject: Rt1A new sidewalk inquiry

John, As we discussed, please find the photo below of the area where we had a sidewalk/crossswalk request from a resident. There is an existing sidewalk at Irving but the concern of the resident was a child crossing the busy Irving driveway then walking across the busy entrance to the mall across the street on the way to school.

The proposed sidewalk would be very costly as there is exposed ledge near cottage street but I wanted to put some costs and feasibility together for due diligence. The proposed sidewalk would be on the east side of Rt1A extending south from Irving toCottage Street. Please review the photo below and let me know if a sidewalk/crosswalk would even be acceptable by MeDOT and any possible funding assistance.

Thanks for any information.

Sean

---------- Forwarded message ----------
From: Devin, John
Date: Fri, Apr 22, 2016 at 5:23 PM
Subject: RE: Rt1A Hampden (New Sidewalk Inquiry)
To: Sean Currier
Cc: Angus Jennings, "Mattson, Bruce", "Craig, John"

Sean,

The sidewalk location certainly would be acceptable (provided the Town of Hampden submits the Highway Opening Permit application and signs the sidewalk agreement we discussed. Basically the sidewalk agreement requires that the sidewalk design be done by and the completed construction be certified by a Professional Engineer. The design and construction must be done according to state construction specifications and meet ADA requirements. (I would like to discuss the cross walk location with Bruce Matttson, Region Traffic Engineer. He may have some background knowledge about it.)

If this project is something the town wants to pursue, I can draft an agreement specifically for it in the next couple of weeks and get it to the town. I have attached a Highway Opening Permit application, MaineDOT's Cross Walk Policy, and an example agreement for your information. Please call me if you would like to discuss this further.

Sincerely,

John Devin
Region Engineer
MaineDOT

Correspondence with RSU-22 Parent, November 2016

On Fri, Nov 4, 2016 at 10:24 AM, McCaw Marie wrote:

Angus, I received a call today from a district parent, Greg Johnson, he called the Supts Office because the cross-walk at Cottage St. needs to be painted very badly. I told him I would follow up as I am not sure who's responsibility it is to paint the cross-walks in town. Is it the town's or dept. of transportation's responsibility?

--
Thank you.

Marie McCaw
Superintendent's Office
RSU #22 & Veazie School Dept.

---------- Forwarded message ----------
From: Angus Jennings
Date: Fri, Nov 4, 2016 at 12:07 PM
Subject: Re: Question re: Cross Walk
To: McCaw Marie
Cc: Sean Currier, Karen Cullen

Marie,
Thanks for sharing this resident concern. The Council's Infrastructure Committee discussed this specific issue at its April meeting; the meeting packet is online here.
We're aware of the condition of the crosswalk but, when we had crosswalks restriped last spring, this was intentionally left out. The reason is that the crosswalk in question is not compliant with regulations, and if the Town restripes it would be exposed to liability for this reason.
Crosswalks are required to meet an established 'landing' on both sides. This sidewalk just crosses the street to Cottage Street where there is no sidewalk; on the other side of the street the crosswalk enters a driveway, not an ADA compliant ramp.
Bottom line: to restripe the crosswalk in compliance with regulations would require a redesign, and some structural changes to the roadway (including addition of sidewalk on the east side of the street). Funding for this work is not currently included in the Town's Capital Program, but the Council will revisit the Capital Program annually, within meetings dedicated to this purpose, as part of the overall budget process. The Council's Planning & Development Committee has also initiated a Town Center planning process which will extend through next spring or beyond, and that will take into account the overall infrastructure including pedestrian network.
We do maintain resident contact lists for people interested in specific issues, such as infrastructure and the Town Center. We'd be happy to add Mr. Johnson to a list for future contact on these issues.

Feel free to follow up or to invite Mr. Johnson to follow up with me directly. DPW is aware of the concern and Mr. Johnson's concern will also be part of the Town Planner's record for the Town Center planning process.

Thanks,
Angus

On Nov 4, 2016, at 2:43 PM, Gregg R Johnson wrote:

Mr Jennings,

I would like to discuss this matter with you over the phone or in person. For me to say this is "accident waiting to happen" would be incorrect. We have already seen a child struck by a car in this vicinity last year. Fortunately, he was not severely injured. But what about the next time? This should be enough of a wake up call that is needed before something more severe takes place. Our town needs to take a proactive position to be sure that our children walking to and from school, and our pedestrians have a

safe path across the road. With daylight decreasing each day, the risk increases more and more of another accident taking place. If painting the "crosswalk" would expose liability, than the lines/stripes need to be removed entirely. As you mention below, this area of road does not meet certain requirements or regulations, so until it does, it should be clearly designated not to be a crosswalk. Somewhere in between causes more confusion for drivers and the community that believes it is one. Intensionally not painting the lines clearly indicates there are challenges with this area that need to be resolved before someone else is hurt or worse. I can't imagine what the repercussions/liability would be then. Lastly, I'm not sure when these pictures were taken, but they clearly do not represent the current state that they are in. The lines in the road are hardly visible, but visible enough to cause confusion. If necessary, I can submit pictures for your records.
I can be reached at xxx-xxxx.

Respectfully,

Gregg Johnson

On Fri, Nov 4, 2016 at 4:48 PM, Angus Jennings wrote:
Mr. Johnson,
I have previously talked over removing the crosswalk with the DPW Director and this is a reasonable suggestion. There are pros and cons to each approach. Happy to talk with you on Monday; I'm available other than 8-9 and 2-330 for a call or stop by. If the latter let me know when to expect you so I'm not at lunch or something.

Thanks,
Angus

--

Angus Jennings
Town Manager

Correspondence with Resident, August 2017

Good afternoon Chief Rogers,

I am not sure if you are the correct contact person, if not, if you could please forward this along I would appreciate it.

I am writing in hopes that the crosswalk from cottage street to Main Rd North can please be re-painted. My family lives at 34 Main Rd and I frequently see school aged children trying to cross the street here with traffic not slowing or stopping. Last week a child darted in front of traffic to cross after several cars zoomed past. This concerns me for their safety, especially after the 5 year old from McGraw was struck by a car last month in Newburgh. With the school year fast approaching and kiddos in our community walking, I would really love to see this crosswalk re-painted if possible.

I appreciate your time, and all you do for our town.

Thank you,

Mia Dubois

On Tue, Aug 22, 2017 at 11:23 AM, Sean Currier wrote:

Mia, Chief Rogers forwarded a message to me regarding the crossing at Cottage Street. Unfortunately at this time, it is an illegal crosswalk. Per DOT regulation (Rt 1A is DOT jurisdiction), there must be a landing to cross to (aka. another sidewalk). To restripe the existing without any modifications to the area would not be permitted by DOT Traffic Engineering Department.

The Town is exploring a sidewalk crossing near the Kawanis Club (and Irving) that would allow kids to cross to Irving, the VFW ball field complex and to the trail that leads to Cottage Street. We may in the future be able to provide a landing at Cottage but is not in the current capital improvement plan. I will add it as a request and prioritize accordingly and try to address the street crossing issue as quickly as possible.

Thank you for your comments as we have the same concerns.

Sean

_____

Sean Currier
Public Works Director
Town of Hampden

Correspondence with RSU-22 Teacher, October 2017

On Thu, Oct 5, 2017 at 3:12 PM, O'Brien Susan wrote:

I am a teacher in RSU 22 and have noticed on many occasions that the crosswalk between Cottage St and the sidewalk to the schools (near Weatherbee) is used by students who must run in front of cars, trucks, and even dump trucks. There is a partly painted crosswalk. Historically it has been painted and had a little plastic "crosswalk man" there (he was hit so many times he must be in little pieces all over town☹)

I see children cross here daily and someone will be hit.. or worse. I contacted Dan Stewart who said DOT said it was illegal crosswalk so not painted due to no sidewalk down Cottage st.

I have noticed that several other crosswalks in town have no sidewalk on one side. Like at the post office to the housing development and the sidewalk to Constitution.

What can we do to help protect these children????

--
Susan O'Brien
RSU 22
Hampden, Winterport, Newburgh and Frankfort, Maine

On Fri, Oct 6, 2017 at 7:28 AM, Sean Currier wrote:

Susan, the crosswalk you referring to is an illegal crosswalk per MeDOT standards. If someone were to be hurt there the Town would be fully liable for any repercussions if it were painted and not properly constructed. With that said, we are in the process of trying to get a cross walk constructed down just a little further at the Kawanis building next to Irving. This location would help get the kids to the sports complex down on VFW road and to Irving as so many of them cross at Cottage and walk down that edge of road which is not good either.

The reason we have not installed a crosswalk back at Cottage is to minimize the kids walking down the East side of 1A to get to Irving. That side of the road has a substantial amount of ledge which makes a sidewalk on that side cost prohibitive. Other options of crossing up at the school entrance are being reviewed as well.

The safety of the kids is certainly a high priority concern as we are looking in to the matter.

Thank you for your comments.

Sean

_____
Sean Currier
Public Works Director
Town of Hampden

Town of Hampden
106 Western Avenue
Hampden, Maine 04444

Phone: (207) 862-3034
Fax: (207) 862-5067
Email:
townmanager@hampdenmaine.gov

TO: Infrastructure Committee
FROM: Angus Jennings, Town Manager
DATE: October 19, 2017
RE: Sewer financial report

I am working with the DPW Director to advance the Sewer Capital Program, including keeping current with Bangor's capital planning for the WWTP and what cost Hampden will bear for that work. This work will continue in the next few months in preparation for the FY19 budget cycle (see related agenda item 2.c).

Please find enclosed my June 23 memo regarding financing the Grist Mill Bridge project, which is the most costly project anticipated in the next two years. As you know, since that time we have become aware of additional likely costs resulting from relocated sewer lines within the Route 1A reconstruction.

Until the FY17 Audit is complete we will not have final numbers, but as per the June 23 memo I do expect some amount of surplus FY17 sewer revenue. Before we have specific numbers, however, I do think the Councilors have enough information – at this point – to address the question outlined in the June 23 memo, specifically:

> Will the Council allocate FY17 sewer net operating income toward reducing the interfund deficit to the General Fund; funds toward a CSO Master Plan; CCTV costs (to accelerate the current multi-year schedule to CCTV the whole system); the Grist Mill Bridge; Route 1A expenses; or other sewer expenses?

At Monday's meeting I will present the most up-to-date information we're able to assemble by that time; in general, I'm working to update the June 23 memo to reflect updated financial information (including FY18 year-to-date), and to expand the memo to include other potential capital and O&M costs that are not specifically budgeted.

I expect this will lead to recommendations regarding whether additional revenues may be needed. I will not have this recommendation on Monday, but I do expect Monday's meeting to advance the Committee's consideration of these issues. Depending on how much progress we make on Monday, it may be appropriate to refer to the Finance Committee the eventual decision regarding how best to manage FY17 revenues that exceeded FY17 expenses.

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Included as exhibit to Oct. 20 memo.

TO: Infrastructure Committee
FROM: Angus Jennings, Town Manager
DATE: June 23, 2017
RE: Update on Grist Mill Bridge timing / costs; and potential financing

---

At its January 2017 meeting, the Committee reviewed the report from Woodard & Curran estimating construction costs for the Grist Mill Bridge sewer crossing, including engineering, construction administration, part time inspection, and contingency at approximately $435,400 to $718,900, depending on the type of design and support system requirements. The report noted that "There is a significant amount of variability in the cost of a supported bridge crossing system, depending a great deal on the bridge configuration and materials of construction."

Please review the attached update from Woodard & Curran on June 15. Until additional engineering work can proceed, we will not have updated construction cost estimates. However, Woodard & Curran anticipates that MDOT will use a steel I-beam bridge design **which would result in the lower cost estimate of $435,400**. However, this updates our prior projections of construction timing (and costs). Construction bidding is now projected for late 2018 with construction likely in spring 2019 (both in FY19).

Potential sources of financing include:

1) Voters authorized debt issuance for the Route 1A reconstruction in the amount of $600,000. This exceeds the projected Town match of $465,000 for this $4.65M MDOT project. If the Route 1A reconstruction costs do not exceed this budget, up to $135,000 of unrealized costs could be allocated toward bridge expenses.
2) FY17 YTD sewer expenses through today show an unexpended balance of $211,285. Of that amount, an estimated $77,000 will be expended or encumbered at year-end FY17 for unbilled expenses (CCTV by Ted Berry; Bangor treatment and pump station maintenance costs). On this basis, I project that FY17 sewer costs will be approximately $134,000 less than budgeted.
3) FY17 YTD sewer revenues through today show uncollected revenue of $9,705 or approximately 1% of projected FY17 revenue. With just a week remaining, this amount is not likely to change substantially. **Therefore, I project a FY17 net operating income of approximately $125,000.** Once this amount is verified with closeout of the FY17 Audit, the Council may opt to put this amount toward the remaining interfund deficit;[1] emergency expenses incurred between now and then (i.e. line break, etc.); matching funds toward a CSO Master Plan (if awarded the pending grant application); the Grist Mill Bridge; or other sewer expenses.

---

[1] Current balance due from Sewer to General Fund $551,570 projected to be $450,000 year-end FY18.

4) The approved FY18 Sewer Budget (enclosed) projects a year-end surplus of $73,500. If sewer treatment costs to Bangor continue to trend lower, this amount could increase by the end of FY18. (For comparison, note that the approved FY17 Sewer Budget projected an operating loss of $31,477 so actual finances exceeded projections by approximately $155,000. A similar "overage" in FY18 could produce an NOI of over $225,000).
5) Because construction costs will be incurred in FY19, we can also include in potential revenue sources any net operating income received in FY19. Holding FY18 projections constant, this could result in an additional amount of $73,500.
6) The FY18 sewer budget includes $20,000 for engineering. I'll be working with the DPW Director to allocate this amount to known sewer engineering needs in FY18, but some amount will be put toward Grist Mill engineering costs.

In summary, known potential revenue sources are *estimated* as follows:

Debt authorization	*up to*	$135,000
FY17 NOI (est.)		$125,000
FY18 NOI (est.)		$73,500
FY19 NOI (est.)		$73,500
FY18 engineering budget		$5,000
TOTAL (est.):		**$412,000**

If the Council reduced the $100,000 budgeted toward the interfund deficit in FY18, a portion of these funds could be put toward the Grist Mill Bridge costs. Holding all budget numbers equal for FY19, the Council would have the same option that year.

Finally, because the sewer replacement costs result from a non-sewer capital improvement initiated by MDOT, the Committee has in the past preliminarily considered whether it would be appropriate to allocate some percentage of the total project costs from the General Fund.

Obviously, these numbers are preliminary. However, these numbers are provided to assist in making a decision regarding whether it would be advisable to seek voter authorization of additional borrowing; and if so, whether to do so in November 2017 or November 2018.

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TOWN OF HAMPDEN
SOUADABSCOOK SEWER PUMP STATION FORCEMAIN AND SEWER REPLACEMENT
PRELIMINARY COST ESTIMATE
PROJECT NO. 213302
December 28, 2016

Preliminary Estimate							
				Steel I-beam Bridge Design		Concrete Beam Bridge Design	
No.	Description	Unit	Estimated Quantity	Unit Price	Value	Unit Price	Value
1	Administrative (5% of Subtotal)	LS	1	$15,000.00	$15,000.00	$25,000.00	$25,000.00
2	Rock Excavation*	CY	10	$200.00	$2,000.00	$200.00	$2,000.00
3	Excavation Below Normal Grade*	CY	25	$30.00	$750.00	$30.00	$750.00
4	Select Backfill*	CY	25	$30.00	$750.00	$30.00	$750.00
5	Provide 8" Class 52 Ductile Iron Forcemain	LF	335	$100.00	$33,500.00	$100.00	$33,500.00
6	Provide Forcemain Bridge Crossing	LS	1	$80,000.00	$80,000.00	$180,000.00	$180,000.00
7	Provide 12" SDR 35 Gravity Sewer Pipe	LF	50	$140.00	$7,000.00	$140.00	$7,000.00
8	Provide Gravity Sewer Bridge Crossing	LS	1	$100,000.00	$100,000.00	$200,000.00	$200,000.00
9	Provide 2" Rigid Insulation	LF	200	$5.00	$1,000.00	$5.00	$1,000.00
10	Bituminous Pavement Repair	SY	25	$140.00	$3,500.00	$140.00	$3,500.00
11	Test Pits	EA	2	$1,000.00	$2,000.00	$1,000.00	$2,000.00
12	Testing Allowance	ALLOW	1	$2,000.00	$2,000.00	$2,000.00	$2,000.00
13	Temporary Bypass Pumping	LS	1	$50,000.00	$50,000.00	$50,000.00	$50,000.00
14	Temporary Forcemain Piping	LS	1	$25,000.00	$25,000.00	$25,000.00	$25,000.00
				CONSTRUCTION SUBTOTAL	**$322,500.00**		**$532,500.00**
				ENGINEERING, CONSTRUCTION ADMIN, PART TIME INSPECTION, CONTINGENCY (35%)	$112,900.00		$186,400.00
				TOTAL	**$435,400.00**		**$718,900.00**

Town of Hampden
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TO: Infrastructure Committee
FROM: Angus Jennings, Town Manager
DATE: October 20, 2017
RE: Capital Program work needed for FY19 Budget

As you know, the Council's review and endorsement of a Capital Program during the FY17 budget cycle (June 2016) was the first formal Council action on a Capital Program in almost a decade, despite the requirement for annual updates in the Town Charter:

> ***Sec. 705 Capital Program***
>
> *(a) Submission to Council:* The manager shall prepare and submit to the council a five-year capital program at the same time as the manager submits the budget. ***(Amended: November 6, 1990)***
>
> *(b) Contents:* The capital program shall include:
>
> (1) A clear general summary of its contents;
>
> (2) A list of all capital improvements which are proposed to be undertaken during the five fiscal years next ensuing, with appropriate supporting information as to the necessity for such improvements;
>
> (3) Cost estimates, methods of financing and recommended time schedules for each improvement; and
>
> (4) The estimated annual cost of operating and maintaining the facilities to be constructed or acquired.
>
> The above information may be revised and extended each year with regard to capital improvements still pending or in process of construction or acquisition.

Although the Capital Programs reviewed during the previous two budget cycles were steps forward in accomplishing this requirements, they fall short of what will be required in order to declare the Capital Program "complete." Specifically, every item in the Capital Program that does not include an estimated cost; estimated year of expense; and proposed per-year budgeting in order to pay for that item, is incomplete. (The FY18 Capital Program can be viewed online from hampdenmaine.gov/budget with the specific document linked here).

In order to make informed decisions regarding what the Town (or the Sewer Fund) can "afford" we must first account for baseline financial commitments. The Capital Program is the "vehicle" to document and evaluate these potential and known (i.e. obligated debt service) costs in future years' budgets. It will be necessary to devote many dozens if not a hundred or more hours toward this work in the next few months in order to be where we'd like to be for the FY19 budget cycle. In order to do so this issue will need to become a priority focus of the Infrastructure Committee. At Monday's meeting we will talk about how we can get this done.

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October 20, 2017

Sean Currier, Public Works Director
Town of Hampden
106 Western Avenue
Hampden, ME 04444

Re: Wastewater Meter Station Review

Dear Sean:

The following is our summary review of the Hampden Sewer Meter Station (Meter Pit) per Task Order No. 14. The scope of this Task Order was to review the Sewer Meter Station, identify any deficiencies based on a review of historical data and installation information, and provide improvement recommendations.

Background

On January 13, 2017, Woodard & Curran (W&C) visited the Bangor Wastewater Treatment Plant (WWTP) to meet with City staff and inspect the Sewer Meter Station. We collected example flow data from the City's SCADA records, flume details, and other site-specific information. In addition, the Town of Hampden provided historical flow data obtained from billing records.

The Town's Sewer Meter Station is intended to monitor flow from the Town of Hampden's wastewater collection system as it enters the City of Bangor's WWTP. Flow and volumes are calculated as part of the 1996 Interlocal Agreement between Hampden and Bangor for shared wastewater treatment facilities.

In 2013, Woodard & Curran was asked to address modifications to the Meter Pit related to instrumentation changes and range of flow measurement by the Palmer-Bowlus flume. The previous ultrasonic level instrument had failed and was replaced with the current Siemens Model LUT 400 unit. Replacement of the ultrasonic level transmitter required recalibration (re-zeroing of the water level upstream of the flume) and assignment of a maximum water level measurement height and corresponding flow.

The flume had been previously modified from its original dimensions by adding sidewall height (distance from invert to top of channel). Approximately 5.5 inches were added to the original 12-inch sidewall height for a total sidewall height of 17 inches. The flow meter was configured using pre-programmed settings appropriate for the 15-inch Palmer-Bowlus flume, with a maximum water level value of approximately 12 inches and corresponding maximum flow of 2.37 million gallons per day (MGD), which is the limit that flow will be recorded in the City's SCADA system.

Flow is calculated according to an empirically-determined relationship between upstream water level measured by the ultrasonic level transducer and known discharge rate of the flume. This is generally a very accurate and reliable method of flow measurement for wastewater applications.

Our review indicated that the flume could be used to measure flows above the original range of measurement (12-inch maximum depth) with this additional sidewall height (17 inches total). However, the existing measurement method does not account for the potential for the flume to experience "submerged" conditions, as this was not identified as an issue at the time.

Using the full range of flume height requires that upstream and downstream hydraulic conditions fall within acceptable ranges, i.e. free-flowing discharge that is not restricted or overloaded, causing submergence. Submergence conditions can be caused by flow exceeding the maximum capacity of the flume or by downstream capacity restrictions.

A submergence condition for a Palmer-Bowlus flume is defined as the ratio of upstream and downstream water depths being greater than 0.80. Flow measurement in a Palmer-Bowlus flume under submergence conditions is not recommended as the relationship between water depth and flow cannot always be accurately predicted, thus reducing the reliability of a level-based measurement. Some types of flumes, such as Parshall flumes, may utilize flow adjustment factors to correct for various levels of submergence, although the application of these factors is not recommended by manufacturers for a Palmer-Bowlus flume.

Based on our review and discussions with City staff, it appears that the existing flume experiences submerged conditions periodically, especially during periods of high flow in the Bangor wastewater collection system. During these periods, the City uses a throttling valve located between the WWTP and the Sewer Meter Station to limit flow into the WWTP and direct excess incoming flow to the CSO storage tanks in the City's collection system. Assuming the throttling valve creates a restriction that results in flow "backing up" and causing flume submergence, the water level measured in the flume structure to calculate flow would increase without a corresponding increase in actual flow.

Only one of the two-level instruments required to definitively calculate submergence is installed, so we were unable to directly measure or calculate submergence levels. A review of SCADA trend data for a representative wet weather period in April 2016 revealed a possible submergence condition. From April 7 to 8, 2016, the City utilized the WWTP throttling valve to fill CSO storage tanks. During this period, the throttling valve was used and CSO tanks filled, the Sewer Meter Station recorded flow increased, diverging from the Souadabscook Pump Station calculated flow rate, until reaching the maximum instrument range of 2.37 MGD.

The Sewer Meter Station recorded flow did not decrease below this maximum until the City CSO tanks began draining and then remained significantly higher than the Souabascook Pump Station calculated flow for an extended period while the City CSO tanks were emptied. This indicates that the Sewer Meter Station may be impacted by submergence, although infiltration and inflow in the area between the Souabscook Pump Station and Sewer Meter Station may also contribute to the diverging flow rates.

Previous Installation and Sewall Calculation Rationale

The original installation of the flume and flow monitoring equipment incorporated a programmable logic control (PLC) with programming language for the adjustment of calculated flow for defined conditions. The documentation provided to the Town (see attached James W. Sewall letter dated January 17,1991) included PLC-based calculations for applying correction factors, or "de-rating," the calculated flow under flume submergence conditions. This method required the use of two ultrasonic level transducers, one upstream of the flume throat and one downstream.

This system was intended to continuously monitor the flume hydraulic condition and adjust for conditions outside of its intended operating range. It appears that, at that time, it was understood that the flume would experience submergence and the PLC-based flow monitoring system was necessary to make corrections. When the PLC-based flow monitoring system was replaced, the original functionality of monitoring hydraulic conditions and making corrections was not retained. However, as noted earlier, current manufacturer and regulatory guidance does not recommend applying correction factors for Palmer-Bowlus flume flow measurement, so a return to the original configuration would not be considered

adequate today. The current design standard would be to install the flume in a manner that ensures hydraulic conditions remain within the allowable range or utilize an alternate form of flow measurement.

Operation of any flow measurement device outside of its required range of conditions results in additional error in flow rates and subsequent volume calculations. With the current installation conditions, we estimated that the amount of potential error in calculated flow rate due to submergence could be greater than 25% at the upper range of the flume capacity. For example, if the recorded flow is 2.37 MGD (current maximum recorded flow rate), the actual flow could be approximately 1.90 MGD if under submerged conditions; although this could vary greatly depending on actual conditions.

We did not review any actual incidence of this condition for its impact on flow rates and calculated volumes, but did estimate the potential impact on measurement accuracy using the flume flow analysis software WinFlume. For an 8-hour wet weather high-flow event where the maximum flow is recorded as 2.37 MGD, the calculated volume could be approximately 0.2 million gallons (MG) higher than the actual volume for that event.

The overall impact on calculated volumes on a monthly or annual basis would depend a great deal on the number of high flow incidents, their duration, and City operation of the WWTP. Annual sewer volume for 2015 was approximately 190 MG, averaging a daily flow rate 0.52 MGD. Individual events are expected to have a small effect on the overall sewer volume.

Improvement Recommendations

We recommend modifications to the Sewer Meter Station to improve the accuracy and reliability of flow measurement for accurate assessment of Town sewer usage fees, tracking of infiltration and inflow removal efforts, and improved operational control of the WWTP.

There are limited options to prevent periodic submergence conditions created during high-flow throttling conditions at the Bangor WWTP due to the proximity of the Sewer Meter Station to the WWTP and its elevation relative to the hydraulic grade of the City's collection system. The Station's location at the Town Line is relatively fixed as the division between Hampden and Bangor users.

We are not considering options that require meter structure replacement due to excessive disruption, technical feasibility, and cost. This would include replacement of the flume structure with a new structure that would accommodate a more versatile measurement method, i.e. electromagnetic flow meter. These options do not appear to be feasible in the near term.

Modifications of the existing Siemens LUT400 system also does not appear to be feasible as it uses a single transducer, cannot accept additional transducers for downstream measurement, or perform calculations comparing multiple measurements. Adding multiple instruments with transmitters to supplement the LUT400 does not appear to be feasible as it appears that only one signal cable is available between the existing station and the Bangor WWTP SCADA system. Replacement of that cable with fiber-optic cable or radio-based communication system would be necessary to convey multiple equipment signals.

We recommend the option that replaces the existing Siemens LUT400 with a flow-monitoring system using a combination of sensor types and integrated programming options to address current limitations. An ultrasonic level transducer would provide flow measurement using the existing level-based flow calculation. A laser Doppler area-velocity sensor would concurrently measure flow using a system that is not depended on flume submergence conditions. This allows measurement across the full range of

current water depth and flow conditions and direct comparison of measured flow rates between sensors to improve accuracy and reliability.

The following details a Teledyne ISCO flow-monitoring system meeting these requirements, consisting of one programmable flow transmitter/controller, one ultrasonic sensor, and one area-velocity sensor suitable for this application:

- Flow Transmitter – Teledyne ISCO Signature Flow Meter
    - Transmitter configurable for multiple sensors
    - Ability to transmit flow from any of the installed sensors based on defined conditions (i.e. high flow/low flow setpoints)
    - Incorporates datalogging for evaluating flow measurement results and volume calculations
    - Multiple options for output signals, including 4-20 mA output to SCADA
- Ultrasonic Level Transducer – Teledyne ISCO Model 310
    - Measures water level in the flume to calculate flow (same as existing)
    - Recommend using this measurement for "typical" flow range
- Non-Contact Velocity and Level Sensor – Teledyne ISCO Model 360 LaserFlow
    - Measures flow level and velocity to calculate flow
    - Does not obstruct flow or require in-channel installation
    - Installation in the meter structure directly upstream of the flume may affect accuracy and will require some evaluation and adjustment during initial operation
    - Use this measurement for flows above the "typical" operating rang

We obtained budgetary pricing for the Teledyne ISCO System as well as control panel replacement and SCADA integration. This pricing assumes the replacement of one of the existing control panels at the Sewer Meter Station and integration of the new equipment into the existing WWTP SCADA programming. We did not include any radio communication equipment, wiring between the station and WWTP, excavation work to reset or replace the panel support structure, or possible WWTP SCADA equipment modifications.

Table 1: Flow Monitoring System Cost Estimate

Item	Cost
Teledyne ISCO System	$14,0000
Control Panel Replacement and Hardware	$7,500
SCADA Integration	$5,000
Engineering Support	$2,500
Total	**$29,000**

In addition to the pricing detailed above, Teledyne ISCO offers a lease or lease-to-purchase program that allows the installation and evaluation of results prior to full purchase of the system.

We trust the information provided within this letter is useful to the Town for budget planning. We would be happy to continue our work with Town to prioritize the improvements discussed in this letter and to assist with implementation. If you have any questions or concerns, please don't hesitate to contact me at 207-945-5105 or via email at kcorbeil@woodardcurran.com.

Sincerely,

WOODARD & CURRAN

Kyle Corbeil, P.E.
Technical Manager

KMC/jeh

cc: Jim Wilson, P.E. – Woodard & Curran

PN: 213302.00 014

Field of ?

(3)

Thank you for scheduling this on The 17th. We want To concentrate on Themeter structure before Trouble shooting The Pump Stats.
Brent

JAMES W. SEWALL COMPANY
Consulting Foresters, Surveyors & Engineers

December 5, 1990

Mr. Randy Robbins, Service Products Specialist
Fisher & Porter
145 Rosemary Street
Needham, MA 02194

RE: Hampden, ME - F&P Quote 8705

Dear Randy:

The purpose of this letter is to make arrangements with you to start-up the remaining equipment (flow/level monitor and Chameleon) for subject quotation.

The first phase of the start-up by Steve went very well except for a minor program problem. We and the Town very much appreciate Steve's good efforts and your prompt scheduling of same. Thank you.

Start-up of the additional equipment should be very similar to that at the pump station. The equipment is being installed now. We wish to schedule start up not later then the week of December 22, 1990.

This particular equipment is located in a measuring structure at the Bangor/Hampden Town line. Power and electronics are located in above-ground enclosures.

The flume and transducers are located in an underground concrete vault, see enclosed sketches. Our goal is to measure and totalize flows in the 24" sewer. The flume consists of a 12" PB insert nested in a permanent 24" PB.

The purpose of the new equipment is to help solve two problems at the measuring structure. One; on occasion operation of a high flow throttling valve at the downstream treatment facility surcharges the sewer and "drowns" the flume. Two; peak flow rates in the Hampden sewer on occasion exceed capacity of a 12" flume.

We are installing a second transducer on the downstream side of the flume, and the Chameleon to provide flow compensation during surcharging. During next summer's dry weather flow conditions we want to replace the 12" flume insert with a 15" flume insert.

Flow total can be read from an existing totalizer at the above ground enclosures. Flow is also recorded via a strip chart recorder with totalizer at the treatment facility roughly 1,000' downstream from the measuring structure.

(4)

As I understand it we need your expertise for the following:

1. Confirm wiring and complete terminations.

2. Confirm calibration of existing transmitter upstream of the flume.

3. Calibrate the new transmitter downstream of the flume.

4. Recalibrate chart output at the Wastewater Treatment facility. The chart scale is 0-50. At present Hampdens flow of 1 mgd peg the chart at full scale. We wish to adjust the tracing so that 1 mgd plots at 10 on the chart.

5. Program the Chameleon to compute corrected flow rate and total. As at the pump station, please design program so that Town can change all the variables as desired. Initially the program should work for a 12" PB flume but be set up so that we can enter an exponent for a 15" flume and correction factor for "O" next summer.

Chameleon Program Condition Statements:

DD Downstream Flow Depth (above invert)
DU Upstream Flow Depth (above invert)
DC Upstream channel depth correction constant to adjust for throat elevations
Depth Units = inches

<u>Existing 12" PB Flume</u>

DC = 6"

1. IF: DU $\leq$ 24 and DD $\leq$ [4.8 + DC + .8(DU-DC)]
then: Q = Free Discharge

2. IF: DU $\leq$ 24 and [4.8 + DC + .8(DU-DC)] < DD
then: Q = Submerged Discharge

3. IF: 24 < DU and DD < [4.8 + DC + .8(DU-DC)]
then: Q = Max Discharge Rate for 12" Flume @ H = 18"

4. IF: 24 < DU and [4.8 + DC + .8(DU-DC)] < DD
then: Q = .45 mgd

<u>Future 15" PB Flume</u>

DC = 6.5

1. IF: DU $\leq$ 24 and DD $\leq$ [4.8 + DC + .8(DU-DC)]
then: Q = Free Discharge

$Q = .023477\ h^{1.86198}$

Submerged $Q = C_s Q_{free}$

IF: $.85 < \frac{DD - 4.8 - DC}{DU - DC} < 0.98$

Then: $C_s = -1.154\left[\frac{DD - 4.8 - DC}{DU - DC}\right] + 1.981$

(5)

2. IF: DU ≤ 24" and [4.8 + DC + .8(DU-DC)] < DD
   then: Q = Submerged Discharge

3. IF: 24 < DU and DD < [4.8 + DC + .8(DU-DC)]
   then: Q = Max Discharge Rate for 15" Flume @ H = 17" 4.6 MGD

4. IF: 24 < DU and [4.8 + DC + .8(DU-DC)] < DD
   then: Q= .45 mgd

Future 24" PB Flume

DC = 4"

1. IF: DU ≤ 24 and DD ≤ [4.8 + DC + .8(DU-DC)]
   then: Q = Free Discharge

2. IF: DU ≤ 24 and [4.8 + DC + .8(DU-DC)] < DD
   then: Q = Submerged Discharge

3. IF: 24 < DU and DD < [4.8 + DC + .8(DU-DC)]
   then: Q = Max Discharge Rate for 24" Flume @ H = 20"

4. IF: 24 < DU and [4.8 + DC + .8(DU-DC)] < DD
   then: Q = .45 mgd

I have shown the condition statements for all anticipated future conditions for record purposes. Obviously if the program will solve for the 12" flume it will solve for the others as well, once all the correct constants are entered. Please make sure teh program printout tabulates all constants for future conditioning.

Please call once you have the programs and before you come up, so we can discuss its operation together and confirm start scheduling.

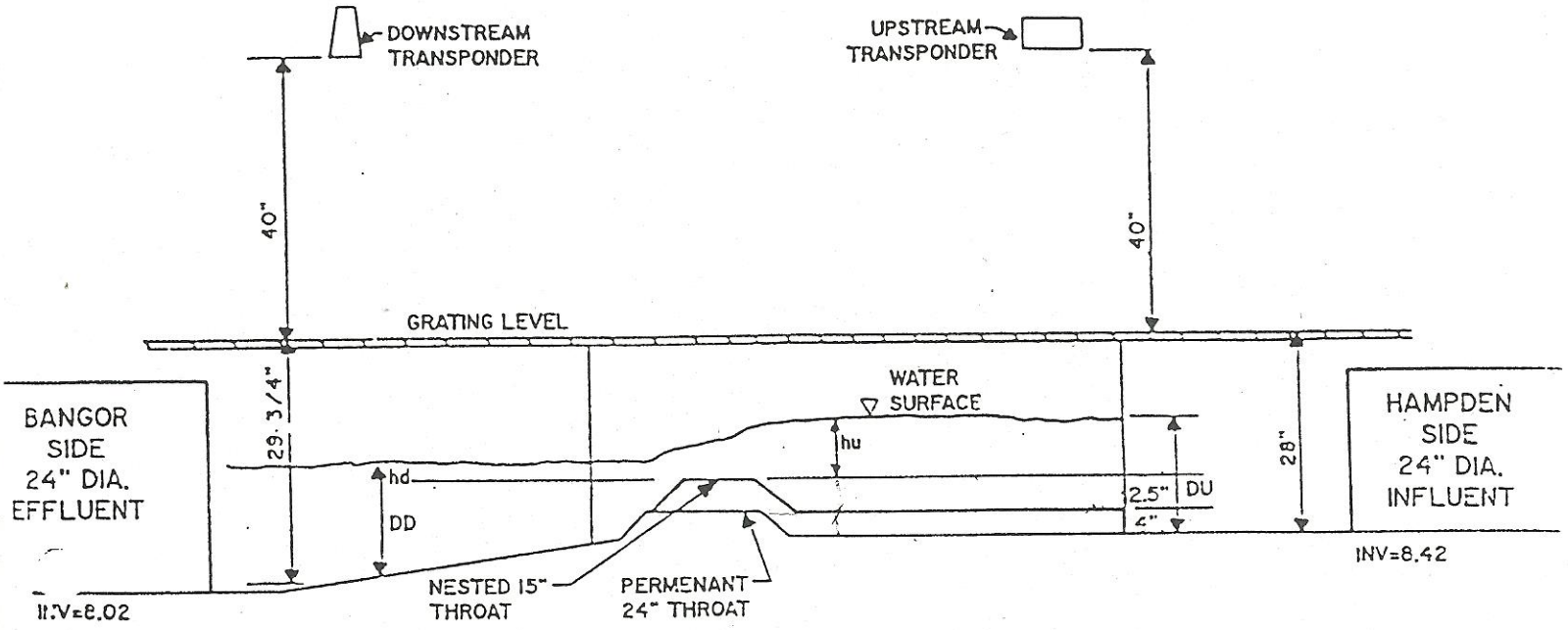
Best regards,

Brent West

Brent E. West, P.E.
Project Manager

BEW/tp
cc: G. Nash
R. Cauthorn

FIGURE 1
TOWN OF HAMPDEN, MAINE
FLOW MEASUREMENT
FLUME STRUCTURE SCHEMATIC



Flow Equations for Boundary Conditions

Free Discharge QF
DC = 4 + 2.5 = 6.5"
IF: DU ≤ 24 and DD ≤ [1.75 + 6.50 + .85(DU-DC)]

3.2 THEN: $QF = 0.0235\ hu^{1.862}$
$R^2 = 99.93\%$

Submerged Discharge QS
IF: DU ≤ 24" and [1.75 + 6.50 + 8.5(DU-DC)] < DD

3.3.1 THEN: $SC[.85 < hd/hu \leq .98] = -1.154(hd)/hu + 1.98$
where $hd = DD - 1.75 - 6.5$
$hu = DU - 6.5$

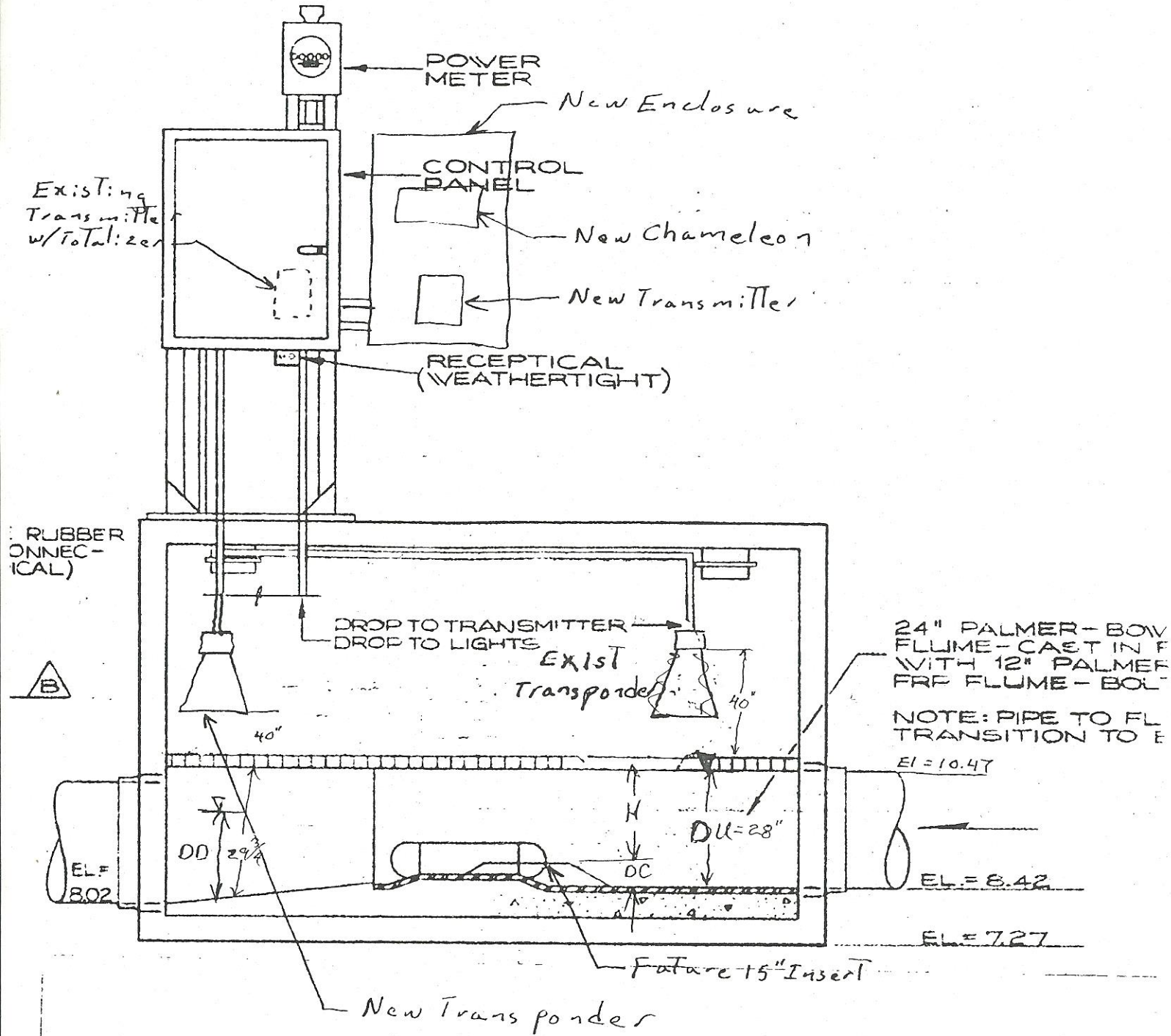
3.3.2 AND: $QS = SC\ (QF)$

3.4 Surcharging Caused by Hampden
IF: 24 < DU and DD <[1.75 + DC + 0.85(DU-DC)]
THEN: Q = 5 mgd

3.5 Surcharging Caused by Bangor
IF: 24 < DU and [1.75 + DC + 0.85(DU-DC)] < DD
THEN: Q = 0.45 mgd

Bangor Maine
December 1990
E-1032

(2)



Angus Jennings <townmanager@hampdenmaine.gov>

Re: Slides from Hampden public meeting re Route 1A

1 message

Angus Jennings <townmanager@hampdenmaine.gov> Thu, Oct 19, 2017 at 9:40 AM
To: Heath Cowan <heath.cowan@tylin.com>
Cc: "Moulton, Rhobe" <Rhobe.Moulton@maine.gov>, Sean Currier <publicworks@hampdenmaine.gov>

Thanks again.

My primary interest will be keeping up to date with any changes in anticipated local project costs. Hampden had anticipated a local match of $465,000 and have received, by voter referendum, borrowing authorization for up to $600,000 for this project. With the updated cost estimate of $5.37M our local share would increase to $537,000 - still within our borrowing authorization but less margin for error. We're also aware that the Sewer Fund will almost certainly incur costs from the highway project due to potential changes in locations of existing infrastructure. We're actively updating our budgeting to take these costs into account (although they won't be knowable for some time), as well as the local costs to replace the sewer gravity and force mains within the Bridge.

Whatever your office and MDOT can do to share est. cost information on a current basis will be helpful, since the lead time required to secure additional funds (whether via annual town budgeting, or adjusting sewer rates) can be somewhat lengthy.

Rhobe, will there be an updated tri-party agreement to reflect the updated project cost estimates? If so will this wait until design is further along so costs may be better known? Or does the existing tri-party agreement adequately address additional costs?

Thanks,
Angus

On Thu, Oct 19, 2017 at 9:14 AM, Heath Cowan <heath.cowan@tylin.com> wrote:

> You are welcome.
>
> If there is anything I can do to help you with. Please let me know.
>
> Heath E. Cowan, PE
> Sr. Project Manager
> TY LIN INTERNATIONAL
> 12 Northbrook Drive
> Building A, Suite One
> Falmouth, ME 04105
> 207.210.1430 cell
> 207.781.4753 fax
> heath.cowan@tylin.com
> Visit us online at www.tylin.com
>
> **From:** Angus Jennings [mailto:townmanager@hampdenmaine.gov]
> **Sent:** Thursday, October 19, 2017 9:13 AM
> **To:** Heath Cowan <heath.cowan@tylin.com>
> **Cc:** Moulton, Rhobe <Rhobe.Moulton@maine.gov>
> **Subject:** Re: Slides from Hampden public meeting re Route 1A

T·Y·LIN INTERNATIONAL

MaineDOT

MaineDOT Highway WIN 11577.00 –Route 1A
MaineDOT Bridge WIN 21692.00 – Grist Mill Br.
Final Public Meeting

September 27, 2017

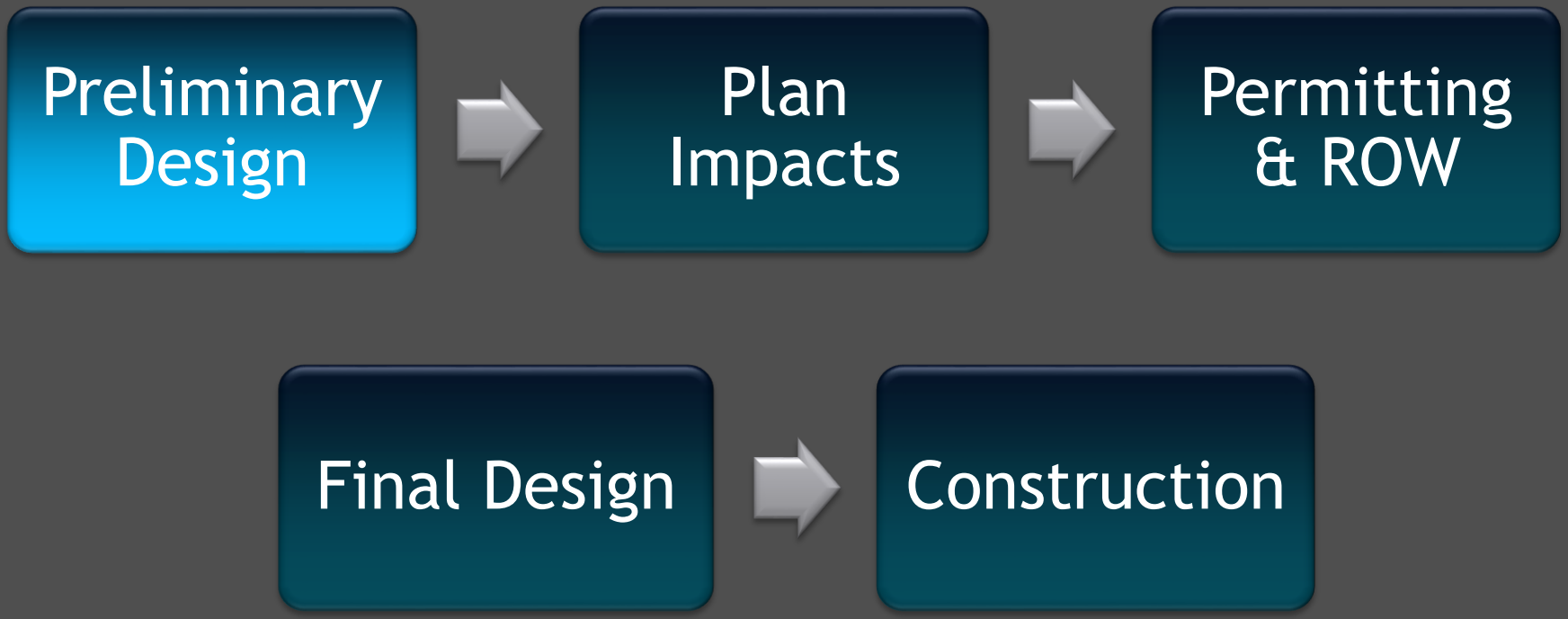
Meeting Agenda

- Meeting Purpose
- Project Process and Schedule
- Project Background Information
- Proposed Highway Design
- Proposed Bridge Design
- Project Costs
- Discussion and Questions

Meeting Purpose

- Present the Preliminary Highway Design
- Present the Preliminary Bridge Design
- Receive comments on both

Project Process and Schedule



- Construction Begin likely Spring 2019

Project Background Information

- Bridge Built in 1924; widened in 1948; removal of dam in late 1990's

- 12 ft Lanes, 3.5 ft shoulders
- 51 ft long

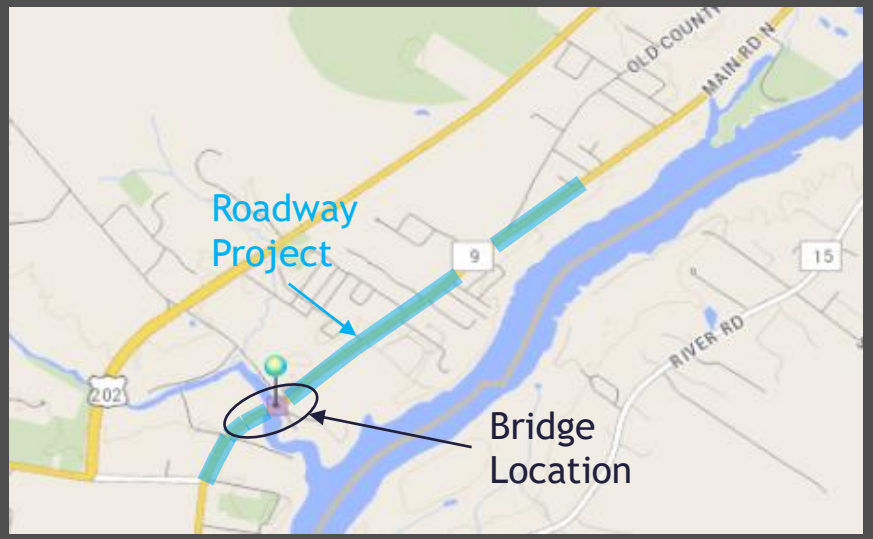
Project Background Information

- Beams Rated “Poor”
- Abutments Rated “Fair”

- Remnants of old dam
- Active corrosion

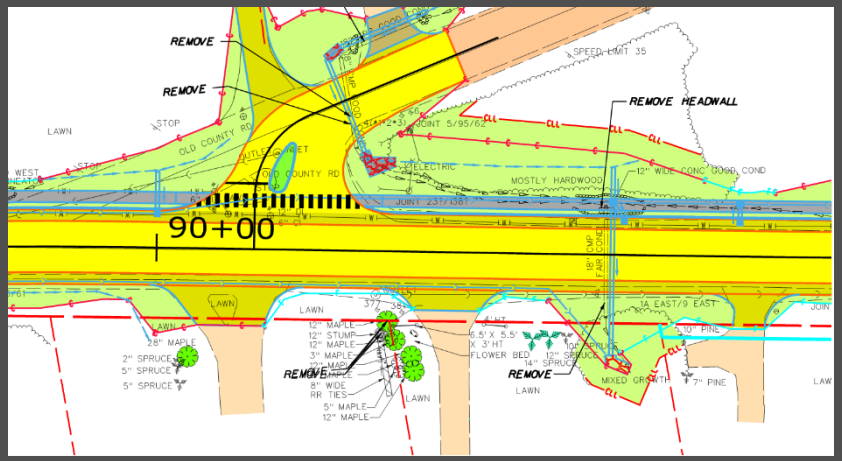
Project Background Information

- Bridge Design and highway design are being progressed concurrently.
- Projects will be advertised together Winter 2018
- Projects to be carefully coordinated



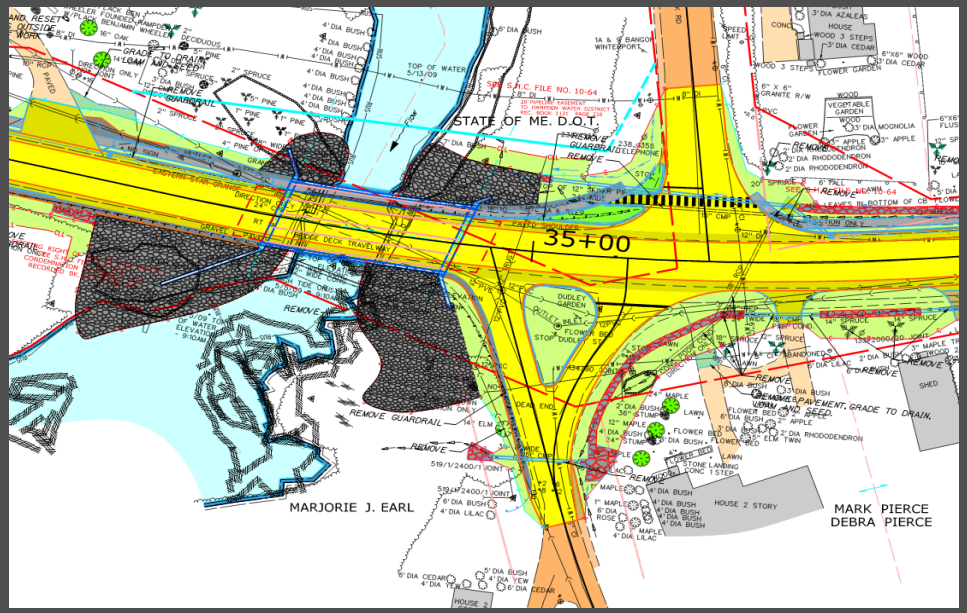
Proposed Highway Design

- 3 Design Sections totaling 1.73 miles–(2)Rehabilitation and (1)Reconstruction
- Add Pedestrian Accommodations/Wider shoulders
  - Sidewalk
  - Accommodates Bicycles
- Improved Drainage
- Maintenance of Traffic



Proposed Highway Design

- Typical Section
  - 11 foot travel lanes
  - 5 foot paved shoulders
  - Cross-Slope Corrections
- Alignments
  - Horizontal
  - Vertical
- Intersections
  - Coldbrook
  - Dudley
  - Old County



Proposed Bridge Design

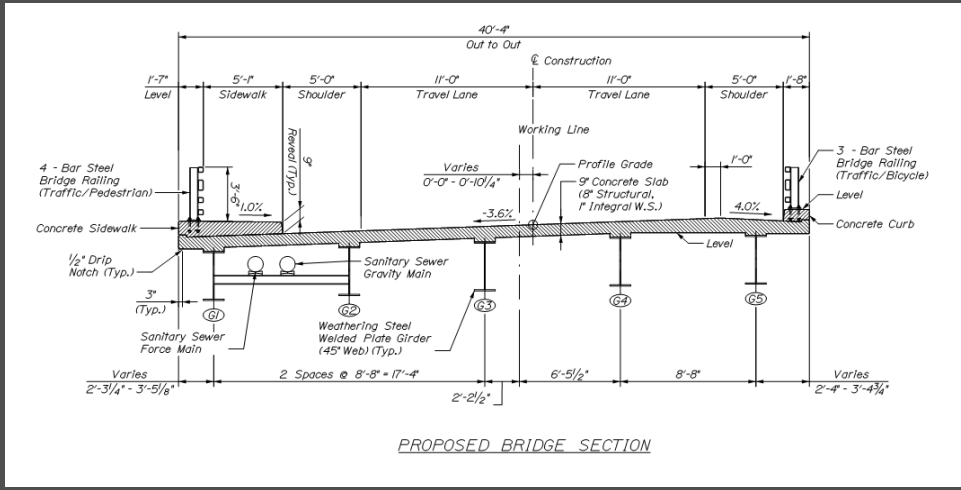
- Purpose and Need
  - The purpose of this project is to improve the condition of the structure through rehabilitation or replacement and improve safety for all users of the structure.
  - The current superstructure is rated poor and the substructure rated fair; active corrosion is visible in many locations. The roadway width across the bridge is narrower than a proposed highway reconstruction project. A sidewalk is also planned for the corridor, which cannot be accommodated within the existing bridge footprint.

Proposed Bridge Design

- Structural Alternatives Studied
  - Do Nothing
  - Rehabilitation
  - Multiple Replacement Options
- Maintenance of Traffic
  - Phased Construction
  - Temporary Bridge
  - Bridge Closure with Off-Site Detour

Proposed Bridge Design

- Proposed Structural Replacement Alternative
  - 95 foot single span steel girder bridge
    - 11 foot travel lanes with concrete wearing surface
    - 5 foot shoulders
    - 5 foot sidewalk
  - Full height concrete abutments with footings on ledge



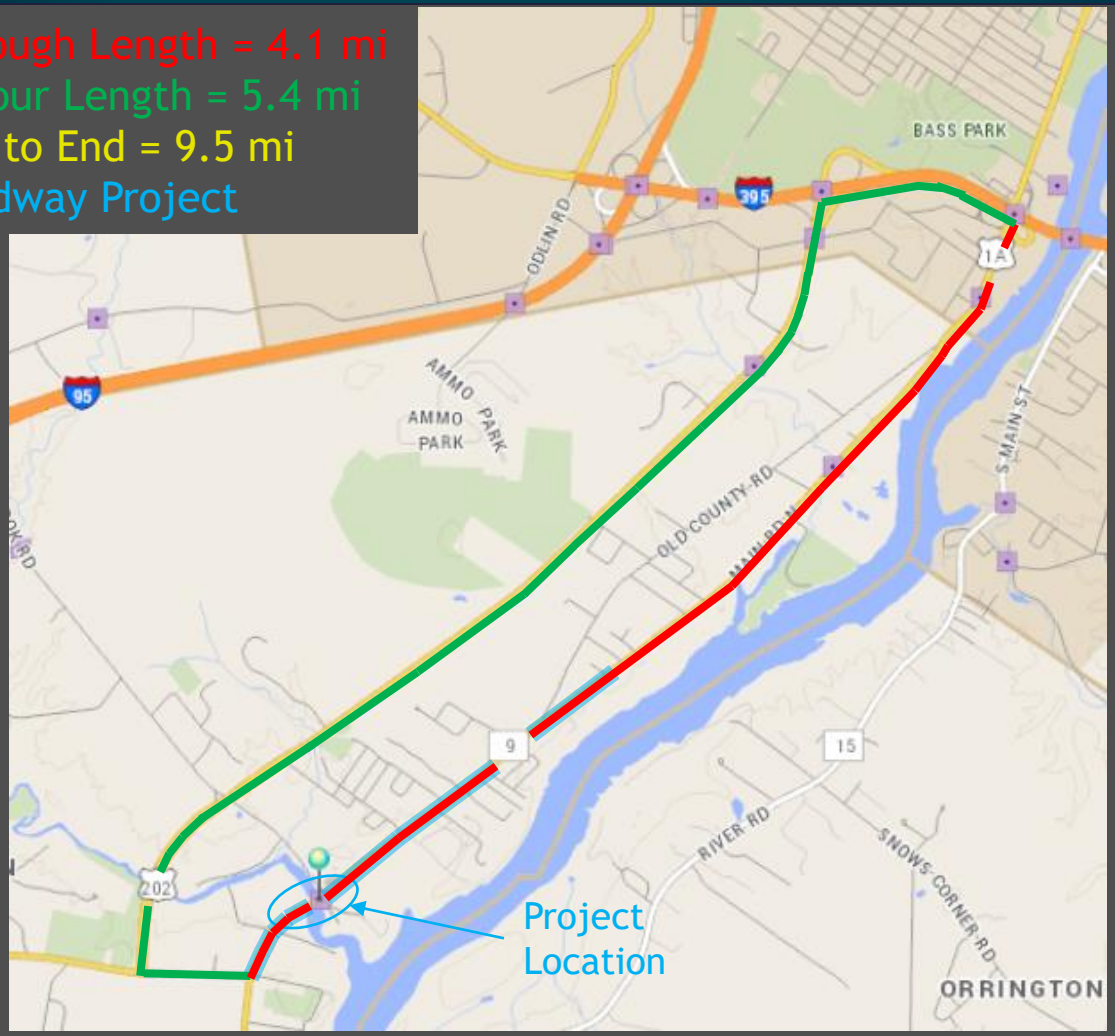
PROPOSED BRIDGE SECTION

Proposed Detour

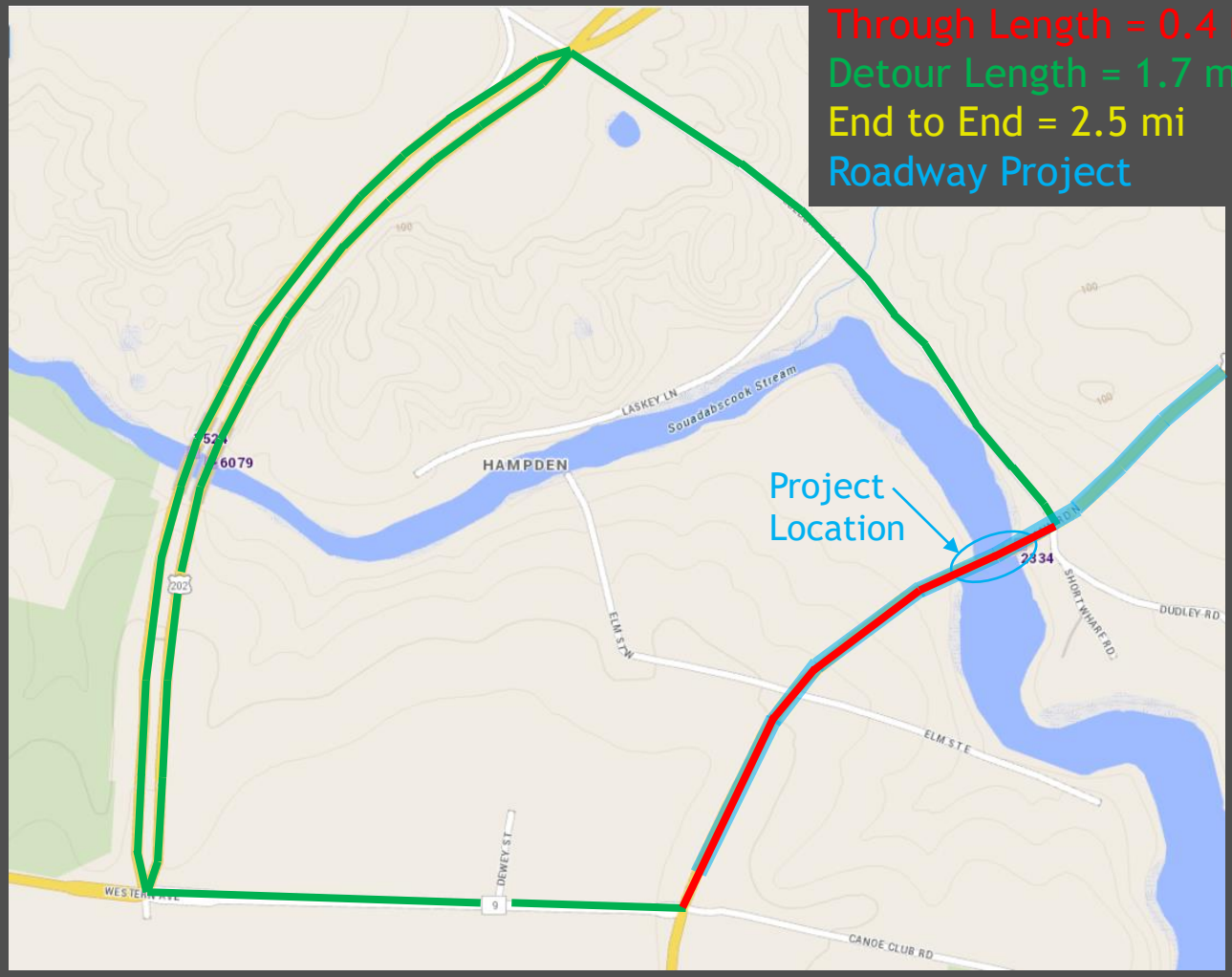
- Proposed Maintenance of Traffic
  - Signed Off-Site utilizing Route 202
  - Local traffic may seek alternate routes
  - Period of one Summer

Signed Detour

Through Length = 4.1 mi
Detour Length = 5.4 mi
End to End = 9.5 mi
Roadway Project



Local Detour



Project Costs

- Bridge Project
  - Preliminary Engineering $ 220,000
  - Construction $ 2,245,000
  - Right of Way $ 15,000
  - Construction Engineering $ 220,000
    - TOTAL $ 2,700,000
- Highway Project
  - Preliminary Engineering $ 520,000
  - Construction $ 4,200,000
  - Right of Way $ 200,000
  - Construction Engineering $ 450,000
    - TOTAL $ 5,370,000

DISCUSSION AND QUESTIONS

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

IN RE PROPOSED HIGHWAY RECONSTRUCTION AND BRIDGE REPLACEMENT PROJECTS ON ROUTE 1A IN HAMPDEN

WIN 011577.00 & 021692.00

Public Meeting At The Hampden Town Office

Reported by Robin J. Dostie, a Notary Public and court reporter in and for the State of Maine, on September 27, 2017, at the Hampden Town Office, 106 Western Avenue, Hampden, Maine, commencing at 6:00 p.m.

REPRESENTING THE STATE: RHOBE MOULTON
LAURIE ROWE
STEVE MICHAUD
LEANNE TIMBERLAKE

FROM T.Y. LIN: HEATH COWAN
JOSEPH HOWE
BENJAMIN TOOTHAKER

CONDENSED COPY

TRANSCRIPT OF PROCEEDINGS

MS. MOULTON: Good evening. My name is Rhobe Moulton. I'm a project manager with MaineDOT. I'm here tonight to talk about -- to give a talk about two projects that we've got. We've got a highway project that the WIN is 11577.00. At the same time that we advertise the highway project along with it we're going to advertise the bridge project. The WIN is 21692. The highway project begins at Western Ave and extends northerly 1.73 miles and the bridge is the Grist Mill bridge.

With me tonight, I have Laurie Rowe. She is the assistant project manager with the Highway Program and Leanne Timberlake is the project manager for the bridge project. I have Heath Cowan. He is the project manager with our design firm T.Y. Lin. Joe Howe is the designer for the highway project. Ben Toothaker --

MR. TOOTHAKER: Yes.

MS. MOULTON: -- is the bridge designer. I have Steve Michaud is our right of way appraiser in charge of the right of way for this project. And our court reporter is Robin Dostie. Do we have any public officials here that would like to be recognized? If so, please state your name.

AUDIENCE MEMBER: Angus Jennings, town manager.

AUDIENCE MEMBER: I'm Stephen Wilde, councilor for Hampden District 1, which this directly impacts.

MS. MOULTON: Okay. Yes, sir.

AUDIENCE MEMBER: Ivan McPike, town manager, chairman of planning development committee and also a resident in Division 1 where this takes place.

MS. MOULTON: Thank you. I have a couple of housekeeping -- yes, sir.

AUDIENCE MEMBER: Sean Currier, public works director in Hampden.

MS. MOULTON: So sorry. Is there anybody else? A couple of housekeeping things to touch on. Over here we have a table that has a sign-up sheet. If you didn't get a chance to sign-up when you came in, we ask that you would do so on your way out. There are a few spare notifications there. There are some of my business cards. There are also some comment cards and envelopes. If you don't feel comfortable speaking in this situation or you might get home and think of something you wish you'd said, you can fill out those comment cards and send them in to me. There is also some right of way booklets that

explain the right of way process, which when Steve talks he'll tell you more about. If you have a cell phone, could you please either shut it off or shut it down on vibrate or silent.

So what I'm going to do is after I get through my little song and dance, Heath is going to talk about the design -- or actually Heath and Joe are going to talk about the design. Steve is going to give you a run down about how the right of way process works, then I'm going to talk a little bit about schedule and budget. At the end of all of this we'll have a question and answer period. During that period we'll ask you to raise your hand, state your name, who you represent and your interest in the project. If you have an individual question about your property in particular, we will hang around after the meeting is adjourned and we can talk more in depth with you about what's happening in front of your property.

So as a part of the historic review process I need to do some reading to you to get this into the public record. The MaineDOT historic coordinator reviewed the proposed project area for any National Register Eligible properties and determined that there are several properties within the project

limits that are eligible for the National Register of Historic Places. The State Historic Preservation Commission, also known as SHPO, has concurred with this finding. As the plans are developed, MaineDOT's historic coordinator will consult on effects to those resources and make recommendation to the project team to avoid, minimize or mitigate if necessary. MaineDOT will post any findings of effects to these properties on the MaineDOT website and accept public comments on these findings once the effects have been evaluated. The affected determination will also be sent to the Maine Historic Preservation Commission for concurrence.

And that's my lead-in. With this, I'll turn it over to Heath.

MR. COWAN: Thank you, Rhobe. Can you guys hear me if I sit right here or if you want me to stand up I can run the computer at the time same time? Real quick, what we're going to do here tonight from a design standpoint is talk to you a little bit about, you know, why we're here, we'd like to discuss the process that we have to follow, the project development process a little bit, touch on the schedule before we turn it back to Rhobe, give you a little bit of background on the project.

5

Again, we have two of them here, so we'll talk about both of those. Then Joe is going to talk specifically about the highway design and some of the intricacies there and maybe some of the details that are worth noting to the whole group. As Rhobe said, if you have specific questions about your property or what's going to actually happen in front of your property, we'd be glad to answer those questions if we can just hold them until the end. We've actually brought some of the plans with us so we can take the cross-sections out and take a look at what's happening right in front of your property if you'd like. Then I'll talk a little bit about the proposed bridge design for the Grist Mill Bridge, what are the costs, and then, as Rhobe said, we'll turn it back to Steve and we'll open it up for your questions and comments.

The purpose of this meeting is, as I said before, we're here to present the preliminary highway design and the preliminary bridge design and we're really looking for comments that you have on both of those projects. So if there is something in there that you see that you think would help make the project better, any comments that you have, anything that we may have missed, by all means, please, you

6

know, raise your hand at the end and let us know if you have any comments. Where we are in the process, I think it is important to note it feels like it's done, you know, when you see the plan on the wall and you see the PowerPoint it seems like it's done, but we're really in the beginning stages still. We're at what we call preliminary design report complete where our preliminary design is done. From here at the conclusion of this meeting, we'll actually go back, we'll refine the plan, we'll refine the impacts based on any comments that we receive here today to get to a point where we call plan impacts complete. That will allow Steve to work with his group to define what the impacts are to your property, you know, and what -- what do you have for compensation for that and Steve will get into that in detail later on. It will also allow permitting to start, permitting to complete, the permits that are necessary to go out there and actually build the project. And then we'll do our final design wrapping that up and then putting it out to construction. Right now, we're looking at construction likely beginning in the spring of 2019. That right of way process that we talked about takes a little bit of time to make sure that you as property owners get your due process when we're out

7

there and actually having impacts to your properties, we don't want to rush that process. So once we nail down what those impacts are people will be coming out to talk with you and discussing those impacts and that process takes a little bit of time. So right now, we're looking at about a spring of 2019 construction begin.

A lit bit of the project background on the bridge side. The existing bridge that's out there now was built in 1924, so it's pretty much reached the end of its useful life. It's been widened in 1948 and then the dam was removed in the 1990s. Currently, the bridge itself, the existing bridge has approximately 12 foot travel ways and 3 1/2 foot shoulders and it's about 51 feet long. The beams as you can see from the picture are starting to deteriorate. It's been widened a couple of times, so we've got all of those areas for water to get down into the structure and it's really starting to cause havoc. So as you can see from the slides the beams are rated poor. They're still safe. They're still passable. There is nothing to worry about there from a safety standpoint, but they're at that point where it's time for the bridge to have something to be done.

8

So what we've done -- we'll get into the bridge in just a minute, but as we noted before, this is part of a highway project as well and as you can see up there on the upper left the bridge kind of sits in the first third of the project and the highway project starts essentially at Dunkin' Donuts, I guess, and then goes all the way down to approximately Carriage Lane. So it's about 1.73 miles of highway rehabilitation and Joe will get into that in just a second.

Both of these projects will be advertised in the winter of 2018, so next year. Once we get through that right of way process like we talked about and our firm, T.Y. Lin, has the design of both projects, so it's really easy for us to coordinate the design of the two to make sure that the highway and the bridge will be seamlessly designed and then when they're put out to construction they will be advertised together so one contractor will be in control of the work and will be able to have -- we won't have any coordination problems out there as far as conflicting signs and work product, if you will.

I'll turn it over to Joe now and he'll take a couple of minutes to walk through the proposed highway design that we have, so with that, Joe Howe

from T.Y. Lin will talk through that.

MR. HOWE: Thank you, Heath. Like Rhobe mentioned, our project -- and I'm going to be talking mostly over here. Our project is 1.73 miles. It starts right there next to Dunkin' Donuts, about 350 feet north of the Western Avenue intersection. North of -- the north arrow is over there, so it's kind of pointed up that way. The project ends back here about 200 feet north of Carriage Lane just before Mountain View where the previous project probably back in 2012 was constructed.

Key points along the project. There is the bridge that we're replacing, Grist Mill Bridge, Dudley Road and Coldbrook Road and you've got the Library Road right here and then Old County Road right there.

Just for you for your background, if you're coming up and looking at the plan afterwards, the yellow color, that's the new roadway pavement. There is a goldish color, which is shoulder pavement or paved driveways. There is kind of a peach color that you'll see on some of those driveways, that's the existing driveway. There is some brown on the driveways, those are gravel driveways right now. We are putting a sidewalk along the entire left side of

the project from start to finish that shows up as kind of a gray color. And then trees show up as kind of a dark green. They're kind of scattered through. The light green area is where we're going to be loaming and seeding disturbed areas. There is some areas that you'll see that are gray that have kind of a stone looking pattern, those are rip rap or stone ditch protection. And blue down there is the river.

For the profile, so this is looking -- if you cut the road down the middle and looking at it, the proposed kind of shows up as solid. There is a dotted line that kind of represents existing. In this project it's kind of really tough to tell because we're matching the existing conditions when we're done. And then also keep in mind that as you're looking at the profile it's about five times taller than it actually is in real life. It just makes it easier to kind of see some of the discrepancies as we're doing the design.

In terms of this roadway, the DOT considers this a minor arterial. It's got two design speeds on this project. It is posted for 25 up to about Coldbrook Road. From Coldbrook Road north it is 35 miles per hour. The pavement design is a 12 year design life. Existing traffic, there is about 7,000

vehicles a day on average. When we're done with the project, so in 2034 we're looking at an average of about 8,500 for our design life.

Currently, as part of our process we go back and evaluate crashes for the past three years. Over the past three years there were 16 reported crashes along the project corridor. Looking at those, most of them were fairly minor rear-end collisions, a lot having to do at driveways. There were two each at Coldbrook Road, vehicles stacking to turn left. And then also at Sunset Ave, which I believe is right there, there were a couple crashes that were related to some construction activity out there, which I thought was interesting.

So the project is broken up into three design sections. And it's really -- we've got a rehabilitation section and then a reconstruction section that kind of shows up over here. They're very similar. The difference on these is most of the project has an existing concrete pavement from when it was originally built. That is -- it's a 25 foot wide concrete slab. When they did the widening and kind of realignment of the bridge back in the '40s they ripped out a good couple hundred feet of it -- I guess a couple thousand feet from -- I guess it went

from about 25 -- station 2550, which is up near the top of the hill out here and it went to about 4300. Where we have the concrete slab now they're not going to remove that. We are going to do a process called rubblization where they're going to break it up and crush it and leave it in place. For the reconstruction areas where there is no slab, we want to make sure there is continuity within the pavement structure so you don't feel any bumps or anything like that, so we will be replacing some of the gravel that's there with a fairly large course aggregate to kind of replicate that concrete slab. When we're all said and done, there will be -- there is about 6 inches of pavement on top of the concrete now, we'll be ripping that off, putting 2 inches of pavement millings down and then 4 inches of new pavement.

Like I mentioned before, there is going to be sidewalk the entire length. And so part of the, you know, the project -- as part of that, it's currently mostly all ditches on that left side and that will all go to catch basins and underdrain systems. So that is a pretty big change over what's there, but those are being designed to accommodate the drainage. We have talked to the town about some high flow areas and we do need to design that around

then with the sidewalk we are putting in a 3 foot esplanade. I know back at previous public meetings that we've been to there was a lot of discussion regarding that with the previous project, some issues with mailboxes and stuff like that, so we have tried to build that in.

Typically, like I mentioned, we're going to be matching existing alignment so we'll be following the -- both horizontally and vertically matching what's in there. There are some areas where there are some cross-slopes that are a little steep that need to be fixed or some curb that's not quite deep enough so that will be corrected and that will make some adjustments at the edge of the roadway.

There is not a lot of guardrail out on this project, which is a good thing. Pretty much the guardrail will be down limited to the area by the bridge that approaches the bridges. Other than that, there were a couple steeper areas where we were able to flatten the slopes that we didn't need that.

Like I had mentioned, just collecting the drainage in the gutter rather than letting it get out onto the properties. There are -- and as I mentioned, there are no major deficiencies out here.

So there are quite a few side roads out

all the utilities that are out there. The water that was just replaced in the past couple of years as well as the sewer that's been worked on over the years, those will be -- we'll work around those as much as possible. It should not be anything more than some minor disruption to services as they maybe need to reconnect some things.

For the roadway work, that will be done using probably alternating one-way traffic. The actual methods will be up to the contractor, but that's typically pretty standard for this. In our design process and what MaineDOT uses as a design philosophy is a practical design. So what we're trying to do is get as much roadway built for as much -- for as best cost work for that. So luckily the roadway out here is actually built to a pretty good standard, so there is not a lot that we need to do here other than just rehabbing the pavement.

Typical section, when you come up and look we're going to be using 11 foot travel lanes and then 5 foot shoulders. So the -- from yellow line to white line will be 11 feet, 5 feet for the paved shoulders, which will make it safe for bicycles to use that area if they so desire.

The 5 foot sidewalk we talked about. And

here. Some of the big ones are the Dudley Road and Coldbrook Road. I know back in 200- -- I think it was about 2012 when we initially went through the PDR stages for that project there was a lot of discussion regarding Dudley Road and the island. The current design does maintain the island. The big change there will be that this leg will be out only; this leg will be in only. We're going to try to help that become a little bit more safe.

And then with the sidewalk, one concern we had with Coldbrook Road is with some of the bigger trucks that come down that road is making sure that crosswalk is as safe as possible, so we're doing what we can to try to shorten that up.

So then down at Old County Road back here that's a pretty high skew roadway. Definitely not preferred, so we are making a minor realignment to that to tee it in. And then with that there are two new crosswalks that we're putting in. One at Library Road and one at Sunrise Lane here.

And then that is really the bulk of the design here, so. If anyone has questions afterwards I will be around to answer them.

MR. COWAN: Great. Why don't we -- we'll take a second or a few minutes here and talk about

the proposed bridge design. As we talked about before from a purpose and need standpoint the purpose of the bridge project is to improve the condition of the structure obviously as we talked about and you saw the pictures from earlier in the slide. And the need that's out there in conjunction with the highway project is that the existing bridge is certainly narrower than our proposed roadway is going to be as well as the sidewalk being planned for the corridor it will be very difficult to make that work with a rehabilitation type project. So although we're looking at the structure, we're looking at the useful life left at the structure, we're also looking at trying to make sure that the bridge fits in with the new highway project.

We looked at do nothing, you know, it's something we have to look at to be fiscally sound. Would the bridge survive if we did nothing? Certainly it would survive for a few more years, but the deterioration is starting to get to the point that something needs to be done.

We've also looked at a rehabilitation option. Is there something that we can do to those existing beams, that substructure, the abutments that hold the superstructure, which is the beams that

carry the roadway? Could we rehabilitate that? Yeah, we probably could. We'd probably get some additional life out of that, but there is certainly a risk when you do that as well. There are areas that may look good now, but when you get into a rehabilitation project and you start removing or adding concrete, deteriorating concrete, you may find other issues out there, other things that you can't find until you actually get into the project itself, so you try to balance all of those things when you're looking at the design. And, again, as well with the other added complication of this being part of a bigger highway project we want to make sure that it all fits together when we're done.

We also looked at multiple replacement options. We don't just go into the design and pick a length and make it work. There are multiple factors to consider, environmental impacts, impacts to properties, critters, the fish, the -- all of the things that utilize the area, pedestrians. Everything out there is what we have to look at when we're trying to pick the appropriate span and the appropriate width of the bridge.

We also looked at multiple maintenance of traffic alternatives. I believe that the highway

project, I think Joe said it, is most likely going to be alternating one-way, which is typical for highway construction where there will be a work zone, there will be people that, you know, there will be work happening, you'll stop, using the flaggers that we're all used to in the summertime, but alternating one-way through the highway project.

For the bridge project, we've actually looked at a couple of different things. We've looked at phased construction, which will be kind of that approach where we'd take off half of the bridge, build half of the bridge, put traffic onto the new bridge, take down the old bridge. That's a very costly process and it's just really not that safe either for the workers as well. There is a lot of instances there where you have traffic and you have people and workers all in conflict, but that's certainly something we have to do in areas. We've also looked at a temporary bridge alternative, which is building another bridge beside the bridge and then keeping traffic right there at that location while they're removing and replacing the old bridge. That's certainly a costly alternative as well because basically then you're building two bridges.

We're fortunate, I guess, at this site we're

closing the bridge and using a detour. It's a very good alternative here. For through-traffic we have, and we'll talk about it in a minute, but so we've looked at all of those different things to get to kind of where we are today, which is our proposed structural replacement is going to be 95 foot single span steel girder bridge. Given the environmental constraints that we have this year and to try to minimize the impacts to the stream the bridge is going to get longer in length. It still will be a single span. There will be no pier in the water or anything like that, which is -- it's a pretty simple, if you will, construction technique doing a single span bridge with only two abutments. We're looking at the 5 foot shoulders to match the highway project as well as putting a 5 foot sidewalk on the bridge, so pedestrians or any bicyclists that want to use the corridor will now -- whether they're on the road or on the bridge they're not going to feel constricted potentially like they do out there right now where the bridge is pretty narrow.

The abutments, which is the concrete that kind of connects the bridge to the ground, if you will, are going to be concrete abutments. They're going to be founded on ledge. We'll remove that top

soil to get down to the good, solid ledge and we'll build the concrete abutments right up from there and then set those steel girders right on the abutment. The wearing surface for the bridge, which is I'm going to say typical. It will be a concrete wearing surface. And I know there is a lot of bridges in the state that actually have pavement. In this location, given the grades that we have, the concrete and we're actually going to be putting some longitudinal grooves in it to help with friction so they will be able to stop and start on the bridge as needed in any rain events or anything like that. So we think it's a real good application here in this -- in this configuration for that concrete deck as opposed to a bituminous wearing surface so that's an added feature to the project as well.

The detour, as I talked about, we really looked at those alternatives but really settled on closing the bridge and doing an off-site detour. Through-traffic will be signed to utilize 202, which is a pretty parallel route for traffic, and I'll show you a couple of maps here in a minute, but there is also -- local traffic can utilize I believe it's Coldbrook Lane -- Coldbrook Road, a really short detour and I'll show you those in a second. We

anticipate the construction for the bridge project to last the summer. We'll utilize some accelerated bridge techniques in order to get in there when school gets out, get in there and really hit the bridge hard and get traffic back open before school starts again in the fall so we're not impacting the bus routes and things like that. So we'll have -- we're anticipating that there will be some provisions in the contract to ensure that the contractor gets that work done and we're not impacting those folks beyond one summer.

I have a couple of maps here just so that you can see it, and you're all familiar with this probably more so than I am even, but the red -- the red line that you can see on there is the project and the through detour length is about 5.4 miles. So we're really not adding a lot of travel, a lot of distance to anyone that's basically just driving through. You know, end-to-end, from abutment-to-abutment for the bridge detour it's going to be about 9 1/2 miles, so if you do live right on one side of the bridge and need to get to the other side you're about 9 1/2 miles to get around. And we're not trying to minimize that, but certainly if you utilize that route you've got a long way to get

around. We're not going to sign Coldbrook Road as a detour, but certainly local traffic will be allowed to use that because they are public roads. By not signing it, you know, it keeps the big, heavy trucks off of the local roads, but I will anticipate that there will be some influx of traffic on those roads if you live there, but certainly anyone driving through won't know that as a detour route. So we're hoping that the big trucks stay off of that and, you know, we can talk about it as we go forward and even signing that for local traffic only to keep some of those rigs off there. I can't imagine that they would want to if the highway is going to be under construction as well, once they get on 202 I think they'll head and stay right on there. I can't imagine that they'd use Coldbrook Road, but you never know.

Project cost, the bridge project right now is estimated to be built for about $2.7 million. Preliminary engineering, which is kind of what we're doing now, construction being the actual cost to construct the project and then the right of way costs are the amount of money that it takes to come up with the impacts and then pay the property owners for their -- for their impacted property. And then

construction engineering is the DOT staff or the staff that DOT has on site when the project is actually being built so that you as property owners and local officials have someone right there that's kind of in charge of the project, overseeing the contractor and then if you've got any questions they'll have trailers right on site where you'll be able to go in there and talk with them. The highway project right now is estimated at about $5.4 million, so the two of them together you're looking at about an $8 million project to rebuild the bridge and then reconstruct and rehabilitate this section of roadway.

We'll be happy, as Joe said, when we get done with the formal presentation to answer any questions that you have, but right now, I think I'm going to turn it over to Steve, who is going to talk through the right of way process and explain those little blue books that most of you probably already have. Steve.

MR. MICHAUD: Thank you. If you look real close to the map up here you'll see two parallel dashed red lines. You have to get right up close to see them. That's the existing right of way that's out there now. I didn't measure it because I didn't have a scale, but it's typically about 66 feet wide.

Once we get to the plan impacts stage the design is done enough so we can begin the right of way process. The first thing we'll do is go to the registry, look up everybody's deeds to see the legal owners of every property that's affected by the project. Once the title search is done, we'll draw up right of way maps, which will show the specific impacts to each property as to what needs to be acquired.

Typically, acquisitions are one of three different kinds. We need to acquire like a strip take of land, we also sometimes need to acquire easements to build and maintain things like slopes and drainages and there is also temporary rights, which we use to typically to match somebody's driveway in to the project.

Once the right of way maps are complete an appraiser is assigned to the project to go inspect the project and research market value of land in the area. The appraiser will give each person the right to accompany him on his inspection and develop a report for the Department that will be reviewed and approved to make an offer to the property owners. Once the appraisals are done, a negotiator will go out and contact each property owner, make them an

offer, explain what's going to be acquired, explain what's going to be built in front of their property and leave the paperwork with the property owner to decide whether or not to accept the offer.

After -- 30 days after all contacts are made, the Department will acquire the land and rights to build the project by eminent domain through filing a condemnation at the registry of deeds. At that time, all the checks will be mailed out to the property owners. Cashing the check if you have not settled with us doesn't mean you've -- if you signed -- if you didn't sign the form for the original offer and assent form that means you can still cash the check whether you sign that or not because by state law it's an eminent domain taking so it does not present a binding contract on the property owner.

Once the project construction is complete, all unsettled parcels will be scheduled for hearings at the State Claims Commission level for the state and the property owner to present their differences of opinion as to what value of the part taken was.

Typically, any checks that we mail are required by law to have any mortgage holders on there, lien holders, anything like that.

Property pins that are disturbed by the project are usually eligible for replacement at the Department's cost.

And if you plan to sell your property after you've received notice of what's being acquired, you are required by law to tell that perspective buyer what the state's proposed acquisition is.

I'll be here after the meeting to answer any right of way questions. And, like Heath said, this little book here has a lot of the details of the right of way process in it. Thank you.

MS. MOULTON: Thank you, Steve. With that, I believe that we will open it up to questions. As I asked before, if you could please raise your hand and state your name so that the court reporter can get it in our meeting minutes and who you represent. With that. Wow, we must have done good.

AUDIENCE MEMBER: (Lambros Karris.) I guess I can probably ask a question.

MS. MOULTON: What's your name, sir?

AUDIENCE MEMBER: My name is Lambros Karris. I own the property that corner property between Main Street and Old County Road. And my big concern is the consequences of the whole situation. I hear you engineers talking about it and somehow of course you

think about the road, main road, and the perimeters of the road and so on. What I worry about is the water that will be accumulated because of that and what happens to that water. Right off from Old County Road straight down there is a culvert and I am concerned in terms of new development, what they're going to do with the culvert and where the water is going to go. Right now, it's going between two houses that I happen to own right on the river and previous owners had put some culverts in to solve it. My concern is will you have the ability to think past the road or the consequences of the road? You understand my point?

MR. COWAN: Yup, we do and --

AUDIENCE MEMBER: (Lambros Karris.) You've got to look at the whole picture rather than just the road concerns.

MR. COWAN: Absolutely. That's part of what we do is to make sure that, as Joe said, a lot of the water, not specifically at that location, is carried right now in open ditches, shallow ditches, and with the introduction of a sidewalk along that side there is going to be those catch basins that you see on the tops where all that water is going to be collected in those basins and then piped underground and we have

to make sure we know where that water is going to go. We'll certainly chase that so that we know that it's going to be going somewhere that it's not going to impact another property.

AUDIENCE MEMBER: (Lambros Karris.) Thank you.

MR. COWAN: You're welcome.

AUDIENCE MEMBER: (Stephen Wilde.) So if I understand that correctly a lot of those ditches -- we're not going to need the ditches any more because it's going to be catch basins?

MR. COWAN: Correct.

MS. MOULTON: On the north side.

AUDIENCE MEMBER: (Stephen Wilde.) Okay.

MS. MOULTON: We're keeping as much of the open drainage on the south side as we can, but the -- on the side --

AUDIENCE MEMBER: (Stephen Wilde.) I view that as a positive upgrade, so good. Thank you.

AUDIENCE MEMBER: (Stephen Wilde.) Could you say your name?

MS. MOULTON: I know you did --

AUDIENCE MEMBER: (Stephen Wilde.) What's that?

MS. MOULTON: What was your name, please?

AUDIENCE MEMBER: Oh, I'm sorry, Stephen Wilde.

MS. MOULTON: Thank you.

MR. HOWE: Hey, Rhobe, if I can follow-up on that. Most of the right side of the road as you head north there is not a lot of ditches out there right now anyhow, you know, it's generally sloping off towards the river, so most of that is kind of sheet flow, so we are typically maintaining that. We are adding some underdrain to make sure that the roadway is being drained out, but we're trying -- you know, what we try to do is not change the drainage path so we're not taking water from one spot and putting it somewhere else, so we are maintaining that for the most part?

MS. MOULTON: Yes, ma'am. You're name, please.

AUDIENCE MEMBER: Lois Johnson, just a resident right at 193 Main Road North.

MS. MOULTON: Okay.

AUDIENCE MEMBER: (Lois Johnson.) And my question is on the rain on the water run-off, right now where it runs off just -- okay, so when you say on the right side of the road that would be going up towards Bangor?

MR. HOWE: Yup. Correct.

AUDIENCE MEMBER: (Lois Johnson.) Okay. So that's the side that we live on. Right now when it rains or anything, the water comes right down into our yard and it's like a river. I mean, it's probably a foot high, probably 3 feet wide that runs right through our back yard, so we -- it's just like a swamp back there and it goes under our barn and it raises havoc. Will that be improved? Will that be changed or is that going to be addressed at all or made worse?

MR. HOWE: We'll look at that in a little bit more detail.

AUDIENCE MEMBER: (Lois Johnson.) Okay. Because it's really bad right there.

MS. MOULTON: If you could come up after the meeting and make sure that Joe knows where your property is located he can take a closer look at that to make sure.

AUDIENCE MEMBER: (Lois Johnson.) Okay. And then another question, and you probably may have answered it and I may not have understood, but as far as making the road wider, the sidewalk, and so you will be going in to people's front yards obviously if you need to have the right of ways. Will I be able

to find that out tonight as far as how far or how much will be lost?

MS. MOULTON: Absolutely. If you come up and talk to us after, we can show you exactly --

AUDIENCE MEMBER: (Lois Johnson.) Okay.

MS. MOULTON: -- look at the plans closer and see how much different. It doesn't really widen here as much as --

MR. HOWE: It is not a huge difference.

MS. MOULTON: -- you would expect --

MR. HOWE: Right.

MS. MOULTON: -- because today, correct me if I'm wrong, aren't we pretty much at a 12 foot travel way and going 11s and 5s --

MR. HOWE: Right.

MS. MOULTON: -- by the time we get in there it doesn't -- it doesn't greatly push it out.

MR. HOWE: There are some gravel shoulders now too.

AUDIENCE MEMBER: (Lois Johnson.) Well, our house is one of the closest ones to the road right now. It's probably, I don't know footage, but it might be a car length the side of the road, you know the dirt part of the road, from there to our front of the house is maybe a car-and-a-half length, so if you

took, you know, I don't know how long a car is --
MS. MOULTON: You said you're on the --
AUDIENCE MEMBER: (Lois Johnson.) On the right side.
MS. MOULTON: Yeah.
AUDIENCE MEMBER: (Lois Johnson.) So if you're taking 5 feet for the --
MS. MOULTON: Our sidewalk is on the other side.
AUDIENCE MEMBER: (Lois Johnson.) Oh, I thought you said you were putting a 5 foot on the other side as well?
MS. MOULTON: No. Sidewalk is on one side.
MR. HOWE: 5 foot shoulders.
AUDIENCE MEMBER: (Lois Johnson.) Oh, okay. So 5 foot shoulders.
MR. HOWE: Correct. Which isn't a big difference from what's there now what you look out there and see.
AUDIENCE MEMBER: (Lois Johnson.) Oh, okay. I must have misunderstood you.
MS. MOULTON: And they're not -- pretty much where you've got gravel out there is going to end up being paved, so it's not really --
AUDIENCE MEMBER: (Lois Johnson.) Oh, okay.

That's our concern.
MS. MOULTON: Yeah, but we can definitely take a look at it after the meeting and orient ourselves to where you're located.
AUDIENCE MEMBER: (Lois Johnson.) Okay. Yup.
MR. HOWE: And generally speaking, the back of the sidewalk on the left side will be about where the back of the ditch is right now. So you're basically filling over that and then a little slope down to the ground.
AUDIENCE MEMBER: (Lois Johnson.) Yup.
MS. MOULTON: Yes, ma'am.
AUDIENCE MEMBER: Lisa Gadoury. I'm at the Old County that gets all of the run-off in our driveway and it's kind of rotted in our garage. And I know back in 2002 we had some stuff, surveyors and what not because of that and it kind of stopped, so I don't know, is that something that's going to be looked at? Is it something that's recorded because it was a problem back in 2002 and it's never really been fixed, but if you look -- I can't even explain it. You can kind of see it come off the road and then it kind of settles and then it -- depending on the amount of rain it kind of settles in our driveway

and gets into our garage.
MR. HOWE: If you show us your property afterwards we can discuss about some options how to...
AUDIENCE MEMBER: (Lisa Gadoury.) Yeah.
MS. MOULTON: Frequently, if we've got a driveway that goes down away from the road we're going to put a little bit of a bump at the shoulder that holds the water on the road.
AUDIENCE MEMBER: (Lisa Gadoury.) Okay.
MS. MOULTON: But it's definitely a help to talk to Joe afterwards and see where your property is.
AUDIENCE MEMBER: (Lisa Gadoury.) Yeah, this is the time to address it, I guess. It looks like it was a problem way back, but it just kind of stopped but the water kept coming, so whatever.
MS. MOULTON: We'll see what we can do.
AUDIENCE MEMBER: (Lisa Gadoury.) Okay.
MS. MOULTON: Yes, ma'am.
AUDIENCE MEMBER: Hi. I'm Beth Boudreau. I'm at 356 Main Road North. I have a question. We have very mature trees on our property, which are close to the road. I don't know if it's going to be affected or not, but if those trees come down what's

the process for -- do you replace them? Do you...
MS. MOULTON: We'll have to take a look --
AUDIENCE MEMBER: (Beth Boudreau.) Oh, okay.
MS. MOULTON: -- again, because it's going to matter where the right of way is.
AUDIENCE MEMBER: (Beth Boudreau.) Okay.
MS. MOULTON: If the tree is within the state's right of way, unfortunately you don't get compensated for that.
AUDIENCE MEMBER: (Beth Boudreau.) Okay.
MS. MOULTON: If it's outside of the right of way you absolutely get compensated. Either replace or pay?
MR. MICHAUD: Usually we pay the value of the tree in place.
MS. MOULTON: Yup.
AUDIENCE MEMBER: (Beth Boudreau.) Because the trees are marked, is that your marking or someone's marking?
MS. MOULTON: I'm not sure.
AUDIENCE MEMBER: (Beth Boudreau.) Okay. We don't know who has marked them, but they're marked.
MS. MOULTON: I'm pretty sure that we should

not have been out doing any marking yet for this project.

AUDIENCE MEMBER: (Beth Boudreau.) Okay.

MS. MOULTON: Sometimes if the surveyors use a tree to put what they call a benchmark on they might put ribbon on it, but usually in an urban setting such as this we're a little bit less apt to put ribbons on trees, so I'm not really sure where that came from.

AUDIENCE MEMBER: (Beth Boudreau.) Okay. Thank you.

MS. MOULTON: Yes, sir.

AUDIENCE MEMBER: Gary Jordan. I'm at 356 Main Road North too. We're new to town really. You mentioned the -- made a comment about the project that was previously done up the road and mailboxes and, you know, these buckets don't look very nice. What's the difference with this project here? I just want to make sure I understand that relationship to mailboxes and telephone poles.

MS. MOULTON: Previous project, the sidewalk was designed to be right off the curb.

AUDIENCE MEMBER: (Gary Jordan.) Right.

MS. MOULTON: So there is not really much choice of places to put mailboxes. With this project

we're actually going to have a 3 foot strip that we call an esplanade before the sidewalk starts, so you'll have the curb, 3 feet, then the sidewalk. So that 3 feet becomes an area that we can put -- if we need to put poles in or the mailboxes.

AUDIENCE MEMBER: (Gary Jordan.) Are telephone poles on the north side of that going to move at all or the poles -- because we've got a pole right in front of our house.

MS. MOULTON: I believe we show proposed poles on our plans.

MR. HOWE: We have small sets of plans. Those do show the current proposed poles. They are not final locations. They are replacing, I think, most of the poles along the project.

MS. MOULTON: I'm pretty sure currently there are poles on both sides of the road.

AUDIENCE MEMBER: (Gary Jordan.) Yes.

MR. HOWE: Interspersed. They're not -- it's not consistent --

MS. MOULTON: And the intent with -- when we come through with a project our utility coordinator's goal is to get them all on one side.

AUDIENCE MEMBER: Which side?

AUDIENCE MEMBER: Which side?

MS. MOULTON: I'm thinking most of them are on the south.

MR. HOWE: I think a majority of them are on the west side of the roadway, but it's really going to depend on what the utilities can get through and --

MS. MOULTON: We can -- again, we can take a look at your property on the plans and get a better idea.

AUDIENCE MEMBER: (Beth Boudreau.) Thank you.

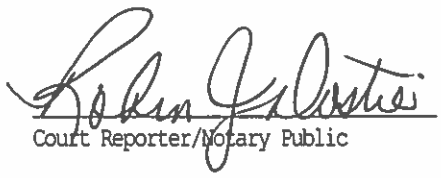
MS. MOULTON: Certainly. If there is no further questions, one thing I was going to point out is that if you do mail in any comment cards we accept comments for a two week period after this meeting and after that we'll move into our final design process. I thank you very much for coming and, like I said, we'll stay after for anybody that has any questions. I'll remind you, if you didn't get a chance to sign the sign-in sheet, please take a minute to do so.

(Meeting concluded at 6:40 p.m.)

C E R T I F I C A T E

I, Robin J. Dostie, a Court Reporter and Notary Public within and for the State of Maine, do hereby certify that the foregoing is a true and accurate transcript of the proceedings as taken by me by means of stenograph,

and I have signed:



Court Reporter/Notary Public

My Commission Expires: February 6, 2019.

DATED: October 4, 2017

MAINE DEPARTMENT OF TRANSPORTATION

FORMAL PUBLIC MEETING FOR THE TOWN OF HAMPDEN
Hampden Town Office, Counsel Chambers
WINS: 011577.00 & 021692.00 Projects: STP-1157(700)X & STP-2169(200)
Highway Reconstruction & Bridge Replacement
Sign-In Sheet

106 Western Ave., Hampden, Maine — Date: September 27, 2017, 6:00 P.M.

Name	Address
Stephen Wilde	3116 Old County Rd
Beth Boudreau	356 Main Rd North.
Jen Norwood - Representing Arnold Joslyn	311 Main Road North
Lois Johnson/Jackson	193 main Rd north.
KYLE CORBEIL	1 MERCHANTS PLAZA, SUITE 501, BANGOR ME
SUE HAHN Hampden Federated Church	101 Main Rd North
ROB KENERSON	BACTS BREWER, ME
Steve Brown	114 Main Rd. North
CHRIS GRINDROD	6 CHICKADEE LN
Tim Garnett	164 Ichabod Lane
R Godfrey	85 old County Rd
J. Smith	6 OCR
Angus Jennings	1 Frances Drive
Paul + Lisa Gadoury	387 Main Rd N.
Leanne Timberlake	Maine DOT
Lambros Kamis	OLD COUNTY + MAIN ST CORNER

*** *IMMEDIATE RESPONSE REQUESTED* ***

RE: MDOT Project - **Highway Resurfacing/ ¾" C.P.R. Overlay** October 10, 2017

Town/City: **Newburgh-Hampden**
Project WIN: **23326.00**
Location: **Route 9/202**

To whom it may concern:

The Maine Department of Transportation is planning a **Highway Resurfacing/ ¾" C.P.R. Overlay** project at the following location:

On Route 9/202: Beginning 0.18 of a mile west of Chapman Road in Newburgh and extending easterly 7.50 miles to Route 202/Western Avenue intersection in Hampden.

Enclosed you will find a location map to further assist you in locating the proposed project.

Please complete and return the brief questionnaire attached to this letter, even if you do not have facilities within the project limits. The information provided at this time will allow our project designers to recognize the presence of existing facilities or plans to install additional facilities within the next five years. Your responses will enable us to better coordinate our work with you throughout this project.

PLEASE NOTE, THAT IF YOU ARE THE POLE OWNER, OR HAVE MAINTENANCE RESPONSIBILITIES ON A JOINT POLE AGREEMENT, PLEASE IDENTIFY ALL OF THE ATTACHING ENTITIES. THIS INFORMATION IS CRITICAL IN IDENTIFYING ANY UTILITIES WHICH MAY NOT HAVE BEEN IDENTIFIED AS PART OF THIS INITIAL PROCESS.

The Work Identification Number (WIN) assigned to this project is **23326.00** and should be used on any future correspondence regarding this project.

This project is scheduled for construction for the summer of "2018". If you have any questions or concerns, please feel free to contact me at (207) 215-3231, derrick.carleton@maine.gov. Thank you for your cooperation.

Sincerely,

Derrick Carleton

Derrick Carleton
Utility Coordinator

Encl: Questionnaire Response Form
Project Location Map

*** *IMMEDIATE RESPONSE REQUESTED* ***

RE: MDOT Project - **Highway Resurfacing/ ¾" C.P.R. Overlay** October 10, 2017

Town/City: **Newburgh-Hampden**
Project WIN: **23326.00**
Location: **Route 9/202**

Utility Coordinator: MaineDOT, Highway Program – Derrick Carleton
219 Hogan Road
Bangor, ME 04401
Cell: (207) 215-3231
Fax: (207) 990-2667
E-Mail: derrick.carleton@maine.gov

Please complete the following short questionnaire and fax, e-mail or send via mail. The following may be filled out electronically in Microsoft Word by using the "TAB" key.

1. Utility/Municipality Name : Town of Hampden

2. Date Form Submitted: 10/13/17

3. Does the utility/municipality you represent presently have facilities within the project limits? ☒ Yes ☐ No

4. What type of facilities do you have in the project area?
☒ Underground
☐ Aboveground

5. If you have aerial facilities who is the Pole Owner: **no**

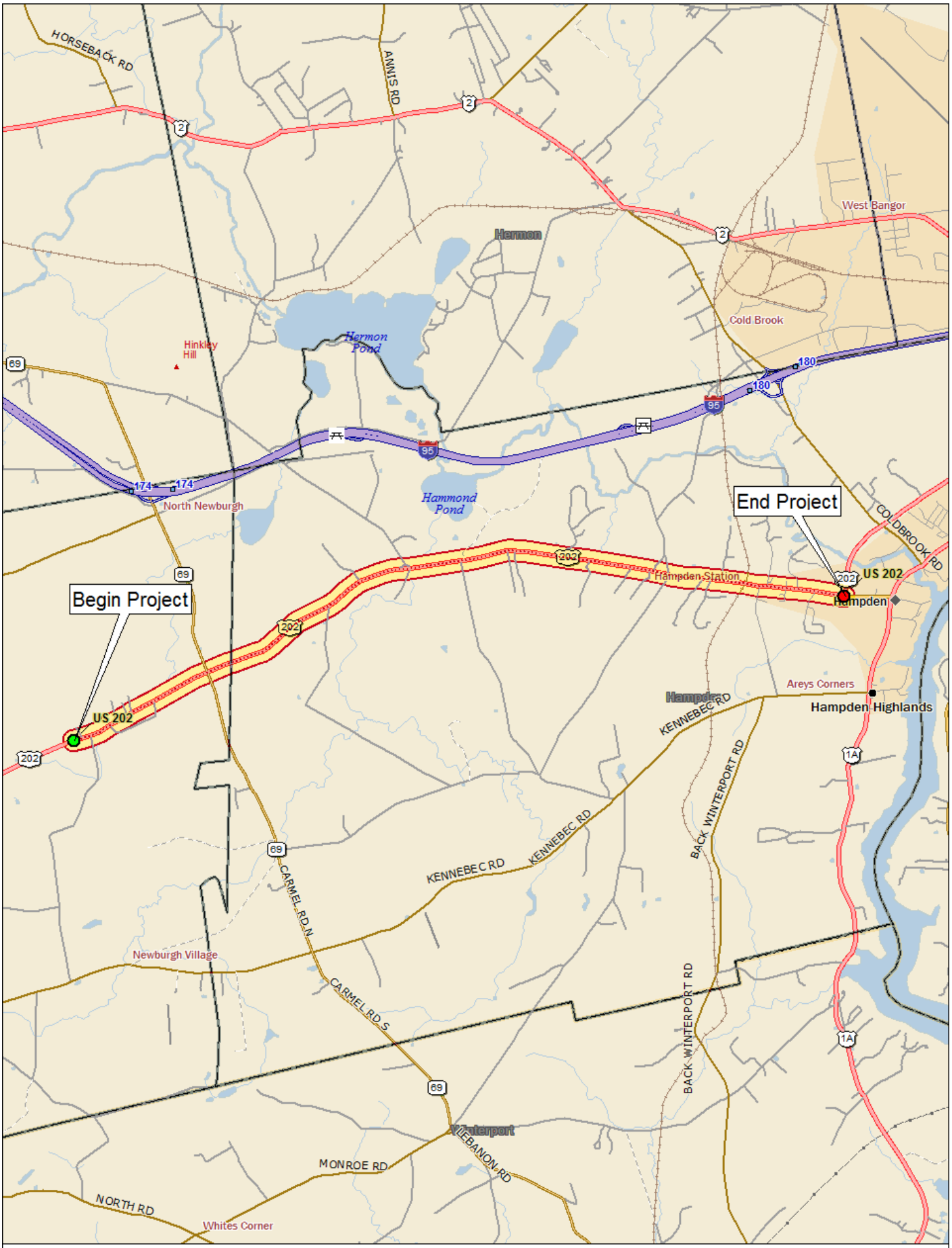
Other attachees:

6. Do you plan on installing any facilities within the project limits in the next 5 years? ☒ Yes ☐ No

7. Contact person for project coordination:
Name: Sean Currier
Address: 106 Western Avenue
Tel: 207-862-3337
Cell: 207-478-8396
Fax No:
E-mail: publicworks@hampdenmaine.gov

8. Contact person for construction:
Name: same as above
Address:
Tel:
Cell:
Fax No:
E-mail:

9. Comments **Please call to discuss project. There is a LAP sidewalk project planned in this area as well. I would also like to discuss the sewer main along Western Avenue and the existing sidewalk. The Town would like to know if any portion of this project will be in part, a financial requirement for the Town. No tri-party agreement has been discussed at this point. We would also like to know if there is the possiblity of including a sidewalk upgrade in the DOT project. We look forward to your correspondence. Thank you.**


HORSEBACK RD
ANNIS RD
West Bangor
Hermon
Cold Brook
Hinkley Hill
Hermon Pond
Hammond Pond
North Newburgh
End Project
COLDBROOK RD
US 202
Hampden
Hampden Station
Begin Project
US 202
Areys Corners
Hampden Highlands
KENNEBEC RD
BACK WINTERPORT RD
CARMEL RD N
CARMEL RD S
Newburgh Village
Winterport
MONROE RD
NORTH RD
Whites Corner
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www.delorme.com
MN (16.1° W)
0 ½ 1 1½ 2 mi
Data Zoom 11-4

Sean Currier <publicworks@hampdenmaine.gov>

RE: 23326.00 Newburgh-Hampden, Route 9/202, Letter 1

1 message

Carleton, Derrick <Derrick.Carleton@maine.gov> Fri, Oct 13, 2017 at 9:23 AM
To: Sean Currier <publicworks@hampdenmaine.gov>
Cc: "Barrows, Randall" <Randall.Barrows@maine.gov>

Thanks Sean, there is not financial obligation by the town. I was getting mixed up with BACTS projects as there is a local share with those I am told but not with other projects unless there are town items added in the contract. The project manager is Randy Barrows and he will be calling you to discuss the sidewalk. If you have any other questions please let me know.

Thanks,

Derrick Carleton

Utility Coordinator

Maine Department of Transportation

Highway Program - Region 4

219 Hogan Road

Bangor, ME 04401

(207)215-3231 - *Phone*

(207)990-2667 - *Fax*

From: Sean Currier [mailto:publicworks@hampdenmaine.gov]
Sent: Friday, October 13, 2017 7:38 AM
To: Carleton, Derrick <Derrick.Carleton@maine.gov>
Cc: Angus Jennings <townmanager@hampdenmaine.gov>; Rosemary Bezanson <adminasst@hampdenmaine.gov>
Subject: Re: 23326.00 Newburgh-Hampden, Route 9/202, Letter 1

Derrick, Please find the Town of Hampden's response attached. I would like to discuss with you at greater depth your convenience. I have provided some feedback on the second page in the comments section. We look

forward to the DOT initiating the much needed improvements along this corridor.

Thanks,

Sean

Sean Currier

Public Works Director

Town of Hampden

106 Western Avenue

Hampden, ME 04444

(207)862-3337

On Tue, Oct 10, 2017 at 3:22 PM, Carleton, Derrick <Derrick.Carleton@maine.gov> wrote:

> Hello all,
>
> I have attached a location map and letter #1 for the subject project. Please fill out the questionnaire and return it to me within five working days. If you do not have facilities on the project please still respond.
>
> Thanks,
>
> *Derrick Carleton*
>
> *Utility Coordinator*
>
> *Maine Department of Transportation*
>
> *Highway Program - Region 4*
>
> 219 Hogan Road
>
> Bangor, ME 04401

Town of Hampden
106 Western Avenue
Hampden, Maine 04444

Phone: (207) 862-3034
Fax: (207) 862-5067
Email:
townmanager@hampdenmaine.gov

TO: Infrastructure Committee
FROM: Angus Jennings, Town Manager
DATE: October 19, 2017
RE: Kiwanis Civic Center, insulation

During a review of the Town-owned Kiwanis Civic Center earlier this year, the DPW Director identified a lack of insulation in the building basement, as well as gaps in the building foundation that allow air infiltration. These factors contribute to higher energy usage (and costs).

Based on correspondence with multiple prospective vendors, we estimate the cost to install spray foam insulation throughout the basement at between $4,300-7,500. The cost would be driven by the addition of fire resistant paint. This would seal all of the foundation issues (as far as air infiltration) and significantly reduce energy consumption.

At this point, I am not prepared to recommend this investment because of unresolved questions about the mid- to long-term future of the building. However, it should be noted that heating costs this winter (which the Town has taken responsibility for, for FY18) will be higher than they would be if the insulation were to be installed.

If, in spring 2018, the Kiwanis Club petitions the Town Council to extend its financial responsibility for building O&M costs past FY18, I would reconsider this investment if it appears that the Town may assume financial responsibility over a longer period of time.

TOWN OF HAMPDEN

DEPARTMENT OF PUBLIC WORKS

106 WESTERN AVE.
HAMPDEN, ME 04444

TEL 862-3337 FAX 862-5067

October 19, 2017

To: Angus Jennings
From: Sean Currier
Subject: Economic Development – Reserve Request

The Public Works Department is requesting approval to use Economic Development Reserve funds in the amount up to the amount of $6,730.00 to purchase holiday banners to be installed on utility poles by Public Works. The reserve account being requested is 03-727-00.

It is proposed that the banners will be installed to replace the illuminated decorations used in past years. The upgrade of the electrical service and decoration replacement on each pole seems cost prohibitive. The banners are a more economical solution which should also show our recognition of the holidays.

Thank you for your consideration.

Sean Currier

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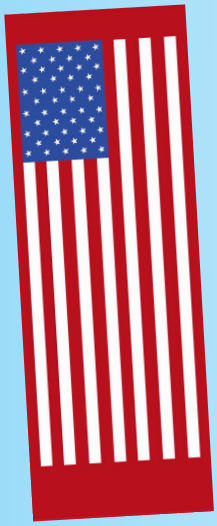

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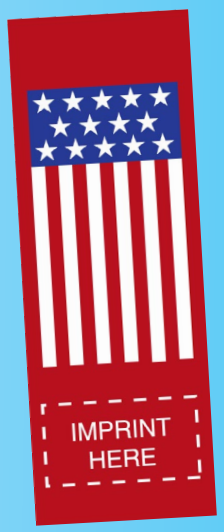

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982518 052553 ST16 a&b ST17 a&b

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Hampden

Approved FY18 Budget - RESERVES

Allocations to Reserve Funds

		2016 Budget	2017 Budget	FY18 Town Mgr	FY18 Town Council	*Notes*
Dept: 70 RESERVES				As of May 1	June 19, 2017	
55-02-70-99	Munic Bldg (3-702-00)				$ 14,000	*Public safety floor replacement; LED lighting; wall heater in garage; ADA door openers*
55-10-70-99	City Bus (3-710-00)				$ 5,850	*Toward purchase of "end of life rehab" Bus* ***(est. FY18)***
55-11-70-99	Computer (3-711-00)				$ 14,100	*Plotter replacement; LCD Projectors (2); Public Safety Server; Town Office Server; Laptops (2); Networking equipment; Phone system; Ambulance laptops (2); A/C for network equipment; CCTV Surveillance system; Cruiser laptops (3).*
55-17-70-99	DPW Equipment (3-717-00)				$ 31,680	*Est. first of five year payment to replace Plow Truck #20*
55-19-70-99	Twn Record Reserve (3-719-00)				$ 2,940	*Town Records archival preservation (partial) (est. FY18)*
55-25-70-99	Plan & Comm (3-725-00)				$ 15,000	*Eligible for use to enforce Dangerous Building statute*
55-27-70-99	Economic Dev (3-727-00)				$ 6,730	*Town Center decorative banner installation*
55-33-70-99	Personnel (3-733-00)				$ 25,000	*Unbudgeted personnel costs (FMLA backup; retirement/separation of service payments; etc.)*
55-37-70-99	Ambulance (3-737-00)				$ 20,000	*Toward ambulance purchase (est. FY26)*
55-41-70-99	Fire Truck (3-741-00)				$ 50,000	*Toward fire engine purchase (est. FY23)*
55-45-70-99	Fire Building (3-745-00)				$ 2,361	*Fire garage door exhaust linkage repair (est. FY18)*
55-47-70-99	Fire Camera (3-747-00)				$ 10,000	*Thermal imaging camera (est. FY18)*
55-53-70-99	Police Cruiser (3-753-00)				$ 27,000	*Toward police cruiser purchase (est. FY18)*
55-61-70-99	Roads/Streets (3-761-00)				$ 67,000	*Toward Sucker Brook culvert ($50,000); Baker Road ($12,000); install MDOT flashing ped beacon ($5000)*
55-67-70-99	Rec Area Res (3-767-00)				$ 10,000	*Toward add'l parking for Pool site*
55-68-70-99	Playground (3-768-00)				$ 5,000	*Toward VFW basketball/tennis court rehab*
55-71-70-99	Pool Facility (3-771-00)				$ 5,000	*Toward Pool interior painting (est. FY18)*
55-73-70-99	Marina (3-773-00)				$ 5,000	*Replacement of floating dock (est. FY18)*
55-75-70-99	Bldg/Grounds (3-775-00)				$ 5,280	*Pickup truck for cemetery crew to replace #52*
55-77-70-99	SW/Garage (3-777-00)				$ 90,000	*Toward salt shed replacement; and contingency for "bridge waste" costs if new facility not open on time*
55-78-70-99	Matching Grant (3-780-00)				$ 40,000	
	RESERVES	**$ 330,000**	**$ 502,019**	**$ 509,756**	**$ 451,941**	

Town of Hampden
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townmanager@hampdenmaine.gov

TO: Infrastructure Committee
FROM: Angus Jennings, Town Manager
DATE: October 19, 2017
RE: Potential new DEP policy regarding Satellite Sewer Collection Systems

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At its March 27 meeting, the Infrastructure Committee supported staff recommendation to submit testimony opposing LD 881 An Act to Increase Wastewater Management Responsibility by Licensing Certain Municipal Sewage Collection Systems. The resulting testimony is enclosed.

LD 881 was not adopted, but following on this proposal DEP convened a working group including potentially affected municipalities (including Hampden), and has met several times in the past few months. Director Currier has represented Hampden at the meetings.

At Monday's meeting Director Currier will report on potential new requirements that may apply to Hampden's sewer collection system, some of which raise concern.

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Hampden, Maine 04444

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townmanager@hampdenmaine.gov

TO: **State of Maine Legislature, Joint Standing Committee on Environment and Natural Resources**

RE: **Testimony Presented at Public Hearing on L.D. 881 on Thursday, March 23, 2017 at 1 PM**

By: Karen Cullen, AICP, Town Planner, Hampden Maine

On behalf of the Town of Hampden

Included as exhibit to Oct. 19 memo

I appear before you on behalf of the Town of Hampden, to present testimony in opposition to the passage of L.D. 881, An Act to Increase Wastewater Management Responsibility by Licensing Certain Municipal Sewage Collection Systems.

The Town of Hampden's sewer system serves 1500 customers and discharges to the Bangor Wastewater Treatment Plant. In addition to an intermunicipal agreement, we have an ongoing pump station maintenance contract with Bangor whereby they maintain our 9 sewer pump stations. More than half of Hampden's sewer revenues are paid to Bangor annually for treatment and maintenance charges, and we contribute a fixed percentage toward capital improvements to the Bangor WWTP. We have a close working relationship with Bangor's Superintendent and staff. Bangor's Industrial Pretreatment Coordinator conducts inspections as needed in Hampden. We have a true regional partnership.

Hampden has been working diligently to maintain and improve its sewage collection system:

- 85% of our lines are newer, installed since the 1980s
- Our permitting and inspection requirements are the same as Bangor's
- Our construction requirements are also the same as Bangor's
- Thanks to ongoing implementation of our CSO Master Plan, most recently with a capital improvement project closed out just last year, we only have one CSO left

Passage of LD 881, which would greatly increase regulation of our system, would burden the town's sewer ratepayers and our municipal personnel capacity by:

- increasing overall regulatory burden including reporting requirements
- diverting limited personnel resources toward regulatory compliance rather than operations, maintenance and repair
- adding significant soft costs to system management, and in Hampden's case almost certainly require additional personnel and consulting costs
- by doing so, increasing the potential for our system to get worse rather than better

Among these, perhaps our most significant concern regarding this bill is the uncertainty of whether Hampden would be required to abide by the consent decree which Bangor is subject to. Compliance requirements, which will apply to Bangor for decades, drive substantial operating ongoing costs. Unlike Bangor, which has a diverse tax base, Hampden's tax base is just 16% non-residential. The increases

that would be needed to Hampden's rate structure, which just last year essentially doubled to $9.74/100cf, would crush our residents, and some businesses.

Most importantly, applying these requirements would not be justified on the merits. Hampden's sewer collection system does not have the same issues that Bangor's has; while Bangor has a combined system, Hampden has a separated system. If Hampden were to fall under the consent decree, it would create the need for greater revenues in order to handle paperwork, competing for revenues we already know are needed for maintenance and repair.

In the case of Hampden, L.D. 881 would be counterproductive and harmful. It paints with too broad a brush. If it is needed in some locations in Maine, Hampden urges you to apply it on a targeted basis rather than as proposed.

Our system will be better served by keeping our focus on our local infrastructure, our sewer ratepayers, and our partners in Bangor.

While we feel that this bill should not be adopted, if it is, it should be revised to provide significantly more than one year before it takes effect. We are working on a five-year capital improvement cycle and with sewer projects already in our workplan, our public works director estimates that it would be five years before we could phase in the financial and personnel resources to comply with what would be a new unfunded mandate.

Thank you for your attention and the opportunity to speak today. If you have any questions, I will be happy to convey them to our Town Manager and DPW Director who will be pleased to respond in the near term.

*****

Satellite Community Systems (SCS) Stakeholder Group
Meeting #5
Maine Department of Environmental Protection
Ray Building
Hospital Street, Augusta, Maine
October 17, 2017, 2:00 P.M.

Please check in at the front desk in the Ray Building

AGENDA

1. Call to Order
    a. Introduction of Participants (if required)

2. Welcome of new Members (if required)

3. Acceptance of September 12, 2017 Meeting Notes

4. Review Action Items from September meeting

5. Discuss Draft Documents Concerns/Issues/Recommendations

6. Discuss Recommendation(s) of SCS Group to Legislature

7. Draft Recommendation

8. Other Item(s)

9. Action Item(s) for next meeting

10. Schedule/Location of Next Meeting

SATELLITE COLLECTION SYSTEM (SCS) STAKEHOLDER GROUP
Meeting #4
September 12, 2017

DRAFT

MEETING NOTES

Call to Order and Introduction of Participants.

The fourth meeting of the stakeholder group was convened at 2:08 p.m. on Tuesday, September 12, 2017, at the Maine Department of Environmental Protection, Augusta, Maine.

Present: Amanda Smith, City of Bangor; Brian Kavanah, MDEP; Boyd Snowden, Town of Oakland; Len Blanchette, MeWEA (Brunswick Sewer District); Mark Holt, Jay Sewer Department; Paul Ruopp, Monmouth Sanitary District; and Sean Currier, Town of Hampden.

Absent: Alex Wong, MRWA;* Bruce Burger, Maine Water Utilities Assoc.; Dan Wells, Winthrop Utilities District; John Jansen, Waterville Sewer District; Phyllis Rand, Greater Augusta Utility District; Scott Firmin, Portland Water District; and Stuart Kay, Topsham Sewer District.

- Mr. Wong tried unsuccessfully to conference call into the meeting.

Acceptance of August 08, 2017 Meeting Notes.

The meeting notes of the August 08, 2017 meeting, prepared by Mr. Blanchette, were accepted as presented.

Discussion of Documents provided by Mr. Kavanah of MDEP.

Mr. Kavanah submitted the following documents and drafts for review and discussion:

- Current MDEP Fee structure;
- Draft General Application for Satellite Sewer Collection System License;
- Draft Satellite Sewer Collection System License;
- Draft Satellite Sewer Collection System License Standard Conditions;
- NEWEA Voluntary Certification Program for WW Collection Systems Personnel.

Substantial discussion ensued for each of the documents, with suggested revisions and amendments. The major concerns were:

- License Fee for SCS's, possibly index to size;
- Requirement for Alternative Power sources (for pump stations);
- What constitutes reportable actions;
- SCS Operator Certification requirement;
- And, not least, the O&M Manual.

As half of the SCS Group was not in attendance, and the Group had received the materials only the day before, the Chair suggested that continued review and discussion of the documents be the main agenda item for the next meeting. We need the input of the other members.

Action Item(s) for or prior to Next Meeting.

- Meeting Notes (LB)
- Check for NEWEA or WEF O&M Manual (LB)
- Obtain own Basic O&M Manual (AS)
- Try to obtain O&M Template (BK)
- Revisions to draft documents (BK)
- For SCS Group-review BK draft documents and be prepared to discuss.
- Develop draft stakeholder group recommendation(s).

Schedule/Location of Next Meeting.

Due to the absence of one-half of the Group members, Mr. Blanchette will confer with the Group by email to set the next meeting.

The meeting was adjourned at 3:33 p.m.

Prepared by L. Blanchette

DRAFT

Leonard Blanchette <lblanchette@bsewer.org>

October 17th Meeting Packet

2 messages

Leonard Blanchette <lblanchette@brunswicksewer.org> Tue, Oct 3, 2017 at 2:05 PM
To: Alex Wong <awong@mainerwa.org>, Amanda Smith <amanda.smith@bangormaine.gov>, Boyd Snowden <boydsnowden@gmail.com>, Brian Kavanah <brian.w.kavanah@maine.gov>, Bruce Burger <bberger@mwua.org>, "Daniel R. Wells" <winutil@fairpoint.net>, John Jansen <JJJansen@watervillesd.com>, "Mark Holt (jsewer@jay-maine.org)" <jsewer@jay-maine.org>, Paul Ruopp <ruoppsur@fairpoint.net>, Phyllis Rand <prand@greateraugustautilitydistrict.org>, "Scott Firmin (sfirmin@pwd.org)" <sfirmin@pwd.org>, Sean Currier <publicworks@hampdenmaine.gov>, "Stuart W. Kay III" <tsdsk@yahoo.com>

Good Afternoon All:

Attached, please find the meeting packet for the 2 PM, October 17th SCS Group meeting at MDEP's Ray Building, Augusta. Other documents may be added as received. Thank you.

Len

--
Leonard Blanchette, General Manager
Brunswick Sewer District
10 Pine Tree Road, Brunswick, Maine 04011
207.729.0148 x 115
207.841.6509
lblanchette@brunswicksewer.org

SCS Mtg Packet-101717.pdf
1468K

Kavanah, Brian W <Brian.W.Kavanah@maine.gov> Fri, Oct 13, 2017 at 3:11 PM
To: Leonard Blanchette <lblanchette@brunswicksewer.org>, Alex Wong <awong@mainerwa.org>, Amanda Smith <amanda.smith@bangormaine.gov>, Boyd Snowden <boydsnowden@gmail.com>, Bruce Burger <bberger@mwua.org>, "Daniel R. Wells" <winutil@fairpoint.net>, John Jansen <JJJansen@watervillesd.com>, "Mark Holt (jsewer@jay-maine.org)" <jsewer@jay-maine.org>, Paul Ruopp <ruoppsur@fairpoint.net>, Phyllis Rand <prand@greateraugustautilitydistrict.org>, "Scott Firmin (sfirmin@pwd.org)" <sfirmin@pwd.org>, Sean Currier <publicworks@hampdenmaine.gov>, "Stuart W. Kay III" <tsdsk@yahoo.com>
Cc: "Kuhns, Mick" <Mick.Kuhns@maine.gov>

Hello all,

As discussed at the last meeting, attached is the draft concept SSCS license with the modifications we discussed. Changes are shown in red with strikethrough deletions and underlined additions. Modifications address:

- What constitutes an unauthorized discharge.
- Grandfathering operators already in the field from operator certification requirement.
- Backup power requirement for pump stations.
- Delaying requirement for O&M manual and operator certification until year five of the permit.

Fees

The group requested a four tiered fee system based on size and complexity as per the NEWEA voluntary certification system ranking. For discussion purposes I suggest the following:

NEWEA Grade I - $150/year

NEWEA Grade II - $250/year

NEWEA Grade III - $350/year

NEWEA Grade IV - $450/year

O&M Template

The group requested a template O&M Manual. Given that any O&M requirements would be best developed through a separate rulemaking in consultation with a stakeholder group I've attached only a draft concept outline of what an O&M manual might include. Details are best worked out through a stakeholder process that includes review of O&M manuals from other entities. That being said, this outline is

based on one developed by the Monmouth Sanitary District and the Department believes it is a good outline.

Title Right or Interest (TRI)

There was also discussion about how to demonstrate Title Right or Interest (TRI) which is a requirement of all Department licenses. Shown below is TRI language from Department Regulation, Chapter 2, *Rules Concerning the Processing of Applications and Other Administrative Matters* that provides the different ways TRI can be demonstrated. We can discuss this further at the next meeting.

D. Title, Right or Interest. Prior to acceptance of an application as complete for processing, an applicant shall demonstrate to the Department's satisfaction sufficient title, right or interest in all of the property that is proposed for development or use. An applicant must maintain sufficient title, right or interest throughout the entire application processing period. Methods of proving title, right or interest include, but are not limited to, the following:

(1) When the applicant owns the property, a copy of the deed(s) to the property must be supplied;

(2) When the applicant has a lease or easement on the property, a copy of the lease or easement must be supplied. The lease or easement must be of sufficient duration and terms, as determined by the Department, to permit the proposed construction and reasonable use of the property, including reclamation, closure and post closure care, where required. If the project requires a submerged lands lease from the State, evidence must be supplied that the lease has been issued, or that an application is pending;

(3) When the applicant has an option to buy or lease the property, a copy of the option agreement must be supplied. The option agreement must be sufficient, as determined by the Department, to give rights to title, or a leasehold or easement of sufficient duration and terms to permit the proposed construction and use of the property including closure and post closure care, where required;

(4) When the applicant has eminent domain power over the property, evidence must be supplied as to the ability and intent to use the eminent domain power to acquire sufficient title, right or interest to the site of the proposed development or use;

(5) When the applicant has either a valid preliminary permit or a notification of acceptance for filing of an application for a license from the Federal Energy Regulatory Commission for the site which is proposed for development or use, a copy of that permit or notification must be supplied. This provision applies only to those portions of a project where eminent domain authority exists under federal law; or

(6) When the applicant has a written agreement with the landowner where said agreement permits the applicant to spread waste material that will be agronomically utilized by the landowner, a copy of that agreement must be supplied.

I look forward to continuing our discussions on these issues. **Please note the next meeting is in the main DEP Ray Building, not the Response building we have met in for the last two meetings. I will meet you all in the lobby.**

Thanks.

Brian Kavanah

Director, Division of Water Quality Management

Bureau of Water Quality

Maine Department of Environmental Protection

Station 17, Augusta, ME 04333

(207) 287-7700

www.maine.gov/dep

brian.w.kavanah@maine.gov