

**CEDC Meeting
December 6, 2018 – 6:30 PM
Town Office Conference Room**



Meeting Materials

CEDC
Thursday December 6, 2018
6:30pm – Town Office Conference Room

CALL TO ORDER

- Guest acknowledgements
- Approve minutes
- Review financials – Matt Garside
 - o Invoices
 - o Water/sewer extensions – Presentation by Rob and Collin

NEW BUSINESS

- Bill Bouchard snowshoeing event
- Prepare a budget for FY '20

OLD BUSINESS

- BAH – Recap the November 8th event
 - o List of people who should always be invited to these events' w/ contact info for Sarah.
- Subcommittee Update for Fall 2019 Event
- Marijuana Committee Update
- Topics for the Town newsletter – Need completed articles by Dec 15th
 - o Business Survey - Committee members are to bring the three questions they'd like to see on the survey.
- Banners
 - o Look at fabric samples, decide number of banners, and decide which design to use.

OPEN ISSUES/ OTHER

- Bin List for Sarah

ADJOURNMENT

CEDC Meeting Minutes

For November 11, 2018 Meeting

CALL TO ORDER

Chairperson Steve Robinson called the meeting to order at 6:30 PM with Members Ray Cloutier, Norm Davis, Cyndi Robbins, Jay Kiel, Bill Eldridge, and Stan Tetenman present.

Guest acknowledgements

Guests present – Jimmy Walker

Approve minutes

Cyndi Robbins moved to accept the meeting minutes from the October 4, 2018 meeting. Ray Cloutier seconded the motion. Discussion: None Vote: 6-yes 0-no Bill Eldridge abstained.

Review financials

Went over the financials and an invoice. In December Matt Garside will bring in the estimated cost for the water/sewer extensions.

Cyndi Robbins moved to approve the financials and invoice. Norm Davis seconded the motion. Discussion: None Vote: 7-yes 0-no

NEW BUSINESS

OLD BUSINESS

BAH – Next Event

The Committee went over the postcard for the event, how they wanted to organize the evening, and a list of people to be invited.

Subcommittee Update for Fall 2019 Event

There are no new updates. The members need to schedule a time to get together.

Marijuana Committee Update

The Committee wants to be sure there will be a public hearing before the Town Meeting for residents to understand what voting yes or no to opt in means and what the specifics of the new rules will be if they vote yes.

Business Signs – Review CLUC and understand if anything needs to be done for next town meeting that is “comprehensive”

The Committee would like to survey businesses to see how Poland and the Committee can be more business friendly. There is a suggestion to put the survey in the newsletter before Town Meeting.

Members are going to come in with three questions they'd like to see on the survey for the next meeting.

CEDC Meeting Minutes

For November 11, 2018 Meeting

Business Seminars – Potential to set up seminars or get Poland business to attend other seminars. (show the one in newspaper)

Mr. Williams would like to get together and talk about collaborating on this. The Committee would also like to let businesses in town know about seminars going on in local communities that they might find beneficial.

Banners

The banner company has given two different layout examples and two different price quotes. There are two different fabrics. The better-quality fabric is good for four years. The company is sending fabric samples.

There are four stars on the town seal, one for each town, but only one on the sample. So, either three more stars need to be added or the star needs to be removed.

It takes about a month to get the banners made. The current plan is to put these up around April.

There are about 30 poles in the downtown section. How many of these poles will have banners? The Committee thinks that 12 banners should be enough, but there is a question as to whether it would be cheaper to order 24 banners. Still need to get CMP permission.

The Committee will finalize the design at the November 6th meeting.

OPEN ISSUES / OTHER ISSUES

Cyndi Robbins

Cyndi Robbins gave an update on the Lewiston Auburn Economic Growth Council. The Committee would like to have them come speak/present.

Jimmy Walker

Jimmy Walker talked about the municipal complex update.

Bin List for Sarah

ADJOURNMENT

Jay Kiel moved to adjourn the meeting @ 7:55 pm. Ray Cloutier seconded the motion.

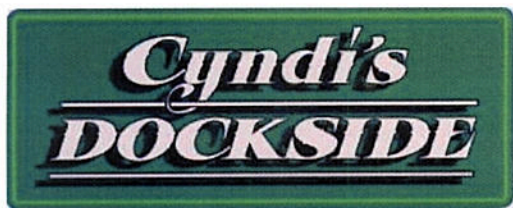
Discussion: None Vote: 7- yes 0-no

Recorded by: Sarah Merrill

Expense Detail Report

Department(s): E 400-01-5650 - E 400-01-5650
November

Account-----			Current			Unexpended
Date	Jrnl	Desc---	Budget	Debits	Credits	Balance
400 - PSB TIF 1 FUNDS			56,500.00	9,660.39	94.50	46,934.11
01 - PSB TIF 1			56,500.00	9,660.39	94.50	46,934.11
5650 - CEDC EXPENSE			56,500.00	9,660.39	94.50	46,934.11
11/01/18	A 0217	BAH POSTCARD 10/12		160.00	0.00	
11/01/18	P 0223	11/01/18 Payroll (Dist)		98.00	0.00	
11/08/18	P 0248	11/08/18 Payroll (Dist)		98.00	0.00	
11/08/18	G 0249	11/08/18 Payroll (Dist)		0.00	98.00	
11/08/18	P 0250	11/08/18 Payroll (Dist)		98.00	0.00	
11/20/18	A 0251	TOP CEDC Support Services		338.75	0.00	
11/20/18	A 0251	(2) Signs - Reimb.		63.28	0.00	
11/20/18	A 0251	Food-Business After Hours		1,622.00	0.00	
11/20/18	A 0251	Water & Sewer Conceptual		2,946.69	0.00	
11/15/18	P 0257	11/15/18 Payroll (Dist)		98.00	0.00	
11/21/18	P 0266	11/21/18 Payroll (Dist)		98.00	0.00	
11/29/18	P 0279	11/29/18 Payroll (Dist)		98.00	0.00	
		November	0.00	5,718.72	98.00	41,117.39
		Expense.....	56,500.00	15,379.11	192.50	41,313.39
		Division....	56,500.00	15,379.11	192.50	41,313.39
		Department..	56,500.00	15,379.11	192.50	41,313.39
Final Totals			56,500.00	15,379.11	192.50	41,313.39



Middle Range Restaurant LLC
640 MAINE ST
Poland Spring, ME 04274 US
207-998-5008
cyndi@polandspringresort.com
www.dockside.me

FILE COPY

INVOICE

BILL TO

Town of Poland
Maine Street
Poland, ME 04274

INVOICE # 3092

DATE 11/10/2018

DUE DATE 12/10/2018

TERMS Net 30

ACTIVITY	QTY	RATE	AMOUNT
I FOOD SALES	1	1,150.00	1,150.00T
cocktail food			
Gratuity	1	180.00	180.00
GIFT CERTIFICATES	1	200.00	200.00
purchase gift card for raffle			

Thank you for your business!

SUBTOTAL	1,530.00
TAX (8%)	92.00
TOTAL	1,622.00
BALANCE DUE	\$1,622.00

EXPENSE AUTHORIZATION

Date: 11-14-18

Account: E-400-01-5650

Signature: Shah Merrill

Have to Debbie 11-14-18
SPM

Sarah Merrill

From: Debra Ouellette <deb@nepandh.com>
Sent: Thursday, November 8, 2018 9:04 AM
To: Steve.Robinson@ti.com
Cc: Sarah Merrill
Subject: (2) Poland Maine signs for BAH tonight - Business awards

 **FILE COPY**

Hello Steve and Sarah,

We are presenting the three (3) business of the quarter awards this evening at the BAH (business after hours) at Cyndi's Dockside. Cyndi picked up one of the signs to present and I had already gotten the other two. I cannot find my receipt for the two signs however they were \$29.99 each with \$3.30 sales tax. Therefore I am requesting reimbursement in the amount of \$63.28 for the two signs. I will bring them to the event this evening.

Talk to you soon. Thank you.

Deb O.

Debra Morin-Ouellette -



New England Plumbing & Heating INC

133 Birch Drive

Poland Spring, ME 04274

207-576-3897

deb@nepandh.com

"The Road to success is always under construction."

EXPENSE AUTHORIZATION

Date: 11-14-18

Account: E-400-a-5650

Signature: Sarah Merrill

*Due to Debbie
11-14-18 SKM*

November 12, 2018
W-P Project #14225A

 **FILE COPY**

Matt Garside, Town Manager
Town of Poland
1231 Main Street
Poland, ME 04274

Re: Water and Sewer Extensions Cost Estimate
Invoice Back-up

Dear Matt:

The attached invoice covers for work from September 29, 2018 through October 26, 2018. Our efforts this past month were related to data collection and preparation of the letter report for the above noted project. Following is a summary of the project costs to date.

Description	Total
Report	\$5,000.00
Previous Invoiced	\$0.00
Amount this Invoice	<u>\$2,946.69</u>
Total Invoiced to Date	\$2,946.69
Balance	\$2,053.31

Please feel free to contact me at 207.523.1403, should you have any questions or require further details.

Sincerely,
WRIGHT-PIERCE



Robert J. Williamson, P.E.
Senior Project Manager
rob.williamson@wright-pierce.com

EXPENSE AUTHORIZATION

Date: 11-15-18

Account: E-400-01-5650

Signature: Isiah Merrill

*Memo to Debbie
SEM*

cc: Collin Stuart – W-P

PLEASE REMIT PAYMENT TO:

Wright-Pierce
11 Bowdoin Mill Island, Ste 140
Topsham, ME 04086
(207) 725-8721

Camden National Bank
ABA Routing No. 011201458
Account No. 15505735
a-r@wright-pierce.com

Town of Poland
1231 Main Street
Poland, ME 04274

 **FILE COPY**

Invoice # : 120597
Project : 14225
Project Name : Poland, ME - Water & Sewer Mains
Phase : A
Invoice Date : Nov-12-2018

Attention: **Matt Garside**
Town Manager

For Professional Services Rendered for the Period Sep-29-2018 To Oct-26-2018

RELATED TO: Water & Sewer Conceptual Cost

REFERENCE: PO No. 2019-002 dated October 23, 2018.

Professional Services

Wright-Pierce Personnel	2,946.69	
Total Professional Services		<u>2,946.69</u>
Current Invoice		<u>2,946.69</u>

Available Fee Analysis

Project Fee :	5,000.00
Prior Billings:	<u>0.00</u>
Total Available :	5,000.00

Amount Due This Invoice	<u><u>2,946.69</u></u>
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BILLING RECAP

Previous Billings	0.00
Current Billing Amount	2,946.69
Fee Earned To Date	<u>2,946.69</u>
Amount Received	
Balance Due	

Invoices are due upon receipt. If not paid by Dec-12-2018, interest will be computed at the rate stated in the agreement.

CC: Robert J. Williamson

Wright-Pierce Personnel

	<u>Hours</u>	<u>Rate</u>	<u>Amount</u>
PROJ. MANAGER	4.00	184.80	739.20
PROJ ENGINEER	0.50	97.82	48.91
PROJ ENGINEER	16.50	97.79	1,613.54
GIS TECH	7.00	77.86	545.04
			<u>2,946.69</u>

Total Project: 14225 -- Poland, ME - Water & Sewer Mains

2,946.69

 **FILE COPY**

Y400 JUN 2018



 **FILE COPY**

October 25, 2018

Town of Poland
Sarah Merrill
1231 Maine Street
Poland, ME 04274

Project No.	16068
Project Name	Town of Poland CEDC Support Services
Invoice No.	201810149

Dear Sarah:

Enclosed is our progress invoice for GIS services through September 28, 2018. These services, to map Mechanic Falls Water District water lines & to support TIF District mapping revisions, include the following:

- GIS office work
- Project coordination and administration
- Client communications, coordination and/or meetings

Please call me if you have questions. Thank you for your business.

Sincerely,

SEBAGO TECHNICS, INC.

A handwritten signature in blue ink, appearing to read "Jon A. Giles".

Jon A. Giles, P.L.S., GISP
Surveyor/GIS Coordinator
jgiles@sebagotechnics.com

JAG:jg
Enc.

Sebago Technics, Inc
75 John Roberts Road, Suite 4A
South Portland, ME 04106-6963

 **FILE COPY**

Town of Poland
Sarah Merrill
1231 Maine Street
Poland, ME 04274

Invoice number 201810149
Date 10/25/2018
Project 16068 Town of Poland CEDC Support
Services

For Professional Services through September 28, 2018

Total Fee Charges

GIS Coordinator
Reimbursable Expenses

Hours	Rate	Billed Amount
4.25	75.00	318.75

Billed Amount
20.00

Invoice total	338.75
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EXPENSE AUTHORIZATION

Date: 11-15-18

Account: E-400 - 01 - 5650

Signature: Sarah Merrill

*Yours to Debbie
sen*

November 29, 2018
W-P Project No. 14225A

Matthew Garside
Poland Town Manager
1231 Maine Street
Poland, ME 04274

Subject: Route 26 and Route 122 Water and Sewer Main Extensions Cost Estimate

Dear Mr. Garside:

On behalf of Wright Pierce, please find enclosed a cost estimate for the Route 26 and Route 122 Water and Sewer Main Extension projects for the Town of Poland. The purpose of this effort was to develop conceptual project cost estimates for various water and sewer projects that would be extended from the existing water and sewer system recently constructed in the South Village. Those systems were designed to serve primarily the South Village area along Route 26 near Top Gun in the north, several hundred feet past the Route 26/122 intersection to the south, and along Route 122 east to approximately Empire Road. That water system includes a booster pump station which boosts water from the Auburn Water District water system to a new tank located at Poland Springs and a network of water mains. The sewer system includes both gravity and force main sewer and pump stations to convey sewerage to the Auburn sewer system.

Projects

The Town of Poland is interested in understanding the overall project costs and complexities for the following extensions. Each project is visually represented in plan and profile view on accompanying Figures 1-6. Further details of each project are presented later in this Memo. Note that the projects would likely be combined into a single project that would include water and sewer construction. We have designated water and sewer projects separately at this time so that each proposed project is clearly understood.

Water

- Project #1 - Route 26 north from the existing main near Top Gun to Whalesback Drive (Figure 1).
- Project #2 - Route 26 South from the existing main near the Route 26/122 intersection to Shaker Hill Outdoors (Figure 2).
- Project #3 - Route 122 east from the existing main near Empire Road to Old Castle Lawn and Garden (Figure 3).

Sewer

- Project #4 – Sewer and forcemain along Route 26 from the existing sewer near Top Gun to Schellinger Road (Figure 4).



- Project #5 – Sewer and forcemain along Route 26 from Schellinger Road to Whalesback Drive (Figure 4).
- Project #6A – Sewer and Forcemain along Route 26 from Whalesback Drive to Poland High School (Figure 4).
- Project #6B – Sewer and Forcemain along Route 26 from Whalesback Drive to Poland High School (Figure 5).
- Project #6C – Sewer and Forcemain along Route 26 from Schellinger Road to Poland High School (Figure 6).

Data Collection and Assumptions

Record plans of the South Village water and sewer projects were reviewed to understand the alignment and extent of each utility and where each extension would originate from. Base maps used to create the Figures were developed to indicate the extent of the utility extension and topography likely to be encountered. Topography was obtained from Poland GIS records and is generally accurate to within 2 feet. If the projects continue to design, at a minimum, detailed field survey will be required for the sewer system design.

A windshield survey was conducted to become familiar with field conditions, to visualize topography compared to the topography collected, identify ground surface features which could impact costs and construction complexity (ledge and boulder outcroppings), to understand the right-of-way and general work areas available for construction, general traffic flow and volume, location of residences and businesses, and to understand potential alignments for construction of the utilities.

Generally, based on the cursory field evaluation, we believe that major portions of the projects can be constructed off the pavement and disturbance may be limited to the existing roadway breakdown lane. This alignment will certainly reduce construction costs for roadway restoration and traffic management. In areas where rock outcroppings or other obstacles may impede construction, the work may need to be constructed in a travel lane. The areas where it appears that utilities may need to be installed within the traveled way include:

- Route 26 along the causeway separating Middle and Lower Range Ponds.
- Route 26 between Whalesback Drive and Aggregate Road where there are extremely steep slopes just off the paved surface.

The final alignments would be confirmed during a design phase where the width of the right-of way would be determined through survey.

We have assumed that in the areas where utilities need to be installed within the traveled way, one (1) full lane will be closed during construction. It is possible that some of the work off the traveled way may also require a lane closure. The actual traffic requirements will be determined by the Maine Department of Transportation (MDOT) when the project must be submitted for review and approval during the design phase.



Regarding roadway restoration, we have assumed that any construction located entirely out of the paved road surface, will require full depth replacement of the breakdown land and reconstruction of the shoulder. And any work that requires construction limited to a single travel lane, will require full depth reconstruction of ½ of the entire road width. These assumptions however are subject to change based on the ruling of the MDOT. Note that any requirements more stringent than our assumptions could significantly increase construction costs.

For the purposes of the estimate it was assumed that all water mains would be 12-inch ductile iron, with hydrants spaced at approximately 500 feet apart, line valves spaced at approximately 1,000 feet apart, and new water services to each parcel abutting the new main. In addition, cross stubs would be provided to streets intersecting the main. Sewer mains were assumed to be 12-inch PVC with manholes spaced at approximately 300 feet apart and service connections to each parcel along the route; forcemains would be 4-inch ductile iron or HDPE. Side lateral stubs would be provided for streets intersecting the gravity main.

Cost Estimates and Assumptions

Cost estimates were prepared on a linear foot basis assuming excavation, pipe, manholes, other materials, etc. Linear foot costs were derived from recently bid and similar projects. Costs for ledge excavation are included in the total cost but were estimated separately from the linear foot estimate.

Construction estimates include the following contingencies which are customary and appropriate for this level of detail:

- 20% construction contingency (note that at final design, this is often reduced to 5%).
- 35% contingency of construction cost for Engineering, Design, Permitting and Construction Administration (these costs tend to run between 15% - 25% at completion of construction).

Preliminary Permitting and Approvals

Based on a review of available mapping, the windshield survey and our experience and complexity of these types of projects, we have preliminary identified the following permits and approvals that are likely to be required for the project.

- The Town of Poland online GIS database was reviewed to determine the location and extent of wetland impacts. Aside from the obvious construction along the causeway between Middle and Lower Range Ponds, waterfront, wetlands and inland water fowl/wading bird habitat were found abutting the projects in several different locations. There is also a section of lower Range Pond that abuts Route 26 between Whalesback Drive and Aggregate Road that could be affected by the work. Work in these areas will likely require approval from the Maine Department of Environmental Protection (MEDEP) as well as the Poland Conservation Commission.
- MDOT - both Route 26 and Route 122 are State owned highways and require approval to construct within their right-of-way.
- Mechanic Falls Water District/Maine Public Utilities Commission (MEPUC) – The Mechanic Falls Water District (MFWD) is chartered to serve certain portions of Poland with drinking water. The Town should engage the MFWD and MEPUC to confirm that Poland would not be violating the rights of MFWD.



- Auburn Water & Sewer District (AWS&D) – The Town should engage the AWS&D to confirm that they have capacity for both the water system to provide additional water to Poland and that the existing wastewater collection and treatment systems have the excess capacity to receive additional flow.

Description of Projects

Project #1 – Route 26 Water Main Extension from the existing main near Top Gun to Whalesback Drive

The project requires the installation of approximately 13,000 linear feet of water main from the existing main located just north of the Top Gun business to Whalesback Drive. It appears that the first section of main from Top Gun to Cindi's Dockside Restaurant can be constructed off the traveled way or within the breakdown lane on the west side of Route 26. From this point the main would be constructed directly in the southbound lane for the entire length of the causeway. Special construction will be required at the bridge separating Middle and Lower Range Ponds by either hanging the main off of the side of the bridge or constructing it beneath the waterway. From approximately Schellinger Road to Whalesback Drive, the main may be constructed in and out of the breakdown lane. Permitting would be required from the MDOT, MEDEP and Poland Conservation Commission. There are approximately 27 existing homes along this route. It is not known how many vacant lots could be served.

Project #2 – Route 26 Water Main Extension from existing main to Shaker Hill Nursery

The project requires the installation of approximately 800 linear feet of water main from the existing main located just south of the Route 26/122 intersection to Shaker Hill outdoors. It is likely that the majority of this main can be constructed off the traveled way on the west side of Route 26. The project however will require a booster pump station (and property to site it on) to provide the needed pressure and flow at the end of the main. The existing main was stopped in its current location because the existing system did not have the required hydraulic capacity to serve higher elevations. The booster station can be designed in several different configurations either above or below grade and would provide both domestic and fire flows. Permitting would be required from the MDOT. There are approximately 5 existing homes along this route. It is not known how many vacant lots could be served.

Project #3 - Route 122 east from the existing main near Empire Road to Old Castle Lawn and Garden

The project requires the installation of approximately 4,600 linear feet of water main from the existing main located at the intersection of Route 122 and Empire Road to Old Castle Lawn and Garden. It is likely that the majority of this main can be constructed off the traveled way on the north side of Route 122. Permitting would be required from the MDOT, MEDEP and Poland Conservation Commission. There are approximately 20 existing homes along this route. It is not known how many vacant lots could be served.



Project #4 – Gravity Sewer and Forcemain Sewer along Route 26 from the existing sewer near Top Gun to Schellinger Road

The project requires the installation of approximately 5,300 linear feet of gravity sewer and 6,100 linear feet of forcemain sewer between the existing main located just north of the Top Gun business to Schellinger Road. It appears that the first section of gravity sewer from Top Gun to Cindi's Dockside Restaurant can be constructed off the traveled way or within the breakdown lane on the west side of Route 26. From this point the gravity sewer would be constructed directly in the southbound lane all the way across the causeway. Special construction will be required at the bridge separating Middle and Lower Range Ponds by either hanging the gravity sewer off of the side of the bridge or constructing it beneath the waterway. A pump station would be required at the low point of this project either near Cindi's Dockside Restaurant or preferably at Schellinger Road (and property to site it on). Permitting would be required from the MDOT, MEDEP and Poland Conservation Commission. There are approximately 7 existing homes, a motel, and an existing golf resort along this route. It is not known how many vacant lots could be served.

If the pump station was located on the south side of the causeway near Cyndi's Dockside restaurant, the project scope could be reduced by approximately 1,450 linear feet of gravity and force main sewer at an estimated cost savings of \$1M. However, it is important to note that relocating the pump station from the north side of the causeway near Schellinger Road to the east side near Cyndi's Dockside restaurant, would still require the construction of an additional pump station as part of Project #5 at Schellinger Road and a force main across the causeway to convey flows from the area north of Schellinger Road to the pump station at Cyndi's Dockside.

Project #5 – Gravity Sewer and Forcemain Sewer along Route 26 from Schellinger Road to Whalesback Drive

The project requires the installation of approximately 5,300 linear feet of gravity sewer and 1,200 linear feet of forcemain sewer between the end of Project #4 and Whalesback Drive. It appears that this project can be constructed off the traveled way or within the breakdown lane on the west side of Route 26. A pump station is required at Whalesback Drive (and property to site it on) as it is a low point in the system. Permitting would be required from the MDOT, MEDEP and Poland Conservation Commission. There are approximately 20 existing homes along this route. It is not known how many vacant lots could be served. To implement this project, Project #4 would also have to be constructed.

Project #6A – Gravity Sewer and Forcemain Sewer along Route 26 to serve a short segment of Route 26 and Poland High School Only

This project would serve a short section of Route 26 and the Poland High School only. It would require the installation of approximately 4,000 linear feet of gravity sewer from approximately the high point of Route 26 just north of Brown Road to Poland High School and a pump station (and property to site it on) located near Poland High School, and 11,700 linear feet of forcemain sewer from the pump station to the end of Project #5. It appears that this project can be constructed off the traveled way or within the breakdown lane on the west side of Route 26. Permitting would be required from the MDOT, MEDEP and Poland Conservation Commission. There are approximately 16 existing homes, a high school, and



an existing shopping complex along this route. It is not known how many vacant lots could be served. To implement this project, Projects #4 and #5 would also have to be constructed.

Project #6B – Gravity Sewer and Forcemain Sewer along Route 26 from Whalesback Drive to Poland High School

This project would serve all business and residents between Whalesback Drive to the Poland High School and would require the installation of approximately 11,700 linear feet of gravity sewer and 11,700 linear feet of forcemain sewer. Pump stations (and property to site them on) would be required at the high school and a point near the Ruby Rose Frozen Custard stand. A forcemain sewer would run from the pump station located at the high school to the pump station at Ruby Rose Frozen Custard, and a second forcemain sewer from the Ruby Rose Frozen Custard pump station to the pump station installed as a part of Project #5. It appears that the majority this project can be constructed off the traveled way or within the breakdown lane on the west side of Route 26. However, the project area between Whalesback Drive and Aggregate Road has extremely steep slopes and would need to be installed in the roadway. Permitting would be required from the MDOT, MEDEP and Poland Conservation Commission. There are approximately 51 existing homes, an animal hospital, a community school, a high school, and an existing shopping complex along this route. It is not known how many vacant lots could be served. To implement this project, Projects #4 and #5 would also have to be constructed.

Project #6C – Gravity Sewer and Forcemain Sewer along Route 26 from Schellinger Road to Poland High School to serve a short segment of Route 26 Poland High School Only Assuming Project #5 is not constructed

Like Project #6A, this project would serve Poland High School and a short length of Route 26 only but in this case, assumes that Project #5 is not implemented. The project would require the installation of approximately 4,000 linear feet of gravity sewer from approximately the high point of Route 26 just north of Brown Road to Poland High School and a pump station (and property to site it on) located near Poland High School, and 17,000 linear feet of forcemain sewer between the pump station to be located near Poland High School to the end of Project #4. It appears that the majority of this project can be constructed off the traveled way or within the breakdown lane on the west side of Route 26. However, the project area between Whalesback Drive and Aggregate Road has extremely steep slopes and would need to be installed in the roadway. Permitting would be required from the MDOT, MEDEP and Poland Conservation Commission. There are approximately 16 existing homes, a high school, and an existing shopping complex along this route. It is not known how many vacant lots could be served. To implement this project, Project #4 would also have to be constructed.

A summary of each project and its approximate total project cost are presented on Table 1.

TABLE 1
PROJECT SUMMARIES

Project # and Description	Major Project Components	Total Project Cost Estimate*	Potential Permitting
Project #1 Route 26 (North) Water Main Extension	<ul style="list-style-type: none"> Water main Bridge Crossing 	\$3,675,000	<ul style="list-style-type: none"> Waterfront Buffer Wetlands Buffer Inland Water Fowl MDOT
Project #2 Route 26 (South) Water Main Extension	<ul style="list-style-type: none"> Water main Booster pump station Property for Booster Pumping Station 	\$1,175,000**	<ul style="list-style-type: none"> MDOT
Project #3 Route 122 Water Main Extension	<ul style="list-style-type: none"> Water main 	\$1,275,000	<ul style="list-style-type: none"> Wetlands Buffer Inland Water Fowl MDOT
Project #4 Route 26 Sewer Main Segment A	<ul style="list-style-type: none"> Gravity sewer Forcemain Sewer Sewer Pump station Property for Sewer Pump Station 	\$5,100,000**	<ul style="list-style-type: none"> Waterfront Buffer Wetlands Buffer MDOT
Project #5 Route 26 Sewer Main Segment B	<ul style="list-style-type: none"> Gravity Sewer Forcemain Sewer Sewer Pump station Property for Sewer Pump Station 	\$3,400,000**	<ul style="list-style-type: none"> Waterfront Buffer Wetlands Buffer Inland Water Fowl MDOT
Project #6A Route 26 Sewer Main Segment C-1	<ul style="list-style-type: none"> Gravity Sewer Forcemain Sewer Sewer Pump station Property for Sewer Pump Station 	\$5,050,000**	<ul style="list-style-type: none"> Waterfront Buffer Wetlands Buffer Inland Water Fowl MDOT



Project #6B Route 26 Sewer Main Segment C-2	<ul style="list-style-type: none"> • Gravity Sewer • Forcemain Sewer • Sewer Pump stations (2) • Property for Sewer Pump Stations 	\$9,775,000**	<ul style="list-style-type: none"> • Waterfront Buffer • Wetlands Buffer • Inland Water Fowl • MDOT
Project #6C Route 26 Sewer Segment C-3	<ul style="list-style-type: none"> • Gravity Sewer • Forcemain Sewer • Sewer Pump station • Property for Sewer Pump Station 	\$6,700,000**	<ul style="list-style-type: none"> • Waterfront Buffer • Wetlands Buffer • Inland Water Fowl • MDOT

* Includes construction and engineering contingencies.

** Does not include land acquisition or legal costs to obtain property.

Final Comments

It is important to note that as any of the projects move forward, additional analysis will be required to accurately quantify actual capacities of water and sewer that these systems will require or generate respectively, which was beyond the scope of this study. The existing water system and sewer collection system capacities will need to be evaluated to confirm; (1) if the existing water system can provide the desired water demand and (2) if the existing sewer collection system has excess capacity to receive the projected flows. If it is determined that the existing systems cannot provide or receive the added flows from these potential projects, additional costs will be required to upgrade these systems. These costs are not included in the estimates presented.

We trust that you find this information helpful as you deliberate the towns future infrastructure needs. Keep in mind that the layouts and costs presented are very conceptual in nature and should only be used for planning purposes.

We look forward to assisting you as the projects continue to develop. Should you have any questions, feel free to contact Rob Williamson (207) 523-1403 or at rob.williamson@wright-pierce.com.

Sincerely,
WRIGHT-PIERCE



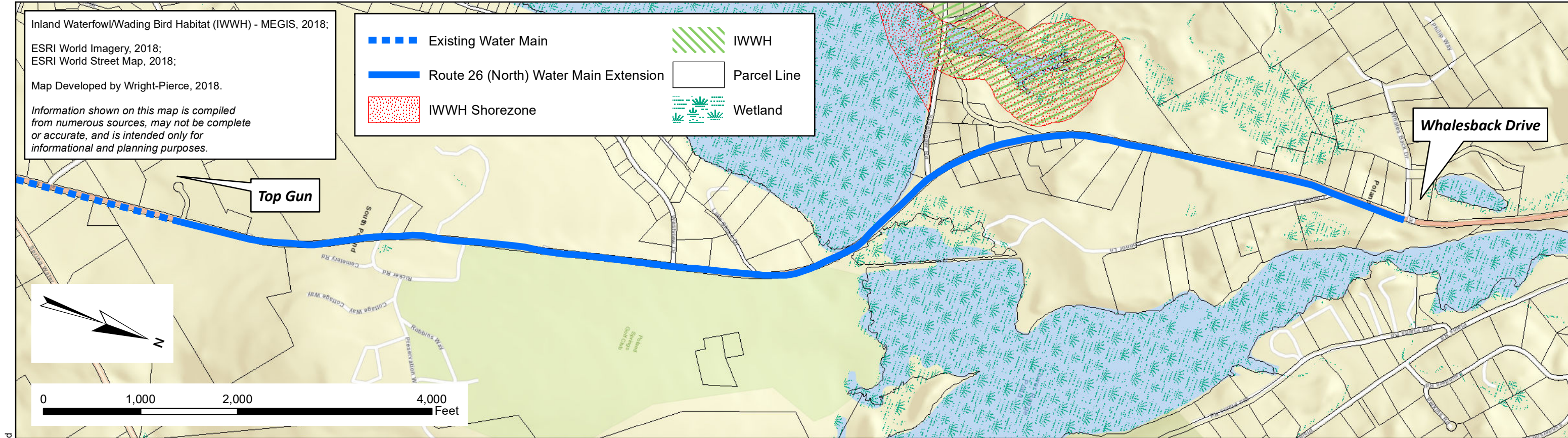
Robert J. Williamson, PE
Senior Project Manager
rob.williamson@wright-pierce.com

WRIGHT-PIERCE

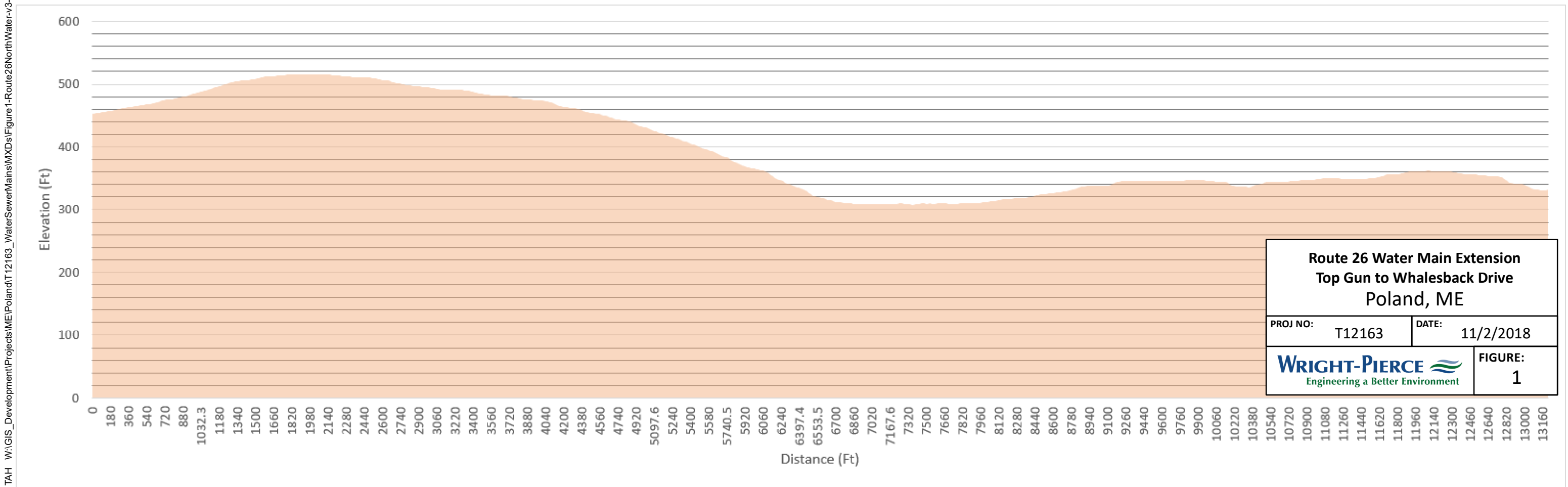


Collin A. Stuart, PE
Project Engineer
collin.stuart@wright-pierce.com

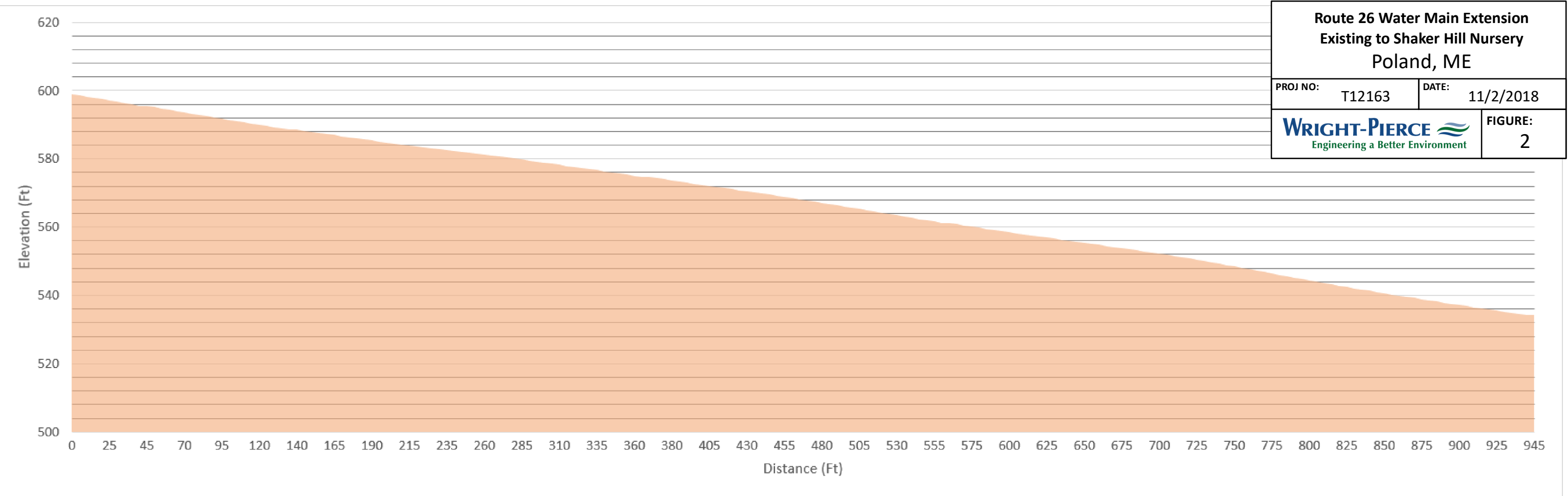
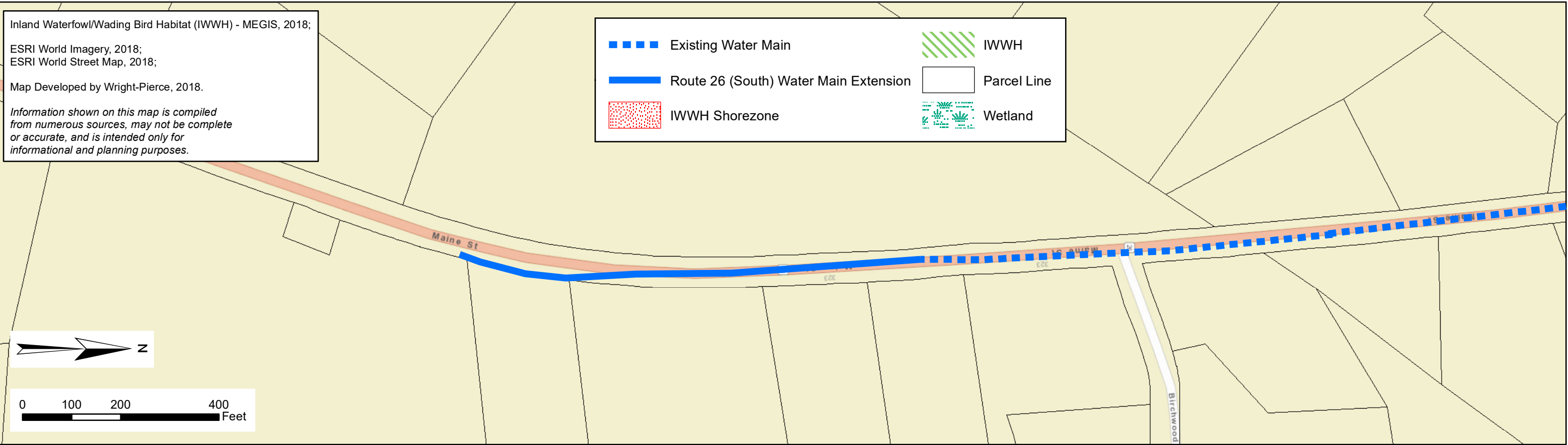
Attachments



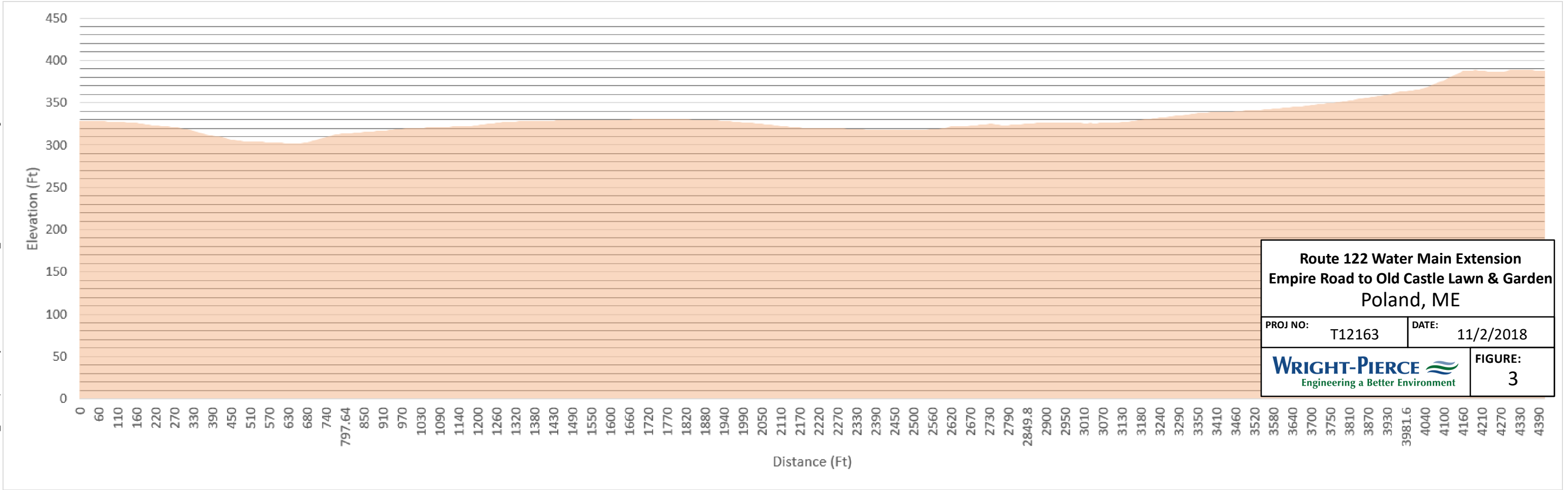
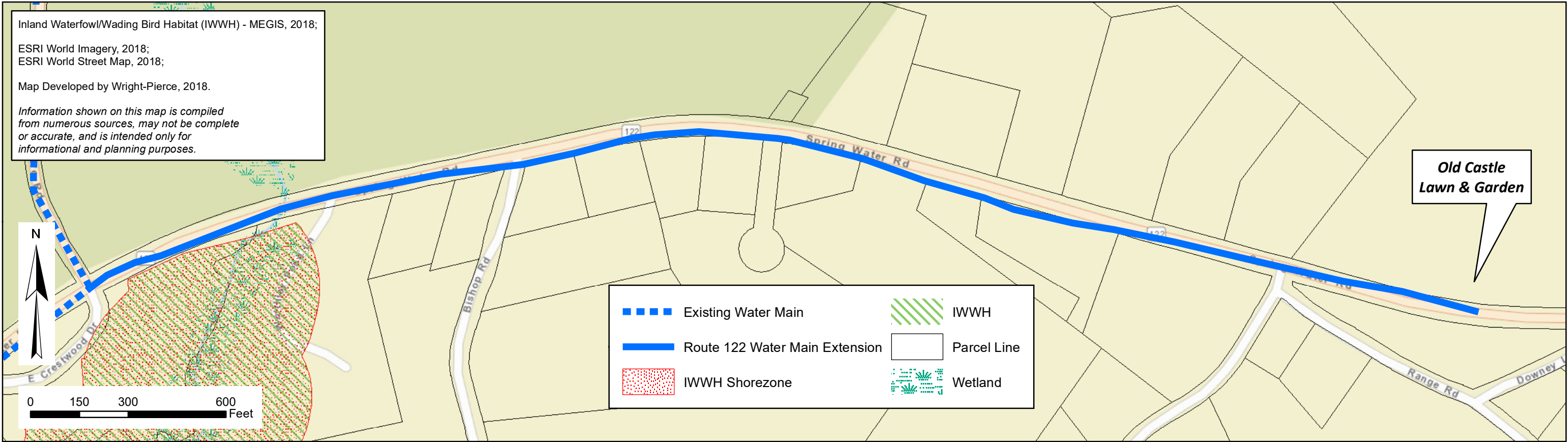
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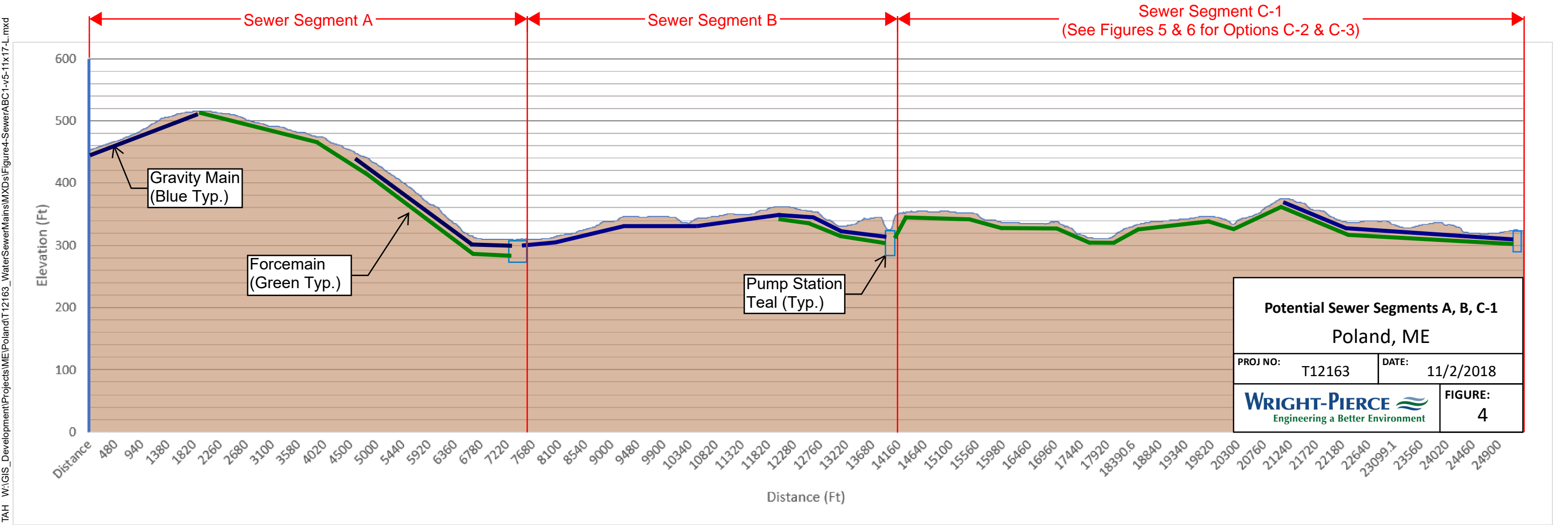
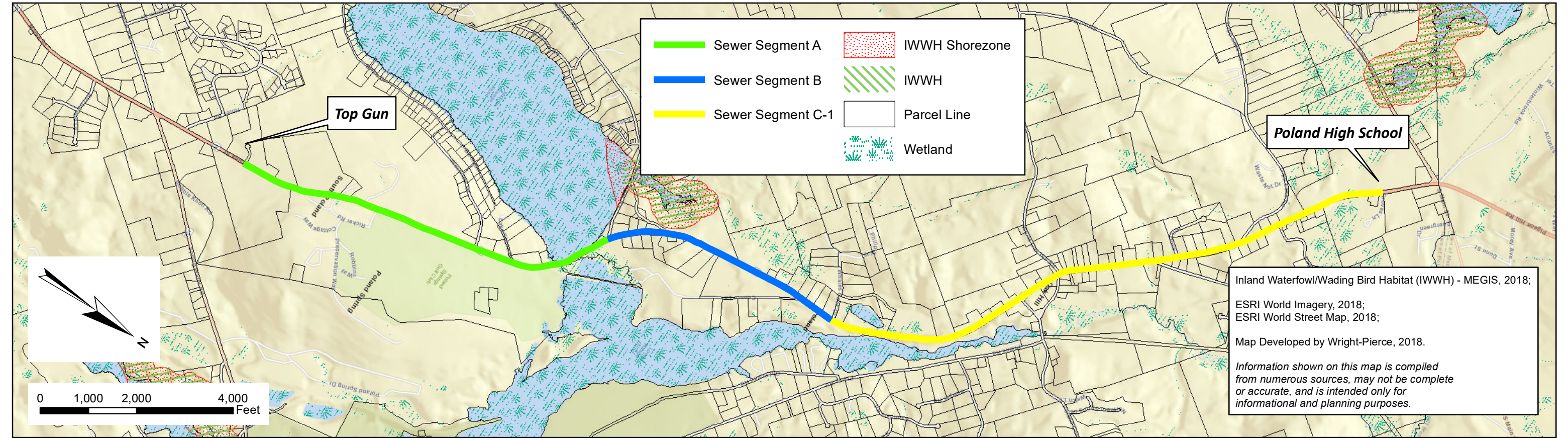


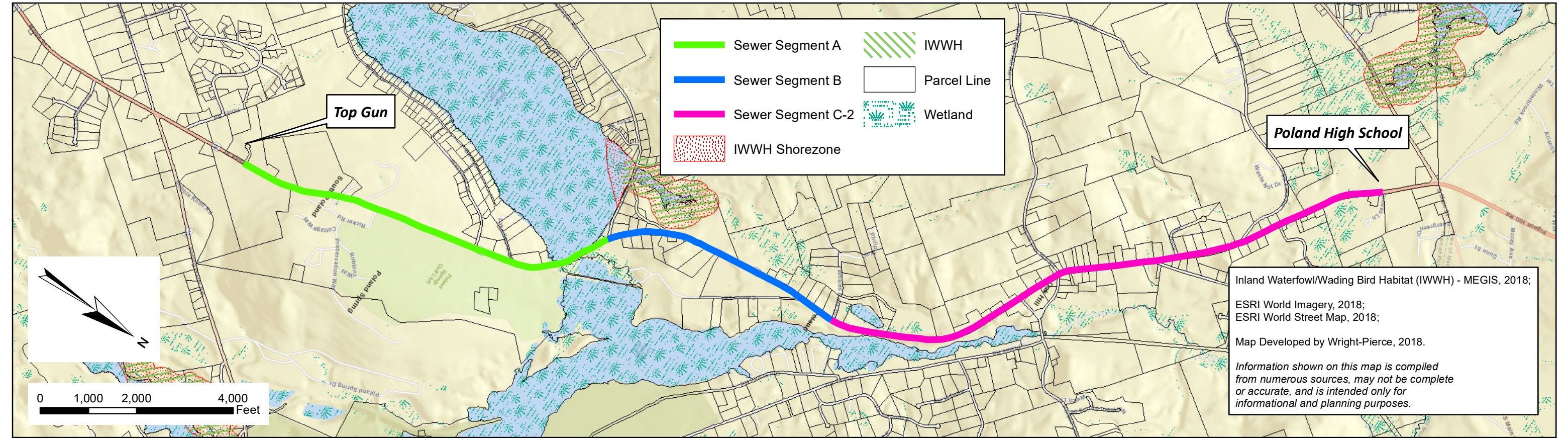
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