

AGENDA

**SELECT BOARD MEETING
MONDAY, MAY 23, 2022
EXECUTIVE SESSION: 5:00 P.M.
REGULAR MEETING: 6:00 P.M.**

IN-PERSON AT 13 VALLEY STREET

LIVE STREAMING AVAILABLE ON THE TOWN WEBSITE OR BY VISITING:

https://www.townhallstreams.com/towns/thomaston_me

CAN'T ATTEND A MEETING? PLEASE SUBMIT QUESTIONS/CONCERNS TO THE TOWN MANAGER AT:

kgeorge@thomastonmaine.gov

EXECUTIVE SESSION 5:00 P.M.

Pursuant to MRS Title 1, §405 (6E) for consultations with the Town Attorney.

REGULAR MEETING 6:00 P.M.

1. CALL THE MEETING TO ORDER

2. PUBLIC HEARINGS:

A. Pursuant to Thomaston Ordinances, Chapter 7, Land Use & Development Ordinance, section 704.8.2 to hear public comment on the amended Thomaston Fee Schedule.

3. APPROVE THE MINUTES OF:

4. APPROVE THE WARRANTS

5. ADJUSTMENTS TO THE AGENDA

6. TOWN MANAGER'S REPORT

7. TOWN BOARDS & COMMITTEES UPDATE

8. PUBLIC COMMENTS

9. OLD BUSINESS

A. Discuss the St. George River Investigative Report per request of Sandy Moore.

- B. Update from MDOT regarding pedestrian safety/vehicle speeds per request of Zel Bowman-Laberge.
- C. Discuss public transportation services per request of Diane Giese.

10. NEW BUSINESS

- A. Review for approval the FY2023 sand and salt bids:
 - FY2023 Morton Salt, Inc. (\$72.87/unit, total cost \$36,435, Qty 500)
FY2022 New England Salt Co., \$52.50/unit, \$26,100, Qty 500)
 - FY2023 D.R. Flagg & Son (\$16.80/unit, total cost \$11,760, Qty 1,200)
FY2022 D.R. Flagg & Son (\$11.50/unit, total cost \$9,200, Qty 1,200)
- B. Consider for approval the proposed G&E Roofing contract for the Academy Building, (Short-term repair=\$2,556 and Long-term/replacement=\$21,314) to be paid out of Academy Reserves.
- C. Discuss the Community Resilience Partnership per the request of John Fancy.
- D. Consider applying for the Maine Infrastructure Adaptation Fund grant for design and permitting changes to Water Street per the request of John Fancy.
- E. Review for signature the RSU 13 Warrant and Notice of Election Referendum.

11. ADJOURN

Upcoming Dates:

Wednesday, May 25	9 a.m. Watts Block Trustees 6 p.m. Information Session-Maine Working Homes 7 p.m. Public Hearing for Green Articles 3 & 4
Thursday, May 26	5:30 p.m. Recreation Committee
Saturday, May 28	10 a.m.-1 p.m. Firefighter’s Association Fill the Boot Fundraiser
Monday, May 30	Town Offices Closed in Observance of Memorial Day
Wednesday, June 1	2 nd Half Taxes Due 5:30 p.m. Academy Board of Trustees
Monday, June 13	6 p.m. Select Board Meeting
Tuesday, June 14	8 a.m.-8 p.m. Election Day
Wednesday, June 15	6 p.m. Open Town Meeting

**Town of Thomaston
Select Board Public Hearing Notice
May 23, 2022**

There will be a public hearing on May 23, 2022 at 6:00 p.m. in the Select Board Room of the Thomaston Municipal Building.

Code Enforcement Office

Proposed Fee Schedule

Thomaston Fee Schedule

PROPOSED DRAFT 5/05/2022

Residential Structures

Minimum Fee	\$ 20.00 \$30.00	
Residential Finished Living Space –	\$ 0.40/sq. ft.	\$0.45
New		
Residential Unfinished Living	\$ 0.25/sq. ft.	\$0.35
Space (Shell)	\$ 0.35/sq. ft.	
Residential Renovations		
<i>** REPLACE Shell with 6' headroom or greater</i>		
Residential Accessory Structures	\$ 0.25/sq. ft.	\$0.35
<i>** ADD attached or detached</i>		
Covered Porches	\$ 0.25/sq. ft.	\$0.30
Decks	\$ 0.15/sq. ft.	\$0.25
Mobile & Manufactured Homes	\$ 0.25/sq. ft.	\$0.35
Foundations – Only (Floor	\$ 0.25/sq. ft.	
Dimensions)	\$0.40/sq.ft	
<i>Cellars – full or half finished</i>	\$0.30/ sq.ft.	
<i>Cellars- slab only</i>		

Commercial Structures

Minimum Fee	\$ 20.00 \$50.00	
Commercial-Industrial – New	\$ 0.50/sq. ft.	\$0.75
Commercial-Industrial – Renovation	\$ 0.30/sq. ft.	\$0.65
Commercial-Industrial – Accessory	\$ 0.30/sq. ft.	\$0.40

Structure

Flat Fees

Demolition of Structure	\$ 50.00
Moving of Structure	\$ 50.00
Change of Use <i>CEO Permitted use or change of use</i>	\$50.00

Moving Mobile Homes	\$ 25.00 \$35.00
Swimming Pools (above or in ground)	\$ 50.00
<i>Vegetative Clearing (Shoreland ONLY)</i>	<i>\$50.00</i>
Temporary or Permanent Signs	\$ 10.00 \$50.00
Temporary Sign	\$15.00 for first 30 days - \$5.00 per 30 days thereafter
<i>*Nonprofit Signs</i>	<i>No cost but must be removed 4 business days after event</i>
Street Opening Permit	\$ 50.00
Peddlers Permit	\$ 30.00 Minimum \$1.50/day \$50.00 for first thirty days - \$30.00 per 30 days thereafter
<u>Subdivision Fees</u>	
Pre-application Meeting	\$100.00
Preliminary Plan Review	\$100.00 per lot or unit \$125.00 per lot or unit
Final Plan Review	\$ 75.00 per lot or unit \$100.00 per lot or unit
Revision to final plan	\$100.00 \$125.00 flat fee
<i>Abutter notice fee</i>	<i>\$30.00 for up to 15 abutters - \$5.00 per notice thereafter</i>
<u>Site Plan Review</u>	
Pre-application / <i>Conditional Use (one meeting)</i>	\$ 75.00 \$100.00
Final Plan	\$150.00
<i>Full Site Plan Review</i>	<i>\$175.00</i>
<i>Abutter notice fee (administrative and mailing costs)</i>	<i>\$30.00 for up to 15 abutters - \$5.00 per notice thereafter</i>
<i>Private Way Plan Review as applicable thereafter</i>	<i>\$100.00 for initial meeting - \$75.00 per meeting</i>
<u>Planning Board or Board of Appeals Review</u>	
—Residential	\$ 75.00
—Non-Residential—Multi Family	\$150.00
Administrative Appeal	\$100.00
<u>Zoning Board of Appeals</u>	
<i>Administrative appeals of CEO or PB decisions</i>	<i>\$250.00</i>

Public Hearing fee

\$75.00 plus advertising costs

*Abutter notice fee (administrative and mailing costs)
per notice thereafter*

\$30.00 for up to 15 abutters - \$5.00

Mobile Home Park Fees

License Application or Renewal

~~\$100.00~~—\$125.00 for first 25 lots - \$1.75
for each lot thereafter



Investigative Report

St George River, Growing Area WU

The following is a report of water quality in the St. George River with a focus on the area known as the Upper Bay. All station P90 scores in Growing Area WU were within their respective classifications in 2021. No areas require downgrade based on calculated P90 score. Upgrades are planned in the Upper Bay and Port Clyde harbor area. Upgrades should occur in 2022 as long as all data continues to support the potential classification changes.

Between 2020 and 2021 calculated P90 scores increased an average of 3.5 cfu/100 ml at %61 of stations. Calculated P90 scores decreased an average of 2.8 cfu/100ml at %31 of stations with no change at %8 of stations. Calculated P90 scores decreased at 9 out of 13 stations in CA 1. In 2021 there were ten total rainfall closures in CA1. Three of those closures were reset events that occurred during an existing rainfall closure. There were 5 Flood closures in Growing Area WU in 2021.

Upper Bay

The Upper Bay is currently classified as Conditionally Restricted based on the proper functioning of the Warren and Thomaston treatment plants. Calculated year-round P90 scores of water quality stations in the area also support the Restricted classification.

Currently WU CA1 closes when rainfall meets or exceeds 1" in a 24-hour period between May and November and whenever tidal height exceeds 11' in October and November. It will also close if there is a malfunction of either the Thomaston or Warren treatment plants. When those same environmental parameters from CA1 are applied to stations in WU CR1, P90 scores at stations WU32 and WU33 meet the Conditionally Approved standard. Station WU34 and WU29 still have a P90 within the Restricted classification.

A reassessment of dilution calculations continued in 2021 for both treatment plants discharging into the river. It was determined that a portion of the Conditionally Restricted area could be eligible for upgrade to Conditionally Approved based on the proper functioning of both the Warren and Thomaston treatment plants and continued stability of water quality scores. Information about transport time from the Warren treatment plant discharge to the Upper Bay Conditional Area boundary is still needed to finalize plans for an upgrade of the area. It was also determined that the area within the 300:1 toxic mixing zone of the Thomaston treatment plant is not be eligible for upgrade. This area is shown as a yellow semicircle in figure 3.

Two inactive investigative stations were reactivated in 2021. These stations should give additional information about water quality in the upper bay as well as potentially provide boundary lines for management areas as needed.



During the Summer of 2021 the Thomaston treatment plant conducted additional coliform testing to help determine potential sources of pollution. Bracket testing was conducted throughout the summer to try to narrow down the location(s) where pollution was believed to be entering the river. Testing showed elevated bacterial levels in the southeastern corner of the upper bay. The testing site was in the vicinity of DMR water quality station WU34 which also has recorded elevated bacterial scores. Testing sites in the Mill River also showed periodic elevated bacterial concentrations. DMR water quality station WU29 is located at the mouth of the Mill River and has intermittent elevated bacterial scores. Detailed results from the treatment plant’s testing program are available through the Thomaston Pollution Control department.

Conclusion and Recommendations

It is recommended that a portion of the area known as the Upper Bay be upgraded to Conditionally Approved once hydrographic data about upper river transport time is reviewed and management boundary lines are finalized. The western side of the upper bay should remain Conditionally Restricted based on the 300:1 toxic mixing zone associated with the Thomaston treatment plant as well as the elevated P90 score at station WU29 in the mouth of the Mill River. The cove in the southern corner of the upper bay should also remain Conditionally Restricted based on P90 score not meeting the Conditionally Approved standard. If water quality improves in this cove, then it could be eligible for upgrade in the future.

It is recommended that the WWTP seasonal closure from January 1 through March 31 be extended through April 30 to allow for adequate flushing and dilution of pollution from the Thomaston treatment plant.

In Port Clyde a small portion of the harbor including an old lobster pound should be upgraded to Approved to allow the lobster pound to be used for shellfish aquaculture. Water quality scores and shoreline survey data support an upgrade of the area.

No downgrades are recommended for Growing Area WU in 2022.

Data

Below are the final P90 score calculations for Growing Area WU in 2021 (figure 1). Figure 2 shows an investigative P90 calculation of stations in the upper bay using the same environmental management parameters as WU CA1. Additional historical water quality data is available from the Department of Marine Resources.

Figure 1. Calculated 2021 P90 scores for Growing Area WU

P90: A, P, R

Station	Class	Count	GM	SDV	MAX	P90	Min Date
WU001.00	A	30	3.1	0.4	88	10.3	8/23/2016
WU002.00	A	30	2.2	0.18	9.1	3.8	8/23/2016
WU003.00	A	30	2.5	0.31	20	6.4	8/23/2016



Bureau of Public Health

5/2022

Station	Class	Count	GM	SDV	MAX	P90	Min Date
WU004.00	A	30	2.7	0.36	40	8	8/23/2016
WU005.00	A	30	2.8	0.39	76	9.1	8/23/2016
WU006.00	A	30	4	0.67	1700	29.8	4/19/2017
WU006.50	A	30	3	0.36	54	9	4/5/2017
WU013.50	A	30	2.9	0.38	52	9.4	4/19/2017
WU017.00	A	30	3.1	0.33	24	8.6	5/23/2017
WU017.80	A	30	2.4	0.3	42	6.1	8/31/2016
WU018.00	A	30	3.8	0.48	134	15.8	6/26/2017
WU040.00	A	30	2.9	0.34	27	8.2	8/24/2016
WU041.00	A	30	3.8	0.47	70	15.7	8/24/2016
WU042.00	A	30	4.2	0.53	112	20.4	8/24/2016
WU042.70	A	30	3.6	0.54	80	18.2	8/24/2016
WU043.00	A	30	3.6	0.46	58	14.1	5/30/2017
WU044.00	A	30	2.9	0.4	44	9.7	8/24/2016
WU045.70	A	30	2.9	0.35	24	8.5	8/24/2016
WU046.00	A	30	3.5	0.45	40	13.5	8/24/2016
WU047.00	A	30	2.4	0.27	29	5.5	8/24/2016
WU048.00	A	30	4.7	0.51	56	22	7/18/2016
WU056.00	A	30	1.9	0.05	4	2.3	5/24/2017
WU058.00	A	30	2	0.15	12	3.3	5/24/2017
WU007.00	P	30	4.3	0.48	48	18.3	4/19/2017
WU009.00	P	30	3.7	0.59	420	21.9	8/23/2016
WU028.00	P	30	4.9	0.5	128	22	4/10/2018
WU029.00	P	30	13	0.61	280	79.9	5/16/2018
WU048.80	P	30	3	0.42	50	10.8	7/18/2016
WU050.00	P	30	3.5	0.59	480	20.8	7/18/2016
WU055.50	P	30	2	0.11	8	2.8	5/24/2017
WU059.00	P	30	2	0.11	7.3	2.9	5/24/2017
WU010.00	R	30	3.9	0.64	1700	26.3	8/23/2016
WU012.00	R	30	5.3	0.66	400	37.9	8/23/2016
WU013.00	R	30	6.8	0.75	840	62.6	8/23/2016
WU045.80	R	30	4.3	0.67	1700	31.8	8/24/2016



WU CA1, WWTP, 1" rain May-November, Tide 11'+ October-November

Station	Class	Count	GM	SDV	MAX	P90	Min Date
WU019.00	CA	40	3.3	0.27	12	7.4	7/10/2017
WU020.00	CA	40	4.3	0.57	740	23.6	8/23/2016
WU021.00	CA	40	3.5	0.43	88	12.8	8/9/2017
WU022.00	CA	40	4.2	0.42	62	14.9	7/10/2017
WU023.00	CA	40	4.8	0.51	180	22	7/10/2017
WU025.00	CA	40	3.7	0.36	52	10.9	10/4/2017
WU034.50	CA	40	5	0.49	88	21.6	12/5/2017
WU035.00	CA	40	4	0.38	44	12.4	6/26/2017
WU036.00	CA	40	4.2	0.43	66	15.3	5/23/2017
WU037.00	CA	40	3.6	0.41	42	12.2	6/26/2017
WU037.50	CA	40	4.8	0.61	340	29.6	6/26/2017
WU038.00	CA	40	3.2	0.47	500	13.1	6/26/2017
WU039.00	CA	40	2.5	0.31	56	6.4	6/26/2017

WU CR1, WWTP

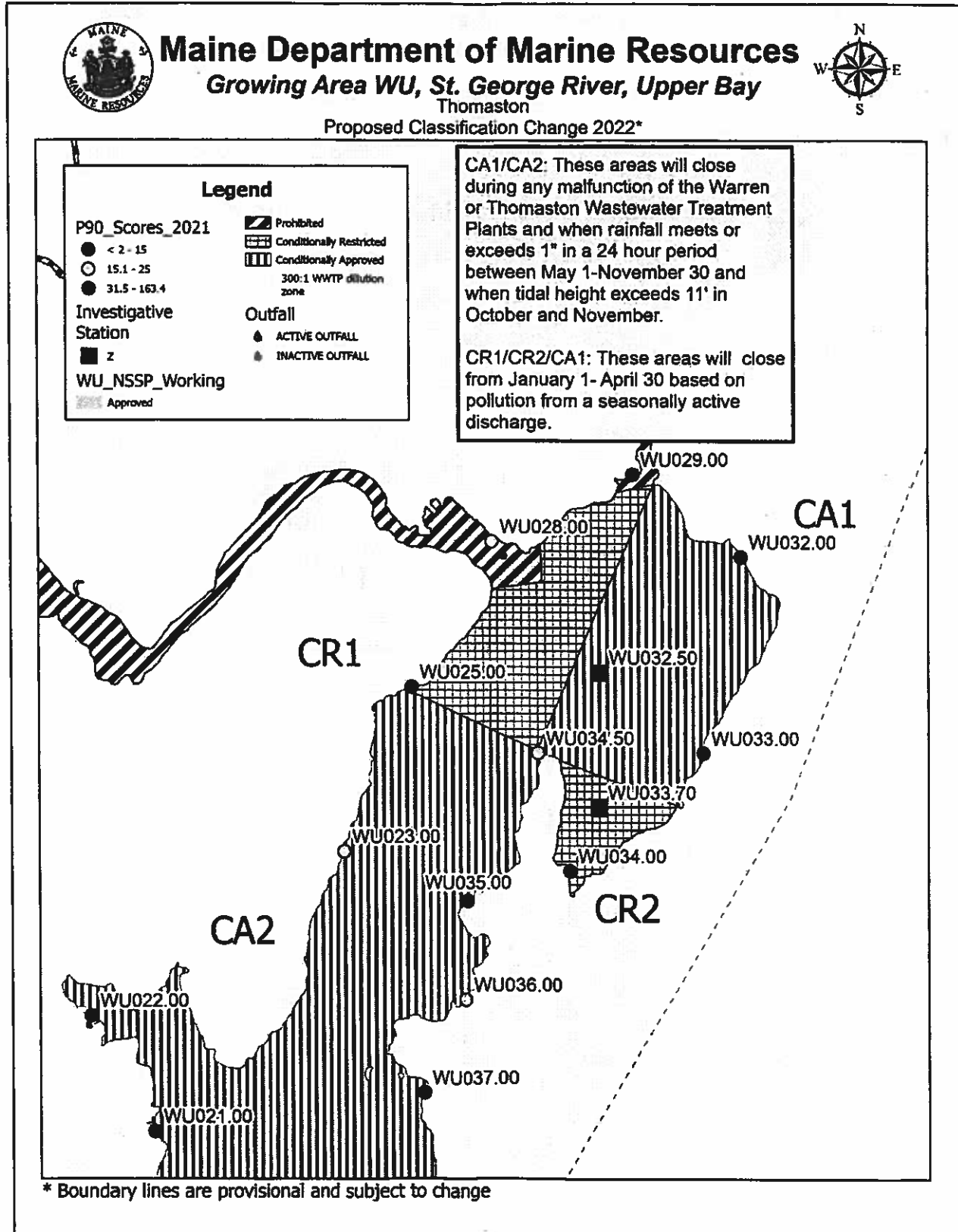
Station	Class	Count	GM	SDV	MAX	P90	Min Date
WU032.00	CR	40	6.8	0.54	300	33.8	6/26/2017
WU033.00	CR	40	7.9	0.57	320	43	5/23/2017
WU034.00	CR	40	8.5	0.62	920	53.8	6/26/2017

Figure 2. Investigative P90 score for stations in the upper bay area with rainfall and tidal closure dates from WU CA1 removed from the calculation

Station	Class	Count	GM	SDV	MAX	P90	Min Date
WU032.00	CR	40	4.8	0.47	300	19.9	3/23/2016
WU033.00	CR	40	5.3	0.45	96	20.3	2/24/2016
WU034.00	CR	40	6.8	0.61	920	41.5	3/23/2016
WU029.00	P	40	8.6	0.53	280	41.8	12/8/2015



Figure 3. Proposed Map of upper bay Conditional areas

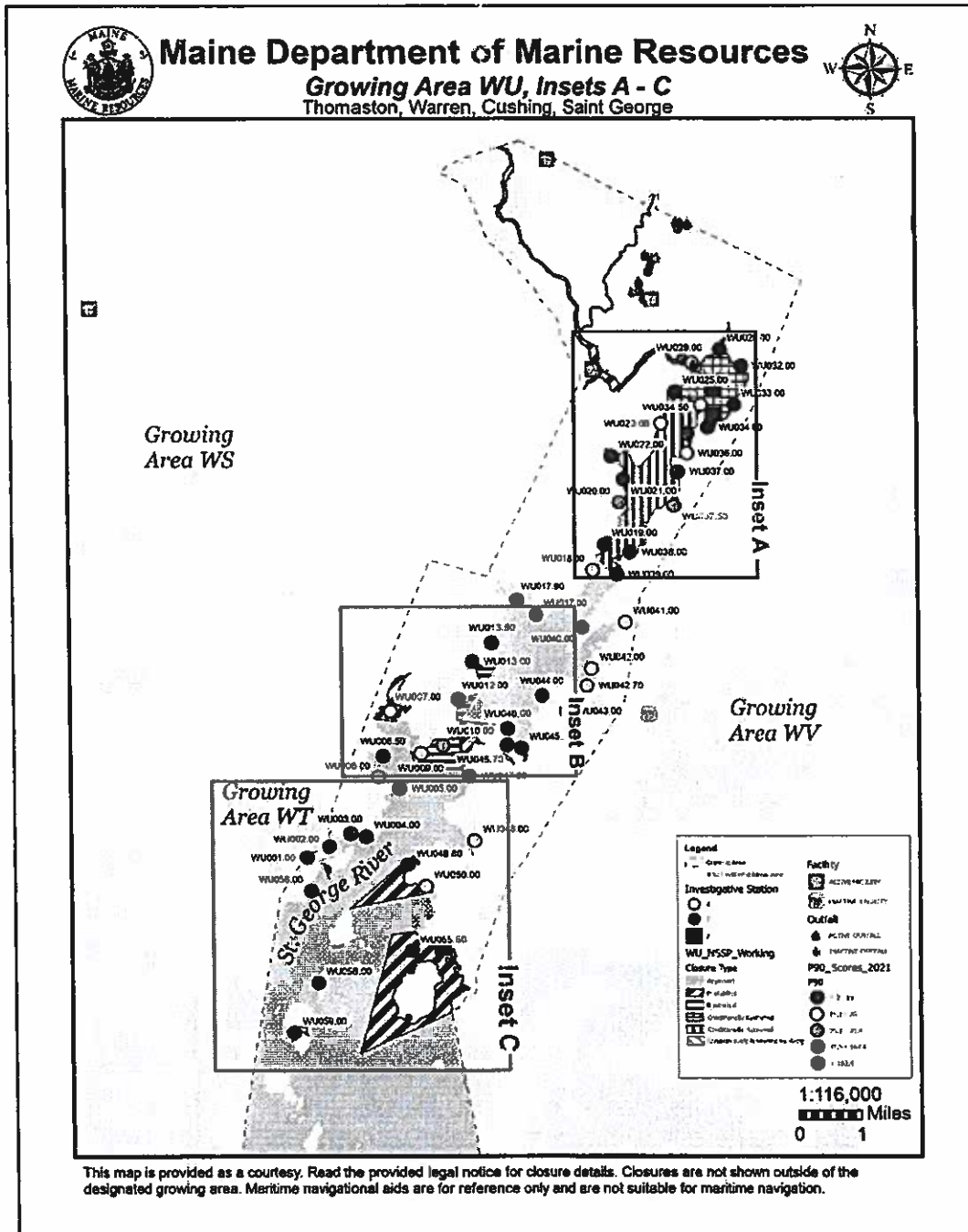




DMR now offers a web map showing Maine shellfish growing areas with associated classifications and P90 scores for water quality stations. Below is a link to the interactive web application.

<http://www.maine.gov/dmr/shellfish-sanitation-management/maps/index.html>

Figure 4. Current map of Growing Area WU with 2021 P90 scores



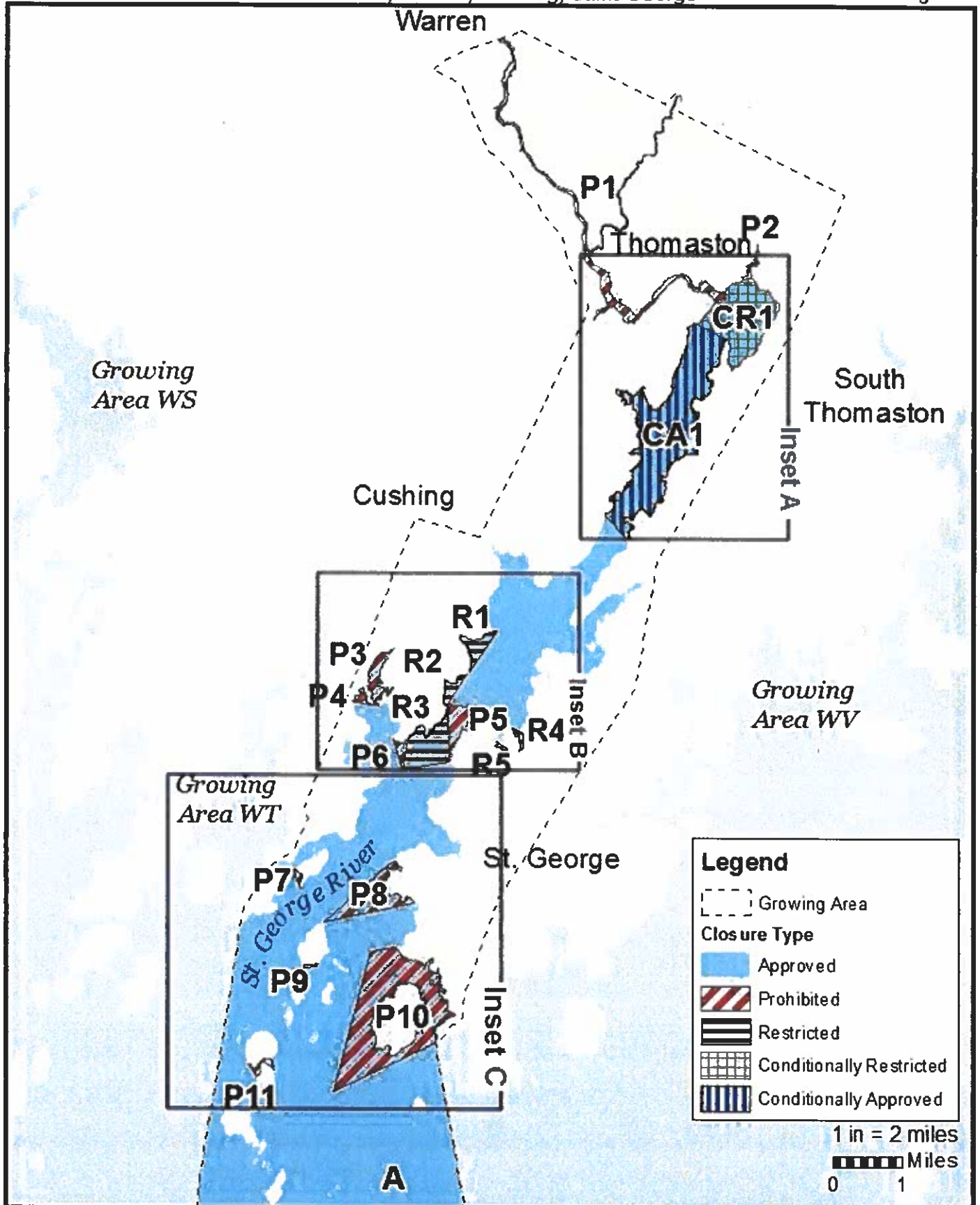


Maine Department of Marine Resources

Growing Area WU, Insets A - C

Thomaston, Warren, Cushing, Saint George

3/1/2021



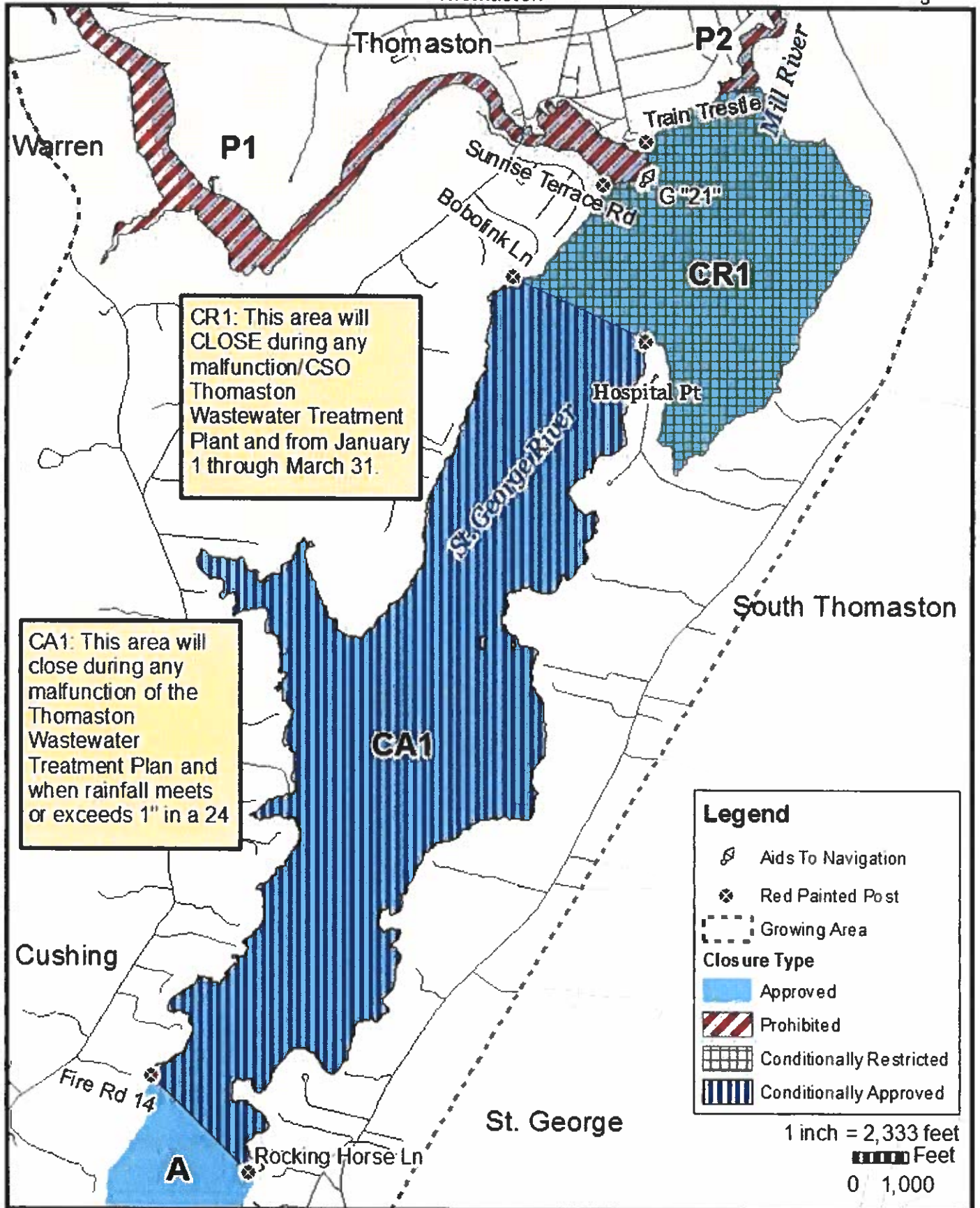
This map is provided as a courtesy. Read the provided legal notice for closure details. Closures are not shown outside of the designated growing area. Maritime navigational aids are for reference only and are not suitable for maritime navigation.



Maine Department of Marine Resources

Growing Area WU, Inset A Thomaston

3/1/2021



This map is provided as a courtesy. Read the provided legal notice for closure details. Closures are not shown outside of the designated growing area. Maritime navigational aids are for reference only and are not suitable for maritime navigation.

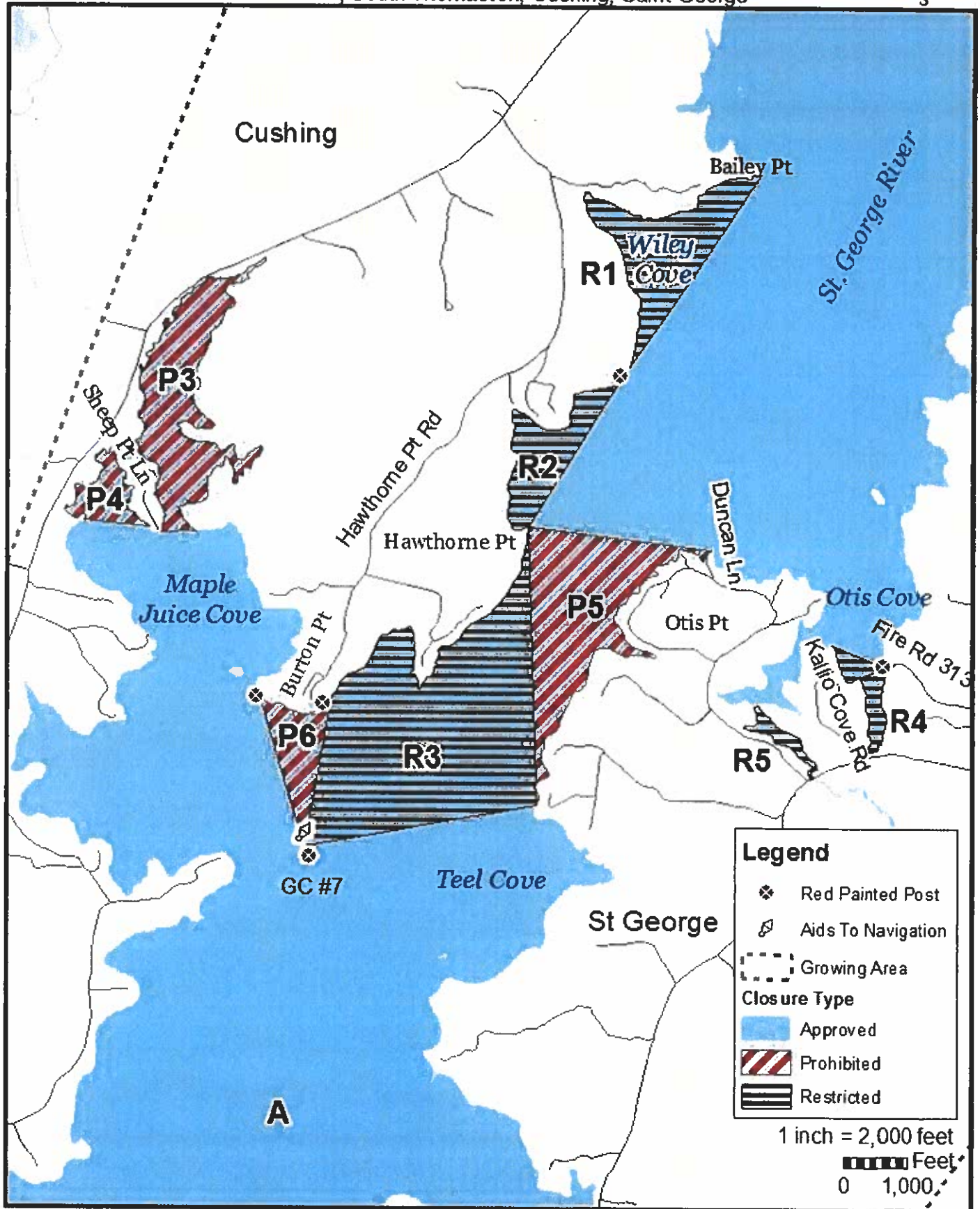


Maine Department of Marine Resources

Growing Area WU, Inset B

3/1/2021

Thomaston, South Thomaston, Cushing, Saint George



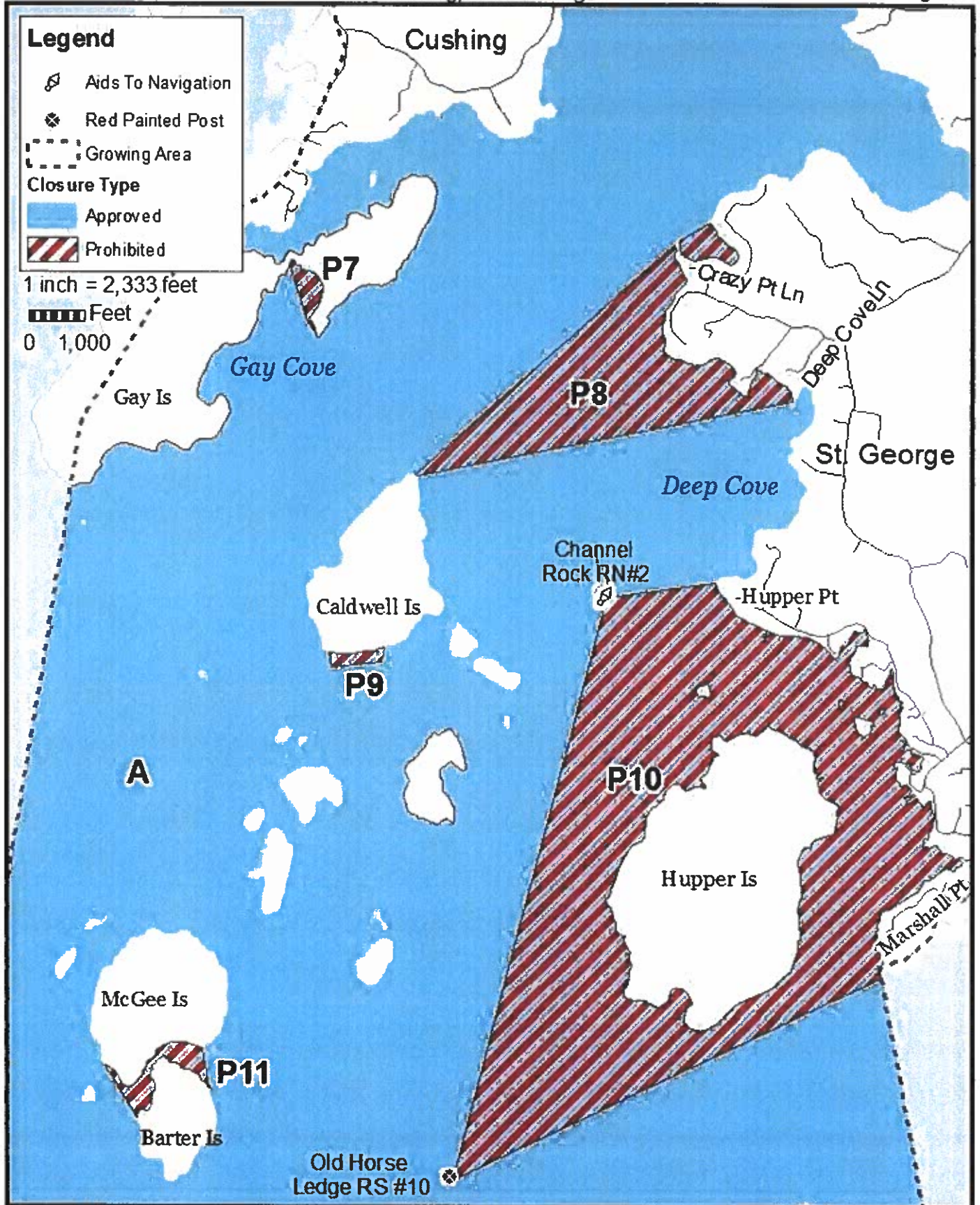
This map is provided as a courtesy. Read the provided legal notice for closure details. Closures are not shown outside of the designated growing area. Maritime navigational aids are for reference only and are not suitable for maritime navigation.



Maine Department of Marine Resources

Growing Area WU, Inset C Cushing, Saint George

3/1/2021



This map is provided as a courtesy. Read the provided legal notice for closure details. Closures are not shown outside of the designated growing area. Maritime navigational aids are for reference only and are not suitable for maritime navigation.

Kara George

From: Allen, David (DOT) <David.Allen@maine.gov>
Sent: Tuesday, May 10, 2022 11:35 AM
To: Zel Bowman-Laberge
Cc: Tim Hoppe; Kara George
Subject: RE: Thomaston Signage

Thanks for your email.

1. Yes, it is very possible. While the Department does have a program to provide a limited number of these button activated rectangular rapid flashing beacon (RRFB) setup to municipalities, they have all been spoken for. That aid the town can purchase these through our contract. If the municipality does decide to buy and install these just send me an email and I will approve them. Installation of these RRFBs is a great way to improve drivers yielding. The other method is to provide consistent enforcement.
2. Speed limit painted on the highway. What you saw in Wiscasset is an experiment. We recorded traffic speed data before painting it and we will be recording speeds after. I have reached out to others in the Department with your inquiry.
3. Sure a crosswalk, and the associated push buttons and pedestrian heads can be installed at that location. The town would just need to develop the plan complete with the signal re-timing to do so. The good news is that when the development was approved we saw this coming and asked that the signal either be pre-wired or conduit run under Route 1 to support this.

David P. Allen, PE
Mid Coast Region 2 Traffic Engineer
Maine Department of Transportation
66 Industrial Drive
98 State House Station
Augusta, ME 04333-0098
Phone (207) 624-8200

From: Zel Bowman-Laberge <zbowmanlaberge@thomastonmaine.gov>
Sent: Monday, May 9, 2022 8:31 AM
To: Allen, David (DOT) <David.Allen@maine.gov>
Cc: Tim Hoppe <thoppe@thomastonmaine.gov>; Kara George <kgeorge@thomastonmaine.gov>
Subject: Re: Thomaston Signage

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning David,

Sorry it has taken me so long to return this email. As the weather warms up here in Thomaston we are revisiting items that we can do to slow traffic through Thomaston, increasing pedestrian safety, and I had a few questions I was hoping you can help us with.

1. At pedestrian crossings on Route One is it possible to get flashing lights that are button-activated when people try to cross the road. I am specifically interested in the crossing at the Thomaston Green and Ridgeview Drive on the South side of town. I am not sure if DOT would provide those or if it is something the Town can install with DOT approval. I use those crosswalks with my infant daughter and am appalled by drivers not recognizing those crossing locations. Perhaps flashing signs would help or you may have another suggestion?
2. I noticed recently in Wiscasset that they have painted the reduced speed limit on the road surface to notify drivers. Did DOT paint those speed limits or is that something Wiscasset did with the approval of DOT?
3. At the intersection of Wal-mart onto Route 1 on the north side of town there currently is no way for pedestrians to safely cross Route 1. Would it be possible to have DOT add a pedestrian crossing light/button at that intersection? Any other thoughts or suggestions on how to improve that intersection?

Thank you so much for your help on this.
Zel

Thomaston Select Board Member
207.992.6336

From: Allen, David (DOT) <David.Allen@maine.gov>
Sent: Monday, January 25, 2021 4:00 PM
To: Zel Bowman-Laberge <zbowmanlaberge@thomastonmaine.gov>
Cc: Tim Hoppe <thoppe@thomastonmaine.gov>; Kara George <kgeorge@thomastonmaine.gov>
Subject: RE: Thomaston Signage

I have concerns with both locations.

The sign for northbound sign is in a fine location to provide information back to the driver but unless it is your intention to hardwire a power supply to the sign, I think there will be issues with solar gain necessary for a permanent installation.

The sign for the southbound installation appears to be only 200 feet from the speed limit change. Sign such as this should be installed so they are visible to the driver for at a minimum of 180 feet. Accordingly, at this location I would expect that the sign would be visible to drivers in the higher speed limit zone, and depending on traffic volumes reading speeds from the higher speed limit.

Additionally, please provide as strong a justification as possible as to why the town is proposing the permanently installed instead of moving them as is the Department's guidance on the types of signs.

Finally, as discussed to help address the concern that some of the northbound drivers are not noticing the 40 mph speed limit sign, I will be issuing a work order for that sign to be replaced with an oversize speed limit sign. Also as discussed, I would be happy to approve a request to allow the town to install "orange flags" on that speed limit sign to further bring attention to the speed limit change.

Thanks

David P. Allen, PE
Mid Coast Region 2 Traffic Engineer
Maine Department of Transportation
66 Industrial Drive
98 State House Station
Augusta, ME 04333-0098
Phone (207) 624-8200

" Let each become all that he was created capable of being." Thomas Carlyle

From: Zel Bowman-Laberge <zbowmanlaberge@thomastonmaine.gov>
Sent: Monday, January 25, 2021 1:35 PM
To: Allen, David (DOT) <David.Allen@maine.gov>
Cc: Tim Hoppe <thoppe@thomastonmaine.gov>; Kara George <kgeorge@thomastonmaine.gov>
Subject: Re: Thomaston Signage

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks, David. Speeding is a terrible issue in Thomaston that we are working to address.

Attached is a map showing the proposed locations for the two signs for your review. We are planning to install the signs permanently to start but will discuss the other options you recommend. Please be in touch with any questions.

Many Thanks,
Zel

From: Allen, David (DOT) <David.Allen@maine.gov>
Sent: Monday, January 25, 2021 7:24 AM
To: Zel Bowman-Laberge <zbowmanlaberge@thomastonmaine.gov>
Cc: Tim Hoppe <thoppe@thomastonmaine.gov>; Kara George <kgeorge@thomastonmaine.gov>
Subject: RE: Thomaston Signage

You are welcome. Again as we discussed the effectiveness of these signs diminishes significantly the longer they are in a location. This is the reason that in the training we provide we suggest that they are moved at least every two weeks. Please consider installing multiple posts so that these signs can easily move from location to location.

A secondary benefit from these signs is the ability to down load a record of what speeds were recorded and when, allowing police to target enforcement where and when it will be most effective. Typically, this data is down loaded when the sign is relocated.

If you do choose to not relocate these signs regularly, please forward the specific locations for these sign for approval. If you do plan on adjusting plans to regularly relocate them, no additional approval from the Department is needed, but I would suggest a careful examination each location should be undertaken to ensure sight distance of side road and driveways is not obstructed.

Thanks

David P. Allen, PE
Mid Coast Region 2 Traffic Engineer
Maine Department of Transportation
66 Industrial Drive
98 State House Station
Augusta, ME 04333-0098
Phone (207) 624-8200

" Let each become all that he was created capable of being." Thomas Carlyle

From: Zel Bowman-Laberge <zbowmanlaberge@thomastonmaine.gov>
Sent: Friday, January 22, 2021 3:45 PM
To: Allen, David (DOT) <David.Allen@maine.gov>
Cc: Tim Hoppe <thoppe@thomastonmaine.gov>; Kara George <kgeorge@thomastonmaine.gov>
Subject: Thomaston Signage

EXTERNAL: This email originated from outside of the State of Maine Mail System. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi David,

Thank you for taking the time to discuss the permanent signage we would like to install in Thomaston on Route #1 to increase pedestrian safety in our town. I appreciate your knowledge of the batteries which we will look into also.

I am CC-ing our Police Chief, Tim Hoppe, and our Town Manager, Kara Gerge so we can get you the information needed for your review of our proposed signage locations.


Many Thanks,
Zel
Thomaston Select Board Member


Rectangular Rapid-Flashing Beacon (RRFB)

**SAFE TRANSPORTATION
FOR EVERY PEDESTRIAN**

COUNTERMEASURE TECH SHEET



 Multiple lanes of traffic create challenges for pedestrians crossing at unsignalized locations.

 RRFBs can make crosswalks and/or pedestrians more visible at a marked crosswalk.

RRFBs can reduce pedestrian crashes by

47%



FEATURES:

- Enhanced warning improves motorist yielding

OFTEN USED WITH:

- Crosswalk visibility enhancements
- Pedestrian refuge island
- Advance STOP or YIELD markings and signs

RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.

The RRFB is a treatment option at many types of established pedestrian crossings. Research indicates RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks. However, yielding rates as low as 19 percent have also been noted. Compliance rates varied most per the city location, posted speed limit, crossing distance, and whether the road was one- or two-way. RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph. Consider the Pedestrian Hybrid Beacon (PHB) instead for roadways with higher speeds. FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (HSA-17-072)* provides specific conditions where practitioners should strongly consider the PHB instead of the RRFB.

Rectangular Rapid-Flashing Beacon (RRFB)

EDC-4 STEP: https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm



CONSIDERATIONS

FHWA has issued interim approval for the use of the RRFB (IA-21). State and local agencies must request and receive permission to use this interim approval before they can use the RRFB. IA-21 does not provide guidance or criteria based on number of lanes, speed, or traffic volumes.

RRFBs are placed on both ends of a crosswalk. If the crosswalk contains a pedestrian refuge island or other type of median, an RRFB should be placed to the right of the crosswalk and on the median (instead of the left side of the crosswalk).

RRFBs typically draw power from standalone solar panel units, but may also be wired to a traditional power source. IA-21 provides conditions for the use of accessible pedestrian features with the RRFB assembly. When RRFBs are not in common use in a community, consider conducting an outreach effort to educate the public and law enforcement officers on their purpose and use.

COST

The cost associated with RRFB installation ranges from \$4,500 to \$52,000 each, with the average cost estimated at \$22,250. These costs include the complete system installation with labor and materials.

References

MUTCD section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a).

Fitzpatrick, K., M. Brewer, R. Avelar, and T. Lindheimer. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, College Station, Texas, June 2016. <https://static.tti.tamu.edu/tti.tamu.edu/documents/TTI-CTS-0010.pdf>

Federal Highway Administration. (2018) MUTCD – Interim Approval for Optional Use of Pedestrian-Actuated Rectangular Rapid-Flashing Beacons at Uncontrolled Marked Crosswalks (IA-21). U.S. Department of Transportation, Washington, DC.

Federal Highway Administration. (2013) "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. Available: http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=54

Bushell, M., Poole, B., Zegeer, C., & Rodriguez, D. (2013) Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. Pedestrian and Bicycle Information Center

Road SAND Bid Results: FY 2022-2023

1. Price Delivered to Municipality

	Quantity	Lucas Const., Inc		D.R. Flagg & Son	
		Unit Price	Total	Unit Price	Total
Camden	1,500	No Bid	No Bid	\$16.80	\$21,840.00
Cushing	700	No Bid	No Bid	No Bid	No Bid
Friendship	900	No Bid	No Bid	No Bid	No Bid
Hope	2,400	No Bid	No Bid	No Bid	No Bid
Islesboro	1,000	No Bid	No Bid	\$45.00	\$45,000.00
Montville	2,500	No Bid	No Bid	No Bid	No Bid
Owls Head	1,000	No Bid	No Bid	\$16.80	\$16,800.00
Rockland	3,000	No Bid	No Bid	\$16.80	\$50,400.00
Rockport	1,800	No Bid	No Bid	\$16.80	\$30,240.00
St. George	1,200	No Bid	No Bid	No Bid	No Bid
Searsmont	4,000	\$15.00	\$45,000	No Bid	No Bid
So. Thomaston	1,000	No Bid	No Bid	No Bid	No Bid
Thomaston	1,200	No Bid	No Bid	\$16.80	\$11,760.00
Union	3,000	No Bid	No Bid	\$15.90	\$47,700.00
Vinalhaven	1,000	No Bid	No Bid	\$45.00	\$45,000.00
Waldoboro	1,200	No Bid	No Bid	No Bid	No Bid
Warren	3,500	No Bid	No Bid	\$15.90	\$55,650.00
Washington	1,200	No Bid	No Bid	No Bid	No Bid

*D. R. Flagg - Plus Ferry Fees for Islesboro & Vinalhaven

2. Price Picked Up w/ Contractor furnishing labor and equipment to load sand

	Quantity	Lucas Const., Inc.		D.R. Flagg & Son	
		Unit Price	Total	Unit Price	Total
Camden	1,500	No Bid	No Bid	No Bid	No Bid
Cushing	700	No Bid	No Bid	No Bid	No Bid
Friendship	900	No Bid	No Bid	No Bid	No Bid
Hope	2,400	\$11.00	\$26,400	No Bid	No Bid
Islesboro	1,000	No Bid	No Bid	No Bid	No Bid
Montville	2,500	No Bid	No Bid	No Bid	No Bid
Owls Head	1,000	No Bid	No Bid	No Bid	No Bid
Rockland	3,000	No Bid	No Bid	No Bid	No Bid
Rockport	1,800	No Bid	No Bid	No Bid	No Bid
St. George	1,200	No Bid	No Bid	No Bid	No Bid
Searsmont	4,000	No Bid	No Bid	No Bid	No Bid
So. Thomaston	1,000	No Bid	No Bid	No Bid	No Bid
Thomaston	1,200	No Bid	No Bid	No Bid	No Bid
Union	3,000	No Bid	No Bid	No Bid	No Bid
Vinalhaven	1,000	No Bid	No Bid	No Bid	No Bid
Waldoboro	1,200	No Bid	No Bid	No Bid	No Bid
Warren	3,500	No Bid	No Bid	No Bid	No Bid
Washington	1,200	No Bid	No Bid	No Bid	No Bid

3. Price Picked Up w/ Municipality furnishing labor and equipment to load sand

	Quantity	Lucas Const., Inc.		D. R. Flagg & Son	
		Unit Price	Total	Unit Price	Total
Camden	1,500	No Bid	No Bid	No Bid	No Bid
Cushing	700	No Bid	No Bid	No Bid	No Bid
Friendship	900	No Bid	No Bid	No Bid	No Bid
Hope	2,400	No Bid	No Bid	No Bid	No Bid
Islesboro	1,000	No Bid	No Bid	No Bid	No Bid
Montville	2,500	No Bid	No Bid	No Bid	No Bid
Owls Head	1,000	No Bid	No Bid	No Bid	No Bid
Rockland	3,000	No Bid	No Bid	No Bid	No Bid
Rockport	1,800	No Bid	No Bid	No Bid	No Bid
St. George	1,200	No Bid	No Bid	No Bid	No Bid
Searsmont	4,000	No Bid	No Bid	No Bid	No Bid
So. Thomaston	1,000	No Bid	No Bid	No Bid	No Bid
Thomaston	1,200	No Bid	No Bid	No Bid	No Bid
Union	3,000	No Bid	No Bid	No Bid	No Bid
Vinalhaven	1,000	No Bid	No Bid	No Bid	No Bid

Waldoboro	1,200	No Bid	No Bid	No Bid	No Bid
Warren	3,500	No Bid	No Bid	No Bid	No Bid
Washington	1,200	No Bid	No Bid	No Bid	No Bid

Road SALT Bid Results: FY 2022-2023

1. Price Delivered to Municipality

	Quantity	Eastern Salt Co., Inc.		Morton Salt, Inc.		New England Salt Co.	
		Unit Price	Total	Unit Price	Total	Unit Price	Total
Appleton	700	\$97.90	\$48,950.00	\$72.87	\$36,435.00	\$81.65	\$40,825.00
Camden	1,300	\$97.90	\$127,270.00	\$72.87	\$94,731.00	\$81.65	\$106,145.00
Cushing	300	\$97.90	\$39,160.00	\$72.87	\$29,148.00	\$81.65	\$32,660.00
Friendship	450	\$97.90	\$58,740.00	\$72.87	\$43,722.00	\$81.65	\$48,990.00
Hope	400	\$97.90	\$39,160.00	\$72.87	\$29,148.00	\$81.65	\$32,660.00
Islesboro	500	\$97.90	\$48,950.00	\$90.18	\$45,090.00	\$81.65	\$40,825.00
Lincolnton	850	\$97.90	\$83,215.00	\$72.87	\$61,939.50	\$81.65	\$69,402.50
Montville	200	\$97.90	\$19,580.00	\$72.87	\$14,574.00	\$81.65	\$16,330.00
Owls Head	500	\$97.90	\$48,950.00	\$72.87	\$36,435.00	\$81.65	\$40,825.00
Rockland	1,700	\$97.90	\$166,430.00	\$72.87	\$123,879.00	\$81.65	\$138,805.00
Rockport	1,000	\$97.90	\$97,900.00	\$72.87	\$72,870.00	\$81.65	\$81,650.00
Searsmont	400	\$97.90	\$39,160.00	\$72.87	\$29,148.00	\$81.65	\$32,660.00
So. Thomaston	450	\$97.90	\$44,055.00	\$72.87	\$32,791.50	\$81.65	\$36,742.50
St. George	400	\$97.90	\$39,160.00	\$72.87	\$29,148.00	\$81.65	\$32,660.00
Thomaston	500	\$97.90	\$48,950.00	\$72.87	\$36,435.00	\$81.65	\$40,825.00
Union	1,000	\$97.90	\$117,480.00	\$72.87	\$87,444.00	\$81.65	\$97,980.00
Vinalhaven	250	\$97.90	\$24,475.00	\$72.87	\$18,217.50	\$81.65	\$20,412.50
Waldoboro	1,100	\$97.90	\$107,690.00	\$72.87	\$80,157.00	\$81.65	\$89,815.00
Warren	1,000	\$97.90	\$97,900.00	\$72.87	\$72,870.00	\$81.65	\$81,650.00
Washington	800	\$97.90	\$97,900.00	\$72.87	\$72,870.00	\$81.65	\$81,650.00

2. Price Loaded at Bidders Site

	Quantity	Eastern Salt Co., Inc.		Morton Salt, Inc.		New England Salt Co.	
		Unit Price	Total	Unit Price	Total	Unit Price	Total
Appleton	700	\$97.90	\$48,950.00	\$72.00	\$36,000.00	\$80.00	\$40,000.00
Camden	1,300	\$97.90	\$127,270.00	\$72.00	\$93,600.00	\$80.00	\$104,000.00
Cushing	300	\$97.90	\$39,160.00	\$72.00	\$28,800.00	\$80.00	\$32,000.00
Friendship	450	\$97.90	\$58,740.00	\$72.00	\$43,200.00	\$80.00	\$48,000.00
Hope	400	\$97.90	\$39,160.00	\$72.00	\$28,800.00	\$80.00	\$32,000.00
Islesboro	500	\$97.90	\$48,950.00	\$72.00	\$36,000.00	\$80.00	\$40,000.00
Lincolnton	850	\$97.90	\$83,215.00	\$72.00	\$61,200.00	\$80.00	\$68,000.00
Montville	200	\$97.90	\$19,580.00	\$72.00	\$14,400.00	\$80.00	\$16,000.00
Owls Head	500	\$97.90	\$48,950.00	\$72.00	\$36,000.00	\$80.00	\$40,000.00
Rockland	1,700	\$97.90	\$166,430.00	\$72.00	\$122,400.00	\$80.00	\$136,000.00
Rockport	1,000	\$97.90	\$97,900.00	\$72.00	\$72,000.00	\$80.00	\$80,000.00
Searsmont	400	\$97.90	\$39,160.00	\$72.00	\$28,800.00	\$80.00	\$32,000.00
So. Thomaston	450	\$97.90	\$44,055.00	\$72.00	\$32,400.00	\$80.00	\$36,000.00
St. George	400	\$97.90	\$39,160.00	\$72.00	\$28,800.00	\$80.00	\$32,000.00
Thomaston	500	\$97.90	\$48,950.00	\$72.00	\$36,000.00	\$80.00	\$40,000.00
Union	1,000	\$97.90	\$117,480.00	\$72.00	\$86,400.00	\$80.00	\$96,000.00
Vinalhaven	250	\$97.90	\$24,475.00	\$72.00	\$18,000.00	\$80.00	\$20,000.00
Waldoboro	1,100	\$97.90	\$107,690.00	\$72.00	\$79,200.00	\$80.00	\$88,000.00
Warren	1,000	\$97.90	\$97,900.00	\$72.00	\$72,000.00	\$80.00	\$80,000.00
Washington	800	\$97.90	\$97,900.00	\$72.00	\$72,000.00	\$80.00	\$80,000.00

Kara George

From: Kara George
Sent: Wednesday, May 11, 2022 8:57 AM
To: chris farthing
Cc: Bob Snow; Diane Giese; Janet Bosworth; Melissa Harjula; Thomas Mellor; janetanddan
Subject: RE: Academy flat roof

Hi Chris,

We will put it on the next Select Board agenda for approval. May 23rd at 6 p.m.

Thanks,

Kara George
Town Manager
Town of Thomaston
13 Valley St.
Thomaston, ME 04861
Ph. (207) 354-6107
Fax (207) 354-2132

From: chris farthing <westham.hooligan.uk@gmail.com>
Sent: Wednesday, May 11, 2022 8:49 AM
To: Kara George <kgeorge@thomastonmaine.gov>
Cc: Bob Snow <snowrlcb@aol.com>; Diane Giese <dgiese13@gmail.com>; Janet Bosworth <jbosworth10@gmail.com>; Melissa Harjula <harjula@roadrunner.com>; Thomas Mellor <ttmellor@gmail.com>; janetanddan <janetanddan@roadrunner.com>
Subject: Academy flat roof

Kara, I think we should move on getting the repair done to the flat roof on the Academy. I just spoke with Seth Doughty (cell ph # 207-557-2560) he said materials to do the full replacement are out 8-10 months!!! Yikes. Good news they can do the patch/repair which they will fit in between jobs sometime in the near future. He suggested that we sign both contracts now and they will honor the contract price with the roof replacement being done in the spring of next year. We will make no deposit or payment until the materials are in and only then will we be asked to make payment on just the materials cost.

I strongly suggest we sign the both proposals move forward with this.

Respectfully. Chris



Proposal

G&E ROOFING CO, INC 669 RIVERSIDE DR AUGUSTA, ME 04330 (207)622-9503 FAX (207) 622-7697

Incorporated 1975

Norman S. Elvin, President

FOR: Town of Thomaston
13 Valley St
Thomaston, ME 04861

PROPOSAL # PR110888

DATE: May 3, 2022

PROJECT: Thomaston Academy
60 Main St
Thomaston, ME

ATTN: Kara George

After reviewing the roof at the above-referenced facility, we are pleased to present to you our observations and recommendations in the following proposal:

Area(s) Addressed by this Proposal

Roof 2 as highlighted on attached G&E roof drawing #6797

Current Roof Observations

Section reference:	Roof 2
Deck/understructure:	Wood
Vapor barrier:	None
Insulation:	½" fiberboard
Roof system:	Fully adhered, .060" EPDM membrane
Condition/age:	Poor / 15+ years (estimated)
Reported leakage:	In numerous areas
Known issues:	Aging roof system, cuts in membrane, improper repairs, wet insulation

Objective(s) of this Proposal

- Solution to known issues within the identified roof area

Recommended Solution and Specification(s)

Short term - Repair the existing roof system using the following specification:

- All work will be completed in accordance with applicable OSHA safety standards.
- Mobilize for project in area shown on enclosed roof drawing (see exclusions).
- Install a 4'x6' cured EPDM patch over failing/improper repair to cuts in membrane.
- Install an uncured pressure sensitive EPDM patch over cut in membrane (2 each).
- Install an uncured pressure sensitive EPDM patch over split in perimeter flashing (4 each).
- Remove the existing uncured EPDM patch that is lifting and leaking. Install an uncured pressure

sensitive patch over area.

- Cut back the existing cured EPDM roof hatch flashing that is lifting and remove loose material. Strip in curb flashing with 12" uncured pressure sensitive EPDM flashing material. Remove lifting/leaking uncured EPDM flashing material on corner of roof hatch. Reflash corners using uncured pressure sensitive EPDM flashing material.

Quote: \$2,556

Install a single-ply membrane roof system using the following specification:

- All work will be completed in accordance with applicable OSHA safety standards.
- Mobilize for project in area shown on enclosed roof drawing (see exclusions).
- Remove the existing roofing materials down to the deck.
- Install new wooden nailers along perimeter as required.
- Install one layer of ½" HD cover board insulation, mechanically fastened into the deck with roof system manufacturer approved screws and plates.
- Fully adhere a .060" EPDM membrane, manufactured by Carlisle SynTec or Firestone Building Products, to the new insulation.
- Install new 24 gauge steel edge detail along perimeter (color by owner).
- Install new flashings at roof penetrations per manufacturer's specifications.
- Install manufacturer-approved walkway pad at roof access per manufacturer's specifications.
- This work includes a 15-year limited membrane system warranty from the manufacturer.

Quote: \$21,314

We wish to thank you for the opportunity to assist you with our recommendations in this proposal. If you have any questions or need additional information, please contact our office at (207) 622-9503. To authorize the specified work, please complete and sign the attached Contract Terms and Conditions. **If this proposal is not accepted within 30 days, G&E Roofing reserves the right to renegotiate the price.**

If, between the authorization and performance dates of this contract, material prices significantly increase through no fault of G&E Roofing, prices of affected materials will be equitably adjusted by change order and passed along to building owner by any amount reasonably necessary to cover any such increases.

Sincerely,



Seth M Doughty
Account Manager



Contract Terms and Conditions

PROPOSAL #PR110888

- This proposal includes the disposal of roof debris at an approved landfill. If, at the time of disposal, this facility has closed or increased its rates, any additional disposal costs will be the responsibility of the owner. G&E Roofing will notify the owner before any work is started if the landfill has closed, changed its policy on receiving roof debris or increased its rates. This will give both parties the opportunity to renegotiate the cost change or void the contract.
- Unless otherwise noted in this proposal, the recommended specification does not include deck replacement. If deteriorated deck is discovered, it will be replaced on a time and material basis with the owner's approval. If electrical conduits or other utilities are attached to the bottom of the existing deck, it will be the owner's responsibility to bring this condition to the contractor's attention. Any damage to conduits or wiring caused by insulation fasteners penetrating the deck will be the owner's responsibility. Any additional work required to avoid damage to conduits will be performed at an additional cost.
- Unless otherwise noted in this proposal, the recommended specification is not designed to meet any specific insurance company (i.e., Factory Mutual) requirements and the quote is not based upon use of any state or federal wage scales (i.e., Davis Bacon).
- Additional roof drains may be required in the event that positive drainage does not occur and ponding water remains on the roof 48 hours after precipitation. Taking this action will ensure that the manufacturer's warranty remains in effect. The owner will be responsible for any additional costs if this action is necessary.
- All material is guaranteed to be as specified. All work will be completed in a workmanlike manner according to standard practices. Any alteration or deviation from the proposed specification involving extra costs will become an extra charge over and above the quote. The owner will provide G&E Roofing with electricity during construction. G&E Roofing is fully covered by liability insurance and our workers are fully covered by workers' compensation insurance.
- **This contract is subject to credit approval. Payment will be 100% due and payable 10 days from invoice and with owner's acceptance of work performed. Monthly requisitions for a percentage of materials and labor may be issued and will be due and payable 10 days from the date of requisition. To help control risk from escalating material costs, the owner agrees to honor requisitions for payment of materials when G&E takes delivery. An interest charge of 1.5% per month may be added to balances over 30 days. In the event of default the owner agrees to reimburse G&E Roofing 10% of the contract amount or for all reasonable expenses, including attorney fees, incurred by G&E Roofing in enforcing its rights against the owner, whichever is greater.**

DECK NOTE: An industry standard pull test may be required prior to the start of this project. The test will reveal whether the roof deck meets manufacturer's warranty criteria for fastening the proposed roof system. In the unlikely event of an unsuccessful test, the specification and quote must be revised for authorization prior to proceeding with this project.

STRUCTURAL NOTE: The proposed specification may add minimal weight to the roof structure. If there is any concern about this added weight or about a change additional insulation could create regarding snow loading, we recommend consulting a structural engineer before authorizing this project.

SNOW RESTRAINT NOTE: A snow restraint system is designed to reduce the amount of snow sliding off the roof. If there is any concern about the added weight of snow and ice on the roof structure, we recommend consulting a structural engineer before authorizing a snow restraint project.

CONDENSATION NOTE: For roofs over freezer/cooler areas, we recommend consulting an engineer to ensure potential condensation issues have been adequately addressed prior to installation of a new roof system.

ADHESION NOTE: Coating applications require an adhesion test to determine compatibility of the existing roof with the coating. A test application on the existing roof must cure a minimum of 10-14 days before the test can be completed. Our coating specification and quote are based on a successful adhesion test. In the event of an unsuccessful test, a proposal revision may be necessary prior to proceeding with this project.

CONTRACT EXCLUSIONS (unless otherwise noted in proposal)

- Additional costs associated with project mobilization (including crane rental) if we cannot set up in the area identified on the attached roof drawing.
- Additional costs associated with any unplanned work stoppages as directed by owner's representative.
- Snow and ice removal should this project be scheduled in cold weather.
- Building owner will be responsible for electrical disconnection/reconnection and raising/lowering of any rooftop equipment over 400 lbs that may be necessary to complete this project.
- Owner will be responsible for movement/realignment of any existing satellite dishes to accommodate this project.
- For drains less than 3" in diameter, a watertight connection at the drain is not possible without additional work being performed. We strongly recommend you have a plumber inspect all roof drainage systems prior to reroofing to ensure their proper operation. G&E Roofing will not be liable if a restriction in the drain plumbing or a full drainage system creates water backup and leakage.
- When changing a ballasted roof system to a system without roof ballast, there will be an increased rate of water flow to the existing roof drains when it rains. As the water flow increases, so does the weight of the water in the drain pipes. If there is an obstruction of water flow in a drain pipe, weight will increase as water backs up and fills the pipe. If the drain pipes have been installed following local codes, there should be no issues with the additional weight of water in the pipes. If the pipes are not properly installed, the added weight of water could cause them to disconnect from the roof drain or at other joints in the pipes. For these reasons, it is important that the owner have the roof drain pipes inspected for proper securement. Any failure from movement of the existing pipes is not the responsibility of G&E Roofing. The common issue is the lack of securement adjacent to the pipe elbow directly below the roof drain.

- ❑ Installation of wooden nailers for new construction projects.
- ❑ A man lift may be required on this project in order to properly and safely perform the required work. The man lift is a large, very heavy piece of equipment requiring special consideration with respect to access around the building. It is the owner's responsibility to notify us in advance of the job starting of any underground water, sewer or electrical lines or any other structures below the surface. We will take appropriate precautions to avoid damage to lawns surrounding the work and access areas and will repair any lawn damage should it occur.
- ❑ For projects involving a warranted roof coating, the manufacturer's warranty excludes coverage for leakage caused by ponding water, which includes ice dams.
- ❑ Interior protection will be the responsibility of the building owner.

BEFORE ACCEPTING THIS CONTRACT

Has a project mobilization area been discussed and agreed upon and has the potential for change due to internal customer demands been discussed? yes no

Have planned working hours for this project been discussed and agreed upon? yes no

Has the potential for construction noise and product odors been discussed and do you have a plan to address these potential issues within the facility? yes no

Have specific project scheduling needs been discussed and agreed upon? yes no

Do you understand the Proposal Terms and Conditions, including payment? yes no

If the answer to any question is no, we must discuss the project more before authorization. Working out these issues now is necessary to help avoid potential conflicts before and during construction.

CONTRACT AUTHORIZATION

If you accept the proposed specification(s), please complete, sign and return one copy of this contract to our office. If you prefer, you may issue a purchase order reflecting the proposal number and contract amount. **NO WORK WILL BE SCHEDULED UNTIL THIS AUTHORIZATION IS RECEIVED.**

The proposed specification(s), quote(s), terms and conditions are satisfactory and are hereby accepted. G&E Roofing is authorized to perform the work as specified in the referenced proposal. The undersigned swears to have the authority to authorize work for the building owner.

AUTHORIZED BY _____ **DATE** _____

PRINTED NAME _____ **TITLE** _____

CONTRACT AMOUNT (including any applicable alternates) _____

LEGAL NAME OF BUILDING OWNER to whom any proposed warranty will be issued:

NOTE:
 THIS DRAWING IS A REPRESENTATION OF
 THE ROOF OUTLINE OF THE STATED BUILDING.
 THERE MAY BE SLIGHT VARIATIONS BETWEEN
 THE DRAWING AND THE ACTUAL ROOF OUTLINE.



AREA OF WORK TO BE PERFORMED UNDER PROPOSAL #PR-110888

- LEGEND:
- VENT STACK
 - ⊗ ROOF SECTION
 - ⊠ CHIMNEY
 - ⊞ EL. - ROOF ELEVATION
 - ⊞ VENT
 - ⊞ HATCH
 - ⊞ CHIMNEY

THOMASTON ACADEMY 60 MAIN ST. THOMASTON, MAINE		DRAWN BY: J.E.R.
SCALE: N.T.S.	APPROVED BY:	REVISIONS: 4/14/22
DATE: 4/11/22	G&E ROOFING CO., INC. 669 RIVERSIDE DRIVE AUGUSTA, MAINE	
THIS DRAWING IS THE SOLE PROPERTY OF G&E ROOFING CO., INC. AND SHALL NOT BE REPRODUCED OR USED IN ANY MANNER OTHER THAN AS SPECIFICALLY AUTHORIZED BY WRITTEN AGREEMENT IN ADVANCE WITH G&E ROOFING CO., INC.		DRAWING NUMBER: 6797

Memo

To: Select Board & Town Manager
From: John Fancy
CC: Brandon Allen
Date: May 13, 2022
Re: COMMUNITY RESILIENCE PARTNERSHIP

The Governor's Office of Policy and the Future (GOPIF) serves as a key coordinator, working collaboratively with State agencies and municipalities to address critical long-term issues facing the state. They support planning and implementation by providing research, data and innovative policy solutions. Among current areas of focus are:

- Climate and Energy in support of the Climate Action Plan entitled *Maine Won't Wait*.
- Innovation and economic opportunities for Maine's future

Joining the Community Resilience Partnership (CRP) increases the Town's access to funding opportunities and for funding through the CRP adds points to any project application. It can also result in reduction of the amount of matching funds required for a project.

The first step in joining requires the Town to adopt a resolution to reduce energy use and costs, transition to clean energy and make the town more resilient to climate change. A draft of this resolution is attached for the Board to review. The first three paragraphs, except for the items in red, are required but the Town may change (add or remove) anything in the paragraphs after that.

The next steps involve looking at what has been done already to adapt the community to future climate change and what should be done next. A public workshop will allow input to help prioritize these items.

**A Resolution of the Town of Thomaston
Supporting the State of Maine's Climate Action Plan
*MAINE WON'T WAIT***

WHEREAS, the Town of Thomaston has completed the Community Resilience Partnership's Community Resilience Self-Assessment and List of Community Actions, and held a community workshop on [date] which prioritized the following action areas: [list 2-6 actions];

BE IT RESOLVED, the Town of Thomaston commits to participating in the Community Resilience Partnership, which supports community leadership in reducing greenhouse gas emissions and increasing resiliency to extreme weather and climate change impacts;

BE IT FURTHER RESOLVED, the Town of Thomaston designates the Town Manager to coordinate planning, implementation, and monitoring of energy and resilience projects and to be the primary point of contact to the Community Resilience Partnership;

WHEREAS, the Town of Thomaston experiences: coastal flooding, intense rainstorms, drought, high heat emergencies, and other natural hazards and seeks to better prepare for future conditions;

WHEREAS, planning for community and infrastructure resilience will protect people, preserve businesses and the local economy, and reduce the impact and costs of natural disasters;

WHEREAS, investing in energy efficiency and weatherization improvements is proven to lower municipal electricity expenses and make buildings more comfortable for employees and visitors;

WHEREAS, transitioning municipal fleet vehicles to electric vehicles lowers fuel and maintenance costs and reduces the uncertainty of variable fuel prices on municipal budgets;

WHEREAS, the Gulf of Maine is warming 99% faster than other oceans around the world, and ocean acidification and warming ocean temperatures pose a serious economic and cultural risk to Maine maritime industries, heritage, and tourism;

WHEREAS, shifting seasonal temperature and precipitation patterns threaten local natural ecosystems, economic activity such as agriculture, tourism and seasonal recreation and other outdoor activities, and public health due to increased incidence of heat-related illness and tick-borne illnesses such as Lyme disease;

WHEREAS, the Town of Thomaston is prepared to demonstrate leadership in reducing energy use and greenhouse gas emissions, and increasing the resilience of people, infrastructure, and businesses;

WHEREAS, addressing climate change will present economic opportunities for the Town of Thomaston as well as opportunities to invest in the public good and cost-saving practices;

WHEREAS, the State of Maine’s four-year climate action plan, *Maine Won’t Wait*, seeks to put Maine on a trajectory to decrease greenhouse gas emissions 45% by 2030 and 80% by 2050, and achieve carbon neutrality by 2045;

WHEREAS, achieving these emissions and resilience goals will require Maine to act with urgency to slow the causes of climate change and prepare people, communities, and the environment for climate-related impacts to come;

WHEREAS, the Community Resilience Partnership provides grants to municipalities for activities that lower energy expenses, reduce greenhouse gas emissions, and increase community resilience in alignment with the state’s climate action plan and goals;

NOW, THEREFORE, BE IT RESOLVED by the Select Board of Thomaston, that the Select Board supports the State of Maine’s Climate Action Plan entitled *Maine Won’t Wait* and agrees to work collaboratively on future issues involving climate and energy.

RESOLVED this _____ day of _____, 2022.

ATTEST: By: _____, Chair

By: _____, Vice-Chair

By: _____

By: _____

By: _____

Memo

To: Select Board & Town Manager
From: John Fancy
CC: Brandon Allen & Brian Doyle
Date: May 17, 2022
Re: WATER STREET

Attached is a draft of an application for funding the design and permitting of changes to the west end of Water Street as part of the **Maine Infrastructure Adaptation Fund**. This section of the street will be impacted by future sea level rise and coastal flooding and that makes it eligible for this grant. The grant, if successful, will fund 95% of the cost and the Town must provide a 5% local share estimated at \$3,750. The application is due in Augusta by May 31st.

If the Board wants to move ahead with this you could: **Move to authorize the submission of the Maine Infrastructure Adaptation Fund application for funding of design for improvements to Water Street.**



TOWN OF THOMASTON
13 VALLEY STREET
THOMASTON, MAINE 04861-0299
TEL: (207) 354-6107

May 24, 2022

This letter is to confirm that the funds to cover the Town's share of the design portion (estimated at \$3,750) of this project have been approved and are available in the Pollution Control Budget and the Economic Development funds.

The Town is moving ahead on joining the Community Resilience Partnership. The Selectboard has reviewed the draft resolution and is working on the Community Actions checklist to develop a prioritized list of actions and hold a workshop on this.

The Town has already taken many steps toward mitigating climate change impacts such as installing a 1,290 panel solar array, purchasing an electric police car, converting all streetlights to LEDs, adding heat pumps to three municipal buildings and beginning implementation of a Parks and Trails Master Plan to encourage more walking and outdoor activities for our citizens. We feel that joining the Partnership will help the Town plan and implement more future actions to help meet the goals of *Maine Won't Wait*.

Kara George
Town Manager

John Fancy
Project Manager

Application for Funding from the
MAINE INFRASTRUCTURE ADAPTATION FUND

For DESIGN of the
Water Street West End Project

May 2022

Vulnerability and Climate Change Adaptation

Thomaston has the aptly named Water Street that runs parallel to the St. George River. This street is on the 1852 Thomaston street plan. The river is tidal here and for several miles upstream. The east end of Water Street is at a higher elevation and not adjacent to the river, but the west end drops down to close to river elevation and comes out next to the river. When Thomaston was a major ship building area this street gave access to the river. This street is heavily traveled by vehicles from the Cushing and Friendship area as it is the shortest route to Rockland (the locals call it the Cushing Turnpike!). Sea level rise, predicted to be in the 1.5 to 3.9 foot range, will cause flooding of the road during the monthly high tide cycle and during major rainstorms.

The public sewer has a major pump station here constructed originally in 1968 and rebuilt in 1996 with wet well, valve pit (on the edge of the travel way) and three manholes. This station handles 94% of the entire Town's wastewater and conveys it toward the treatment facility. Sea level rise will also inundate the manholes and pump station structures causing river water to overload the pumping system. This will result in wastewater, being unable to get to the pump station, to overflow into the St. George River polluting one of the major shellfish harvesting areas in the state.

As the intensity of rainstorms has increased in recent years, flooding in the area has been a problem and has resulted in erosion of the edges of the street. As noted above, this street is heavily traveled and if it is closed, because of flooding, traffic will have to be diverted to Route 1 (Main Street) further overloading a street that is already experiencing backups and delays during the morning and evening commutes.

Project Scope and Design Details

The Street through this section needs to be brought to a new elevation well above projected future highest tide levels. The side of the street next to the river should be reinforced (riprap, sea wall or similar structure) to protect against erosion. Raising the street level will necessitate modifications to the sidewalk to ensure safety for those

Budget

The estimated cost of engineering work to get all work completed to final design and specifications is \$75,000. The required local match, 5% of \$75,000 (\$3,750) is in the already approved Pollution Control budget and/or Economic Development funding.

Budget breakdown:

Preliminary Engineering Report and Environmental Review	\$20,000
Permitting and Approvals	\$18,000
Final Design, Cost Estimating and Specifications	<u>\$37,000</u>
Total	\$75,000

This project has not applied for or received funding from any other source.

Project Management and Partners

John Fancy, a MaineDOT Local Project Administrator, will be the Project Manager. He was the Project Manager on the Safe Routes To School sidewalk project in 2017 and the Town's representative and MaineDOT contact on the MaineDOT's 2016/2017 rebuilding of Thomaston's Main Street. Since 1990 he has been the Project Manager on over \$18,000,000 worth of projects for the Town of Thomaston including: a new lagoon type wastewater treatment facility, replacement of over 75,000 feet of sanitary sewers and nine pump stations, construction of two new parks, construction of a 650,000 kWh solar array, development of an extensive hiking/biking trail system throughout town, and rebuilding of sidewalks, parking area, roads, lighting, and landscaping for the village center.

The authorized Town official will be Kara George, Town Manager and the Town's contact person will be John Fancy, Project Manager.

**WARRANT AND NOTICE OF ELECTION
CALLING REGIONAL SCHOOL UNIT NO. 13
BUDGET VALIDATION REFERENDUM
(20-A M.R.S. § 1486)**

TO: Jennifer Colby, a resident Regional School Unit No. 13 (the "Regional School Unit") composed of the City of Rockland and the Towns of Cushing, Owls Head, South Thomaston, and Thomaston, State of Maine.

In the name of the State of Maine, you are hereby ordered to serve upon the municipal clerks of each of the municipalities within the Regional School Unit, namely, the City of Rockland and the Towns of Cushing, Owls Head, South Thomaston, and Thomaston, an attested copy of this warrant and notice of election. Service shall be in hand within three (3) days of the date of this warrant and notice of election. The municipal clerks of the above municipalities shall immediately notify the respective Municipal Officers. The Municipal Officers shall meet forthwith and countersign this warrant and notice of election. The Municipal Officers shall provide below for the respective municipal clerks to post or have posted this warrant and notice of election.

**TOWN OF THOMASTON
REGIONAL SCHOOL UNIT BUDGET VALIDATION REFERENDUM
WARRANT AND NOTICE OF ELECTION**

Knox County, ss.

State of Maine

TO: Melissa Stevens, Municipal Clerk of Thomaston: You are hereby required in the name of the State of Maine to notify the voters of this municipality of the election described in this warrant and notice of election.

TO THE VOTERS OF THOMASTON: You are hereby notified that a Regional School Unit budget validation referendum election will be held at the Thomaston Municipal Building, 13 Valley Street in the Town of Thomaston on Tuesday, June 14, 2022 for the purpose of determining the following questions:

- Question 1: Do you favor approving the Regional School Unit No. 13 budget for the upcoming school year that was adopted at the latest Regional School Unit budget meeting?
- Question 2: Do you wish to continue the budget validation referendum process in Regional School Unit No. 13 for an additional three years?

INFORMATIONAL NOTE ON QUESTION 2:

A "YES" vote will require Regional School Unit No. 13 to continue to conduct a referendum to validate its annual school budget for the next three years.


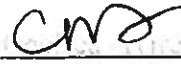
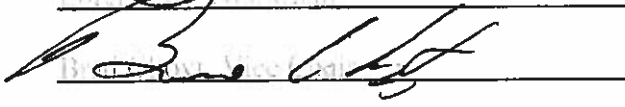

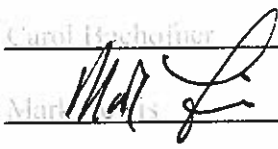

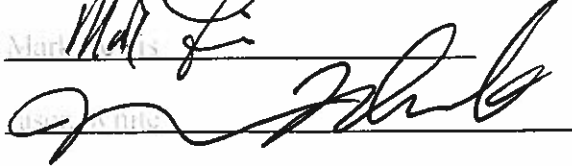
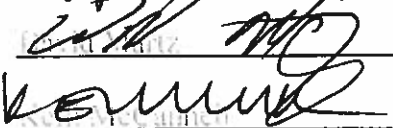
A "NO" vote will discontinue the budget validation referendum for at least three years and provide instead that the annual school budget shall be finally adopted at a meeting of the voters of Regional School Unit No. 13.

The polls must be opened at 8:00 a.m. and closed at 8:00 p.m.

The Registrar of Voters shall hold office hours while the polls are open to correct any error in or change a name or address on the voting list; to accept the registration of any person eligible to vote and to accept new enrollments.

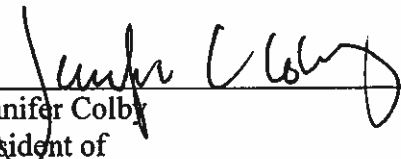
A person who is not registered as a voter may not vote in any election.

Given under our hand this day, May 5, 2022 at Rockland, Maine.

 _____	 _____
 _____	 _____
 _____	 _____
 _____	 _____

A majority of the School Board of Regional School Unit No. 13

A true copy of the Warrant and Notice of Election, attest:



Jennifer Colby
Resident of
Regional School Unit No. 13

Countersigned this _____ day of _____, 2022 at Thomaston, Maine.

A majority of the Municipal Officers of Thomaston, Maine

A true copy of the Warrant and Notice of Election, attest:

Melissa Stevens, Municipal Clerk
Thomaston, Maine

RETURN

Knox County, ss.

State of Maine

TO: The School Board of Regional School Unit No. 13
May 14, 2022

Pursuant to the within warrant and notice of election, directed to me, I have served in hand upon the municipal clerk of Thomaston, an attested copy of this warrant and notice of election, directing the Municipal Officers of said municipality to call a Regional School Unit No. 13 budget validation referendum at said time and place and for the purposes therein stated.

Jennifer L. Colby
Jennifer Colby
Resident of
Regional School Unit No. 13

RETURN

Knox County, ss.

State of Maine

TO: The Municipal Officers of the Town of Thomaston

I certify that I have notified the voters of the Town of Thomaston of the time and place of the Regional School Unit No. 13 budget validation referendum by posting an attested copy of the within warrant and notice of election as follows:

<u>DATE</u>	<u>TIME</u>	<u>LOCATION OF POSTING</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

being public and conspicuous places in said municipality and being at least seven days next prior to election day.

Dated at Thomaston, Maine: _____, 2022

Melissa Stevens, Municipal Clerk
Thomaston, Maine

**WARRANT AND NOTICE OF ELECTION
TO CALL REGIONAL SCHOOL UNIT NO. 13 REFERENDUM
(20-A M.R.S. §§ 1501-04)**

TO: Jennifer Colby, a resident of Regional School Unit No. 13, composed of the City of Rockland and the Towns of Cushing, Owls Head, South Thomaston, and Thomaston, State of Maine.

In the name of the State of Maine, you are hereby ordered to serve upon the municipal clerks of each of the municipalities within Regional School Unit No. 13, namely, municipality, an attested copy of this warrant and notice of election. Service shall be in hand within three (3) days of the date of this warrant and notice of election. The municipal clerks of the above municipalities shall immediately notify the respective municipal officers. The municipal officers shall meet forthwith and countersign this warrant and notice of election. The municipal officers shall provide below for the respective municipal clerks to post or have posted this warrant and notice of election.

**TOWN OF THOMASTON
REGIONAL SCHOOL UNIT NO. 13 REFERENDUM
WARRANT AND NOTICE OF ELECTION**

Knox County, ss.

State of Maine

TO: Melissa Stevens, Municipal Clerk of the Town of Thomaston: You are hereby required in the name of the State of Maine to notify the voters of this municipality of the election described in this warrant and notice of election.

TO THE VOTERS OF THE TOWN OF THOMASTON: You are hereby notified that a Regional School Unit No. 13 referendum election will be held at the Thomaston Municipal Building, 13 Valley Street in the Town of Thomaston on Tuesday, June 14, 2022 for the purpose of determining the following question:

Question 1: Do you favor authorizing the School Board of Regional School Unit No. 13 (the "RSU") to issue bonds and other evidences of indebtedness in the name of the RSU in an amount not to exceed \$5,142,592 through the State of Maine's zero interest rate/loan forgiveness School Revolving Renovation Fund (SRRF) Program for renovations to school buildings described below (the "Project")?

SRRF Program Funding

The Project costs (up to \$5,142,592) have been approved for funding through Maine's SRRF Program. Of this amount, the RSU will receive 32.64% (up to \$1,678,542) that will be forgiven, and 67.36% (up to \$3,464,050) that the RSU will repay at zero interest (0%) over a term of ten years.

Project Description

The Project includes the following renovations:

South School: ADA compliance; exterior window replacements; new security doors

Thomaston Grammar School: ADA compliance; indoor air quality improvements;
exterior window replacements

Oceanside High School: ADA compliance; exterior window replacements; asbestos abatement

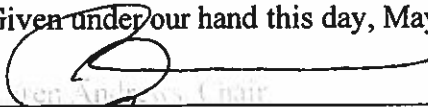
Oceanside Middle School: ADA compliance; exterior door replacements

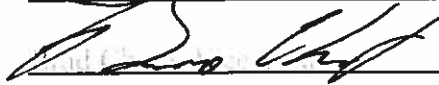
The polls must be opened at 8:00 A.M. and closed at 8:00 P.M.

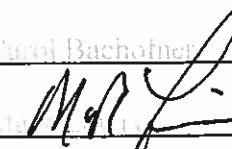
The Registrar of Voters will hold office hours while the polls are open to correct any error in or change a name or address on the voting list, to accept the registration of any person eligible to vote, and to accept new enrollments.


A person who is not registered as a voter may not vote in any election.


Given under our hand this day, May 5, 2022 at Rockland, Maine.




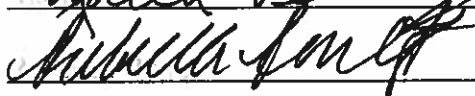





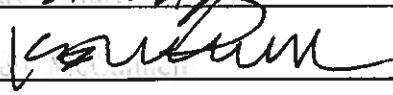













A majority of the School Board of Regional School Unit No. 13

A true copy of the Warrant and Notice of Election, attest:



 Jennifer Colby
 Resident of
 Regional School Unit No. 13

Countersigned this _____ day of _____, 2022 at the Town of Thomaston, Maine.

A majority of the municipal officers of the Town of Thomaston

A true copy of the Warrant and Notice of Election, attest:

 Melissa Stevens
 Town of Thomaston

RETURN

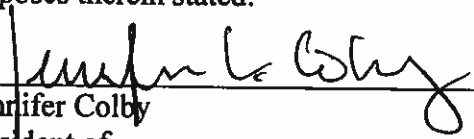
Knox County, ss.

State of Maine

TO: The School Board of Regional School Unit No. 13

May 16, 2022

Pursuant to the within warrant and notice of election, directed to me, I have served in hand upon the municipal clerk of the Town of Thomaston, an attested copy of this warrant and notice of election, directing the municipal officers of said municipality to call a Regional School Unit No. 13 referendum at said time and place and for the purposes therein stated.


Jennifer Colby
Resident of
Regional School Unit No. 13

RETURN

Knox County, ss.

State of Maine

TO: The municipal officers of the Town of Thomaston

I certify that I have notified the voters of the Town of Thomaston of the time and place of the Regional School Unit No. 13 referendum by posting an attested copy of the within warrant and notice of election as follows:

<u>DATE</u>	<u>TIME</u>	<u>LOCATION OF POSTING</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

being public and conspicuous places in said municipality and being at least seven days next prior to election day.

Dated at the Town of Thomaston: _____, 2022

Melissa Stevens, Municipal Clerk
Town of Thomaston, Maine