



**SELECT BOARD MEETING
MONDAY, FEBRUARY 27, 2023
EXECUTIVE SESSION 5 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, (6D) for consultations with Town Attorney Sarah Newell.

REGULAR MEETING 6:00 P.M.

1. CALL THE MEETING TO ORDER

2. PUBLIC HEARINGS:

3. APPROVE THE MINUTES OF: June 27, 2023

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. Consider for approval the new Ambulance billing rates for 2023, as tabled on February 13, 2023.

10. NEW BUSINESS

A. Recognize Assessors' Agent Dave Martucci for 20 years of service.

- B. Recognize Town Clerk Melissa Stevens for obtaining Certified Clerk of Maine (CCM) Certification through Maine Town and City Clerks' Association.
- C. Consider confirming the appointment of Tony Leo as Interim EMS Chief, effective April 1st, as recommended by the Town Manager and current EMS Chief.
- D. Review for approval the corrected Thomaston Fee Schedule for Code Enforcement.
- E. Consider the annual reappointments of Economic and Community Development members.
- F. Discuss future Town sidewalk projects.
- G. Review for approval the Memorandum of Agreement between the Town of Thomaston and the Watts Hall Community Arts, Inc.

Upcoming Dates

Tuesday, Feb. 28 th	6 pm Planning Board Land Use Amendments Workshop
Tuesday, March 7 th	6 pm Planning Board Land Use Amendments Workshop
Wednesday, March 8 th	3 pm Executive Session with Town Attorney Paul Gibbons
Thursday, March 9 th	6 pm Budget Committee Meeting #1
Friday, March 10 th	8 am Dragon CAP Meeting
Monday, March 13 th	6 pm Select Board Meeting

Town of Thomaston
Select Board Minutes
June 27, 2022

Executive Sessions 5:15 PM

ACTION: Pete Lammert made a motion, seconded by Sandy Moore to enter executive session at 5:16 p.m., pursuant to MRS Title 1, Section 405 (6A) to review a personnel matter. VOTE: 5-0

ACTION: Pete Lammert made a motion, seconded by Sandy Moore to exit executive session at 5:40 p.m. VOTE: 5-0

ACTION: Bill Hahn made a motion, seconded by Pete Lammert to enter executive session at 5:41 p.m., pursuant to MRS Title 1, Section 405 (6E) for consultations with the Town Attorney. VOTE: 5-0

ACTION: Bill Hahn made a motion, seconded by Pete Lammert to exit executive session at 5:54 p.m. VOTE: 5-0

ACTION: Sandy Moore made a motion, seconded by Bill Hahn to accept the proposed agreement for the Mill River boundary dispute without plowing or roadwork services. VOTE: 5-0

Regular Meeting 6:00 PM

Board Present: Diane Giese, Bill Hahn, Zel Bowman-Laberge, Pete Lammert, Sandy Moore, Town Manager Kara George, Recording Secretary Donna Culbertson.

Public Present: John Fancy, Charlie Grover, Ken Smith, Tim Hoppe, Melissa Stevens, Anson Norton, Chris Hansen, Jordan Lawrence, Courtney Porter-Tetreault, April Benedix, Brenda Porter.

Meeting called to order at 6:00 PM by Chair Diane Giese.

ACTION: Motion made by Pete Lammert, seconded by Bill Hahn to use the Breen motion and take the agenda out of order. VOTE: 5-0.

10. NEW BUSINESS

B. Confirm the Town Manager's appointment of Ken Smith as Patrol Officer.

ACTION: A motion was made and seconded to confirm Ken Smith's appointment as Patrol Officer. VOTE: 5-0

9. OLD BUSINESS

A. Discuss the Rectangular Rapid Flashing Beacons (RRFBs) for sidewalks and crosswalks.

Coastal Traffic Technology of York, Maine has a 2-unit kit for \$7,814 that is solar powered with nightlights. The cost is approximately \$10,000 – \$12,000 after all pieces are included for assembly. Thomaston is on the MDOT list for a new RRFB. Diane asked if RRFBs came with a battery backup. Zel suggested that we should be proactive and order it now. Public Works Director Brandon Allen and Police Chief Tim Hoppe are to further investigate. It was recommended to ask the Town of Wiscasset about their RRFBs. MDOT will also have to do a traffic study before they will install an RRFB.

ACTION: Motion made by Bill Hahn, seconded by Pete Lammert to table the discussion until it can be further investigated. VOTE: 5-0.

10. NEW BUSINESS

A. Appointment of Select Board Officers.

ACTION: Motion made by Zel to nominate Diane Giese as Chair. Seconded by Bill Hahn. VOTE: 2 for, 2 opposed, 1 abstain. Failed for passage.

ACTION: Pete Lammert made a motion to nominate Sandy Moore as Chair. Bill Hahn seconded. VOTE: 2 for, 2 opposed, 1 abstain. Failed for passage.

The Town Manager will discuss the chair nomination process with MMA Legal and recommends that Diane Giese continues to chair the meeting for tonight.

ACTION: Pete Lammert motioned for Diane Giese to chair the meeting. Seconded by Bill Hahn. VOTE: 5-0.

B. Consider for approval the appointments of Richard Kortright to the Planning Board and Pat Carter as an alternate to the Recreation Committee.

ACTION: Motion to approve made by Pete Lammert, seconded by Sandy Moore. VOTE: 5-0.

D. Consider the request April Benedix to hold a yard sale fundraiser for the RSU#13 Graduating Class of 2023 on August 27th at the Thomaston Green.

The event will be a basic yard and bake sale with silent raffles. Zel Bowman-Laberge suggested the Town make a donation. Anson Norton asked what happens if someone gets hurt at the event. Town Manager Kara George stated they are required to purchase "Tulip" Insurance which will cover them for liabilities.

ACTION: Motion made by Pete Lammert, seconded by Sandy Moore to approve the fundraiser event at the Green. VOTE: 5-0.

E. Review for approval the Request for Proposal (RFP) for Auditor Services.

Town Manager Kara George will submit the RFP to a list of auditing firms in Maine.

ACTION: Motion made by Bill Hahn, seconded by Pete Lammert to accept the Request for Proposals as submitted by Town Manager Kara George. VOTE: 5-0.

3. Approve the Minutes

ACTION: Motion made by Bill Hahn, seconded by Sandy Moore to approve the minutes of April 11, 2022 as amended. VOTE: 5-0.

4. Approve the Warrants

ACTION: Motion made by Pete Lammert, seconded by Zel Bowman-Laberge to approve the warrants. VOTE: 5-0.

8. Public Comments

John Fancy stated that 3 RFPs for the Knox Street study had been sent and all 3 firms have submitted proposals.

6. Town Manager Report: (Attached)

Meeting adjourned at 7 pm.

Chair Diane Giese

Recording Secretary Donna Culbertson

**MEMORANDUM OF AGREEMENT
BETWEEN
Town of Thomaston
AND
Watts Hall Community Arts, Inc.**

WHEREAS the Town of Thomaston is a municipality under the laws of the State of Maine with principal location at 13 Valley Street, Thomaston, Maine 04861 ("the Town"); and

WHEREAS, the Town owns the building known as Watts Block located on Main Street/Route 1 in Thomaston; and

WHEREAS, a portion of the Watts Block Building consisting of i) a main entrance/lobby at street level, ii) stairs and elevator to the second floor, iii) an auditorium, meeting room, kitchen, bathrooms, and related storage space on the second floor, and iv) a "green room" located below the auditorium and backstage, is herein referred to as "Watts Hall" or the "Premises"; and

WHEREAS the "Watts Hall Community Arts, Inc." ("WHCA") is a 501(c)(3) non-profit with a principal place of business at 174 Main Street, Thomaston, Maine 04861 that is committed to the arts, the community, and ensuring that Watts Hall continues the proud tradition of enriching community life in Thomaston for generations to come. Creating and inspiring excellence in the performing arts for Thomaston and Mid Coast Maine, WHCA provides professional entertainment as well as community enhancement and education to drive economic growth for our community and the Mid- Coast area; and

WHEREAS the Town wishes to collaborate with the WHCA to have WHCA manage and operate Watts Hall so as to increase activity and vitality of Watts Hall for the purpose of enriching community life, contributing to a thriving downtown and promoting Thomaston's economic and community development; and

WHEREAS the parties desire to document the terms and conditions of their collaboration with respect to the use of the Watts Hall in this memorandum of understanding ("MOU").

NOW THEREFORE, in consideration of the foregoing and the additional promises set forth herein, the Town and the WHCA hereby agree as follows:

1. The term of this MOU will commence as of the date set forth below and will terminate three years thereafter, unless sooner terminated as set forth below. The MOU may be extended at the end of the three years by written agreement signed by both parties.
2. During the term of this MOU, the WHCA shall have non-exclusive use of Watts Hall in common with the Town of Thomaston and the general public. WHCA shall have priority for scheduling the use of Watts Hall and all scheduling for the Town of Thomaston and the general public shall be done through and in conjunction with WHCA. When Town-sponsored events occur, the Town and WHCA will cooperate in good faith to schedule the events consistent with past practice of Watts Hall operations.
3. The WHCA agrees to keep the Premises in clean and orderly condition and to perform minor routine maintenance on the building, equipment, and furnishings. The Town agrees to perform, as soon as reasonably possible, all necessary capital repairs, replacement,

and non-routine maintenance to the demised Premises. Non-routine maintenance will include such items as painting, HVAC repairs, plumbing repairs, electrical repairs and similar upkeep of the building, unless such repair was caused by the negligence of WHCA, in which case WHCA shall be responsible for the cost of such repairs. The WHCA shall make no alterations or additions (other than alterations or additions of a minor or de minimis nature) to said Premises without first obtaining prior written consent from the Town. Such consent will be obtained by i) WHCA presenting its proposed alterations or additions to the Watts Block Trustees and upon securing the Trustee's concurrence, ii) WHCA will submit the proposed alterations or additions to the Thomaston Select Board for approval. The Town will also furnish snow removal and maintenance of the Premises. If either party fails to make necessary repairs, the other party, after reasonable notice, may make such repairs and the responsible party shall reimburse the paying party all reasonable costs.

4. The WHCA acknowledges that said Premises are to be used and operated to permit public access, educational programs, community events, private gatherings, dances, concerts, etc. The WHCA shall schedule and oversee all such uses in its sole discretion and shall be entitled to charge user fees and rentals as it shall determine appropriate. The WHCA shall be responsible to ensure clean-up of the Premises and trash removal on a regular basis and following each special event.
5. The Town shall pay all costs of water, sewer, electrical, cable, internet, or similar services to the Premises. WHCA shall pay costs of trash removal.
6. The WHCA may pursue additional funds to support programming and amenities at Watts Hall including, but not limited to, capital improvement funds, grants, in-kind services, and donations. Upon the review and written consent of the Town in accordance with the process set forth in Paragraph 3 above, and subject to any additional terms upon which the parties may agree, the WHCA may use such additional funds for improvements to Watts Hall.
7. Twice a year, the WHCA shall provide reporting to the Town Manager and the Thomaston Select Board. A report provided in July will contain an overview of the upcoming year and a report in January will provide a summary of successes and challenges, and a statement of net income from operations for the year just ended and the amounts spent or set aside for upkeep, improvements, and renovations to Watts Hall.
8. The entire Watts Block Building is Town of Thomaston property and will remain insured as such. Prior to the execution of this MOU, the WHCA will procure and maintain General Liability Insurance coverage in amounts of not less than One Million Dollars (\$1,000,000.00) per occurrence for bodily injury, death, and property damage, naming the Town as an additional insured thereon, and also Workers' Compensation Insurance coverage to the extent required by law if hiring employees. This provision shall not be deemed a waiver of any defenses, immunities or limitations of liability or damages available to the Town under the Maine Tort Claims Act, other Maine statutory law, judicial precedent, common law, or any other defenses, immunities or limitations of liability available to the Town.

Prior to the execution of this MOU, the WHCA will provide the Town and thereafter maintain a certificate of insurance evidencing such coverage, which certificate shall

guarantee thirty days' notice to the Town of termination of insurance from the insurance provider or agent. The "WHCA" shall also provide a copy of any endorsement naming the Town as additional insured. A Certificate which merely has a box checked under "Add Insr," or the like, will not be acceptable.

The Workers' Compensation insurance, to be procured if and at such time as WHCA has employees, shall include an endorsement waiving all rights of subrogation against the Town of Thomaston, its officers, or employees. To the fullest extent permitted by law, the WHCA shall defend, indemnify and hold harmless the Town, its officers and employees, from and against all claims, damages, losses, and expenses, just or unjust, including, but not limited to, the costs of defense and attorney's fees arising out of or resulting from any activities conducted under this MOU, provided that any such claims, damage, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of property, including the loss of use there from.

9. Out of concern for the public, Town employees and any WHCA employees, all activities or events performed hereunder shall be in conformance with pertinent OSHA, local, state, and federal government laws, rules and regulations.
10. The Town designates the Town Manager, or their designee, and the WHCA designates its President, Treasurer or their designees as the primary contacts for all matters related to this Memorandum of Understanding.
11. Either party may terminate this MOU with or without cause with 30 days written notice to the other party. Such notice shall be deemed complete if mailed to the Town of Thomaston, 13 Valley Street, Thomaston, ME 04861 and if mailed to WHCA, PO Box 332, Thomaston, ME 04861. Upon termination, WHCA shall vacate the Premises and shall leave the Premises in clean and orderly condition.

IN WITNESS WHEREOF, the parties hereto have executed this MOU on the _____ day of February 2023.

TOWN OF THOMASTON

WATTS HALL COMMUNITY ARTS, INC.

By: _____

By: _____

Kara George, Town Manager

Benjamin J, Griffin, President

- 2/14/23** **Maine Welfare's Association– GA Training**
Jodell and I attended this webinar training for a refresher on General Assistance duties.
- 2/15/23** **3 General Assistance Appointments– Confidential**
Tax Increment Financing Meeting
I met with Economic Development Committee members to discuss creating a future Tax Increment Finance (TIF) budget to present to the Budget Committee in early April.
Volunteer Recognition Night
We had 35 folks attend our first Volunteer Recognition Night, not including all the staff that came. It was a great success and we plan to do another recognition night next year.
- 2/16/23** **Economic Development Committee**
The Economic Development Committee met to discuss a TIF budget, CDS grant funds for Watts Hall and the harbor dredging project. Harbor dredging could be a 2-3 year process, as the Town is waiting for next steps as directed by the Army Corp of Engineers. The EDC recommended scheduling a joint public workshop with the Select Board, EDC, and Knox Clinic this spring.
GoNetSpeed Meeting
I met with Heidi Mahoney from GoNetSpeed. The company is potentially looking at a fiber buildout in Thomaston. The project is contingent on supplies and funds, and they will keep the Town informed as the project progresses. The hope is to provide 9 +/- miles of fiber with approximately 850+/- location passes.
- 2/17/23** **Midcoast Municipal Association Meeting**
The Midcoast Municipal Association listened to a presentation from Emily Rabbe, County Planner for Lincoln County Regional Planning Commission and a representative from DECD regarding the LD2003 ruling to Increase Housing Opportunities in Maine by Studying Zoning and Land Use Restrictions. The new ruling goes into effect on July 1st, but there has been little communication from the state to the local municipalities on the implementation of the new ruling. When the ruling was first proposed Maine Municipal Association strongly opposed LD2003 because of its impacts on home rule authority. There are several proposed bills at the legislature that would amend the current ruling. One of those rulings is to exempt municipalities with a population of 10,000 or less.
- 2/21/23** **EMS Department Meeting**
I met with EMS Chief Amy Drinkwater, Asst. EMS Chiefs Carrie Adams and Tony Leo, and Captain J.T. O'Hare to discuss next steps for the remainder of the fiscal year, effective upon Amy's resignation of April 1st.
- 2/22/23** **Agenda Setting**
Special Town Meeting
- 2/23/23** **Maine Service Centers Coalition (MSCC) Meeting–**
Will report on Monday.

Other:

- We have 2 interviews scheduled for the Assessors' Agent position at the end of the week. We are continuing to advertise the position if other applications are submitted.
- Port City Architecture said they will have a proposal to me by the end of this week (Feb. 24th). I hope to have an update on that for Monday's meeting.
- Dean has contacted G&E Roofing and Eastern Fire to get cost estimates for the building damage to be reported to the insurance adjuster. Rene is contacting the Engineer of the municipal building to do a site visit.



Ambulance Billing Service

8 Turcotte Memorial Drive, Rowley, MA01969
Ph: 800-742-3001 FAX: 978-356-3721

**THOMASTON AMBULANCE
2023 Rate Change Form**

Charges	2023 Medicare	Avg Bundled	Current Rates	New Rates
	Fee Schedule			Comstar Top 50
	Allowed Amounts			3-1-2023
BLS EMERGENCY BASE RATE	\$390.26	\$1,619.00	\$682.50	<u>900</u>
ALS NON EMERGENCY BASE RATE	\$292.70	\$2,419.00	\$900.00	<u>1000</u>
ALS1 EMERGENCY BASE RATE	\$463.44	\$2,419.00	\$900.00	<u>1200</u>
ALS2 EMERGENCY BASE RATE	\$670.76	\$3,551.00	\$1,102.50	<u>1600</u>
MILEAGE	\$8.40	\$38.00	\$16.00	<u>20.00</u>

Signature -- Authorized Signer

Date

Printed Name -- Authorized Signer

Title -- Authorized Signer

**Please scan and email completed Rate Change form to:
ratechange@comstarbilling.com**



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

To: Select Board
From: Town Manager Kara George
Date: February 27, 2023
Re: Thomaston Fee Schedule

Dear Select Board,

Attached is a corrected Thomaston Fee Schedule as submitted by CEO Rene Dorr and Assessors' Agent Dave Martucci. None of the fees have changed since the schedule was last amended and approved by the Board; however, it was discovered that some items were completely left out of the amended version that require permitting, at no fault of our current staff.

The CEO and Planning Board are continuing to work on updating the Fee Schedule to be reviewed next year. At this time, all fees remain the same as last approved. We appreciate your consideration of approving this corrected fee schedule to reflect all required permitting.

Best,


Kara George
Town Manager

704.9 Thomaston Fee Schedule - Effective

704.9.1 Residential Construction and Building Siting

Minimum Fee	\$ 30.00
Finished Living Space – New	\$.45/sq. ft.
Unfinished Living Space (6'+ headroom)	\$.35/sq. ft.
Residential Accessory Structures	\$.35/sq. ft.
Covered Porches	\$.30/sq. ft.
Decks	\$.25/sq. ft.
Mobile & Manufactured Homes	\$.35/sq. ft.
Cellars – full or half finished	\$.40/sq. ft.
Cellars – slab only	\$.30/sq. ft.

704.9.2 Commercial/Industrial Construction and Building Siting

Minimum Fee	\$50.00
Commercial-Industrial – New	\$.75/sq. ft.
Commercial-Industrial – Renovation	\$.65/sq. ft.
Commercial-Industrial – Accessory	\$.40/sq. ft.

704.9.3 Miscellaneous Fees

* Demolition of Structure	\$ 50.00
** Moving of Structure	\$ 50.00
CEO Permitted use, new use or change of use	\$ 50.00
Moving Mobile Homes	\$ 35.00
Swimming Pools (above or in ground)	\$ 50.00
Vegetative Clearing (Shoreland ONLY)	\$ 50.00
Permanent Signs	\$ 50.00 each
Temporary Signs	\$ 15.00 ea. for 30 days; \$5.00 ea. for 30 days thereafter
Non-profit Signs	\$ 0.00 must be removed 4 business days after event
Street Opening Permit	\$ 50.00
Peddlers Permit	\$ 50.00 for first 30 days; \$30.00 per 30 days thereafter

704.9.4 Subdivisions

Pre-application Meeting	\$100.00
Preliminary Plan	\$125.00 per lot or Unit (includes residual lots)
Final Plan	\$100.00 per lot or Unit (includes residual lots)
Revision to Approved Plan	\$125.00 flat fee
Abutter Notice Fee	\$ 30.00 for 15 abutters; \$5.00 per abutter thereafter

704.9.5 Site Plan Review

Pre-application/Conditional Use (1 meeting)	\$100.00
Full Site Plan Review	\$175.00
Abutter Notice Fee	\$ 30.00 for 15 abutters; \$5.00 per abutter thereafter
Private Way Plan Review	\$100.00 for initial meeting; \$75.00/meeting thereafter

704.9.6 Planning Board Conditional Use Review (*New Use, Change of Use or Additional Use*)

Residential (1 or 2 Family)	\$ 75.00
Non-Residential or Multi Unit	\$150.00

704.9.7 Zoning Board of Appeals

Administrative Appeals of CEO or PB decisions	\$250.00
Public Hearing Fee	\$ 75.00 plus advertising costs
Abutter Notice Fee	\$ 30.00 for 15 abutters; \$5.00 per abutter thereafter

704.9.7 Mobile Home Parks

License Application or Renewal	\$125.00 for up to 25 homes
Plus each additional mobile home over the first 25	\$ 1.75

* Demolition of Structure - This fee is intended for the removal of a structure permanently. The fee for a building permit shall include the demolition to construct a new structure.

** Moving of Structure - This fee is intended for the moving of a structure along any town road and not for the moving of a structure within the same property.

Economic & Community Development Committee

Appointed Terms

William Hahn (3) 2025

Charles Grover (3) 2025

Chris Rector (2) 2024

Benjamin Griffin (2) 2024

Jonathan Eaton (1) 2023

Diane Giese (1) 2023

Supplement to the Thomaston Sidewalk Evaluation Report of March 2022

Town of Thomaston

Summary of Sidewalk Projects

February 2023

Available Funds – The sidewalk reserve fund currently has \$47,063 and unexpended in this year’s sidewalk budget is \$18,417 for a total of \$65,480. There is \$20,000 in the FY 2023/24 budget so there will probably be \$85,480 available after July 1, 2023.

Costs – The figures shown below in BLACK are the estimated cost for engineering design and contracting the actual construction. If the construction is done by the Public Works Department the design would be reduced by 40% (no bidding or specifications) and the construction by 50%. These costs are shown in RED below.

Equipment – The existing small paving machine that Public Works uses old and needs upgrading or replacing.

Below are listed, in alphabetical order, the 16 sidewalks suggested in the Sidewalk Evaluation Report of March 2022. Underlined streets are in design stage.

Booker Street	<i>Location:</i> East side from Valley to Thomas.		
<i>Length:</i> 2,400 feet.	<i>Type:</i> Asphalt	<i>Design:</i> \$20,200	\$12,100
<i>Construction:</i> \$80,600	\$40,300	<i>Total:</i> \$100,800	\$52,400

Notes: This street has no sidewalk north of Valley. It is used by schoolchildren and adults who all walk in the road. A sidewalk will present drainage issues that will need to be part of the project. This is possibly a fit for the MaineDOT Bicycle and Pedestrian Funding Program that would reduce the Town’s cost to 20% of total.

Brooklyn Heights Road	<i>Location:</i> East side from Sunrise to Bobolink.		
<i>Length:</i> 950 feet.	<i>Type:</i> Asphalt	<i>Design:</i> \$5,400	\$4,000
<i>Construction:</i> \$30,600	\$15,300	<i>Total:</i> \$36,000	\$19,300

Notes: This road has no sidewalk and heavy traffic creating unsafe walking conditions. Construction would not be difficult but would require more earthwork than normal. There are no drainage issues but some utility poles may have to be moved.

Dunn Street *Location:* East side from Hyler to Elliot.
Length: 1,070 feet. *Type:* Asphalt *Design:* \$4,500 **\$2,700**
Construction: \$25,100 **\$12,550** *Total:* \$29,600 **\$15,250**

Notes: Although this street has moderate pedestrian use the sidewalk is in poor condition and does not meet ADA requirements. It is, however, only 3 feet wide and going to 5 feet may be difficult as some of the utility poles may make this tight.

Erin Street *Location:* West side from Main to Beechwood.
Length: 1,800 feet. *Type:* Asphalt *Design:* \$15,100 **\$9,000**
Construction: \$ 60,500 **\$30,250** *Total:* \$75,600 **\$39,250**

Notes: There is a lot of pedestrian traffic on this street and no sidewalk on the north part by the curve and that creates a safety issue. An old water line under where the sidewalk should go needs to be replaced before any sidewalk is built.

Elliot Street *Location:* South side from Knox to Dunn.
Length: 300 feet. *Type:* Asphalt *Design:* \$1,300 **\$800**
Construction: \$7,200 **\$3,600** *Total:* \$8,500 **\$4,400**

Notes: This old sidewalk is in poor condition and is only 3 feet wide. It needs to be replaced 5 feet wide.

Gleason Street *Location:* North side from Knox to Fish.
Length: 2,310 ft. *Type:* Asphalt *Design:* \$19,500 **\$11,700**
Construction: \$97,100 **\$48,550** *Total:* \$97,100 **\$60,250**

Notes: Current sidewalk in poor condition. Part of proposed Village Trail. Will have conflict with utility poles, rock walls and flower gardens. Possible bike lane on south side.

Green Street *Location:* East side from Main to Water.
Length: 1,580 feet. *Type:* Asphalt *Design:* \$90,000 **\$53,000**
Construction: \$431,200 **\$215,600** *Total:* \$521,200 **\$268,600**

Notes: This old narrow sidewalk see a lot of pedestrian use and is only in fair condition.

Hylar Street*Location:* North side from Knox to Wadsworth.

<i>Length:</i> 1,920 ft.	<i>Type:</i> Asphalt	<i>Design:</i> \$16,100	\$9,700
<i>Construction:</i> \$64,500	\$32,250	Total \$80,600	\$41,950

Notes: Currently 500 feet has no sidewalk and existing sidewalk does not meet ADA requirements. Part of proposed Village Trail. Will need construction easements. Possible bike lane on south side.

Knox Street*Location:* East side from Main to Water.

<i>Length:</i> 2,110 ft.	<i>Type:</i> Concrete	<i>Design:</i> \$17,500	\$10,500
<i>Construction:</i> \$70,000	\$35,000	Total \$87,500	\$45,500

Notes: Because of old water main and storm drain under sidewalk this needs to be done as part of complete rebuild of entire street. This is currently under design.

Mall Road*Location:* South side from School to Main.

<i>Length:</i> 950 ft.	<i>Type:</i> Concrete	<i>Design:</i> \$7,000	\$4,500
<i>Construction:</i> \$27,000	\$13,500	Total \$34,000	\$18,000

Notes: This is only section on Main Street not replaced in Main Street rebuild. Has moderate usage. Drainage in the area need to be addressed in design.

Maurice Avenue*Location:* East side from Booker to existing sidewalk

<i>Length:</i> 2,100 feet.	<i>Type:</i> Asphalt	<i>Design:</i> \$17,500	\$10,500
<i>Construction:</i> \$70,700	\$35,000	Total: \$88,200	\$45,500

Notes: Currently no sidewalk. This will involve extra earthwork and there may be utility poles that need to be moved. This is possibly a fit for the MaineDOT Bicycle and Pedestrian Funding Program that would reduce the Town's cost to 20% of total.

Roxbury Street*Location:* West side from Thatcher to Main.

<i>Length:</i> 1,000 ft.	<i>Type:</i> Asphalt	<i>Design:</i> \$7,200	\$4,300
<i>Construction:</i> \$34,800	\$17,400	Total: \$42,000	\$21,700

Notes: Currently no sidewalk. No major issues with construction. Would be part of Village Trail. New curb would help with drainage in this area.

Watts Lane

Location: West side from Starr to end at school.

<i>Length:</i> 1,000 feet.	<i>Type:</i> Asphalt	<i>Design:</i> \$9,500	\$7,500
<i>Construction:</i> \$30,500	\$15,500	<i>Total:</i> \$40,000	\$23,000

Notes: This is part of the proposed School Loop Project proposed in the Parks and Trails Master plan. There is currently a painted sidewalk that is unsafe for both children and adults. This project has been accepted for funding under the MaineDOT Bicycle and Pedestrian Funding Program if we submit an acceptable application. That would reduce the Town’s cost to 20% of total but must be contracted out.

Water Street

Location: South side from Knox to Wadsworth.

<i>Length:</i> 2,200 feet.	<i>Type:</i> Asphalt	<i>Design:</i> \$19,000	\$15,000
<i>Construction:</i> \$76,000	\$40,000	<i>Total:</i> \$95,000	\$55,000

Notes: There is currently an unsafe painted sidewalk on the edge of the paving. Because of space problems and drainage issues, this needs to be done as part of complete rebuild of entire street. This is currently under design.

Valley Street

Location: South side from Booker to school.

<i>Length:</i> 750 feet.	<i>Type:</i> Asphalt	<i>Design:</i> \$8,000	\$6,300
<i>Construction:</i> \$26,400	\$14,000	<i>Total:</i> \$34,500	\$20,400

Notes: This is part of the proposed School Loop Project proposed in the Parks and Trails Master plan. There is currently a painted sidewalk that is unsafe for both children and adults. This project has been accepted for funding under the MaineDOT Bicycle and Pedestrian Funding Program if we submit an acceptable application. That would reduce the Town’s cost to 20% of total but must be contracted out

**SIDEWALK EVALUATION REPORT
TOWN OF THOMASTON, MAINE**

Dirigo Engineering and the Town of Thomaston

March 2022

Thomaston Sidewalks

NOTE: This report was originally prepared in 2008 and there have been considerable changes to the sidewalks since then. This 2022 revised report reflects these changes and provides an up-to-date program to plan for future sidewalk work.

Thomaston's sidewalk system supports heavy residential and tourist pedestrian traffic. Thomaston has more than 38,000 feet of sidewalks, comprised of a mix of asphalt and concrete. The sidewalks range in condition from poor to excellent with widths that range from 1' paths to 7 ½ foot concrete sidewalks with granite curbing.



In 2008 Dirigo Engineering, working with the Town of Thomaston, evaluated the existing sidewalks and described the condition, use, and need for improvements. They prioritize the needed improvements based on specific criteria, which is outlined herein. In addition, they have developed and included a Sidewalk System Map showing the location and type of sidewalks in Town.

The Town of Thomaston has recently completed a Parks and Trails Master Plan to provide planning for future upgrades and improvements to the Town's Parks and Trails. A primary recommendation includes significant upgrades to the Village Trail. This Trail begins where the Highland Path enters the Thomaston Green from the Town Forest, circles through the Thomaston Green, heads south on Wadsworth to Hyler Street, down Hyler to Knox, then along Gleason to Fish Street and connects to the Mill River Crossing path. In the future a loop off this will go down Knox across Thatcher and up Roxbury. A major portion of this trail will incorporate the use of sidewalks.

From data gathered in the 2021 survey done for the Parks and Trails Master Plan there is strong support for walking paths. When asked what recreation features have you used in the past 12 months, the two top vote getters were the Town Forest hiking and biking trails and the Village Trail. The Village Trail is a community trail that loops through Town and along the water front to provide the residents and visitors of Thomaston a closed loop trail for leisure walks, exercise, etc. The sidewalks along this trail should be in good condition with adequate width as its use is expected to be high.

This report incorporates the proposed Village Trail system into the sidewalk system and recommendations. Also provided is a brief discussion on the growth areas in Thomaston and where future sidewalks may benefit these areas.

Sidewalk System & Village Trail

On the following pages of this report are a Sidewalk Map of the Town of Thomaston and a map of the proposed Village Trail.

Sidewalk Map Red is asphalt sidewalks, blue is concrete and green are painted



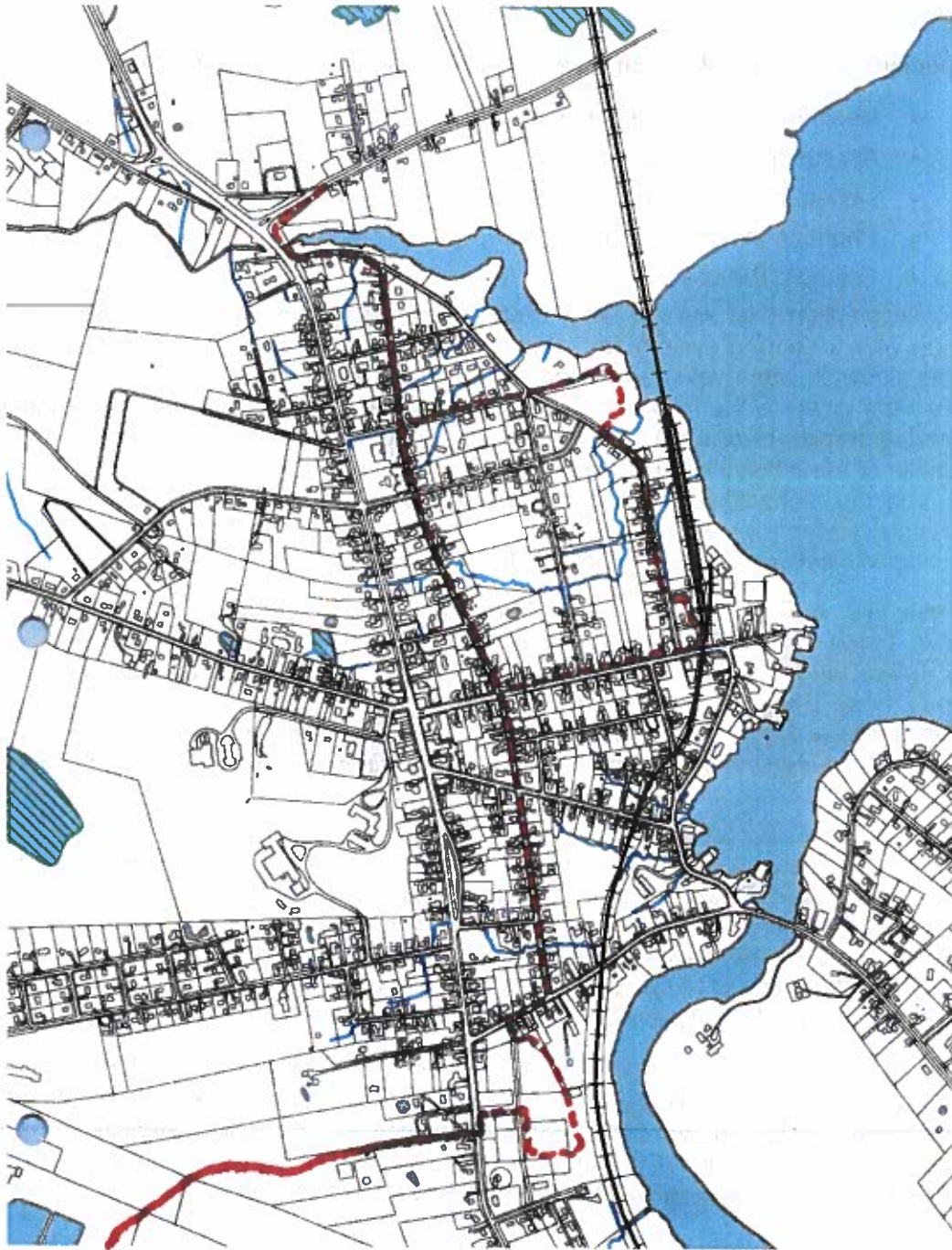
**SIDEWALK EVALUATION REPORT
TOWN OF THOMASTON, MAINE**

Dirigo Engineering and the Town of Thomaston

March 2022

Village Trail Map

Dashed lines are proposed Village Trail, solid are existing



Sidewalk Evaluation

The Study

The primary goals of the 2008 Study and the 2022 Update were the following:

- Describe the existing sidewalks
- Assess their condition
- Define their need for improvements
- Prioritize the improvements
- Estimate the costs

To accomplish this, without bias, Dirigo Engineering developed a standard evaluation criterion with a scoring system for prioritizing the sidewalks needing improvement. Each existing sidewalk was evaluated by the same criteria and scored accordingly. Prioritization scores were given to the following conditions: sidewalk width, type, condition, use, and if it was on the proposed Village Trail. Width, type, and condition were assessed during a visual inspection of the sidewalks. Use was defined from input from the Thomaston Public Works Dept. and the sidewalks location in Town, the type of street it was on (i.e. residential, commercial, water front, etc.) and adjoining areas. Scores for each condition were totalled for each sidewalk section giving a prioritized list of sidewalks.

From this, a Sidewalk Index and Prioritization Schedule was developed. The 2022 updated Index is included. The index lists the Town's sidewalks and provides their approximate length, where they start and end, their type, width, conditions, etc. It also includes those streets that do not have sidewalks but will need to in order to support the proposed Village Trail. The Index also includes the Prioritization Schedule and is sorted with the sidewalks highest in priority first. The scoring system is also included on the index.

Findings

Most of the highest priority sidewalks are those that are on the proposed Village Trail. The exception was Main St. Mall Road. This section of sidewalk scored high as it is in disrepair, narrow and is a highly used section of sidewalk. There are also those areas on the proposed trail that currently do not have sidewalks. These sections, which include Roxbury Street from Thatcher to Gleason and Hyler Street from School Street to Wadsworth, scored high as they are considered unsafe for walking or biking now and will be on the Village Trail.

With the new (2017) sidewalks on Main Street several sidewalks on side streets are now considered feeders to the Village Trail including Green, Knox and Roxbury Streets between Main and the trail system and they are on the priority list. However, because the majority of these streets are on the top of the list, the Town may wish to consider rebuilding that section at the same time as the other section of these streets are constructed.

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Along the proposed Village Trail there were areas that scored low, Thatcher Street from Roxbury to Knox, Wadsworth from Route 1 to Hyler Street and Hyler from School St. to Knox. The Thatcher Street sidewalk was rebuilt in 2004 and is a 5' wide asphalt sidewalk in good condition. The Wadsworth sidewalk is 4' asphalt with curbing and in excellent condition. It was rebuilt partially in 1999 and completed in 2003. Hyler is a 4' sidewalk and was rebuilt in the mid 90's and is in good condition.

Main Street, that had new sidewalks constructed as part of the MaineDOT rebuild project in 2017, has been removed from the priority list. Booker Street has been added as it is not only used by children walking to school but by many adults walking to stores and business in town. Brooklyn Heights Road was also added as the lack of a sidewalk creates a dangerous situation and does have people using it.

Top Priority Sidewalks

The highest priority sidewalks are discussed below. NOTE: the first five items on the prioritized list as discussed below could be constructed in any order as they may well have different funding sources that come up at different times. Hyler and Gleason Streets may be funded with grant funds for trails and built by a contractor, Knox Street will probably be funded by TIFF funds with other grants and built by a contractor and Roxbury and the Mall may be funded with Sidewalk Reserve funds and built by Public Works. Thus the fifth item, the Mall sidewalk, could be the first to be constructed.

1. **Hyler Street from Knox Street to Wadsworth** – There is currently a 4-foot wide asphalt sidewalk with asphalt curb from Knox to School Street. This sidewalk is in good condition. From School Street to Wadsworth, approximately 500 feet and on the proposed Village Trail, there is no sidewalk. This is on the proposed Village Trail. Constructing a sidewalk on this section of Hyler will likely require extensive earthwork. The existing storm drain system appears adequate and a new bituminous curb would allow for much better control of storm water. There appears to be no conflicts with utility poles along this section. However, because the houses along this section are higher than the street and the lawns extend to the street with steep embankments, construction easements and grading easements may be needed on some properties. Consideration should be given to providing a painted bike lane on the south side of this street and possibly widening the paving by a couple of feet to accommodate this.
2. **Gleason Street from Knox Street to Fish** – There is currently an existing sidewalk on the north side of Gleason from Roxbury to Knox. The sidewalk is approximately 3 feet wide concrete sidewalk in poor condition approximately 1,900 feet long. This is on the proposed Village Trail. Some sections have a grass median and some have had the concrete and the median paved over. We recommend a new 5' wide paved sidewalk with bituminous curb. We do anticipate there will be conflicts with utility poles, existing rock walls and flower gardens. The existing storm drainage appears adequate for the proposed improvement. A new bituminous curb could be installed behind the existing catch basins from Knox Street to the brook. This may actually improve the flow into the catch basins and help to control stormwater runoff. From the brook to Roxbury we recommend a new 5 feet wide paved sidewalk with no curb but the median should be maintained.

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Consideration should be given to providing a painted bike lane on the south side of this street and possibly widening the paving by a couple of feet to accommodate this.

3. Knox Street from Gleason to Water – The existing sidewalk here is on the east side and is a 3 feet wide concrete sidewalk in poor condition. This section is on the proposed Village Trail. There is an existing storm drain system with catch basins along the street on the east side as well as a cast iron water main that is well over 120-years old. These should both be replaced before a new sidewalk is constructed. The Water Company has indicated an interest in replacing the water main as part of any major project on this street. This street has two storm drain systems with one starting at Main Street running down Knox to Fluker, down Fluker and discharging in the brook. A second system starts just north of Elliot Street and daylights after crossing under the railroad. Both of these systems cross the street several times and both have old age issues and should be replaced.
The Town has two options for Knox Street: rebuild the entire street, replacing the storm drain, having the Water Company replace the water line and add a new ADA compliant sidewalk or installing a new 5-foot paved sidewalk on the east side with a new bituminous curb located just behind the existing catch basins. Both options would improve storm water control and direct it to catch basins more efficiently. There appear to be no issues with utility poles and a new sidewalk could blend into the lawns with minimal problems.
4. Roxbury Street from Gleason to Thatcher - There is currently no sidewalk on this section. This section is approximately 700 feet long and on the proposed Village Trail. This section of road is sloped downward from Gleason Street. The adjacent lawns are approximately level with the street. There is no storm drain and rain runoff flows along the edge of the street. A new 5-foot bituminous sidewalk with a bituminous curb should be constructed on the West side of the street. Based on preliminary data, the curb should be placed approximately 10 feet from the center of the street with the sidewalk directly behind it. Existing lawns would blend easily into the new sidewalk grade. There are no utility poles along this section of road on the west side. Several mailboxes would require relocating. The new curb line may provide a flow line for stormwater runoff and reduce erosion along the street. Designs should look at other potential drainage improvements.
5. Mall Road entire length – This is the one section of sidewalk on Main Street in the built-up area that was not replaced during the MaineDOT project. It is not part of the Village Trail but has heavy use. It is an old, 3-foot wide, concrete walkway on the south side of the street in poor condition. Constructing a new asphalt curb with a 5-foot asphalt sidewalk behind it would help control stormwater drainage in the area. Consideration should also be given to controlling parking either on the south side with parallel parking or on the north side with diagonal parking.
6. Booker Street from Valley to Clark – This street has no sidewalk north of Valley Street. A lot of pedestrians use this street and are forced to walk in the street. It also sees a lot of children walking to and from school. Drainage should also be considered in any design of a sidewalk as the area is somewhat flat and drainage is a problem. This would provide a sidewalk directly to the schools from that neighbourhood and work well in the SRTS Program (see below).

7. Knox Street from Main to Gleason – This section should be a part of the complete rebuild of Knox Street and done at the same time as Item #3. The existing sidewalk is on the east side of the street and has a 120±-year-old water main under it as well as a poorly functioning storm drain. Both should be replaced before a new sidewalk is built.
8. Green Street from Main to Water – This is an old, narrow sidewalk that has a lot of pedestrian use. Since it connects with the Village Trail it may be possible to use Trail grant funds to help with the cost of this.
9. Erin Street most of the way from Main to Beechwood– There is no sidewalk on the upper 1,200 feet of this street and the existing section is narrow. Again, the section that has no sidewalk has an old water main directly under where the sidewalk would go that needs to be replaced. This street sees a lot of pedestrian use and the curve in the street increases the safety factor of having people walk on the paving.

Improvements

Sidewalks should be upgraded to safely support pedestrian traffic. We recommend 5 feet sidewalks where there is sufficient room to support it. 5 feet sidewalks are considered safer, provide for better accessibility for disabled individuals, and ease snowplowing. Some challenges in doing this will include:

- Limited room between the houses and street edge.
- Some sidewalks are elevated and may require extensive ground work, small retaining walls, or granite curbing to widen them to 5 feet.
- Utility poles should be moved in many locations

Sidewalks should either have a curb or a median separating them from the street. This provides safety to pedestrians and better supports drainage. There are two primary surfaces used for sidewalks and two primary types of curbing. Surface options include *concrete* and *bituminous pavement*. The primary curbing options include *granite* and *bituminous pavement*.

Concrete provides a high quality surface material for sidewalk but it is very costly to install properly. Proper bedding and drainage is also essential in constructing a concrete sidewalk to last. Bituminous paving offers a good alternative at a lower cost. Bituminous sidewalks are faster to construct and less costly to construct. With the existing drainage system area soil and capital investment needs, Dirigo Engineering recommends bituminous pavement for Thomaston's sidewalk.

Of the two primary types of curbing granite provides a strong, lasting curb that does not get damaged by plow trucks or other items. However, it is a very high cost option. Bituminous curbing provides a good cost affective option that will divert water into catch basins, retain the surface as designed, and provide the recommended curb along the sidewalk. Dirigo Engineering recommends bituminous curbing be used.

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Sidewalks should be constructed with 12 inches minimum of gravel and a 2 ½ inches minimum of pavement. In addition, storm drain systems and site drainage should be properly incorporated in the sidewalk/street system. Typical sidewalk cross sections are included later in this report.

ADA Considerations

The Americans with Disabilities Act (ADA) requires that new and altered public sidewalks be accessible to people with disabilities. Sidewalks and curb ramps should comply with technical standards in ADA Accessible Guidelines (ADAAG) as well as the Department of Justice (DOJ) 28 CFR Part 36 Non-discrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities.

The technical requirements cover sidewalk slopes both longitudinally and cross slopes. They require detectable warning plates be installed at all road crossings. The guidelines recommend 5' wide sidewalks to accommodate wheelchair turning and passing space. The 5 feet sidewalk width is specifically recommended on sidewalks with curbs in order to provide travel width away from drop offs at the street edge.

Safe Routes to School (SRTS) Program

The purpose of this program is to increase the number of children walking or riding bikes to school. In 1969 50% of all kids walked or rode their bikes to school. Today, less then 15% do with 50% arriving at school in private cars.

The problems associated with this include increased traffic, increased pollution from cars, a rise in health related issues such as child obesity, diabetes, and cardiovascular disease. The SRTS program empowers communities to address these problems. It provides funding for a wide variety of programs and projects related to improving sidewalks and paths and encouraging kids and parents to take advantage of it. The Federal Highway Administration has information available at <http://safety.fhwa.dot.gov/saferoutes/index.htm>.

The Maine DOT has developed the Maine Safe Routes to Schools Program from this federal program. According to the Maine DOT website, eligible projects include infrastructure improvements on any public road, bicycle or pedestrian path or trail within 2 miles of a school. Additional information about project criteria and available funding can be found on the Maine DOT website.

Water Street

Water Street is a critical component of the sidewalk system. A painted walking path runs along the water side and has always been a highly used area by pedestrians. There is a significant drop off on its outside edge and most road laterals and residences are on the north side. It would be advantageous to place the sidewalk for Water Street on the north side, for safety reasons and adjoining streets. The disadvantage is that there would then be a street between the sidewalk and the water, which many of the pedestrians will want to view. In addition, it is not as simple as shifting the road over and constructing the sidewalk on the north side. To construct a sidewalk on

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Dirigo Engineering and the Town of Thomaston

March 2022

the north side will require a new storm drain system. However, to leave the sidewalk on the south side the Town would have to consider a railing system on the south side of the sidewalk.

During the design phase the Town should consider these factors and determine the best location for the sidewalk, it may be a combination of north and south that provides the best layout of the Water Street sidewalk.

Future Sidewalk Considerations

There are areas of Town that are currently seeing significant residential growth. One of these areas is near the intersection of Thatcher Street and Fish Street. The Town should consider eventually constructing sidewalks on Fish Street and Fluker Streets to support the growth in that area. The Town should also consider extending the sidewalk on Booker Street North to join the sidewalks already constructed in and around Maurice Avenue as outlined in Item #6.

Recommended improvements and preliminary cost estimates are included in the following pages. Sidewalks were prioritized on the included Sidewalk Index using a scoring system that evaluated existing width, condition, typical usage, and inclusion on the Village Trail.

Preliminary Cost estimates are rough estimates that include construction, engineering and contingency costs. Since land requirements are not known at this time, these costs are not included. Cost estimates assumed construction would be through a contractor hired by the Town. The Town does have the resources to perform some of this work. The Public Works Dept. has the knowledge, experience, and some of the equipment to perform sidewalk construction. The Town may need to rent additional equipment and purchase materials such as gravel, stone, loam, asphalt, pipe, etc. but could potentially save 20 to 30% of the costs if the Public Works Dept. performs the work.

SIDEWALK EVALUATION REPORT
TOWN OF THOMASTON, MAINE

Dirigo Engineering and the Town of Thomaston

March 2022

The following pages contain:

An Existing Sidewalk Inventory

A Recommended Prioritization Schedule

A Preliminary Cost Estimate List

Typical Sidewalk Cross Sections

EXISTING SIDEWALK INVENTORY

Street	Length (ft.)	Width (ft.)	Material	Condition
Alley	113	7.5	Concrete	Excellent
Ashland Drive	2,559	5	Asphalt	Excellent
Beechwood Street	2,576	4 & 5	Asphalt & Concrete	Fair to Excellent
Booker Street	574	4	Asphalt	Good
Brooklyn Heights Road	164	5	Asphalt	Excellent
Brooklyn Heights Bridge	284	5	Concrete	Excellent
Dexter Street Extension	148	5	Asphalt	Excellent
Dunn Street	1,068	3	Concrete	Poor
Elliot Street	315	3	Concrete	Poor
Elm Street	160	3	Concrete	Poor
Erin Street	1,202	3 & 5	Asphalt & Concrete	Poor to Good
Gilcrest Street	43	5	Asphalt	Excellent
Gleason Street	2,306	3 & 5	Asphalt & Concrete	Excellent to Poor
Green Street	1,621	5	Asphalt	Excellent
Hyer Street	1,918	4 & 5	Asphalt	Excellent to Good
Knox Street	2,264	3	Concrete & Asphalt	Poor to Fair
Main Street - Downtown	1,269	5.5	Concrete	Excellent
Main Street - Outside	10,666	5	Asphalt	Excellent
Mall Road to Green St.	950	3	Concrete	Poor
Maurice Avenue	607	5	Asphalt	Excellent
Public Landing Road	184	5	Asphalt	Excellent
New County Road	2,265	5	Asphalt	Excellent
Roxbury Street	125	4	Asphalt	Fair
Starr Street	425	5	Asphalt	Excellent
Thatcher Street	2,131	5	Asphalt	Excellent
Valley Street	325	5	Asphalt	Excellent
Wadsworth Street	1,814	5	Asphalt	Excellent

Thomaston Sidewalk - Prioritization Schedule

January 2022

No.	Street	From	To	Length (ft.)	Sidewalk Side	Type	Width (ft.)	Score	Cond.	Score	Use	Score	Village Trail	Score	Total Score
1	Hyer	Knox	Wadsworth	1,920	North	Asphalt	4 & 5	4	Poor	4	Heavy	3	Yes	4	15
2	Gleason	Fish	Knox	2,310	North	Concrete	3	3	Poor	4	Heavy	3	Yes	4	14
3	Knox	Gleason	Water	1,500	East	Concrete	3	4	Poor	4	Moderate	2	Yes	4	14
4	Roxbury	Thatcher	Gleason	700	None	None	0	4	None	4	Moderate	2	Yes	4	14
5	Mall Road	School	Main	950	South	Concrete	3	3	Poor	4	Heavy	3	No	0	10
6	Booker	Valley	Thomas	2,400	East	None	0	4	None	4	Moderate	2	No	0	10
7	Knox	Main	Gleason	580	Both	Concrete	3	3	Fair	2	Heavy	3	Feeds	2	10
8	Green	Main	Water	1,580	West	Asphalt	3	3	Fair	2	Heavy	3	Feeds	2	10
9	Elliot	Knox	Dunn	300	South	Concrete	3	3	Poor	4	Light	1	Feeds	2	10
10	Water	Knox	Wadsworth	2,200	South	Painted	4	2	Poor	4	Heavy	3	No	0	9
11	Erin	Main	Beechwood	1,800	West	Asphalt	3	3	Poor	4	Moderate	2	No	0	9
12	Dunn	Hyer	Elliot	1,070	East	Concrete	3	3	Poor	4	Moderate	2	No	0	9
13	Brooklyn Hgts.	Sunrise	Bobolink	950	East	None	0	4	None	4	Light	1	No	0	9
14	Roxbury	Main	Gleason	300	East	Asphalt	4	2	Fair	2	Moderate	2	Feeds	2	8
15	Watts	Starr	School Ent.	950	West	Painted	4	2	Good	0	School	4	No	0	6
16	Valley	Booker	School Ent.	400	South	Painted	4	2	Good	0	School	4	No	0	6

Width scoring
 <3 = 4
 <4 = 3
 4 = 2
 >4 = 1

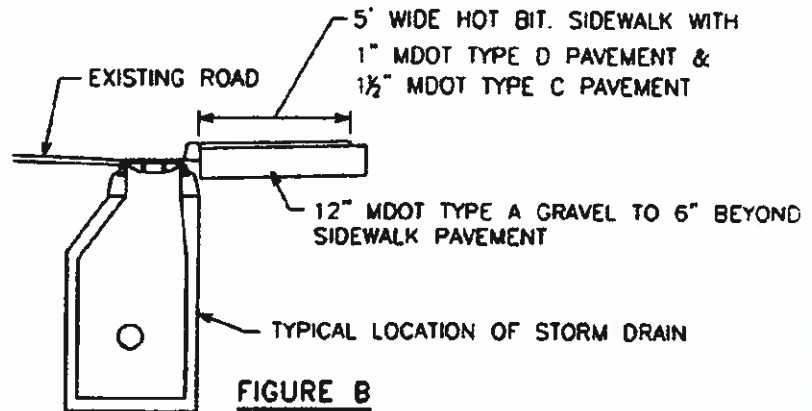
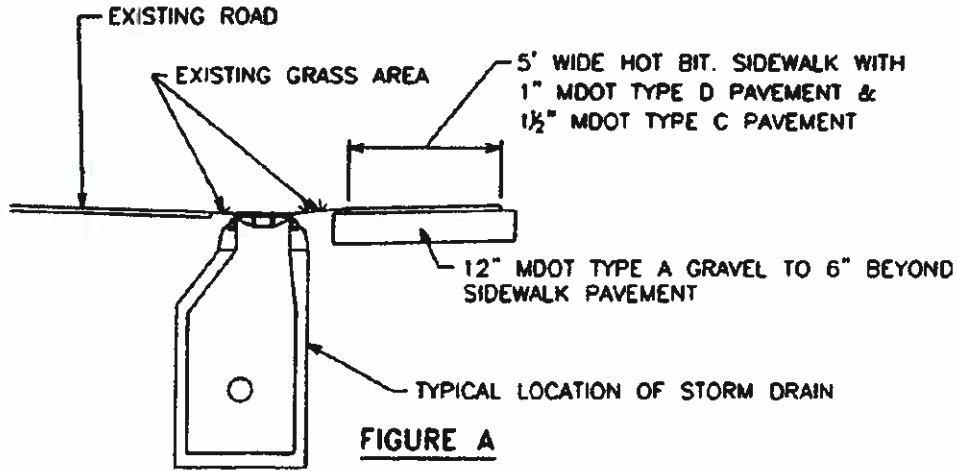
Cond. Scoring
 Poor = 4
 Fair = 2
 Good = 0
 Excell. = -1

Use scoring
 school = 4
 Heavy = 3
 Mod. = 2
 Light = 1

On Village Trail
 Yes = 4
 Feeder = 2
 No = 0

**Thomaston Sidewalk Improvements
Preliminary Cost Estimates
March 2022**

Street	From	To	Length (feet)	Sidewalk Side	Type	Improvement	Estimated Cost	Notes
Hyer	Knox	Wadsworth	1,920	North	Asphalt	5' Paved w/ curb	\$80,600	Includes bike lane
Gleason	Knox	Fish	2,310	North	Asphalt	5' Paved w/ curb	\$97,100	Includes bike lane
Knox	Gleason	Water	1,500	East	Concrete	5' Paved w/ curb	\$63,000	
Roxbury	Thatcher	Gleason	700	West	Asphalt	5' Paved w/ curb	\$29,400	
Mall Road	School	Main	950	South	Concrete	5' Paved w/ curb	\$34,000	Includes drainage
Booker	Valley	Thomas	2,400	East	Asphalt	5' Paved	\$100,800	
Knox	Main	Gleason	580	Both	Concrete	5' Paved w/ curb	\$24,400	Both sides of street
Green	Main	Water	1,580	East	Asphalt	5' Paved	\$521,200	
Elliot	Knox	Dunn	300	South	Concrete	4' Paved	\$8,500	
Water	Knox	Wadsworth	2,200	South	Painted	5' on paving	\$92,400	
Erin	Main	Beechwood	1,800	West	Asphalt	5' Paved w/ curb	\$75,600	
Dunn	Hyer	Elliot	1,070	East	Concrete	4' Paved	\$29,600	
Brooklyn Hgts.	Sunrise	Bobolink	950	East	Asphalt	5' Paved w/ curb	\$36,000	
Roxbury	Main	Gleason	300	West	Asphalt	5' Paved w/ curb	\$12,600	
Watts	Starr	School Ent.	950	North	Painted	5' on paving		
Valley	Booker	School Ent.	400	South	Painted	5' on paving		



TYPICAL SIDEWALK CROSS SECTIONS
FIGURE A - WITH GRASS/LAWN DIVIDER
FIGURE B - WITHOUT

DIRIGO ENGINEERING

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