



**SELECT BOARD MEETING  
MONDAY, JULY 10, 2023  
EXECUTIVE SESSION 5:00 P.M.  
REGULAR MEETING: 6 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](https://www.townhallstreams.com/towns/thomaston_me)

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

[kgeorge@thomastonmaine.gov](mailto:kgeorge@thomastonmaine.gov)

**EXECUTIVE SESSION 5:00 PM**

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

Pursuant to MRS Title 1, §405 (6A) to review a personnel matter.

**REGULAR MEETING 6:00 P.M.**

1. CALL THE MEETING TO ORDER
2. PUBLIC HEARINGS:
3. PUBLIC COMMENTS
4. APPROVE THE MINUTES OF:
5. APPROVE THE WARRANTS
6. ADJUSTMENTS TO THE AGENDA
7. TOWN MANAGER'S REPORT
8. TOWN BOARDS & COMMITTEES UPDATE
9. OLD BUSINESS
10. NEW BUSINESS

- A. Consider the request of Aili Hartikka to hold the Annual Maine Canoe and Kayak Race on July 16<sup>th</sup> starting at 10:45 am.
- B. Consider appointing Kathy Derene to the Board of Appeals.
- C. Confirm the continued appointment of Zel Bowman-Laberge on the OHSTT Transfer Station Board.
- D. Discuss the recommendation of the Economic Development Committee to seek volunteers for an Ad-hoc committee to make recommendations for improvements and funding sources for the Thomaston Green Park.
- E. Authorize the Town Manager to sign the MDOT funding application for the School Loop Project.
- F. Discuss the proposed Stoney Brook Subdivision
- G. Review for approval the Notice of Tax Sale for property located at 12 Thatcher Street, pursuant to Article 27 of the FY24 Town Meeting Warrant.
- H. Discuss the recommendation of Superintendent Ed Harris to rename the Pollution Control Department.
- I. Authorize the Town Manager to sign the proposal for the elevator repair project at the Academy Building.

**Thank you to the 4<sup>th</sup> of July Committee for another great Independence Day Event!**

**Upcoming Dates**

Wednesday, July 12	Town Offices Closed for Staff Training
Saturday, July 15	9am-12pm OHSTT Hazardous Waste Collection Day (Thomaston Municipal Building)
Tuesday, July 18	6 pm Planning Board
Wednesday, July 19	9 am Watts Block Trustees
Thursday, July 20	9 am Economic & Community Development Committee
Monday, July 24	6 pm Select Board Meeting
Thursday, July 27	4:30 pm Cemetery Trustees 6 pm Recreation Committee 7 pm OHSTT Solid Waste Board

June 26, 2022

Thomaston Town Hall  
13 Valley Street  
Thomaston, Maine 04861

Re: Canoe and Kayak Race

To members of the select board:

I write to inform you of the canoe and kayak race that I am planning to hold this year on July 16, 2023 starting at 10:45 am. I plan on setting up a small table for registration at 9:30 am. The racers will go upstream starting out of the public boat launch off of Water Street, then head up the Oyster River for two miles, turn around and finish back at the boat launch. I expect all boats to be off of the water by 2 pm easily.

I will forward a copy of our insurance shortly. I will contact Marine Patrol as I have always done to let them know the race is happening.

Please feel free to contact me with any questions.

Thank you,

Aili Hartikka, President of the Maine Canoe and Kayak Racing Organization (MaCKRO)  
[Ailih186@gmail.com](mailto:Ailih186@gmail.com)  
(207) 735-5012

## Missy Stevens

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**From:** Aili Hartikka <ailih186@gmail.com>  
**Sent:** Monday, June 26, 2023 7:31 PM  
**To:** Missy Stevens  
**Subject:** Kayak and Canoe Race  
**Attachments:** Letter to Town of Thomaston.docx

Hi Missy,

My apologies for the short notice, I have been dealing with post covid issues. I would like to hold a kayak and canoe race, using the boat launch in Thomaston on the St. George as my staging area. I would like to do this on Sunday, July 16th. I've attached a letter here and will forward the insurance shortly. Please let me know if I will be able to go forward with this.

Again, I apologize for not getting in touch sooner.

Thank you, Aili Hartikka



**CERTIFICATE OF LIABILITY INSURANCE**

DATE (MM/ DD/ YYYY)  
02/01/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).


<b>PRODUCER</b> SADLER & COMPANY, INC. P.O. BOX 5866 COLUMBIA, SOUTH CAROLINA 29250-5866	<b>CONTACT NAME:</b> Kandycce Breeden <b>PHONE (A/C, No, Ext):</b> 800-622-7370   <b>FAX (A/C, No):</b> 803-256-4017 <b>E-MAIL ADDRESS:</b> kandycce@sadlersports.com <b>PRODUCER CUSTOMER ID#:</b>	
	<b>INSURER(S) AFFORDING COVERAGE</b>	
<b>INSURED</b> American Canoe Association, Inc. (ACA); Outdoor Surety Services, LLC 2010 College Ave. Fredericksburg, VA 22401	<b>INSURER A:</b> Accredited Surety and Casualty Company, Inc.	NAIC # 26379
	<b>INSURER B:</b>	
	<b>INSURER C:</b>	
	<b>INSURER D:</b>	

**COVERAGES CERTIFICATE NUMBER REVISION NUMBER**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN. THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/ DD/ YYYY)	POLICY EXP (MM/ DD/ YYYY)	LIMITS
A	<b>GENERAL LIABILITY</b> <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> _____ <input type="checkbox"/> _____ GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC <input checked="" type="checkbox"/> Other			1- TRE-VA-17-01338568-00	02/01/2023	02/01/2024	EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$2,000,000 MEDICAL EXP (Any one person) Excluded PERSONAL & ADV INJURY \$2,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS- COMP/ OP AGG \$2,000,000
A	<b>AUTOMOBILE LIABILITY</b> <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON- OWNED AUTOS <input type="checkbox"/> NOT PROVIDED WHILE IN HAWAII						COMBINED SINGLE LIMIT (Ea Accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)
A	<input type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS- MADE <input type="checkbox"/> DEDUCTIBLE <input checked="" type="checkbox"/> RETENTION			1- TRE-VA-17-01338569-00	02/01/2023	02/01/2024	EACH OCCURRENCE \$3,000,000 AGGREGATE \$3,000,000
	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER / MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						<input type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER E.L. EACH ACCIDENT E.L. DISEASE - EA EEMPLOYEE E.L. DISEASE - POLICY LIMIT MEDICAL DEDUCTIBLE

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)  
**Paddle America Club: ACA New England - 234 W Corinth Rd, Corinth, Ma. 04427**

<b>CERTIFICATE HOLDER</b>  <b>EVIDENCE OF COVERAGE</b>	<b>CANCELLATION</b> SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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**ADDITIONAL REMARKS SCHEDULE**

<b>AGENCY</b> Renaissance Specialty Insurance	<b>NAME INSURED</b> American Canoe Association, Inc. (ACA); Outdoor Surety Services LLC
<b>POLICY NUMBER:</b> 1- TRE- VA-17-01338568-00	2010 College Ave.
<b>CARRIER</b> Accredited Surety and Casualty Company, Inc.	Fredericksburg, VA 22401
<b>EFFECTIVE DATE:</b> 06/06/2023	

**ADDITIONAL REMARKS**

**THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM**  
**FORM NUMBER: ACORD 25 FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE**

- Named Insured: (continued) American Canoe Association, Inc.; Outdoor Surety Services, LLC; American Canoe Association Divisions, Activity Councils and Committees; ACA members during any ACA sanctioned course/ workshop event. Paddle America Clubs including their club members, event members, coaches, event leaders and administrators arising from club sponsored and adult supervised on - water workshops, practices, training, instruction and ACA sanctioned events as well as non- water activities such as approved fundraisers, banquets, meetings, American Canoe Association Affiliate Clubs and Organizational Affiliates, event members coaches, event leaders and administrators but only with respect to losses arising from ACA sanctioned events and sanctioned workshops. ACA Certified Instructors, certified instructor trainers and certified instructor trainer educators arising out of their performance as instructors and trainers, but only with respect to losses arising from ACA instruction received during ACA sanctioned courses/ workshops/ events.

- Exclusion - Designated Activity, Service or Work: American Canoe Association sanctioned events as well as non- water activities such as approved fundraisers, banquets and meetings with more than 1,000 participants and spectators anticipated or that have events with sports/ sport demonstrations other than canoe/ kayak. Canoe/ kayak includes specialty canoe such as dragon boats and outriggers, stand up paddleboards (SUP), rafts, safety & swiftwater rescue, surfskis, pack rafts, prone paddling, and universal/ adaptive paddling for physically impaired participants. Use of guides and/ or outfitters as part of an event. Rowing, sailing (except canoe sailing), power boating, tubing, snorkeling, boogie boarding, river boarding, rowing of dories, motorized paddlecraft, pedal boats, and PWC's (jet skis). Bungee, mechanical devices, animal rides, zip lines, mountain biking/ cycling, running, slip and slide activities, air ramps, drop offs, and jumping structures such as diving boards. Sale of canoes, kayaks and other water sports equipment by commercial outfitters. Operations of guides and outfitters.

- Excluded Applicants: School districts, school clubs (unless specifically approved by the ACA), homeowner's associations, outfitters, and liveries or guides.



New Applicant

## Boards & Committees Application Town of Thomaston, Maine

13 Valley Street Thomaston, ME 04861  
Phone (207) 354-6107 Fax (207) 354-2132

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Date: 6-22-23

Name: Kathy Deene

Street Address: 67 Wadsworth St

Mailing Address (if different): \_\_\_\_\_

Home Phone Number: \_\_\_\_\_

Cellular Phone Number: 203-554-5844

E-mail Address: KBellie420AOL.com

Preferred Method of Contact: cell or email

Committee you wish to serve on: Appeals Board

How long have you been a resident of Thomaston? 3+ years

Please explain why you are interested in serving on a Board or Committee?

I want to get involved and understand the  
workings of the government and meet people.

Do you have any background that would be helpful to this Board or Committee?

I have a long real estate background in Connecticut  
over 30 years.

Any suggestions or comments:

Nothing I can think of at the moment

Please return this form to: Town of Thomaston  
13 Valley Street  
Thomaston, Maine 04861

<b>For Official Use Only</b>	
Date Application Received:	6-23-23
Appointment Term:	3 years
Resignation Date:	
Member being replaced:	vacancy
Town Manager Review:	(initials)
Town Clerk Review:	ms (initials)



## Kara George

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**From:** Sally Fuller  
**Sent:** Thursday, June 29, 2023 2:49 PM  
**To:** Kara George  
**Subject:** FW: For newsletter

**From:** Kendray Rodriguez <kendralula@gmail.com>  
**Sent:** Thursday, June 29, 2023 2:09 PM  
**To:** Sally Fuller <sfuller@thomastonmaine.gov>  
**Subject:** For newsletter

Here's the piece from Jon for the newsletter! It should not go under my Thomaston Main Street heading.

All the best,  
Kendray

At the annual Thomaston Town Meeting on June 14, voters designated the portion of Thomaston Green south of William King Street—plus a 100-foot-wide access to that area from Route 1—to be open space in perpetuity, and to name this space Thomaston Green Park. The town now seeks volunteers for an ad hoc committee to make recommendations to the Selectboard for improvements to the Park and to identify grant and funding sources for the Park. This committee may also recommend site development and occupancy guidelines for developments on the Thomaston Green's Route 1 frontage. Such guidelines would conform to and elaborate on the Town's existing Zone R-3A guidelines and would seek to ensure that development along Route 1 is compatible with and enhances the visibility, accessibility, functionality, and maintenance of the Park. Please contact Community & Economic Development Coordinator Kendray Rodriguez by Tuesday, August 1st if you are interested in serving on this committee.

Email: [krodriguez@thomastonmaine.gov](mailto:krodriguez@thomastonmaine.gov)  
Phone: 207-350-6633

# Memo

**To:** Select Board and Town Manager  
**From:** John Fancy,  
**Date:** July 3, 2023  
**Re:** SCHOOL LOOP SIDEWALKS

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Valley Street and Watts Lane have only a painted sidewalk that the walking and biking students can use going to and coming from the schools. With the start of the pandemic there has been a marked increase in the number of vehicles using these streets to convey students resulting in more traffic and cars parking on the painted sidewalk. This has resulted in unsafe conditions for walking and biking students as well as adults.

This problem was discussed by the Board in September 2022 and an outline of a plan was presented to the Board in December. The Board approved funds to have Regina Leonard and Landmark Engineers develop preliminary plans. This has been completed and is attached to an application to MaineDOT for grant funds to help pay for this project. MaineDOT has already done a site visit and indicated that this project met their guidelines for funding. Under this program they will pay 80% of the cost and the town will pay 20%. The Town is coordinating this project with MSU13's exterior upgrade project.

This project will take three or four years to complete as shown below:

July 15, 2023: Submit application to MaineDOT

January 2024: Receive approval of design funding

March 2024: Engineering firm hired to complete design

June 2024: Plans completed, approvals and permits obtained

July 2024: Application submitted to MaineDOT for construction funding

January 2025: Receive approval for construction funding

February 2025: Project put out to bid

March 2025: Contractor selected

May 2025 to September 2025: Construction phase

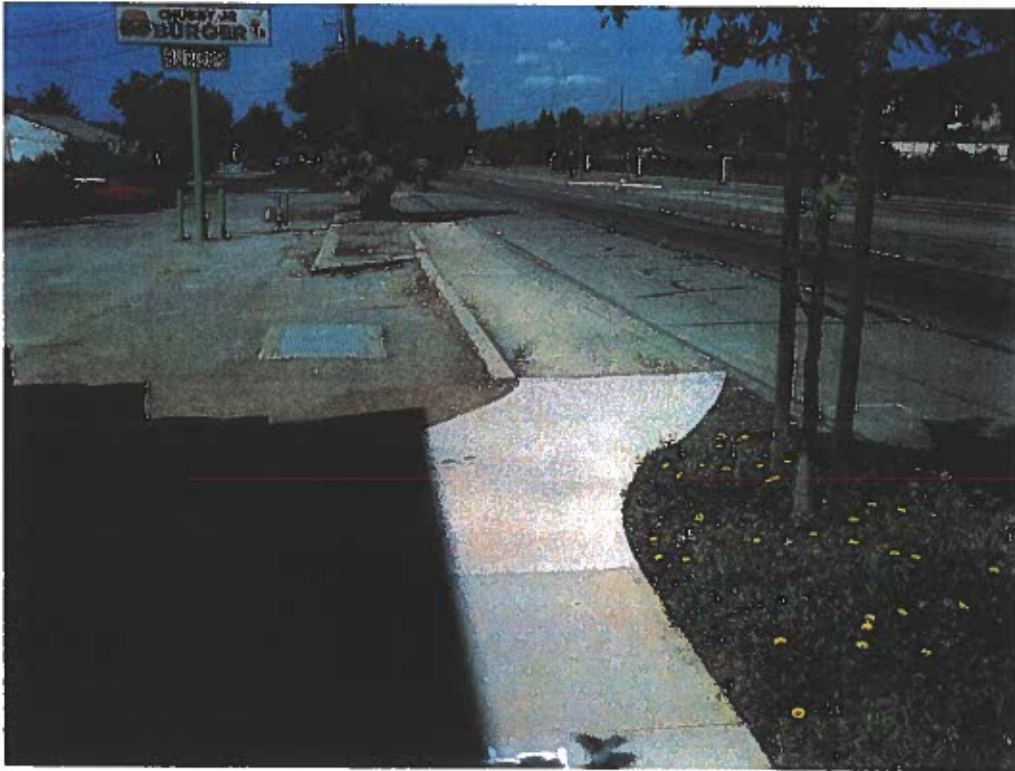
To move this project ahead the Board should **Move to authorize the Town Manager to sign and submit the application for MaineDOT funding for the School Loop Sidewalk Project.**

*Town of Thomaston*

## **Trails Program**

# ***School Loop Project***

## ***MaineDOT Funding Application***



**2023 - 2025**



# MaineDOT

## MaineDOT BikePed Program Funding Application

Date Application  
Received

For MaineDOT Use Only

**Note: Separate and complete application(s) are required for each project proposal**

### Section 1: General Information

<b>Applicant Name(s):</b> Town of Thomaston			
<b>Contact Person:</b> John Fancy			
<b>Mailing Address:</b> 13 Valley Street			
<b>City:</b> Thomaston	<b>State:</b> ME	<b>Zip:</b> 04861	<b>County:</b> Knox
<b>Daytime Phone:</b> 354-2136	<b>Alternate Phone:</b> 691-3566	<b>Email:</b> jfancy@thomastonmaine.gov	

**NOTE:** Your responses on this application should provide detailed and specific project-related information. If warranted, pictures, maps, exhibits, diagrams, survey summaries, etc., should be included with the application. Please be concise. If additional space is required, please attach supplemental sheets and/or documents.

### Section 2: Eligibility Criteria

The following questions reflect basic eligibility criteria for consideration under this program. The applicant certifies that they are in agreement and that answers to the following questions are correct.

YES	NO	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Applicant is an eligible entity to receive Transportation Alternatives (TA) funding and has the authority to enter into an agreement with the state. (Eligible entities include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools and school districts, tribal governments, local or regional governmental agencies with responsibility for oversight of transportation or recreational trails, and nonprofit entities responsible for the administration of local transportation safety programs )
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Project application is complete and provides all of the required information. <ul style="list-style-type: none"> <li>• Application adequately describes and justifies the need for the project</li> <li>• Cost estimate is accurate, realistic, and has sufficient detail</li> <li>• Application addresses Right of Way (ROW), Utilities, Environmental Permitting, Railroad, and/or Drainage Concerns</li> </ul>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. The federal share for this proposed project is less than or equal to \$720,000.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Proposed project will be ready to be constructed within the next 3 years.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	5. The applicant certifies that it has secured the required non-federal matching funds for the project.

YES	NO	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6. The applicant has committed to maintaining the proposed project's improvements (including winter maintenance) for the next 20 years.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	7. The project application funds an activity from a MaineDOT Priority area. <i>Though federal guidelines permit TA funding to be utilized for other activities, MaineDOT prioritizes the use of this funding for the following 3 areas:</i> a) <i>Safe Routes to School (Grades Pre-K – 12)</i> b) <i>Pedestrian &amp; Bicycle Facilities</i> c) <i>Utilization of Transportation Corridors for BikePed Trails</i>

### Section 3: Project Overview

The following questions provide the reviewers with background information on the applicant community and its history with MaineDOT projects, as well as on the proposed project. This information may be used by the review committee as part of its final recommendations of what projects should be funded in a given year.

YES	NO	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Does the applicant community have a full-time qualified individual who has been certified by MaineDOT to be a Local Project Administrator?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Is the applicant currently working on any other projects or initiatives that would compromise its ability to move this project forward at this time? (limited time, staffing, resources, funding, etc.)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will the funds requested in this application fund the entire project? (as opposed to partial funding of the anticipated need or funding only a phase of a larger project – please explain)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Project has sufficient length and scope to be a cost-effective and viable participant in MaineDOT's Bicycle and Pedestrian Program?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	5. Is the applicant willing to contribute more than the required 20% match to help ensure that the project is funded and/or to cover project cost over-runs?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Is the applicant community located within the capital area of one of Maine's four Metropolitan Planning Organizations?
<b>2,767</b>		7. Applicant's current population based upon the most recent census data.
<b>2</b>	Years Ago	8. When was the last time the applicant received funding under the <i>Safe Routes to School</i> , <i>Transportation Enhancements</i> , <i>Quality Community</i> , or <i>Transportation Alternatives</i> Programs? A "0" indicates that funding has never been received.

**Applicant Certification:** The applicant certifies that they have been authorized by the community to submit this application, that the community agrees to all the program requirements, and that all the information provided is an accurate representation from the community.

**Applicant's Signature:** \_\_\_\_\_

**Date:** \_\_\_\_\_

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## Section 4: Project Description, Background, and Overview

### 4-A. Brief summary of the Proposed Improvements (*Outline proposed improvements in 40 words or less*):

Construct a sidewalk on Valley Street to connect existing sidewalk to Oceanside Middle School and construct a sidewalk on Watts Lane to connect existing sidewalk to Thomaston Grammar School. Both parts of this project will connect to exterior ADA improvements being done by RSU 13.

### 4-B. Specific Location of Project: Provide street name(s), beginning and ending location(s), and additional relevant project location information. *Attach designs/ diagrams, maps, etc. that will help provide a clear description of the proposed scope and location. If possible, divide proposed project into logical sections if the project could potentially be funded or proceed in steps or phases.*

On Valley Street, a 5-foot wide sidewalk will start at the intersection of Brooker Street and go to front of the Middle School to meet walkways into school. A footpath from the end of the proposed sidewalk will join the schools path between the Middle and the Grammar Schools. On Watts Lane a sidewalk will begin at the end of the existing sidewalk and go to the walkways into the Grammar School. See attached plans.

### 4-C. Can the applicant community manage this project and why? Include information on individuals who are LPA (Local Project Administration) Certified, projects administered in the past, and the relevant qualifications of municipal employees to be involved in the project (i.e., ROW Training, Project Management Experience, Professional Engineering License Information). If the community seeks MaineDOT's management of the project, please explain why this assistance may be needed. Please also demonstrate why MaineDOT should fund and manage this project when it could fund a project managed by another local community.

John Fancy is an LPA as is Brandon Allen, the Public Works Director. John 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, municipally owned, 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.

**4-D. Specifically identify the proposed scope of the improvements (e.g. 1,000 linear feet of concrete sidewalk that is 5 feet wide, 50 linear feet of granite curbing, etc.):**

- a) 1,960 linear feet of asphalt sidewalk 5-feet wide
- b) 2,185 linear feet of granite curb
- c) 850 linear feet of painted street crosswalks
- d) 9 detectable warning devices
- e) 15 catch basins and 1,250 linear feet of storm drain piping
- f) 70 linear feet of drainage culvert
- g) 950 linear feet of asphalt walking paths

**4-E. Provide a brief overview of the project's transportation value(s) and purpose(s):** *Each project should primarily serve transportation purposes, as opposed to recreation purposes. A project serves valid transportation purposes if it serves as a connection between origins and destinations, increases safety, connects people to education or employment, and/or relates directly to the transportation system.*

Regional School Unit 13 (RSU #13) has two schools on the north side of Thomaston village: Thomaston Grammar School and Oceanside Middle School. For many years, the sidewalk on Valley Street leading to the Oceanside Middle School as well as the sidewalk on Watts Lane leading to the Thomaston Grammar School have been only a painted line on the side of the road. These are the main routes used by walking students going to and from schools. Beginning with the start of the pandemic a marked increase in the number of vehicles using these streets to drop off and pick up students has resulted in more traffic and vehicles parking on the painted sidewalk. This has resulted in unsafe conditions for walking and bicycling students. A citizen raised the issue with the Select Board in September 2022 and they agreed to have "No Parking on Painted Sidewalks" signs installed but also asked that a long-term plan be developed to improve overall safety for anyone walking or bicycling in the area. The attached plan outlines the proposed improvement plan.

**4-F. Specifically describe the proposed timeline for design and/or construction of the applicant project:**

July 2023: Application submitted to MaineDOT BikePed Program for design funding.  
January 2024: Receive approval of design funding from MDOT BikePed Funding Program.  
March 2024: Engineering firm hired to complete design.  
June 2024: Plans completed approvals and permits obtained.  
July 2024: Application submitted to MaineDOT BikePed Program for construction funding.  
January 2025: Receive approval of construction funding from MDOT BikePed Funding Program.  
February 2025: Project put out to bid.  
March 2025: Contractor selected.  
May 2025: Construction begun.



**Section 5: Detailed Scoring Criteria Information** (*Please note – Your response to each question must address the scoring criteria provided for that question. Points will not be awarded for any missing information that may have been provided in response to other questions. Duplicate info within multiple responses is encouraged as appropriate*)

**5-A. Provide a detailed description of how this proposed project will impact your local and surrounding communities. (15 points)**

Please be sure to fully address each of the following:

- Community Support / Social Feasibility (7 pts)
- How it provides access to employment and/or education (2 pts)
- How it provides a regional impact (2 pts)
- Whether the project is located with a focus county (4 pts)

For many years, the sidewalk on Valley Street leading to the Oceanside Middle School as well as the sidewalk on Watts Lane leading to the Oceanside Grammar School have been only a painted line on the side of the road. These are the main routes used by walking students going to and from schools. With the start of the pandemic there was a marked increase in the number of vehicles using these streets to pick up students has resulted in more traffic and vehicles parking on the painted sidewalk. This has resulted in unsafe conditions for walking and bicycling students.

A citizen raised the issue with the Select Board in September 2022 and they agreed to have "No Parking on Painted Sidewalks" signs installed but also asked that a long-term plan be developed to improve overall safety for anyone walking or bicycling in the area. The outline of a plan was presented in December. The preliminary design is attached to this application.

At a meeting held on December 6, 2022 between the Town and representatives of RSU 13, support for a project that would improve safety for students walking to school was expressed by RSU 13. They also informed the Town that RSU 13 has retained the Bangor firm of WBRC to develop a plan to improve the exterior walking paths to meet ADA requirements. The program the Town has developed has been coordinated with WBRC to provide ADA compliant sidewalks and walkways.

The RSU 13 school system provides educational opportunities to students from Rockland, Thomaston, Cushing, and Owls Head with two facilities located in Thomaston. The goal of this program is to increase the safety of all students from these four towns that come to Thomaston.

**5-B. Describe how the proposed project will increase mobility and accessibility within the community, especially for children, older adults, vulnerable populations, and those with disabilities. (20 points)**

Please be sure to fully address each of the following:

- Specifically how the project improves safety and accessibility of the community as a whole (4 pts)
- Specifically how the project improves safety and accessibility of disabled individuals (4 pts)
- Specifically how the project improves safety and accessibility of older adults (4 pts)
- Specifically how the project improves safety and accessibility of children (4 pts)
- Specifically how the project improves safety and accessibility of vulnerable populations (other than those listed above) and identifies who they are (4 pts)

The current arrangement of painted sidewalks on the paved roads to the schools has become more of a safety issue since the number of vehicles that bring students to school and pick them up at the end of the school day has increased substantially beginning with the pandemic. With limited space for parking, vehicles have used the painted sidewalks to get out of the street to allow school buses and other vehicles to pass. This discourages students from riding their bikes to school. This has forced students and adults to walk in the road competing with the school buses and vehicles. This unsafe situation shows no sign of letting up. This has been especially difficult for the students who are forced to use motorized wheelchairs. Five-foot wide sidewalks with curbs will provide a barrier between the pedestrians and the vehicles. The proposed plan provides designated parking areas to improve control of parking.

The playground on the RSU 13 property is popular with younger children and so is used at times when school is out. Having ADA compliant sidewalks for their use, and their parents, improves safety for everyone.

With the schools located in the village area it is common for attendees to walk to events held at the schools. If the event is in the evening, particularly in the winter when darkness comes so early, walking in the road becomes more unsafe. Having raised sidewalks with curbs and meeting ADA requirements for street crossings provides for a much better situation.

This project is being done in conjunction with the RSU 13 program to bring into ADA compliance the walkways and paths around the schools.

**5-C. If this project closes an existing gap within your local network, please describe the existing conditions as well as how this proposed project improves the local transportation system – especially for bicyclists and pedestrians. (10 points)**

Please be sure to fully address each of the following:

- Specifically how the project provides a safe connect between ped generators (3 pts)
- Specifically how the project completes a connection between existing bike/ped facilities (3 pts)
- Specifically how the project is part of a more comprehensive plan for the community (2 pts)
- Specifically how the project provides a connection to transit (2 pts)

The sidewalk system in Thomaston stops hundreds of feet from both the Middle School and the Grammar School creating an unsafe walking and biking situation. A study completed in 2022, "Thomaston Parks and Trails Master Plan", recommended this project. With the rebuilding of Main

Street and its sidewalks, in 2018 and the new sidewalk on Starr Street in 2019, all that remains to complete the connection between the existing sidewalk and the schools are the two connections proposed in this project. Many students live within walking or biking distance to the schools and completing this project will encourage more walking and biking.

**5-D. Please describe any known safety concerns or issues existing within the project scope area. Provide a detailed outline of how this proposed project improves conditions and/or addresses safety concerns. (15 points)**

Please be sure to fully address each of the following:

- Specifically how the project increases separation or provides a barrier from traffic (5 pts)
- Specifically how the project addresses crossing safety issues (5 pts)
- Specifically how the project incorporates proven safety countermeasures (5 pts)

The existing roadways leading up to the schools are also the only walkways and bike paths. Installing a curb and a 5-foot wide sidewalk in place of the existing painted line provides a barrier to separate pedestrians from traffic. This project, in coordination with the exterior ADA improvements being done by RSU 13, will provide crosswalks that will be at better crossing locations and placed to better serve the pedestrians and encourage their use. This project will provide better vehicle parking allowing better traffic flow making the roads safer.

**5-E. Is this project located within 2 miles of a public or private school (Grades Pre-K – 12)? If yes, please elaborate on how this proposed project improves or creates a “Safe Route to School.” (20 points)**

Please be sure to fully address each of the following:

- Specifically demonstrate how the project is located within 2 miles of a Grade K-8 school (3 pts)
- Specifically describe how the project connects neighborhoods, elementary and middle schools, and before-/after-school programs including the types of housing or programs and where they are located (5 pts)
- Specifically describe how and why students would use this facility to get between these locations (5 pts)
- Specifically describe how this project would make these trips safer for students (7 pts)

Two schools, the Oceanside Middle School and the Thomaston Grammar School will be directly connected by the new sidewalks and pathways proposed in this project. The new sidewalks will go from the existing Thomaston sidewalks system to the pedestrian entrances to each school. This will allow students, walking as well as biking, to have a safe route to school. Pathways will connect the two schools allowing students a better, and ADA compliant way, to go between the two schools. A major after school program is located in the municipal building that will be connected to the schools by the proposed walkways.

**5-F. Please identify all the physical or social challenges and obstacles that the proposed project will face as it moves toward completion. Be sure to address each of the following impacts. Also include additional issues you have identified. (15 points)**

- |                            |                                 |                                       |
|----------------------------|---------------------------------|---------------------------------------|
| • right of way             | • handicapped accessibility     | • community resistance                |
| • utilities                | • elevation changes and sloping | • construction window                 |
| • environmental permitting | • high project cost             | • impacts to historic areas           |
| • drainage                 | • public process                | • local administration of the project |
| • railroads                |                                 |                                       |

For each challenge and obstacle listed above, identify whether it would be a factor on this project and why. Elaborate on how the town will address and resolve these concerns. Please provide the following Right of Way information – **total number of abutters / parcels of land** in which this project will come in contact. Also provide copies of **local tax maps** for the project area, with the proposed project overlaid on the maps to verify ROW impacts. Please indicate **which parcels** the applicant anticipates the project **will impact** and which ones **will only abut** the proposed project.

Please be sure to fully address each of the following:

- Identifies Right of Way impacts and abutting properties. Provides tax maps with project and impacts overlaid (4 pts)
- Identifies and describes all relevant challenges and defines what the project/municipality needs to do to overcome them (8 pts)
- Based upon the complexity of the project, the challenges faced, and the viability of mitigating activities, the application will receive for the following:
  - Limited or no obstacles to overcome (3 pts)
  - Obstacles that will require additional resources (-2 pts)
  - Substantial obstacles that may be difficult or impossible to overcome (-10 pts)

**Right of Way:** All of the land needed for the proposed sidewalks and pathways are either owned by the Town or the partner, RSU 13, in this project (see attached Thomaston Tax Map 105). On Valley Street the proposed sidewalk will past by houses #75, #79, and #83 but will be on the opposite side of the street and no impact is expected. One house, #21 Booker Street, will have the sidewalk going past the side of their house. Temporary construction or grading easement may be needed.

On Watts Lane the proposed sidewalk will be on the same side as three properties. Two of these, houses #18 and #24, may need temporary construction or grading easements and the American Legion building will require an agreement, including construction easement, for the changes to the entrance that are proposed. On the opposite side of the street twelve properties, houses #7, #18, #24, #26, #30, #32, #34, #38, #40, #42, and two properties with no house, will have a sidewalk behind them (all but one front on Beechwood Street not Watts Lane) No impact is expected for these properties.

Provision has been made in the budget for any unexpected issues, such as drainage, that may arise with abutting properties.

**Utilities:** Valley Street and Watts Lane, except for items mentioned under drainage below, will have no other impact to utilities.

**Environmental Permitting:** No wetlands or resource-protected areas will be impacted.

**Drainage:** On Valley Street, a new catch basin and piping will be added to control storm water captured by the new curb and the drainage culvert crossing under the new sidewalk will be replaced

On Watts Lane, modifications to the existing storm water drainage system will be done to capture the water channeled by the new curb.

**Railroads:** No railroads will be involved in this project.

**Handicapped Accessibility:** The project will meet all existing ADA requirements.

**Elevation Changes and Sloping:** All proposed grades will closely match existing grades and be ADA compliant.

**High Project Cost:** The estimated cost of this project is typical for MaineDOT projects of this type.

**Public Process:** This project is part of the Thomaston Master Plan for Parks and Trails developed from outreach with Thomaston citizens in 2022 and is in compliance with the 2020 Comprehensive Plan.

**Community Resistance:** None at this time and none anticipated.

**Construction Window (Construction within 3 years of starting the project):** Planning and design in FY 23/24, construction in FY 25/26.

**Impacts to Historic Areas:** None anticipated.

**Local Administration of the Project:** John Fancy and/or Brandon Allen

**5-G. Please describe any of your community's BikePed Projects that are currently in MaineDOT's queue and yet to be delivered. Provide additional details on that project's status, delivery timeline and elaborate on any delays experienced or expected.**

Thomaston filed an application in July 2021 for the Mill River Crossing Sidewalk Project. This was approved as WIN # 26290.00. MaineDOT hired an engineering firm to design this project and a check with Aurele Gorneau Jr. the second week of June has the preliminary design almost done. The completed design should come to the Town in early fall for our approval. The project is on schedule and the Town's share of the funding has been approved. No delays are anticipated.

**5-H. Please identify and describe any previous MaineDOT BikePed Projects in the community that have been cancelled without being completed. Include information on the challenges faced and why the project was cancelled.**

Thomaston successfully completed a Safe Routes To School sidewalk project in 2017. No MaineDOT BikePed projects have been cancelled.

**Section 6: Project Budget Summary – Estimated 3 Years Out**

Please enter whole dollar amounts.

**Please Note:** *MaineDOT currently estimates that most projects require at least \$400 per linear foot for design and construction.*

6-A.	<b>Design/Engineering/Permitting</b> (20% of Construction or \$20,000 - whichever is greater):	<b>\$58,461</b>
6-B.	<b>Right of Way</b> (\$15,000 or \$5,000 per parcel of land impacted by the project and \$2,500 for all parcels that abut the proposed project, whichever is greater)	<b>\$57,500</b>
6-C.	<b>Construction</b>	<b>\$568,033</b>
6-D.	<b>Construction Oversight/Engineering</b> (10% of Construction or \$20,000 - whichever is greater):	<b>\$29,231</b>
6-E.	<b>Contingency</b> (10% of Construction or \$25,000 - whichever is greater):	<b>\$87,692</b>
6-F.	<b>TOTAL ESTIMATED COST OF THE PROPOSED PROJECT</b>	<b>\$800,917</b>

**6-G. Non-Federal Match:** Under this program, there is a minimum non-federal match of 20%. However, applicants may choose to contribute more than the minimum amount required as a demonstration of the local commitment to the importance of this proposed project. (Note: Bonus consideration may be given to applications that offer additional match beyond any applicable required local match.)

6-G.1	<b>Total Estimated Cost of the Proposed Project from Line 6-F</b>	<b>\$800,917</b>
6-G.2	<b>Estimated minimum local (non-federal) match – (20% of Line 6-G.1)</b>	<b>\$160,183</b>
6-G.3	<b>Funds requested from MaineDOT (Line 6-G.1 – Line 6-G.2 or \$720,000 – whichever is less)</b>	<b>\$640,734</b>

6-G.4	Additional funding necessary because of total project cost exceeding MaineDOT's funding cap (Line 6-G.1 – Line 6-G.2 – Line 6-G3)	\$0.
6-G.5	Total local contribution to this project (Line 6-G.2 + Line 6-G.4)	\$160,183

**Please Note:** The total of the funds requested from MaineDOT plus the actual non-federal match and cost overage committed by the applicant must equal the total estimated cost of the proposed project identified on line 6-F.

**6-H – Please describe the applicant's process for calculating the total estimated cost of the proposed project (Line 6-F.)**

Please see attached engineers estimate of project cost done by Landmark Engineering dated 6/23/2023.

### Section 7: Preliminary Estimate Project Budget Detail

If available, please attach a preliminary detailed line item estimated budget for all items identified on Line 6-C. (Explain how you came up with your total construction cost.)

Please see attached engineers estimate of project cost dated 6/23/2023.

### Section 8: Authorized Signatures

These signatures indicate the willingness/ability to provide the designated level of matching funds and a willingness to enter into a municipal/State agreement with the Department requiring the municipality/applicant/sponsor to administer the development, design, and construction of the project abiding to federal, State, and local requirements. The applicant will also be responsible for future maintenance (including snow removal) of the completed project for the 20-year life cycle. Note that design should meet all applicable federal and State Standards as well as all ADA Guidelines.

A municipal/state agreement with the Maine Department of Transportation is required for the development, design, and construction of the project in accordance with federal, state, and local requirements.

Note: Information on Locally Administered Project (LAP) requirements can be found at:

<http://www.maine.gov/mdot/lpa/>

An authorized representative of the city/town

**Municipal Official:**

**Name(s):** Kara George

**Title:** Town Manager

**Phone#:** 207-354-6107

**Email:** kgeorge@thomastonmaine.gov

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**Signature(s)**

**Date**

**Local Project Municipal Contact (likely to be the Local Project Administrator)**

**Name:** John Fancy

**Title:** Project Manager

**Phone#:** 207-691-3566

**Email:** jfancy@thomastonmaine.gov

Submit an electronic version of your application via email to [dakota.hewlett@maine.gov](mailto:dakota.hewlett@maine.gov) or via mail to:

**Active Transportation Planner  
MaineDOT Division of Public Outreach and Planning  
16 State House Station  
24 Child Street  
Augusta, ME 04333-0016  
(207) 592-3384**



**THOMASTON SCHOOL LOOP PROJECT**

Town of Thomaston, Maine

*Opinion of probable design & construction costs based upon concept-level design.*

Date: 6/23/2023

**I. Valley Street Sidewalk Improvements****Estimated Hard Costs (Construction)**

Item	Material	Quantity	Unit	Unit Cost	Subtotal
656.75	Temporary erosion control	Allowance	1 ls	\$1,500.00	\$1,500.00
204.23	Remove tree top only	Allowance, 18" caliper trees & stumps	3 ea	\$1,500.00	\$4,500.00
204.24	Remove stumps	Allowance	3 ea	\$300.00	\$900.00
202.201	Saw cut pavement	Along pavement connections / new curb lines	500 lf	\$5.00	\$2,500.00
203.201	Pavement removal	Allowance	300 sy	\$5.00	\$1,500.00
203.20	Common Excavation	Excavation and disposal	280 cy	\$15.00	\$4,200.00
304.15	Aggregate base course	Allowance, pavement repair, path reconstr.	200 cy	\$60.00	\$12,000.00
411.09	Aggregate surface course	2" depth (maintenance path reconstr.)	3 c.y.	\$80.00	\$240.00
403.209	Hot mix asphalt, 9.5mm	Patching, driveways, etc., 2" depth avg.	42 ton	\$220.00	\$9,240.00
607.733	Pavement markings	Striping, crosswalks, traffic arrows, handicap	770 lf	\$2.00	\$1,540.00
609.11	Granite Curb, vertical	Type I, granite	1050 lf	\$50.00	\$52,500.00
609.2381	Granite curb tip-downs	Standard, 8ft length, typical	12 ea	\$500.00	\$6,000.00
609.12	Granite curb, circular	Type I, granite	35 lf	\$100.00	\$3,500.00
608.261	Pedestrian ramp	Concrete	1 ea	\$800.00	\$800.00
608.26	Detectable warning devices	Placed in concrete	6 ea	\$1,200.00	\$7,200.00
608.50	Bituminous sidewalk	In-place; Includes base	670 s.y.	\$120.00	\$80,400.00
608.501	Bituminous path	In place; Includes base	75 s.y.	\$120.00	\$9,000.00
652.32	Work zone traffic control	Allowance	1 l.s.	\$3,000.00	\$3,000.00
603.24	Storm drain pipe	12" diam., HDPE (Allowance)	0 lf	\$70.00	\$0.00
603.34	Storm drain pipe	15" dia. HDPE (Allowance)	650 lf	\$85.00	\$55,250.00
603.199	Drainage culvert	24" dia. Corrugated	70 lf	\$200.00	\$14,000.00
604.131	Catch basin	48" dia., round, cast iron grate	6 ea	\$6,500.00	\$39,000.00
604.13	Catch basin	Type F, 24" sq., cast iron grate	0 ea	\$4,000.00	\$0.00
604.161	Alter catch basin	Allowance, TBD	0 ea	\$1,500.00	\$0.00
615.07	Loam, prepared	Allowance	50 cy	\$90.00	\$4,500.00
621.273	Trees, large	Allowance, >2" caliper	4 ea	\$750.00	\$3,000.00
618.13	Seeding, lawns	Finish rake, lime & fertilize, seed	735 sy	\$6.00	\$4,410.00

<b>Subtotal, hard costs</b>	<b>\$320,680.00</b>
Mobilization (7%)	\$22,448.00
Design & engineering (10%)	\$32,068.00
Construction mgt services (5%)	\$16,034.00
Contingency (15%)	\$48,102.00
<b>Total, project costs</b>	<b>\$439,332.00</b>

**THOMASTON SCHOOL LOOP PROJECT**

Town of Thomaston, Maine

Opinion of probable design & construction costs based upon concept-level design.

Date: 6/23/2023

**II. Watts Lane Sidewalk Improvements**

Estimated Hard Costs (Construction)						
Item	Material	Quantity	Unit	Unit Cost	Subtotal	
656.75	Temporary erosion control	Allowance	1	ls	\$1,500.00	\$1,500.00
204.23	Remove tree top only	Allowance, 18" caliper trees & stumps	1	ea	\$1,500.00	\$1,500.00
204.24	Remove stumps	Allowance	1	ea	\$300.00	\$300.00
202.201	Saw cut pavement	Along pavement connections	690	lf	\$5.00	\$3,450.00
203.201	Pavement removal	Allowance	600	sy	\$5.00	\$3,000.00
203.20	Common Excavation	Excavation and disposal		cy	\$15.00	\$0.00
304.15	Aggregate base course	Allowance, pavement repair	50	cy	\$60.00	\$3,000.00
411.09	Aggregate subbase	Allowance, expansion of pavement	0	c.y.	\$80.00	\$0.00
403.209	Hot mix asphalt, 9.5mm	Patching, driveways, etc.; 2" depth avg.	72	ton	\$220.00	\$15,840.00
403.208	Hot mix asphalt, 12.5mm	1.5" depth, typical	17	ton	\$190.00	\$3,230.00
607.733	Pavement markings	Striping, crosswalks, traffic arrows, handicap	80	lf	\$2.00	\$160.00
609.11	Granite Curb, vertical	Type I, granite	870	lf	\$50.00	\$43,500.00
609.2381	Granite curb tip-downs	Standard, 8ft length, typical	14	ea	\$500.00	\$7,000.00
609.12	Granite curb, circular	Type I, granite	80	lf	\$100.00	\$8,000.00
608.261	Pedestrian ramp	Concrete	0	ea	\$800.00	\$0.00
608.26	Detectable warning devices	Placed in concrete	3	ea	\$1,200.00	\$3,600.00
608.50	Bituminous sidewalk	In-place; Includes base	556	s.y.	\$120.00	\$66,720.00
608.501	Bituminous path	In place; Includes base	0	s.y.	\$120.00	\$0.00
652.32	Work zone traffic control	Allowance	1	l.s.	\$3,000.00	\$3,000.00
603.24	Storm drain pipe	12" diam., HDPE (Allowance)	50	lf	\$70.00	\$3,500.00
603.34	Storm drain pipe	15" dia. HDPE (Allowance)	480	lf	\$85.00	\$40,800.00
603.199	Drainage culvert	24" dia. Corrugated	0	lf	\$200.00	\$0.00
604.131	Catch basin	48" dia., round, cast iron grate	3	ea	\$6,500.00	\$19,500.00
604.13	Catch basin	Type F, 24" sq., cast iron grate	6	ea	\$4,000.00	\$24,000.00
604.161	Alter catch basin	Allowance, TBD	3	ea	\$1,500.00	\$4,500.00
615.07	Loam, prepared	Allowance	50	cy	\$90.00	\$4,500.00
621.273	Trees, large	Allowance, >2" caliper	1	ea	\$750.00	\$750.00
618.13	Seeding, lawns	Finish rake, lime & fertilize, seed	430	sy	\$6.00	\$2,580.00
<b>Subtotal, hard costs</b>						<b>\$263,930.00</b>
Mobilization (7%)						\$18,476.00
Design & engineering (10%)						\$26,393.00
Construction mgt services (5%)						\$13,197.00
Contingency (15%)						\$39,590.00
<b>Total, project costs</b>						<b>\$361,586.00</b>

**THOMASTON SCHOOL LOOP PROJECT**

Town of Thomaston, Maine

*Opinion of probable design & construction costs based upon concept-level design.*

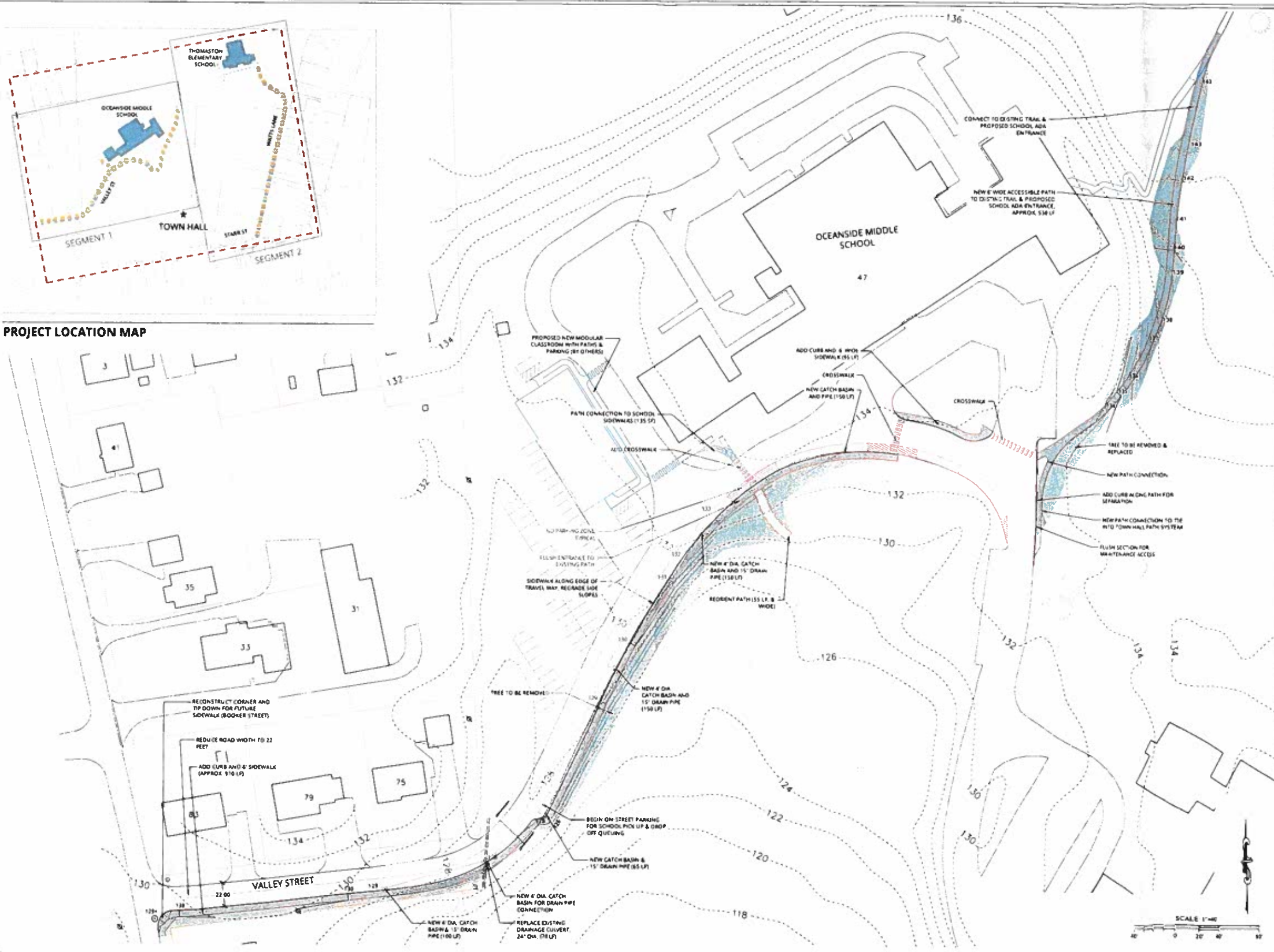
Date: 6/23/2023

**III. Total Sidewalk Project Improvements**

<b>Estimated Hard Costs (Construction)</b>						
<b>Item</b>	<b>Material</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Subtotal</b>	
656.75	Temporary erosion control	Allowance	2	ls	\$1,500.00	\$3,000.00
204.23	Remove tree top only	Allowance, 18" caliper trees & stumps	4	ea	\$1,500.00	\$6,000.00
204.24	Remove stumps	Allowance	4	ea	\$300.00	\$1,200.00
202.201	Saw cut pavement	Along pavement connections	1190	lf	\$5.00	\$5,950.00
203.201	Pavement removal	Allowance	900	sy	\$5.00	\$4,500.00
203.20	Common Excavation	Excavation and disposal	280	cy	\$15.00	\$4,200.00
304.15	Aggregate base course	Allowance, pavement repair	250	cy	\$60.00	\$15,000.00
411.09	Aggregate subbase	Allowance, expansion of pavement	3	c.y.	\$80.00	\$240.00
403.209	Hot mix asphalt, 9.5mm	Patching, driveways, etc., 2" depth avg	114	ton	\$220.00	\$25,080.00
403.208	Hot mix asphalt, 12.5mm	1.5" depth, typical	17	ton	\$190.00	\$3,230.00
607.733	Pavement markings	Striping, crosswalks, traffic arrows, handicap	850	lf	\$2.00	\$1,700.00
609.11	Granite Curb, vertical	Type I, granite	1920	lf	\$50.00	\$96,000.00
609.2381	Granite curb tip-downs	Standard, 8ft length, typical	26	ea	\$500.00	\$13,000.00
609.12	Granite curb, circular	Type I, granite	115	lf	\$100.00	\$11,500.00
608.261	Pedestrian ramp	Concrete	1	ea	\$800.00	\$800.00
608.26	Detectable warning devices	Placed in concrete	9	ea	\$1,200.00	\$10,800.00
608.50	Bituminous sidewalk	In place; Includes base	1226	s.y.	\$120.00	\$147,120.00
608.501	Bituminous path	In place; Includes base	75	s.y.	\$120.00	\$9,000.00
652.32	Work zone traffic control	Allowance	2	l.s.	\$3,000.00	\$6,000.00
603.24	Storm drain pipe	12" diam., HDPE (Allowance)	50	lf	\$70.00	\$3,500.00
603.34	Storm drain pipe	15" dia. HDPE (Allowance)	1130	lf	\$85.00	\$96,050.00
603.199	Drainage culvert	24" dia. Corrugated	70	lf	\$200.00	\$14,000.00
604.131	Catch basin	48" dia., round, cast iron grate	9	ea	\$6,500.00	\$58,500.00
604.13	Catch basin	Type F, 24" sq., cast iron grate	6	ea	\$4,000.00	\$24,000.00
604.161	Alter catch basin	Allowance, TBD	3	ea	\$1,500.00	\$4,500.00
615.07	Loam, prepared	Allowance	100	cy	\$90.00	\$9,000.00
621.273	Trees, large	Allowance, >2" caliper	5	ea	\$750.00	\$3,750.00
618.13	Seeding, lawns	Finish rake, lime & fertlize, seed	1165	sy	\$6.00	\$6,990.00
<b>Subtotal, hard costs</b>						<b>\$584,610.00</b>
Mobilization (7%)						\$40,923.00
Design & engineering (10%)						\$58,461.00
Construction mgt services (5%)						\$29,231.00
Contingency (15%)						\$87,692.00
<b>Total, project costs</b>						<b>\$800,917.00</b>



PROJECT LOCATION MAP



RS LEONARD  
Landscape Architecture

LANNING CORPORATION  
SURVEYORS & ENGINEERS

REVISION	DATE	DESCRIPTION	DRAWN BY	CHECKED BY

PROJECT & CLIENT  
**THOMASTON SCHOOL LOOP PROJECT**  
 8 HOPE AVENUE, PORTLAND, MAINE

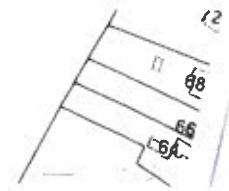
SHEET TITLE  
**PRELIMINARY CONCEPT PLAN - VALLEY STREET**

SCALE	AS SHOWN
ISSUE DATE	
REV	
DESIGNED BY	CHECK
PROJECT NO.	
THOMASTON	
SHEET 1 OF 2	C-1



Thomaston  
Grammar School

Path by others



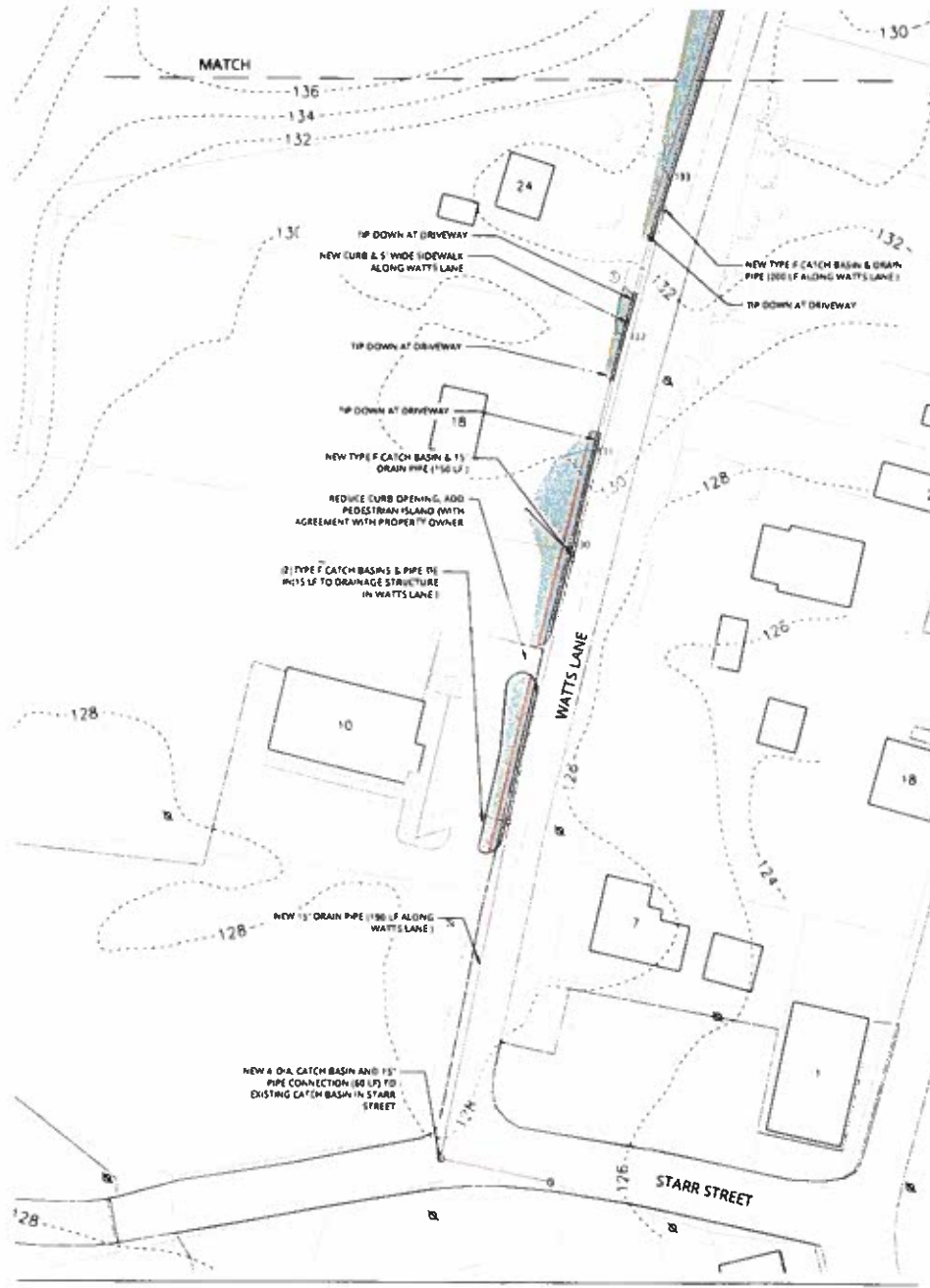
Town of Thomaston Assessing Department  
 13 Valley Street  
 Thomaston ME 04861-3818

- LEGEND**
- Parcel of Record
  - Water Body
  - Stream
  - Farmstead
  - Open Space
  - Free Growth
  - Subdivided Lot Number

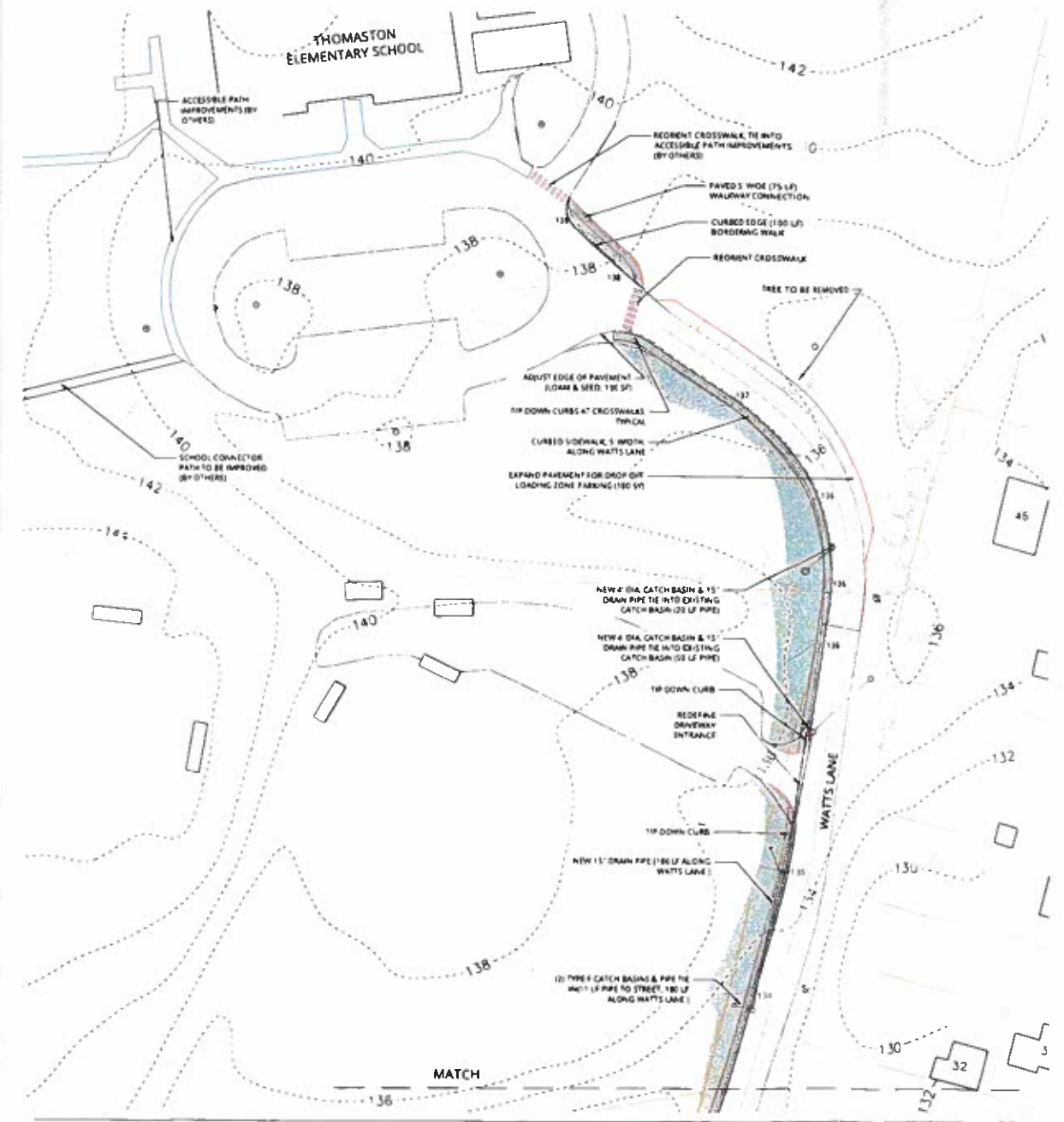


This map is for assessment purposes only and is not

**TAX ASSESSMENT MAP**  
**TOWN OF THOMASTON**  
**Map 105**



**WATTS LANE (FROM STARR STREET - SEGMENT 1)**



**WATTS LANE (TO ELEMENTARY SCHOOL - SEGMENT 2)**

**RS LEONARD**  
Landscape/Architecture

**LANDMARK CORPORATION**  
SURVEYORS & ENGINEERS

NO.	DESCRIPTION	DATE	BY	CHECKED BY

PROJECT & CLIENT  
**THOMASTON SCHOOL LOOP PROJECT**  
0 HOPE AVENUE, PORTLAND, MAINE

SHEET TITLE  
**PRELIMINARY CONCEPT PLAN - WATTS LANE**

SCALE 1"=40'

SCALE

AS NOTED

ISSUE DATE

6/21/23

DESIGNER

ML

CHECK

A

PROJECT NO.

THOMASTON-2

SHEET 2 OF 2

C-2

# Memo

**To:** Select Board & Town Manager  
**From:** John Fancy  
**Date:** June 30, 2023  
**Re:** PROPOSED STONEY BROOK SUBDIVISION

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In exploring possibilities for Workforce/Affordable Housing in Thomaston a parcel, located on the edge of the village and owned by the Town, appears to have a good potential. As detailed in the attached plan a subdivision in this parcel would involve extending an existing street (Stoney Brook Lane) that already has water, sewer, power and communications that can be extended at minimum cost, has room for 15 to 18 houses, and would provide better public access to the west bank of Mill River that the Town would keep and add a walking path along the river.

If the Select Board approves moving ahead with this project, the next step (Step A in the proposed program) is to retain an engineering firm to develop a subdivision plan that we can take to the Planning Board for their approval. A budget price of \$\_\_\_\_\_ has been provided by Gartley & Dorsky.

Getting the subdivision plan completed and approved by the Planning Board will take several months. The final plans and approvals, including voter approval will take several more months. If all went well construction of the infrastructure could begin next spring with the first houses going in about fall 2024.

To move this project ahead it is recommended that the Select Board Move to appropriate \$\_\_\_\_\_ for economic development funds to hire Gartley & Dorsky to prepare a subdivision plan and help get it approved by the Planning Board.

Town of Thomaston

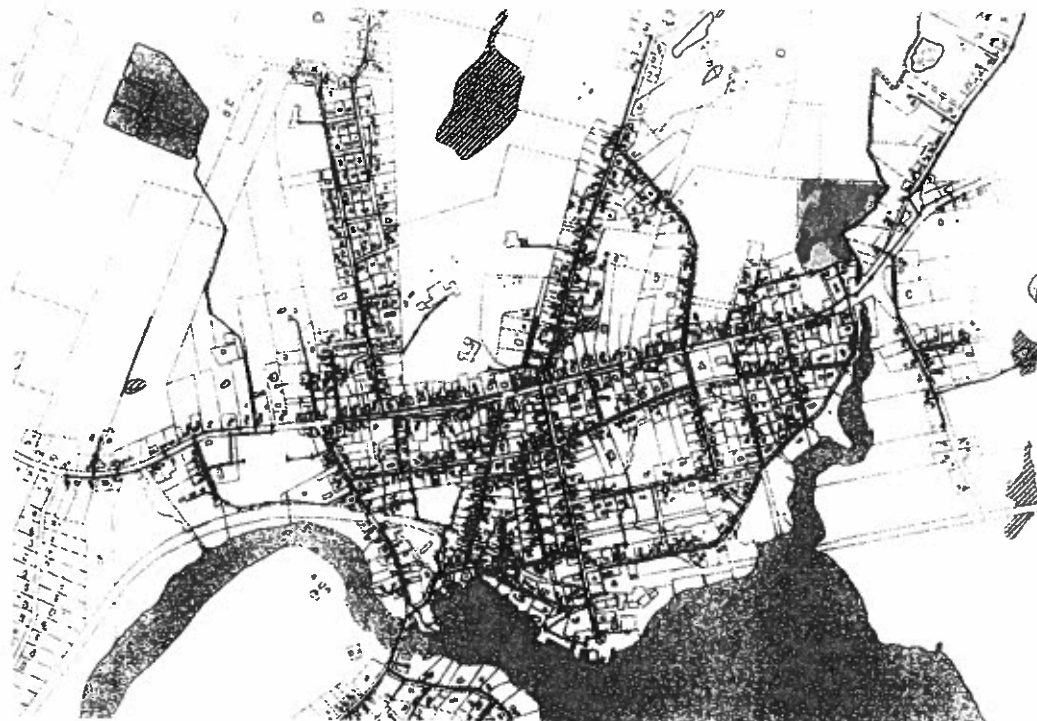
# The Stoney Brook Subdivision

A plan to Support Workforce/Affordable Housing

May 2023

**The Need** – Thomaston is a small community located in midcoast Maine with over 68% of residents living in the residential village centered on Route 1 and the Saint George River. The population, 2,739, declined in the last 25-years and is aging and retiring causing a shortage of working people. Local employers are experiencing difficulty in recruiting new employees when they cannot find affordable/workforce housing within a reasonable distance. The result has been understaffing leading to unhappy, overworked people, restaurants and stores reducing hours, and even days, they are open and, in one case, employees sleeping in their vehicles. There are many large, old homes with elderly people, sometimes only one, who would downsize if housing were available.

**The Land** – Recognizing the benefits and economy of providing infrastructure and services to the built-up village area made identifying land parcels in or abutting the village that could be used for housing the first priority. Accessibility and existing utilities that could be extended into the parcel were also a major consideration. A number of years ago the Town acquired a parcel of approximately 15 acres abutting Mill River and north of Main Street as shown in red on the map below.





This parcel is on the edge of the village and on the end of Stoney Brook Lane. It is bounded on the west by Town owned land, a portion of which is leased to the dog park; on the north by undeveloped land owned by Dragon Products Company; and on the east by the Mill River. The parcel is forested and the area by the river is in Resource Protection including a section of flood plain. The south end has a small brook crossing it from east to west and going into the river. The northeast corner has an electric transmission line cutting through it. The east half of the parcel is high, but sloping ground suitable for between 12 and 18 housing units.

The use of this land has several advantages including:

1. It conforms to the Town's Comprehensive Plan approach of encouraging development abutting the existing Village area.
2. The Town already owns the land thus saving a purchase cost and reducing the final cost of each housing unit.
3. The cost of providing utilities is minimized as the existing sewer line crosses the parcel on the south end, public water is available on both Stoney Brook Lane and Elm Street, and electric power and communications are also available on both Stoney Brook Lane and Elm Street.

A Proposed Program – In order to control the use of this parcel for development of workforce/affordable housing and ensure that the final product meets the needs and requirements of the Town the following process is recommended:

**Step A** – Provide necessary funding and retain an engineering firm with subdivision experience to prepare a concept plan that includes:

1. A street running from Stoney Brook Lane to the north end of the parcel including provision for future extension to the north (the Town already has an easement across this parcel) and future connection to Elm Street. Street to include sidewalks and streetlights. Include provisions for handling stormwater.
2. Layout of lots for housing units on both sides of the street with the lots meeting all requirements of the Thomaston Land Use Ordinances. Coordination of this with the Thomaston Planning Board required. Housing should be single family and duplex units.
3. Preliminary design of utilities, water, sewer, electricity and communications with potential to extend beyond the north boundary of the parcel. The water line on Stoney Brook Lane may have to be replaced with a larger size. The sewer line where it crosses the north end of Stoney Brook Lane is only about 6 feet deep but has a 5.1% slope so connecting downstream may be necessary. Power and communications must be underground.

4. Provision for public access to the area along Mill River that the Town will retain including an area for limited public parking, a trail to and along the river and any amenities that might be desirable.
5. An estimated cost for construction of the proposed infrastructure as outlined above and provision, if possible, for phasing the construction into two or more phases with cost estimates for each phase.
6. Presenting the concept plan to the Select Board at a public meeting.
7. Assist the Town in getting Planning Board approval for the subdivision.
8. Provide needed assistance (handouts, plans, promotional materials, cost estimates, etc.) in taking the project to the voters for approval and funding.

**Step B** – Once Planning Board approval is granted, the Town contracts with the engineering firm to prepare final plans and specifications suitable for soliciting bids for the construction of the infrastructure needed for the subdivision or for the Town to construct the infrastructure with subcontractors as needed. Plans should provide for phasing the work if the Town so requires. An updated estimated construction cost should be part of the plan.

**Step C** – The Town will set a price on the lots based on the cost of completing the infrastructure and any other costs associated directly with the subdivision taking into account any grant funds and Town funds available. The lot prices may vary depending on construction phases and on whether the lot will be used for workforce/affordable or market value housing.

**Step D** – Request proposals from builders who would construct the housing. Proposals would be required to include:

- The number of housing units they proposed to construct and identify the lots to be built on, how many workforce/affordable housing units and how many market value houses were proposed. All construction must be in compliance with all Town of Thomaston zoning and building codes.
- A program that the developer will use to ensure that a minimum of 75% of all living units sold will be priced at a level that is equal to or below, the price of affordable housing as set by the Maine State Housing Authority and how this

standard will be maintained for a reasonable length of time (15-years is suggested).

- A proposed time line for permits and approvals and construction of housing units including an estimate of the time required to buildout 75% of the proposed housing units.
- A statement outlining the builders experience with this type of development including others involved (i.e. the engineer, architect and major subcontractors).
- The Town has set a price for conveying the lots to the builder. The proposal should include a statement of how the lots would be paid for. (i.e. all up front, as each lot is built on, etc.)

**Step E** – The Selectboard will review the proposals and make selections based on the following criteria:

- How the proposed building plan fits in with the Town's long-term goals and objectives including the buildout time schedule.
- Past performance of the team (builder, engineer, architect and major contractors) on similar projects.
- How the developer will ensure that a minimum of 75% of the housing units meet the Maine State Housing Authority's test for affordability.
- In the event of similar proposals, preference will be given to the more local builder.

The Town reserves the right to reject any and all proposals and to negotiate with any selected builder.

**Step F** – Sign contracts with builders committing the builder to pay for the lots and construct housing units as outlined in their proposal and committing the Town to construct the infrastructure as designed by the engineers. By Town Ordinance the infrastructure must be complete prior to construction of the housing units.

**The goal of this project is to support the development of workforce/affordable housing with a minimum long-term investment by the Town, excepting any investment approved by the voters, and to help keep housing costs low by using Town owned property.**

TOWN OF THOMASTON  
NOTICE OF TAX SALE

The Select Board of the Town of Thomaston is accepting bids for the sale of the municipality's Interest in a tax-acquired property. All bids must be received by the Select Board no later than Thursday, August 10th at 2:00 pm, at which time the bids will be opened and reviewed, and awarded on Monday, August 14<sup>th</sup> at 6:00 pm at the Select Board meeting at the Thomaston Municipal Building, 13 Valley Street, Thomaston, Maine 04861. The Select Board of Thomaston reserve the right to reject any and all bids. The properties shall be conveyed by a quitclaim deed without covenants. In the event that the successful bidder fails, for any reason, to complete the purchase in the time stated, the bid acceptance is void and the Select Board thereafter negotiates a sale of the property with any or all unsuccessful bidders.

ARTICLE 27 OF THE 2023-2024 TOWN MEETING WARRANT

*Shall the Town vote to authorize the Select Board to dispose of tax acquired property in any manner which the Select Board deems in the best interest of the Town of Thomaston, except that the Select Board shall use the special sale process required by 36 M.R.S. § 943-C for qualifying homestead property if they choose to sell it to anyone other than the former owners?*

The following property is located at:

12 Thatcher Street, Thomaston, Maine 04861  
Knox County Registry of Deeds: Book 5940, Page 123 Lien  
Knox County Registry of Deeds: Book 1257, Page 133 Property Deed

Place bid in a sealed envelope properly marked: Property (location)

The tax maps, bidding forms and other public information concerning the property may be reviewed at the Town Office during regular business hours, which are Monday, Tuesday, Thursday 8:00am to 5:00pm, Wednesday 12:00 to 5:00pm and Friday 8:00am to 2:00pm., or by calling 207-354-6107.

**RE Account 189 Detail  
as of 07/05/2023**

Name: Johnson Sr., Mark R. & Gower, Vicki L.

Land: 66,000 As of 2023  
Building: 52,001  
Exempt: 24,750  

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Total: 93,251

Location: 12 Thatcher Street  
Acreage: 0.38 Map/Lot: 102-239  
Book Page: B1257P133

Ref1: J0260R  
Mailing: 12 THATCHER ST  
Address: THOMASTON ME 04861

2023-1 Period Due:  
1) 1,045.24  
2) 1,017.37

Year	Date	Reference	P C	Principal	Interest	Costs	Total
2023-1 R	11/11/22	Original		2,034.74	0.00	0.00	2,034.74
		CURINT		0.00	-27.87	0.00	-27.87
		Total		2,034.74	27.87	0.00	2,062.61
2022-1 L	11/23/21	Original		2,002.31	0.00	0.00	2,002.31
		Billed To: Mark R. Johnson & Gower, Vicki L					
	8/23/2022	DEMAND	A 3	0.00	0.00	-10.82	-10.82
		Demand Fees					
	09/23/22	Liened		2,002.31	67.47	69.62	2,139.40
		CURINT		0.00	-93.81	0.00	-93.81
		Total		2,002.31	161.28	69.62	2,233.21
2021-1 L	11/23/20	Original		2,048.81	0.00	0.00	2,048.81
		Billed To: Mark R. Johnson Sr. & Vicki L. Gower					
	8/23/2021	DEMAND	A 3	0.00	0.00	-10.00	-10.00
		Demand Fees					
	09/23/21	Liened		2,048.81	85.77	58.00	2,192.58
	2/15/2023	CHGINT	A I	0.00	-229.02	0.00	-229.02
	2/15/2023	FCFEES	A L	0.00	0.00	-11.95	-11.95
		Lien Maturity Fee					
		CURINT		0.00	-62.87	0.00	-62.87
		Total		2,048.81	377.66	69.95	2,496.42
2020-1 R	11/27/19	Original		0.00	0.00	0.00	0.00
		Billed To: Johnson, Mark R. Sr. Gower, Vicki L.					
		Total		0.00	0.00	0.00	0.00
Account Totals as of 07/05/2023				6,085.86	566.81	139.57	6,792.24

**Per Diem**

2023-1	0.2230
2022-1	0.3291
2021-1	0.4491
Total	1.0012

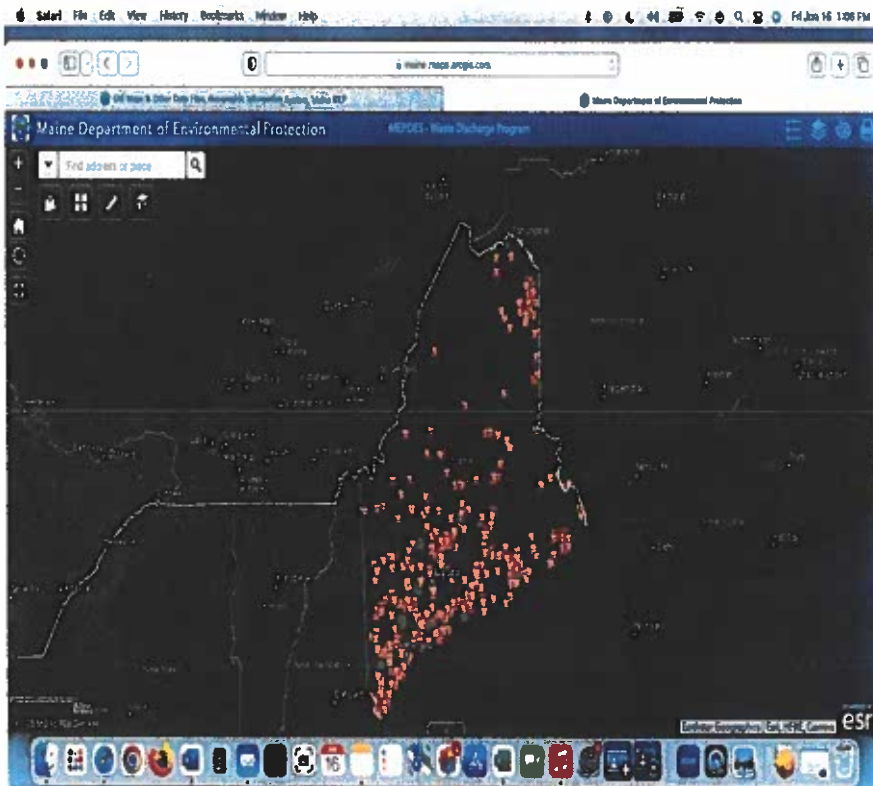
Exempt Codes: 18 - Homestead

Note: Payments will be reflected as positive values and charges to the account will be represented as negative values.

# A Proposal for Name Change

July 2023

**Need and Strategies** – While there are many areas that deserve attention, this request may seem trivial. It really is not and in many respects is long overdue. The State of Maine as pictured below only has a handful of facilities left that have the word Pollution used in their name.



State of Maine  
Treatment  
Facilities

Most facilities have updated the name to reflect more of what the department does or oversees. Throughout the U.S. the most used and recognized name is Environmental Department.

Currently here in Thomaston, our department has five main overseeing objectives.

1. The Lagoon Treatment System
2. The Town Collection System (Sewer, Storm, and Clean Water)
3. The Town Solar Array
4. The Town Lighting
5. The Town Trail System



# Pine State Elevator Company

230 ANDERSON STREET, PORTLAND, MAINE 04101-2545  
Phone 207-773-7206 Toll Free 800-627-9706 Fax-773-4914

July 5, 2023

Re: Thomaston Academy  
60 Main Street Thomaston ME

Ladies & Gentlemen:

Pine State Elevator submits a price of ONE HUNDRED FORTY-SEVEN THOUSAND NINE HUNDRED DOLLARS (\$147,900.00) tax excluded to modernize the existing elevator as follows:

## **Control Modernization**

- New Non-Proprietary microprocessor controller with built in diagnostics
  - Note: At it's simplest non-proprietary means that you can fire your elevator company if they do not perform
- New magnetic tape selector to improve leveling accuracy & reduce tripping hazard
- New GAL MOVFR II closed loop high speed door operators (two)
- Full height infra-red door protection device integrated with door operating system. (improved safety feature)
- Inspect and reuse existing door tracks, hanger rolls, gibs, closers & door trucks replacing contacts gibs and closers as needed
- New ADA compliant autodial phone with 2013 code compliant phone line monitoring
- New LED emergency battery operated light
- New hydraulic power unit
- New stainless-steel hall push button stations at ADA Height
- Digital Elevator Position Indicators in all hall stations
- New Car operating Panel (buttons) with Fireman's Service panel and Digital Car Position Indicator
- Vandal resistant stainless-steel pushbuttons with LED acknowledge lights quoted
- New Braille tags to meet current ADA requirements
- Fire service phase 1 & 2 (smoke detector system by others)
- Independent Service
- Elevator will be out of service for 4 weeks (estimated)
- Includes 1 year Warranty & Service during normal working hours
- All work will be performed to ASME A 17.1 2016 Section 8.6 and 8.7 requirements
- Inspection with State of Maine Inspector. (Note, this does not eliminate the need for the annual inspection)

## **New Hydraulic jack unit**

- One (1) New double bottom elevator jack unit with new cylinder and piston
- New buffer spring assemblies
- New PVC containment with monitoring (as long as the hole will accept it)
- Up to 55 gallons of new HD 32 hydraulic oil
- We will grout around the new jack using standard grout. Any required waterproofing around new jack unit is by others. If there is a groundwater issue, it would be a wise investment to have a professional

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# Pine State Elevator Company

230 ANDERSON STREET, PORTLAND, MAINE 04101-2545  
Phone 207-773-7206 Toll Free 800-627-9706 Fax-773-4914

waterproofing company cap and seal the well-hole after the jack is installed. This is by others and costs range from \$1,800.00 to \$4,800.00 depending on means and method required.

- If the existing hole is not plumb enough, deep enough or large enough to accommodate a new PVC liner & jack, the hole will have to be re-drilled using a subcontractor. This will be billed separately and could easily be over \$40,000 and delay completion by several weeks. Please note that this is an extremely unlikely scenario.
- **Owner must contract separately with Clean Harbors or similar, to pump sand, oil, contaminated material etc. from hole and dispose of material. Please note that this will be a significant cost. The most recent Clean Harbors invoice that we have seen for similar work was \$8,900.00 and a recent verbal estimate from Environmental Projects Inc. (207) 786-7390 was less than \$8,000.00**
- We have included 6 hours of mechanic time, while onsite, to prep for, or supervise Clean Harbors or EPI while they are in the elevator pit. Any additional time required will be billed separately at standard rates.
- We have not included any additional cost to deal with hazardous materials. The elevator jack hole should have been enclosed in steel casing from the pit floor until ledge was encountered and the backfill material should not have included any hazardous materials.
  - If permit required confined space entry protocols or other non-standard safety requirements are required the additional cost will be billed T&M

## Alternate:

1. In some cases where the well hole is out of plumb we have had success using a flexible liner. This costs an additional \$7,200.00 and typically takes 3-5 days to receive upon order

## Clarifications:

- It is our policy to perform an inspection with State of ME Elevator Inspectors after completion. the cost for this is included, however, any items required by State Inspection, other than the jack work, will be separate billable items.
- We would furnish our standard insurance (General Liability: \$1 million, General Aggregate \$3 million). Should higher limits be required, the premiums will be added to our price.
- No contract will be accepted with penalty clauses
- Dumpster service provided at no cost to PSE (; Onsite storage of material at no cost to PSE in close proximity to shaft.
- Protection of building finishes is the responsibility of others.
- **PSE will leave the site broom clean when complete, however, this is messy, awkward material and repair, replacement or cleaning of finishes and surfaces damaged during the installation is the responsibility of others.**
- Price based on regular hours of the elevator trade and 4 ten hour days per week.
- In order to free the jack from the ground, we may need to use water and compressed air. We have included costs for a trailer mounted air compressor, **but we will require a water source within the building and, a place to pump soil laden water.**

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# Pine State Elevator Company

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Phone 207-773-7206 Toll Free 800-627-9706 Fax-773-4914

- We would maintain our standard insurance (General Liability: \$1 million, Umbrella: \$3 million). Should higher limits be required, the premiums will be added to our price. No waiver of subrogation.
- No bonds were included. No wage scale was included, No penalty clauses will be accepted
- Price based on current material & labor prices. Price based on a signed agreement or acceptable contract being issued within 30 days from date of quote for delivery and installation within 12 months from date of quote. Tariffs & trade policy, as well as normal material & labor escalation may not allow us to hold pricing longer than that without the need to increase the price.

## **Schedule:**

### **Jack portion Schedule:**

- **Approval drawings: 2 weeks from** authorization
- Delivery of new cylinder: 8-9 weeks after approval drawings are approved.
- Installation: 3 weeks estimated

### **Control Modernization Portion Schedule**

- Material onsite: 12-14 weeks after written order
- Installation: 4 weeks (elevator will be out of service)
- Inspection by State: after all punch list items are complete
- Note: Installation slot subject to our workload at time of order.

### **Brief list of work by others (not included in our price):**

- A safe worksite for our employees including adequate Covid-19 precautions and policies.
- Smoke detector system for fire recall, tied into our controller. Heat & smoke detectors within 24" of each sprinkler head & shunt trip breaker. Testing for elevator pre-inspection & State Inspection
- If the elevator is operable on an emergency generator, contacts from the ATS switch to our controller will be required (supplied by others)
- Clean dry pit
- ABC Fire extinguisher in machine room
- Dedicated phone line
- New 110 lockable fused disconnect in machine room for cab lighting on a dedicated circuit
- Fused 3 phase disconnect for elevator -wiring from disconnect to new controller
- GFI outlets in machine room and pit, waterproof pit light
- Onsite storage of material while work is in progress

Terms: 15% down; 40% due with release for production. Material onsite and/or labor performed billed weekly, due net 30.

If you have any further questions, please contact me at 207-773-7206.

Sincerely,

Travis D. McDuffie  
Service Manager

**ALL QUOTATIONS SUBJECT TO REVIEW IN THIRTY DAYS**

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# Pine State Elevator Company

230 ANDERSON STREET, PORTLAND, MAINE 04101-2545  
Phone 207-773-7206 Toll Free 800-627-9706 Fax-773-4914

Alternates Accepted: \_\_\_\_\_ Total Price Accepted: \_\_\_\_\_

Accepted By: \_\_\_\_\_

Date: \_\_\_\_\_ Title: \_\_\_\_\_

Billing Address: \_\_\_\_\_

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July 6, 2023

Thomaston Academy  
60 Main Street  
Thomaston, ME 04861

Proposal No.: 10040  
Account No.: N/C  
State No.: EL-3071

Attention: Kara George

Re: **Thomaston Academy  
Jack Replacement**

Stanley Elevator Company, Inc. offers you our proposal to complete the following work for the sum of **Sixty-Nine Thousand Four Hundred and 00/100 Dollars (\$69,400.00)**.

Stanley Elevator Company, Inc. proposes to remove the existing jack assembly and install a new jack assembly supplied by the original manufacturer. The new jack assembly will be fabricated to meet the latest requirements of the National Elevator Code (ANSI A17.1) and local code requirements while retaining the original speed, capacity, travel, and operating pressure. The new jack assembly, which consists of a steel double bulkhead cylinder, will be provided with a protective wrap and installed in a code required PVC casing as additional protection from corrosion. The existing piston and cylinder will be replaced.

Once the cylinder has been removed, a waste management company shall be scheduled by others to remove the sand and oily waste from the original jack hole and dispose of said wastes. This proposal does **not** include any costs for the removal of contaminated soils from the existing jack hole and or elevator pit. We've included One 10 HOUR DAY of standby to assist others in the hole cleaning. Any additional time shall be billed out at a rate of \$560.00/HR.

**Owner Responsibility:**

1. To provide onsite storage space adequate to store the cylinder, oil, PVC, tools etc. in close proximity to the work area.
2. To provide an area to park an 185 CFM diesel powered compressor and coordinate safe routing of the high pressure hoses.
3. Provide water in close proximity to the elevator pit and coordinate safe routing of water hoses.
4. To provide a suitable area to pump any ground water encountered and coordinate the routing of hoses.
5. To provide electrical power for lights, tools, welding, etc.
6. Additional standby time performed by Stanley Elevator for other subcontractors, if required, shall be billable in addition to the Base Bid.
7. To provide all necessary coordination and cost for the deactivation and reactivation of smoke systems, permits for welding, and oxy/acetylene cutting as well as fireman stand by if required by local authority.
8. To waterproof the pit should ground water seepage occur after installation of the new jack assembly. (Standby for waterproofing contractor is not included herein and if required will be provided for an additional charge).
9. There will be noise associated with the use of the compressor and during the jack-hammer use to open the jack hole. Disruption to building occupants is likely. It will be your responsibility to provide any special tenant access, relocation, partitioning or special enclosures of work areas if required.

10. To provide full access to the work area at all times during the agreed upon working hours for the duration of the project. Should Stanley Elevator or its Subcontractor(s) be directed to stop work for any reason by the owner or owner's agent a delay charge will be incurred.

**Extra Work Not Included in Base Proposal:**

It shall remain the owner's responsibility that the jack hole is free from any contaminants, obstruction in the backfill or excessive ground water, and be of sufficient size to plumb the new required PVC and jack assembly. Should any of these conditions be encountered, Stanley Elevator will stop work immediately until provided with written authorization to continue.

If it is determined that there are obstructions that need to be cleared by drilling and the earth casing does NOT have to be removed, we will subcontract the drilling of the jack hole at an additional cost. Equipment used for "inside drilling" is highly specialized, with limited availability. Stanley will do everything possible to schedule the drilling so as not to delay progress, though we cannot guarantee uninterrupted work schedules and highly recommend you plan accordingly.

Please note that the new jack and PVC is larger in diameter than the original jack assembly. Should it be determined that drilling is required to plumb the new PVC/ jack assembly, the existing earth casing will first have to be removed and the hole pressure grouted in preparation for this drilling. This process will require the use of special equipment and hoists. All building protection and/or alterations for casing removal and subsequent drilling will be the responsibility of the owner.

**Exhibit A "EXTRA WORK AUTHORIZATION" defined below** will be required in the event we encounter any of the above conditions.

**Lead Times:**

Manufacturing lead times are approximately 6- 8 weeks upon completion of all engineering and release of the jack order to the factory.

Jack installation time is approximately 2- 3 weeks. Final installation time will depend on site conditions. State Inspection times will be scheduled upon turnover of the elevator.

**Payment Terms:**

Progress Payments: Based upon applications for payments submitted by Stanley, the Customer shall make progress payments to Stanley in accordance with Stanley's Standard Schedule of Values. Any deposits required for material by suppliers will be progressed accordingly.

Should there be additional billing required during the process of replacing the jack assembly, we will invoice separately for this work at the time of occurrence. Payment for any of this extra work will be net 30 days, from date of invoice.

**Warranty:**

The new jack assembly is warrantied for a period of one year from date of acceptance. This warranty is extendable under the initial term of your Stanley Full Maintenance Agreement for a period of up to 20 years.

## EXHIBIT A

### EXTRA WORK AUTHORIZATION

#### NOTICE TO PROCEED

As stated in our underground cylinder replacement agreement we have only included removal of the existing cylinder and to clean the sand backfill material from the original jack hole. We have not included for any costs related to excessive ground water, obstructions, removal of existing earth casing, drilling to enlarge the jack hole and/or other unforeseen conditions. As agreed, it is your responsibility to cover costs associated with assuring the jack hole is free from any contaminant, obstruction in the backfill or excessive ground water and that it be of sufficient size to plumb the new required PVC and jack assembly.

This serves as our notice to you that we have encountered conditions which will not allow us to properly proceed with installation of the jack assembly. We have stopped work and cannot proceed until we receive your authorization to correct the following condition:

Please Note the boxes checked (X) below and initial, signifying your understanding and acceptance thereof:

- |  |          |       |
|--|----------|-------|
| <input type="checkbox"/> Earth casing removal is required at \$ /per day | Initial: | Date: |
| <input type="checkbox"/> New well hole is required at a cost of \$       | Initial: | Date: |
| <input type="checkbox"/> Special Tooling is required at \$ /per day.     | Initial: | Date: |
| <input type="checkbox"/> Special Tooling is required at a cost of \$     | Initial: | Date: |
| <input type="checkbox"/> Overtime as required will cost \$ /per day      | Initial: | Date: |

All work is based on the normal working hours of the elevator trade and no overtime hours are included in the prices quoted herein. No other work, except as itemized above, is intended or implied. A returned copy of this Notice to Proceed signed and dated will serve as our authorization to continue.

The price of this work as detailed herein shall be payable net thirty (30) days; upon presentation of invoice.

All work is based on normal working hours of the elevator trade and no overtime hours are considered.

No other work except as itemized above is intended or implied. A returned copy of this proposal and/or your purchase order properly signed and dated will be our authorization to order appropriate materials.

We need the following information to properly notify you of our anticipated work schedule.

Contact Name \_\_\_\_\_ Telephone \_\_\_\_\_  
E-mail \_\_\_\_\_

**\*\*\* Please direct any questions or areas of concern to the undersigned \*\*\***

This proposal and acceptance when signed by the Customer and approved by an authorized representative of Stanley Elevator Company, Inc. including the terms and conditions set forth in detail on the last page hereof, which terms and conditions are incorporated herein and expressly made a part hereof, constitutes the entire agreement between the parties. There are no representations or agreements, written or verbal between the parties other than those contained herein. This Agreement is not binding upon Stanley Elevator Company, Inc. until approved by one of its authorized representatives.

Thomaston Academy

Stanley Elevator Company, Inc.

BY:



\_\_\_\_\_  
Customers Company/Organization Name

\_\_\_\_\_  
Randy Campbell  
New Sales  
rcampbell@stanleyelevator.com

BY: \_\_\_\_\_  
Authorized Customer Signature

APPROVED for Stanley Elevator Company, Inc.:

BY: \_\_\_\_\_  
Print Name Title

BY: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**TERMS AND CONDITIONS**

**Tax Payments**

In addition to the amount set forth herein, the Customer agrees to pay any tax based upon the transfer, use, ownership or possession of the Elevator or accessory equipment, whether such tax is imposed by existing law or take effect during the terms of this proposal and acceptance

**Company Performance And Overtime**

The Company will do all work on the Elevator in a good and workmanlike manner and will perform it during its regular working hours of regular working days unless otherwise agreed to in writing; In the absence of such an agreement, all work done at overtime at the Customer's request shall be billed to the Customer at the overtime rate then and there existing.

**Exclusive Control**

The Company shall not be responsible for any damage, malfunction, or failure of any of the component parts of the Elevator or accessory equipment as a result of the repair work done under this agreement unless such parts or service shall have been supplied exclusively by the Company.

**Safe Place**

It is understood that the workman of the Company shall be given a safe place in which to work. The Company reserves the right to discontinue all work in the building whenever, in its opinion, this provision is violated.

**Title to Repair Part**

The machinery, implements and apparatus furnished under this proposal and acceptance shall remain personal property, and the Company shall retain title thereto until final payment is made. The Company further retains the right to retake possession of the same or any part thereof at the cost of the customer if default is made in any of the payments, without regard to the manner of attachment to the realty, the acceptance of notes or the sale, mortgage or lease of the premises. It shall be the duty of the Customer to inform any party in interest of this provision.

**Payments**

Payments shall be made as follows: 50% of the contract value is due upon order acceptance; the remaining 50% becomes due when the work is completed. The Company reserves the right to discontinue work under this proposal and acceptance at any time until payments have been made as agreed and the Company has assurance satisfactory to it that the subsequent payments will be made as they fall due.

**Salvage**

All salvage material becomes the property of the Company on its removal from its existing place.

**Accident Responsibility**

The Company assumes no liability for injuries or damage to persons or property except those caused by its negligent acts or omissions. This proposal and acceptance shall not serve to relieve the Customer of his or its liability for any injuries or damages to persons or property in, on or about the Elevator. The Company shall not be liable for any loss, damage, or delay caused by strikes, lockouts, fire, explosion, theft, floods, riot, civil commotion, war, malicious mischief, act of God, or by any cause beyond its reasonable control, and in any event shall not be liable for consequential damages.

**Acceptance**

This proposal is submitted for acceptance within thirty days from date noted on page 1 and thereafter subject to change without notice.

**Recovery**

In the event Stanley retains a third party to enforce, construe or defend any of the terms and conditions of this Agreement or to collect monies due hereunder, either with or without litigation, the Customer agrees to pay all collection costs and/or attorney's fees incurred by Stanley Elevator Company, Inc.

# HYDRAULIC PASSENGER ELEVATOR MODERNIZATION PROPOSAL

**Thomaston Academy**

**60 Main Street  
Thomaston, ME 04861**

**Proposal Number: 10039**

**Date: 7/6/2023**

**Prepared For:**

**Kara George  
Thomaston Academy  
60 Main Street  
Thomaston, ME 04861**

**Prepared By:**

**Randy Campbell  
Cell: +1 603.204.8916  
Stanley Elevator Company, Inc.  
9 Henry Clay Drive, Merrimack, NH 03054  
Email: rcampbell@stanleyelevator.com  
FOR SERVICE DIAL: 1-800-258-1016**

**Stanley**  
Elevator Company, Inc.



Stanley Elevator Company, Inc. is pleased to offer you our proposal to furnish all labor and material required to complete the modernization of One (1) passenger elevator located in/at **Thomaston Academy 60 Main Street, Thomaston, ME** . The modernization work will be based on the following detail of work:

**SCHEDULE OF EXISTING EQUIPMENT:**

	<b>EXISTING</b>	<b>PROPOSED</b>
A. ELEVATOR I.D #:	ID: EL-3071 / CAR# 1	Retain Existing
B. ELEVATOR TYPE:	Hydraulic	Retain Existing
C. CLASSIFICATION:	Passenger	Retain Existing
D. OPERATION:	Simplex	Retain Existing
E. FUNCTION:	General Public Use	Retain Existing
F. SPEED:	125 FPM	Retain Existing
G. CAPACITY:	2000 LBS.	Retain Existing
H. PLATFORM:	5'- 9 3/4" x 5'- 5 3/4"	Retain Existing
I. TRAVEL:	21'- 11"	Retain Existing
J. STOPS:	4	Retain Existing
K. OPENINGS:	Front 3 / Rear 1	Retain Existing
L. LANDINGS SERVED:	L,G,1,2	Retain Existing
M. ENTRANCE TYPE:	Single Speed / Side Opening / Power	Retain Existing
N. ENTRANCE SIZE:	3'- 0" x 7'- 0"	Retain Existing
O. MAIN LINE Voltage:	240Volts – 3 Phase – 60 cycle	Retain Existing
P. OEM:	Otis	
Q. YEAR INSTALLED:	1985	

## **MAJOR HYDRAULIC PASSENGER ELEVATOR COMPONENTS**

### **MACHINE ROOM EQUIPMENT:**

1. Elevator Control: Remove Existing and Install New Non-proprietary, Microprocessor Controls  
Manufactured by: TBD
2. Operation Mode: Simplex Selective Collective
3. Key Features:
  - Fire Service Operation
  - Independent Service Operation
  - Inspection Operation
  - Access Operation
  - Nudging Feature
4. Motor Control: Remove Existing and Install New Solid State Soft Start
5. Selector: Install New Car-Top Reader Device with Stationary Hoistway Tape
6. Electrical Conduit: Retain Existing if Suitable and Add/Modify as Necessary
7. Electrical Wiring: Remove Existing and Install New Copper Wiring in Machine Room, Hoistway and Car
8. Pump / Tank: Remove Existing and Install New Submersible Pump / Tank Unit
9. Pump Motor: Remove Existing/Install New Submersible 3 Phase AC Pump Motor
10. Valve Assembly: Remove Existing and Install New Adjustable Valve Unit
11. Muffler: Remove Existing and Install New Tank Mount Noise Isolation Muffler
12. Oil Line / Fittings: Remove Existing and Install New Oil Line in Machine Room

**HOISTWAY EQUIPMENT:**

- 13. Manual Shut-Off: Install New Machine Room Shut-Off Ball Valve
- 14. Jack/Packing: Retain Existing Jack Assembly and Piston Packing (Refer to Jack Replacement Proposal)
- 15. Hydraulic Fluid: Remove Existing Oil from Tank Unit. New Petroleum Based Hydraulic Oil as Required
- 16. Car Sling: Retain Existing
- 17. Platform: Retain Existing Platform Assembly
- 18. Sub Floor: Retain Existing Wood Sub Floor
- 19. Toe Guard: Retain Existing Toe Guard
- 20. Car Guide Shoes: Retain Existing Rigid Slide Type Guide Shoes
- 21. Main Guide Rails: Retain Existing Guide Rails
- 22. Rail Brackets: Retain Existing Rail Brackets, Tighten Mounting Hardware
- 23. Buffers: Retain Existing Spring Type Buffers
- 24. Buffer Supports: Retain Existing Buffer Support Steel
- 25. Limit Switches: Remove Existing-Install New Top/Bottom Limit Switches
- 26. Limit Cams: Retain Existing Limit Cam Assembly
- 27. Stop Switch: Remove Existing and Install New Pit Stop Switch
- 28. Pit Ladder: Retain Existing Pit Ladder

**LANDING ENTRANCES:**

- 29. Frames: Retain Existing Entrance Frames
- 30. Door Panels: Retain Existing Door Panels
- 31. Header & Struts: Retain Existing Headers and Struts
- 32. Sills: Retain Existing Sills
- 33. Gibs: Replace Gib Assemblies with New, Two (2) Per Panel
- 34. Fascia: Retain Existing Fascia and Mounting Hardware
- 35. Dust Covers: Retain Existing Dust Covers
- 36. Handicap Plates: Replace Existing Braille Plates as Required

**CAR DOOR EQUIPMENT:**

- 37. Door Operator: Remove Existing and Install New GAL MOVFR Closed Loop Solid State Door Operators
- 38. Door Protection: Remove Existing and Install New Solid State Detector Screen System
- 39. Car Hangers/Track: Install New Car Hanger Rollers and Recondition Tracks.
- 40. Clutch: Retain the Existing Door Clutch Assemblies

**LANDING DOOR EQUIPMENT:**

- 41. Hangers/Track: Retain & Recondition Existing Landing Hanger and Tracks. Install New Rollers
- 42. Interlocks: Remove and Replace with New
- 43. Door Closers: Remove Existing Closers and Install New Reel Type Landing Door Closers

**CAB ENCLOSURE EQUIPMENT: THE EXISTING CAB WILL BE RETAINED AS IS**

- 44. Shell: Retain Existing Cab Shell
- 45. Car Doors: Retain Existing Car Doors
- 46. Car Front: Retain Existing Car Front, Modify for New Fixtures
- 47. Car Sill: Retain Existing Car Sill
- 48. Wall Panels: Retain Existing Wall Panels
- 49. Reveals: Retain Existing Reveals
- 50. Cab Base: Retain Existing Base
- 51. Ceiling: Retain Existing Ceiling
- 52. Car Lighting: Retain Existing Lighting
- 53. Handrails: Retain Existing
- 54. Ventilation: Retain Existing Ventilation
- 55. Finished Floor: Retain Existing Finished Floor
- 56. Car Top Safety Rail: Retain Existing Car Top Safety Rail

**CAR OPERATING FIXTURES:**

- 57. Main Car Operating Panel: Replace With New
  - a. Cover Plate Material: Stainless Steel
  - b. Cover Plate Finish: #4 Satin Finish
- 58. Fixture Button Style: Vandal Resistant, ADA Compliant
- 59. Auxiliary Car Operating Panel: None Required
- 60. Car Position Indicator: Replace With New
- 61. Car Direction Indicator: Replace With New
- 62. Phone: Remove Existing and Install New ADA Compliant Auto Dial Phone
- 63. Emergency Lighting: Remove Existing and Install New Battery-Operated Emergency Lighting in Car Operating Station
- 64. Car Top Inspection Controls: Replace With New

**LANDING OPERATING FIXTURES:**

- 65. Hall Call Station: Replace With New
  - a. Cover Plate Material: Stainless Steel
  - b. Cover Plate Finish: #4 Satin Finish
- 66. Fixture Style: Vandal Resistant With Surface Mounted Coverplate Reusing Existing Back Boxes, ADA Compliant
- 67. Digital Position Indicator: Replace With New at all Floors (Integral with Hall Station)
- 68. Direction Indicator Lanterns: None
- 69. Hoistway Access Stations: Install New at Terminal Landings –
- 70. Ph. 1 Fire Service Key Switch: Replace With New

**MISCELLANEOUS:**

- 71. Barricading: Standard Sectional Barricades at Active Location
- 72. Cleaning: Final Clean Down at Project Completion
- 73. Painting: Machine Room Floor

**ANTICIPATED SCHEDULE:**

• Booking Process:	1	Week(s)
• Survey Job Site:	1	Week(s)
• Release Orders:	1	Week(s)
• Submittal Preparation:	3	Week(s)
• Approval Process:	1	Week(s)
• Material Fabrication:	10	Week(s)
• Installation (Phase 1):	4	Week(s)
• Installation (Final Testing):	5	Week(s)
• <u>Final System Test/Punch List:</u>	1	Week(s)
<b>TOTAL:</b>	<b>27</b>	<b>Week(s)</b>

\*Based on recent supply chain delivery and timing issues, all lead times defined above are subject to review and change upon contract award.

**QUALIFICATIONS:**

The following qualifications and clarifications apply to this proposal and the prices quoted herein:

1. Pricing will be held firm for Thirty (30) days from date of proposal.
2. Pricing does not include applicable state sales tax.
3. Pricing does not include cost of performance / payments bond.
4. Pricing includes permit fees associated with elevator trades work.
5. Pricing includes required testing with local authorities for certification.
6. All passenger elevator installation work to be performed during normal hours.
7. All safety testing of elevators to be performed during normal hours of the trade.
8. Pricing is based on performing renovation work on one elevator at a time.
9. Pricing includes cutting and patching of finished wall surfaces associated with our work.
10. All material associated with this project to be delivered to your loading dock facilities and distributed to storage space within the building during normal hours of the trade.
11. Stanley Elevator to have uninterrupted use of the elevator.
12. Stanley Elevator will not be responsible for removal or disposal of hazardous material.
13. Stanley Elevator will not agree to act in the capacity of a General Contractor.
14. Stanley Elevator will provide a twelve (12) month warranty on parts and workmanship.
15. Stanley Elevator Company, Inc. reserves the right to negotiate contract terms and conditions.
16. Costs for certification of elevator shop drawings by a registered professional engineer shall be by others.
17. Stanley Elevator will furnish and install standard OSHA barricades for hoistway protection. Costs for any full-height barricades, screening, and temporary protection of interior finishes in addition to standard barricades shall be by others.
18. Unless specifically noted above, there are no costs included in this proposal for platform running time or temporary use of the elevator during the modernization. If temporary use is required, Stanley Elevator Company, Inc. can provide additional pricing for an elevator operator, maintenance, cleanup, and testing of the equipment during the temporary use period.
19. Unless specifically identified above, we have not included costs for security features such as CCTV, lockouts, card readers, keypads, etc. If these features are required, additional costs may apply for Stanley Elevator Company, Inc. to provide controller provisions, traveling cable, and any additional labor to assist with final connections. Security equipment is to be provided and installed by others while we are onsite

during the modernization. We must be informed of any security requirements before the elevator equipment is released for fabrication.

20. Any other trades work requiring the assistance of a licensed elevator mechanic will be billed on an hourly basis at \$258.00 straight time and \$478.00 overtime. If Stanley is not actively working onsite there is a 4-hour minimum.

**WORK BY OTHER TRADES – NOT INCLUDED IN THE PRICE HEREIN: Hydraulic Elevator(s)**

The following represents an outline of work by other trades that may be required, is not included, and must be considered in support of this project:

**Electrical:**

1. Provide 240Volts – 3 Phase – 60 cycle AC grounded power supply, for each elevator, through fused, lockable safety switches in the machine room. The service/disconnect switch is to be sized based on the characteristics of the new oil hydraulic elevator motor. The disconnect switch must be located within 18" of the strike side of the machine room door. The existing line side feeds may be reused and extended if properly configured, sized and in suitable condition.
2. Provide a dedicated, earth ground for high and low voltage elevator services.
3. Provide a 120vac 1ph 60cy 15amp branch circuit for each elevator with an enclosed externally operable fused, lockable disconnect for car lighting and accessories. Low voltage service switches to be located adjacent to the high voltage service switches.
4. Provide feed wires in pipe from the load side of the high and low voltage service, disconnect switches to the new elevator controls using properly sized copper conductors. Final connection at elevator controllers to be completed by Stanley Elevator, IUEC field employees.
5. Provide 120vac grounded service with means of disconnect for machine room power ventilation equipment as required.
6. Provide feed wires in pipe from the load side of an enclosed externally operable fused, lockable disconnect switch to the ventilation equipment using properly sized copper conductors.
7. Provide a 120vac 1ph 60cy 15amp AC grounded branch circuit with means of disconnect for elevator security cameras if they are being installed. Note: Others are to provide all wire and conduit associated with this feature.
8. Provide sufficient machine room lighting (min. 10' candles at the floor) with switch located inside on the strike side of the machine room door. Light fixtures to be permanently fastened to the ceiling or support surface with protective guards over bulbs.
9. Remove any temporary or permanent, non-elevator electrical services and associated equipment from the elevator machine rooms.
10. Install GFI type outlets in the elevator machine room and pit. Pit outlet should be mounted at least 24" off the pit floor and properly piped to avoid potential water damage.
11. Provide a telephone line to the elevator machine room for communication to the elevator cab enclosures.

**Alarm:**

1. Furnish and install smoke detector units in each lobby and in the elevator machine room as required by ANSI A17.1 2013 code.
2. Furnish and install a signal control module that automatically activates the machine room power vent in case of fire alarm condition if a mechanical vent system is installed.
3. Furnish and install Four (4) pair of signal feeds from the smoke detector panel or zone modules to the elevator machine room to facilitate fire service recall function.

**HVAC:**

1. The elevator machine room temperature must be maintained between 50 and 90 degrees F with maximum 80% relative humidity, non-condensing. A passive and / or powered means of climate control may be used for this purpose. Estimated BTU output for elevator equipment will be provided for your use.
2. Provide hoistway and machine room ventilation to allow removal of smoke and hot gases. Hoistway may be vented directly to outside air or indirectly, through the machine room slab. The area of hoistway and machine room vents shall not be less than 3 ½% of the area of the hoistway nor less than 3 sq. ft., whichever is greater. Venting may be either passive or mechanical. If a mechanical system is installed, a normally closed damper actuated by a signal from the alarm panel will be required.

**General Builders Work:**

1. Provide machine room access door of pre-hung design, steel construction with 1.5 hr. fire rating. Door must be self-closing, self-locking "store room" operation.
2. Provide 2 hour fire rated machine room. Patch voids or cover existing walls, ceiling and exposed wood as necessary to establish the required rating.
3. Identify, remove and dispose of any hazardous material in the machine room and hoistway prior to commencement of our work.
4. If equipment requires the use of a crane to hoist material into or from the machine room, roof/machine room hatches or doors sized adequately to allow proper access are to be furnished and installed by others.
5. Waterproof pit as necessary.



PRICE: Stanley Elevator Co., Inc. will perform the work as detailed above for the sum of

**BASE PRICE: One Hundred Nineteen Thousand and 00/100 Dollars (\$119,000.00)**

A returned copy of this proposal and/or your purchase order referencing this proposal properly signed and dated accompanied by your down payment will be our authorization to order appropriate materials.

This proposal and acceptance when signed by the Customer and approved by an authorized representative of the Company, including the terms and conditions set forth in detail on the last page hereof, which terms and conditions are incorporated herein and expressly made a part hereof, constitutes the entire agreement between the parties. There are no representations or agreements, written or verbal between the parties other than those contained herein. This Agreement is not binding upon Stanley Elevator Company, Inc. until approved by one of its authorized representatives.

**Thomaston Academy**

**Stanley Elevator Company, Inc.**

BY:

BY:

\_\_\_\_\_  
Authorized Customer Signature



\_\_\_\_\_  
Randy Campbell  
New Sales  
rcampbell@stanleyelevator.com

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Title

APPROVED for Stanley Elevator Company, Inc.:

BY: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

#### TERMS AND CONDITIONS

**Tax Payments:** In addition to the amount set forth herein, the Customer agrees to pay any tax based upon the transfer, use, ownership or possession of the Elevator or accessory equipment, whether such tax is imposed by existing law or take effect during the terms of this proposal and acceptance.

**Company Performance and Overtime:** The Company will do all work on the Elevator in a good and workmanlike manner and will perform it during its regular working hours of regular working days unless otherwise agreed to in writing. In the absence of such an agreement, all work done at overtime at the Customer's request shall be billed to the Customer at the overtime rate then and there existing.

**Exclusive Control:** The Company shall not be responsible for any damage, malfunction, or failure of any of the component parts of the Elevator or accessory equipment as a result of the repair work done under this agreement unless such parts or service shall have been supplied exclusively by the Company.

**Safe Place:** It is understood that the workman of the Company shall be given a safe place in which to work. The Company reserves the right to discontinue all work in the building whenever, in its opinion, this provision is violated. The elevator pit or any area of the elevator work, under normal conditions, does not contain hazards rendering it a permit required confined space. Should the pit be determined to require a permit, all costs involved will be billed in addition to this contract.

**Title to Repair Part:** The machinery, implements and apparatus furnished under this proposal and acceptance shall remain personal property, and the Company shall retain title thereto until final payment is made. The Company further retains the right to retake possession of the same or any part thereof at the cost of the customer if default is made in any of the payments, without regard to the manner of attachment to the realty, the acceptance of notes or the sale, mortgage or lease of the premises. It shall be the duty of the Customer to inform any party in interest of this provision.

**Payments:** Progress Payments. Based upon applications for payments submitted by Stanley, the Customer shall make progress payments to Stanley in accordance with Stanley's Standard Schedule of Values. Any deposits required for material by suppliers will be progressed accordingly.

**Background Check:** Project or site specific security requirements for background checks or drug testing must comply with Stanley Elevator's collective bargaining agreement. Unless specifically noted above, the General Contractor shall compensate Stanley Elevator for any fees or costs related to these requirements.

**Salvage:** All salvage material becomes the property of the Company on its removal from its existing place.

**Testing:** The Customer agrees that when Stanley is employed in the performance of required or authorized inspections and tests, such tests may impose substantially greater strains on the equipment than those experienced during normal operation and, therefore, it is agreed that Stanley shall not be liable for loss or damage to persons or property resulting from or arising out of the performance of these tests.

**Accident Responsibility:** The Company assumes no liability for injuries or damage to persons or property except those caused by its negligent acts or omissions. This proposal and acceptance shall not serve to relieve the Customer of his or its liability for any injuries or damages to persons or property in, on or about the Elevator. The Company shall not be liable for any loss, damage, or delay caused by strikes, lockouts, fire, explosion, theft, floods, riot, civil commotion, war, malicious mischief, act of God, or by any cause beyond its reasonable control, and in any event shall not be liable for consequential damages.

**Acceptance:** This proposal is submitted for acceptance within thirty days from date noted on page 1 and thereafter subject to change without notice.

**Recovery:** In the event Stanley retains a third party to enforce, construe or defend any of the terms and conditions of this Agreement or to collect monies due hereunder, either with or without litigation, the Customer agrees to pay all collection costs and/or attorney's fees incurred by Stanley Elevator Company, Inc.