

**BRUNSWICK TOWN COUNCIL**

**Agenda**

**July 23, 2012**

**7:00 P.M.**

**Municipal Meeting Room**

**Brunswick Station**

**16 Station Avenue**

Pledge of Allegiance

Roll Call

Public Comment:

Correspondence:

Adjustments to the Agenda:

**MANAGER'S REPORT:**

- (a) Council Committee Updates
- (b) Introduction of Dr. Ron Cantor, President of SMCC Midcoast Campus
- (c) Nomination Papers availability
- (d) Election of MMA Vice President and Executive Committee Members (*Action Required*)
- (e) Tree work relative to Amtrak coming to Brunswick
- (f) Permission to apply for Safe Routes to School Grant (*Action Required*)
- (g) Support for a grant application for the Androscoggin Riverwalk (*Action Required*):
- (h) Permission to apply for MDOT as a joint application with the City of Bath and Town of West Bath to expand the bike path to Bath (*Action Required*)
- (i) Update on the traffic/pedestrian improvements at Bath Road and Maine Street
- (j) Discussion of August Council meeting schedule

**PUBLIC HEARINGS**

86. The Town Council will hear public comments on the following Special Amusement License application, and will take any appropriate action. (Manager)

Special Amusement

Bowdoin College

Allen W. DeLong

D/B/A: Bowdoin College Dining Service – Magee’s Grill

David Saul Smith Union

**HEARING/ACTION**

**NEW BUSINESS**

87. The Town Council will consider requesting the Planning Board to review the Zoning Ordinance to create amendments to allow office use at 28 Federal Street once it is no longer a municipal building, and will take any appropriate action. (Manager)

**ACTION**

88. The Town Council will consider providing nominations to the Governor’s Office for the MRRRA Board of Directors, and will take any appropriate action. (Chair King, Councilor Tucker)

**ACTION**

**CONSENT AGENDA**

- (a) Approval of the Minutes of July 9, 2012
- (b) Release deed to Boulay Properties, LLC
- (c) Approval of “A Standing Order Authorizing the Treasurer to Issue Declarations of Official Intent on Behalf of the Town of Brunswick, Maine”
- (d) Approval of an application ULP 2012-05, Pleasant Street & Stanwood Street

**INDIVIDUALS NEEDING AUXILIARY AIDS FOR EFFECTIVE  
COMMUNICATION SHOULD CONTACT  
THE TOWN MANAGER’S OFFICE AT 725-6659  
(TDD 725-5521)**

**Brunswick Town Council**  
**Agenda**  
**July 23, 2012**  
**Council Notes and Suggested Motions**

**MANAGER'S REPORT:**

- (a) Council Committee Updates: Councilors with information on the Committees they are involved with will share information with the Council and public.

Suggested Motion: No motion required

- (b) Introduction of Dr. Ron Cantor, President of SMCC Midcoast Campus: This item introduces Dr. Ron Cantor to the Council and the public. He will provide a brief update on SMCC activities.

Suggested Motion: No motion required

- (c) Nomination Papers availability: Nomination papers for Town Council and School Board will be available starting on Friday, July 27<sup>th</sup>, and need to be returned no later than Friday, September 7<sup>th</sup>. Districts 3, 4 and one At-Large seat for both the Town Council and School Board will be up for election in November.

Suggested Motion: No motion required

- (d) Election of MMA Vice President and Executive Committee Members (*Action Required*): The Council will vote for the MMA Vice-President and Executive Committee Members. There are no contested races. A copy of the information from MMA is included in your packet.

Suggested Motion:

Motion to approve the slate of nominations for the MMA Vice President and Executive Committee Members as presented on the voting ballot.

- (e) Tree work relative to Amtrak coming to Brunswick: This item is to update the Council and the public on tree work necessary to provide adequate visibility of the train by motorists, particularly at street and road crossings. Copies of a memo Manager Brown, state statute references, and aerial maps are included in your packet.

Suggested Motion: No motion required

- (f) Permission to apply for MDOT Transportation Enhancement and/or Safe Routes to School grant through the Quality Community Program (*Actions Required*): At your May 7<sup>th</sup> meeting you gave permission to submit a Letter of Intent to apply for a MDOT Safe Routes to School grant. Based on a site visit by MDOT, the Town is ready to take the next step of applying for the grant. The proposed revised project is to provide and install a pedestrian activated crosswalk flashing beacon system at four crosswalks to improve

overall bike and pedestrian safety and for children walking or biking to school for an estimated cost of \$125,000.

The Town was encouraged by MDOT to submit an application for consideration under both the Transportation Enhancement Program and Safe Routes to School Program. A 20% local match is required under the Transportation Enhancement Program with assistance being provided in securing funding by concerned citizens. No local match is required under the Safe Routes to School Program. If successful, funding will not be available until mid-2014. Copies of a memo from the Planning and Development Department Director and the draft grant application are included in your packet.

Suggested Motions:

Motion to apply for a MDOT Transportation Enhancement and Safe Routes to School grant.

OR

Motion to apply for a MDOT Safe Routes to School grant.

- (g) Support for a grant application for the Androscoggin Riverwalk (Action Required): This item requests permission to apply for a grant for the Riverwalk under the Quality Community Programs. This grant is from MDOT Federal Transportation Enhancements Funding. The State/Federal Share of the total project cost 80%; the local share of the total project cost 20% with the local share to be raised by the Riverwalk committee. Nancy Randolph will be at your meeting to answer any questions. Copies of materials from Ms. Randolph are included in your packet.

Suggested Motion:

Motion for the Town of Brunswick to support a grant application for the Androscoggin Brunswick-Topsham Riverwalk project in partnership with the Town of Topsham.

- (h) Permission to apply for MDOT as a joint application with the City of Bath and Town of West Bath to expand the bike path to Bath (Action Required): This grant is for the Androscoggin to Kennebec (A2K) Multi-use path proposal to connect the eastern end of the Androscoggin River Bicycle Path (located at the end of Grover Lane in Brunswick) to the western end of the multi-use path on Congress Street in Bath, generally running east-to-west along the existing Route 1 right of way, using MDOT Federal Transportation Enhancements Funding. An application would be submitted for the purpose of subsidizing the preliminary design of the project corridor with the expectation that no local match will be required. This particular segment of a longer corridor is being considered as a trail of statewide significance and as such would require no local match. Copies of a memo from Tom Farrell, a draft application, draft letter of support and other supporting materials are included in your packet.

Suggested Motion:

Motion to authorize a letter of support, and to be a joint applicant for the MDOT grant application for the expansion of the Bike Path.

- (i) Update on the traffic/pedestrian improvements at Bath Road and Maine Street: This item is to update the public on these improvements.

Suggested Motion: No motion required

- (j) Discussion of August Council meeting schedule: This item is to discuss if the Council wishes not to hold any Council meetings in August.

Suggested Motion: No motion required

## **PUBLIC HEARINGS**

86. This item is the required public hearing and approval of a renewal special amusement license for Magee's Grill at Bowdoin College. They are requesting student bands, comedians, acoustic performers, and DJ's. Copies of the public hearing notice and application are included in your packet.

Suggested Motion:

Motion to approve a special amusement license for Magee's Grill at Bowdoin College.

## **NEW BUSINESS**

87. This item is for the Council to request the Planning Board to review the Zoning Ordinance to create amendments to allow office use at 28 Federal Street once it is no longer a municipal building. The proposal from the BDC to exchange the Pleasant/Stanwood Street properties for the current Town Office stipulates that the current use (office building) be allowed to continue after the municipal offices are moved. Currently, under the Zoning Ordinance this use would not be allowed. The first step to change the ordinance is to have the Planning Board review and make recommendations to the Council. Copies of memos from Manager Brown and the Planning Office are included in your packet.

Suggested Motion:

Motion to request the Planning Board review the Zoning Ordinance to create amendments to allow office use at 28 Federal Street once it is no longer a municipal office and to make recommendations to the Council.

88. This item is to consider nominations to the MRRA board to be considered by the Governor's Office. Council leadership is recommending Denise Clavette. A memo from Manager Brown is included in your packet.

Suggested Motion:

Motion to provide the nomination of Denise Clavette to the Governor's Office to be considered for appointment to the MRRA Board of Directors.

## CONSENT AGENDA

- (a) Approval of the Minutes of July 9, 2012: A copy of the minutes is included in your packet.
- (b) Release deed to Boulay Properties, LLC: In the process of refinancing, it was discovered that the Town had an undischarged tax lien on the property referenced in the release deed. A few years ago, the Town of Brunswick, Terrace Place, LLC and Boulay Properties, LLC, agreed to certain rights and easements related to this property. An indenture dated May 22, 2007 was recorded in the Cumberland County Registry of Deeds in Book 25222, Page 63. Those rights and easements are retained with this release deed. The release deed was prepared by Bernstein Shur. A copy of the release deed is included in your packet.
- (c) Approval of “A Standing Order Authorizing the Treasurer to Issue Declarations of Official Intent on Behalf of the Town of Brunswick, Maine”: The Internal Revenue Service requires a borrower, that intends to reimburse itself for certain expenditures from the proceeds of a tax-exempt bond issue, adopt a Declaration of Official Intent prior to those expenditures. Typically, the Town has declared its intent to reimburse itself at the time it adopts a bond ordinance or some other funding mechanism (e.g. resolution). The Town has also issued stand-alone declarations in the past when expenditures have occurred prior to the adoption of a bond ordinance.

This proposed order would authorize the treasurer to file a declaration of intent whenever the treasurer believes the Town will incur reimbursable expenditures. This order does not authorize any borrowing or funding. It simply allows the treasurer to declare that the Town intends to issue tax-exempt bonds and that the Town intends to reimburse itself for certain expenditures once the bonds have been issued. The order was drafted in consultation with bond counsel at Bernstein Shur. A copy of the resolution is included in your packet.

- (d) Approval of an application ULP 2012-05, Pleasant Street & Stanwood Street: FairPoint seeks authorization to install an underground telecommunication duct from a utility pole on Stanwood Street. The utility pole will be installed at the southeast corner of the laundromat, to a telecommunication manhole located in the sidewalk on Pleasant Street. There will be about 173 feet of duct on Stanwood Street and about 300 feet of new duct on Pleasant Street. Installation of this telecommunication duct is a result of the Town’s request for redesign of the Pleasant Street and Stanwood Street intersection associated with construction of the new Police Station. Copies of a memo from Public Works and the application are included in your packet.

### Suggested Motion:

Motion to approve the Consent Agenda.

### Suggested Motion:

Motion to adjourn the meeting.

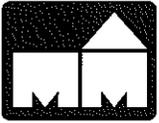
# MANAGER'S REPORT - A NO BACK UP MATERIALS

**MANAGER'S REPORT - B  
NO BACK UP MATERIALS**

**MANAGER'S REPORT - C  
NO BACK UP MATERIALS**

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# MANAGER'S REPORT - D BACK UP MATERIALS



# Maine Municipal Association

60 COMMUNITY DRIVE  
AUGUSTA, MAINE 04330-9486  
(207) 623-8428  
[www.memun.org](http://www.memun.org)

TO: Key Municipal Officials of MMA Member Cities, Towns and Plantations

FROM: Sophia Wilson, MMA President  
Town Manager, Town of Orono

DATE: July 3, 2012

SUBJECT: MMA Annual Election - Vice President and Executive Committee Members

**Deadline: Friday, August 10, 2012 by 12:00 noon**

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Each year member municipalities have an opportunity to vote on the election of the proposed MMA Vice President and municipal officials to serve on the MMA Executive Committee. A five-member Nominating Committee is appointed to review nominations submitted by municipal officials and conduct interviews with those municipal officials qualifying and interested in serving as the MMA Vice President. The MMA Nominating Committee completed its task to put forth a Proposed Slate of Nominees for 2013. This information was mailed to member municipalities along with information on the petition process as established in the MMA Bylaws. ***It is now time for each member municipality to cast its official vote.***

Enclosed you will find the MMA Voting Ballot which includes the Slate of Nominees to serve on the MMA Executive Committee as proposed by the MMA Nominating Committee. There were no municipal officials nominated by petition. A brief biographical sketch on each nominee listed on the MMA Voting Ballot is enclosed for your reference.

The MMA Voting Ballot must be signed by a majority of the municipal officers or a municipal official designated by a majority of the municipal officers, and received by the Maine Municipal Association as noted above. We have enclosed a self-addressed self-stamped envelope for your convenience. The MMA Voting Ballots will be counted and the election results confirmed under my direction as President of the Association.

Election results will be available by contacting the MMA Executive Office or by visiting the MMA website at [www.memun.org](http://www.memun.org) on Friday, August 10, after 4:00 p.m. A formal announcement of the election results will be made at the MMA Annual Business Meeting being held ***Wednesday, October 3, at 1:45 p.m., at the Augusta Civic Center.*** Newly elected Executive Committee members will be introduced at the MMA Annual Business Meeting and formally take office on January 1, 2013.

If you have any questions on this information or the election process, please contact Theresa Chavarie at 1-800-452-8786 or in the Augusta area at 623-8428, or by e-mail at [tchavarie@memun.org](mailto:tchavarie@memun.org). Thank you.



**MAINE MUNICIPAL ASSOCIATION**  
**VOTING BALLOT**

**Election of Vice President and Executive Committee Members**  
*Deadline for Receipt of Voting Ballots – 12:00 noon on Friday, August 10, 2012*



**VICE-PRESIDENT - 1 YEAR TERM**

**Vote for One**

**Proposed by MMA Nominating Committee:**

**Peter Nielsen, Town Manager, Town of Oakland**

**DIRECTORS - 3 YEAR TERM**

**Vote for Three**

**Proposed by MMA Nominating Committee:**

**John Butler, Jr., Councilor, City of Lewiston**

**Michael Crooker, Town Manager, Town of Glenburn**

**Marianne Moore, Councilor, City of Calais**

***PLEASE NOTE: The Voting Ballot may be cast by a majority of the municipal officers, or a municipal official designated by a majority of the municipal officers of each Municipal member.***

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

**Signed by a Municipal Official designated by a majority of Municipal Officers:**

**Print Name:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Position:** \_\_\_\_\_

**OR Signed by a Majority of Municipal Officers**

**Current # of Municipal Officers:** \_\_\_\_\_

**Print Names:**

**Signatures:**

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**MAINE MUNICIPAL ASSOCIATION  
EXECUTIVE COMMITTEE**

**BIOGRAPHICAL SKETCH OF  
PROPOSED SLATE OF NOMINEES FOR 2013**

**MMA VICE PRESIDENT (1-Year Term)**

**PETER NIELSEN**

- Town Manager, Town of Oakland (2008 – present)
- Town Manager, Town of Wilton (2002 – 2008)
- Town Manager, Town of Wayne (1996 – 2002)
- Town Manager, Town of Clinton (1990 – 1994)
- Member, Maine Town and City Management Association (1990-present)
- Councilor, Town of Winthrop (1985 – 1990)
- Member, Windham Zoning Board of Appeals (1975 –1978)
- Member, Maine Municipal Association Executive Committee (2009 – present)
- Member, MMA Workers Compensation Fund Board of Trustees (2009 – present)
- Member, MMA Property & Casualty Pool Board of Directors (2009 – present)
- Member, MMA Strategic & Finance Committee (2010); Chair (2011 – present)
- Member, MMA Legislative Policy Committee (2004 – 2008; 1998 – 2000; 1992 – 1994)
- Member, MMA Legislative Policy Committee – Subcommittee for Natural Resources
- Member, MMA Legislative Policy Committee – Subcommittee for State & Local Government
- Member, MMA Legislative Policy Committee – Ad Hoc Committee on Forestry Initiatives
- Member, Kennebec County Budget Committee (2010-present)
- Member, First Park Legal and Finance Committee (2009-present)
- Member, Wayne Cemetery Committee (1998 – 2002)
- Helen Hicks Healy Award, Wayne Maine (2000)
- Barry Blunt Award, University of Maine at Orono (2001)
- BA, Political Science, University of Maine at Orono (1974)
- MPA, University of Maine at Orono (2001)
- 26 years as seasonal boat and car storage and service business (1982-2008)

**MMA EXECUTIVE COMMITTEE MEMBERS (Three 3-Year Terms)**

**JOHN BUTLER, JR.**

- Councilor, City of Lewiston (2009 - present)
- Member, Lewiston School Board (16 years)
- Member, Maine Municipal Association Executive Committee (2011 – present)
- Member, MMA Workers Compensation Fund Board of Trustees (2011 – present)
- Member, MMA Property & Casualty Pool Board of Directors (2011 – present)
- Member, MMA Strategic & Finance Committee (present);
- Outside Salesperson, Butler Brothers (local family industrial distribution business that has been in business since 1952)
- Saint Michaels College graduate (1981) - Majored in political science
- Lewiston High School graduate (1977)

## **MICHAEL CROOKER**

- Town Manager/Treasurer/Road Commissioner, Town of Glenburn (2006 - present)
- Town Manager, Town of Bradley (1998 – 2004)
- Member, Maine Municipal Association Legislative Policy Committee (2002-2004; 2004-2006; 2010-2012)
- Adjunct Professor, University of Maine Department of Public Administration (2003 – present)
- Executive Director, River Coalition, Inc. (2004 – 2006)
- Graduate Teaching Assistance (1998)
- Substitute Teacher, Maine School Administrative District 22 (1994 – 1998)
- Projectionist and Supervisor, Bangor Mall Cinemas (1988 – 1998)
- Masters in Public Administration, University of Maine
- BA in Political Science, University of Maine
- AS in Legal Technology, University of Maine
- Member, Maine Town and City Management Association; 2002 “Rookie Manager of the Year”
- Barrie E. Blunt Outstanding Graduate Student Memorial Award
- Edward F. Dow Scholarship Recipient
- Pi Sigma Alpha (National Political Science Honor Society)
- Presidential Achievement Award for Academic Excellence
- Maine Criminal Justice Academy’s Pre-service/Part-time Law Enforcement Training
- State of Maine Animal Control Officer Training
- Graduate of The Grant Institute
- President, Penobscot Valley Council of Governments
- Board Member, Eastern Maine Development Corporation
- Member, State of Maine Animal Welfare Advisory Council
- Member, Governor’s Interagency Task Force on Invasive Aquatic Species
- Board Member, Penquis CAP
- Advisory Board Member, Penquis CAP
- Board of Directors, Maine Resource Recovery Association
- Board Member, Penobscot River Tourism Association
- Board Member, Bangor Region Partners for Health
- Vice President, Penobscot Health Communities Board of Directors
- President, Graduate Association of Public Administrators (GAPA)
- Notary Public, State of Maine

## **MARIANNE MOORE**

- Councilor, City of Calais (2002 – 2008; 2009 – present)
- Owner/Manager, Calais Curves for Women Fitness Center (2004 – present)
- Leader, Weight Watchers, Inc., Calais (August 2001 – present)
- Member, Maine Municipal Association Executive Committee (2011 – present)
- Member, MMA Workers Compensation Fund Board of Trustees (2011 – present)
- Member, MMA Property & Casualty Pool Board of Directors (2011 – present)
- Instructor, Washington Community College (2001 – 2004)
- Adjunct Instructor, Washington Community College (2005 - present)
- Interim Dean, CEIS (Fall, 2002)
- Board of Trustees, St. Croix Valley Healthy Communities
- Washington One: One Community Health & Wellness Co-Chair
- Executive Board, St. Croix Valley Chamber of Commerce
- Executive Board (Vice-President), Washington Hancock Community Agency
- Executive Board, Washington County Development Authority

**MARIANNE MOORE** *(continued)*

- Executive Board, Washington County Extension Association
- Board of Managers, St. Stephen's Presbyterian Church
- Climbed to summit of Mt. Kilimanjaro in Africa (June 2002)
- Climbed to Base Camp of Mt. Everest (October 2004)
- Moved to Calais, Maine (April 2001)
- Retired from Southwestern Bell Telephone Company (November 2000)
- Managerial positions, Southwestern Bell Telephone Company; San Antonio/Austin/Dallas, Texas (1969 - 2000);
- Cleveland Clinic Exercise Science and Weight Management Certification (September 2011)
- Cooper Institute Circuit Training and Weight Management Certification (June 2005)
- Masters of Business Administration, Southern Methodist University; Major in Management Information Systems (1998)
- Bachelor of Applied Arts & Sciences, Dallas Baptist University; Major in Computer Science/Business Management (1992 Magna Cum Laude);
- Graduate, High School in San Antonio, Texas (1970)

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# MANAGER'S REPORT - E BACK UP MATERIALS

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**TOWN OF BRUNSWICK**  
TOWN MANAGERS OFFICE  
MEMORANDUM

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TO: Brunswick Council

FROM: Gary Brown, Town Manager

DATE: July 16, 2012

RE: Tree pruning/removal/AMTRAC

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The commencement of passenger rail service to Brunswick is only a little over three months away and there are several tasks that we continue to work on in order for everything to be in place.

One of the projects that we are charged with completing is the removal of trees, brush or other objects that may reduce visibility of the train by motorists, particularly at street and road crossings. I am attaching to this memo the State statute (23 MRSA § 7223) that addresses the removal of such obstructions.

Staff from the Department of Public Works has been in the field with representatives from NNEPRA to identify the locations and the scope of work that is needed. We will also be reviewing the locations with staff from MDOT to get their recommendations.

I am also attaching maps of the locations and the properties that have been identified for some level of tree and brush removal. The property owners will be notified shortly of the nature of the proposed work to be done on their property.

## 23 §7223. OBSTRUCTIONS ORDERED REMOVED; NOTICE

### 23 §7223. OBSTRUCTIONS ORDERED REMOVED; NOTICE

At every crossing of a highway or other way, except state and state aid highways and a railroad at grade, the municipal officers of the town or unorganized place in which the crossing is located are authorized and required on order of the Department of Transportation to remove embankments and other obstructions within highway limits and to enter on private property and properly trim, cut down, remove or apply chemical treatment to bushes, and from time to time as may be necessary to cut down and remove trees, fences, signboards and encroachments which obstruct the view of an engine, train or car by a traveler at or near any crossing. The department shall cause the same to be done on state and state aid highways. The authority of the department in any order to the municipal officers shall not extend beyond the land bounded on a line from a point 300 feet on either side of any crossing, measured along the highway or other way, and a point 300 feet on either side of any crossing measured along the railroad right-of-way, for the purpose of enabling a traveler on any way, when the traveler is 300 feet or less distant from any crossing, to have a fair view of an approaching train, engine or car from one or more angles continuously from the time the train, engine or car is 300 feet from the crossing until it has passed over the crossing. Entry on private property for the purposes stated shall be only after a 10 days' notice, mailed to the last known address of the property owner, and posting of the notice in a conspicuous place in the municipality. [1989, c. 398, §8 (NEW).]

#### SECTION HISTORY

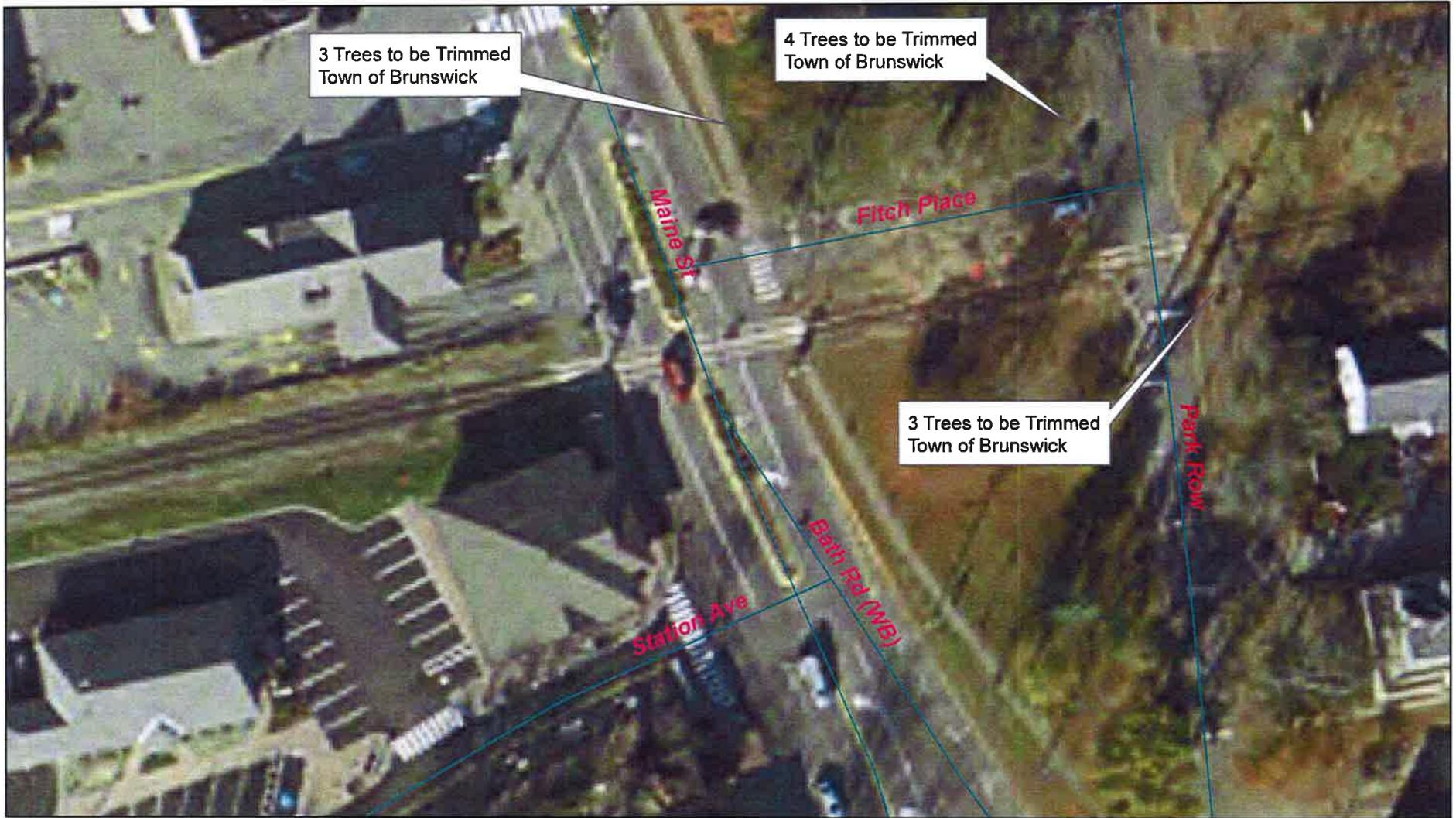
1989, c. 398, §8 (NEW).

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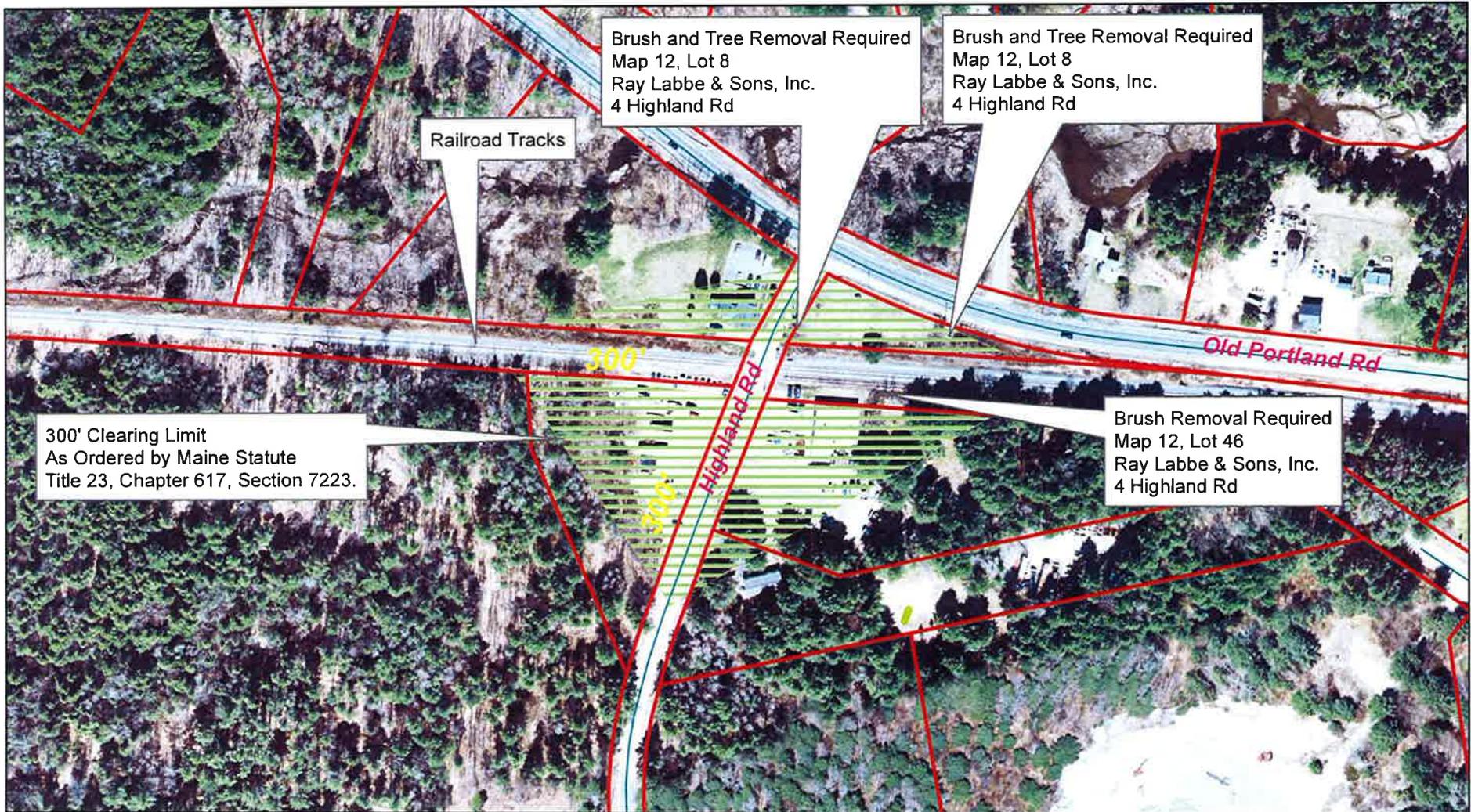


**Maine St & Park Row Railroad Crossing  
Brush and Tree Removal**

1 inch = 50 feet

**July 9, 2012**





**Highland Road Railroad Crossing  
Brush and Tree Removal**



1 inch = 200 feet

July 9, 2012



Brush and Tree Removal Required  
 Map U22, Lot 1  
 Stanwood Sreet LLC  
 240 Maine Street

Railroad Tracks

300' Clearing Limit  
 As Ordered by Maine Statute  
 Title 23, Chapter 617, Section 7223.

**Stanwood St Railroad Crossing  
 Brush and Tree Removal**



1 inch = 200 feet

July 9, 2012

# MANAGER'S REPORT – F BACK UP MATERIALS



## TOWN OF BRUNSWICK, MAINE

INCORPORATED 1739

DEPARTMENT OF PLANNING AND DEVELOPMENT  
28 FEDERAL STREET  
BRUNSWICK, ME 04011

ANNA M. BREINICH, AICP  
DIRECTOR OF PLANNING & DEVELOPMENT

PHONE: 207-725-6660  
FAX: 207-725-6663

July 18, 2012

**To:** Brunswick Town Council  
Gary Brown, Town Manager  
**From:** Anna Breinich, AICP  
**Subject:** Draft MDOT Quality Community Program Transportation Enhancement and Safe Routes to School 2012 Application

The draft 2012 Transportation Enhancement/Safe Routes to School (TE/SRTS) funding request for submittal to the MDOT Quality Community Program is attached for your review and consideration. With Council's approval, the application will be finalized and submitted by the August 3<sup>rd</sup> deadline. The proposed project is to install up to four pedestrian activated flashing beacon systems, at locations to be determined, to improve overall bike and pedestrian safety and for children walking or biking to school. As part of your decision, Council must also decide whether to submit for both TE (20% local match requirement) and SRTS funding, or as originally proposed in the Letter of Intent, only SRTS funding with no local match required.

As you may recall, at your May 7<sup>th</sup> meeting, Town Council authorized staff to submit a Letter of Intent to MDOT. The proposed request at that time for SRTS funding, to install safe routes to school-based pedestrian activated flashing crosswalk systems at five specific intersections at a cost of \$125,000, was brought forward by a group of concerned citizens and supported by the Brunswick Bike and Pedestrian Advisory Committee (BBPAC).

As part of the MDOT application process, site visits were scheduled with all interested communities to discuss and provide guidance regarding proposed projects. Staff, Councilor Brayman and community members met with Dan Stewart, MDOT Quality Community Program Manager on June 13<sup>th</sup> at which time, Mr. Stewart offered Brunswick free technical assistance to complete a general bike and pedestrian plan under MDOT existing contracts with approved consulting agencies. Such a plan would be focused on the Downtown area and surrounding neighborhoods and include deficiency analysis to identify intersections in need of safer crosswalks. The resultant plan would give the Town a solid basis to install crosswalk improvements at intersections having the greatest deficiencies. The plan would also identify and recommend improvements to provide students a safe route to school, connecting the town's many neighborhoods and schools. As the planning effort cannot be started prior to September, Mr. Stewart recommended that our request be worded to reference the Town's intent to complete the study and the four locations for crosswalk improvements would be based on its findings. All present at the meeting agreed with this approach as reflected in the attached application.

To increase the Town's funding probability, Mr. Stewart also recommended requesting funds under both the federally-funded Transportation Enhancement Program, as well as the originally submitted request for Safe Routes to School Program funds. TE funding availability is much higher than that for the SRTS Program. However, TE funding requires a 20% match in either cash or in-kind services, specifically \$25,000 would be the required Town match. SRTS does not have any local match requirements. The Town presently does not have a local match in place. Staff requested the assistance of Melissa Fochesato, who has volunteered to help prepare the application, to secure the local match. You will note in the draft application that the local matches identified by Ms. Fochesato must still be confirmed and dollar amounts attached. Council will need to decide whether to submit under both funding programs or one as part of authorization.

The draft application as attached will be further enhanced with supporting documentation as noted. I have also requested Ms. Fochesato's assistance in securing letters of support.



# MaineDOT

## MaineDOT Quality Community Program Transportation Enhancement & Safe Routes

Date Application  
Received

(For MaineDOT Use  
Only)

For potential inclusion in fiscal years 2014-2015 Biennial Capital Work Plan

### DRAFT 2012 Application

#### Section 1: General Information

<b>Applicant Name(s):</b> Town of Brunswick		
<b>Contact Person:</b> John Foster, PE, Town Engineer, Public Works Director		
<b>Mailing Address:</b> 28 Federal Street		
<b>City:</b> Brunswick	<b>State:</b> ME	<b>Zip:</b> 04011
<b>Daytime Phone No.:</b> 207-725-6654	<b>Email:</b> jfoster@brunswickme.org	

**Please place an (x) next to all the programs your project is eligible for:**

- Federal Transportation Enhancement (TE) Program (If you have committed to minimum 20% local match)
- Federal Safe Routes to School Program (if within 2 miles of a K-8 school and will improve safety for children)

**Please Note:** If Safe Routes to School is checked, the community agrees to conduct a before and after project count of pedestrians and bicyclists traveling to and from school, as well as to engage with the Maine Safe Routes to School Program on safety education and encouragement initiatives.

NOTE: The following sections of this application request 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.

#### Section 2: Project Information

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

**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 project can potentially proceed in steps:*

The proposed project, the installation of 4 pedestrian activated flashing crosswalk warning systems, will be located at yet to be determined intersections. As recommended by Dan Stewart, MDOT Quality Community Program Manager, during the Brunswick Letter of Intent Site Visit, Brunswick has requested MDOT contracted technical assistance to complete a general bike and pedestrian plan for Downtown Brunswick and surrounding neighborhoods. The plan will also identify student travel routes from these areas to the Harriett Beecher Stowe Elementary School (opened September 2011) and determine deficient intersections in need of crosswalk improvements. It is anticipated that the planning process will commence September 2012 and be completed within a 6-9 month timeframe, thereby providing the specific locations for crosswalk upgrades.

**Project Summary** (*Outline proposed improvements in 30 words or less*):

Provide and install a pedestrian activated crosswalk flashing beacon system at four crosswalks to improve overall bike and pedestrian safety and for children walking or biking to school.

**Describe the proposed scope of the improvements:**

A flashing beacon warning system will be provided and installed at four crosswalk locations. The warning system will be solar powered and will have pedestrian activated push buttons to turn on the flashing beacons. All crosswalk locations will be improved to meet ADA requirements (curb drops and ramps, cast iron detectable warning fields).

**Describe in detail the ownership of the affected properties, whether all or part of the proposed project is in the public right of way, and how wide the estimated right of way is if on a public road system. If the land of the proposed project is not along a public right of way or on public land, please describe any contact with landowner(s).**

The proposed project will be completed within town and state public rights-of-way. If any crosswalk upgrades are proposed within state rights-of-way (e.g., Maine Street), the Town will consult with MDOT prior to commencement of work.

**Describe the project(s) transportation value(s) and purpose(s):** *Each project should serve primarily 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, and/or relates directly to the transportation system.*

This project serves transportation purposes by providing safe street crossings for all bicyclists and pedestrians in Downtown Brunswick and its surrounding neighborhoods. The project will also safely connect several surrounding neighborhoods (within 2 miles) to the recently opened Harriet Beecher Stowe Elementary School (serving 660 students in grades 2-5) via walking or biking. The Stowe Elementary School replaced 3 recently closed neighborhood-based elementary schools that were more easily accessible by students walking or biking to school from their respective neighborhoods. This effort will begin to establish a safe route to school for elementary school students and is directly related to the transportation system of Brunswick by meeting a targeted objective of the Brunswick's Bicycle Pedestrian Improvement Plan of 2004, which recommends that ". . . town staff work closely with the School Department and the Maine Department of Transportation to identify, prioritize and fund needed improvements through MDOT Safe Routes to School Program."

***AB TO WEAVE IN 2010 CENSUS TRAVEL TO WORK COUNTS, CHANGING DEMOGRAPHICS, AVERAGE WALK SCORE FOR DOWNTOWN (98 out of 100) AND EXPAND***

**Describe why this project is important to your community and region (if applicable):**

Through its Downtown and Outer Pleasant Street Master Plan process, Brunswick has focused on improving pedestrian and vehicular movement in the Downtown area. The Master Plan adopted by Town Council in January 2011 contains specific recommendations to improve pedestrian and bicycling mobility and visibility of crosswalks. As a result of the Town's obvious commitment to improve overall pedestrian and vehicular mobility, the Town was named a 2011 Context Sensitive Solutions Champion by the FHWA which resulted in the completion of a walkability study by a national team lead by the Project for Public Spaces and Walkable and Livable Communities Institute. The recommendations generated by the walkability study have been merged with those of the downtown master plan. Implementation is overseen by the Town-appointed Master Plan Implementation Committee. For example, during FY 2012-13, the Town Council budgeted for the installation of three raised crosswalks (2 crossing

Maine Street; 1 crossing Pleasant Street). This proposed project will continue the Town's effort for increased bike and pedestrian safety.

The Town of Brunswick experienced a significant change in the geographic location of elementary schools in 2010-2011 with the closing of three K-5 elementary schools and the opening of a new elementary school – Harriett Beecher Stowe Elementary School. Although the new school is located in neighborhood surrounding the Downtown and within 2 miles of other neighborhoods, a majority of students who once walked and biked to their local neighborhood school are now being transported by bus or car due to parental concerns with several required street crossings. It is anticipated that the proposed crosswalk safety upgrades will be of benefit to students as well.

***AB TO INCORPORATE FOLLOWING TEXT FROM MELISSA FOCESATO INTO ABOVE PARAGRAPHS OF THIS SECTION AND EXPAND.***

These improvements are important to the community of Brunswick because they will:

- Contribute to the Town's effort to build a safe environment that meets the transportation needs of all residents whether by foot, bike or motorized vehicle;
- Meet a recommendation of the Bicycle and Pedestrian Improvement Plan to identify, prioritize and fund needed improvements through MDOT's Safe Routes to School Program;
- Assist Brunswick in retaining its Bicycle Friendly Community designation by meeting the recommendation from the League of American Bicyclists to "expand Safe Routes to School Programs in every school;"
- Return the choice of safely walking or biking to school to families who lost this choice with the opening of a new elementary school.

***AB TO INCLUDE WEB LINKS TO DMP AND WALKABILITY REPORT.***

**Describe the potential positive impacts on the community, including at a minimum (if applicable) improving safety, mobility, or transportation in general, and the local/regional economy:**

The proposed project will **improve pedestrian and bike safety and mobility** by creating safer, more accessible walking and biking connections for all residents and students, between the downtown, surrounding neighborhoods and within two miles of Harriet Beecher Stowe Elementary School. Combined with the strong walk and bike to school and physical activity campaign being conducted by Access Health, a local Healthy Maine Partnership, the Brunswick School Department and many strong parent advocates, these safer routes to Harriet Beecher Stowe elementary will also **improve the health of our community** by creating an infrastructure that supports daily physical activity of students and adults, which will help combat the rising overweight and obesity rates our town is facing. This project will also enhance the implementation of key Town-approved plans, the Master Plan for Downtown Brunswick and Outer Pleasant Street Corridor and the Brunswick Walkability Report with the overall goal to **better meet the mobility needs of all residents**, and create a walkable and bikeable downtown that will connect consumers to our downtown, **enhancing the local/regional economy**.

***AB TO EDIT AND EXPAND TO INCLUDE EAST COAST GREENWAY TOURISM, DOWNEASTER***

**Describe how the project brings new opportunities for public benefit, including clear descriptions of the people, neighborhoods, etc., and potential businesses that will benefit:**

It is anticipated that neighborhoods affected by recent elementary school closures, surrounding Jordan Acres, Hawthorne and Longfellow Schools will benefit due to improved safe walkable and bikeable access to the Stowe Elementary School. ***MCKEEN STREET HOUSING CONNECTION?***

Overall, the general public will considerably benefit from the installation of more visible, pedestrian activated crosswalks at high deficiency locations. It was repeatedly noted during public sessions held as part of the Master Plan and Walkability Study process that people did not "feel safe" when crossing Maine Street and other streets in Downtown Brunswick. Downtown businesses saw this as a deterrent to shop in Downtown Brunswick.

As mentioned previously, the Town Council has authorized funding to install raised crosswalks in 3 downtown locations. The installation of crosswalk improvements to an additional 4 high deficiency locations will continue to

encourage walking and biking in the Downtown area and provide safer mobility for those visiting and living in Brunswick.

**AB TO INCLUDE DOWNEASTER**

**Describe any environmental permitting and/or design needed, completed or under way and any potential issues, and timeline(s):**

There are no known environmental impacts and no state or local permits needed. The flashing beacon crosswalk systems will be installed within the existing right-of-way on public roads.

**AB TO ELABORATE ON THE BIKE/PED STUDY..WAITING FOR DAN STEWART TO RETURN FROM VACATION NEXT WEEK TO CONFIRM.**

**Describe the specific timeline for design and/or construction of proposed project:**

<b><i>Item Description</i></b>	<b><i>Time to Complete After Notice of Grant Award</i></b>
<b>Select Design Consultant to Prepare Plans and Specs for Installation of Crosswalk flashing beacon system</b>	<b>30 days</b>
<b>Prepare Plans &amp; Specs for Bidding</b>	<b>30 days</b>
<b>Submit Bidding Documents to MaineDOT for Approval</b>	<b>15 days</b>
<b>Advertise the Project and Open Bids</b>	<b>25 days</b>
<b>Analyze Bids with MaineDOT and Award Contract</b>	<b>15 days</b>
<b>Installation of Crosswalk Flashing Beacon System at Four Crosswalks</b>	<b>90 days</b>
<b>Final Inspection and Certification of Work Completed to Specifications</b>	<b>15 days</b>
<b>TOTAL TIME:</b>	<b>220 days</b>

**Describe the public processes completed and/or planned, including the date(s) of the public meeting(s), planning studies completed, groups that have been involved, public support, and date(s) of select board or council approval of moving ahead with the project (please attach agenda(s) and/or meeting summaries from relevant meetings):**

A public process will be incorporated into the development of the bike and pedestrian plan which will provide the basis for the top 4 deficient locations in need of crosswalk improvements within Downtown Brunswick and its surrounding neighborhoods. As with any planning process, the Town of Brunswick uses various means to seek input from the public. Methods used include key stakeholder committees, surveys and interviews, public forums, day-long events, such as design charrettes and walkabouts, televised committee meetings, presentations to neighborhood and civic groups, joint events with the Brunswick Downtown Association, newspaper op-eds, etc.

**AB TO INCLUDE WEBLINKS OF DMP AND WALKABILITY STUDY TO ILLUSTRATE PUBLIC PROCESS FOLLOWED.**

---

### Section 3: Project Budget (funding request including cash match)

#### Section 3.1 - Estimated cost of infrastructure project (funding request including cash match)

**NOTE:** In most instances, if the project is approved, (1.) Design/Engineering/Permitting and (2.) State and Federal Reviews will be the only stages funded in the 2014-2015 Biennial Capital Work Plan. The project will become eligible for construction funding once design is complete, contingent upon when federal funding becomes available.

Design/Engineering/Permitting (12% of Construction or \$10,000, whichever is greater):	1.	\$12,000
Estimated Right of Way Costs including Appraisal	2.	0
State and Federal Review(s) (5% of Design/Engineering, or \$3,000, whichever is greater)	3.	3,000
Construction:	4.	100,000
Construction Oversight/Engineering (10% of Construction or \$10,000, whichever is greater)	5.	10,000
<hr/>		
<b>Total Value of Project as it relates to funding request (add lines 1 through 5):</b>	<b>6.</b>	<b>\$125,000</b>

Local Match/Voluntary Contributions (Note: All match/voluntary contributions must be detailed. Bonus consideration may be given to applications that offer additional match/voluntary contributions beyond any applicable required local match.)

- Total Local Cash Match (20% minimum for TE projects: % of project 20 7. \$
- Additional labor and/or materials contributions (will not count towards local match requirement, and should not be listed in above budget items) 8. \$
- Please describe local cash match and/or voluntary contributions in **DETAIL**:

***POTENTIAL MATCH CONTRIBUTIONS BELOW PROVIDED BY MELISSA FOCHEATO AT THE REQUEST OF STAFF. TO CONFIRM ELIGIBILITY/OBTAIN LETTERS OF COMMITMENT IF TOWN COUNCIL AUTHORIZES REQUESTS FOR CONSIDERATION OF BOTH TRANSPORTATION ENHANCEMENT AND SRTS FUNDING. WILL NEED A MINIMUM \$25,000 IN MATCH (FUNDING AND/OR IN-KIND RESOURCES) IF TE SUBMITTAL IS AUTHORIZED. ADDITIONAL RESOURCES MUST STILL BE IDENTIFIED.***

#### **Voluntary contributions:**

- 
- **Access Health – Brunswick’s Healthy Maine Partnership, Access Health, will commit staff time to partner with Brunswick School Department to expand their Safe Routes to School program, with a focus on increasing the number of students who walk and bike to Harriet Beecher Stowe Elementary. Contributions will include: parent and student surveys to identify concerns and barriers, recruitment of community volunteers, funding assistance for low cost materials needed to expand the program (eg safety vests, bike racks, marketing campaign) or other barriers identified by the community (eg bike helmets, way finding signs, stipends for after school bike clubs).**
- 
- **Summary of Match: \$500 mini grant for school needs, \$1500 in kind staff time**
-



Prepared by: John Foster, PE, Town Engineer				7/17/2012
<b>Detail Estimated Cost for Installation at One Location</b>				
<i>Item</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Total Cost</i>
Provide & Install Ped. Activated Flashing Beacon System (4 signs)	1	ea.	\$ 22,000.00	\$ 22,000.00
Provide Cast Iron Detectable Warning Fields (DWF) in ramp at both sides of crosswalk	20	s.f.	\$ 32.00	\$ 640.00
Install DWF in Pre-Cast Concrete	2	ea.	\$ 180.00	\$ 360.00
Install Pre-Cast DWF in Crosswalk Ramp, re-do curb ramp as needed	2	ea.	\$ 850.00	\$ 1,700.00
Install Crosswalk Pavement Markings	150	s.f.	\$ 2.00	\$ 300.00
<b>Estimated Total Cost for One Installation</b>				<b>\$ 25,000.00</b>
<b>Estimated Total Cost for Four Installations</b>	4	ea.	\$ 25,000.00	<b>\$ 100,000.00</b>

#### Section 4: Authorized Signatures

Please initial that you have read and agree to the proposed schedule: \_\_\_\_\_

- Spring of 2013: Municipalities receive notice of award
- Before October 31, 2013: Signed agreement with MaineDOT to proceed
- Before June 30, 2014: Preliminary Design Report completed, or Construction out to bid if funded for construction

This signature(s) 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. Signature(s) indicate the understanding and agreement that if the municipality decides to cancel the project after funds have been expended, the municipality may be required to reimburse the federal and/or state funds already expended. The applicant will also be responsible for future maintenance of the completed project. Note that design should meet all applicable federal and state standards and ADA Guidelines, and as always, funding award is contingent upon the availability of federal funding.

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/lap/lpa.php>

*An authorized representative of the city/town*

#### **Municipal Official:**

**Name(s):**

**Title:**

**Phone#:**

**Email:**

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**Signature(s)**

**Date**

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

**Name:**

**Title:**

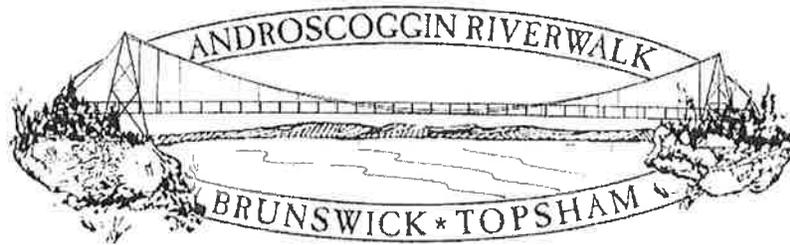
**Phone#:**

**Email:**

Send all application information as follows: Applications must be postmarked by August 3rd, 2012. Seven (7) complete hardcopy application packages (including all attachments and all required documents) must be submitted to:

MaineDOT  
Attn: Daniel Stewart  
Quality Community Program Manager  
Bureau of Transportation Systems Planning  
16 State House Station  
Child Street  
Augusta, ME 04333-0016

# MANAGER'S REPORT - G BACK UP MATERIALS



2 Main Street, Suite 708, Topsham, ME 04086  
[www.AndroscogginRiverwalk.org](http://www.AndroscogginRiverwalk.org)

July 18, 2012

Honorable Members of Town Council  
Town of Brunswick  
28 Federal Street,  
Brunswick, ME 04011

Dear Councilors:

This letter is to request that the Town of Brunswick submit a Quality Community Programs (QCP) grant application to complete the Androscoggin Brunswick-Topsham Riverwalk project in partnership with the Town of Topsham. This is the same project with updated figures and more design work completed that the council approved in 2010. For installation this summer, Maine DOT did allocate \$20,000 to Brunswick for pedestrian actuated light at Cushing and Mill to further develop this project. Our committee has been meeting and working for over five years and is currently working with Brunswick town staff to provide a draft application and will submit it to town staff in time for verification and submission.

The project is a project that deserves to be built. It will make it safer to travel from Maine Street to the Swinging Bridge and back by bicycle or on foot. It also will provide much needed safety improvements along Maine Street from Cabot to the Frank Wood Bridge.

This grant when awarded will complete the loop that includes the historic Swinging Bridge and the sidewalk of the Frank J. Woods Bridge. Currently the project is progressing on the Topsham side with the bid process beginning with the next week for the portion of the loop from the Swinging Bridge to and including the Summer Street sidewalk in Topsham. A previous grant to the Town of Topsham from Maine DOT (using Enhancement Funds) is funding 80 percent of the project. The Androscoggin Brunswick-Topsham Riverwalk Advisory Committee is supplying the local match of \$24,000.

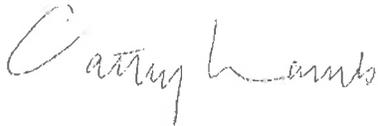
With this letter we are providing our committee list, a draft table of contents for the grant application, our draft current brochure (a map of the complete Rivewalk is inside the 11x17 brochure) and our updated case statement. The budget cost estimates are being updated and will be finalized by individuals/organizations by submission deadline.

John Foster, Brunswick Public Works Director John Foster, Jon Edgerton of Wright-Pierce (working pro bono on this project), Tom Farrell, Brunswick Parks and Recreation Director, Landscape Architect Anthony Muench, consultant to the advisory committee and the two chairs, Nancy E. Randolph and Cathy Lamb are meeting on Friday to finalize the budget numbers. Before the meeting Monday, July 23, we will provide the council with our final cost estimates for application submittal approved by the ad hoc committee working on this application.

An interesting note about this project is that Jon Edgerton's Wright-Pierce has donated pro bono services for the Mill Street part of the project and when working with the ad hoc committee has suggested and then again volunteered to bring the Bow, Cabot and Maine Street phase to the same level of design standard as the Mill Street construction documents that has been given pro bono.

Our Riverwalk Advisory Committee continues to be totally invested in this project and on behalf of the committee, Cathy Lamb and I, Nancy E. Randolph again pledge to raise the 20 percent match as required by MDOT upon the town's acceptance of the grant for this project.

Very best regards,



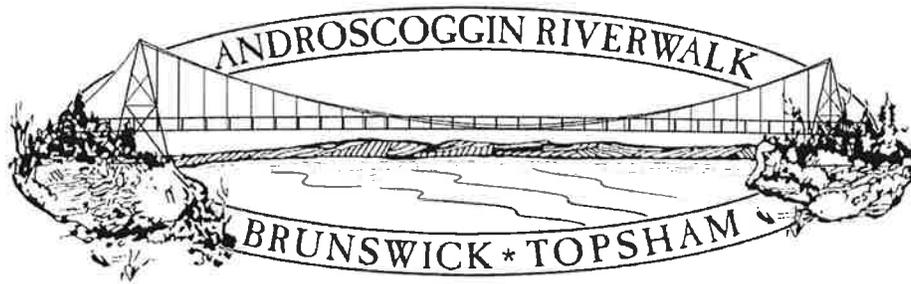
Cathy Lamb



Nancy E. Randolph

P.S. As you can see from above, we now have a beautiful black and white logo and are now working to make it into a colorized version. Our brochure will be printed.

P.P.S. This project will require no local match from tax dollars, as the committee has shown in the past by raising the local match for the Topsham Mill Road-Summer Street sidewalk portion and voting to spend up to \$4,000 for the local match for the pedestrian actuated crossing lights that are soon to be installed at Cushing and Mill Street.



2 Main Street, Suite 708, Topsham, ME 04086

P. 207-837-6187 f. 207-729-4600

[info@androscogginriverwalk.com](mailto:info@androscogginriverwalk.com)

[www.androscogginriverwalk.com](http://www.androscogginriverwalk.com)

## **Mission and Vision**

In 2006, building on the success of the rehabilitation of the historic John A. Roebling designed Swinging Bridge, residents of Topsham and Brunswick formed the Androscoggin Brunswick-Topsham Riverwalk Advisory Committee. This Advisory Committee brings together the Topsham and Brunswick communities to design, support, and create a 1.25-mile, 4-season, fully accessible, dedicated in-town walking loop along both sides of the Androscoggin River. The plan envisions a safe route along the Androscoggin River that encompasses and enhances the Swinging Bridge and the Frank Wood Bridge for connecting the two communities.

## **Project Description and Objectives**

The Androscoggin Topsham Brunswick Riverwalk is being constructed in stages: the trail along the Topsham side of the river, Summer Street, the Border Trust Park, Fort Andross parking lot, and Mill Street improvements.

The strategic plan, which is included in the informational packet, clearly describes the three (Phases 3-5) remaining Phases of the Project, Estimated Cost, Funding to Date and Schedule for Completion along with additional proposed enhancements for the project.

### **Progress to Date:**

**(Phase 1) (2009)** Committee formed, design consultant selected, concept drawings begun and fundraising campaign begun. *(Fundraising ongoing)*

**(Phase 2) (Going out for bid third week of July 2012.)** Construct a paved walking path through the woods in Topsham; regrade and pave the path from the woods to Summer Street; extend and improve the Summer Street sidewalk to meet the path. Funding was provided through The Maine Department of Transportation with a \$100,000 Quality Community grant and matched by \$24,000 in local contributions.

**(Phase 3)** In Brunswick, construct a safe bike/pedestrian travel way along Mill Street from Bow Street intersection with Route 1 entrance ramp to the Androscoggin Swinging Bridge. Parts of the walkway will be widened to provide overlooks. The walkway will be inside the guardrail to protect pedestrians and cyclists from roadway traffic.

**Note: Wright-Pierce is preparing construction documents as well as pledged to provide utility coordination pro bono to the Riverwalk project.**

**(Phase 4)** In Brunswick, wide sidewalks from Maine Street along Cabot and Bow Streets to the Route 1 entrance ramp. Project will include placing utility lines underground, widening and clearly defining Cabot

Street sidewalk through Fort Andross parking areas and adding green space as possible. ***Wright-Pierce has agreed to provide the same level of design for this section to be added to the 2014-2015 grant application.***

**(Phase 5)** In Topsham at 2 Main Street, pocket park along river and stairway up to Frank Wood Bridge (“Green Bridge”). The stairway will have river two semi-circular overlooks. Access to the Green Bridge from the pocket park for wheelchairs, bicycles, and strollers will be maintained on Summer and Main Street sidewalks around the Board Trust Business Center, 2 Main Street.

***Note: The success of the Community Campaign will enable funding to be spent on accessory elements, including benches and signage for the completed Riverwalk.***

#### **Additional proposed accessory elements to the project:**

- Park between edge of Topsham woods and Summer Street.
- Stone gateway to Riverwalk from parking area at Topsham end of Swinging Bridge.
- Sculpture in pocket park at 2 Main Street, Topsham.
- Signage to identify the route of the Riverwalk through Brunswick and Topsham.
- Interpretive signage at points of historical or environmental interest along the route.
- Information kiosks with Riverwalk map at Fort Andross, either end of the Swinging Bridge, and at 2 Main Street, Topsham.
- Benches along the Riverwalk for rest and contemplation of the river views.

### **Community Benefits: Completion of the Androscoggin Riverwalk**

#### **Health Benefits**

The Androscoggin Topsham Brunswick Riverwalk will promote and increase access to regular physical activity for people of all ages. It will assist community partners to increase the availability of safe and accessible recreation opportunities such as walking trails and cycling routes. With access to safe and affordable recreation, people can prevent and manage health afflictions such as high blood pressure, diabetes, heart disease and stroke, and circulatory and respiratory problems. Among the 10 most popular fitness activities are walking, biking and jogging, all of which are perfect for the proposed Androscoggin Riverwalk.

- The Rivewalk will be a safe, fully accessible, paved path, for walkers, runners, and bicyclists of all ages and abilities.
- The walking loop will serve the maximum number of people, businesses, and organizations because everyone will be able to enjoy it in all-seasons.
- Currently, a natural dirt path creates a challenge for the entire community to have access to the path. With the completion of the Riverwalk, all of our community members, including those who need special access for wheelchairs and walkers (or even strollers) will have access.

#### **Social Benefits**

Trails are accessible to people of all income brackets, age groups, and cultures. They are open year-round and many trail activities encourage groups and clubs to get together. Creating and maintaining trails builds partnerships that include private companies, landowners, local government, advocacy groups, and residents. This brings people together with a common cause that we believe is beneficial for our community.

- Many sectors of the community will benefit from this project: public schools, local colleges, local businesses, environmental groups, historical societies, people who commute another way, people at risk for chronic illness, local religious and fraternal organizations, organizations that serve youth, organizations that serve seniors, health promotion and disease prevention groups.
- Having a safe, fully accessible path will serve the maximum number of people and organizations, because everyone will be able to enjoy the walking loop year-round.

- It will serve as a link between the two towns, providing an alternative route for residents who prefer walking or cycling to traveling by car.
- The Riverwalk will be an important link in the series of interconnected trails extending from the proposed Bridge-to-Bridge trail in Topsham Heights, through downtown Brunswick, to the Androscoggin Pedestrian and Bicycle Path out to Cook's Corner.
- Because of its location, it will be an inviting path for recreation and exercise enhancing the economy of the businesses at Fort Andross, Bowdoin Mill Island and in downtown Brunswick and Topsham's Lower Village.

### **Heritage Benefits**

**Trails link historic and cultural sites, providing opportunities for community festivals, events, and competitions. Interpretive signs along trails identify areas of historical interest such as buildings, river transportation, bridges, rail lines, and native heritage.**

- Benches will be installed along the route, particularly at sites that provide spectacular views of the Androscoggin River and of both communities.
- There will be directional signage along the route and informational signage at points of natural, historic, or other significance.
- The interpretive signage identifying the historical, geological and educational importance of the Androscoggin Riverwalk, will further expand the potential of individuals and groups that would benefit from the Riverwalk.
- It will run along the Androscoggin River between the Frank J. Wood ("Green") Bridge and the Androscoggin Swinging Bridge in both Brunswick and Topsham with parking and access at several key gateways.

### **Environmental Benefits**

**Many trails help create and preserve green spaces and provide habitat for wildlife. They also provide bike routes so that urban commuters can ride their bikes to work or walk which reduces smog emissions.**

- As necessary, existing sidewalks will be extended or improved. Completion of the project will transform an underutilized stretch of the Androscoggin River bank.
- New safety buffers will protect pedestrians and cyclists from vehicles in the more urban, high-traffic sections of the Riverwalk.
- The path will be fully accessible in all seasons. As such, it will be well engineered, low-maintenance and easily plowed.

### **Economic Benefits**

**Our best estimate shows that there are hundreds of people using the current undeveloped natural path during the warm seasons. These numbers will swell initially as locals use the path for lunchtime, evening, and weekend recreation. Use will continue to grow at a steady rate, as the advantages of the Androscoggin Riverwalk become known to regional residents and one-time visitors alike through assorted media. As more people are enticed to Brunswick/Topsham to enjoy what the Riverwalk can offer, the local economy can only benefit.**

- With the Healthy Maine Walk designation, (see [www.healthymainewalks.org](http://www.healthymainewalks.org)), the Riverwalk will become a destination point for many non-locals.
- The measurable outcomes will include the establishment of unique partnerships between, companies, community, and civic, educational, and governmental organizations. With these new partnerships, the groundwork will be there to add the Androscoggin Riverwalk to the reasons why someone would want to relocate to the Brunswick Topsham area further increasing our economic base for local businesses.

### **Funding Requirements**

- The Androscoggin Riverwalk Advisory Committee has been meeting monthly for the past four years. We have received expert advice from a variety of land-use professionals. Based on that advice, the committee has developed a plan. Our plan is the most cost-effective way to highlight the best features of the bicycle/pedestrian loop, with the least maintenance costs, and minimal harm to the environment.

- The Androscoggin Riverwalk Advisory Committee has explored many different options for the Androscoggin Riverwalk. It is the assessment of the landscape architects who have been working with the Androscoggin Riverwalk Advisory Committee on this project, that the current usage is deteriorating the path to the point that it has become dangerous for those who might be using it. As the path further deteriorates, the cost will substantially increase, which means our campaign goal would be considerably larger, possibly taking it out of our reach.
- It is important to do the project now because we have received a \$100,000 improvement grant from the state, along with other grants such as Davis Conservation of \$25,000, Fore River Foundation grant of \$24,000, the Senter Fund grant of \$10,000, and sources of funding, so improvements can continue. We have the support of Topsham and Brunswick Town Governments, the expertise of a landscape architect, a designer, an engineer, a land surveyor, the National Parks Service, the local Healthy Maine Partnership, the Maine Department of Transportation. The Rotary Club of Brunswick agreed to have the Brunswick Rotary Community Fund act as fiscal agent for fundraising.

**The Androscoggin Riverwalk Committee is in the midst of its Community Fundraising Campaign so that money will be available to use as the local match for each Town of Topsham and Brunswick upon applying and receiving Maine DOT grants for completing the 1.25 mile loop.**

**Funding Goal:**

- \$ (#####)
- \$(#####) to build the Riverwalk
- \$ (#####)for an endowment, primarily for maintenance

**Sources of Funding:**

- \$ (#####)from grants, such as the MDOT Quality Community Program
- \$ (#####)from Community Campaign

The Committee recognizes that this is an ambitious goal. However, we have every confidence that we will be able to realistically move forward with the Riverwalk project and complete each phase as money is being raised for the next phase.

We ask you, through your donation and support, to be an active participant in an exciting and unprecedented community working partnership. Be a part of the vision that will enhance and preserve the stunning river views and beautiful natural woodlands for everyone to enjoy.

There are various options for your investment in the Androscoggin Riverwalk Project- named giving opportunities, pledges over a period of years, planned giving opportunities, matching gifts to name a few and with different levels for donor recognition. What a wonderful way to create a memorial or give a commemorative gift. Your support will be appreciated and valued.

The Androscoggin-Topsham Riverwalk Committee will serve as the organization with the responsibility to coordinate the fundraising campaign, solicit, manage, and distribute donations consistent with the overall purpose of the fundraising campaign.

**Your support will be greatly appreciated and valued.**

# Androscoggin Brunswick-Topsham Riverwalk Grant Application

## Contents

1. Town of Brunswick Cover Letter and MDOT Application
2. Drawing and Aerial View of Project Areas
3. Photos of Riverwalk Route
4. Detailed Work Plan & Project Budget
5. Concept Design Plans & Renderings
6. Easement Documentation
  - 6-a. Priority Group LLC letter
  - 6-b. Town of Topsham Tax Maps
7. Advisory Committee Mission & Membership List
8. Endorsement by Town of Topsham
9. Endorsement & Commitment to Serve as Fiscal Agent by Rotary Club of Brunswick
10. Letters of Support from the Community (letters listed alphabetic order)
  1. ACCESS Health / Healthy Maine Partnerships
  2. Bowdoin College
  3. Bowdoin College (Track Coach)
  4. Brunswick Bicycle and Pedestrian Advisory Committee
  5. Brunswick Conservation Commission
  6. Brunswick Downtown Association
  7. Brunswick Inn (on the Mall)
  8. Brunswick Master Plan Implementation Committee
  9. Brunswick Parks & Recreation Commission
  10. Brunswick Schools
  11. Brunswick Sewer District
  12. Brunswick-Topsham Land Trust
  13. Brunswick Village Improvement
  14. Cathance River Education Alliance
  15. Fore River Company (Bowdoin Mill)
  16. Greater Topsham Trail Alliance
  17. Highlands & Highland Greens
  18. Independence Association
  19. Inn at Brunswick Station
  20. Merrymeeting Board of Realtors
  21. Mid Coast Hospital
  22. MidCoast Council of Governments
  23. MidCoast Regional Redevelopment Authority (for Brunswick Landing)
  24. Next Era Energy
  25. NorthWest Brunswick Neighborhood Association
  26. Parkview Hospital
  27. Pejepscot Historical Society
  28. People Plus
  29. Priority Group
  30. Rotary Club of Topsham Espresso
  31. St. John's School
  32. Southern Midcoast Maine Chamber of Commerce
  33. Topsham Conservation Commission
  34. Topsham Development Inc.
  35. Topsham Heights Neighborhood Association
  36. Topsham Schools
  37. Topsham Historical Society
  38. Topsham Sewer District
  39. Walkable and Livable Communities Institute
  40. Waterfront Maine (Ft. Andross)
11. News Clippings
12. Excerpts from Topsham Comprehensive Plan & Excerpts from Brunswick Municipal Code and Ordinances

# Androsocoggin Brunswick-Topsham Riverwalk Brunswick Side

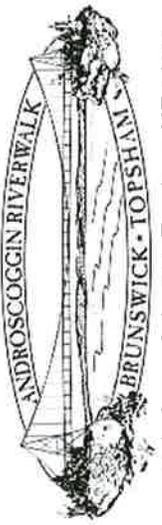


Existing Pedestrian/Bikeway  
Historic Swinging Bridge

New 750' Mill St.  
B'w Bike/Ped Path with  
safety, landscape & lighting  
improvements

New B'w Bike/Ped brick path  
with safety, landscape &  
lighting improvements

Widened to B'w Bike/Ped brick  
path with added  
bollards for safety



Anthony Muench  
Landscape Architect  
Brunswick Resident

2 Main Street, Suite 708, Topsham, ME 04086  
[www.AndrosocogginRiverwalk.org](http://www.AndrosocogginRiverwalk.org)

# ANDROSCOGGIN Brunswick-Topsham RIVERWALK

*Creating a walkable/bikeable space.*

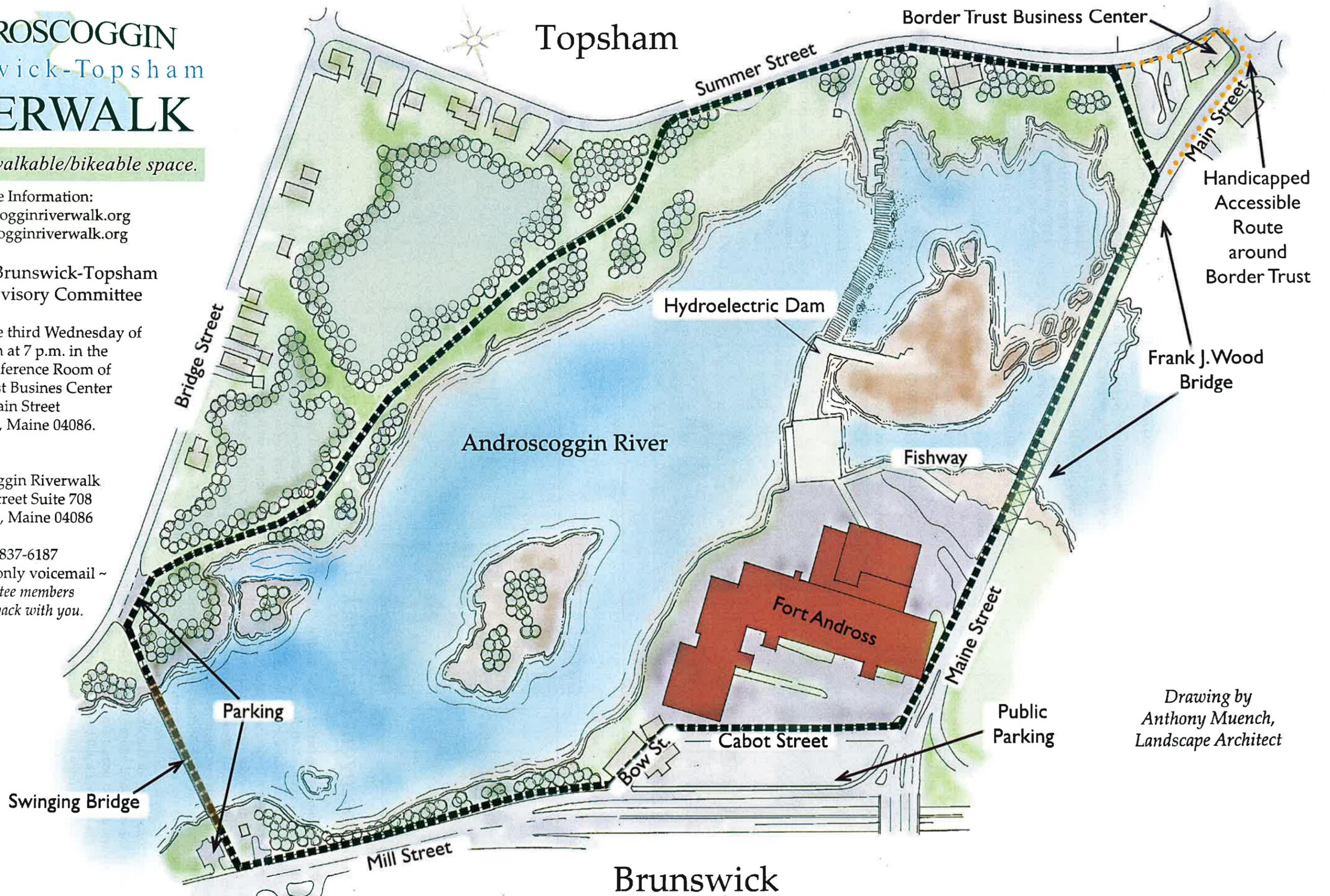
For More Information:  
[www.androscogginriverwalk.org](http://www.androscogginriverwalk.org)  
[info@androscogginriverwalk.org](mailto:info@androscogginriverwalk.org)

Androscoggin Brunswick-Topsham  
 Riverwalk Advisory Committee

Meetings are the third Wednesday of  
 each month at 7 p.m. in the  
 Village Conference Room of  
 Border Trust Business Center  
 2 Main Street  
 Topsham, Maine 04086.

Androscoggin Riverwalk  
 2 Main Street Suite 708  
 Topsham, Maine 04086

207-837-6187  
 ~ message only voicemail ~  
 committee members  
 will get back with you.



*Drawing by  
 Anthony Muench,  
 Landscape Architect*



### Local Rotary Clubs Join Project

The Rotary Clubs of Brunswick and Topsham Expresso are valued partners in the Riverwalk planning, fundraising, and construction effort. The Brunswick Rotary Community Fund, a 501(c)(3) nonprofit, acts as the Riverwalk's fiscal agent, the same service provided to the Androscoggin Swinging Bridge rehabilitation project.

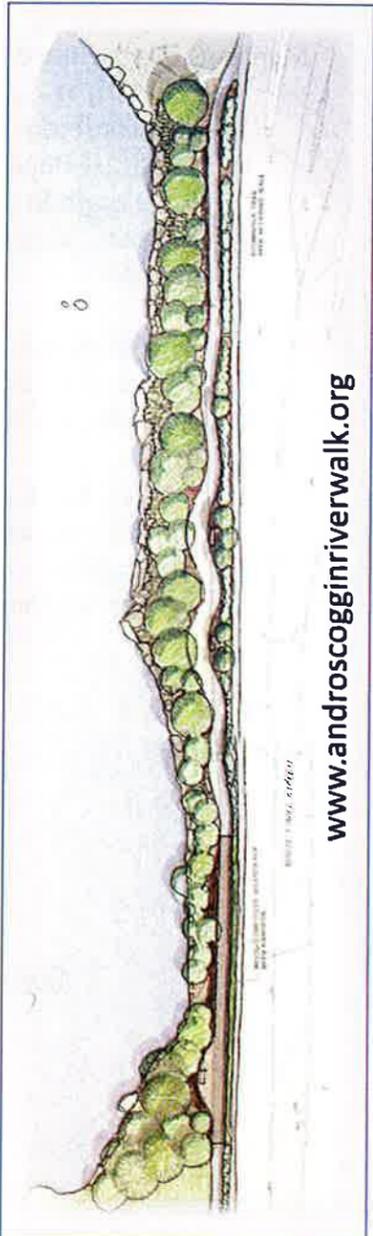
The main objective of Rotary is service in the community, the workplace, and throughout the world. Rotarians build goodwill and peace, provide humanitarian service, and encourage high ethical standards in all vocations. The Rotary motto is "Service Above Self." Membership offers the opportunity for extended fellowship through visitation makeups at other Rotary clubs in Maine and around the world and allows and encourages participation in Rotary International activities.

Rotary International is one of the world's largest service organizations, with some 29,500 clubs in more than 160 countries. Annually, Rotary clubs worldwide invite a limited number of men and women to become members. Members represent various businesses and professional activities in their communities. Belonging to a Rotary club where outstanding representatives of the different vocations in your community come together, has many benefits.

#### Meetings

The Rotary Club of Brunswick meets every Monday (except holidays) at noon at the China Rose at Bath Road, Brunswick. FMI: [rotary@BrunswickRotary.org](mailto:rotary@BrunswickRotary.org) or come to a meeting.

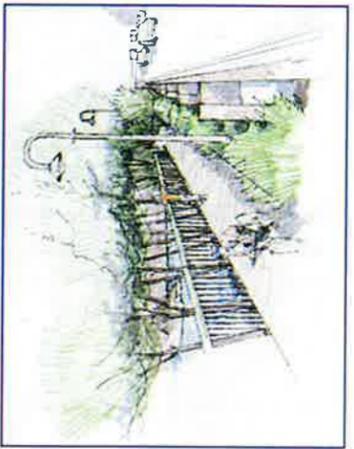
The Rotary Club of Topsham Expresso meets every Monday (except holidays) at 7 a.m. in the Border Trust Business Center at 2 Main Street, Topsham. FMI: [jam9@gwi.net](mailto:jam9@gwi.net) or come to a meeting.



[www.androscogginriverwalk.org](http://www.androscogginriverwalk.org)

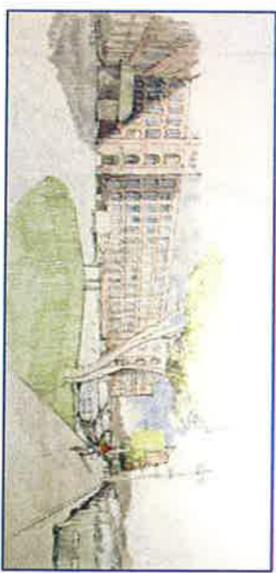
## Androscoggin Brunswick-Topsham Riverwalk

The Town of Topsham was awarded partial funding (\$96,000 with a \$24,000 local match) by the Maine Department of Transportation (MDOT) Quality Community Program. The Androscoggin Riverwalk committee prepared the grant application using technical assistance from the National Park Service and a portion of the grant from the Alfred Senter Fund received in 2007. The MDOT grant helps communities expand their transportation and quality community environments, including pedestrian and bicycle programs. The grant will cover 80% of the cost of design and construction. The Riverwalk Advisory Committee will raise the 20% local match through contributions from foundations, businesses, and individuals and donated in-kind services. The restoration of the Androscoggin Swinging Bridge was largely funded by a similar grant from MDOT. The Riverwalk will be paved to ensure that it is fully-accessible in all seasons. As necessary, existing sidewalks will be extended or improved. Benches will be installed along the route, particularly at sites that provide spectacular views of the Androscoggin River and of both communities. There will be directional signage along the route and informational signage at points of natural, historic or other significance. New safety buffers will protect pedestrians and cyclists from vehicles in the more urban, high-traffic sections of the Riverwalk. The Riverwalk will be an important link in the series of interconnected trails extending from the proposed Bridge-to-Bridge trail in Topsham Heights, through downtown Brunswick, to the Androscoggin Pedestrian and Bicycle Path out to Cook's Corner.



### Our Mission

The mission of the Riverwalk Advisory Committee is to bring together the Topsham and Brunswick communities to design, support and create a 1.25 mile dedicated in-town walking loop. The plan envisions a safe route along the Androscoggin River that encompasses and enhances the Swinging Bridge and the Frank J. Wood Bridge for the purpose of connecting the two towns through education, recreation, transportation and promotion of healthy life styles.



### Accomplishments to date:

- Received concept endorsements from Brunswick Town Council & Topsham Board of Selectmen -2007.
- Senter Fund grants for \$20,000 (2007) \$5,000(2009).
- Received National Parks Service: Technical Assistance grant-2007.
- Obtained 2-foot contour maps.
- Initial concept design by Landscape Architect Anthony Muench (Brunswick citizen).
- Brunswick Rotary Community Fund serves as fiscal agent providing not-for-profit 501(c)3 status.
- Rotary Clubs of Brunswick and Topsham Expresso have joined the Riverwalk project as active participants. Each club currently has a member representative.
- Designated a Healthy Maine Walk. See [www.healthymainewalks.org](http://www.healthymainewalks.org).
- Awarded \$96,000 Quality Community Fund grant from MDOT. Received local match donation.
- Wright-Pierce donates engineering for Mill Street section—work complete.
- Topsham Mill Road portion expected construction Summer 2012.



All concept drawings by Anthony Muench RLA

### Committee Members

Cathy Lamb, *Brunswick Rotary Club* – Co-Chair  
 Nancy E. Randolph, *Topsham Citizen* – Co-Chair  
 Debra Wigand, *Brunswick Citizen* – Sec./Treas.  
 Peter Baecher, *Brunswick Parks & Recreation Department*

Jeff Deletetsky, *Topsham Heights Neighborhood Association*

Don Gower, *Topsham Citizen*  
 Alison Harris, *Brunswick Citizen*  
 Josh Katz, *Brunswick Bicycle & Pedestrian Advisory Committee*

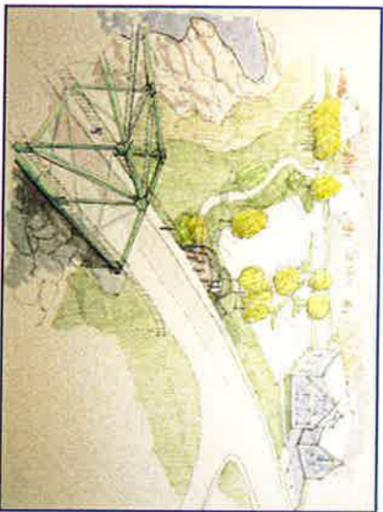
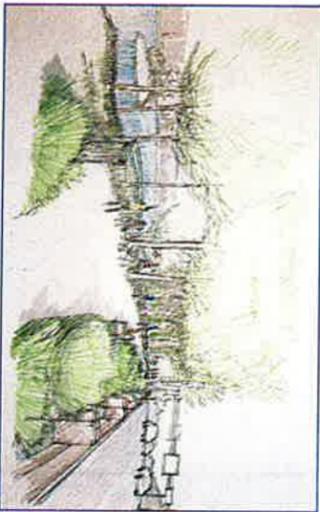
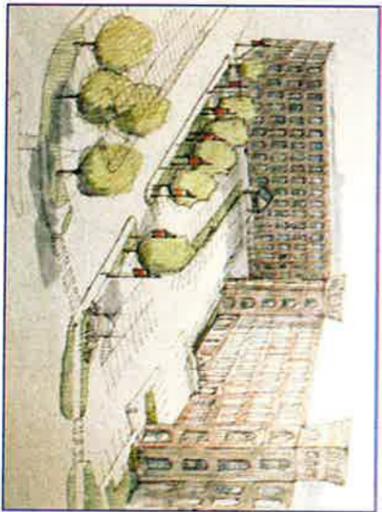
Pam LeDuc, *Topsham Parks & Recreation Director*  
 Anne Marr, *Brunswick NorthWest Neighborhood Association*

Rebecca Farnham, *ACCESS Health/Healthy Maine Partnerships*

Fred Wigand, *Representing Bowdoin Mill Business Owners/Professionals & Topsham Development Inc.*

### Design Consultant to the Committee

Anthony Muench, *Landscape Architect, Brunswick Citizen*



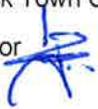
[www.androscogginriverwalk.org](http://www.androscogginriverwalk.org)

2 Main Street, Ste. 708, Topsham, ME 04086  
[info@androscogginriverwalk.org](mailto:info@androscogginriverwalk.org)  
 Phone: 207-837-6187 msg only

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# MANAGER'S REPORT - H BACK UP MATERIALS

# Memo

**To:** Members of the Brunswick Town Council  
**From:** Thomas M. Farrell, Director   
**Date:** July 18, 2012  
**Re:** Androscoggin to Kennebec (A2K) Multi-Use Path

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The Town of Brunswick was recently informed by the City of Bath of an opportunity to request funding through the Maine Department of Transportation (MDOT) for consideration that could cover the entire cost for the preliminary engineering design of the Androscoggin to Kennebec Bike Path extension. This information was generated as a result of a site visit conducted with MDOT in response to a letter of intent that Bath had submitted for proposed improvements of a section of A2K Trail in Bath. During the site visit, the MDOT representative suggested to Bath that the proposal be revised to request preliminary engineering of the entire corridor from Brunswick to Bath.

A feasibility study was previously completed in 2004 for development of the multi-use corridor from Bath to Brunswick (see attached cover page). In 2009 the Brunswick Town Council also authorized the submission of a funding request that would have begun the process to extend the existing bike path at its terminus at Grover Lane to Peterson Lane paralleling the Route 1 corridor east to West Bath and Bath. A copy of the letter is also included with this memo. This request did not result in an allocation of funds.

It is anticipated that MDOT will consider this extension as part of a longer multi-use trail system that could become a "**trail of statewide significance**" and if designated so would require no local match for this funding request.

As a result of the above information, municipal staff from Bath, West Bath and Brunswick met to discuss the potential submission of a joint application for funding for preliminary engineering design for the entire corridor (see attached map).

Also included with this memo is a copy of the "DRAFT" application. It would potentially be submitted jointly by the three communities for funding approval should each municipality support the submission. The City of Bath endorsed the application at its July 9, 2012 meeting as evidenced by the attached resolution and the Town of West Bath has discussed the project and supports moving forward in collaboration with the Town of Brunswick and City of Bath.

A sample resolution is included that staff would ask the members of the Brunswick Town Council to consider at its meeting on Monday July 23, 2012 as well as consideration on approval to participate as a joint applicant along with Bath and West Bath on the project.

*Final Report*

# Androscoggin-to-the Kennebec Bicycle Path Feasibility Study

*February, 2004*

*Submitted to*

## Town of Brunswick and City of Bath

*Submitted by*

**TYLIN** INTERNATIONAL

*In Association with*

*Terrence J. DeWan & Associates  
Woodlot Alternatives, Inc.*



# Town of Brunswick, Maine

INCORPORATED 1739

## OFFICE OF THE TOWN COUNCIL

28 FEDERAL STREET • BRUNSWICK, MAINE 04011

TELEPHONE 207-725-6659

FAX 207-725-6663

April 27, 2009

Representative Chellie Pingree  
1037 Longworth HOB  
Washington, DC 20515

Re: Letter of Support for Androscoggin River Bicycle Path Extension – A Segment of the Androscoggin to the Kennebec Bicycle Path

Dear Congresswoman Pingree:

**This letter is in strong support of the Androscoggin River Bicycle Path Extension – A Segment of the Androscoggin to the Kennebec Bicycle Path as part of the Member-Designated High Priority Project application.** Since its opening in the fall of 1998, the bike path has experienced year-round use and has been a significant addition to the region's recreational assets. The Brunswick Town Council strongly supports this expansion as a project that will include safety, economic development, mobility and environmental benefits and add recreational value to an entire region that will be feeling the affects of the closure of the Brunswick Naval Air Station (BNAS).

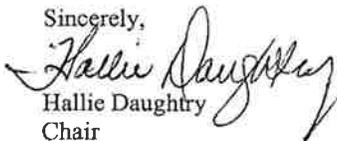
The Androscoggin River Bicycle Path has been designated as a model segment of the East Coast Greenway, a bicycle and pedestrian trail system that stretches from Key West, Florida, to Calais, Maine. It has also been selected by both the Maine Association of Planners and Northern New England Chapter of the American Planning Association for Outstanding Planning Project Awards. As Maine's first Bicycle Friendly Community as designated by the League of American Bicyclists and Bicycle Coalition of Maine, Brunswick has been a leader in non motorized transportation planning and development and is committed to further expanding its network of bicycle and pedestrian friendly infrastructure.

The Town of Brunswick's goal is to be able to continue work to extend the path so it may eventually connect this community with the City of Bath, Maine. A 2004 feasibility study funded in part by the two communities and the Maine Department of Transportation identified this project corridor as a way to intelligently connect the two communities and West Bath in an effort to develop a regional non-motorized transportation network. The corridor identified for this project has also been determined as the preferred route to extend the East Coast Greenway through the Mid Coast Region. Funding is critical in keeping this valuable project moving forward. With the closure of the BNAS, along with the current difficult economic times, full local funding of this project is not feasible, but we are comfortable that our match under this program can be made with a combination of local funds/development impact fees, other grant opportunities and private funding.

During the 2004 feasibility study to extend the path, public input into the design and location of the proposed project was solicited and citizens actively participated in the process. If we are successful in receiving funding for this project, the item will come before the Town Council again and further opportunity for public input will occur.

**Again, the Brunswick Town Council supports this application for the extension of the "Androscoggin River Bicycle Path – A Segment of the Androscoggin to Kennebec Bicycle Path" to be included in the Member-Designated High Priority Project program, and hopes for your personal support, as well.**

Sincerely,

  
Hallie Daughtry  
Chair  
Brunswick Town Council

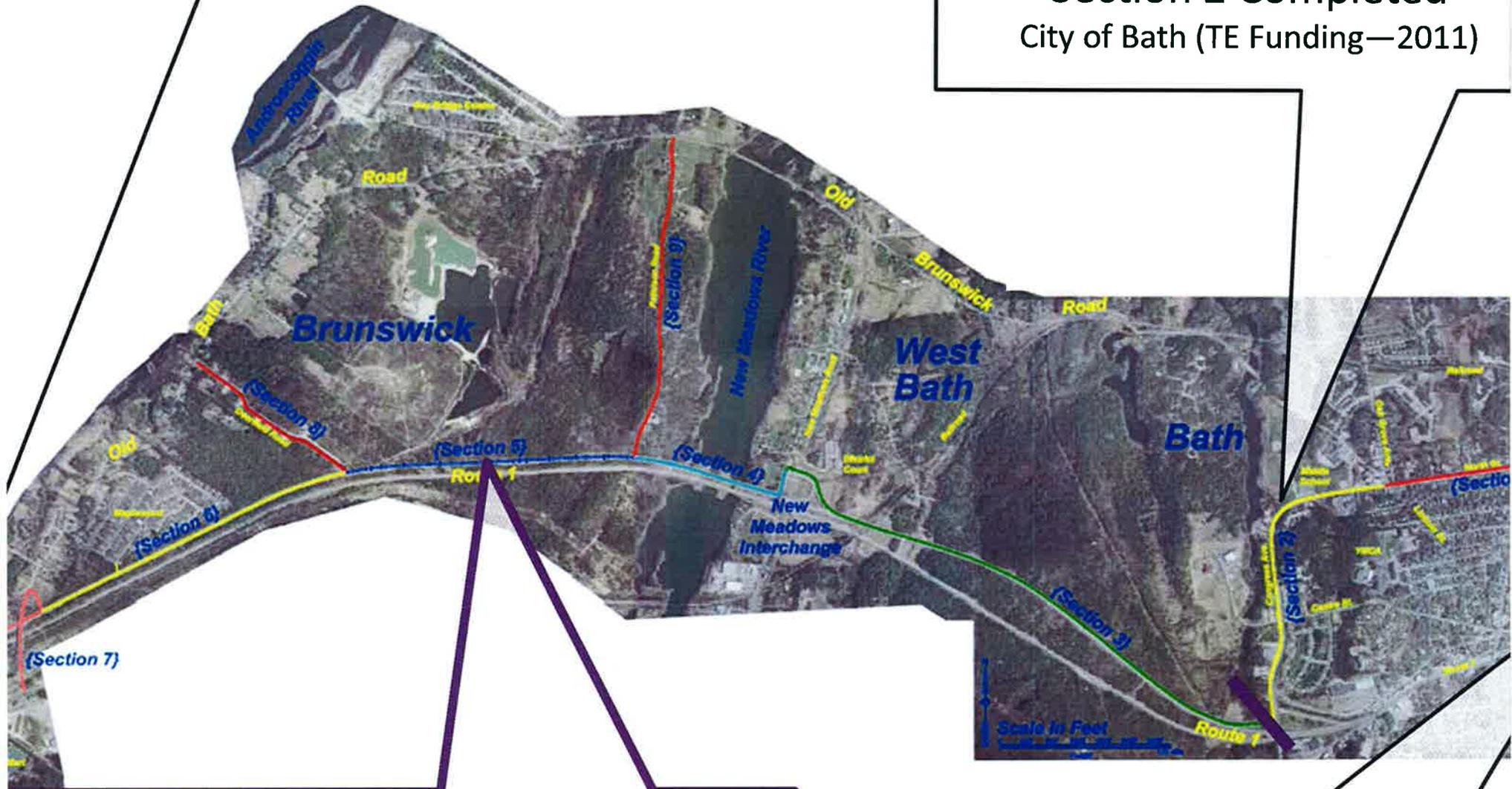
DRAFT

# ing Androscoggin Bike/Ped Path

Town of Brunswick (1998)

## Section 2 Completed

City of Bath (TE Funding—2011)



## Proposed Engineering of Sections 3, 4, 5, 6, 7, 8, & 9

Brunswick, West Bath, Bath (for TE Funding 2013)

## Section 1 Partially Complete

City of Bath (TE Funding—2011/13?)

DRAFT



MaineDOT

MaineDOT Quality Community Program  
Transportation Enhancement & Safe Routes

Date Application Received
(For MaineDOT Use Only)

For potential inclusion in fiscal years 2014-2015 Biennial Capital Work Plan

2012 Application

Section 1: General Information

Applicant Name(s): <i>City of Bath, Town of West Bath, Town of Brunswick</i>		
Contact Person: <i>Andrew H. Deci</i>		
Mailing Address: <i>55 Front Street</i>		
City: <i>Bath</i>	State: <i>ME</i>	Zip: <i>04530</i>
Daytime Phone No.: <i>207-443-8363</i>	Email: <i>adeci@cityofbath.com</i>	

Please place an (x) next to all the programs your project is eligible for:

- Federal Transportation Enhancement (TE) Program (If you have committed to minimum 20% local match)\*
- Federal Safe Routes to School Program (if within 2 miles of a K-8 school and will improve safety for children)

\*Trail corridor is under consideration for the designation of a 'Trail of Statewide Significance'

Please Note: If Safe Routes to School is checked, the community agrees to conduct a before and after project count of pedestrians and bicyclists traveling to and from school, as well as to engage with the Maine Safe Routes to School Program on safety education and encouragement initiatives.

NOTE: The following sections of this application request 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.

Section 2: Project Information

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

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 project can potentially proceed in steps:

The Androscoggin to Kennebec (A2K) Multi-use path is proposed to connect the eastern-end of the Androscoggin River Bicycle and Pedestrian Path (located at the end of Grover Lane in Brunswick, ME) to the western-end of the multiuse path on Congress Street in Bath, generally running east-to-west along the existing Route 1 right-of-way. A project map is attached for reference (Attachment A).

Project Summary (Outline proposed improvements in 30 words or less):

Engineering and permitting for a 7.2-mile continuation of the Androscoggin River Bicycle and Pedestrian Path between and through Brunswick, West Bath and Bath, generally along the existing Route 1 right-of-way, providing transportation and recreational opportunities to the region's residents, employees, and visitors.

**Describe the proposed scope of the improvements:**

Background

Subsequent to the 1998 completion of the Androscoggin River Bicycle and Pedestrian Path in Brunswick and Topsham, the City of Bath and the Town of Brunswick completed a feasibility study for the continuation of the trail to Bath. The 2004 feasibility study was funded by a transportation enhancement grant and a local match shared by the two communities. Since that time, the City of Bath has implemented 80% of the on- and off-road sections of the trail within the municipality, using local and Transportation Enhancement funds.

As other regional trail systems have developed in the state and the use of the Androscoggin River Bicycle and Pedestrian Path has grown, community members in Brunswick, West Bath, and Bath have a renewed interest in the continued development of the Androscoggin to Kennebec Trail (colloquially known as the A2K). In May of 2012, representatives of the three communities, along with other trail supporters working on a northerly connector to Gardiner, met and discussed the implications of a regional trail system—providing a separated, safe, accessible route between the 'Capital to the Coast'.

Scope

The feasibility study (*executive summary is provided as Attachment B*) establishes the desire to construct a 14 foot\* paved surface with 3" of bituminous pavement for the majority of the Route One portion (principal portion) of the multi-use path which extends from Congress Avenue to the easterly end of the existing Androscoggin River Bike Path. Feeder sections, access paths, and on-road facilities will also be engineered, with varying sections, based on topography and engineering demands.

*\*Pavement widths may be reduced to 10' or 12' in certain constrained areas where inadequate right-of-way, costly ledge removal or negative environmental or cultural resource impacts exist.*

**Describe in detail the ownership of the affected properties, whether all or part of the proposed project is in the public right-of-way, and how wide the estimated right-of-way is if on a public road system. If the land of the proposed project is not along a public right-of-way or on public land, please describe any contact with landowner(s).**

The majority of the pathway system can be constructed within the existing public rights-of-way, although there are some areas along Route One where construction of the multi-use on private property would reduce construction costs and/or provide a more pleasing alignment. Portions of the pathway will have to have temporary easements for access and/or grading during the construction of the multi-use path system.

In a few instances, permanent easements or acquisitions will need to occur. In various locations along the Route One corridor, the multi-use path could be constructed within the existing Right-of-Way, but the plans show that an alternative alignment on private property would be beneficial from a cost, environmental impact, grading or aesthetic reason. If the engineering determines that the alternatives proposed on private land are preferable, agreements will have to be worked out with the property owners.

**Describe the project(s) transportation value(s) and purpose(s): *Each project should serve primarily 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, and/or relates directly to the transportation system.***

The existing connections between Brunswick and Bath (through West Bath) consist of Route One (a divided freeway), Bath Road, and Old Bath/Old Brunswick Road. Cyclists and pedestrians are not currently allowed on this portion of Route One. The other two roadways are very dangerous for pedestrians and cyclists. Bath Road is a high-speed, predominately commercial corridor with numerous driveway openings and side roads. Old Brunswick/Old Bath Roads are more rural and residential in nature, but are quite narrow with gravel shoulders. There are many driveway openings and areas, such as the New Meadows causeway and the Railway Trestle Underpass, where the cyclist or pedestrian is forced onto the narrow pavement due to width restrictions. Neither of these corridors have any provisions for cycling or walking.

The construction of the multi-use path extension along Route One will provide an efficient, safe and alternative means of transportation between these two communities.

**Describe why this project is important to your community and region (if applicable):**

Community Benefits

The pathway extension will provide a safe alternative to traditional ground transportation. The extension will result in more pedestrian and bike traffic, will reduce the number of cars on the road and will provide an alternative, non-motorized connection between Brunswick and Bath. More residents will have direct access to the multi-use path network without having to drive to one of the trailhead parking areas. In addition, having a longer, integrated multi-use path system may serve to attract more out-of-town visitors using the system for the day, providing additional patrons for local businesses.

Environmental and Air Quality Benefits

The environmental conditions along the recommended multi-use path alignment could be enhanced by the development of the pathway. The project provides an opportunity to decrease the dependency on the automobile as a primary form of local transportation. The construction of the multi-use path should also include the installation of native plants and water quality treatment devices to increase the habitat available for wildlife and manage water quality issues within the region.

Nationally, In 2009, 40% of trips in the United States were shorter than 2 miles, yet Americans use their cars for 87% of trips 1 to 2 miles. Twenty-seven percent of trips are shorter than 1 mile, yet 62% of trips up to 1 mile long are by car. Future development of this corridor aligns with reducing the number of short-vehicle trips with pedestrian- or bike-based ones, as many origins and destinations are within 2 miles.

The expansion of alternative transportation will provide opportunities for more people to walk and bike to work, school and shop. The State of Maine Department of Environmental Protection Air Quality Bureau supports the development of transportation alternatives such as public transit, shared-ride programs, bicycle and pedestrian facilities, and employer trip reduction programs as a way to decrease dependence on the automobile.

Health and Accessibility Benefits

A large number of people using the existing Androscoggin River Bicycle and Pedestrian Path system do so for exercise or recreational reasons. This extension of the multi-use path will greatly expand the region's sidewalk and trail network and provide many opportunities for residents and visitors to walk and bike in a safe environment, allowing for additional opportunities to increase physical activity—both recreationally, and by inspiring human-powered commutes to workplaces, recreational areas, and retailers.

The multi-use path extension will be constructed in compliance with the Maine Human Rights Act and the Americans with disabilities Act, similar to the existing Androscoggin River Bike Path. It will provide a safe opportunity for *all* people to enjoy the multi-use path system.

**Describe the potential positive impacts on the community, including at a minimum (if applicable) improving safety, mobility, or transportation in general, and the local/regional economy:**

The pathway extension will provide a safe alternative to traditional ground transportation. The extension will result in more pedestrian and bike traffic, will reduce the number of cars on the road and will provide an alternative, non-motorized connection between Brunswick and Bath. More residents will have direct access to the multi-use path network without having to drive to one of the trailhead parking areas. In addition, having a longer, integrated multi-use path system may serve to attract more out-of-town visitors using the system for the day, providing additional patrons for local businesses.

**Describe how the project brings new opportunities for public benefit, including clear descriptions of the people, neighborhoods, etc., and potential businesses that will benefit:**

The extension of the multi-use path to Bath along Route One would provide the nearby communities with safe, off and on-road access to many commercial areas, residential areas, recreational facilities, schools, parks and open spaces in Bath and Brunswick:

- Commercial Areas
  - Downtown Brunswick

- Downtown Bath
- Cook's Corner
- Businesses on Route One in Woolwich
- Lower Topsham Village
- Topsham Mall Area
- Residential Areas
  - In-Town Brunswick
  - Topsham Village
  - Other areas in Topsham with access to the existing Androscoggin River Bike Path via bikelanes, sidewalks and bike paths connecting to the Merrymeeting Bridge
  - Portions of Old Bath Road near the proposed multi-use path alignment (Brunswick)
  - Maplewood development (Brunswick)
  - Deerfield Road (Brunswick)
  - Peterson Road and portions of Old Bath Road near the northerly end of Peterson Road (Brunswick)
  - New Meadows Road near the Route One interchange (West Bath)
  - All areas in urbanized Bath with connections to Congress Avenue, North Street, Front Street and Commercial Street
- Parks and Open Spaces
  - Open Spaces along the Androscoggin River
  - Bike Path in Brunswick
  - Picnic Area on Grover Lane in Brunswick
  - Bay Bridge Landing Waterfront park in Brunswick (provides access to Merrymeeting Bay)
  - City Pier and Waterfront Park on Commercial Street in Bath
  - Library Park in Bath
  - Foreside Road Recreation Area in Topsham
  - Androscoggin River Bike Path in Brunswick
  - YMCA in Bath
  - Youth Meetinghouse and Skate Park in Bath
- Transit
  - Amtrak Downeaster Service (Brunswick)
  - Maine Eastern Railroad (Brunswick and Bath)
  - Brunswick Explorer Bus System
  - Bath CityBus System
  - Concord Trailways Intercity Bus
  - Brunswick Station
  - Bath Train and Intermodal Station
- Schools
  - Bath Middle School
  - Dike-Newell School
  - Bowdoin College
  - Athletic Fields, Playgrounds, and Recreational Facilities
- Future Regional Destination Points (requires additional planning, engineering, and implementation)
  - Popham Beach State Park
  - Reid State Park
  - Multiple public-access conservation lands in the region

In addition to improving the bicycle and pedestrian connections among our local communities, this trail would enhance the East Coast Greenway (ECG). The ECG is a national trail system that is proposed to extend over 2,100 miles from Key West, Florida to Calais, Maine. The ECG Alliance website indicates that their goal is "to connect existing and planned trails that are locally owned and managed to form a continuous, safe, green route, easily identified by the public through signage, maps, users guides, and common services".

The existing Androscoggin River Bicycle and Pedestrian Path is a link in the ECG. The ECG currently is signed for the Old Brunswick/Old Bath Road corridor, but after construction of the A2K Trail along Route One, the ECG will likely be re-designated along the safe, separated corridor. This extension will further this national vision while connecting Maine's coastal communities.

Most importantly, the completion of this segment of trail—in tandem with the development of the Merrymeeting Trail System—would allow a significant population of midcoast and central Maine access to downtowns, employers, retailers, and recreational spaces, by way of a network of over 40 miles of off-road, separated facilities, from the ‘Capitol to the Coast.’

**Describe any environmental permitting and/or design needed, completed or under way and any potential issues, and timeline(s):**

A reconnaissance-level environmental assessment was completed as part of the 2004 feasibility study; the results of the assessment indicate that the path is feasible from an environmental standpoint, provided that wetland impacts are avoided and minimized.

The New Meadows River area, including its associated wetlands, is the most significant environmental resource within the project area since they are considered Wetlands of Special Significance. The river is also listed as one of the 17 priority coastal waters to receive federal, state, and local focus for non-point source pollution abatement activities. Recent high-accuracy LIDAR data has been accumulated by MaineGIS, which will lower surveying costs and provide better information to assist quality decisions related to the impacts of this trail on the environment.

**Describe the specific timeline for design and/or construction of proposed project:**

Day 0:	Grant Award
Day 30:	Engineering Firm Bid Package Assembled/Notice To Bid Authorized by MDOT
Day 75:	Firm Selected
Day 90:	Kickoff Meeting held with municipalities
Day 120:	Fieldwork Completed/Conceptual Design presented
Day 165:	60% Design Completed/Environmental Review/Permitting Started
Day 210:	Environmental Review/Permitting Completed
Day 270:	100% Design Completed

**Describe the public processes completed and/or planned, including the date(s) of the public meeting(s), planning studies completed, groups that have been involved, public support, and date(s) of select board or council approval of moving ahead with the project (please attach agenda(s) and/or meeting summaries from relevant meetings):**

In addition to the public processes involved in the initial construction of the existing trail and during the feasibility study process, each municipality participated in additional meetings and public hearings prior to submission of the application. Municipal staff met on multiple occasions to address immediate staff-level concerns and to formulate execution of a joint application. Additionally, each locality presented an overview of the project to the reviewing authority for their consent. Meeting summaries and individual concerns for each town are listed below and within attachments. Additional letters of support from allied organizations, businesses, and planning organizations are also attached.

City of Bath

The City of Bath discussed the A2K trail extension at a July 9, 2012 City Council meeting. The project was received exceptionally favorably, with a unanimous vote for the continued efforts at connecting the three communities. The City Council authorized the signature of a letter of support (included as Attachment X), providing commitment to the project. Future costs of development and maintenance were discussed, but which were (for now) superseded, because the development of the trail is beneficial enough to warrant forward movement on engineering.

The project is explicitly supported by the City's 2009, State-approved Comprehensive Action Plan and the City's 2011 Bicycle and Pedestrian Plan.

Additionally, the City's Bicycle and Pedestrian Committee met and supports the project, which enhances and furthers the City's Bicycle and Pedestrian Plan. Future public involvement will rely on the leadership of the Bicycle and Pedestrian Committee (along with supporting staff) to provide comments and feedback on engineering decisions.

Town of West Bath

The Town of West Bath has discussed the A2K trail extension at two scheduled Board of Selectman meetings (copies of minutes are attached as Attachment XX). The Town supports moving forward in a combined effort with the other involved municipalities. The Board believes the project is worthwhile and would benefit West Bath on several different levels. The success of the already completed portion of the A2K trail has been seen and the Board of Selectman feels the completion of this extension will dramatically increase its usage for all citizens in the surrounding area. However, State funding for this project is critical due to the economic conditions at the municipal level.

Town of Brunswick

The Town of Brunswick considered the A2K Trail extension at its meeting on July 23, 2012. The Brunswick Town Council ( ). The Town of Brunswick has previously sought Federal Transportation Funding to extend the Androscoggin River Bicycle and Pedestrian Path from its current terminus at Grover Lane along the Route 1 corridor to Peterson Lane adjacent to New Meadows Lake and the Town of West Bath. In 2009 the Town of Brunswick submitted a request for funding for this portion of the trail as a Congressional Member-Designated High Priority Project. (see attached letter dated April 27, 2009). Unfortunately application did not result in a subsequent award of funds. Brunswick also participated in the 2004 Androscoggin to the Kennebec Bicycle Path Feasibility Study in collaboration with West Bath, Bath and the Maine Department of Transportation. Extending the existing path to Bath along the Route 1 corridor has been identified in the Town's Capital Improvement Program as a municipal project priority. With the success of the Androscoggin Bicycle Path experienced to date it is anticipated that this extension will result in increased use of the existing path and provide people with a safe off road way to bike and walk between the three communities.

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**Section 3: Project Budget (funding request including cash match)**

**Section 3.1 - Estimated cost of infrastructure project (funding request including cash match)**

**NOTE: In most instances, if the project is approved, (1.) Design/Engineering/Permitting and (2.) State and Federal Reviews will be the only stages funded in the 2014-2015 Biennial Capital Work Plan. The project will become eligible for construction funding once design is complete, contingent upon when federal funding becomes available.**

- Design/Engineering/Permitting (12% of Construction or \$10,000, whichever is greater):** 1. \$
- Estimated Right-of-way Costs including Appraisal** 2. \$
- State and Federal Review(s) (5% of Design/Engineering, or \$3,000, whichever is greater)** 3. \$
- Construction:** 4. \$ N/A
- Construction Oversight/Engineering (10% of Construction or \$10,000, whichever is greater):**5. \$ N/A
- Total Value of Project as it relates to funding request (add lines 1 through 5):** 6. \$

Local Match/Voluntary Contributions (Note: All match/voluntary contributions must be detailed. Bonus consideration may be given to applications that offer additional match/voluntary contributions beyond any applicable required local match.)

- **Total Local Cash Match (20% minimum for TE projects: % of project 0** 7. \$ 0\*
- **Additional labor and/or materials contributions (will not count towards local match requirement, and should not be listed in above budget items)** 8. \$

Please describe local cash match and/or voluntary contributions in DETAIL:

*\*No local match is provided—project is under consideration as a 'Trail of Statewide Significance'*

**Funds Requested from MaineDOT:**

**10. \$**

Note: The sum of Lines 7 and 10 should equal Line 6 above.

Note: Section 3.2 of this form also requires further details on costs. The amount shown on line 5 on the above estimate should match the total outline of costs in Section 3.2, or an explanation must be given for the discrepancy.

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**Section 3.2 - Detailed Description of Infrastructure Project and Cost**

**Local Force Account:** Does the municipality plan on potentially using local forces to build the project? (YES OR NO)

If yes, please include separate detailed construction estimates including design, materials, labor, (labor cost per hour including the overhead amount for town forces), mobilization, construction oversight, etc, for both town led project, and constructor awarded project.

If yes, please initial to indicate that the municipality is willing to move forward with the project even if force account is not approved. \_\_\_\_\_

If yes, please indicate the cost difference (savings) between a potential local force account led project and contractor led project.

Note: The intent of the Federal Aid program is that most projects will be put out to bid and built by contractors. If the municipality believes that the construction portion of the project will save significant federal transportation dollars if built with local forces and potentially using local materials, than a process is in place to determine if a local project can get approved to do the work with local forces.

For all applicants: Please provide a detailed line item budget for all items from Section 3.1 Feel free to provide an attachment.

*See attached budget.*

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**Section 4: Authorized Signatures**

Please initial that you have read and agree to the proposed schedule: \_\_\_\_\_

- Spring of 2013: Municipalities receive notice of award
- Before October 31, 2013: Signed agreement with MaineDOT to proceed
- Before June 30, 2014: Preliminary Design Report completed, or Construction out to bid if funded for construction

This signature(s) 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. Signature(s) indicate the understanding and agreement that if the municipality decides to cancel the project after funds have been expended, the municipality may be required to reimburse the federal and/or state funds already expended. The applicant will also be responsible for future maintenance of the completed project. Note that design should meet all applicable federal and state standards and ADA Guidelines, and as always, funding award is contingent upon the availability of federal funding.

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/lap/lpa.php>

An authorized representative of the city/town(s):

**BRUNSWICK Municipal Official:**

**Name(s):** \_\_\_\_\_ **Title:** \_\_\_\_\_  
**Phone#:** \_\_\_\_\_ **Email:** \_\_\_\_\_

\_\_\_\_\_  
*Signature(s)*

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

**WEST BATH Municipal Official:**

**Name(s):** \_\_\_\_\_ **Title:** \_\_\_\_\_  
**Phone#:** \_\_\_\_\_ **Email:** \_\_\_\_\_

\_\_\_\_\_  
*Signature(s)*

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

**BATH Municipal Official:**

**Name(s):** \_\_\_\_\_ **Title:** \_\_\_\_\_  
**Phone#:** \_\_\_\_\_ **Email:** \_\_\_\_\_

\_\_\_\_\_  
*Signature(s)*

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

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

**Name:** Andrew H. Deci\* **Title:** Director of Planning & Development, City of Bath  
**Phone#:** 207-443-8363 **Email:** [adece@cityofbath.com](mailto:adece@cityofbath.com)

\*Local Project Administrator-trained; complemented by a full-capacity Public Works Department and staff in West Bath and Brunswick, with experience in managing complex infrastructure and bicycle-pedestrian improvement projects.

**Send all application information as follows: Applications must be postmarked by June 29<sup>th</sup>, 2012. Seven (7) complete hardcopy application packages (including all attachments and all required documents) must be submitted to:**

**MaineDOT**

**Attn: Daniel Stewart  
Quality Community Program Manager  
Bureau of Transportation Systems Planning  
16 State House Station  
Child Street  
Augusta, ME 04333-0016**



July 9, 2012

To Whom It May Concern:

This letter represents the City of Bath's continued support for the planning of a regional trail system along the Route 1 Corridor. The vision for this regional trail is to connect the Androscoggin River Bicycle and Pedestrian Path in Brunswick, through West Bath, to the Kennebec River in Bath. This trail promotes alternative modes of transportation for commuters and residents, recreational opportunities for citizens of all ages, and enhances our regional connections to our fellow communities.

We continue to give our support to our municipal staff, our residents, our municipal committees, and other interested parties to work together towards achieving the vision of this regional trail system.

Sincerely,

David A. Sinclair, Chairman

Meadow Merrill, Ward One

Sean Paulhus, Ward Two

Kyle Rogers, Ward Three

Bernard Wyman, Ward Four

Mari Eosco, Ward Five

Ruthe Pagurko, Ward Seven

Andrew Winglass, At Large

Steve Brackett, At Large



# Town of Brunswick, Maine

INCORPORATED 1739

## OFFICE OF THE TOWN COUNCIL

28 FEDERAL STREET • BRUNSWICK, MAINE 04011

TELEPHONE 207-725-6659

FAX 207-725-6663

July 23, 2012

To Whom It May Concern:

The Brunswick Town Council is pleased to support the continuation of our regional efforts to complete the Androscoggin to Kennebec regional trail, connecting the Androscoggin River Bicycle Path in Brunswick, through West Bath to the Kennebec River in Bath. The Town of Brunswick believes that at some point, the project will connect with Maine communities beyond our region and encourage people to use nonmotorized transportation as a means to travel to work. It will also serve as a recreation destination, comprising a significant segment of the 3,000 mile East Coast Greenway, a bike/pedestrian trail connecting Key West, Florida with Calais, Maine.

All one needs to do is see the high usage of the Brunswick portion of the Androsoggin to Kennebec Trail to understand the community's strong link to this important asset. We commit to providing staff and committee support to carry forward our collective vision for a regional trail system.

Sincerely,

Joanne T. King, Chair

Brunswick Town Council

Attest:

Frances M. Smith

Brunswick Town Clerk/

Assistant to the Town Manager

Manager's Report – I and J  
NO BACK UP MATERIALS

ITEM 86

BACK UP MATERIALS



Town Clerk's Office  
28 Federal Street  
Brunswick, ME 04011

## **PUBLIC HEARING**

The Municipal Officers of the Town of Brunswick will hold a Public Hearing at the Municipal Meeting Room, Maine Street Station, 16 Station Avenue, Brunswick, at 7:00 P.M. on 7/23/2012 on the following Special Amusement license applications:

### **Special Amusement**

Bowdoin College

D/B/A: Bowdoin College Dining Service- Magee's Grill

David Saul Smith Union

Allen W. Delong

All persons may appear to show cause, if any they may have, why such applications should or should not be approved.

INDIVIDUALS NEEDING AUXILIARY AIDS FOR EFFECTIVE COMMUNICATION  
PLEASE CONTACT THE TOWN MANAGER'S OFFICE AT 725-6653 (TDD 725-5521).

Fran Smith  
Town Clerk

**TOWN OF BRUNSWICK**

28 Federal Street Brunswick, Maine 04011 TEL: (207) 725-6658 FAX: (207) 725-6663

**APPLICATION FOR LICENSE OR PERMIT**

Please complete:

Type of Business:  Sole Proprietor-Owner's Name: Bowdoin College / Jack MaBees

Partnership-Partner's Names: \_\_\_\_\_

Corporation-Corporation Name: Bowdoin College

Incorporation Date: 1995 Incorporation State: Maine

New License: Opening Date \_\_\_\_\_  Renewal License: Expiration Date: \_\_\_\_\_

Business Name: Bowdoin College E-Mail: adelong2@bowdoin.edu

Business Address: 6200 College Station Business Phone Number: 725-3536

Name of Contact Person: Allen Delong Contact's Phone Number: same

Mailing Address for Correspondence: same

Signature of Applicant: Allen W. Delong Date: \_\_\_\_\_

There will be a late fee for any expired licenses (\$25) w/ fees higher than (\$50) and (\$10) for licenses w/ fees (\$50) or less. The fine will double after the license has been expired for more than 30 days. New licenses are prorated by the half-year.

**Select Type of License you are applying for on back of this page**

**Corporations Please Complete:**

Address of Incorporation: Brunswick, ME Phone #: 725-3536

Name of Corp. Officer, Owner, or Partners: Title Address % of Stock or ownership

President and Trustees of Bowdoin College

**Town Clerk Use Only**

Approvals:  Finance  Codes  Health Officer  Council  Police

Codes Officer Signature \_\_\_\_\_

Health Officer Signature \_\_\_\_\_

Temp Food Service:  Maine Dept of Human Services Valid License  Maine Dept of Agriculture License

Seller of Prepared Food on Public Way:  Insurance Binder  Picture of Cart (also will need FSE License)

Waiting on: \_\_\_\_\_ Mailed or Issued Date: \_\_\_\_\_ PH Date: \_\_\_\_\_

Type of License: Special Amusement Paid Fee: \$ 100.00 Cash /  Check Date: JUN 26 2012

Advertising Fee: \$ \_\_\_\_\_  Paid

**License Fees & Schedule: Please check the type of license you are applying for.**

Bazaar or Flea Market-Exp. June 30<sup>th</sup>

\_\_\_\_\_ 1-3 Days (\$50) Date and Location of Event: \_\_\_\_\_

\_\_\_\_\_ Annually (\$225)

Bowling Alleys, Pool Halls and Billiards-Exp. June 30<sup>th</sup>

\_\_\_\_\_ Number of Lanes (\$20 each) \_\_\_\_\_ Number of Tables (\$20 each)

Carnival or Circus

\_\_\_\_\_ Number of Days (\$150/day) Date and Location of Event: \_\_\_\_\_

Commercial Vehicle-Exp. December 31<sup>st</sup> \_\_\_\_\_ Number of Vehicles (\$75/vehicle) (New licenses issued between 7/1 and 12/31 is \$38 per vehicle) (New Vehicles - one time \$25 inspection fee)

**Food Service Establishment (Victualer)-Exp. May 31<sup>st</sup>**

FSE with Malt, Vinous & Spirituous Liquor (\$250)

FSE with Malt and Vinous (\$200)

FSE with Malt or Vinous (\$175)

FSE with Sit Down, no Alcohol (\$100)

FSE Mobile Carts, Take Out, Coffee, Popcorn, Catering,  
B&B's, Bakeries, or Prepared Seafood Vender, ETC (\$75)

FSE: Description of Food to be sold: \_\_\_\_\_

Going Out of Business (\$50)

60 Day License (Must also Complete an Application for Going out of Business Sale, and include a list of inventory)

Innkeeper-Exp. May 31<sup>st</sup>     1-15 Rooms (\$100)     16+ Rooms (\$175)

Junkyard  Automobile Graveyard (\$50 each, both Exp. Oct. 1<sup>st</sup>)     Auto Recycling (\$250-5 Yrs)  
Plus \$25 application fee for each type \_\_\_\_\_

Pawnbroker (\$75) Exp. June 30<sup>th</sup>

Peddler:

\_\_\_\_\_ #Weeks/\$25/week    \_\_\_\_\_ #Months (up to-3 mnths-\$50/up to-6 mnths \$75)    \_\_\_\_\_ 1 Year (up to 12 mnths \$100)

Pinball Mach. - Other Amuse Devices (\$35/each) Exp. June 30<sup>th</sup> \_\_\_\_\_ Number of Machines/Devices

Second Hand Dealer (\$75)-Exp. June 30<sup>th</sup>

Sellers of Prepared Food on Public Way (\$1500 Mall vendor/\$3,000 Farmers Market/\$25 other)

Location: \_\_\_\_\_ Exp. 1<sup>st</sup> PH in March

As part of the application you must submit a letter of intent from insurance carrier, picture of food service device (not needed for renewals) and a victualer's license. I certify that, to the best of my knowledge, I have complied with all laws and ordinances of the State of Maine and the Town of Brunswick. \_\_\_\_\_

(Signature of owner, officer, partner or agent)

(New applicants must talk to Recreation Dept/There is no proration on new licenses)

Special Amusements (\$100)-Exp. w/Alcohol License

Describe in detail kind and nature of entertainment: student bands, comedians,

acoustic performers, DJ's Occupancy = 226

Describe in detail room or rooms to be used under this permit: Jack Magces Grill

and Pub at Bowdoin College

Signature of Owner, officer, partner or agent: Allen W. DeLong

Tattooing Establishment (\$75)-Exp. June 30<sup>th</sup>

Theater (\$150 per screen)-Exp. June 30<sup>th</sup> \_\_\_\_\_ Number of Screens

ITEM 87

BACK UP MATERIALS

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**TOWN OF BRUNSWICK**  
TOWN MANAGERS OFFICE  
MEMORANDUM

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TO: Brunswick Council

FROM: Gary Brown, Town Manager

DATE: July 16, 2012

RE: Amendment to zoning ordinance

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The proposal from the Brunswick Development Corporation (BDC) to exchange the Pleasant and Stanwood Street properties for the current Town Office stipulates that the current use (office building) be allowed to continue after the Town Departments vacate to the McLellan building.

Now that the Council has passed the bond ordinance, it is appropriate that the Planning Board be requested to prepare language to amend the zoning ordinance that will satisfy the condition of the exchange between the BDC and the Town.

It is the opinion of the Codes Enforcement Office, concurred by Pat Scully, that the current language in the zoning ordinance would prohibit the continued use as an office building once the building is no longer occupied by Town Departments. It is currently allowed by virtue that **municipal facilities** are allowed in all zoning districts. I am attaching a memo from Anna Breinich, Director of Planning and Development that provides the history of the zoning of this area as well as some options to satisfy the BDC requirement.

Anna Breinich and I will be available to answer questions at the Council meeting.



## TOWN OF BRUNSWICK, MAINE

INCORPORATED 1739

DEPARTMENT OF PLANNING AND DEVELOPMENT  
28 FEDERAL STREET  
BRUNSWICK, ME 04011

ANNA M. BREINICH, AICP  
DIRECTOR OF PLANNING & DEVELOPMENT

PHONE: 207-725-6660  
FAX: 207-725-6663

June 13, 2012

**To:** Gary Brown, Town Manager  
**From:** Anna Breinich, AICP  
**Subject:** 28 Federal Street Reuse as a Non-Municipal Facility

Per your request, we have researched zoning of 28 Federal Street in effect at the time of construction of the Municipal Building and, thereafter, to determine if its functional use as an office would be considered a legally-established nonconforming use.

In 1959, the Town of Brunswick acquired the 28 Federal Street property. We are unable to confirm whether the Parks and Recreation Building, 30 Federal Street, was also acquired at that time or earlier. At the time of purchase and it is assumed, at the time of construction of the municipal building, the property was zoned as General Residence. Municipal Use was a permitted use; office use was not.

In 1969, the Zoning Ordinance was significantly updated with the creation of new zoning districts and changes made to existing zoning district boundaries. The west side of Federal Street from Mason to Center Street was rezoned from General Residence to C-1, Downtown Commercial District. This district generally included Maine Street from Fort Andross to Pleasant Street, then continuing south on the west side of Maine Street to Noble Street. Permitted uses included multi-family residential only by "exception" approved by the Board of Appeals, a mix of commercial, institutional, recreational and educational uses. Single-family residential was not a permitted use. With regard to 28 Federal Street, "governmental building or facility" was a permitted use as well as offices. The Municipal Building continued as a governmental building or facility use and was not reclassified as an office.

The C-1 Zoning District remained as adopted in 1969 until September 1986, at which time an updated zoning ordinance was adopted. Zoning districts were again redrawn and all previously zoned C-1 properties fronting Federal Street were now rezoned a new Intown Residential 11 District, as was all Federal Street. Unfortunately the rezoning from C-1 to Intown Residential 11 created 5 non-conforming uses/properties out of 7 properties located between Mason and Center Streets. For the most part, these non-residential uses were legally established between 1969 and 1986 and still exist today as nonconforming uses today. In hindsight, this area should have remained C-1.

Presently, as a municipal facility, the town offices and recreation center are permitted uses by ownership alone. As to their functional use, offices and recreational facilities are prohibited uses in the current Town Residential 2 Zoning District (TR2) established in 1997, as part of a

comprehensive Town-wide rezoning. Single-family and multi-family residential uses are the only permitted uses in the TR2 District encompassing Federal Street with the exception of an area near Cleaveland Street. Bed and breakfast establishments, greenhouse and florist, photographer and artist studios and religious institutions are permitted by Special Permit. Therefore, if the existing Town offices and recreation uses are vacated, the buildings/parcels cannot be used for the same non-municipal functional use.

Moving forward, the Town can rezone the west side of Federal Street, between Mason and Center Streets, back to what is now known as Town Center 1 (formally C-1), thereby reflecting the majority of existing nonconforming uses established by right between 1969 and 1986 – primarily non-residential uses, compatible with residential uses. As the Town Core area rezoning is already started with a draft combined Town Center District for the Downtown area, it would be more appropriate to consider changes in districts/boundaries, consistent with the 2008 Comprehensive Plan, as part of the larger rezoning effort.

To address the issue at hand, the potential reuse of the municipal facilities based on functional use, an option may be to amend the existing municipal facilities standards (Section 306.17) to allow the continuation of existing prohibited functional uses of municipal facilities, as a legally-established nonconforming use. Essentially, the functional use of the municipal facility would be considered non-conforming having the same restrictions as any other nonconforming use town-wide. If considered a viable option, Town Council could request the Planning Board to consider and possibly recommend such an amendment to Section 306.17.

Should you need anything further, please let me know.

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BACK UP MATERIALS

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**TOWN OF BRUNSWICK**  
TOWN MANAGERS OFFICE  
MEMORANDUM

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TO: Brunswick Council

FROM: Gary Brown, Town Manager

DATE: MRRA Board nomination

RE: July 16, 2012

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The Town of Brunswick, and other communities impacted by the closure of NASB have been invited to submit names to Governor LePage for consideration to be nominated by the Governor to the Board of Trustees of the Mid-Coast Regional Redevelopment Authority.

Council Leadership has asked me to research the possible nomination of Denise Clavette to the MRRA Board. Based on communications that I have had with staff from the Governor's office, one of the openings under consideration is one of the so-called State-wide appointments. Denise recently relocated from Cumberland County to York County and is eligible for that position, should she be appointed by the Governor.

I have also discussed this with staff from the Office of Economic Adjustment (OEA). OEA provides funding for Denise's job through a grant to MRRA. The grant has already been submitted to OEA for the next fiscal year and staff at OEA does not see a problem with her being on the MRRA board and being partially funded from their grant to MRRA.

Denise has been employed as our liaison to base closing issues for the past two plus years. In that capacity she has been exposed to every issue that has been going on between the Town and base redevelopment matters. Some of her work has included not only dealing with MRRA, but also Bowdoin College, MDEP EPA, NAVFAC, Navy PMO and many other organizations. She currently is the most informed staff person on matters related to the redevelopment of the base. There are presently two MRRA Board members that have similar municipal positions as Denise and their appointments were not determined to be a problem by the current or former Administration, nor members of the Legislature.

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# CONSENT AGENDA - A BACK UP MATERIALS

**Draft**  
**BRUNSWICK TOWN COUNCIL**  
**Minutes**  
**July 9, 2012**

**Councilors Present:** Chair Joanne T. King, W. David Watson, Benjamin J. Tucker, Suzan Wilson, John M. Perreault, Gerald E. Favreau, Margo H. Knight, Sarah E. Brayman, and E. Benet Pols

**Councilors Absent:** None

**Town Staff Present:** Gary Brown, Town Manager; Fran Smith, Town Clerk/Assistant to Town Manager; Richard Rizzo, Police Chief; John Eldridge, Finance Director; Marc Hagan, Deputy Police Chief; Don Koslosky, Deputy Fire Chief; Russ Wrede, Police Sergeant; members of the Police Department; and TV video crew

Chair King called the meeting to order, asked for the Pledge of Allegiance, and for roll call.

**Public Comment:**

**Jorge Maderal**, 4 Windward Walk, thanked the Town Council for allowing his group (Midcoast Veterans Council) to tour the old Times Record building, but due to the high amount of repairs needed, they will not be pursuing this building.

**Correspondence:**

Chair King stated she will not be running for reelection this fall.

Councilor Perreault said a citizen was inquiring when the Town might start the planning for the 275<sup>th</sup> Anniversary of Brunswick becoming a town.

Councilor Brayman spoke regarding the new photographs on display in the Council Chamber that were provided by Michael Kolster.

**Adjustments to the Agenda:**

Move the Manager's Report to after the Public Hearing items.

**MANAGER'S REPORT:**

**(a) Council Committee Updates**

Reports were given on the Master Plan Implementation Committee and Cable TV Committee.

**(b) Accept MMA grant to purchase traffic cones (*Action Required*)**

**Councilor Perreault moved, Councilor Watson seconded, to allow the Town to accept and expend a MMA grant to assist in the funding to replace 245 traffic cones at a total**

Town Council Minutes

July 9, 2012

Page 2

**cost of \$2,966. The motion carried with eight (8) yeas. Councilor Tucker had left the meeting prior to the vote.**

*(A copy of an email from Captain Waltz from the March 19<sup>th</sup> meeting is included in your packet.)*

(c) **Permission to apply for AFG grant (*Action Required*)**

**Councilor Favreau moved, Councilor Perreault seconded, to allow the Town to apply for an AFG grant for the Fire Department in the amount of \$43,000 to assist with ARFF and Hazmat training. The motion carried with eight (8) yeas. Councilor Tucker had left the meeting prior to the vote.**

*(A copy of the project's description will be attached to the official minutes.)*

(d) **Appointment of Brunswick representative to the MMA legislative committee (*Action Required*)**

**Councilor Perreault moved, Councilor Brayman seconded, to appoint Councilor Pols as Brunswick's representative on the MMA Legislative Policy Committee. The motion carried with eight (8) yeas. Councilor Tucker had left the meeting prior to the vote.**

**Councilor Perreault moved, Councilor Wilson seconded, to appoint Councilor Tucker as the alternate to the MMA Legislative Policy Committee. The motion carried with eight (8) yeas. Councilor Tucker had left the meeting prior to the vote.**

(e) **Election of MMA's 2012-2014 Legislative Policy Committee member (*Action Required*)**

**Councilor Favreau moved, Councilor Watson seconded, to support Abbe Yacoben for the MMA 2012-2014 Legislative Policy Committee. The motion carried with eight (8) yeas. Councilor Tucker had left the meeting prior to the vote.**

**PUBLIC HEARINGS**

83. **The Town Council will hear public comments on the following Special Amusement License application, and will take any appropriate action. (Manager)**

Special Amusement  
1337 Beer LLC  
D/B/A: Lion's Pride  
110 Pleasant Street

Christopher and Jennifer Lively

Chair King opened the public hearing; hearing no comments, she closed the public hearing.

**Councilor Perreault moved, Councilor Tucker seconded, to approve a Special Amusement License application for The Lion's Pride, located at 110 Pleasant Street. The motion carried with nine (9) yeas.**

84. **The Town Council will hear public comments on “An Ordinance Authorizing the Design, Construction, and Equipping of a New Police Station and Related Improvements at the southeast corner of Pleasant and Stanwood Streets, Brunswick, Maine, with Total Project Costs Not to Exceed \$5,635,814 (plus any other costs authorized hereunder), and Further Authorizing Issuance of Bonds and Notes in an Amount not to Exceed \$5,500,000 (plus cost of issuance), plus any Additional Appropriation Authorized Hereunder,” and will take any appropriate action. (Chair King, Councilor Watson, Councilor Tucker, Councilor Perreault, Councilor Brayman)**

Manager Brown and Chair King spoke regarding this item.

Chair King opened the public hearing.

The following people spoke regarding this item:

**Debbie Brisbois** 78 Jordan Avenue  
**Sonia Moeller**, 48 McLellan Street  
**Tom Fusco**, 66 Board Road  
**Louise Rosen**, 16 High Street  
**Judy Gorby**, 2 Westminster Avenue  
**Chris Teel**, 2 Hennessey Avenue  
**Claudia Knox**, 36 Cumberland Street,  
**Kathy Wilson**, 144 Pleasant Street  
**Vicky Marr**, 34 Cumberland Street  
**Judy Warren**, 9 Longfellow Avenue  
**Karen Klatt**, 32 Moody Road  
**Dan Harris**, 1 Mountain Ash Avenue  
**John Donovan**, 11 McKeen Street

Chair King closed the public hearing.

#### **MOTION**

**Chair King moved, Councilor Watson seconded, to adopt “An Ordinance Authorizing the Design, Construction, and Equipping of a New Police Station and Related Improvements at the southeast corner of Pleasant and Stanwood Streets, Brunswick, Maine, with Total Project Costs Not to Exceed \$5,635,814 (plus any other costs authorized hereunder), and Further Authorizing Issuance of Bonds and Notes in an Amount not to Exceed \$5,500,000 (plus cost of issuance), plus any Additional Appropriation Authorized Hereunder.”**

The Council members asked questions and made comments on this agenda item.

**AMENDMENT TO MOTION**

**Councilor Pols moved, Councilor Perreault seconded, to amend the motion to have this item sent out to referendum. The motion failed with two (2) yeas. Councilor Watson, Councilor Tucker, Councilor Wilson, Chair King, Councilor Favreau, Councilor Knight, Councilor Pols were opposed.**

There was additional Council discussion.

**MAIN MOTION**

**Chair King moved, Councilor Watson seconded, to adopt “An Ordinance Authorizing the Design, Construction, and Equipping of a New Police Station and Related Improvements at the southeast corner of Pleasant and Stanwood Streets, Brunswick, Maine, with Total Project Costs Not to Exceed \$5,635,814 (plus any other costs authorized hereunder), and Further Authorizing Issuance of Bonds and Notes in an Amount not to Exceed \$5,500,000 (plus cost of issuance), plus any Additional Appropriation Authorized Hereunder.” The motion carried with nine (9) yeas.**

*(A copy of the adopted ordinance will be attached to the official minutes.)*

**NEW BUSINESS**

- 85. The Town Council will consider appointments to the Town’s Boards and Committees, and will take any appropriate action. (Appointments Committee)**

Councilor Watson nominated the following:

Elizabeth Marr to serve on the Village Review Board as resident representative. This nomination was supported by seven Councilors. Councilor Wilson did not vote.

Raymond Trombley to serve on the Marine Resources Committee as harvester member. This nomination was supported by the eight (8) Councilors present.

**CONSENT AGENDA**

- (a) Approval of the Minutes of June 18, 2012**
- (b) Approval of the Minutes of June 4, 2012**
- (c) Approval of the Minutes of May 31, 2012**
- (d) Approval of the Minutes of June 28, 2012**

**Councilor Watson moved, Councilor Perreault seconded, to approve the Consent Agenda. The motion carried with eight (8) yeas. Councilor Tucker had left the meeting prior to the vote.**

**Councilor Watson moved, Councilor Perreault seconded, to adjourn the meeting. The motion carried with eight (8) yeas. Councilor Tucker had left the meeting prior to the vote.**

**Town Council Minutes**

**July 9, 2012**

**Page 5**

The meeting adjourned at 9:03 p.m.

**PLEASE NOTE: THESE MINUTES ARE ACTION MINUTES. THE ENTIRE MEETING CAN BE VIEWED AT [WWW.BRUNSWICKME.ORG](http://WWW.BRUNSWICKME.ORG).**

*Frances Smith*

*Town Clerk/Assistant to the Town Manager*

*July 11, 2012*

July 23, 2012

*Date of Approval*

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*Council Chair*

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# CONSENT AGENDA - B BACK UP MATERIALS

RELEASE DEED

The TOWN OF BRUNSWICK, a Maine municipal corporation, located in Brunswick, Cumberland County, Maine with a mailing address of 28 Federal Street, Brunswick, Maine 04011-1583, FOR CONSIDERATION PAID, releases to BOULAY PROPERTIES, LLC, a Maine limited liability company with a mailing address of 32 Federal Street, Brunswick, Maine 04011-1528, all its right, title and interest, in and to, certain real property, situated in Brunswick, Cumberland County, Maine, shown on Map U13, Lot 53 on the assessor's maps of the Town of Brunswick, Maine, on file in the Office of the Assessor, Town Hall, Brunswick, Maine, which was acquired by virtue of a tax lien recorded in the Cumberland County Registry of Deeds in Book 4391, Pages 103.

Conveyed subject to and excepting rights and easements contained in a certain indenture by and among the Town of Brunswick, Terrace Place, LLC and Boulay Properties, LLC dated May 22, 2007 and recorded in the Cumberland County Registry of Deeds in Book 25222, Page 63 which are specifically not released.

The Town conveying hereunder no other interests; and further, excepting and reserving from this conveyance any liens securing payment of property taxes on the premises as are not currently due or payable.

The said Town of Brunswick, has caused this instrument to be signed in its corporate name by Gary Brown, its Town Manager, duly authorized, this \_\_\_\_ day of July, 2012.

ATTEST:

THE TOWN OF BRUNSWICK

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

By: \_\_\_\_\_  
Gary Brown  
Its Town Manager

State of Maine  
County of Cumberland, ss.

July \_\_\_\_, 2012

PERSONALLY APPEARED the above-named Gary Brown, Town Manager, of the Town of Brunswick, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Town of Brunswick.

Before me,

\_\_\_\_\_  
Name: Frances M. Smith  
Notary Public  
Notary commission expires: January 23, 2015

# CONSENT AGENDA - C BACK UP MATERIALS

**TOWN OF BRUNSWICK, MAINE  
TOWN COUNCIL**

**A Standing Order Authorizing the Treasurer to Issue Declarations of Official Intent  
on Behalf of the Town of Brunswick, Maine**

WHEREAS, the Town of Brunswick, Maine (the "Town") intends to fund various projects and acquisitions in the future through the issuance of tax-exempt bonds or notes; and

WHEREAS, the Town may use the proceeds of such bonds or notes to reimburse the Town for expenditures made with respect to the financed projects or acquisitions; and

WHEREAS, the Treasury Regulation Section 1.150-2 requires that an issuer of bonds or notes must declare its official intent to reimburse expenditures made with respect to the projects financed with the bonds or notes no later than sixty (60) days after the payment of such expenditures; and

WHEREAS, the Treasury Regulation Section 1.150-2(e)(1) states that an appropriate representative of the issuer may declare official intent on behalf of the issuer; and

NOW THEREFORE, the Town does hereby order:

1. The Town Treasurer is authorized to issue declarations of official intent pursuant to Treasury Regulation Section 1.150-2.
2. Such declarations of official intent shall be countersigned and maintained by the Town Clerk
3. Such declarations of official intent shall be available for public inspection during normal business hours of the Town until the date of issuance of the bonds or notes to which the declaration applies.

Proposed to Town Council:      June 18, 2012

Adopted by Town Council:

# CONSENT AGENDA - D BACK UP MATERIALS

## MEMORANDUM

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TO: Gary Brown, Town Manager  
FROM: John A. Foster, Director, PWD  
DATE: July 16, 2012  
SUBJECT: Utility Location Permit

Attached, for presentation to the Town Council is an application for a Utility Location Permit received from FairPoint (Northern New England Telephone Operations LLC).

In application ULP 2012-05, Pleasant St & Stanwood St FairPoint seeks authorization to install an underground telecommunication duct from a utility pole on Stanwood Street, the utility pole to be installed on at the southeast corner of the laundry mat, to a telecommunication manhole located in the sidewalk on Pleasant Street. There will be about 173 feet of duct on Stanwood Street and about 300 feet of new duct on Pleasant Street. Installation of this telecommunication duct is a result of the Town's request for redesign of the Pleasant St and Stanwood St intersection associated with construction of the new Police Station.

Brunswick Public Works Department has no objection to this underground utility line as proposed, providing it is approved subject to the following conditions:

1. The final location is subject to adjustment, as determined necessary by the Town Engineer, to provide adequate clearance from any underground facilities as determined by field verification by each utility.
2. All work is subject to compliance with the Town's Street Opening and road restoration requirements.

APPLICATION FOR CONDUIT LOCATION

FAIRPOINT  
ULP-2012-05

July 10, 2012

To the **TOWN COUNCILORS**  
of **BRUNSWICK, MAINE**

NORTHERN NEW ENGLAND TELEPHONE OPERATIONS LLC respectfully requests permission to place and maintain buried cables, conduits, manholes, handholes, with the wires and cables therein, pedestals, posts, markers, signs and other fixtures in, along, under and across the surface of the following public streets and highways:

**IN THE TOWN OF BRUNSWICK, MAINE**

Pleasant St – Place approximately 300' of conduit in a Westerly direction beginning at Manhole 305 to Tel Pole 27 [27]; thence  
Pleasant St – Place approximately 173' of conduit in a Southwesterly direction beginning at Tel pole 27 [27] to Pole 2 Stanwood Ave.

**THIS APPLICATION IS BEING SUBMITTED WITH PUBLIC NOTICE BY PUBLICATION**

Said conduits shall be placed substantially in accordance with the plan file herewith marked Fairpoint No. 257184 dated June 4, 2012 and shall be placed at a minimum depth of 24 inches between the shoulder berms/curbs and a minimum depth of 36" inches elsewhere.

Also for permission to place and maintain underground laterals, conduits, manholes, handholes, cables and wires in, along, under and across the above or intersecting public ways for the purpose of making connections with such poles and buildings as it may desire for distributing purposes.

**NORTHERN NEW ENGLAND TELEPHONE OPERATIONS LLC**

By

  
Stephen. J. Polyot Engineer & Right of Way

PERMIT FOR CONDUIT LOCATION

In Town Councilors  
of the Town of Brunswick, Maine

ORDERED: That permission be and is hereby granted Northern New England Telephone Operations LLC to place and maintain buried cables, conduits, manholes, handholes, with the wires and cables therein, pedestals, posts, markers, signs and other fixtures in, along, under and across the surface of the following public streets and highways as requested in application of said Company dated the 10th day of July 2009.

Pleasant St – Place approximately 300’ of conduit in a Westerly direction beginning at Manhole 305 to Tel Pole 27 [27]; thence Pleasant St – Place approximately 173’ of conduit in a Southwesterly direction beginning at Tel pole 27 to Pole 2 stanwood Ave.

Substantially as shown on plan marked Fairpoint. No. 257184 dated July 10, 2012.

Also that permission be and is hereby granted the Northern New England Telephone Operations LLC to place and maintain underground laterals, manholes, handholes, cables, conduits and wires in, along and across the above or intersecting public ways for the purpose of making connections with such poles and buildings as it may desire for distribution purposes.

The foregoing permission is subject to the following conditions:

1. The laterals, conduits, manholes, handholes, pedestals, posts, markers and signs shall be of such material and construction and all work done in such a manner as to be to the supervision of the work and a plan showing the location of conduits constructed shall be filed with the City when the work is completed.
2. Said Company shall indemnify and save the City harmless against all damages, costs and expense whatsoever to which the City may be subjected in consequence of the acts or neglect of said Company, its agents or servants or in any manner arising from the rights and privileges granted it by the City.
3. In addition, said Company shall before a public way is disturbed for the placing of its buried cable and/or conduits, execute its bond in a penal sum of Five Thousand Dollars(\$5,000.00) (reference being had to the bond already on file with said City conditioned for the faithful performance of said agreement of its duties under this permit).
4. Said Company shall comply with the requirements of existing by-laws/ordinances and such as may hereafter be adopted governing the construction and maintenance of buried cable, manholes, conduits, poles, wires, pedestals, posts, markers and signs so far as the same are not inconsistent with the laws of the State.

THIS PERMIT IS BEING GRANTED WITH PUBLIC NOTICE BY PUBLICATION

It is further adjudged, and voted that satisfactory proof of validity of the applicant's notice or procedures required by statute has been given upon the application of said Company to place buried cables, conduits, manholes, with the wires and cables therein, pedestals, posts, markers and signs in, along, under and across the public streets and highways of Lewiston, Maine designated by this permit.

TOWN COUNCILORS

_____	_____
_____	_____
_____	_____

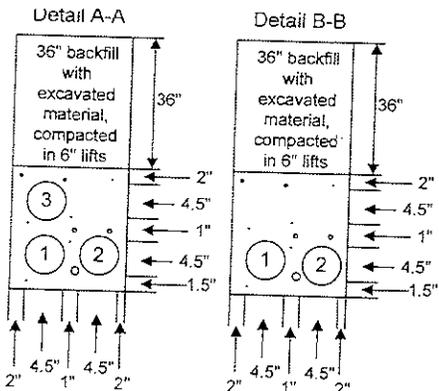
PERMIT GRANTED

\_\_\_\_\_, 2012

This permit is recorded in the Records of the \_\_\_\_\_ of \_\_\_\_\_, Book \_\_\_\_\_, Page \_\_\_\_\_.

Attests:

\_\_\_\_\_  
City Clerk



	SAFETY NOTES:		MOD/REV NO	DATE	EWO NO. 257184				
	CONSTRUCTION SITE BEWARE OF TRAFFIC				PRINT 1 OF 1				
	SIGNATURE:		PREPARED BY: <b>Jim McLean</b>						
	DATE: 6/4/2012		C. O. / EXCHANGE NAME: <b>Brunswick</b>						
PRE CT	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	UNDERGROUND	NA	C. O. / EXCHANGE CODE: 7314				
PRIMARY VOLTAGE TO GROUND		BLOCK (NYT)	N/A	MUNICIPALITY: BRUNSWICK					
7.2 KV MGN SYSTEM		CONDUIT	24-3	AMT. BRIDGE TAP AMT. KF					
CABLE PRESS	UNDER PRESS	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	BUFFER	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	MANHOLE LOCATION	MH	N/A
TRANSMISSION	26 GA LIMIT	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>						

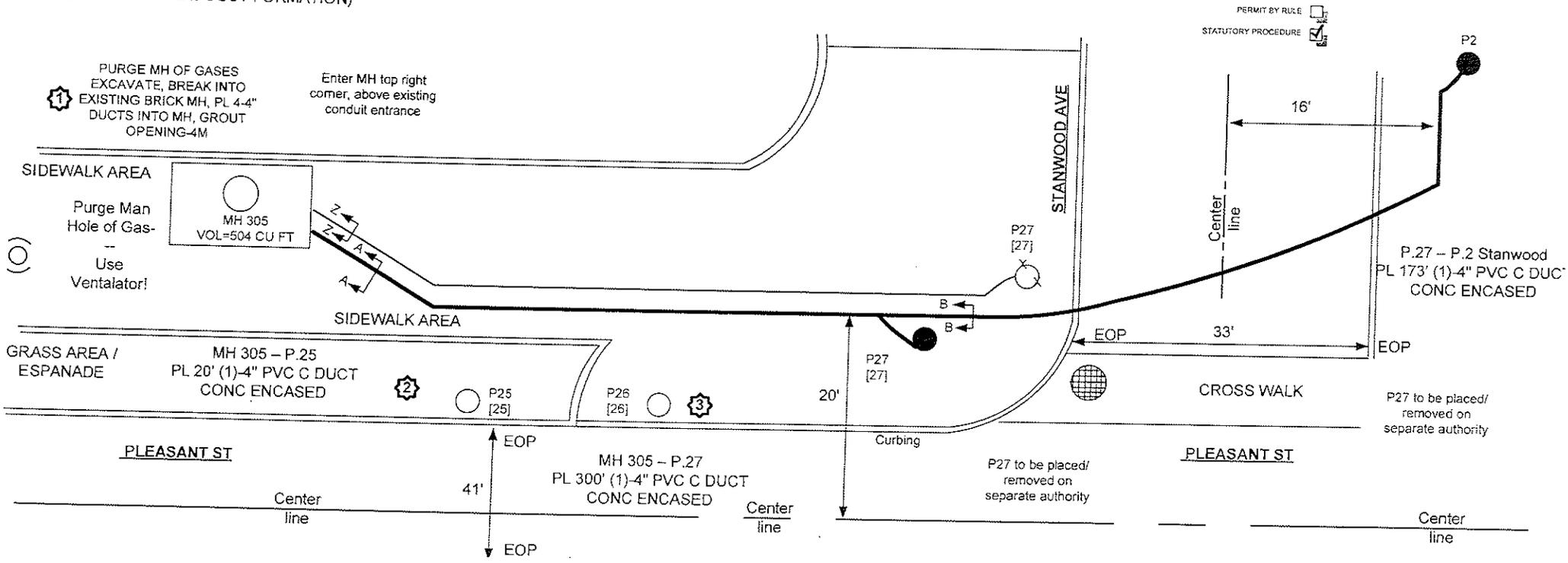
ALL PLANT IS LOCATED WITHIN HIGHWAY LIMITS

- LEGEND**
- POLE LOCATION
  - POLE LOCATION - JOINT WITH CMP Co.
  - CMP Co. POLE
  - CENTER LINE
  - POWER Co. Pole #
  - PEDESTAL POST LOCATION
  - WARNING SIGN LOCATION
  - MANHOLE LOCATION
  - BURIED CABLE/CONDUIT LOCATION
- INITIAL PROPOSED FACILITIES TO BE:  
POWER CO. = 7200 VOLTS Single PHASE TEL. CO. = Telephone Conduits
- DISTANCES SHOWN ARE APPROXIMATE AND ALL SPANS MEASURED ALONG APPLICANT'S CONSTRUCTION CENTERLINE

NO SCALE  
DOT NO. \_\_\_\_\_  
NO  
PREPARED BY \_\_\_\_\_  
CHECKED BY *Steve Polyst*  
PUBLISH \_\_\_\_\_  
NON-PUBLISH \_\_\_\_\_

**ALL CONDUIT  
Concrete Encasement  
3500 PSI**

Z ← = EXISTING 4" CONDUIT TO P 27  
(SITS ATOP A 3X3 DUCT FORMATION)



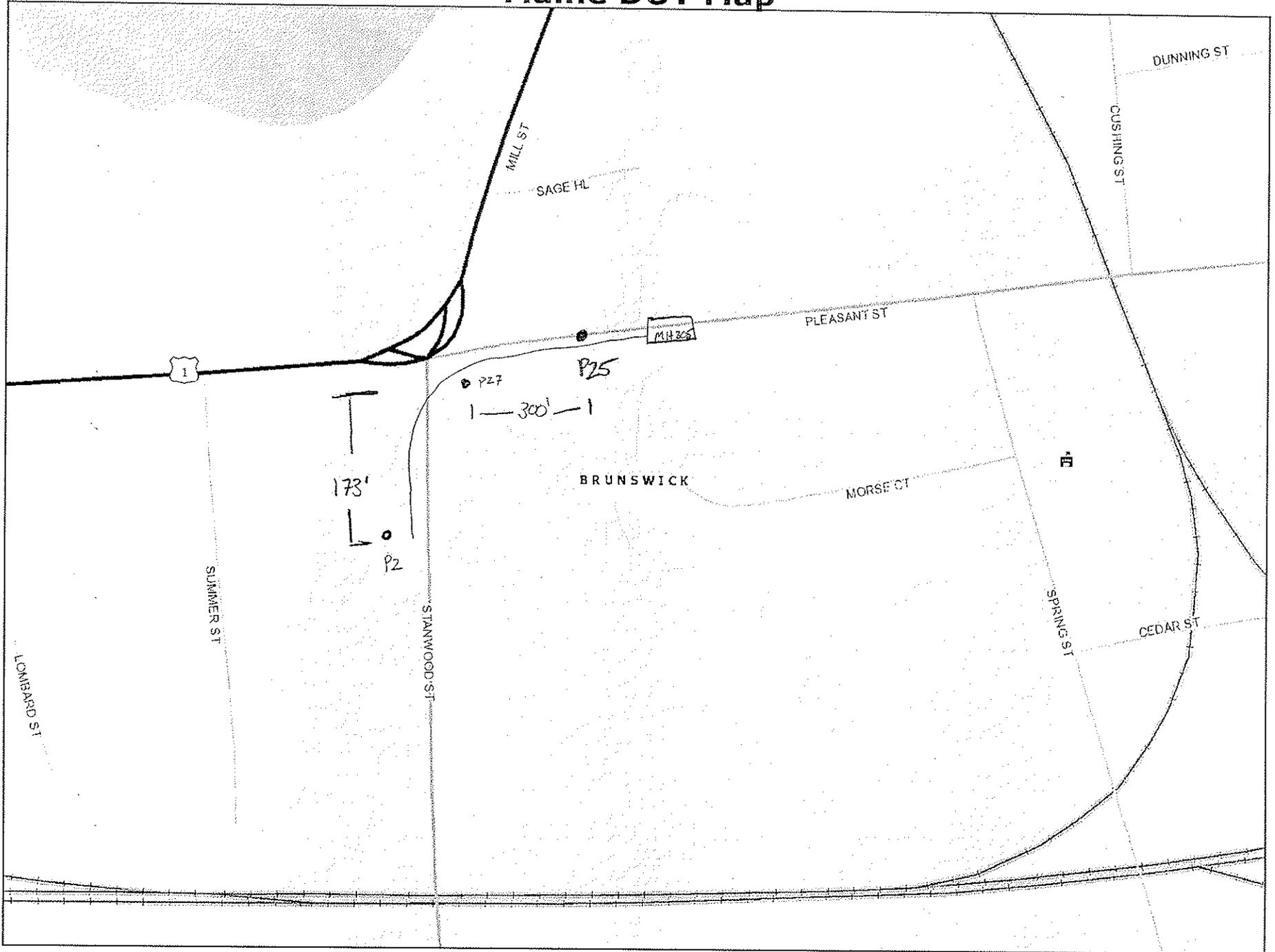
PERMIT BY RULE  
STATUTORY PROCEDURE

P.27 - P.2 Stanwood  
PL 173' (1)-4" PVC C DUC  
CONC ENCASED

P27 to be placed/  
removed on  
separate authority

P27 to be placed/  
removed on  
separate authority

# Maine DOT Map



Map Generated on Tuesday, June 26, 2012 02:21:44 PM

Map Scale 1:2570

The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch. Road names used on this map may not match official road names.