

**JOINT LEWISTON CITY COUNCIL, FINANCE COMMITTEE AND  
PLANNING BOARD WORKSHOP AGENDA**

**CITY COUNCIL CHAMBERS, CITY HALL**

**TUESDAY, JANUARY 10, 2017**

**6:00 p.m. Workshop**

Pledge of Allegiance to the Flag.  
Moment of Silence.

1. Presentation of Lewiston Capital Improvement Plan (LCIP) – 30 minutes
2. Discussion concerning the Lincoln Street Fire Station – 15 minutes

**CITY COUNCIL SPECIAL MEETING**

Immediately following workshop

- ES-1. Executive Session to discuss Acquisition of Property of which the premature disclosure of the information would prejudice the competitive bargaining position of the City.
- ES-2. Executive Session to discuss Acquisition of Property of which the premature disclosure of the information would prejudice the competitive bargaining position of the City.
- \*ES-3. Executive Session to discuss labor negotiations regarding the International Association of Firefighters, Local 785.

LEWISTON CITY COUNCIL  
WORKSHOP AGENDA  
TUESDAY, JANUARY 10, 2017  
6:00 PM

1. Presentation of Lewiston Capital Improvement Plan (LCIP) – 30 minutes

This item will be presented in a workshop with the City Council, Finance Committee, and Planning Board. Staff will provide an overview of the annual update of the City's five year capital improvement plan as the initial step toward the eventual adoption of the program. By Charter, this plan must be presented to the Council by mid-January and adopted no later than the end of February. Both the Finance Committee and the Planning Board will also be providing recommendations to the Council prior to adopting the plan. Please note that the LCIP is a planning document, and does not formally commit the Council to funding any particular project during the coming year. It is, however, intended to inform the City's overall budget process.

2. Lincoln Street Fire Station – 15 minutes

The Lincoln Street Fire Station has been vacant and abandoned for many years, during which time its condition has steadily deteriorated. Recent interest in its redevelopment concluded that reuse was not cost justified. At this point, we would suggest that the City proceed to demolish this structure. Short-term, this could allow for expansion of the current surface parking lot at the corner of Lincoln and Cedar. Long-term, the Riverfront Island Master Plan has identified this and adjacent property as a potential site for a parking garage. Please see the attached memo.

3. Executive Session – Land Acquisition – Bartlett Street

4. Executive Session – Land Acquisition – Bartlett Street

# **Lewiston Capital Improvement Program**

## **FY2018**



**Edward A. Barrett  
City Administrator**

# TABLE OF CONTENTS

City Administrator Message.....	1- 8
FY2018 – FY2022 Project Summary Table by Department/Agency.....	9 - 12
FY2018 – FY2022 Project Description Detail.....	13 - 110
Note: Summary Table lists Individual detail pages	
Capital Improvement Program Definition and General Information.....	111 - 113
Legal Debt Definition and Calculation.....	114 - 115
City Debt Ordinance and Calculation.....	116 - 117
Five Year Financial Impact on Debt Service by Funding Source.....	118 - 119



## EXECUTIVE DEPARTMENT

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**Edward A. Barrett, City Administrator**  
**Phil Nadeau, Deputy City Administrator**

December 29, 2016

Honorable Mayor Robert E. Macdonald  
Lewiston City Council Members  
City Building  
Lewiston, Maine 04240

RE: Proposed FY2018 Capital Improvement Program

Dear Mayor and Councilors:

The proposed FY2018 Lewiston Capital Improvement Program (LCIP) is hereby submitted for your review in accordance with the provisions of the City Charter.

The purpose of developing and annually updating a five-year capital plan is to ensure that policy makers are aware of both current and future capital needs and can take these into account during the annual budget process. It assists in setting priorities for addressing the City's infrastructure needs and in planning for and managing the City's overall debt.

At the same time, a capital plan is not and cannot be carved in stone. It must be a living and flexible document that, while informing judgments, does not predetermine them. While the plan serves as a guide to decision making, other factors must be weighed and balanced. These include: the overall economic and fiscal climate; the City's debt position; the availability of non-city funding sources; unexpected emergencies or development opportunities; public requests or expectations; and the ability of the City's operating budget to directly fund projects through normal City revenues.

Under our charter and procedures, this plan is also submitted to the Planning Board and the Finance Committee for their review, comments, and recommendations. The Council is required to hold a public hearing on this plan and to adopt it as it may be changed or modified at least four months prior to the end of the current fiscal year.

In addition to various summaries, each project is described and justified in the attached project detail sheets. Potential sources of funding are suggested such as federal or state grants, our operating budget, or general obligation bonds.

While a five-year time frame is appropriate for planning purposes, the focus of immediate attention will be on those projects scheduled for the coming fiscal year and, more specifically, those requiring either operating support or debt authorization. A summary of such projects can be found below.

## OVERALL SUMMARY

The five-year capital plan calls for approximately \$117.9 million in projects of which \$98 million are supported by City resources including our various operating budgets or general obligation or enterprise revenue supported bonds. The following chart summarizes the proposed use of local resources for the first year of the plan (FY2018) and the total over the full five year period:

AREA	FY2018	FY2018-FY2022
City Bond Issue	17,227,885	57,303,885
City Operating Budget	601,400	1,671,025
School Bond Issue	702,000	1,602,000
Water Bond Issue	1,995,000	15,585,000
Water Operating Budget	412,250	1,984,250
Sewer Operating Budget	220,250	682,250
Sewer Bond Issue	2,305,000	10,730,000
Sewer Impact Fees	55,000	137,500
Storm Water Operating Budget	124,500	425,900
Storm Water Bond Issue	1,740,000	7,853,000
<b>TOTAL</b>	<b><u>25,383,285</u></b>	<b><u>97,977,910</u></b>

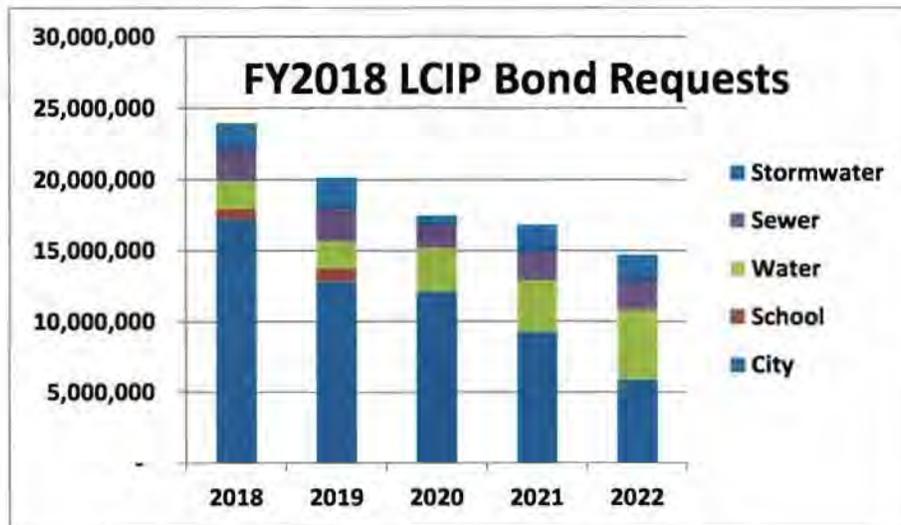
Significant changes include an increase of \$9.8 million in the size of the proposed City bond issue from last year's proposed \$7.5 million. This increase is attributed to the second phase of the Lincoln Street parking garage totaling \$10.7 million<sup>1</sup>. The proposed School bond portion declined by \$2.3 million as FY2017's LCIP included the Farwell Elementary School classroom expansion project. The FY2018 proposed utility bond request of \$6,040,000 trails last year's request by just under a half million dollars.

## PROPOSED BOND ISSUES

The following chart and accompanying graph summarizes the amount of bonded debt proposed for the City's General Fund and each of its Enterprise Funds over the next five years.

Fund	2018	2019	2020	2021	2022	Total
City	17,227,885	12,817,500	12,108,000	9,278,500	5,872,000	57,303,885
School	702,000	900,000				1,602,000
Water	1,995,000	1,955,000	3,090,000	3,625,000	4,920,000	15,585,000
Sewer	2,305,000	2,385,000	1,675,000	2,190,000	2,175,000	10,730,000
Storm Water	<u>1,740,000</u>	<u>2,086,000</u>	<u>577,000</u>	<u>1,725,000</u>	<u>1,725,000</u>	<u>7,853,000</u>
<b>TOTAL</b>	23,969,885	20,143,500	17,450,000	16,818,500	14,692,000	93,073,885

<sup>1</sup> Note that this project is dependent upon the redevelopment of Mill 5 moving forward. Without this project, FY2018's proposed bond issue would be slightly smaller than the FY2017 proposal. Additionally, in accordance with the City ordinance, any single purpose bond authorization for an individual project that exceeds 15% of the property tax levy of the preceding fiscal year (\$7,846,914) must be approved by the voters at a regular or special election prior to issuance.



### OVERALL FISCAL AND ECONOMIC CLIMATE

During and subsequent to the recent great recession, capital funding financed by our operating budget declined. In recent years, we have taken some modest steps to increase the operating capital budget. This progress was reversed in FY2014 as a result of a significant additional reduction in state revenue sharing and minimal capital funding has been provided by the operating budget since then. Projects that should be funded through current revenues continue to be proposed for either bond funding or the use of fund balance. This includes equipment replacement, annual street paving, and proposed funding for some smaller projects.

While pressure remains on the City's operating budget due to the after effects of the economic downturn and the continuing state raids on local funding, staff will closely evaluate the potential to fund all or portions of some of the proposed bond projects through the operating budget. Funding recurring and on-going capital expenses from operations should continue to be our long-term goal.

### DEBT POSTURE

At the present time, the City's outstanding issued and authorized debt for all funds and purposes is \$201,614,604. The following chart provides greater detail by fund and purpose:

<b>Outstanding Debt Issued &amp; Authorized as of 12/31/16</b>	
City	\$43,810,381
Pension	4,950,000
School	38,888,138 <sup>2</sup>
Water	19,645,547
Sewer	14,178,937
Storm Water	11,088,213
TIF Special Revenue	1,984,258
Authorized, Unissued Debt	<u>67,069,130</u>
<b>Total</b>	<b>\$201,614,604</b>

<sup>2</sup> Of this amount, \$16,553,000 in debt associated with new school construction is paid by the State.

While considered manageable by bond rating agencies, we should continue to work toward reducing tax supported debt. The current year's debt service budget of approximately \$7,862,252, while reduced from its high of \$9,553,599 in FY2010, represents approximately 19% of the City's operating budget exclusive of schools and county tax. The City Council has consistently reaffirmed our goal of reducing this percentage over time to a more sustainable level. This will be a major challenge given continuing economic constraints on our operating budget and past and potential reductions in state and federal funding.

While significant strategic investments have been required to address major changes occurring in the local economy in recent decades, these investments have come at a cost, and we must carefully manage our debt position moving forward. Our current approach to debt management involves a four part strategy. First, we should strive to move certain capital expenditures back into our operating budget or find other sources to fund them. Generally, those projects that are on-going or fairly predictable from year to year should be supported by annual revenues. This includes such items as street overlay and fleet replacement. Second, we have closely monitored capital markets and refinanced outstanding bonds at lower interest rates whenever possible. Given the extent of the refinancings over the past few years, this option is just about exhausted. Third, the City has eliminated its past budgetary practice of using one-time revenues and fund balance to support our operating budget and has adopted a fund balance policy. Under that policy, once certain targets are met, preference is given to using amounts over the target for capital expenditures, relieving the need to borrow. Earlier this year, the City Council approved the use of approximately \$2 million from fund balance for one time capital items and other costs. Finally, in 2011, the Council lowered the amount of debt that can be authorized in any one year from 97% of the average amount of principal retired over the last three years to 80%. To exceed this amount, an affirmative vote of five Councilors is required. Over time, these approaches have and will continue to allow the city to gradually reduce its outstanding debt and the percentage of the operating budget devoted to debt service.

Unfortunately, reducing our outstanding debt will not result in an immediate significant reduction in the City's debt service payment schedule. The City makes equal annual principal payments, resulting in a declining payment schedule over time as principal is paid off. This approach requires higher payments in the early years after debt is issued. The Finance Director has also made a strategic decision to amortize the City's debt at a rapid pace, which results in higher annual principal payments but reduces overall debt burden and interest cost over the term of the issue.

The City's General Fund debt service requirements for the current year and the next five fiscal years, exclusive of authorized but as yet unissued debt are:

<b><u>FISCAL YEAR</u></b>	<b><u>PRINCIPAL AND INTEREST PAYMENT</u></b>
FY17 (Current)	\$7,752,069
FY18	7,916,335
FY19	7,462,171
FY20	7,046,455
FY21	6,804,904
FY22	4,649,413

Given these required payments and the additional borrowing that will occur over this time, annual principal is likely to continue to increase throughout this period; however, we anticipate the City will experience a reduction in interest.

**ENTERPRISE FUNDS**

The majority of the projects in our water, sewer, and storm water funds are directly related to either addressing old and deteriorating infrastructure or responding to state and federal mandates related to clean water. In all of these utilities, debt service costs are a major factor driving future rate increases. In order to better plan for and manage such increases, we continue to develop multi-year revenue and expense projections to ensure that policy makers are aware of the impact of capital projects on the financial stability and rates of these utilities.

**PROPOSED FY2018 CAPITAL IMPROVEMENT PROGRAM**

Recognizing that one of the major purposes of a capital plan is to inform the public and the City’s annual budget process, this section briefly summarizes the projects identified for potential funding through local resources (our operating budgets or by issuing bonds) during FY2018.

PROJECT	TOTAL COST	CITY RESOURCES
<b>AIRPORT:</b>		
Instrument Landing System Relocation & Upgrade	150,000	3,875
Taxiway B Reconstruction	611,000	15,275
Airport Landside Terminal Parking Lot	25,000	
	786,000	19,150
<b>EMERGENCY 9-1-1:</b>		
Radio Replacement Project	570,000	35,000
Virtualization Hardware Refresh	143,000	71,500
	713,000	106,500
<b>TRANSIT COMMITTEE:</b>		
Bus/Bus Equipment/Midlife Overhauls	400,000	40,000
<b>CITY CLERK:</b>		
Voting Booth Replacement (Year 2)	18,000	18,000
<b>ECONOMIC &amp; COMMUNITY DEVELOPMENT:</b>		
Acquisition/Demolition	200,000	200,000
Canal Ownership Projects	22,000	22,000
Riverfront Island Implementation	320,000	320,000
Lincoln Street Garage Phase II	10,700,000	10,700,000
	11,242,000	11,242,000
<b>LIBRARY:</b>		
Elevator Control Replacement for Second Elevator	32,000	32,000
<b>MIS DEPARTMENT:</b>		
Camera System Upgrade	150,000	150,000
<b>FIRE DEPARTMENT:</b>		
Central Fire Station Generator	59,885	57,885
Fire Support Vehicles	128,000	128,000
Central Fire Station Roof Replacement Project	165,000	165,000
Sabattus Street Fire Station Replacement Project	315,000	315,000
	667,885	665,885
<b>PUBLIC WORKS - BUILDINGS:</b>		
Recreation Dept. Armory Lighting Replacement Program	50,000	41,000
City Hall Building Second Floor Interior Restoration Project	104,000	104,000
	154,000	145,000

**PUBLIC WORKS - HIGHWAY:**

Sidewalk Maintenance & Rehabilitation	301,000	301,000
Street Crosswalk Evaluation & Implementation Plan	175,000	175,000
Street Maintenance Program	2,732,000	2,732,000
	<u>3,208,000</u>	<u>3,208,000</u>

**PUBLIC WORKS - MDOT PROJECTS:**

MDOT 5 WIN 022532.00 Sabattus St. Highway Preservation Paving	550,000	
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**PUBLIC WORKS - ATRC:**

MDOT 4 River Road Highway Reconstruction	1,350,000	
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**PUBLIC WORKS - OPEN SPACES:**

Kennedy Park Master Plan	339,000	339,000
Marcotte Park Playground	410,850	75,000
Veteran's Park Improvements & Jet Pedestal	50,000	50,000
Hudson Bus Property Soccer Field	300,000	300,000
	<u>1,099,850</u>	<u>764,000</u>

**PUBLIC WORKS - MUNICIPAL GARAGE:**

Municipal Garage Vehicle & Equipment Replacement	1,422,500	1,422,500
Fleet Tracking System	16,250	16,250
	<u>1,438,750</u>	<u>1,438,750</u>

**SCHOOL DEPARTMENT:**

LHS Parking Lot Expansion	240,000	240,000
Montello Electrical Upgrade & Library Air Conditioning	462,000	462,000
	<u>702,000</u>	<u>702,000</u>

**PUBLIC WORKS - WATER DIVISION:**

Distribution Water Main Replacement/Rehabilitation	1,995,000	1,995,000
Equipment Replacement Program	46,000	46,000
Lake Auburn Watershed Protection Commission Land Acquisition	60,000	30,000
Fleet Tracking System	16,250	16,250
Meter Program	320,000	320,000
	<u>2,437,250</u>	<u>2,407,250</u>

**PUBLIC WORKS - SEWER DIVISION:**

Rehabilitation of Old Sanitary Sewer Mains	1,000,000	1,000,000
Equipment Replacement Program	164,000	164,000
Collection System Inspection & Rehabilitation	600,000	600,000
Fleet Tracking System	16,250	16,250
Pump Station Replacement	205,000	205,000
CSO Separation - Various Areas	500,000	500,000
CSO Permanent Metering with SCADA	15,000	15,000
CSO Storage in Franklin Pasture for Gully Brook CSO Area	25,000	25,000
	<u>2,525,250</u>	<u>2,525,250</u>

**PUBLIC WORKS - STORM WATER DIVISION**

Culvert Replacement Program	210,000	210,000
Fleet Tracking System	16,250	16,250
Storm Drains for Road Rehabilitation Projects	68,250	68,250
Jepson Brook Channel Upgrades	1,030,000	1,030,000
CSO Separation - Various Areas	500,000	500,000
CSO Permanent Metering with SCADA	15,000	15,000
CSO Storage in Franklin Pasture for Gully Brook CSO Area	25,000	25,000
	<u>1,864,500</u>	<u>1,864,500</u>

**PUBLIC WORKS - SEWER IMPACT FEES:**

Criticality & Risk Assessment of Collection System	<u>55,000</u>	<u>55,000</u>
<b>Total</b>	<b>29,393,485</b>	<b>25,383,285</b>

**FY2018 MUNICIPAL BOND PROJECTS**

The following general fund projects are proposed for bond funding in FY2018:

<u>PROJECT</u>	<u>AMOUNT</u>
<b>CITY:</b>	
Virtualization Hardware Refresh	71,500
Riverfront Island Implementation	320,000
Lincoln Street Garage Phase II	10,700,000
Camera System Upgrade	150,000
Central Fire Station Generator	57,885
Central Fire Station Roof Replacement Project	165,000
Sabattus Street Fire Station Replacement Project	315,000
City Hall Building Second Floor Interior Restoration Project	104,000
Sidewalk Maintenance & Rehabilitation	301,000
Street Crosswalk Evaluation & Implementation Plan	175,000
Street Maintenance Program	2,732,000
Kennedy Park Master Plan	339,000
Marcotte Park Playground	75,000
Hudson Bus Property Soccer Field	300,000
Municipal Garage Vehicle & Equipment Replacement	<u>1,422,500</u>
	<b>17,227,885</b>
<b>SCHOOL:</b>	
LHS Parking Lot Expansion	240,000
Montello Electrical Upgrade & Library Air Conditioning	<u>462,000</u>
	<b>702,000</b>
<b>Total General Fund Requests</b>	<b><u>17,929,885</u></b>

Given the proposed bond projects, the 80% limit of \$7,851,560 would be exceeded by \$10,078,325.<sup>3</sup>

As we move through the budget process, it is my hope that we will be able to bring the proposed amount of borrowing closer to the 80% limit. This can be accomplished by deferring projects and/or funding some of them from either the City's operating budget or unallocated fund balance. Toward this end, the goal of reducing next year's bond issue should remain in our minds as we work on the FY2018 operating budget.

**CONCLUSION**

The LCIP is an important planning tool to assist policy makers as they consider financial and development issues. However, the LCIP is only a "tool," not a funded budget.

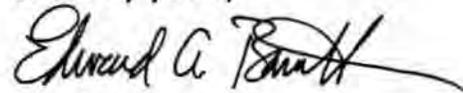
<sup>3</sup> Note that this includes the early payment of the Colisee bond in FY2015. The additional principal payment equals \$3,475,000.

The City Council has the final authority over which projects are funded and which are not. In these economic times and given the City's overall debt and fiscal posture, it may be difficult to either afford or fully fund all of the scheduled LCIP projects, including those proposed for inclusion in the General Fund operating budget. As a result, these projects will require that we carefully prioritize what must and should be done. These are issues that will be fully discussed and evaluated during the upcoming budget process.

I would like to express my thanks to the members of City staff who contributed to developing this plan, especially our department directors, our Finance Director Heather Hunter, and Norm Beauparlant, our Director of Budget and Purchasing. Without their efforts, this document could not have been produced in a timely fashion.

I look forward to the opportunity of reviewing this plan with you, the Planning Board, and the Finance Committee over the coming months.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Edward A. Barrett". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Edward A. Barrett  
City Administrator

## FY 2018 Lewiston Capital Improvement Project Summary

### by Department/Agency

PROJECT	PAGE	FY2018		FY2019		FY2020		FY2021		FY2022	
<b>AIRPORT:</b>											
Instrument Landing System Relocation & Upgrade		142,250	F/S	555,250	F/S						
		3,875	Other	34,875	Other						
		3,875	COB	34,875	COB						
Construction of New Fuel Farm						712,500	F/S				
						18,750	Other				
						18,750	COB				
Reconstruction of Runway 4-22				5,700,000	F/S						
				150,000	Other						
				150,000	CBI						
Taxiway B Reconstruction		580,450	F/S								
		15,275	Other								
		15,275	COB								
Airport Landside Terminal Parking Lot		25,000	Other	175,000	Other	150,000	Other				
Fixed Base Operation Aircraft Parking Ramp Reconstruction						200,000	Other				
						200,000	CBI				
Airport Wildlife Control Equipment - Tractor				150,000	Other						
				150,000	CBI						
<b>EMERGENCY 9-1-1:</b>											
Radio Replacement Project		535,000	Other	511,000	Other	1,500,000	Other				
		35,000	COB	511,000	CBI	1,500,000	CBI				
Virtualization Hardware Refresh		71,500	Other	68,500	Other						
		71,500	CBI	68,500	CBI						
<b>TRANSIT COMMITTEE:</b>											
Bus/Bus Equipment/Midlife Overhauls		320,000	F/S	320,000	F/S	360,000	F/S	360,000	F/S	360,000	F/S
		40,000	Other	40,000	Other	45,000	Other	45,000	Other	45,000	Other
		40,000	COB	40,000	COB	45,000	COB	45,000	COB	45,000	COB
<b>ASSESSING:</b>											
City-Wide Revaluation										114,000	CBI
<b>CITY CLERK:</b>											
Voting Booth Replacement (Year 2)		18,000	COB								
<b>ECONOMIC &amp; COMMUNITY DEVELOPMENT:</b>											
Acquisition/Demolition		200,000	COB	200,000	COB	200,000	COB	200,000	COB	200,000	COB
Canal Ownership Projects		22,000	COB	100,000	CBI	100,000	CBI	100,000	CBI	100,000	CBI
Riverfront Island Implementation		320,000	CBI	450,000	CBI	450,000	CBI	450,000	CBI	450,000	CBI
Lincoln Street Garage Phase II		10,700,000	CBI								
<b>LIBRARY:</b>											
Elevator Control Replacement for Second Elevator		32,000	COB								
<b>MIS DEPARTMENT:</b>											
Camera System Upgrade		150,000	CBI								
<b>FIRE DEPARTMENT:</b>											
Central Fire Station Generator		57,885	CBI								
		2,000	Other								
Fire Pumper/Aerial Replacement				950,000	CBI						
Fire Support Vehicles		128,000	COB								
Central Fire Station Roof Replacement Project		165,000	CBI								
Sabattus Street Fire Station Replacement Project		315,000	CBI	3,300,000	CBI						
Lisbon Street Fire Station Replacement Project						110,000	CBI	3,300,000	CBI		

**FY 2018 Lewiston Capital Improvement Project Summary  
by Department/Agency**

PROJECT	PAGE	FY2018		FY2019		FY2020		FY2021		FY2022	
Main Street Fire Station Replacement Project										110,000	CBI
<b>POLICE DEPARTMENT:</b>											
Police Building Expansion Project				50,000	CBI	2,500,000	CBI				
<b>PUBLIC WORKS - BUILDINGS:</b>											
Recreation Dept. Armory Light Replacement Program		41,000	COB	41,000	COB						
		9,000	Other	9,000	Other						
City Hall Building Second Floor Interior Restoration Project		104,000	CBI								
Public Works Building Roof Membrane Replacement Project						340,000	CBI				
City Hall Building Window Replacement Project								500,000	CBI		
City Hall Building Exterior Rehabilitation Project										200,000	CBI
Armory Balcony Seat Replacement										90,000	CBI
Armory Building Exterior Rehabilitation Project										140,000	CBI
<b>PUBLIC WORKS - HIGHWAY:</b>											
Birch Street Road & Sidewalk Rehabilitation						925,000	CBI				
Canal Street Project				800,000	CBI						
Sidewalk Maintenance & Rehabilitation		301,000	CBI	393,000	CBI	343,000	CBI	346,000	CBI	300,000	CBI
Street Crosswalk Evaluation & Implementation Plan		175,000	CBI								
Street Maintenance Program		2,732,000	CBI	2,792,000	CBI	2,659,000	CBI	2,759,000	CBI	2,767,000	CBI
<b>PUBLIC WORKS - MDOT PROJECTS:</b>											
MDOT East Avenue - Homefield Street to Fairlawn Avenue				720,000	F/S						
				80,000	CBI						
MDOT Stetson Road - Main St. to College St. Rehabilitation Project				810,000	F/S						
				90,000	CBI						
MDOT WIN 011599.30 River Road Highway Reconstruction				1,000,000	F/S						
				175,000	CBI						
MDOT 5 WIN 022532.00 Sabattus St. Highway Preservation Paving		550,000	F/S								
<b>PUBLIC WORKS - ATRC:</b>											
MDOT 4 River Road Highway Reconstruction		1,350,000	F/S								
<b>PUBLIC WORKS - STREET LIGHTING:</b>											
Replace Mercury Street Lighting				395,000	CBI	395,000	CBI				
<b>PUBLIC WORKS - SOLID WASTE:</b>											
Landfill Intermediate Cover				250,000	CBI						
Truck Scale Replacement/Scale Management Upgrades				150,000	CBI						
<b>PUBLIC WORKS - OPEN SPACES:</b>											
Kennedy Park Master Plan		339,000	CBI	403,000	CBI	451,000	CBI	498,500	CBI	355,000	CBI
Marcotte Park Playground		12,500	CD	12,500	CD						
		323,350	Other	323,350	Other						
		75,000	CBI	75,000	CBI						
Randal Road Field Upgrades				175,000	CBI	820,000	CBI				
Veteran's Park Improvements & Jet Pedestal		50,000	COB								
Hudson Bus Property Soccer Field		300,000	CBI								
<b>PUBLIC WORKS - MUNICIPAL GARAGE:</b>											
Municipal Garage Vehicle & Equipment Replacement		1,422,500	CBI	1,310,000	CBI	1,315,000	CBI	1,325,000	CBI	1,246,000	CBI
Fleet Tracking System		16,250	COB								
		16,250	WOB								
		16,250	SOB								
		16,250	SWOB								
<b>PUBLIC WORKS - COMBINED SEWER OVERFLOW:</b>											
CSO Separation - Various Areas		500,000	SBI					500,000	SWBI	500,000	SWBI



## FY 2018 Lewiston Capital Improvement Project Summary

### by Department/Agency

PROJECT	PAGE	FY2018	FY2019	FY2020	FY2021	FY2022
CBI (City Bond Issue)		13,432,000	6,892,000	6,084,000	6,059,000	2,767,000
SCBI (School Bond Issue)						
WBI (Water Bond Issue)		1,995,000	1,955,000	2,840,000	2,425,000	4,920,000
SBI (Sewer Bond Issue)		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
SWBI (Storm Water Bond Issue)						
sub-total		16,427,000	9,847,000	9,924,000	9,484,000	8,687,000
<b>15yr</b>						
CBI (City Bond Issue)		974,000	1,803,000	3,221,000	1,448,500	805,000
SCBI (School Bond Issue)		462,000	900,000			
WBI (Water Bond Issue)					1,200,000	
SBI (Sewer Bond Issue)		1,100,000	1,260,000	550,000	1,050,000	1,050,000
SWBI (Storm Water Bond Issue)		1,530,000	1,800,000	577,000	1,725,000	1,725,000
sub-total		4,066,000	5,763,000	4,348,000	5,423,500	3,580,000
<b>10yr</b>						
CBI (City Bond Issue)		1,888,500	2,984,000	2,703,000	1,671,000	1,856,000
SCBI (School Bond Issue)		240,000				
WBI (Water Bond Issue)						
SBI (Sewer Bond Issue)		205,000	125,000	125,000	140,000	125,000
SWBI (Storm Water Bond Issue)		210,000	286,000			
sub-total		2,543,500	3,395,000	2,828,000	1,811,000	1,981,000
<b>5yr</b>						
CBI (City Bond Issue)		933,385	1,138,500	100,000	100,000	444,000
SCBI (School Bond Issue)						
WBI (Water Bond Issue)				250,000		
SBI (Sewer Bond Issue)						
SWBI (Storm Water Bond Issue)						
sub-total		933,385	1,138,500	350,000	100,000	444,000
<b>Total</b>		<b>23,969,885</b>	<b>20,143,500</b>	<b>17,450,000</b>	<b>16,818,500</b>	<b>14,692,000</b>

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

**Project Title:** Instrument Landing System Relocation and Upgrade

**Operational Funding Division:** Airport **Project Name:** ILS Relocation and Upgrade

<b>Est. Total Cost FY 2018:</b>	150,000	<b>Est. Total Cost FY 2018-2022:</b>	775,000
<b>City Share FY 2018:</b>	3,875	<b>City Share FY 2018-2022:</b>	38,750

**Project Description:**

Under a reimbursable agreement with FAA, move localizer antenna situated near the runway so that it's signals are no longer interfered with by proximity to the ground or interrupted by weather. The FAA Engineer found there are many FAA facilities impacted by replacing and relocating the Runway 4 Localizer building. The current concrete shelter will need to be replaced with our FAA standard Dupont Fiberglass shelter. The Runway 22 Runway End Identifying Light (REIL) equipment is mounted in the Localizer (LOC) shelter and will require relocation. The Runway 22 Precision Approach Path Indicator (PAPI) power is supplied from the LOC panel so we will need to reconfigure the power service for the REIL and PAPI's. There is also Automated Weather Observing System (AWOS) and Remote Communications Equipment (RCE) equipment/radios in the LOC shelter that will require relocation as well as phone lines. Lastly, there have been some operational issues with snow/ice on the ground plane in front of the Localizer antenna so we will be looking to improve the facility operation by possibly raising the height of the antenna to on grade if possible. This is a two-part project that will be designed in FY 2018 and accomplished as part of the Runway Reconstruction in FY 2019.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

A dependable instrument landing system installed on Runway 4 - 22 has been integral to the operation of the airport for several airport master plans

**Justification for project implementation/construction and segments, if applicable:**

This is a needed item that was identified as a deficiency during FAA evaluation of the Runway Safety Areas located adjacent to Runway 4 - 22.

**Future maintenance costs if known, including contracts and special service requirements:**

FAA owns and maintains the system at no expense to the airport.

**How were cost estimates obtained and expenditure commitment:**

Estimates were obtained through FAA Facilities engineering estimates.

**FUNDING SOURCES**

Source	Amount				
City Operating Budget	38,750				
City Bond Issue					
Federal/State Funding	697,500	<b>Agency:</b>	<u>FAA/MDOT</u>	<b>Approval Received?</b>	Yes No
Other Agency/Municipality	38,750	<b>Agency:</b>	<u>Auburn</u>	<b>Approval Received?</b>	Yes No
<b>Total Project Costs</b>	<b>775,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	150,000	625,000				
<b>Non-City Share</b>	146,125	590,125				
<b>City Share</b>	3,875	34,875	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

**Project Title:** Construction of New Fuel Farm

**Operational Funding Division:** Airport      **Project Name:** New Fuel Farm

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-2022:</b>	750,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	18,750

**Project Description:**

Site, design, permit and construct airport fuel farm in a new, safer location on airport property. The fuel farm will include two 25,000 gallon above ground storage vessels with proper filters and plumbing to facilitate ease of upload and download in properly constructed secondary containment.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Airport Master Plan and AIP Grant Assurance require the airport to maintain airport fueling in accordance with USDOT/FAA Order 1050.15A and Advisory Circular 150/5230.4B both entitled Fuel Storage, Handling and Dispensing on Airports.

**Justification for project implementation/construction and segments, if applicable:**

Maine State Statue 38, Section 564 requires replacement of underground fuel storage tanks 10 years after their warranty expires even if there are no known problems with the tank system. Both of the underground tanks used to store and dispense aviation fuels at the airport will attain that milestone in June 2021. To facilitate the removal of the current tanks without a break in fuel provision at the airport, a new properly placed fuel storage facility will be constructed.

**Future maintenance costs if known, including contracts and special service requirements:**

Future maintenance costs will be bourn by the airport through the operational budget.

**How were cost estimates obtained and expenditure commitment:**

Engineering estimate

**FUNDING SOURCES**

Source	Amount				
City Operating Budget	18,750				
City Bond Issue					
Federal/State Funding	712,500	<b>Agency:</b>	<u>FAA/MDOT</u>	<b>Approval Received?</b>	<u>Yes</u> <u>No</u>
Other Agency/Municipality	18,750	<b>Agency:</b>	<u>Auburn</u>	<b>Approval Received?</b>	<u>Yes</u> <u>No</u>
<b>Total Project Costs</b>	<b>750,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>			750,000			
<b>Non-City Share</b>			731,250			
<b>City Share</b>	0	0	18,750	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

**Project Title:** Reconstruction of Runway 4-22

**Operational Funding Division:** Airport **Project Name:** Reconstruction of RWY 4-22

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-2022:</b>	6,000,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	150,000

**Project Description:**

Reconstruction of Runway 4-22 including runway safety areas for RDC B-II with ILS Cat I Precision standards (APV lower than 3/4 mile).

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Airport Master Plan and AIP Grant Assurance require the airport to maintain pavement.

**Justification for project implementation/construction and segments, if applicable:**

The airport pavement condition standard is determined by assigning a pavement condition index number (PCN) to pavement during inspection. The PCN assignment is accomplished by the Maine DOT. Runway 4-22 has surpassed the normal degradation curve and lasted several extra years, however the PCN in 2014 was 80 down from 82 in 2012. Pavement fails faster the older it is, so by 2019 the runway will be at the optimum time to reconstruct and not cause aircraft damage from poor pavement.

**Future maintenance costs if known, including contracts and special service requirements:**

Future maintenance costs will be bourn by the airport through the operational budget.

**How were cost estimates obtained and expenditure commitment:**

Engineering estimate

**FUNDING SOURCES**

Source	Amount				
City Operating Budget					
City Bond Issue	150,000				
Federal/State Funding	5,700,000	<b>Agency:</b>	<u>FAA/MDOT</u>	<b>Approval Received?</b>	Yes No
Other Agency/Municipality	150,000	<b>Agency:</b>	<u>Auburn</u>	<b>Approval Received?</b>	Yes No
<b>Total Project Costs</b>	<b>6,000,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>		6,000,000				
<b>Non-City Share</b>		5,850,000				
<b>City Share</b>	0	150,000	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

**Project Title:** Taxiway B Reconstruction

**Operational Funding Division:** Airport      **Project Name:** Taxiway B Reconstruction

<b>Est. Total Cost FY 2018:</b>	611,000	<b>Est. Total Cost FY 2018-2022:</b>	611,000
<b>City Share FY 2018:</b>	15,275	<b>City Share FY 2018-2022:</b>	15,275

**Project Description:**

Remove old pavement and lighting, and reconstruct Taxiway B full depth to FAA standards (Advisory Circular 150/5380-6C) for aircraft weighing 180,000 or less, install LED Taxiway lighting and signs, and paint the new pavement to correct FAA standards. This request is the construction phase of this project. Originally this project was only for crack repair, however in preparing the project grant materials the airport engineer discovered that simple crack repairs would not be acceptable. In consultation with FAA, the scope was enlarged to produce a completely reconstructed taxiway that better solves the problem and prevents performing the same crack repair in less than 5 years.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Maintenance of this type is part of the pavement maintenance program for airports as required by Airport Improvement Program Grant Assurances.

**Justification for project implementation/construction and segments, if applicable:**

Design service for airport pavement by FAA has life expectancy of 20 years. The pavement that comprises Taxiway B was installed in the early 1980's. Thorough pavement maintenance has allowed continued use without replacement, in spite of full-depth cracking on about 35% of the taxiway. The most economical path is to perform full depth reconstruction to attain new pavement and reduce maintenance costs for the same pavement over the long term.

**Future maintenance costs if known, including contracts and special service requirements:**

Future maintenance will be minimal for the next 10 to 13 years of service life.

**How were cost estimates obtained and expenditure commitment:**

Engineers estimate. This will be mostly funded through FAA Airport Improvement Program funds. Federal Grant Assurances will be concomitant with funding the project.

**FUNDING SOURCES**

Source	Amount				
City Operating Budget	15,275				
City Bond Issue					
Federal/State Funding	580,450	<b>Agency:</b>	FAA/MDOT	<b>Approval Received?</b>	Yes No
Other Agency/Municipality	15,275	<b>Agency:</b>	City of Auburn	<b>Approval Received?</b>	Yes No
<b>Total Project Costs</b>	<b>611,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	611,000					
<b>Non-City Share</b>	595,725					
<b>City Share</b>	15,275	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

**Project Title:** Airport Landside Terminal Parking Lot

**Operational Funding Division:** Airport      **Project Name:** Reconstruct Landside Terminal Parking Lot

<b>Est. Total Cost FY 2018:</b>	50,000	<b>Est. Total Cost FY 2018-2022:</b>	700,000
<b>City Share FY 2018:</b>	Approved	<b>City Share FY 2018-2022</b>	Approved

**Project Description:**

Realign and reconstruct airport terminal parking lot so that it conforms with current codes and modern safety standards for transportation terminals. This project would be undertaken in phases with the first phase being planning and design. The plan would be constructed so that this project can move forward as funding allows.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This project is part of the Airport's 2006 Master Plan and is shown on the airport's airport layout plan. This project would also be consistent with the effort to help make the airport self-sustaining.

**Justification for project implementation/construction and segments, if applicable:**

There are several problems or inadequacies with the current situation but the overarching criticism is that the parking lot is a bad representation of the twin cities and does not serve to make a good first impression for 8000 to 9000 visitors that travel through the airport annually. The landside passenger terminal parking was last enhanced or upgraded more than 40 years ago. The current available parking is at capacity during most work days and overcrowded during peak season that alternate parking has to be temporarily constructed. This would overhaul the parking lot and supports better use of the airport terminal. Additionally, the project focuses on code-attainment work in the form of trash storage facilities for the restaurant and for other users, facilities for hazardous materials disposal, preventing ground vehicle collisions with aircraft and better security. Overall, this project will provide the community with safer, more user-friendly parking that can help to support the airport. If portions of the airport parking are monetized, it would assist in covering the cost of maintaining the terminal area.

**Future maintenance costs if known, including contracts and special service requirements:**

Painting and cleaning of parking lot can be accomplished through airport operational budget. The costs are being explored.

**How were cost estimates obtained and expenditure commitment:**

Preliminary designs are currently being prepared by airport's consultant and will be included as soon as they are available. The designs include the ability to phase this project over a few years to help lower the annual expense of project.

**FUNDING SOURCES**

Source	Amount				
City Operating Budget					
City Bond Issue	Approved in FY17				
Federal/State Funding	0	<b>Agency:</b>		<b>Approval Received?</b>	Yes No
Other Agency/Municipality	350,000	<b>Agency:</b>	City of Auburn	<b>Approval Received?</b>	Yes No
<b>Total Project Costs</b>	<b>350,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	50,000	350,000	300,000			
<b>Non-City Share</b>	25,000	175,000	150,000			
<b>City Share</b>	25,000	175,000	150,000	0	0	0

**NOTE: the City Council approved \$350,000 for this project as part of the FY2017 LCIP.  
Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Fixed Base Operation Aircraft Parking Ramp Reconstruction

**Operational Funding Division:** Airport **Project Name:** FBO Aircraft Parking Ramp Reconstruction

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-2022:</b>	400,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022</b>	200,000

**Project Description:**

Reconstruction of aircraft parking apron in front of the Airport's Fixed Base Operations building. This parking apron will require repair when the underground fuel tanks that currently serve as the airport's fuel farm are removed due to EPA time limits on underground storage tanks. This project will replace the entire section of pavement so that pavement weight bearing characteristics equal the runway/taxiway system.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This action has been included in the airport's master plan.

**Justification for project implementation/construction and segments, if applicable:**

When the underground fuel tanks are removed to comply with EPA regulations, a deep hole in the middle of the airport west aircraft movement ramp will remain.

**Future maintenance costs if known, including contracts and special service requirements:**

Periodic sealing and repainting can be accomplished as part of routine annual maintenance program using airport operations money.

**How were cost estimates obtained and expenditure commitment:**

Engineering estimates are attached. Any variation in total cost is the result of the timing of the document. The Engineers' estimate are the most recent documents.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	200,000				
Federal/State Funding	0	<b>Agency:</b>	<u>                    </u>	<b>Approval Received?</b>	Yes   No
Other Agency/Municipality	200,000	<b>Agency:</b>	<u>City of Auburn</u>	<b>Approval Received?</b>	Yes   No
<b>Total Project Costs</b>	<b>400,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>			400,000			
<b>Non-City Share</b>			200,000			
<b>City Share</b>		0	200,000	0	0	0

Attach on separate page(s)/sheet additional information (if needed)

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Airport Wildlife Control Equipment</b>		
<b>Operational Funding Division:</b>	Airport	<b>Project Name:</b>	Tractor with Broom and Mowing Attachments
<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-2022:</b>	300,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	150,000

**Project Description:**

Replace current tractor, a 1990 Ford 66-hp, two-wheel drive tractor and 15-ft mowing deck with a bi-directional, 155-hp 4-wheel drive tractor that can serve as airport mower during summer months and as a part of the winter equipment by mounting broom and blade attachments.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Pavement maintenance is a major factor in the length of service from constructed pavement at the airport. Pavement management planning for the airport has consistently identified the need to sweep all paved surfaces once a year at minimum. Sweeping removes smaller particles that are detrimental to wing leading edges, propellers, and most importantly turbine engines. In winter operations, the rotary broom is primary equipment in the removal of ice from pavement. The scheduled replacement of Runway 4-22 in FY19 will create a need for a rotary broom as the pavement will be grooved which will need to be cleaned to work properly. Mowing in growing months helps maintain wildlife populations around the airport by removing their habitat and food. Both efforts are required under FAA Grant Assurances signed by the City.

**Justification for project implementation/construction and segments, if applicable:**

Current vehicle has 8,000 hours on the motor and hydraulic systems. Current mowing deck requires repair after every use. With more than \$11,000 in repair costs over the last two years, maintenance and upkeep are financially unsustainable. However, a vehicle of this type is required by the airport to meet grant obligations for maintaining the airport pavement and as a part of the wildlife control program.

**Future maintenance costs if known, including contracts and special service requirements:**

Unknown

**How were cost estimates obtained and expenditure commitment:**

Estimate is based on municipal discount price and prior bid results from nearby airports.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	150,000				
Federal/State Funding					
Other Agency/Municipality	150,000	City of Auburn	Approval Received?	Yes	No
<b>Total Project Costs</b>	<b>300,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>		300,000				
<b>Non-City Share</b>		150,000				
<b>City Share</b>	0	150,000	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Radio Replacement Project</b>		
<b>Operational Funding Division:</b>	<b>LA911</b>	<b>Project Name:</b>	<b>Radio Replacement</b>
<b>Est. Total Cost FY 2018:</b>	1,070,000	<b>Est. Total Cost FY 2018-2022:</b>	5,092,000
<b>City Share FY 2018:</b>	35,000	<b>City Share FY 2018-2022:</b>	2,546,000

**Project Description:**

Existing radio infrastructure is in year 21 of 15-20 year life cycle. Replacement parts are no longer made and are difficult to locate. Dispatch console parts are currently being purchased on eBay. The new system expands technology capabilities to meet current day, future demands, and FCC requirements. Phase 1 build out includes: a new transmit/receive tower on Goff Hill (\$675,000); remote receiver site in East Lewiston (\$225,000); a new building for the Webber Street tower site (\$75,000); a new building at the Montello tower site (\$65,000); and fiber connectivity for the Goff Tower project (\$30,000).

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Replacement of the existing radio infrastructure, which links all of the cities' public safety law enforcement and fire responders, as well as partnering police and fire mutual aid agencies, will ensure the basic communication system of mobile and portable radios will continue to operate reliably and safety, serving both the responders and the communities. Working with partners in public works and the A/L Airport to ensure communication compatibility.

**Justification for project implementation/construction and segments, if applicable:**

The radio network is failing in signal saturation (dead spots) and increased repair time. Motorola stopped making replacement parts. We are experiencing an increase in failed power supplies, which cannot be replaced and must be repaired, and creates a 'rob Peter to pay Paul' situation. Replacement parts for dispatch consoles being procured via eBay.

**Future maintenance costs if known, including contracts and special service requirements:**

Unknown at this time. A radio consultant (funded via grant money) was hired to help guide the process to ensure the Center purchases equipment that meets current and future needs, does not over build for our needs, and does not under build for premature obsolescence. His report agrees replacement is overdue and recommends multiple approaches to the process.

**How were cost estimates obtained and expenditure commitment:**

Estimates are still being collected.

### FUNDING SOURCES

Source	Amount		Approval Received?	Yes	No
City Operating Budget	35,000				
City Bond Issue	2,011,000	\$500,000 approved in FY17			
Federal/State Funding		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality	2,546,000	<b>Agency:</b> Auburn	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>4,592,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	1,070,000	1,022,000	3,000,000			
<b>Non-City Share</b>	535,000	511,000	1,500,000			
<b>City Share</b>	35,000	511,000	1,500,000	0	0	0

**Note: the City Council approved \$500,000 for this project as part of the FY2017 LCIP.**

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>LA911 Virtualization Hardware Refresh</b>		
<b>Operational Funding Division:</b>	<b>LA911</b>	<b>Project Name:</b>	<b>SAN Server Refresh</b>
<b>Est. Total Cost FY 2018:</b>	143,000	<b>Est. Total Cost FY 2018-2022:</b>	280,000
<b>City Share FY 2018:</b>	71,500	<b>City Share FY 2018-2022:</b>	140,000

**Project Description:**

Planned hardware refresh interval for the LA911 virtualization system. Hardware that is due to be replaced because of end of life (EOL) situations or replaced due to age of equipment and manufacture support limitations. The Storage Area Networks (SAN), network switches, and servers that house the virtualized datacenter are due to be replaced. This project includes both the replacement of production site hardware and disaster recovery (DR) site hardware with reuse of the current equipment as available.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Organizations should proactively develop strategies that leverage resources, anticipate future requirements, and focus on business goals and performance objectives. As technology and other computing platforms become central to supporting the mission of the organization, effective planning for the management of these platforms has become vital. Per City of Lewiston Strategic Plan: invest in solutions where appropriate in order to utilize assets more effectively and efficiently.

**Justification for project implementation/construction and segments, if applicable:**

Without staying current with supported hardware and emerging technologies, systems become outdated, obsolete, and lose residual value. There is a high risk involved in falling behind in datacenter hardware lifecycle management. Potential issues are extended system downtime, data loss, and data corruption.

**Future maintenance costs if known, including contracts and special service requirements:**

All hardware purchased will have 3 year coverage with maintenance costs for years 4 and 5. Estimated cost for years 4 & 5 are based on current figures for existing hardware. The annual estimate for years 4 & 5 is \$8,000 per year.

**How were cost estimates obtained and expenditure commitment:**

Worked with vendor to asses current usage and needs with planned growth and data trends.

### FUNDING SOURCES

Source	Amount			Approval Received?	Yes	No
City Operating Budget	0					
City Bond Issue	140,000					
Federal/State Funding		<b>Agency:</b>		<b>Approval Received?</b>	Yes	No
Other Agency/Municipality	140,000	<b>Agency:</b>	Auburn	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>280,000</b>					

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	143,000	137,000				
<b>Non-City Share</b>	71,500	68,500				
<b>City Share</b>	71,500	68,500	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Bus/Bus Equipment/Midlife Overhauls - LATC

**Operational Funding Division:** L-A Transit Committee      **Project Name:** Bus/Equipment/Overhauls

<b>Est. Total Cost FY 2018:</b>	400,000	<b>Est. Total Cost FY 2018-2022:</b>	2,150,000
<b>City Share FY 2018:</b>	40,000	<b>City Share FY 2018-2022:</b>	215,000

**Project Description:**

LATC is requesting funds to be used to purchase new and used buses, bus equipment, and perform midlife bus overhauls. Purchase of new buses are contingent on the availability of federal funds. Due to the age of LATC's fleet, LATC is purchasing used buses to stabilize the fleet and service while waiting for new buses. LATC has scheduled purchases of new 12-year buses as well as planned midlife overhauls for three 2011 buses.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Public transportation is a valuable service in the city providing residents with a means to get to work, to healthcare appointments, social and recreation. Transportation has become an important part of addressing food insecurity as noted in the Good Food Councils' report. Lewiston's Master Plan has identified a demand for increased service, higher frequencies, extended hours and improved routes to better serve current and potential users.

**Justification for project implementation/construction and segments, if applicable:**

LATC has a fleet of 12 buses of which 9 have exceeded their useful life and 6 are required in daily service (as of FY17). LATC needs to stabilize the fleet with new buses. This will reduce the number of spares needed and reduce maintenance costs. LATC is scheduled to begin midlife overhauls in FY18 on three 2011, 12-year Gilligs. Overhauls cost approximately \$130,000.

**Future maintenance costs if known, including contracts and special service requirements:**

LATC's maintenance costs are included in the fixed price of their contract with the transit operator. A newer fleet of buses and fewer buses will reduce maintenance costs. If the costs savings are significant enough, the contract could be renegotiated. The current age of the fleet poses unknown maintenance costs.

**How were cost estimates obtained and expenditure commitment:**

The estimate for a 12-year heavy duty bus is based on a bid award made to Athens-Clarke County, Georgia. The base bid for a 30' bus is \$398,000 (FY16). The cost of an overhaul is typically 1/3 the cost of the bus.

### FUNDING SOURCES

Source	Amount				
City Operating Budget	215,000				
City Bond Issue					
Federal/State Funding	1,720,000	<b>Agency:</b>	<u>FTA/MaineDOT</u>	<b>Approval Received?</b>	Yes    No
Other Agency/Municipality	215,000	<b>Agency:</b>	<u>City of Auburn</u>	<b>Approval Received?</b>	Yes    No
<b>Total Project Costs</b>	<b>2,150,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	400,000	400,000	450,000	450,000	450,000	450,000
<b>Non-City Share</b>	360,000	360,000	405,000	405,000	405,000	405,000
<b>City Share</b>	40,000	40,000	45,000	45,000	45,000	45,000

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** City-Wide Revaluation

**Operational Funding Division:** Assessing      **Project Name:** Revaluation City-Wide

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-2022:</b>	114,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	114,000

**Project Description:**

Revaluation of all real estate and personal property to ensure valuations align with the State's.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Consistent with the Economic Responsibility Portion of the Sustainability Goal in the Strategic Plan of maintaining the tax base. Price includes potential software conversion/updates to property database and consultants as needed.

**Justification for project implementation/construction and segments, if applicable:**

Required to maintain equitable assessments and mandated by State Statute.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained and expenditure commitment:**

Estimate obtained from revaluation company indicating cost of \$50 per parcel.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	114,000				
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>114,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>					114,000	
<b>Non-City Share</b>						
<b>City Share</b>	0	0	0	0	114,000	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Replacement of Voting Booths

**Operational Funding Division:** City Clerk/Elections      **Project Name:** Voting Booth Replacement

<b>Est. Total Cost FY 2018:</b>	18,000	<b>Est. Total Cost FY 2018-2022:</b>	18,000
<b>City Share FY 2018:</b>	18,000	<b>City Share FY 2018-2022:</b>	18,000

**Project Description:**

The City Clerk is seeking to create a voter booth replacement program - 60 booths funded in FY17 and 60 booths proposed FY18. The City's voting booths were purchased in the 1970s and 1980s. Some are made of heavy steel and some are aluminum. Some of the booths are quite heavy and could create a worker's compensation situation when being lifted and installed. Some of the cross bars in the booths do not stay in place and could create a situation where the booth structure becomes unsecure and could create a hazard if the voter lends against the booth with any force or weight.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

Booths have not been replaced for many years and are becoming a safety issue for city crews as well as the voters. By state law, the city must provide 1 voter booth for every 200 voters on the voting list, which is approximately 25,000.

**Future maintenance costs if known, including contracts and special service requirements:**

None

**How were cost estimates obtained and expenditure commitment:**

Approximated cost is about \$300 per booth

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget	18,000				
City Bond Issue					
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>18,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	18,000					
<b>Non-City Share</b>						
<b>City Share</b>	18,000	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Acquisition/Demolition

**Operational Funding Division** Econ. & Comm. Development **Project Name:** Acquisition/Demolition

<b>Est. Total Cost FY 2018:</b>	200,000	<b>Est. Total Cost FY 2018-2022:</b>	1,000,000
<b>City Share FY 2018:</b>	200,000	<b>City Share FY 2018-2022:</b>	1,000,000

**Project Description:** Removal of derelict buildings in the downtown area for repurposing.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Assembling parcels to remove blight and support redevelopment is consistent with the Downtown Master Plan that was adopted as part of the City's Comprehensive Plan. The Riverfront Island section of the 2010 Strategic Plan recommends evaluating and pursuing appropriate opportunities for land assembly and land banking that will further support the long term goals of the City. The Downtown Neighborhood Action Plan calls for stepped up code enforcement, the end result of which may be demolition. The draft 2014 Legacy Lewiston Comprehensive Plan calls for being more selective in determining which properties to demolish and to actively seek and get site control of properties with redevelopment potential.

**Justification for project implementation/construction and segments, if applicable:**

The majority of the city's downtown housing stock was built before 1940. Some of it is in very poor condition. The city has increased its code enforcement efforts over the last several years, including identifying and having the council take action to condemn uninhabitable derelict properties, resulting in the demolition by the city of 67 buildings with 241 housing units since 2011. These efforts have reduced the inventory of derelict and abandoned properties, but more remains to be done. Currently, 9 buildings with 26 housing units have been condemned by the city and are slated for demolition. Nineteen buildings with 45 units have been condemned but are undergoing renovation by private entities. These efforts will result in a better quality housing stock and reduce vacancies in the properties that remain.

**Future maintenance costs if known, including contracts and special service requirements:**

If post demolition properties are loamed and seeded, mowing will be required.

**How were cost estimates obtained and expenditure commitment:**

Estimate is based on the cost of recent clean-up and demolition activities, a projection of properties to be demolished, recognition of the possible need for strategic acquisition to further city goals, and funds remaining from past appropriations and CDBG grant funds

### FUNDING SOURCES

Source	Amount				
City Operating Budget	1,000,000				
City Bond Issue					
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b>		
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>1,000,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	200,000	200,000	200,000	200,000	200,000	
<b>Non-City Share</b>	0	0	0	0	0	
<b>City Share</b>	200,000	200,000	200,000	200,000	200,000	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Canal Ownership Projects

**Operational Funding Division:** Econ. & Comm. Development      **Project Name:** Canal Ownership

<b>Est. Total Cost FY 2018:</b>	125,000	<b>Est. Total Cost FY 2018-22:</b>	525,000
<b>City Share FY 2018:</b>	22,000	<b>City Share FY 2018-2022</b>	525,000

**Project Description:**

If/when the Lewiston canal system ownership is transferred to the City, funds need to be in place to make improvements and maintain the canals and their associated property to meet the expectations as part of the Riverfront. The first year will include the need to purchase specialized attachments to allow in-house forces to clear brush and trees from the walls of the canal and do fence and canal wall repairs. The 2nd and 3rd year would involve additional clearing and repairs. We are including funding in the out years for potential improvements including walkways or other amenities.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

The Riverfront Island Master Plan was adopted by the City Council and addresses the potential ownership of the canals. The Comprehensive Plan also addresses the canals and their development.

**Justification for project implementation/construction and segments, if applicable:**

Ownership of the canals does bring with it the responsibility to improve and maintain this valuable City resource. The funding identified here is a minimalist approach to respond to the current economic climate.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained and expenditure commitment:**

Cost estimates obtained through contractor estimates and staff projections.

### FUNDING SOURCES

Source	Amount				
City Operating Budget	22,000	\$103,000 was encumbered in FY16			
City Bond Issue	400,000				
Federal/State Funding		<b>Agency:</b>	<u>                    </u>	<b>Approval Received?</b>	Yes   No
Other Agency/Municipality		<b>Agency:</b>	<u>                    </u>	<b>Approval Received?</b>	Yes   No
<b>Total Project Costs</b>	<b>422,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	125,000	100,000	100,000	100,000	100,000	
<b>Funded</b>	103,000					
<b>Non-City Share</b>						
<b>City Share</b>	22,000	100,000	100,000	100,000	100,000	

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Riverfront Island Implementation

**Operational Funding Division:** Econ. & Comm. Development **Project Name:** Riverfront Island

<b>Est. Total Cost FY 2018:</b>	320,000	<b>Est. Total Cost FY 2018-22:</b>	2,120,000
<b>City Share FY 2018:</b>	320,000	<b>City Share FY 2018-2022</b>	2,120,000

**Project Description:**

The suggested next phase of the Riverfront Island plan implementation is to make improvements to the Simard-Payne parking lot and south plaza area.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

The Riverfront Island Master Plan was adopted by the City Council and the implementation plan identified recommendations with a rough time frame for implementation. The Simard-Payne Park improvements were developed by taking the Goody-Clancy overall conceptual plan and converting it to an implementation plan for the park.

**Justification for project implementation/construction and segments, if applicable:**

In 2013, improvements were made to the pedestrian bridge over the canal and in 2014, the Gateway to Simard-Payne Park project was completed which provides a connection to Lincoln Street and Simard-Payne Park. To complete the pedestrian connection to the trestle bridge that connects to Auburn, a new walkway is proposed in the South Plaza area. This project follows the Riverfront Master Plan and will continue the theme used in the Gateway to Simard-Payne Park. Improvements will also include expanding the existing parking area, providing drainage and repaving the existing lot.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained and expenditure commitment:**

Cost estimates obtained through consultant and contractor estimates and staff projections.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	2,120,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>2,120,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	320,000	450,000	450,000	450,000	450,000	
<b>Non-City Share</b>						
<b>City Share</b>	320,000	450,000	450,000	450,000	450,000	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Lincoln Street Parking Garage Phase II

**Operational Funding Division:** Econ. & Comm. Development      **Project Name:** Lincoln St. Garage Phase II

<b>Est. Total Cost FY 2018:</b>	10,700,000	<b>Est. Total Cost FY 2018-2022:</b>	10,700,000
<b>City Share FY 2018:</b>	10,700,000	<b>City Share FY 2018-2022:</b>	10,700,000

**Project Description:**

Construct Phase II of the Lincoln Street Parking Garage. It is anticipated the expansion will add an additional 500 spaces.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

The Riverfront Island Master Plan notes the need to continue to invest in adequate parking to support redevelopment of the mills and other properties in the area. The Western Gateway Development District and Program approved by the City Council in 2008, articulates the need to develop public infrastructure including parking, to support the development of a hotel, and redevelopment of Island Point and Bates Mill properties.

**Justification for project implementation/construction and segments, if applicable:**

The City is actively negotiating with the developer for redevelopment of Bates Mill #5. If that project moves forward the developer projects 1,000 or more new parking spaces will be needed. There has also been significant tenant interest in other areas of Bates Mill, with Grand Rounds taking tenancy of the top floor of Mill #6 in February 2017. They expect to employ 200 within 5 years. The owner of 35 Beech Street is gearing up redevelopment plans, and the Dominican Block is actively being marketed for tenants. As each of these projects is redeveloped it will generate parking demand. The City's success in downtown redevelopment has been supported by having an adequate supply of public parking to meet demand.

**Future maintenance costs if known, including contracts and special service requirements:**

The structure will need to be plowed and maintained, but will share egress equipment and ramps with Phase I, resulting in less impact than a brand new garage.

**How were cost estimates obtained and expenditure commitment:**

Platz Associates has designed all city owned parking garages since 2000. They have estimated \$20,000 per space cost to construct Phase II of the garage. The Joint Development Agreement being considered by the City Council for redevelopment of Bates Mill #5 would extend the agreement for design of the garage to Platz Associates under the terms of the Bates Mill Sales Agreement, which called for a 6.5% of construction cost Architectural Fee, with a .25% incentive added to the fee for each thousand dollars the actual cost per space is below the median cost per space as determined by an adjusted R.S. Mean Building Construction Cost Data index. A 7% design fee is estimated for the project.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	10,700,000	<b>Will require a referendum vote</b>			
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>10,700,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	10,700,000					
<b>Non-City Share</b>						
<b>City Share</b>	10,700,000	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Library Elevator Control Replacement Project

**Operational Funding Division:** Public Works - Buildings      **Project Name:** Library Elevator Controls

<b>Est. Total Cost FY 2018:</b>	32,000	<b>Est. Total Cost FY 2018-22:</b>	32,000
<b>City Share FY 2018:</b>	32,000	<b>City Share FY 2018-20212:</b>	32,000

**Project Description:**

Replace the control systems for the library's second elevator with new microprocessor-based controls, new stationary car return (SCR) drive units, new closed loop door operators, and new LED car and hall fixtures. Various existing mechanical and structural components can be reconditioned and reused.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

Changes in equipment design and technology have made the existing dispatching system, motor control, and door operation obsolete. The Library's hydraulic passenger elevator system was manufactured by US Elevator Company in the 1990's. US Elevator went out of business by 1997, and even though the company was bought out by ThyssenKrupp, the particular technology for the microprocessor controls installed at the library (US Ascension 1000) has been discontinued. This makes replacement parts difficult to come by, and the City has been repeatedly warned by multiple elevator service companies that our current microprocessor is in danger of failing sometime over the next few years. If the library elevator was to fail, this would place the City in violation of the Americans with Disabilities Act and would be a major public relations and customer service problem for the Library and the City. The replacement of the control system must be custom made and takes about three months to complete. While the system is operating at the present time, strong consideration should be given to completing this project in FY2018.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Cost estimate was obtained from Maintenance Audit Survey Report completed by Lerch Bates Inc.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget	32,000				
City Bond Issue					
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>32,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	32,000					
<b>Non-City Share</b>						
<b>City Share</b>	32,000			0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Camera System Upgrade

**Operational Funding Division:** MIS      **Project Name:** Camera System Upgrade

<b>Est. Total Cost FY 2018:</b>	150,000	<b>Est. Total Cost FY 2018-2022:</b>	150,000
<b>City Share FY 2018:</b>	150,000	<b>City Share FY 2018-2022:</b>	150,000

**Project Description:**

This project replaces aging servers and applications of current camera system, adds additional cameras, and infrastructure to support all 350 City cameras. This will give the LPD viewing access to all cameras. This project will integrate with all currently funded camera projects that are under way. Current funded projects are 1) Solid Waste at \$31,000; 2) City Hall at \$14,000; 3) Armory at \$18,000; and 4) Library at \$4,610.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

**Justification for project implementation/construction and segments, if applicable:**

The original servers were purchased in 2009 and have come to end-of-life. The application running the cameras needs to be upgraded. This application currently does not restriction access so that departments see only their cameras. They have access to all cameras. Another current problem is Police Department can only see about half of the cameras in the schools. The camera backup system needs to be upgraded as well.

**Future maintenance costs if known, including contracts and special service requirements:**

Annual Maintenance cost of \$13,680 per year for Software and additional \$1,200 per year for connectivity.

**How were cost estimates obtained and expenditure commitment:**

Server storage size has been designed to be consistent with the City's current infrastructure. The project includes 65 new cameras to be placed throughout the City.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	150,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>150,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	150,000					
<b>Non-City Share</b>						
<b>City Share</b>	150,000	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Central Fire Station Generator

**Operational Funding Division:** Fire Department      **Project Name:** Central Station Generator

<b>Est. Total Cost FY 2018:</b>	59,885	<b>Est. Total Cost FY 2018-2022:</b>	59,885
<b>City Share FY 2018:</b>	57,885	<b>City Share FY 2018-2022:</b>	57,885

**Project Description:**

The Central Fire Station generator supports operations of the Lewiston Fire Department and the Androscoggin County Emergency Management Agency whenever the electrical power is interrupted. The generator provides 100% operational ability for the entire Central Station and County EMA area. The current generator is 43 years old and is no longer supported by the manufacturer due to age. Repairs are not recommended. EMA has committed to fund \$2,000 towards this project.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

A generator that supports 24 hour continuous Fire Department and County Emergency Management operations is required.

**Future maintenance costs if known, including contracts and special service requirements:**

All service costs will be the responsibility of the Lewiston Fire Department.

**How were cost estimates obtained and expenditure commitment:**

Electrical Systems of Maine developing Price quote.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	57,885				
Federal/State Funding		<b>Agency:</b>		<b>Approval Received?</b>	Yes No
Other Agency/Municipality	2,000	<b>Agency:</b>	<u>County EMA</u>	<b>Approval Received?</b>	Yes No
<b>Total Project Costs</b>	<b>59,885</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	59,885					
<b>Non-City Share</b>	2,000					
<b>City Share</b>	57,885	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Fire Department Pumper/Aerial Replacement

**Operational Funding Division:** Fire Department      **Project Name:** Fire Pumper/Aerial

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-2022:</b>	950,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	950,000

**Project Description:**

This project will replace the Fire Department's Engine #3 assigned to the Lisbon Street substation. This unit is equipped with a 75 foot ladder and 1250 GPM pump. The fire trade name for this unit is a Quint, as it has the dual capability of a pump and ladder. The unit provides initial district coverage as a pumper and provides either water supply or ladder duties when responding to the three other fire districts.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Engine #3 is assigned to the Lisbon Street substation. As noted in the 2009 Fire Station Location Study, Lewiston's fire stations are situated to meet the current demand of fire service in the core areas of the city.

**Justification for project implementation/construction and segments, if applicable:**

Replacing Engine #3's is necessary to ensure adequate fire protection capability to Engine #3's fire district and the City of Lewiston.

**Future maintenance costs if known, including contracts and special service requirements:**

Initial maintenance cost on new apparatus is limited to service and improvement costs which average \$2,000-\$3,000 for the first five years. Once warranties expire and as the unit ages, maintenance costs will range from \$4,000-\$6,000 on average.

**How were cost estimates obtained and expenditure commitment:**

Estimate provided by Pierce Manufacturing Corporation.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	950,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>950,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>		950,000				
<b>Non-City Share</b>						
<b>City Share</b>	0	950,000	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Fire Department Support Vehicles

**Operational Funding Division:** Fire Department      **Project Name:** Support Vehicles

<b>Est. Total Cost FY 2018:</b>	128,000	<b>Est. Total Cost FY 2018-2022:</b>	128,000
<b>City Share FY 2018:</b>	128,000	<b>City Share FY 2018-2022:</b>	128,000

**Project Description:**

This project will replace the following Fire Department support vehicles and are listed in priority order for replacement: 1-2000 Chevy Pickup Truck (vehicle budget \$32,000 + emergency response package \$8,000) ; 1-2004 GMC Safari Van (vehicle budget \$30,000 + emergency response package \$10,000); and 1-2008 Ford Expedition (vehicle budget \$38,000 + emergency response package \$10,000). Replacement vehicles are a 2017 4x4 Ford Expedition; a 2017 Ford Super Duty F-250; and a 2017 Ford F150 or the like.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

The Fire Department support vehicles are mostly ten years or older. Due to regular service and repairs the support vehicles proposed for replacement maintain a reasonable trade in value totaling \$10,000 to \$15,000 combined for the three vehicles.

**Future maintenance costs if known, including contracts and special service requirements:**

All future maintenance costs to be funded by the Fire Department operating budget.

**How were cost estimates obtained and expenditure commitment:**

Estimates were provided by local automobile dealers and reference to 2016 bid proposals for Fire Department support vehicles.

### FUNDING SOURCES

Source	Amount				
City Operating Budget	128,000				
City Bond Issue					
Federal/State Funding		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>128,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	128,000					
<b>Non-City Share</b>						
<b>City Share</b>	128,000	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

LEWISTON FIRE DEPARTMENT  
APPARATUS VEHICLE  
REPLACEMENT SCHEDULE LCIP 2018

APPARATUS STATUS	STATION LOCATION	MFG	YEAR	COST	REPLACEMENT YEAR	PREVIOUS MILAGE 11/1/15	MILEAGE TO DATE 11/1/16	AVERAGE YEARLY MILAGE	REPLACEMENT COST APPROXIMATE	PROJECTED MILEAGE
Engine #4	Sabattus Road	Pierce	2016	\$ 553,000	2041	0	6,956	7,500	\$575,000	120,000
Ladder 1	Central Station	Pierce	2007	\$ 658,000	2031	26,976	30,279	3,300	\$975,000	90,000
Engine #7	Central Station	E-ONE	2004	\$ 317,000	2028	59,590	64,428	5,300	\$600,000	95,000
Engine #5	Main Street	Pierce	2010	\$ 425,000	2034	33,106	39,668	7,000	\$600,000	130,000
Engine #3 Quint	Lisbon Road	Smeal	1996	\$ 350,000	2019	87,368	91,452	4,800	\$1,000,000	100,000
Engine #6	Central Station	E-ONE	2004	\$ 317,000	2028	91,804	95,793	2,500	\$600,000	120,000
Unit 438	Equip. Van	Chevy CubVan	2005	\$ 38,000	2022	4,848	5,158	475	\$50,000	8,000
Unit 415	IC Vehicle	Ford Expedition	2008	\$ 28,823	2017	33,226	37,080	4,250	\$40,800	55,000
Unit 437	F.A. 4x4 PU	Chevy PU	2000	\$ 23,750	2017	61,322	64,991	4,000	\$35,000	70,000
Unit 420	Chief	Ford Explorer	2016	\$ 36,000	2026	0	3,077	6,000	\$40,000	72,000
Unit 421	Asst. Chief	Ford Explorer	2016	\$ 36,000	2026	0	3,089	9,700	\$40,000	110,000
Unit 431	F.P. van	GMC Safari	2004	\$ 21,925	2017	54,059	55,812	4,500	\$37,000	57,000
Unit 432	F.P. Pickup	Ford PU	2016	\$ 45,000	2026	0	469	4,500	\$35,000	50,000

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Central Fire Station Roof Replacement Project

**Operational Funding Division:** Public Works - Buildings **Project Name:** BLDG 2

<b>Est. Total Cost FY 2018:</b>	165,000	<b>Est. Total Cost FY 2018-22:</b>	165,000
<b>City Share FY 2018:</b>	165,000	<b>City Share FY 2018-2022:</b>	165,000

**Project Description:**

Replace the entire roof system at Central Fire Station with a new fully adhered EPDM (Ethylene Propylene Diene Terpolymer) roof membrane system over new tapered polyisocyanurate roof insulation with an R value of 30.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

The Central Fire Station roof was installed in 1988 making it 28-years-old. The roof was warranted for 10 years. The normal life of this type of roof system is 30-40 years. The need to replace it results from the mastic used to glue down the insulation to the concrete deck failing. The installation, as originally designed, was rated an R value of 30. The delamination and the fact it is breaking apart significantly reduces the R-value. The Fire Department has been proactive in maintaining the roof by having leaks repaired as soon as possible. They have a roofing contractor come in to repair leaks 1-2 times a year with bills ranging from \$100 to \$1,800 per visit.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Staff and Independent Roof Services.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	165,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>165,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	165,000					
<b>Non-City Share</b>						
<b>City Share</b>	165,000		0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Sabattus Street Fire Station Replacement Project

**Operational Funding Division:** Fire Department Buildings **Project Name:** BLDG 3

<b>Est. Total Cost FY 2018:</b>	315,000	<b>Est. Total Cost FY 2018-22:</b>	3,615,000
<b>City Share FY 2018:</b>	315,000	<b>City Share FY 2018-2022:</b>	3,615,000

**Project Description:**

Option I: Relocation / replacement of the Sabattus St. fire substation at a cost estimate of \$3,615,000.  
 Option II: Rehabilitation of the existing building, which is not recommended due to the age and condition of the building.

Replacement Cost Estimate:

1. Project Design	\$315,000
2. Construction Administration	\$660,000
3. Construction Cost	<u>\$2,640,000</u>
<b>Total</b>	<b>\$3,615,000</b>

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

According to the 2009 Lewiston Fire Station Location Study, the Sabattus St. substation meets the needs of the fire department as far as location. The existing building, which was built in 1942, has many age-related problems. The living and office space is too small and the exercise area is located in the basement, which suffers from poor ventilation and water infiltration. The existing roof is 21 years old and should be replaced in 4 years. The exterior brick facade and basement wall systems have failed and are leaking. The exterior walls have an R value of only 2. The front entrance paving needs to be replaced and there is a need for additional parking. The fire unit assigned to this location must back into the garage, which is very difficult given the high volume of traffic on Sabattus Street. Relocation / replacement options will provide safer and faster access and egress for the Sabattus St. substation.

**Justification for project implementation/construction and segments, if applicable:**

Based on the need and current condition of fire sub-station buildings, a plan to replace the substations incrementally will ensure needs are met and the financial impact spaced over a specified time period in conjunction with a well coordinated schedule.

**Future maintenance costs if known, including contracts and special service requirements:**

Future maintenance costs will be included as part of the Fire Department operating budget.

**How were cost estimates obtained:**

The 2016 Fire Station Facility Study, completed by WBRC Architects Engineers and Mitchell Associates Architects.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	3,615,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>3,615,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	315,000	3,300,000	0	0		
<b>Non-City Share</b>						
<b>City Share</b>	315,000	3,300,000	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Lisbon Street Fire Station Replacement Project

**Operational Funding Division:** Fire Department Buildings      **Project Name:** BLDG 9

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	3,410,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	3,410,000

**Project Description:**

Option I: Relocation / replacement of the Lisbon St. fire substation at a cost estimate of \$3,410,000.

Option II: Rehabilitation of the existing building which is not recommended due to the age and condition of the building and site limitations.

**Replacement Cost Estimate:**

1. Project Design	\$110,000
2. Construction Administration	\$660,000
3. Construction Cost	<u>\$2,640,000</u>
<b>Total</b>	<b>\$3,410,000</b>

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

According to the 2009 Lewiston Fire Station Location Study, the Lisbon Street Station meets the needs of the fire department as far as location. The existing building, which was built in 1950, has many age related problems. The living/office space does not allow for expansion to relocate the exercise area from the basement to the first floor. The fire unit assigned must back into the garage, which is very difficult given the high volume of traffic on Lisbon Street. The existing concrete slab in the garage area has many cracks and the surface is severely deteriorated, making it very difficult to clean and a potential tripping hazard. Due to the age of the garage floor resurfacing is not an option.

**Justification for project implementation/construction and segments, if applicable:**

Based on the need and current condition of fire station buildings, a plan to replace the stations incrementally will ensure needs are met and the financial impact spaced over a specified time period in conjunction with a well coordinated schedule.

**Future maintenance costs if known, including contracts and special service requirements:**

Future maintenance cost will be included as part of the Fire Department operating budget.

**How were cost estimates obtained:**

The 2016 Fire Station Facility Study, completed by WBRC Architects Engineers and Mitchell Associates Architects.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	3,410,000				
Federal/State Funding		<b>Agency:</b>	<b>Approval Received?</b>	<u>Yes</u>	<u>No</u>
Other Agency/Municipality		<b>Agency:</b>	<b>Approval Received?</b>	<u>Yes</u>	<u>No</u>
<b>Total Project Costs</b>	<b>3,410,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	0	110,000	3,300,000		
<b>Non-City Share</b>						
<b>City Share</b>	0	0	110,000	3,300,000		

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Main Street Fire Station Replacement Project

**Operational Funding Division:** Fire Department Buildings **Project Name:** BLDG 13

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	110,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	110,000

**Project Description:**

Option I: Relocation / replacement of the Main St. fire substation at a cost estimate of \$3,410,000.

Option II: Rehabilitation of the existing building, which is not recommended due to the age and condition of the building and site limitations.

**Replacement Cost Estimate:**

1. Project Design	\$110,000
2. Construction Administration	\$660,000
3. Construction Cost	<u>\$2,640,000</u>
<b>Total</b>	<b>\$3,410,000</b>

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

According to the 2009 Lewiston Fire Station Location Study, the Main St. Station meets the needs of the fire department as far as location. The existing building, which was built in 1955, has many age-related problems. The living and office space is very limited due to the size of the building. There is no exercise area; the crew uses the apparatus bay for exercise space. The existing roof is 20 + years old and should be replaced within 5 years.

**Justification for project implementation/construction and segments, if applicable:**

Based on the need and current condition of the Main St. fire substation, a plan to improve the station incrementally will ensure needs are met and the financial impact spaced over a specified time period in conjunction with a well coordinated schedule.

**Future maintenance costs if known, including contracts and special service requirements:**

Future cost, will be included as part of the Fire Department operating budget.

**How were cost estimates obtained:**

The 2016 Fire Station Facility Study, completed by WBRC Architects Engineers and Mitchell Associates Architects.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	110,000				
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>110,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	0	0	0	110,000	3,300,000
<b>Non-City Share</b>						
<b>City Share</b>	0	0	0	0	110,000	3,300,000

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Police Department Building Expansion Project

**Operational Funding Division:** Public Works - Buildings      **Project Name:** BLDG 6

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	2,550,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	2,550,000

**Project Description:**

Phase 1: Architectural/engineering study which includes a needs assessment to define the scope of the project and cost estimate.

Phase 2: To expand the Police Department facilities. The expansion will include construction of additional garage space for police vehicles and office space for police personnel.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

The Lewiston Police Department is requesting consideration for funds for building and garage expansion for the following reasons:

- a.) Additional space is needed to house the Violent Crimes Task Force (comprised of many law enforcement agencies) and Hazmat vehicles and equipment valued at over \$400,000. The vehicles are now housed at the Public Works Operations Center which isn't big enough to work on the equipment, leaving the original PW equipment stored in the garage outside. The Task Force's satellite location at the PW Operations Center on River Rd. creates the need for frequent travel to Lewiston PD to access police teletype, police records, and to interact with other detectives. The expansion would provide an environment to better safeguard this Hazmat equipment, and make it easier and less time consuming for staff to service these vehicles and equipment.
- b.) Additional female locker room space is needed. The women's locker room has seven lockers. We currently employ five female officers. A strategic goal is to increase the number of female officers which will require additional space.
- c.) Criminal Investigation Division needed space so badly that they converted a small waiting room into an office for two individuals.
- d.) Additional classroom space is needed. The current classroom only seats 24 people comfortably. A closet at the rear of the classroom is used for the photo identification system. The library is also at the rear of the classroom and has been converted into an officers' report room. Utilization of the report room interrupts classroom use.
- e.) Additional space is needed for the storage of evidence and property.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

City staff and cost estimate from architect.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	2,550,000				
Federal/State Funding		<b>Agency:</b>	_____	<b>Approval Received?</b>	Yes   No
Other Agency/Municipality		<b>Agency:</b>	_____	<b>Approval Received?</b>	Yes   No
<b>Total Project Costs</b>	<b>2,550,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
		Phase 1	Phase 2			
<b>Total Project Cost</b>		50,000	2,500,000			
<b>Non-City Share</b>						
<b>City Share</b>		50,000	2,500,000		0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Recreation Department Armory Light Replacement Program

**Operational Funding Division:** Public Works - Buildings **Project Name:** BLDG 4

<b>Est. Total Cost FY 2018:</b>	50,000	<b>Est. Total Cost FY 2018-22:</b>	100,000
<b>City Share FY 2018:</b>	41,000	<b>City Share FY 2018-2022:</b>	82,000

**Project Description:**

Replace approximately three hundred (300) of the existing light fixtures with LED light fixtures. The replacement program will be done over a two year period to allow for funding adjustment from the Efficiency Maine rebate program for the second year of the program.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

The majority of existing lights in the Armory Building are the original fixtures that were installed in 1922. The light fixtures do not meet current electrical code requirements. Most of the current fixtures do not have a light lens, which requires the City to install protection plastic tubes. Also, most lamp holders and must be replaced by a licensed electrician at a cost of \$80 per fixture. The current rebate from Efficiency Maine is \$60 per fixture but there are no guarantees that the rebate will be available when the project starts. The upgrade will reduce building maintenance costs which include ballast and bulb replacement every five years. LED fixtures will last 15 - 20 years with no ballast or bulb to replace.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Estimate was obtained by Electrical System of Maine.

**FUNDING SOURCES**

Source	Amount			Yes	No
City Operating Budget	82,000				
City Bond Issue					
Federal/State Funding		<b>Agency:</b>	<b>Approval Received?</b>		
Other Agency/Municipality	18,000	<b>Agency: Efficiency Maine</b>	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>100,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	50,000	50,000				
<b>Non-City Share</b>	9,000	9,000				
<b>City Share</b>	41,000	41,000	0	0	0	

**Attach on separate page(s)/sheet additional information (if needed)**

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

**Project Title:**

**City Hall Building Second Floor Interior Restoration Project**

**Operational Funding Division:**

Public Works - Buildings

**Project Name:** BLDG 5

**Est. Total Cost FY 2018:**

104,000

**Est. Total Cost FY 2018-22:**

104,000

**City Share FY 2018:**

104,000

**City Share FY 2018-2022:**

104,000

**Project Description:**

The project goal is to bring the interior of the City Hall second floor back, as reasonably possible, to its original appearance. This restoration project would complete the second phase of the FY 2016 City Hall Building Second Floor Interior Restoration Project.

This phase would include installing missing wainscot and wood trim (\$12,000), painting second floor walls, and wood trim (\$34,000), and the Park Street stairway from the entrance to the second floor (\$13,000). It would also include installing new light fixtures and ceiling fans on the second floor that match the first floor fixtures (\$45,000). A second option for lights would be to replace the existing fluorescent lights with LED strip light fixtures similar to the existing lights on the second floor (\$20,000).

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Harriman Associates' Lewiston City Hall Master Plan.

**Justification for project implementation/construction and segments, if applicable:**

In 1988, the City hired Harriman Associates to complete a Master Plan for the City Hall Building. Since then, the City has completed five projects. Phase I and II City Hall Restoration Projects created new administration offices, conference rooms, bathrooms and council chambers. Phase III was the Third Floor Rehabilitation Project, which removed the partition wall system, built new office spaces, installed new carpeting, new doors with architectural trim, and workstations. Phase IV was the City Hall Clock Relocation Project. Phase V installed a new insulated ceiling on the third floor. The most recently completed phase was the first phase of the City Hall 2nd Floor Restoration Project, which included replacing doors and flooring on the second floor.

**Future maintenance costs if known, including contracts and special service requirements:**

N/A

**How were cost estimates obtained:**

Estimate was obtained by contractors

**FUNDING SOURCES**

Source	Amount				
City Operating Budget					
City Bond Issue	104,000				
Federal/State Funding		<b>Agency:</b>	_____	<b>Approval Received?</b>	Yes No
Other Agency/Municipality		<b>Agency:</b>	_____	<b>Approval Received?</b>	Yes No
<b>Total Project Costs</b>	<b>104,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	104,000	0	0	0	0	0
<b>Non-City Share</b>						
<b>City Share</b>	104,000	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Public Works Building Roof Membrane Replacement Project

**Operational Funding Division:** Public Works - Buildings **Project Name:** BLDG 7

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	340,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	340,000

**Project Description:**

Replace the Public Works Garage's 23-year-old modified bitumen roof membrane system with a new 20 year peel and stick modified bitumen roof system. The project would remove the old modified bitumen roof system, install one additional layer of 1.5" Polyisocyanurate (ISO) insulation, and cover new ISO with 7/16" oriented strand board (OSB).

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

The Public Works roof was installed in 1994, making it 23 years old, which is the average life for this roof system. In 2009, we spent \$4,200 to repair blisters that had formed on the roof. The roof currently has about the same amount of blistering, and we now have reported leaks in the garage section of the building.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Staff and roofing study completed by Independent Roof Services in 2015.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	340,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>340,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	0	340,000	0	0	0
<b>Non-City Share</b>						
<b>City Share</b>	0	0	340,000	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** City Hall Building Window Replacement Project

**Operational Funding Division:** Public Works - Buildings **Project Name:** BLDG 8

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	500,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	500,000

**Project Description:**

Replace thirty-nine (39) existing casement and fixed wood windows on the Park and Pine Street sides of City Hall with new wood-framed, double-hung and fixed windows with Low-E/Argon insulated glass. The window exterior finish would have bronze cladding, while the interior would be wood that could be painted or stained to match the interior finish. The new windows would look like the original, but be much easier to clean from the inside with less potential for failure of operating parts, and would carry a new 20-year warranty on the glass and ten years on the rest of the window.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

**Option A:** The existing windows on the 2nd & 3rd floors at City Hall are Pella Casements and fixed windows that are nearly 25 years old. Providing that the windows are working properly, which means each sash is straight and not warped and each locking mechanism is latching correctly, the R-value is 2.0 to 2.35. The problem with the existing windows is that the operating cranks are failing and are very expensive to replace. The in-fills around the windows are not attractive. Some of the sashes are warped and we can only clean the windows from the outside. Historical preservation of City Hall is important to the City and would have to be considered in the replacement program. The main benefit of replacing the existing wood windows is to bring the building back to its original architectural design intent, which means that the new windows will fill the whole window opening. City staff recommends we replace the existing windows with wood windows to restore the original historical architecture. Doing this would cost ~\$500,000.

**Option B:** A second option would be to replace the proposed wood windows with aluminum double hung windows. They would look like the Marvin double hung wood windows from the outside, but the interior finish would be aluminum. Project estimate would be \$400,000.

**Option C:** The third option would be to replace the casement windows with aluminum-clad, double-hung wood windows. They would be the same size as the existing casement windows. Project estimate would be \$70,000.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Estimate was obtained by window supplier and Mark St. Hilaire of Quality Glass.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	500,000				
Federal/State Funding		<b>Agency:</b>	<b>Approval Received?</b>	<u>Yes</u>	<u>No</u>
Other Agency/Municipality		<b>Agency:</b>	<b>Approval Received?</b>	<u>Yes</u>	<u>No</u>
<b>Total Project Costs</b>	<b>500,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	0	0	500,000		
<b>Non-City Share</b>						
<b>City Share</b>	0	0	0	500,000	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** City Hall Building Exterior Rehabilitation Project

**Operational Funding Division:** Public Works - Buildings **Project Name:** BLDG 10

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	200,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	200,000

**Project Description:**

This is the last phase of a multi-year effort to rehabilitate and protect the exterior surfaces of the City Hall Building. The scope of this project includes the replacement of the ornamental terra cotta "dentil work" with Fiberglass Reinforced Plastic (FRP), restoring the historic value to City Hall as required by the City's Historic Preservation Review Board.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

This project would restore the City Building to its original design, thus preserving the historic value of the City Building. The dentil work was removed during an earlier restoration phase. In order to obtain permission from the Historic Preservation Review Board to complete the earlier phases, the City promised to replace the dentil work as noted in the minutes of the meeting.

**Future maintenance costs if known, including contracts and special service requirements:**

N/A

**How were cost estimates obtained:**

The estimated cost is based upon estimates obtained from consultants and Harriman Associates.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	200,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>200,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>					200,000	0
<b>Non-City Share</b>						
<b>City Share</b>	0	0	0	0	200,000	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Armory Balcony Seat Replacement

**Operational Funding Division:** Public Works - Buildings **Project Name:** BLDG 11

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	90,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	90,000

**Project Description:**

Replace the wood laminate seats with new seats for the Armory balcony areas.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

The original seats in the balcony area are delaminating and breaking. The seats cannot be repaired or replaced, so staff is eliminating them from the balcony. Only 350 useable seats remain. The Recreation Division would like to expand seating to approximately 800 seats depending on chair size and available space.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Estimate was obtained by seat supply company.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	90,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>90,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>					90,000	0
<b>Non-City Share</b>						
<b>City Share</b>	0	0	0	0	90,000	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Armory Building Exterior Rehabilitation Project

**Operational Funding Division:** Public Works **Project Name:** BLDG 12

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	140,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	140,000

**Project Description:**

The project scope includes painting all exterior wood trim and doors, repairing the exterior ornamental concrete trim, completing exterior restoration cleaning of the concrete and brick, replace broken window headers and sills, and applying concrete stain on the exterior ornamental concrete trim.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

N/A

**Justification for project implementation/construction and segments, if applicable:**

Sections of the exterior concrete have been falling off the building creating a serious safety and liability issue to the City. The rehabilitation project would preserve investments already made to the interior space, prevent any damage to the superstructure, maintain the historic value of the Armory Building, and increase safety for staff and visitors, while reducing a liability issue for the City.

**Future maintenance costs if known, including contracts and special service requirements:**

N/A

**How were cost estimates obtained:**

Estimate was obtained by a masonry contractor.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	140,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>140,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>					140,000	0
<b>Non-City Share</b>						
<b>City Share</b>	0	0	0	0	140,000	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Birch Street Road and Sidewalk Rehabilitation</b>		
<b>Operational Funding Division:</b>	Public Works - Highway	<b>Project Name:</b>	Birch Street
<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	925,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022</b>	925,000

**Project Description:**

Project improvements include rehabilitation of Birch Street from Park Street to Jefferson Street, and includes rehabilitation of sidewalks (5,600') with granite curbing, rehabilitation of the street and consideration of the feasibility of adding a bike lane. This section of Birch Street is 2,610 feet long.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This project supports Public Works Goal #4 "Improve the City's Pavement Conditions - b. Reconstruct streets and roadways that have inadequate road base". The project also supports the City of Lewiston's Strategic Plan under "Neighborhood Identity - Transportation within Neighborhoods - objective of continue enhancement of road improvements and transportation infrastructure for the benefit of motorist, bicyclist and pedestrians."; and the objective "Consider traffic calming measures in neighborhoods where safety and quality of life are impacted by excessive traffic speed and or congestion."

**Justification for project implementation/construction and segments, if applicable:**

Sidewalks and road are in very poor condition and some sidewalk sections are considered hazardous. None of the areas meet ADA standards or requirements. The 2016 Pavement Condition Rating (PCR) of Birch St. ranges from 39 (Very Poor) between Jefferson St. and Horton St. to 69 (Fair) from Horton St. to Park St. Birch Street receives a considerable amount of pedestrian and vehicular traffic. The sidewalk and road serves Lewiston High School and Longley School (student population are all walkers). A municipal playground, two athletic fields, elderly housing, two community centers, and the Androscoggin Coliseum are also located on this street.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Cost estimates were obtained by City staff.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	925,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>925,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	0	925,000	0	0	
<b>Non-City Share</b>	0	0	0	0	0	
<b>City Share</b>	0	0	925,000	0	0	0

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Canal Street Project</b>		
<b>Operational Funding Division:</b>	Public Works - Highway	<b>Project Name:</b>	Canal Street Project
<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	800,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022</b>	800,000

**Project Description:**

This project will construct new sidewalks, including: esplanade, lighting, planting of trees, and curb on the canal side of Canal Street from Main Street to Cedar Street. The project will also convert Canal Street to one lane where it is now two and adding a striped bike lane from Main Street to Chestnut Street. All work will be brought up to ADA compliance. Sidewalks shall be poured concrete with granite curb. Esplanade loamed and seeded with trees planted at intervals. Existing lighting will be moved to esplanade. CMP Loop will effect half of Canal Street requiring mill and fill from Main Street to Lisbon Street.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This project supports Public Works Goal #4 "Improve the City's Pavement Conditions - b. Reconstruct streets and roadways that have inadequate road base." The project also supports the City of Lewiston's Strategic Plan under " Neighborhood Identity - Transportation within Neighborhoods - objective continue enhancement of road improvements and transportation infrastructure for the benefit of motorist, bicyclist and pedestrians"; and objective "consider traffic calming measures in neighborhoods where safety and quality of life are impacted by excessive traffic speed and or congestion."

**Justification for project implementation/construction and segments, if applicable:**

The project is needed to replace existing paved sidewalk and granite curb that is settled and uneven. Move street lights from middle of sidewalk and meet ADA requirements. Add esplanade from Ash to Cedar to enhance canal walk, restripe to one travel lane, and add bike lane from Main Street to Adams Ave. for better bicycle access. Repave after CMP installs the new power loop underground in Canal Street.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Cost estimates were obtained by City staff.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	No
City Operating Budget				
City Bond Issue	800,000			
Federal/State Funding				
Other Agency/Municipality				
<b>Total Project Costs</b>	<b>800,000</b>			

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	800,000	0	0	0	0
<b>Non-City Share</b>						
<b>City Share</b>	0	800,000	0	0	0	0

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Sidewalk Maintenance & Rehabilitation

**Operational Funding Division:** Public Works - Highway **Project Name:** Sidewalks

<b>Est. Total Cost FY 2018:</b>	301,000	<b>Est. Total Cost FY 2018-22:</b>	1,683,000
<b>City Share FY 2018:</b>	301,000	<b>City Share FY 2018-2022</b>	1,683,000

**Project Description:**

Improving the City's sidewalk conditions by developing a continuous five year funding plan to address maintenance and rehabilitation issues similar to the City's street five year maintenance and rehabilitation plans. Treatment for sidewalk maintenance includes: resurfacing an existing sidewalk; resetting curb and resurfacing the sidewalk; replacing curb (usually granite downtown) and rebuilding the sidewalk.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

City of Lewiston Strategic Plan- Transportation Within Neighborhoods: Continue enhancement of road improvements/transportation infrastructure for the benefit of motorists, bicyclists, and pedestrians. Riverfront Master Plan - Make the District More Walkable

**Justification for project implementation/construction and segments, if applicable:**

There are approximately 86 miles of sidewalk in the City of Lewiston. The City does not have a capital program to maintain its sidewalks. Sidewalks generally get upgraded as part of another transportation project. A capital program for sidewalks is needed to maintain and improve pedestrian and handicapped access and safety on City streets.

**Future maintenance costs if known, including contracts and special service requirements:**

Sinkholes, settling, cracking and other maintenance issues outside what is described here will need additional miscellaneous sidewalk funding.

**How were cost estimates obtained:**

The cost estimates are made by City staff with unit material prices used in various levels of maintenance and rehabilitation work.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	No
City Operating Budget				
City Bond Issue	1,683,000			
Federal/State Funding		Agency: <u>CDBG</u>	Approval Received?	<u>No</u>
Other Agency/Municipality		Agency: _____	Approval Received?	<u>N/A</u>
<b>Total Project Costs</b>	<b>1,683,000</b>			

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	301,000	393,000	343,000	346,000	300,000	
<b>Non-City Share</b>						
<b>City Share</b>	301,000	393,000	343,000	346,000	300,000	

**Sidewalk Maintenance & Rehabilitation**

<b>Fiscal Year</b>	<b>Road</b>	<b>Area</b>	<b>L.F.</b>	<b>Cost</b>	<b>Total</b>	<b>Priority</b>
FY2018	Walnut Street	Jefferson St. to Howe St. both sides	1,920	\$ 75,000	<b>\$301,000</b>	1
	Pierce Street	Walnut St. to Birch St.	1,690	\$ 100,000		2
	Howe Street	Pine St. to Walnut St. both sides	720	\$ 43,000		3
	Shawmut Street	3 Shawmut St. to Ash St.	820	\$ 49,000		4
	Howard Street	Pine St. to Ash St. both sides	275	\$ 17,000		5
	Howard Street	Ash St. to 8 Howard St. right side	275	\$ 17,000		6
FY2019	Frye Street	Main St. to College St. both sides	1,900	\$ 113,000	<b>\$393,000</b>	1
	Oak Street	Sabattus St. to Frye St. both sides	4,580	\$ 271,000		2
	Oak Street	Bates St. to Middle St. right side	215	\$ 9,000		3
FY2020	Blake Street	Maple St. to Pine St. both sides	4,300	\$ 254,000	<b>\$343,000</b>	1
	Bradley Street	Sabattus St. to Walnut St. both sides	1,500	\$ 89,000		2
FY2021	Jefferson Street	Pine St. to Sabattus St. both sides	1,280	\$ 76,000	<b>\$346,000</b>	1
	Jefferson Street	Birch St. to Walnut St.	1,520	\$ 90,000		2
	Park Street	Pine St. to Adams Ave. both sides	2,400	\$ 180,000		3
FY 2022	College Street	Bates St. to Sabattus St. both sides	2,060	\$ 122,000	<b>\$300,000</b>	1
	Spruce Street	Lisbon St. to Bates St.	1,500	\$ 89,000		2
	Walnut Street	Jefferson St. to Webster St.	1,500	\$ 89,000		3

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Street Crosswalk Evaluation and Implementation Plan

**Operational Funding Division:** Public Works - Highway **Project Name:** Crosswalks

<b>Est. Total Cost FY 2018:</b>	175,000	<b>Est. Total Cost FY 2018-22:</b>	175,000
<b>City Share FY 2018:</b>	175,000	<b>City Share FY 2018-2022</b>	175,000

**Project Description:**

Evaluating existing needs for crosswalk safety on Arterial and Collector Streets, and Schools, and install Rapid Flashing Beacons (RFBs) at four locations. Study will evaluate location and control at existing crosswalk and proposed locations, and make recommendations for upgrades or changes. Arterial and Collector Streets will be as defined by the Federal Functional Classification System. The first year would breakdown to \$50,000 for study and \$125,000 for installation of RFB's. Future year costs would be determined in study.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

**Justification for project implementation/construction and segments, if applicable:**

Pedestrian accidents vs automobiles have been on the rise in the State and there have been several in the City. This evaluation would guide initiatives that are aimed at improving pedestrian safety at crosswalks in the City. The streets listed above are all Federal Functional Classification and are subject to various Maine Department of Transportation Rules and Guidelines. The Principal Arterials and some of the Major Collectors have crosswalk locations and controls established by the MeDOT and maintained by the City.

**How were cost estimates obtained:**

The cost estimates are made by City staff.

### FUNDING SOURCES

Source	Amount		Approval Received?
City Operating Budget			
City Bond Issue	175,000		
Federal/State Funding		<b>Agency:</b> _____	_____
Other Agency/Municipality		<b>Agency:</b> _____	_____
<b>Total Project Costs</b>	<b>175,000</b>		

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	175,000	0	0	0	0	
<b>Non-City Share</b>						
<b>City Share</b>	175,000	0	0	0	0	

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Street Maintenance Program</b>		
<b>Operational Funding Division:</b>	Public Works - Highway	<b>Project Name:</b>	Street Maintenance Program
<b>Est. Total Cost FY 2018:</b>	2,732,000	<b>Est. Total Cost FY 2018-22:</b>	13,709,000
<b>City Share FY 2018:</b>	2,732,000	<b>City Share FY 2018-2022</b>	13,709,000

**Project Description:**

Maintaining city streets includes mill and fill, reclaim, pavement overlays, full reconstruction, repairs, crack sealing, drainage improvements, and patching. Improvements may also include traffic loops and other traffic controls. Pavement management systems are used to assist with pavement inspections and prioritize investments in preventive maintenance, repairs and rehabilitation funds. Public Works, on an annual basis, solicits bids from contractors to provide complete services for pavement overlay, pavement reclamation, and pavement milling. These construction methods are used singularly or together during the fiscal year to maintain the pavement surfaces.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Maintaining city streets supports the City of Lewiston's Strategic Plan, the Public Works Department's Goal #4 "Improve the City's Pavement Conditions".

**Justification for project implementation/construction and segments, if applicable:**

Maintaining the City's infrastructure is crucial to continued development in the city. The most widely used part of this infrastructure is the city street system, which is made up of approximately 200 miles of streets. A new pavement management system with GIS capabilities is helping us make sure resurfacing funds are utilized most efficiently. Public Works staff is using the new pavement management software and 10 year plan to develop the LCIP pared down to a manageable amount for each year. Note that this new plan and spending schedule barely maintains the current level of street condition.

**Future maintenance costs if known, including contracts and special service requirements:**

N/A

**How were cost estimates obtained:**

The cost estimates are made by City staff using unit prices from recently complete projects similar in scope.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	N/A
City Operating Budget				
City Bond Issue	13,709,000			
Federal/State Funding				N/A
Other Agency/Municipality				N/A
<b>Total Project Costs</b>	<b>13,709,000</b>			

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	2,732,000	2,792,000	2,659,000	2,759,000	2,767,000	
<b>Non-City Share</b>						
<b>City Share</b>	2,732,000	2,792,000	2,659,000	2,759,000	2,767,000	

### Street Maintenance Program

2018	STREET	FROM	TO	LENGTH(FT)	PCI	SCOPE OF WORK	COST
	ARKWRIGHT AVE	HALL ST	HACKETT ST	650	74.00	OVERLAY	\$ 41,000
BAYBERRY LN	MAPLEWOOD RD	DEAD END	470	66.99	OVERLAY	\$ 26,000	
BIRON AVE	SIMARD AVE	BAIRD ST	540	32.00	RECONSTRUCTION	\$ 91,000	
BRISTOL RD	BUTTONWOOD LN	MANNING AVE	605	50.99	OVERLAY	\$ 32,000	
BROWN ST	SOUTH AVE	SIMARD AVE	645	68.51	OVERLAY	\$ 21,000	
CENTRAL AV	FIVE CORNERS	VALE ST	705	67.51	OVERLAY	\$ 47,000	
CENTRAL AV	VALE ST	CAMPUS AVE	830	81.00	OVERLAY	\$ 29,000	
CENTRAL AV	RUSSELL ST	BRAULT ST	1,835	72.60	MILL AND FILL	\$ 131,000	
CENTRAL AV	MONTELLO ST	HOGAN RD	2,000	69.95	OVERLAY	\$ 127,000	
COTE ST	ASHMOUNT ST	DEAD END	765	66.62	OVERLAY	\$ 44,000	
ELLIS ST	POND RD	DEAD END	840	62.70	OVERLAY	\$ 38,000	
FERRY RD	500' OF RIVER RD	DYER RD	4,585	67.57	RECLAIM	\$ 325,000	
FOURTH ST	ACADIA AVE	SOUTH AVE	540	68.50	OVERLAY	\$ 22,000	
HALSTEAD TERR	MANNING PL	DEAD END	290	67.58	OVERLAY	\$ 20,000	
HEMLOCK LN	CALDWELL CIRC	TRAFFIC CIRC	895	65.64	OVERLAY	\$ 35,000	
MAPLE ST	CANAL ST	LISBON ST	290	67.57	MILL AND FILL	\$ 29,000	
MAPLEWOOD RD	BAYBERRY LN	DEAD END	1,220	69.46	OVERLAY	\$ 66,000	
MILL ST	RAILROAD ALLEY	CHESTNUT ST	920	66.61	MILL AND FILL	\$ 48,000	
MOUNTAIN AVE	MAIN ST	COLLEGE AVE	1,270	32.00	RECONSTRUCTION	\$ 238,000	
OAK ST	BATES ST	PARK ST	435	76.35	MILL AND FILL	\$ 42,000	
OLD LISBON RD	OLD WEBSTER RD	MTA OVERPASS	4,800	53.00	RECLAIM	\$ 250,000	
PIERCE ST	WALNUT ST	DEAD END	1,050	67.55	MILL AND FILL	\$ 91,000	
PINELAND ST	IMELDA ST	ADELE ST	490	66.99	OVERLAY	\$ 31,000	
PLANTE ST	ARKWRIGHT AVE	DEAD END	130	65.60	OVERLAY	\$ 8,000	
POULIN AV	MICHAUD AVE	NIMITZ ST	545	66.60	OVERLAY	\$ 27,000	
ROBERT AV	BRAULT ST	SUZANNE ST	985	71.98	OVERLAY	\$ 52,000	
SHERBROOKE AV	KENSINGTON TERR	END	3,095	70.51	MILL AND FILL	\$ 179,000	
SUMMER ST	RIVERSIDE ST	HOLLAND ST	1,020	71.48	REHABILITATION	\$ 165,000	
TAMPA ST	SYLVAN AVE	HALEY ST	1,635	69.99	OVERLAY	\$ 72,000	
WEBSTER ST	EAST AVE	WALNUT ST	1,420	67.75	MILL AND FILL	\$ 155,000	
WOOD ST	CAMPUS AVE	VALE ST	835	46.00	RECONSTRUCTION	\$ 200,000	
					CRACKSEAL	\$ 50,000	
						<b>\$ 2,732,000</b>	

STREET	FROM	TO	LENGTH(FT)	PCI	SCOPE OF WORK	COST
ALLEN AV	FARWELL ST	WEBBER AVE	770	69.50	OVERLAY	\$ 41,000
ANDROSCOGGIN AV	LISBON ST	HACKETT ST	965	68.48	OVERLAY	\$ 64,000
AVALON ST	PLEASANT ST	IRWIN ST	575	71.28	OVERLAY	\$ 29,000
BALSAM ST	PINEVIEW ST	DEAD END	680	74.42	OVERLAY	\$ 44,000
CAMPUS	SABATTUS ST	EAST AVE	650	72.00	RECONSTRUCTION	\$ 173,000
CHALLENGER DR	ATLANTIS WAY	ALFRED A PLOURDE PARKWAY	1,245	69.50	MILL AND FILL	\$ 155,000
CLOUTIER ST	SABATTUS ST	DEAD END	135	70.43	OVERLAY	\$ 8,000
CROSS ST	OXFORD ST	LINCOLN ST ALLEY	125	49.99	OVERLAY	\$ 10,000
FAIRLAWN AVE	EAST AVE	SHIRLEY ST	780	39.00	RECONSTRUCTION	\$ 122,000
HELEN ST	MONTELLO ST	MYRTLE ST	300	42.00	RECONSTRUCTION	\$ 36,000
HILLTOP AV	PAULINE AVE	DEAD END	745	76.38	OVERLAY	\$ 37,000
HOGAN RD	ERNEST ST	STETSON RD	3,120	67.62	OVERLAY	\$ 190,000
HOGAN RD	STETSON RD	MONTELLO ST	4,160	68.00	OVERLAY	\$ 258,000

### Street Maintenance Program

2019	JUNE AV	POND RD	DEAD END	710	69.49	OVERLAY	\$ 41,000
	JENKINS AVE	MONTELLO ST	END	810	14 / 31	RECONSTRUCTION	\$ 109,000
	KAVANAUGH ST	RUSSELL ST	FAIRLAWN AVE	540	11.00	RECONSTRUCTION	\$ 84,000
	MANNING AV	SOUTH SURRY LN	COLLEGE ST	805	77.36	OVERLAY	\$ 53,000
	MONTELLO ST	MAIN ST	BUTTONWOOD LN	685	69.52	OVERLAY	\$ 43,000
	MORSE AV	FISHER AVE	DEAD END	730	69.44	OVERLAY	\$ 33,000
	MYRTLE ST	HOGAN RD	STILLMAN ST	895	14-42	RECONSTRUCTION	\$ 121,000
	NO NAME POND RD	CENTER AVE	PARENT LN	490	73.43	OVERLAY	\$ 25,000
	NO NAME POND RD	POND RD	POND RIDGE RD	835	71.46	OVERLAY	\$ 40,000
	OAK ST	DAVIS ST	FRYE ST	510	79.29	OVERLAY	\$ 30,000
	OLD GREENE RD	PETER BLVD	ACORN LN	1,415	62.70	MILL AND FILL	\$ 72,000
	OLD LISBON RD	SOUTH LISBON RD	DEAD END	1,040	71.40	OVERLAY	\$ 60,000
	OLD LISBON RD	GOULD ST	OLD LISBON RD	855	74.34	OVERLAY	\$ 36,000
	OWEN ST	EAST AVE	JEAN ST	1,065	47.00	MILL AND FILL	\$ 140,000
	OXFORD ST	BEECH ST	CROSS ST	605	72.00	OVERLAY	\$ 49,000
	SCRIBNER BLVD	FAIRMOUNT ST	PLEASANT ST	710	66.62	MILL AND FILL	\$ 38,000
	SPOFFORD ST	SABATTUS ST	DEAD END	605	71.43	OVERLAY	\$ 41,000
	TARR AV	SABATTUS ST	DEAD END	745	69.51	OVERLAY	\$ 43,000
	VENTURA ST	COLLEGE ST	CENTRAL AVE	1,320	79.30	OVERLAY	\$ 81,000
	WAKAN AV	RESERVOIR AVE	DEAD END	165	79.20	OVERLAY	\$ 6,000
	WALNUT ST	WEBSTER ST	BRADLEY ST	1,045	74.89	OVERLAY	\$ 67,000
	WATERS EDGE DR	NO NAME POND RD	(WATER'S EDGE DR)	800	69.49	OVERLAY	\$ 35,000
	WILDWOOD DR	SABATTUS ST	TUCKER ST	1,130	75.32	OVERLAY	\$ 78,000
						CRACKSEAL	\$ 50,000
						MaineDOT MPI PROJECTS	\$ 250,000
							<b>\$ 2,792,000</b>

	STREET	FROM	TO	LENGTH(FT)	PCI	SCOPE OF WORK	COST
2020	ALFRED A. PLOURDE PARKWAY	LEXINGTON ST	ACCESS RD	650	88.00	MILL AND FILL	\$ 67,000
	ALFRED A. PLOURDE PARKWAY	PLEASANT ST	LEXINGTON ST	2,110	65.00	MILL AND FILL	\$ 217,000
	ALFRED A. PLOURDE PARKWAY	SOUTH BOUND ENT RAMP (N)	LISBON ST ON & OFF RAMP	795	68.00	MILL AND FILL	\$ 82,000
	BUSHEY CIR	RUSSELL ST EXT (E)	HOLY FAMILY ST	690	79.26	OVERLAY	\$ 35,000
	BUSHEY CIR	HOLY FAMILY ST	HAROLD ST	290	38.00	RECONSTRUCTION	\$ 47,000
	BUSHEY CIR	RUSSELL ST EXT (W)	HAROLD ST	365	38.00	RECONSTRUCTION	\$ 60,000
	CAMPUS AVENUE	CENTRAL AVE	SABATTUS ST	1,660	63.00	MILL AND FILL	\$ 205,000
	CONNECTOR RD	SABATTUS ST	FARWELL ST	555	48.99	RECONSTRUCTION	\$ 94,000
	EAST AVE	RUSSELL ST.	MONTELLO ST.	3,570	64.89	MILL AND FILL	\$ 354,000
	EAST AVE	MONTELLO ST	DEAD END	1,180	21 / 57	MILL AND FILL/RECON	\$ 160,000
	FAIRMOUNT ST	ASHMOUNT ST	SCRIBNER BLVD	730	71.41	MILL AND FILL/RECON	\$ 97,000
	FARWELL STREET	CONNECTOR RD	DEAD END	555	48.00	RECONSTRUCTION	\$ 110,000
	GROVEMOUNT LN	ASHMOUNT ST	VALLEY ST	765	73.45	OVERLAY	\$ 43,000
	GERMAINE ST	MARCOTTE AVE	BARRON ST	780	60.99	OVERLAY	\$ 43,000
	HOLY FAMILY ST	BUSHEY CIRCLE	RUSSELL ST EXT	425	60.00	RECONSTRUCTION	\$ 73,000
	MERRILL RD	SLEEPER RD	MAIN ST	4,215	81.25	OVERLAY	\$ 159,000
	PLEASANT ST	VALLEY ST	FOCH ST	1,515	62.99	MILL AND FILL	\$ 156,000
	PINEWOODS RD	FERRY RD	DYER RD	3,070	76.34	OVERLAY	\$ 162,000
	RUSSELL STREET EXT	CONNECTOR RD	FARWELL ST	365	35.00	RECONSTRUCTION	\$ 68,000
	SHEFFIELD AV	DEAD END	POND RD	1,840	69.53	OVERLAY	\$ 127,000
					CRACKSEAL	\$ 50,000	

### Street Maintenance Program

	MaineDOT MPI PROJECTS	\$ 250,000
		<b>\$ 2,659,000</b>

	STREET	FROM	TO	LENGTH(FT)	PCI	SCOPE OF WORK	COST
2021	BATES ST	MIDDLE ST	SPRING ST	165	54.00	MILL AND FILL/RECON	\$ 22,000
	CEDAR ST	RR CROSSING	LISBON ST	1,005	56.66	MILL AND FILL	\$ 159,000
	CHESTNUT ST	PARK ST	OXFORD ST	1,305	69.00	RECONSTRUCTION	\$ 165,000
	COLLEGE ST	SURRY LN	STETSON RD	5,165	61.25	MILL AND FILL	\$ 586,000
	FORRESTALL ST	WESTMINSTER ST	WEBSTER ST	2,020	42.00	RECONSTRUCTION	\$ 404,000
	GAYTON RD	LISBON ST	SQUIRE LN	4,895	65.00	OVERLAY	\$ 190,000
	GROVE ST	CRESTVIEW DR	TOWN LINE	4,000	51 / 81	MILL AND FILL	\$ 240,000
	HALL ST	ARKWRIGHT AVE	DEAD END	135	72.00	OVERLAY	\$ 13,000
	JACQUELINE AV	LEMAY AVE	DEAD END	275	88.03	OVERLAY	\$ 18,000
	JEFFERSON ST	ASH ST	WALNUT ST	840	63.00	MILL AND FILL/RECON	\$ 110,000
	LINCOLN CIR	LINCOLN DRIVE	DEAD END	445	69.00	MILL AND FILL/RECON	\$ 22,000
	LINCOLN DR	LINCOLN TERRACE	LINCOLN ST	755	68.22	MILL AND FILL/RECON	\$ 57,000
	MIDDLE ST	MAIN ST	LOWELL ST	495	62.00	MILL AND FILL	\$ 50,000
	MITCHELL ST	MEADOW LN	DEAD END	960	73.39	OVERLAY	\$ 61,000
	MOLLISON WAY	KING ST	MAIN ST	2,750	86.00	MILL AND FILL	\$ 193,000
	PETTINGILL ST	COLLEGE ST	CENTRAL ST	1,360	51 / 85	MILL AND FILL	\$ 113,000
	RITA AV	BRAULT ST	CLAIRE ST	850	72.39	OVERLAY	\$ 56,000
					CRACKSEAL	\$ 50,000	
					MaineDOT MPI PROJECTS	\$ 250,000	
						<b>\$ 2,759,000</b>	

	STREET	FROM	TO	LENGTH(FT)	PCI	SCOPE OF WORK	COST
2022	CLEARWATER AVE	WESBTER ST	LABBE AVE	630	25.00	RECONSTRUCTION	\$ 135,000
	CROWLEY RD	193 CROWLEY RD	TOWN LINE	1,320	64.20	RECONSTRUCTION	\$ 245,000
	FOSS RD	LISBON ST	DEAD END	1,300	60.00	MILL AND FILL	\$ 165,000
	GROVE ST	388 GROVE ST	411 GROVE ST	2,145	50.99	MILL AND FILL/RECON	\$ 264,000
	HEARTHWOOD LN	VALLEY ST	HILLMOUNT DR	1,055	61.00	MILL AND FILL	\$ 120,000
	RIVER ST	CEDAR ST	OXFORD ST	1,020	77.24	OVERLAY	\$ 37,000
	RIVERSIDE ST	MAIN ST	SUMMER ST	1,120	60.54	MILL AND FILL	\$ 122,000
	SARATOGA ST	ENTERPRISE DR	FORRESTAL ST	2,100	35 / 43	RECONSTRUCTION	\$ 420,000
	SOUTH LISBON RD	DYER RD	CROWLEY RD	1,750	50.99	MILL AND FILL	\$ 215,000
	STETSON RD	RAICHE ST	PINEVIEW ST	820	54.98	MILL AND FILL	\$ 136,000
	STEVENS ST	MARION ST	MALO ST	820	67.56	OVERLAY	\$ 60,000
	WEBSTER ST	FIVE CORNERS	WALNUT ST	1,065	74.85	MILL AND FILL	\$ 152,000
	WEBSTER ST	POND RD	FORRESTAL ST	2,255	53.99	RECLAIM	\$ 362,000
	WEST BATES ST	SPRING ST	SUMMER ST	260	55.91	MILL AND FILL	\$ 34,000
					CRACKSEAL	\$ 50,000	
					MaineDOT MPI PROJECTS	\$ 250,000	
						<b>\$ 2,767,000</b>	

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** MDOT East Avenue - Homefield Street to Fairlawn Avenue

**Operational Funding Division:** Public Works - Engineering **Project Name:** MDOT East Ave.

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	800,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	80,000

**Project Description:**

Grind, overlay pavement, and rehabilitate existing sidewalks on East Avenue from Homefield Street to Fairlawn Avenue. This is a pavement preservation project. Sidewalks and road are in poor condition. The majority of the area does not meet ADA standards or requirements. Stripe the roadway as a three lane sections with two through lanes and a two-way center left turn lane. This project is planned to be in the State's 2018 - 2019 work plan. This project replaces the original project for this section that was planned as a widening with full depth reconstruction and right of way acquisition.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Androscoggin Transportation Resource Center (ATRC) 6 & 20 Year Transportation Improvement Program.

**Justification for project implementation/construction and segments, if applicable:**

This section was originally proposed to be a five lane section. However, based on current traffic volumes a five lane section is not currently warranted and funding for a five lane section is not available. This is a pavement preservation project with sidewalk improvements, regular surface paving overlays to extend the life of roadway, preventing the need for complete reconstruction which is very costly. The milling of the first inch and a half of pavement removes oxidized pavement that has lost its strength and ability to shed water. The Maine DOT Asset Management Program identifies this roadway as an "Other Principal Arterial (3)" from Campus Avenue to Russell Street, and a Customer Service Level for Condition of the roadway to this section as B. The Maine DOT Asset Management Program identifies East Avenue from Russell Street to Fairlawn Avenue as a "Major Urban Collector (5)" and a Customer Service Level for Conditions on this section as A.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

This project originated from City staff and citizen complaints. Cost estimates were obtained from MDOT.

### FUNDING SOURCES

Source	Amount		Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	80,000				
Federal/State Funding	720,000	<b>Agency:</b> _____			
Other Agency/Municipality		<b>Agency:</b> _____			
<b>Total Project Costs</b>	<b>800,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>		800,000				
<b>Non-City Share</b>		720,000				
<b>City Share</b>	0	80,000	0	0	0	

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** **MDOT Stetson Rd. - Main Street to College Street Rehabilitation Project**

**Operational Funding Division:** Public Works - Engineering **Project Name:** Stetson Road Rehab

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	900,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	90,000

**Project Description:**

The construction project would be a ~3,500 linear foot asphalt stabilized reclaim project and would include replacement of the culverts for the Stetson Brook crossing ~1,000 LF from Main St. Per an MDOT request exploratory test holes were done which identified that good base material supports the roadway. This project is conditionally scheduled in DOT's next Work Plan in 2018-2019.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Androscoggin Transportation Resource Center (ATRC) 6 & 20 year Transportation Improvement Program.

**Justification for project implementation/construction and segments, if applicable:**

This section of Stetson Road (~0.66 miles) needs pavement improvement to address ride quality issues identified by Maine DOT. The Maine DOT Asset Management Program identifies this roadway as a highway priority 4 and a Customer Service Level for Condition as D.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

This project originated from City staff and citizen complaints. Cost estimates were obtained from MDOT.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	90,000				
Federal/State Funding	810,000	<b>Agency:</b>	_____	<b>Approval Received?</b>	Yes No
Other Agency/Municipality		<b>Agency:</b>	_____	<b>Approval Received?</b>	Yes No
<b>Total Project Costs</b>	<b>900,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>		900,000				
<b>Non-City Share</b>		810,000				
<b>City Share</b>	0	90,000	0	0	0	

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>MDOT WIN 011599.30 River Rd. Highway Reconstruction</b>		
<b>Operational Funding Division:</b>	PW - Engineering	<b>Project Name:</b>	MDOT-5 River Road
<b>Est. Total Cost FY 2018:</b>	-	<b>Est. Total Cost FY 2018-22:</b>	1,250,000
<b>City Share FY 2018:</b>	-	<b>City Share FY 2018-2022:</b>	175,000

**Project Description:**

Beginning at Mount Hope Avenue and extending 0.66 miles to Razel Way, this project involves street widening, bike/pedestrian way, pavement overlay, curb and sidewalk improvements that begun with the Lincoln St. project between Main St. and South Ave. The project has one additional phase identified at \$1,500,000 for the MDOT 4 Razel Way to A.A.P.P. project. Preliminary engineering was previously funded and is complete.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This is a pavement preservation and complete streets project to extend the life of the roadway and expand access for other modes of transportation.

**Justification for project implementation/construction and segments, if applicable:**

This is a continuation of a long range project to improve transportation from Maine Turnpike Exit 80 to Main Street. Remaining street upgrades are River Road from Mount Hope Avenue to Alfred A. Plourde Parkway.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained and expenditure commitment:**

This is Maine DOT Statewide Transportation Improvement Program - STIP. Estimates prepared by PW staff with review from ATRC & MDOT. This road project has a 20% match because it is earmarked money without the state sharing in the costs.

### FUNDING SOURCES

Source	Amount			
City Operating Budget				
City Bond Issue	175,000	* Project's local share partially funded FY2016		
Federal/State Funding	1,000,000	<b>Agency:</b>	MDOT	<b>Approval Received?</b> <u>Yes (for PE)</u>
Other Agency/Municipality		<b>Agency:</b>		<u>Yes</u> <u>No</u>
<b>Total Project Costs</b>	<b>1,175,000</b>			

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>		1,250,000				
<b>Non-City Share</b>		1,000,000				
<b>Funded in FY16</b>		75,000				
<b>City Share*</b>		175,000	0	0	0	0

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** **MDOT 5 WIN 022532.00 Sabattus Street Highway Preservation Paving**

**Operational Funding Division:** PW - Engineering      **Project Name:** Sabattus Street Paving

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	550,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	0

**Project Description:**

Highway resurfacing on Sabattus Street - beginning at Randall Road and extending easterly 1.38 miles.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This is a pavement preservation project initiated by Maine DOT.

**Justification for project implementation/construction and segments, if applicable:**

This is a pavement preservation project.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained and expenditure commitment:**

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue					
Federal/State Funding	550,000				
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>550,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	550,000	0				
<b>Non-City Share</b>	550,000					
<b>City Share</b>	0	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>MDOT 4 River Rd. Highway Reconstruction</b>		
<b>Operational Funding Division:</b>	PW-Engineering	<b>Project Name:</b>	MDOT 4 - River Road Phase 2
<b>Est. Total Cost FY 2018:</b>	\$1,500,000	<b>Est. Total Cost FY 2018-22:</b>	\$1,500,000
<b>City Share FY 2018:</b>	Funded	<b>City Share FY 2018-2022</b>	Funded

**Project Description:**

Highway rehabilitation beginning at Razel Way and extending 0.66 mile to A. A. Plourde Parkway. This project involves street widening, bike/pedestrian way, pavement overlay, curb and sidewalk improvements, storm drainage, and traffic control improvements. It would be the next phases of the Lincoln St.- River Rd. arterial improvements begun with the Lincoln St. projects between Main St. and South Ave.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This is a pavement preservation and complete streets project to extend the life of the roadway and expand access for other modes of transportation.

**Justification for project implementation/construction and segments, if applicable:**

This is a pavement preservation and complete streets project to extend the life of the roadway and expand access for other modes of transportation.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained and expenditure commitment:**

Maine DOT Statewide Transportation Improvement Program - STIP. Estimates prepared by PW staff with review from ATRC & MDOT.

### FUNDING SOURCES

Source	Amount			
City Operating Budget				
City Bond Issue				
Federal/State Funding	1,350,000	<b>Agency:</b>	MDOT	<b>Approval Received?</b> <span style="float: right;">No</span>
Other Agency/Municipality		<b>Agency:</b>		<b>Approval Received?</b> <span style="float: right;">Yes No</span>
<b>Total Project Costs</b>	<b>1,350,000</b>			

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	1,500,000					
<b>Non-City Share</b>	1,350,000					
<b>Fund in FY16</b>	150,000					
<b>City Share</b>	0	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Replace Mercury Street Lighting</b>		
<b>Operational Funding Division:</b>	Public Works - Street Light Div.	<b>Project Name:</b>	Replace Mercury Lights
<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	790,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	790,000

**Project Description:**

No funding is being requested in FY2018 as existing funding will be used to contract for replacements during 2017/2018. The funding requested in 2019 & 2020 will replace the approximately 2,750 remaining street lights of various types and sizes with the most up to date LED technology.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This project has appeared in the LCIP since 1995, receiving various levels of funding in most years.

**Justification for project implementation/construction and segments, if applicable:**

This project is being submitted as a recommendation from the Public Works Committee. The existing network of street lights is between 30 and 40 years old and in many cases replacement parts are not available. The replacement of the various types and sizes of street lights would substantially reduce energy consumption, have minimal impact on lighting levels, provide safer passage for vehicles and pedestrians, and could reduce criminal activity.

The present cost of power for the remaining 2,750 lights is about \$302,500. If all the remaining lights were replaced with LEDs, the energy costs would be reduced to about \$98,750, or a savings of at least \$203,000 annually. This savings represents about 67% decrease in maintenance cost, or a payback of 3 years on an asset that has a minimum 25 year life span.

Note on current funding: We currently have approximately \$570,000 in funding for this project, there is \$395,000 in the present year LCIP \$156,500 in accumulated rebates from Efficiency Maine for previous energy conservation projects and \$18,700 from a previous year LCIP. We expect to go to bid for this project in late December or early January for an early spring construction.

**How were cost estimates obtained:**

This project was originated by City staff. Cost estimates were obtained by City staff.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	790,000				
Federal/State Funding	0				
Other Agency/Municipality	0				
<b>Total Project Costs</b>	<b>790,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	395,000	395,000	0	0	
<b>Non-City Share</b>						
<b>City Share</b>	0	395,000	395,000	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Landfill Intermediate Cover</b>		
<b>Operational Funding Division:</b>	Public Works - Solid Waste	<b>Project Name:</b>	Landfill Cover
<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	250,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	250,000

**Project Description:**

Comply with Maine DEP regulatory requirements of the City's landfill operating permit by installing an intermediate cover over approx. 125,000 sq. ft. of the landfill which will be inactive for 6 months or longer.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Addresses the goal of improving the facility's compliance record (PW-12) by implementing the requirements of the City's Solid Waste Facility's Operations Manual and DEP regulatory requirements.

**Justification for project implementation/construction and segments, if applicable:**

This project is based on the City's DEP issued permit to operate the secure landfill and DEP regulatory requirements [CMR 401.4(C)(6&8)] to install a cover on sections of the secure landfill which have reached final grade or will be inactive for 6 months or longer. The purpose of this requirement is to limit rain infiltration into the waste mass and promote clean run-off from the site. This action promotes stability of the waste mass and reduces the generation of contaminated run-off (leachate) which could contaminate groundwater. Installation of intermediate cover is addressed in the Facility's Operational Closing Sequence Plan (Appendix F of the Facility's Operations Manual) which was approved as part of the City's DEP issued operating permit. Failure to fund this project will result in regulatory enforcement action. The funding request under FY2019 and future needs is for this anticipated intermediate cover requirement.

**Future maintenance costs if known, including contracts and special service requirements:**

A \$250,000 expenditure is anticipated in the future to prep. and install interim cover over the north section of Cell #4 which may be at final grade in FY2019.

**How were cost estimates obtained:**

This project originated from City staff. Cost estimates were obtained from City staff, RTD Enterprises, Inc. and Gendron & Gendron.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	250,000				
Federal/State Funding		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>250,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	250,000	0	0	0	250,000
<b>Non-City Share</b>						
<b>City Share</b>	0	250,000	0	0	0	250,000

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Truck Scale Replacement /Scale Management Upgrades

**Operational Funding Division:** Public Works - Solid Waste      **Project Name:** Scale House Ops.

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	150,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	150,000

**Project Description:**

Replace two aging truck scales with one new scale. Cost to complete this task and any additional modifications to maintain vehicle scale operations - \$100,000. Installation of an automated Scale Management System that can be operated by customers using the Solid Waste Facility. Cost for purchase and installation of this system - \$50,000. This will be a single, design/build project as typically completed in similar facilities.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Addresses the goal of implementing Innovative Service Delivery & Economic Growth by investing in improvements in Solid Waste Facility infrastructure which is technologically innovative and enhances the efficiency of processing payments for waste disposal services.

**Justification for project implementation/construction and segments, if applicable:**

Lewiston utilizes two truck scales for weighing vehicles which dispose of waste material at the Solid Waste Facility. The first (inbound) scale, a Mettler Toledo electric scale was installed in 1991. The electrical components of this scale were obsolete and replaced in FY2013 (cost \$15,000). The second (outbound) scale, a Howe Richardson lever action scale, was originally installed next to the Shredder Bldg. in 1978. It was relocated to its current site in 1991. The steel on both scales is worn due to rust which will necessitate replacement in the next 2-3 years. Given the age of these scales they are subject to frequent maintenance (average annual expense, \$6,500). In addition, the computer and software technology is changing rapidly and fully automated systems will be available (similar to the systems currently used on the Maine turnpike toll booths) in the next 2-3 years. Installation of a new scale, to replace the existing two, will reduce maintenance costs. Installation of a fully automated Scale Management System will improve customer service and reduce the expense of administrative services.

**Future maintenance costs if known, including contracts and special service requirements:**

Annual licensing fee for the computer software - \$1,500. Annual maintenance expense to check the calibration of the truck scale - \$1,000.

**How were cost estimates obtained:**

This project originated from City staff. Cost estimates were obtained from City staff, ACME Scale, Wellman Paving and Creative Information Systems.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	150,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>150,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	150,000	0	0	0	0
<b>Non-City Share</b>						
<b>City Share</b>	0	150,000	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Kennedy Park Master Plan

**Operational Funding Division:** Public Works - Open Spaces      **Project Name:** Kennedy Park Master Plan

<b>Est. Total Cost FY 2018:</b>	339,000	<b>Est. Total Cost FY 2018-2022:</b>	2,046,500
<b>City Share FY 2018:</b>	339,000	<b>City Share FY 2018-2022:</b>	2,046,500

**Project Description:**

The Kennedy Park Master Plan created in 2005 by Richardson & Associates was presented to Council in 2006. While one quadrant of Kennedy Park (Park St. & Spruce St.) was funded and nearly completed, the remainder of the park with the exception of a few trash receptacles and benches has not been implemented. Year one of the Kennedy Park Master Plan would address the west quadrant (Park St. and Pine St.) The rehabilitation for this quadrant includes: demolition/site preparation, earthwork, concrete sidewalks, bituminous asphalt, curbing, special paving at intersections, crosswalks, granite cobble, benches, bollards, art work, signs, street trees and groundcover/shrubs.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Recreation & Parks Comprehensive Plan and Kennedy Park Master Plan.

**Justification for project implementation/construction and segments, if applicable:**

Implementation of goals and objectives initiated by the Kennedy Park Master Plan Committee for the future use of Kennedy Park. Several benches and trash receptacles were funded by CDBG in FY2013 and 2015. The gazebo was fully renovated in during summer 2015 with electrical and some replacement of railings and ballasts due to vandalism during summer 2016. While Kennedy Park is not part of the Riverfront Master Plan, the park could potentially be utilized as an attractive and effective overflow open space during large festival events.

**Future maintenance costs if known, including contracts and special service requirements:**

Wear and tear on equipment and hardscapes will be requested within the City operating budget on an as needed basis.

**How were cost estimates obtained:**

Richardson & Associates & City Staff.

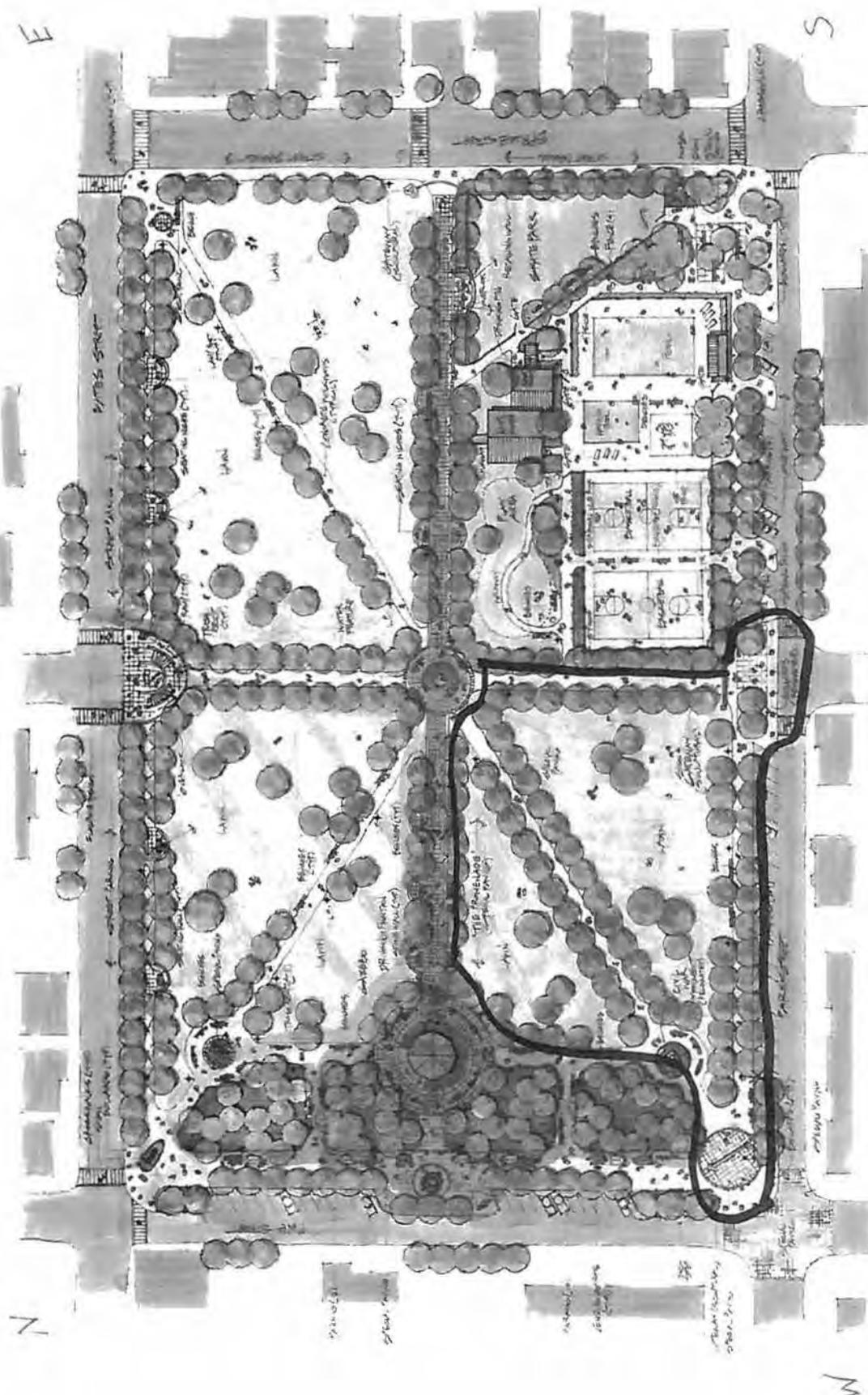
### FUNDING SOURCES

Source	Amount			
City Operating Budget				
City Bond Issue	2,046,500			
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b> _____	No
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b> _____	
<b>Total Project Costs</b>	<b>2,046,500</b>			

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	339,000	403,000	451,000	498,500	355,000	
<b>Non-City Share</b>						
<b>City Share</b>	339,000	403,000	451,000	498,500	355,000	0

**Attach on separate page(s)/sheet additional information (if needed)**



Oranges Promenade Central gatherings  
 green Public plaza & satellite spaces  
 w/ cost of Gazebos removed

**KENNEDY PARK**  
 LEWISTON, MAINE

REYNOLDS & ASSOCIATES  
 LANDSCAPE ARCHITECTS  
 114 South Street  
 Lewiston, ME 04241  
 Tel: 207.253.5500  
 Fax: 207.253.5500

25% Contingency & Engineering 15%  
 10%



SCALE: 1" = 30'  
 JANUARY 2006

**2018 - Rehabilitation of the Pine/Bates** (North Quadrant) includes: earth work, lawn, concrete sidewalks, special paving, crosswalks, granite cobble, benches, bollards, gateway signage, trash receptacles, traffic signs, street trees and shrubs, perennials, flagpole, stone seating wall, and hardscape for steps (granite treads/landing, concrete foundation, cheek wall & handrails).- **\$339,000**

Category	Item	Material	Quantity	Unit	Unit Cost	Subtotal
Site Preparation	demolition/site preparation		1	allowance	\$ 3,250.00	\$ 3,250
	demolition exist. Walks/site preparation		1500	s.f.	\$ 1.25	\$ 1,875
	earthwork		1	allowance	\$ 3,500.00	\$ 3,500
						<b>\$ 8,625</b>
Hardscape	concrete sidewalks	pedestrian walkways	6760	s.f.	\$ 6.50	\$ 43,940
	special paving	concrete unit paver asphalt base	5600	s.f.	\$ 18.50	\$ 103,600
	crosswalks	pavers tbd	3	allowance	\$ 3,500.00	\$ 10,500
	granite cobble	jumbo grey	225	l.f.	\$ 20.00	\$ 4,500
	granite treads/landings	5' length: split/on compact agg. Base	32	each	\$ 200.00	\$ 6,400
	concrete foundation	cast-in place concrete	2	allowance	\$ 3,500.00	\$ 7,000
	check wall(s)	granite on concrete	2	allowance	\$ 5,000.00	\$ 10,000
	Handrails (2 sides)	ornamental bronze	72	l.f.	\$ 60.00	\$ 4,320
						<b>\$ 190,260</b>
Amenities	stone seating wall at niche	stone (20" hgt.)	4	each	\$ 5,200.00	\$ 20,800
	bollards	stone (42"hgt.)	2	each	\$ 750.00	\$ 1,500
	entrance signs		1	allowance	\$ 5,000.00	\$ 5,000
	flagpole		1	allowance	\$ 9,500.00	\$ 9,500
	trash receptacles	city standard	5	each	\$ 550.00	\$ 2,750
	signs (parking, traffic, etc.)		3	each	\$ 500.00	\$ 1,500
	bench	6' length	7	each	\$ 1,250.00	\$ 8,750
						<b>\$ 49,800</b>
Plantings	street trees	3" caliper	24	each	\$ 750.00	\$ 18,000
	groundcover/perennials		10	each	\$ 15.00	\$ 150
	shrubs	24-30"	32	each	\$ 70.00	\$ 2,240
	lawn	seed	3000	s.f.	\$ 0.75	\$ 2,250
						<b>\$ 22,640</b>
						\$ 271,325
				Contingency & Engineering (25%)		\$ 67,750
				<b>Total</b>		<b>\$ 339,075</b>

**2019 Rehabilitation of the Pine/Park (West Quadrant)** includes: demolition/site preparation, earthwork, concrete sidewalks, bituminous asphalt, curbing, special paving at intersections, granite cobble, benches, bollards, gateway art, trash receptacles, traffic signs, street trees, crosswalks, and groundcover/shrubs. - **\$403,000**

Category	Item	Material	Quantity	Unit	Unit Cost	Subtotal
<i>Site preparation</i>	demolition/site work		1	allowance	\$ 6,750.00	\$ 6,750
	earthwork		1	allowance	\$ 7,750.00	\$ 7,750
<b>Subtotal</b>						<b>\$ 14,500</b>
<i>Hardscape Paving</i>	concrete sidewalks	pedestrian walkways	10,640	s.f.	\$ 6.50	\$ 69,160
	bit asphalt (w/12" base)	1.5" binder/1.5" surface coat	4,250	s.f.	\$ 4.50	\$ 19,125
	curbing reset existing	granite: straight	285	l.f.	\$ 10.00	\$ 2,850
	curbing reset existing	granite: radius	60	l.f.	\$ 18.00	\$ 1,080
	special paving at intersection	Paver tbd	2,100	l.f.	\$ 12.50	\$ 26,250
	special paving	concrete unit paver on asphalt base	4,700	s.f.	\$ 18.50	\$ 86,950
	crosswalks	Pavers TBD	2	each	\$ 3,500.00	\$ 7,000
	granite cobble	Jumbo Grey	160	l.f.	\$ 20.00	\$ 3,200
<b>Subtotal</b>						<b>\$ 215,615</b>
<i>Amenities</i>	bench	6' length	6	each	\$ 1,250.00	\$ 7,500
	bollards	stone (42" hgt)	9	each	\$ 750.00	\$ 6,750
	gateway	sculpture TBD	1	allowance	\$ 50,000.00	\$ 50,000
	trash receptacles	City Standard	4	each	\$ 550.00	\$ 2,200
	signs (parking, traffic, etc.)		4	each	\$ 500.00	\$ 2,000
<b>Subtotal</b>						<b>\$ 68,450</b>
<i>Planting</i>	street trees	3" caliper	28	each	\$ 750.00	\$ 21,000
	shrubs	24-30 "	25	each	\$ 70.00	\$ 1,750
	ground cover/shrubs	12-15"	30	each	\$ 35.00	\$ 1,050
<b>Subtotal</b>						<b>\$ 23,800</b>
						\$ 322,365
		Contingency & Engineering (25%)				\$ 80,600
					<b>Total</b>	<b>\$ 402,965</b>

2020 - Public plaza and satellite space includes: concrete sidewalks, special paving, granite cobble, curbing, benches, bollards, trash receptacles, street and ornamental works, perennials and shrubs. - **\$451,000**

Category	Item	Material	Quantity	Unit	Unit Cost	Subtotal
<i>Hardscape</i>	Concrete Paving	pedestrian walkway	6500	s.f.	\$ 6.50	\$ 42,250
	Special Paving	concrete unit paver on asphalt base	7800	s.f.	\$ 18.50	\$ 144,300
	Granite Cobble	jumbo grey	1300	s.f.	\$ 12.00	\$ 15,600
	Curbing	granite: straight	750	l.f.	\$ 20.00	\$ 15,000
	Curbing	granite: radium	800	l.f.	\$ 35.00	\$ 28,000
						\$ 245,150
<i>Amenities</i>	Bench	6' length	30	each	\$ 1,250.00	\$ 37,500
	Bollards	stone (42" hgt.)	4	each	\$ 750.00	\$ 3,000
	Trash Receptacles	city standard	4	each	\$ 550.00	\$ 2,200
						\$ 42,700
<i>Planting</i>	Street Trees	3" caliper	12	each	\$ 750.00	\$ 9,000
	Ornamental Trees	2-2.5 caliper	52	each	\$ 500.00	\$ 26,000
	Groundcover/Perennials		200	each	\$ 15.00	\$ 3,000
	Shrubs	24-30"	500	each	\$ 70.00	\$ 35,000
						\$ 73,000
					subtotal	\$ 360,850
				Contingency & Engineering (25%)		\$ 90,213
				<b>Total</b>		<b>\$ 451,063</b>

**2021 - Promenade/Central Gathering** includes: demolition/site preparation, earthwork, special paving, water feature with concrete foundation and stone edging, bollards, benches, trash receptacles, directional signs, gateway art, shade trees, and lawn. - **\$ 498,500**

<b>Category</b>	<b>Item</b>	<b>Material</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Subtotal</b>
<i>Site</i>	demolition/site preparation		1	allowance	\$ 500.00	\$ 500
	earthwork		1	allowance	\$ 2,000.00	\$ 2,000
						<b>\$ 2,500</b>
<i>Hardscape</i>	special paving	concrete unit paver on asphalt base	14,200	s.f.	\$ 18.50	\$ 262,700
	water feature	8 length: split/thermal on foundation	1	allowance	\$ 35,000.00	\$ 35,000
	concrete foundation	cast-in-place concrete	3	allowance	\$ 3,500.00	\$ 10,500
	stone edging	granite	240	l.f.	\$ 20.00	\$ 4,800
						<b>\$ 313,000</b>
<i>Amenities</i>	bollards	stone	2	each	\$ 750.00	\$ 1,500
	bench	6' length	12	each	\$ 1,250.00	\$ 15,000
	trash receptacle	city standard	8	each	\$ 550.00	\$ 4,400
	signs(directional)		2	each	\$ 500.00	\$ 1,000
	gateway	style tbd	1	each	\$ 25,000.00	\$ 25,000
						<b>\$ 46,900</b>
<i>plantings</i>	shade trees	2-2.5"	46	each	\$ 750.00	\$ 34,500
	lawn	seed	2,500	s.f.	\$ 0.75	\$ 1,875
						<b>\$ 36,375</b>
					Subtotal	\$ 398,775
					Contingency & Engineering (25%)	\$ 99,694
					<b>Total</b>	<b>\$ 498,469</b>

**2022 - Bates/Spruce** (East Quadrant) and completion of SE entrance includes: demolition/site preparation, earth work, concrete sidewalks, crosswalks, granite cobble, special paving, entrance signs, traffic signs, trash receptacles, benches, bollards, lawn, street trees, perennials, and shrubs.- **\$355,000**

<b>Category</b>	<b>Item</b>	<b>Material</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Subtotal</b>
<i>Site Preparation</i>	demolition exist. Walk/site prep		1500	s.f.	\$ 1.25	\$ 1,875
	demolition/site preparation		1	allowance	\$ 6,500.00	\$ 6,500
	earthwork		1	allowance	\$ 9,250.00	\$ 9,250
						<b>\$ 17,625</b>
<i>Hardscape</i>	concrete sidewalks	pedestrian walkway	11800	l.f.	\$ 6.50	\$ 76,700
	bituminous asphalt (w/12"base)	1.5" binder/1.5"surface course	4250	s.f.	\$ 4.50	\$ 19,125
	curbing (reset existing)	granite: straight	285	l.f.	\$ 10.00	\$ 2,850
	curbing (reset existing)	granite: radius	60	l.f.	\$ 18.00	\$ 1,080
	special paving	concrete unit paver on asphalt base	2400	s.f.	\$ 18.50	\$ 44,400
	special paving at intersection	pavers tbd	2100	l.f.	\$ 12.50	\$ 26,250
	crosswalks	pavers tbd	3	allowance	\$ 3,500.00	\$ 10,500
	granite cobble	jumbo grey	241	l.f.	\$ 20.00	\$ 4,820
						<b>\$ 185,725</b>
<i>Amenities</i>	bollards	stone (42" hgt.)	16	each	\$ 750.00	\$ 12,000
	benches	6' length	15	each	\$ 1,250.00	\$ 18,750
	trash receptacles	city standard	8	each	\$ 550.00	\$ 4,400
	entrance sign		2	allowance	\$ 3,500.00	\$ 7,000
	signs (parking, traffic, etc)		3	each	\$ 500.00	\$ 500
						<b>\$ 42,650</b>
<i>Plantings</i>	street/shade trees	3" caliper	44	each	\$ 750.00	\$ 33,000
	groundcover/perennials		10	each	\$ 15.00	\$ 150
	groundcover /shrubs		70	each	\$ 35.00	\$ 2,450
	shrubs	24-30 "	8	each	\$ 70.00	\$ 560
	lawn	seed	2500	s.f.	\$ 0.75	\$ 1,875
						<b>\$ 38,035</b>
					subtotal	\$ 284,035
					Contingency & Engineering (25%)	\$ 71,009
					<b>Total</b>	<b>\$ 355,044</b>

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Marcotte Park Playground

**Operational Funding Division:** Public Works - Open Spaces      **Project Name:** Marcotte Park Playground

<b>Est. Total Cost FY 2018:</b>	410,850	<b>Est. Total Cost FY 2018-22:</b>	821,700
<b>City Share FY 2018:</b>	75,000	<b>City Share FY 2018-22</b>	150,000

**Project Description:**

Install surfacing materials to comply with safety recommendations, as well as, installation of playground equipment, benches, picnic tables and landscape improvements. Funding will help support Shane's Inspiration Playground Project which is a universally accessible playground system to be installed in Marcotte Park.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Franklin Pasture Plan, Recreation & Parks Comprehensive Plan, and the City of Lewiston Strategic Plan.

**Justification for project implementation/construction and segments, if applicable:**

To respond to growing demands for recreation programs and activities, this project helps to provide a variety of seasonal programs and encourages family and group activities. Funding will help support Shane's Inspiration Playground Project which is a universally accessible playground system planned to be installed in Marcotte Park. The project was started in 2011, when the City was awarded a \$60,000 grant with \$50,000 directed toward design, development and education, and \$10,000 towards purchasing playground equipment. The grant does not have a deadline requirement for project completion. The total cost of the project including the Shane's Inspiration grant award for design & equipment is \$821,700. The design will be completed when the fundraising for playground structures and amenities is complete. A Community Block Grant Funding application was completed for FY2017 and \$25,000 was awarded. In the past year \$11,314 has been raised in private funding of which \$1,500 will be expended on a fundraising video.

**Future maintenance costs if known, including contracts and special service requirements:**

Misc. funds to address park maintenance including but not limited to replacement of playground parts including specialized tools, mulch maintenance, tree and grass care are requested in the operating budget.

**How were cost estimates obtained:**

Estimates for playground equipment and rubber surface were by provided by Shane's Inspiration Staff. Site preparation, grading and drainage work is a guess estimate as the design will not be provided to City Staff until the fundraising for the play equipment, amenities and surface material has been completed.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?
City Operating Budget			
City Bond Issue	150,000		
Federal/State Funding	25,000	CDBG	Yes
Other Agency/Municipality	60,000	Shane's Grant	Yes
Other Agency/Municipality	586,700	Fundraising	No
<b>Total Project Costs</b>	<b>821,700</b>		

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	410,850	410,850				
<b>Non-City Share</b>	335,850	335,850				
<b>City Share</b>	75,000	75,000		0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Randall Road Field Upgrades

**Operational Funding Division:** Public Works - Open Spaces      **Project Name:** Randall Road Field Upgrades

<b>Est. Total Cost FY 2018:</b>		<b>Est. Total Cost FY 2018-22:</b>	1,017,500
<b>City Share FY 2018:</b>		<b>City Share FY 2018-2022</b>	1,017,500

**Project Description:**

Move one field over to make room for a new additional field. Expand parking by adding an additional small parking area at the backfield with an access road and to bring in irrigation for all four fields. FY2019's project provides lighting for the complex.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

According to Recreation Recovery Action Plan, Policy 3 - work should be done to focus on renewing existing parks and recreational facilities to maximize their use and meet the needs of neighborhoods and wider community reach. This work would create efficiencies to help promote consistent on going maintenance of the property to maximize the City's investment in the property.

**Justification for project implementation/construction and segments, if applicable:**

Adding a fourth field at Randall Rd. will help meet the demand of all those who need field time. Field usage revenue will increase with the additional field. Water access will allow the Public Works Park staff easier maintenance and upkeep of the fields thereby costing less in resources and time.

**Future maintenance costs if known, including contracts and special service requirements:**

This will help lower maintenance cost by adding water access to the fields on site

**How were cost estimates obtained and expenditure commitment:**

Obtained cost from Auburn Recreation from their recent field project at Pettingill Park. Obtained estimates from Public Works staff, irrigation estimates from Thirsty Turf Irrigation, and Recreation staff. The lighting project estimate includes the cost of CMP to install pole line to site in the amount of \$22,445.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	1,017,500				
Federal/State Funding		<b>Agency:</b>	_____	<b>Approval Received?</b>	Yes   No
Other Agency/Municipality		<b>Agency:</b>	_____	<b>Approval Received?</b>	Yes   No
<b>Total Project Costs</b>	<b>1,017,500</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>		175,000	842,500			
<b>Non-City Share</b>						
<b>City Share</b>	0	175,000	842,500	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Veteran's Park Improvements & Jet Pedestal

**Operational Funding Division:** Public Works - Open Spaces      **Project Name:** Veteran's Park Improvements

<b>Est. Total Cost FY 2018:</b>	50,000	<b>Est. Total Cost FY 2018-22:</b>	50,000
<b>City Share FY 2018:</b>	50,000	<b>City Share FY 2018-22</b>	50,000

**Project Description:**

Installation of jet pedestal display at Veteran's Park including: uplighting for jet, ornamental walkway lighting and concrete ADA walkway. The request includes all materials and labor.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Franklin Pasture Plan, Recreation & Parks Comprehensive Plan, and the City of Lewiston Strategic Plan.

**Justification for project implementation/construction and segments, if applicable:**

**Future maintenance costs if known, including contracts and special service requirements:**

Costs for additional electrical power and graffiti maintenance.

**How were cost estimates obtained:**

City staff.

### FUNDING SOURCES

Source	Amount			
City Operating Budget	50,000			
City Bond Issue				
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	No
<b>Total Project Costs</b>	<b>50,000</b>			

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	50,000					
<b>Non-City Share</b>						
<b>City Share</b>	50,000			0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Hudson Bus Property Soccer Field

**Operational Funding Division:** Public Works - Open Spaces      **Project Name:** Hudson Prop. Soccer Field

<b>Est. Total Cost FY 2018:</b>	300,000	<b>Est. Total Cost FY 2018-22:</b>	300,000
<b>City Share FY 2018:</b>	300,000	<b>City Share FY 2018-2022</b>	300,000

**Project Description:** **This project w**  
 Construction of soccer field on the Hudson Bus property including: demolition of building, clean-up, construction of field with irrigation, and parking.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**  
 Recreation & Parks Comprehensive Plan and the City of Lewiston Strategic Plan.

**Justification for project implementation/construction and segments, if applicable:**  
 The Hudson Bus property is a potential replacement for several recreation parcels covered by Land and Water Conservation Fund Agreements where parcels have or will be converted to non-recreation use. When this occurs, the City is required to replace those parcels with others of equal or greater market value and to develop and implement a recreation plan for the new parcels acceptable to federal and state agencies that oversee this program.

**Future maintenance costs if known, including contracts and special service requirements:**  
 Open Spaces labor and equipment rental from the Municipal Garage during the growing season, water for irrigation, electric for running irrigation. Irrigation maintenance is minor involving changing irrigation heads as needed,

**How were cost estimates obtained and expenditure commitment:**  
 City Staff

FUNDING SOURCES					
Source	Amount				
City Operating Budget					
City Bond Issue	300,000				
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>300,000</b>				

IMPLEMENTATION SCHEDULE (Fiscal Years)						
	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	300,000					
<b>Non-City Share</b>						
<b>City Share</b>	300,000	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** **PW Municipal Garage Vehicle and Equipment Replacement**

**Operational Funding Division:** PW - Municipal Garage      **Project Name:** Equipment Replacement

<b>Est. Total Cost FY 2018:</b>	1,422,500	<b>Est. Total Cost FY 2018-22:</b>	6,618,500
<b>City Share FY 2018:</b>	1,422,500	<b>City Share FY 2018-2022:</b>	6,618,500

**Project Description:**

Replacing Public Works vehicles and equipment as well as additions to fleet to allow for greater efficiencies and cost savings.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Public Works Vehicle and Equipment Replacement Plan. The justification for the increase in funding is due to underfunding this plan for several previous years. Vehicles and equipment are being left in inventory much longer than intended, resulting in a rise in repairs to vehicle and equipment accounts. An emissions mandate for all 2014 large equipment models is also impacting this request for funding beyond the normal general annual requests for vehicles and equipment.

**Justification for project implementation/construction and segments, if applicable:**

- |                               |  |
|-------------------------------|--|
| 1. Unavailability of parts    | 2. Expensive downtime/loss of productivity |
| 3. Expensive repair costs     | 4. High operating costs                    |
| 5. Technological improvements | 6. Multi-use vehicles and equipment        |
| 7. Increased service          | 8. Increased reliability                   |
| 9. Increased productivity     |  |

**How were cost estimates obtained:**

Cost estimates were obtained from City staff with assistance from vehicle and equipment suppliers.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	6,618,500				
Federal/State Funding		<b>Agency:</b>		<b>Approval Received?</b>	<u>Yes</u> <u>No</u>
Other Agency/Municipality		<b>Agency:</b>		<b>Approval Received?</b>	<u>Yes</u> <u>No</u>
<b>Total Project Costs</b>	<b>6,618,500</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	1,422,500	1,310,000	1,315,000	1,325,000	1,246,000	1,358,000
<b>Non-City Share</b>						
<b>City Share*</b>	1,422,500	1,310,000	1,315,000	1,325,000	1,246,000	1,358,000

**Attach on separate page(s)/sheet additional information (if needed)**

FIVE YEAR REPLACEMENT SCHEDULE (Year 2018 in priority order)			
FY2018			
Priority	Description	Cost	Explanation
1	Wheeled Loader w' Plow Gear	\$ 225,000	<u>Unit 65</u> (1996) Hyundai HL 760 loader w' plow gear with 6,789 hours. This unit is being replaced due to age and condition. This unit is subject to prolonged breakdowns due to its age, condition and the time required for parts to be procured to fix it. It has incurred over \$61,000 in repairs over the last 5 years.
2	3 - Plate Compactors	\$ 9,500	Units 12W, 13W, 14W and 15W are being replaced due to age and condition. This type of equipment is used to compact dirt and asphalt during paving operations. The nature of the equipment results in them basically beating themselves to pieces.
3	2 - Loader Backhoe	\$ 280,000	<u>Unit 59</u> (1996) and <u>Unit 58</u> (2000) are both John Deere 310 loader backhoe's. Unit 59 has over 7,000 hours. This unit is being replaced due to age and condition. This unit is past its useful life and is subject to frequent breakdowns. The backhoe has excessive play and will require approx. 7-10 thousand in repairs in the near future. It has incurred over \$25,535 in repairs over the last 5 years. Unit 58's exact hours are unknown as the hour meter was replaced. The present meter shows over 3,750 hours. This unit is past its useful life and is subject to frequent breakdowns. The cab structure is rotting out which affects the rollover protection system. The cab will have to be replaced in the near future at an estimated cost of more than \$10,000. It has incurred over \$35,000 in repairs over the last 5 years.
4	3- 1/2 Ton 4 x 4 Pickup Trucks	\$ 78,000	<u>Unit 505</u> (2004) Chevrolet Blazer, <u>Unit 1</u> (2004) Chevrolet Blazer, and <u>Unit 602</u> (2004) GMC 1/2 Ton pickup truck are being replaced due to age and condition. Unit 505 has over 140,000 miles on it and has incurred over \$5,500 in repairs over the last five years and will need extensive body work to receive a sticker in the near future. Unit 1 has over 87,000 miles and has incurred over \$8,400 in repairs over the last five years, and will also need extensive body work to receive a sticker in the near future. These units will be replaced with 4 x4 pickup trucks due operational changes and the cost of SUV's. Unit 602 has over 64,000 miles and has incurred over \$6,100 in repairs over the last 5 years, and will also need extensive body work to receive a sticker in the near future.
5	Boom Modifications to Unit 143	\$ 18,500	<u>Unit 143</u> is the large road side mower. Modifications are needed to this unit because when traveling between job sites with the mower in the transport position (folded up to the side of the machine), the unit is over 11' wide. This creates a hazard for it and others. The modifications would allow the mower to be stored in the rear of the unit rather than on the side. Costs related to boom problems and damage are approximately \$7,000 over the last 5 years.
6	Tri-axle Equipment Trailer	\$ 11,500	<u>Unit 171T</u> (1987) Eager Beaver trailer. This unit is being replaced due to age and condition. The unit has incurred over \$2,800 in repairs over the last five years and the frame is starting to rot through.
7	1-3 Ton Vibratory Roller	\$ 35,000	<u>Unit 75</u> (2003) Beuthling Static Roller has incurred over \$250 in repairs over the last 5 years and is presently out of service due to engine failure. <u>Unit 78</u> (1998) Rosco Static Roller is being replaced due to age. This unit has incurred over \$1,700 in repairs over the last 5 years. Due to changes being made in soils compaction requirements, these two units will be replaced by one vibratory roller. The two static rollers we presently have do not have the ability to meet the compaction rates required by today's standards so they see little use.
8	Bob Cat Accessories	\$ 15,000	<u>Stump grinder and front broom</u> attachments would be an addition to the units # 155, 156, and 804 Bob Cats that the City presently owns. The purchase cost of these attachments would be recovered over 2-3 years with the eliminations of rental equipment that is used currently. These attachments will also add to greater efficiencies within the department.

9	2 - Towable Air Compressor	\$ 48,000	<b>Units 85 (1989), 86 (1988), and 89 (1991)</b> are all Ingersoll Rand 185 towable air compressors. The three units are being replaced by two new units due to age, condition and the inability to produce enough air to operate the required air tools at public works. Unit 85 incurred over \$600, Unit 86 has incurred over \$900, and Unit 89 has incurred over \$550 in repairs over the last 5 years
10	Telescopic Bucket Truck	\$ 190,000	This unit would be an addition to the fleet. Currently, bucket trucks and lifts are rented by three crews at PW – the Parks and Buildings Divisions for tree work jobs requiring an aerial lift, Christmas lights, flagpole work and for other outside structures maintained; the Buildings Division would use it for window washing and for building maintenance assignments requiring the use of an aerial lift; and it would also serve as a backup unit for the Electrical Division when Unit 40 is not in service. In an average year, over \$15,000 is expended in bucket and lift rentals. Bucket trucks would still be rented on occasion depending on assignment. Lately the unreliability and poor condition of the rentals have been considered unsafe and unproductive by the parks crew. The availability of this unit would increase the amount of bucket truck work which is presently limited due to budgetary constraints.
11	Sidewalk Sweeper	\$ 160,000	<b>Unit 811 (1999)</b> is a vacuum tenant litter sweeper used to sweep sidewalks in the downtown area. The unit is being replaced because of age, condition, and the need for a sidewalk sweeper. The unit has incurred over \$9,500 in repairs over the last 5 years and has over 1,568 hours on it.
12	Skid Steer	\$ 80,000	<b>Unit 154 (1994)</b> Case 1845C Skid Steer Loader is being replaced due to age, condition, and the unavailability of parts. This unit has approx. 5,685 hours on it and has incurred over \$8,900 in repairs over the last 5 years.
13	2 - 1 Ton Utility Trucks	\$ 120,000	<b>Units 35 (2004)</b> Chevrolet 2500 utility bodied truck. <b>Unit 28 (2006)</b> GMC 2500 utility bodied truck. Both units are being replaced due to age and condition. Unit 35 has over 105,000 miles and has incurred over \$11,000 in repairs over last 5 years. Unit 28 has over 95,000 miles and has incurred over \$11,900 in repairs over the last 5 years.
14	2 - 1 Ton 4 x 4 Dumps with Plow	\$ 125,000	<b>Unit 29 (2005)</b> Ford F-450 dump truck and <b>Unit 508 (2001)</b> Ford F-350 dump truck are being replaced due to age and condition. They both are subject to frequent breakdowns and will require extensive body work to the undercarriages to obtain a sticker in the near future. Unit 29 has over 97,000 miles and has incurred over \$19,300 in repairs in the last 5 years. Unit 508 has over 140,000 miles and has incurred over \$18,100 in repairs over the last 5 years.
15	4 Trailers	\$ 27,000	<b>Unit 173T (1992)</b> is a homemade cargo trailer that is being replaced due to age and condition. This unit has incurred over \$1,700 in repairs over the last 5 years. <b>Unit 183T (1979)</b> , an Eager Beaver equipment trailer is being replace due to age and condition. This unit has incurred over \$550 in repairs over the last 5 years. <b>Unit 177T (1977)</b> is also a homemade trailer that is being replaced due to age and condition. This unit has incurred over \$350 in repairs over the last 5 years. <b>Unit 181T (1985)</b> , another homemade trailer is being replaced due to age and condition. This unit has incurred over \$300 in repairs over the last 5 years.
<b>Total</b>		<b>\$ 1,422,500</b>	

Description	Cost	Explanation
<b>FY2019:</b>		
Mobile Shop Truck	\$ 146,000	Unit 161 (2001)
2 - 1 Ton 4 x 4 Dump with Plow	\$ 60,000	Units 38 (2004) and 808 (2005)
2 - 7 CY Dump Trucks	\$ 375,000	Units 15 (2001) and 14 (2000)
Side Walk Tractor	\$ 138,000	Unit 809 (1996)
10 Wheeled Dump with Plow	\$ 235,000	Unit 32 (2002)
2 - Midsize SUVs	\$ 72,000	Units 604 (2004) and 2 (2007)
Power Curber	\$ 9,000	Unit 137 (1991)
1/2 Ton Pickup	\$ 25,000	Unit 509 (2004)
Roll Off Truck	\$ 250,000	Unit 513 (2000)
<b>TOTAL</b>	<b>\$ 1,310,000</b>	
<b>FY2020:</b>		
3 - 3/4 Ton Pickups with Plows	\$ 95,000	Units 22 (2008), 801 (2009) and 26 (2008)
Tractor	\$ 145,000	Unit 49 (2002)
2 - 7 CY Dump Trucks	\$ 375,000	Units 19 (2003) and 25 (2005)
Loaders with Plow Gear	\$ 225,000	Unit 67 (2001)
Tri-axle Dump Truck	\$ 275,000	Unit 42 (2007)
12" Wood Chipper	\$ 30,000	Unit 139 (2001)
6 Ton Bulldozer	\$ 170,000	Unit 55 (1987)
<b>Total</b>	<b>\$ 1,315,000</b>	
<b>FY2021:</b>		
Snow Blower	\$ 135,000	Unit 81 (1999)
Catch Basin Cleaner	\$ 315,000	Unit 47 (2005)
Loader with Plow Gear	\$ 198,000	Unit 63 (2003)
1 Ton Shop Truck	\$ 99,000	Unit 163 (2007)
Steam Cleaner	\$ 6,500	Unit 114 (1994)
Skid Steer	\$ 80,000	Unit 155 (1999)
Passenger Van	\$ 36,000	Unit 48 (2009)
1 Trailer	\$ 5,500	Unit 176 T
Misc. Small Equipment	\$ 5,000	
10 CY Dump Truck	\$ 230,000	Unit 37 (2006)
Roll Off Truck	\$ 215,000	Unit 511 (2000)
<b>Total</b>	<b>\$ 1,325,000</b>	
<b>FY2022:</b>		
Grader	\$ 223,000	Unit 61 (2005)
Loader Backhoe	\$ 135,000	Unit 57 (2001)
Mechanical Sweeper	\$ 190,000	Unit 93 (2002)
2 1/2 yd. Loader with Plow	\$ 225,000	Unit 63 (2003)
3 CY Dump Truck	\$ 45,000	Unit 30 (2008)
Hay Bale Shredder	\$ 12,000	Unit 116 (1995)
2 Trailers	\$ 16,000	Unit 172T (1994) 178T (1999)
Small Loader	\$ 80,000	Unit 512 (2004)
Sidewalk Tractor	\$ 140,000	Unit 817 (2008)
7 CY Dump Truck with Plow	\$ 180,000	Unit 27 (2007)
<b>Total</b>	<b>\$ 1,246,000</b>	

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Fleet Tracking System</b>		
<b>Operational Funding Division:</b>	P W - Municipal Garage	<b>Project Name:</b>	Fleet Tracking System
<b>Est. Total Cost FY 2018:</b>	65,000	<b>Est. Total Cost FY 2018-22:</b>	65,000
<b>City Share FY 2018:</b>	65,000	<b>City Share FY 2018-2022</b>	65,000

**Project Description:**

Purchase and implement a GPS Fleet Tracking System and Sander Drive by downloading system for City vehicles. Research resulted in finding a system which would allow the City the ability to generate reports and track various operations of the City fleet including: unit speed, braking, plowing and sanding engagement, location, idling, and materials distributed. This particular system also provides diagnostic code alerts, manufacture recall email messages and a significant towing package. This estimate includes vehicles and equipment owned by Municipal Garage, Water and Sewer Divisions.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

**Innovative Service Delivery** - Investment in Technology- "Invest in software solutions where appropriate in order to utilize assets more effectively and efficiently". **Training and Continuing Education for Personnel** Performance Measurement System - "Employ cost saving strategies ...energy conservation efforts, and expanded use of technology."

**Justification for project implementation/construction and segments, if applicable:**

The information received from the implementation of this system will allow the department and City Administration to answer questions regarding PW vehicles and equipment in real time, especially helpful during winter operations. Reports generated will assist in making operational decisions resulting in increased efficiencies. Reports showing how much sand is being distributed per unit's plow run will assist in the department's SWPPP which addresses areas where illicit discharges are entering the City's storm drains. Additional features include: diagnostic trouble codes that will alert the Municipal Garage so repairs and maintenance can be addressed in a timely fashion and yearly towing (four tows/unit/year) will save the City thousands in towing fees.

**Future maintenance costs if known, including contracts and special service requirements:**

After warranty expiration, a maintenance contract with the vendor to calibrate, update software, replace parts etc. will be needed. An estimate for annual monitoring and usage fees are approximately \$19,329. This fee will be shared with storm water, water and sewer.

**How were cost estimates obtained:**

A recent estimate was obtained from City staff with assistance from an equipment supplier.

### FUNDING SOURCES

Source	Amount				
City Operating Budget	65,000	Split between 4 funds			
City Bond Issue					
Federal/State Funding		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>65,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	65,000					
<b>Non-City Share</b>						
<b>City Share</b>	65,000	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

**Project Title:** CSO Separation - Various Areas

**Operational Funding Division:** Public Works - Engineering **Project Name:** CSO Separation

<b>Est. Total Cost FY 2018:</b>	1,000,000	<b>Est. Total Cost FY 2018-22:</b>	3,000,000
<b>City Share FY 2018:</b>	1,000,000	<b>City Share FY 2018-2022</b>	3,000,000

**Project Description:**

Complete combined sewer overflow (CSO) separation in the Lisbon St. area between Webber Ave. and Eustis St. Completing these projects will reduce combined sewer overflows at the Goff Brook CSO storage tank and reduce overflows at LAWPCA. The existing storm drain and sewer systems in this neighborhood need repairs. This project will take care of those problems and reduce CSO overflows at the same time. There is a gap in funding in 2019 and 2020 in order to complete a CSO storage project as described in a separate LCIP form labeled "CSO Storage."

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Clean Water Act Master Plan. The plan will require an update due in July of 2021.

**Justification for project implementation/construction and segments, if applicable:**

Project follows the Federal Clean Water Act and the Clean Water Act Master Plan 15-year Update.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

This project originated from City staff, citizens, councilors and consultants. The cost estimates were made by City staff based on past project costs.

**FUNDING SOURCES**

Source	Amount				
City Operating Budget		Split between Sewer & Storm Water Utilities			
City Bond Issue	3,000,000				
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>3,000,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	1,000,000	0	0	1,000,000	1,000,000	
<b>Non-City Share</b>						
<b>City Share</b>	1,000,000	0	0	1,000,000	1,000,000	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>CSO Permanent Metering with SCADA</b>		
<b>Operational Funding Division:</b>	Public Works - Engineering	<b>Project Name:</b>	CSO SCADA Metering
<b>Est. Total Cost FY 2018:</b>	30,000	<b>Est. Total Cost FY 2018-22:</b>	30,000
<b>City Share FY 2018:</b>	30,000	<b>City Share FY 2018-2022</b>	30,000

**Project Description:**

Since 1999, the City has been able to reduce the number of CSO outfalls from 32 to 10. The goal of the Clean Water Act Master Plan is to get all remaining overflows to a one-year level of control, not necessarily to eliminate all outfalls. Several outfalls will remain active indefinitely, requiring continuous monitoring in order to report overflow volumes to Maine DEP annually. To this point, this has been done using portable, battery operated flow meters. These meters require monthly site visits for downloading, frequent maintenance, and replacing batteries that only last about 5 years. This project will install new ultrasonic level sensors hardwired for power with a SCADA panel and antenna that connects to the current radio communication system. This is planned for five overflow locations since several of the other remaining outfalls will potentially be plugged in the next five years. This work follows the recommendations of the 15-year CSO Master Plan Update submitted to Maine DEP. Having real-time overflow data will also allow for real-time overflow alerts on the City website or by some other method of notification. The ability for real-time alerts has been a request, but not a requirement of DEP for many years.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Clean Water Act Master Plan

**Justification for project implementation/construction and segments, if applicable:**

Project follows the Federal Clean Water Act and the Clean Water Act Master Plan.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

This project originated from City staff and consultants. The cost estimates were made by City SCADA staff based on past project costs.

### FUNDING SOURCES

Source	Amount				
City Operating Budget	30,000	Split between Sewer & Storm Water Utilities			
City Bond Issue					
Federal/State Funding		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>30,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	30,000	0	0	0	0	0
<b>Non-City Share</b>						
<b>City Share</b>	30,000	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>CSO Storage in Franklin Pasture for the Gully Brook CSO Area</b>		
<b>Operational Funding Division:</b>	Public Works - Engineering	<b>Project Name:</b>	CSO Storage
<b>Est. Total Cost FY 2018:</b>	50,000	<b>Est. Total Cost FY 2018-22:</b>	2,050,000
<b>City Share FY 2018:</b>	50,000	<b>City Share FY 2018-2022</b>	2,050,000

**Project Description:**

Construction of a 420,000 gallon CSO storage tank at Franklin Pasture for the Gully Brook CSO area. This project will store flows mainly from connected roof drains in the downtown area and allow for plugging the CSO 005D at the Public Works yard. It will also have the benefit of reducing flows downstream at LAWPCA and CSO 003 (Cedar St.) This storage tank would be a flow-through type which does not require pumping or flushing gates. It would be similar to the Goff Brook storage tank completed in 2009, which has required very little maintenance. FY18 funding will provide for preliminary design, survey, and flow metering.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Clean Water Act Master Plan 15 Year Update

**Justification for project implementation/construction and segments, if applicable:**

Project follows the Federal Clean Water Act and the Clean Water Act Master Plan 15 Year update.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

This project originated from City staff and consultants. The cost estimates were made by City staff based on past project costs.

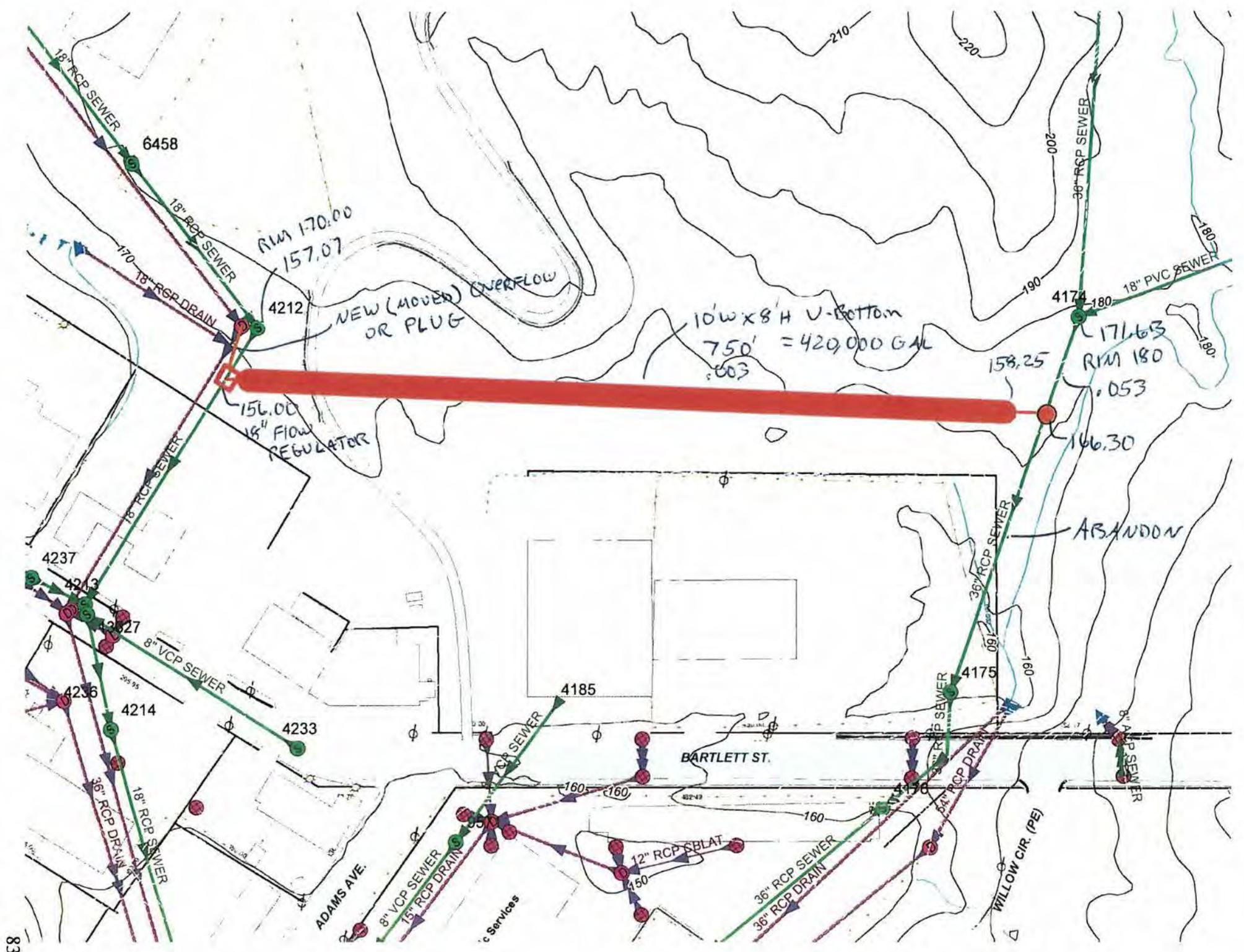
### FUNDING SOURCES

Source	Amount				
City Operating Budget	50,000				
City Bond Issue	2,000,000	Split between Sewer & Storm Water Utilities			
Federal/State Funding		<b>Agency:</b>	_____	<b>Approval Received?</b>	Yes No
Other Agency/Municipality		<b>Agency:</b>	_____	<b>Approval Received?</b>	Yes No
<b>Total Project Costs</b>	<b>2,050,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Design</b>						
<b>Total Project Cost</b>	50,000	2,000,000	0	0	0	20,000,000
<b>Non-City Share</b>						
<b>City Share</b>	50,000	2,000,000	0	0	0	20,000,000

**Attach on separate page(s)/sheet additional information (if needed)**



## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Longley Windows &amp; Doors</b>		
<b>Operational Funding Division:</b>	School Department	<b>Project Name:</b>	Longley Windows
<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-2022:</b>	450,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	450,000

**Project Description:**

Replace all single pane glass windows with new insulated glass windows, adding insulation as needed. Extend the existing electronic door access system used in other school buildings to exterior doors at Longley.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This project brings equity across all school facilities for school safety and supports the long range facilities plan.

**Justification for project implementation/construction and segments, if applicable:**

In consideration of the new school project and its effect on the how the Longley school building will be used, it is recommended to defer the window and door rehabilitation until more details are known.

**Future maintenance costs if known, including contracts and special service requirements:**

Installation of energy efficient windows is expected to reduce / control utility costs.

**How were cost estimates obtained and expenditure commitment:**

Estimates were obtained from current HVAC vendor.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget	0				
City Bond Issue	450,000				
Federal/State Funding		Agency:	Approval Received?	Yes	No
Other Agency/Municipality		Agency:	Approval Received?	Yes	No
<b>Total Project Costs</b>	<b>450,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>		450,000				
<b>Non-City Share</b>						
<b>City Share</b>	0	450,000	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Lewiston High School Parking Lot Expansion

**Operational Funding Division:** School Department      **Project Name:** LHS Parking Lot

<b>Est. Total Cost FY 2018:</b>	240,000	<b>Est. Total Cost FY 2018-2022:</b>	240,000
<b>City Share FY 2018:</b>	240,000	<b>City Share FY 2018-2022:</b>	240,000

**Project Description:**

The project will remove the existing ropes course located near the main entrance and create parking for approximately 75 vehicles.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Student enrollment projections indicate space for another 50-75 cars will be needed.

**Justification for project implementation/construction and segments, if applicable:**

**Future maintenance costs if known, including contracts and special service requirements:**

The new parking area will require annual snow removal and periodic repairs and maintenance.

**How were cost estimates obtained and expenditure commitment:**

Estimated cost: local excavation company

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget	0				
City Bond Issue	240,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>240,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	240,000					
<b>Non-City Share</b>						
<b>City Share</b>	240,000	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Dingley Roof Replacement

**Operational Funding Division:** School Department      **Project Name:** Dingley Roof Replacement

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-2022:</b>	450,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	450,000

**Project Description:**

This project will replace the failing slate roof with asphalt shingles.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Project is required to maintain existing structure and to provide a safe working environment per Maine Dept. of Labor Standards.

**Justification for project implementation/construction and segments, if applicable:**

The existing slate roof is currently in need of spot repairs due to aging materials. The fasteners that once secured the slate shingles are deteriorating which makes repairs difficult. The loose slate shingles have been falling from the roof during the winter causing a safety hazard.

**Future maintenance costs if known, including contracts and special service requirements:**

The School Department will have reduced overall maintenance costs due to replacement of the failing slate roof.

**How were cost estimates obtained and expenditure commitment:**

Local roofing contractor

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget	0				
City Bond Issue	450,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>450,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>		450,000				
<b>Non-City Share</b>						
<b>City Share</b>	0	450,000	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** **Montello Electrical Upgrade & Library Air Conditioning**

**Operational Funding Division:** School Department      **Project Name:** Montello Electrical & A/C

<b>Est. Total Cost FY 2018:</b>	462,000	<b>Est. Total Cost FY 2018-2022:</b>	462,000
<b>City Share FY 2018:</b>	462,000	<b>City Share FY 2018-2022:</b>	462,000

**Project Description:**

This project will upgrade the power distribution system installed in 1961. Project will include connecting to CMP pole service, new transformer, new meter, new distribution board, 15 new panel boards and feeders, and related demolition and disposal of materials. The project will also install duplex receptacles in 45 classrooms and install a 200-amp, 3-phase panel for first and second floor large classroom wing. Air conditioning will be installed in the library. Parking lot lighting will be added to the School's electrical service and removed from the City's service.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

The project removes related safety issues and avoids system failures that would impact the ability to use the facility. All other school libraries in Lewiston are air conditioned. Parking lot lighting addresses a safety issue. Technological upgrades are needed to support the academic goals of the School Department.

**Justification for project implementation/construction and segments, if applicable:**

Typical life expectancy for electrical distribution equipment and feeders is 30 to 35 years. This system has been in use for 55 years. Equipment installed over the life of the building was done in a manner that may damage equipment and is a hazard to worker safety. Electrical upgrades are needed to support current and future technological needs, including installation of Smart Boards and student laptop charging stations. Montello hosts more than 200 students annually for summer school and air conditioning will support that program by equipping the building for year-round educational use. It will also provide an appropriate environment to house technology. Changing the parking lot electrical service will allow school maintenance staff to address issues directly without city staff assistance.

**Future maintenance costs if known, including contracts and special service requirements:**

Slight increase in electrical supply costs due to addition of air conditioning.

**How were cost estimates obtained and expenditure commitment:**

Price quotes obtained from local electrical vendor with engineering assistance.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget	0				
City Bond Issue	462,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>462,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	462,000					
<b>Non-City Share</b>	0					
<b>City Share</b>	462,000	0	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Distribution Water Main Replacement/Rehabilitation</b>		
<b>Operational Funding Division:</b>	Public Works - Water	<b>Project Name:</b>	Dist. Main Replacement
<b>Est. Total Cost FY 2018:</b>	1,995,000	<b>Est. Total Cost FY 2018-22:</b>	10,085,000
<b>City Share FY 2018:</b>	1,995,000	<b>City Share FY 2018-2022:</b>	10,085,000

**Project Description:**

The projects for FY2018 include: replacing old cast iron pipe on Old Lisbon Rd., Mountain Ave., Stewart St., Blake St., Oak St., Middle St., Water St. Alley, Northwood Rd., Woodside Dr., and Moreau Ave.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

1979 & 1990 Water Distribution Study performed by CDM, 1985 High Service Study performed by CDM, 1990 SDWA Study, 2003 South Lewiston Water Distribution Study, and 2010 Water Line Age Inventory.

**Justification for project implementation/construction and segments, if applicable:**

These projects are part of a master plan to upgrade and reinforce the City's water system. Projects have been prioritized and scheduled based on water quality complaints, number of main breaks/leaks, location and coordination with other utility work or road rehab schedules. The program improves water quality, increases fire flows, reduces pumping costs, allows more flow to areas experiencing economic development, and provides continued reinforcement for night time refill of storage facilities. This is critical for meeting revised Disinfectants By-products Rule, and other SDWA amendments that were promulgated in April of 2006. Additionally, it will eliminate dead-end bleeders, and mitigate taste and odor problems associated with unlined cast iron pipes and use of chloramines as part of the disinfection program.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

City staff and above-mentioned studies. Cost estimates were obtained from recent project history.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	10,085,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>10,085,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	1,995,000	1,955,000	2,060,000	2,005,000	2,070,000	2,000,000
<b>Non-City Share</b>						
<b>City Share</b>	1,995,000	1,955,000	2,060,000	2,005,000	2,070,000	2,000,000

**DISTRIBUTION SYSTEM UPGRADES**

**FY2018:**

Old Lisbon Road	6	3200	1953	Old Webster to dead end	Replace w/8"	\$	544,000
Mountain Avenue	6	1250	1878	College to Main	Replace w/8"	\$	250,000
Stewart Street	6	275	1963	Sabattus to hydrant	Replace w/6"	\$	44,000
Blake Street	8	2900	1922	Main to Birch	Replace w/8"	\$	551,000
Oak Street	4	250	1924	Middle to Bates	Replace w/8"	\$	42,500
Middle Street	8	550	1878	Main to Oak	Replace w/8"	\$	93,500
Water Street Alley	4	275	1920	Lincoln to Water	Replace w/4"	\$	38,500
Northwood Road	6	675	1959	Main to Tall Pines	Replace w/8"	\$	114,750
Woodside Drive	6	1200	1962	Maplewood to Woodside	Replace w/8"	\$	204,000
Moreau Avenue	6	620	1953	East to MacSullivan	Replace w/8"	\$	111,600
<b>Total</b>						\$	<b>1,993,850</b>
					Say	\$	<b>1,995,000</b>

**FY2019:**

Sabattus Street	14	5900	1967	Golder to Bradbury	Replace w/12"	\$	1,500,000
Campus Avenue	6	620	1935	Sabattus to East	Replace w/8"	\$	105,400
Newman Street	6	660	1939	Campus to East	Replace w/6"	\$	112,200
Fairlawn Avenue	6	720	1938	East to Shirley	Replace w/8"	\$	122,400
Oxford Street	8	400	1878	Beech to Cross	Replace w/8"	\$	68,000
Cross Street	8	275	1878	Oxford to Lincoln	Replace w/8"	\$	46,750
<b>Total</b>						\$	<b>1,954,750</b>
					Say	\$	<b>\$1,955,000</b>

**FY2020:**

North Temple Street	12	3350	1960	Sabattus to Old Greene	Replace w/12"	\$	837,500
Sabattus Street	12-14	3525	1940-1963	Fairlawn to Randall	Replace w/12"	\$	969,375
Middle Street	10	1000	1930	Spring to Lowell	Replace w/12"	\$	250,000
<b>Total</b>						\$	<b>2,056,875</b>
					Say	\$	<b>\$2,060,000</b>

**FY2021:**

Bates Street	6	780	1922	Main to dead end	Replace w/8"	\$	132,600
Lowell Street	6	275	1878	Middle to Chapel	Replace w/8"	\$	46,750
Sabattus Street	14	1700	1967	Bradbury to house #1438	Replace w/12"	\$	467,500
Middle Street	10	450	1930	Main to Lowell	Replace w/8"	\$	90,000
Lowell Court	4	425	1878	Granite to dead end	Replace w/8"	\$	74,375
Ash Street	8	1000	1940	Ash to Bates	Replace w/8"	\$	200,000
Chestnut Street	16	850	1878	Canal to Oxford	Replace w/12"	\$	212,500
Lincoln Drive	6	850	1878	Lincoln to Locust	Replace w/6"	\$	148,750
Lemay Avenue	6	1000	1960	Hogan to Jacqueline	Replace w/6"	\$	175,000
Jacqueline Avenue	6	215	1967	Lemay to dead end	Replace w/6"	\$	37,625
McKinley Drive	6	700	1962	Lemay to house #19	Replace w/6"	\$	122,500
Nell Street	6	465	1962	Nell to dead end	Replace w/6"	\$	79,050
Sutton Place	6	380	1964	Manning to dead end	Replace w/2"	\$	53,200
Buttonwood Lane	6	975	1958	Montello to Manning	Replace w/8"	\$	165,750
<b>Total</b>						\$	<b>2,005,600</b>
					Say	\$	<b>2,005,000</b>

**FY2022:**

Bates Street	12	2850	1878-1922	Main to Birch	Replace w/12"	\$	641,250
Maple Street	8	750	1878	Park to Blake	Replace w/8"	\$	135,000
River Street	6	850	1878	Cedar to Oxford	Replace w/8"	\$	148,750
Oxford Street	6	475	1920	Cedar to River	Replace w/8"	\$	83,125
Stevens Street	6	1800	1960	Boston to Marion	Replace w/8"	\$	306,000
Boston Avenue	6	660	1955	East to Noble	Replace w/8"	\$	115,500
Noble Street	6	830	1920	Burbank to Webster	Replace w/8"	\$	145,250
Moody Street	6	530	1941	Boston to Webster	Replace w/8"	\$	92,750
Stanley Street	6	725	1963	Sabattus to Montello	Replace w/6"	\$	126,875
Nancy Street	6	200	1960	Farwell to DE	Replace w/6"	\$	35,000
Charles Street	6	450	1960	Farwell to DE	Replace w/6"	\$	78,750
Warren Avenue	6	900	1938	Farwell to Webber	Replace w/8"	\$	157,500
<b>Total</b>						\$	<b>2,065,750</b>
					Say	\$	<b>2,070,000</b>

**FIVE YEAR TOTAL (FY2018-FY2022)**

**Say \$ 10,085,000**

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

**Project Title:** Equipment Replacement Program

**Operational Funding Division:** Public Works - Water      **Project Name:** Equipment Replacement

<b>Est. Total Cost FY 2018:</b>	46,000	<b>Est. Total Cost FY 2018-22:</b>	368,000
<b>City Share FY 2018:</b>	46,000	<b>City Share FY 2018-2022:</b>	368,000

**Project Description:**

Replacement of Water equipment to reduce repair, operating expenses, and increase ergonomics for a safer workplace and reduce worker injuries. The vehicles and equipment have a total replacement value of \$1,037,000.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

**Justification for project implementation/construction and segments, if applicable:**

See attached sheet

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

This project originated from City staff. Cost estimates were obtained from City staff.

**FUNDING SOURCES**

<u>Source</u>	<u>Amount</u>				
City Operating Budget	368,000				
City Bond Issue					
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b>	<u>Yes</u>	<u>No</u>
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	<u>Yes</u>	<u>No</u>
<b>Total Project Costs</b>	<b>368,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>Future</u>
<b>Total Project Cost</b>	46,000	90,000	52,000	90,000	90,000	
<b>Non-City Share</b>						
<b>City Share</b>	46,000	90,000	52,000	90,000	90,000	

**Attach on separate page(s)/sheet additional information (if needed)**

**FY2018  
FIVE YEAR REPLACEMENT SCHEDULE**

	<b>Truck/Equipment</b>	<b>Est. Cost</b>	<b>Unit Replaced</b>
FY 2018	1/2 Ton 4x4 Pickup Truck	\$28,000	2005 Chevy (301)
	Compressor	\$18,000	1996 Compressor (212)
	<b>Total</b>	<b>\$46,000</b>	
FY 2019	3/4 Ton 4X4 Service Truck	\$45,000	2007 Ford (207)
	3/4 Ton 4X4 Service Truck	\$45,000	2008 Ford (217)
	<b>Total</b>	<b>\$90,000</b>	
FY 2020	25 Ton Trailer (1/2 with Sewer)	\$17,000	2009 Interstate 25 Ton Trailer (208T2)
	Chevy Trail Blazer	\$35,000	2008 Chevy (302)
	<b>Total</b>	<b>\$52,000</b>	
FY 2021	Wheeler Dump Truck 1st payment	\$90,000	2007 Volvo Wheeler Dump Truck (213)
	<b>Total</b>	<b>\$90,000</b>	
FY 2022	Wheeler Dump Truck 2nd payment	\$90,000	2007 Volvo Wheeler Dump Truck (213)
	<b>Total</b>	<b>\$90,000</b>	
	<b>Total</b>	<b>\$368,000</b>	

**Justification for project implementation/construction and segments, if applicable:**

Unit 301 is a 2005 1/2 ton regular cab truck with over 94,000 miles and 2,450 hours of operation for the water & sewer foreman. This unit is used daily and during emergency operations at night and weekends throughout the year. This unit has been well maintained however, the rust has come through the body after several repairs, and the frame and mechanical parts of the truck are now affected by rust to the point the vehicle may not pass inspection. We propose replacing this truck with a similar vehicle.

The 1996 air compressor (Unit 212) is used for maintenance, construction, emergencies operations, and operates our jack hammer, impact tools, compactors, and air guns. This unit is old and needs to be replaced for a new and reliable unit as demand of the compressor is high each day.

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

**Project Title:** Lake Auburn Watershed Protection Commission (LAWPC) Land Acquisition Program

<b>Operational Funding Division:</b>	Public Works - Water	<b>Project Name:</b>	Land Acquisition
<b>Est. Total Cost FY 2018:</b>	60,000	<b>Est. Total Cost FY 2018-22:</b>	400,000
<b>City Share FY 2018:</b>	30,000	<b>City Share FY 2018-2022:</b>	200,000

**Project Description:**

Water Division's share of the Lake Auburn Watershed Protection Commission's (LAWPC) land acquisition program which provides funding for additional barriers and protection to Lake Auburn. In the past, this budget's amount was a result of an alarming change in algae production and dissolved oxygen depletion resulting in a need to increase efforts to protect source water quality. LAWPC's practice is when feasible, the Commission uses conservation easements rather than an outright land purchase.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This land acquisition program is part of an 80 year old program to protect the Lake Auburn Watershed. Since 1994, this program has been under the guidance of the LAWPC.

**Justification for project implementation/construction and segments, if applicable:**

The Federal Safe Drinking Water Act states clearly that one of our legal obligations is: "to control all human activities which may have an adverse impact on the microbiological quality of the source water." [40 CFR 141.71] The Cities of Lewiston and Auburn accomplish this through the LAWPC land acquisition program. Control of strategic parcels of land in the watershed allows for the protection of the source water quality. Requirements for regulation of source water are becoming increasingly more stringent. Additionally, one of the stipulations in our waiver from the Surface Water Treatment Rule of the Safe Drinking Water Act is to maintain our land acquisition program. Furthermore, the ultimate cost and effectiveness of any drinking water treatment enhancements are a function of the quality of the source water. The cleaner the lake, the less expensive and more effective it is to treat. And, because dirtier water generally requires addition of more and varied treatment chemicals many of which produce unhealthy disinfection bi-products, the cleaner the lake is the safer the finished water.

Source protection is the most important public health barrier. Nothing works as well as keeping pollutants out of the lake in the first place. A reduction in source quality could result in the loss of our filtration waiver, adding tremendously to the cost to treat raw water, and making it more difficult to comply with new SDWA rules. Formal commitment to Lake Auburn Watershed Commission annual budget and as a condition to maintain waiver to SDWA Surface Water Treatment Rule.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

This project originated in 1922 when the Auburn Water District began a land acquisition program to control access to the watershed. In 1994, the Lake Auburn Watershed Protection Commission was formed with members from Lewiston and Auburn to continue the program and better conform to SDWA rules.

**FUNDING SOURCES**

Source	Amount				
City Operating Budget	200,000	Water Utility			
City Bond Issue					
Federal/State Funding		<b>Agency:</b>		<b>Approval Received?</b>	Yes No
Other Agency/Municipality	200,000	<b>Agency:</b>	Auburn WD	<b>Approval Received?</b>	Pending
<b>Total Project Costs</b>	<b>400,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	60,000	70,000	80,000	90,000	100,000	150,000
<b>Non-City Share</b>	30,000	35,000	40,000	45,000	50,000	75,000
<b>City Share</b>	30,000	35,000	40,000	45,000	50,000	75,000

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Lake Auburn New Water Intake Study</b>		
<b>Operational Funding Division:</b>	Public Works - Water	<b>Project Name:</b>	Intake Study
<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	100,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	100,000

**Project Description:**

Study and evaluate the construction of new water intake at the Lewiston Auburn Treatment Facility for the purposes of providing a new intake to the so-called deep hole in Lake Auburn. This would avoid recent turbidity issues experienced at the existing shallower intake depth of the 48" intake. The new intake could be as long as 5,000 feet and be more than 100 feet deep.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

The 1987, 1990, and 2005 CDM evaluation of SDWA impacts on the Lewiston and Auburn Water Utilities; the 2000 CDM Corrosion Control Study for the Auburn Water District/Lewiston Water Division; the CDM Turbidity and Bacteria Study 2005 Update for Auburn Water District and Lewiston Water Division; and the UV Disinfection Concept Study.

**Justification for project implementation/construction and segments, if applicable:**

The existing intake depth and location was evaluated in a study for meeting the Safe Drinking Water Act Amendments of 1986. At the time the 1,100' length and 20' depth met the needs for water quality and turbidity management. During 2014, the algae growth experienced was lower than the critical levels of 2012, but it is still higher than 1986 levels. The study proposed here for a longer intake was an option back in 1987, but not implemented. Today's conditions have changed sufficiently enough to justify revisiting this option to preserve water quality and add redundancy and security. Algae growth in Lake Auburn has been an issue since 2010. In September 2012, a specific algae bloom resulted in enough organic material generated in the Lake to bring the dissolved oxygen level to nearly zero in the lower 50 feet of the water column. A sustained level for turbidity above 5 would trigger the requirement to filter the source water. The algae blooms and resultant turbidity are still higher historically, resulting in excess build up of debris on filter screens and pump suction screens. By moving the intake to deeper water, below the algae blooms, we could reduce filter maintenance costs substantially. It is likely the major source of turbidity will be internal and the most effective method of control may be treatment to the lake. Also, filtration of algae cannot be accomplished with micro filtration, thus sand filtration will be required which is more costly to implement and operate.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Cost estimates were obtained from City staff.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	100,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>100,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	0	100,000	0	0	0
<b>Non-City Share</b>	0	0	0	0	0	0
<b>City Share</b>	0	0	100,000	0	0	0

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Lewiston-Auburn Water Treatment Program - Contingency Need</b>		
<b>Operational Funding Division:</b>	Public Works - Water	<b>Project Name:</b>	Water Treatment Program
<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	2,700,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	1,350,000

**Project Description:**

This project supports the possibility of an immediate response to an algae bloom to keep Lake Auburn viable as our drinking water supply. Possible response options as recommended in the scientific and engineering study completed by CDM Smith in 2014 include: Option 1, apply a lake-wide algaecide or nutrient binding chemical treatment (possibly alum) to the lake to control algae growth and reduce cloudiness of source water; Option 2, install an oxygenation bubbler system to stop the release of nutrients locked up in the lake sediments. The \$300,000 requested in 2020 would fund the initial algaecide treatment responding to a bloom and is designed to give us time to develop and implement a full alum treatment plan. It may be needed sooner than that and would require emergency funding authorization should an algae bloom reappear. The \$2.4 million request is the cost of the alum treatment. This project would be jointly funded with the Auburn Water District with a 50/50 cost-sharing.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

The 1987, 1990, and 2005 CDM evaluation of SDWA impacts on the Lewiston and Auburn Water Utilities; the 2000 CDM Corrosion Control Study for the Auburn Water District/Lewiston Water Division; the CDM Turbidity and Bacteria Study 2005 Update for Auburn Water District and Lewiston Water Division; and the UV Disinfection Concept Study.

**Justification for project implementation/construction and segments, if applicable:**

Algae growth in Lake Auburn has been increasing since 2010. In September 2012, a specific algae bloom resulted in enough organic material to be generated in the Lake to bring the dissolved oxygen level to nearly zero in the lower 50 feet of the water column. Lake Auburn is a cold water fishery and there was a significant lake trout kill. More alarming was the increasing upward trend in turbidity (cloudiness) of the water. A sustained level above five would trigger the requirement to filter source water. It is likely the major source of turbidity is internal and the most effective method of control is to treat the lake. Also, filtration of algae cannot be accomplished with micro filtration, thus sand filtration will be required which is more costly to implement and operate. An independent study by University of Maine's Dr. Steve Norton, came to the same conclusion and recommendation for lake treatment.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Cost estimates were obtained from City staff and the 2014 CDM Smith Lake Auburn Study Report. A larger cost in the future will be the cost to construct a filtration plant should we ever need to build one.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget	1,350,000				
City Bond Issue					
Federal/State Funding					
Other Agency/Municipality	1,350,000	Agency: <u>AWD</u>	Approval Received?	Yes	No
<b>Total Project Costs</b>	<b>2,700,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	0	300,000	2,400,000	0	
<b>Non-City Share</b>	0	0	150,000	1,200,000	0	
<b>City Share</b>	0	0	150,000	1,200,000	0	

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Meter Program</b>		
<b>Operational Funding Division:</b>	Public Works - Water	<b>Project Name:</b>	Meter Program
<b>Est. Total Cost FY 2018:</b>	320,000	<b>Est. Total Cost FY 2018-22:</b>	1,400,000
<b>City Share FY 2018:</b>	320,000	<b>City Share FY 2018-2022:</b>	1,400,000

**Project Description:**

Continue to replace old, obsolete water meters, and the conversion of newer meters to an electronic touch-read or radio-read system for \$160,000. This year we are requesting additional funding of \$79,000 for the installation of a remote meter reading tower to collect meter readings and \$81,000 for the installation of 600 radio-read devices. For several years, we have been installing water meters with radio-read capabilities and this tower will be able to read those meters as well as, improve customer information for water leaks, high water use and other customer issues dealing with water consumption.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

**Justification for project implementation/construction and segments, if applicable:**

The sooner water meters are replaced, the sooner the City and customers will receive more accurate billings. New meter technology can provide customers with timely notifications of possible water leaks and save them money. Monthly billing for large accounts could allow the customer to get ahead of any possible leaks and better manage their account if conservation or additional water use is expected. Any meters that are older than 10 years or inaccurate must be replaced or retested, as per the Public Utilities Commission (PUC). We need to continue to change over 900 meters at approximately \$160,000 per year to remove old and inaccurate meters with the new tamper-proof electronic reading system with automated data entry. Installation of one meter reading tower collector site at \$79,000 will allow the billing staff to receive information from approximately 3,000 radio-read water meters with water consumption data for customers to better understand time of use, high/low flows and provide customers alerts of possible water leaks. This radio-read system will also allow the business office to obtain regular readings and final reads without requiring access to the touchpad on the side of the building. During heavy winters with large snow accumulation, we will have access to read the water meters via the radio-read system where those are installed. If approved, approximately 1,000 water meters will be able to be read via the radio-read tower system (automatic meter reading) out of the almost 9,300 active meters in the City. Over time, staff focused on the installation of radio read meters in the central part of the City to maximize the benefit of a radio-read tower. We are waiting on a report that will recommend the best location for the radio-read tower and whether or not we need additional towers to read the remaining parts of the City.

**Future maintenance costs if known, including contracts and special service requirements:**

As with any software, license fees are an annual costs to provide support and software updates. Annual software costs for this system is based upon the number of radio-read meters used in the system. The initial estimate is approximately \$12,000 per year.

**How were cost estimates obtained:**

This project originated from City staff. Cost estimates were obtained from City staff.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget	1,400,000				
City Bond Issue					
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>1,400,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	320,000	270,000	270,000	270,000	270,000	160,000
<b>Non-City Share</b>						
<b>City Share</b>	320,000	270,000	270,000	270,000	270,000	160,000

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Redundant Water Transmission Main Installation

**Operational Funding Division:** Public Works - Water      **Project Name:** Second Transmission Main

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	4,050,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	4,050,000

**Project Description:**

Engineering for this project is underway. Since the location and repair of the large leak on the 24" transmission main in October of 2010, increased focus on a redundant transmission main from the lake is a higher priority now. The project would include a new water transmission main from the lake to Main Street Pumping Station (or where ever the pumping station is located) with a new river crossing near Sunny Side Park on Winter Street. Phase 1 would construct a new main on North River Road in Auburn from Center Street to the new river crossing. Phase 2 is the river crossing by directional drilling from North River Road to Sunnyside Park. Phase 3 is a new 24-inch main installation from Sunnyside Park to the Main Street Pump Station. Phase 4 (future) would be to construct a new transmission main from the lake to the new river crossing from the north side of River Road. This fourth phase would complete the redundant transmission main project. A new pump station near the Sunnyside Park would be feasible if the existing Main Street Pump Station ever needs to be replaced or moved.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

The 1987 CDM evaluation of SDWA impacts to Lewiston and Auburn Water Utilities and Anti Terrorism Act of 2002.

**Justification for project implementation/construction and segments, if applicable:**

The design done in 1899 of the existing transmission main provided for a second transmission main from the lake that was never installed. It was suggested in the design that the second 24" transmission main could be built in 24 yrs. or 1923. The City has always been at risk of losing its water supply if its only transmission main was ever disrupted for a long period of time. In today's climate, the threat to our drinking water source is ever more present and the need to complete the 1899 design recommendation is more important now than ever.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

The project originated from City staff and CDM. Cost estimates were obtained from City staff and CDM

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	4,050,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>4,050,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	0	0	Phase 1 780,000	Phase 2 420,000	Phase 3 2,850,000	0
<b>Non-City Share</b>						
<b>City Share</b>	0	0	780,000	420,000	2,850,000	0

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Rehabilitation of Old Sanitary Sewer Mains

**Operational Funding Division:** Public Works - Sewer      **Project Name:** Rehab. Sewer Mains

<b>Est. Total Cost FY 2018:</b>	1,000,000	<b>Est. Total Cost FY 2018-22:</b>	5,000,000
<b>City Share FY 2018:</b>	1,000,000	<b>City Share FY 2018-2022:</b>	5,000,000

**Project Description:**

This project scope is to cure-in-place line or replace various sanitary/combined sewers pipes and manholes. Streets will be prioritized based on proposed paving/reconstruction projects and the results of an ongoing pipeline inspection and rating project. Many clay, brick and asbestos sewers in the City have reached their design life and are beginning to fail - causing sewer backups into homes and cave-ins under streets, buildings, and homes. This work has also become a focus of the CSO program due to leaky pipes adding flow to the sewer pipes during rain events and adding to CSO overflows. The FY2018 projects will be determined after reviewing the results of all the pipeline inspections completed to date and prioritizing the pipe defects discovered.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

The CSO Master Plan, Chapter 10 - Proper Collection System Operation and Maintenance and CSO Master Plan 15-Year Update, Section 6

**Justification for project implementation/construction and segments, if applicable:**

Extremely old and vulnerable infrastructure threatening health safety and causing regulatory violations. To become compliant with the Clean Water Act (proper maintenance and max use of sewer system). Recent inspections have shown that a substantial amount of old sanitary sewer mains need rehabilitation or replacement. These sewers are located in strategic sections of the City, with some of them are under buildings in the downtown. Many sewers are no longer "water-tight" due to cracking, root damage, settlement and other issues allowing groundwater to leak in during rain events and causing the system to backup, sometimes into homes. Excess infiltration also leads to added overflow volumes at CSO outfalls. The technology of "cure-in-place" lining allows a new structurally independent seamless system to be installed without excavation. However, this "cure-in-place" process can only be installed if the existing system is still functioning. Some sewers need spot repairs, others need to be totally replaced once they begin to collapse. 12.1 miles of sewer pipe have been lined since 1998.

There are approximately 153 miles of sanitary or combined sewer in Lewiston, of which about 82 miles of sewers are either asbestos cement "AC" pipe, vitrified clay pipe "VCP", or brick sewer pipe (unlined). These types of pipes are cracking, leaking, backing up, clogging with roots or collapsing under the streets and buildings. There are approximately 3,600 manholes within the sewer system, many of which have broken or leaky joints, deteriorating inverts (the bottom of the manhole), and hydrogen sulfide corrosion. This program will also prioritize manhole that need rehabilitation or replacement.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

This project originated from City staff. Cost estimates were obtained from City staff.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	5,000,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>5,000,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
<b>Non-City Share</b>						
<b>City Share</b>	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Equipment Replacement Program

**Operational Funding Division:** Public Works - Sewer      **Project Name:** Equipment Replacement

<b>Est. Total Cost FY 2018:</b>	164,000	<b>Est. Total Cost FY 2018-22:</b>	626,000
<b>City Share FY 2018:</b>	164,000	<b>City Share FY 2018-2022:</b>	626,000

**Project Description:**

This project funds the capital replacement of equipment used to maintain the City's sanitary sewer system. This equipment is used for both routine maintenance and repair, and to meet regulatory requirements. Replacement of sewer equipment to reduce repair, operating expenses, and increase ergonomics for a safer workplace and reduces worker injuries. The vehicles and equipment have a total replacement value of \$1,115,500.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

**Justification for project implementation/construction and segments, if applicable:**

During the construction season we rent an excavator of this size to grade and backfill the excavation and to replace water service lines, sewer services and operate in smaller areas than our large excavator. By using this size excavator we create less disturbance to the front yards of customers. Addition of this excavator to the fleet allows us to use this excavator during winter water leaks and repairs for the same annual expense as a summer rental. Smaller excavations and smaller working area allows crews to reduce the impact on traffic and save time and materials from backfilling, paving and restoring a smaller excavation. For the last several years we have been repairing/replacing sewer manhole frames and covers as part of road projects. We have almost 3,000 manholes and many old frames and covers that do not open are collapse due to crumbling brick and mortar. Crews will repair frames and covers annually as part of our ongoing maintenance and prior to paving streets. Removing an old frame and cover involves a lot of rugged manual labor using pavement breakers (jackhammers), picks and shovels, which sometimes result in employee injuries. We are proposing to purchase a manhole cutter that would be used on a skid loader that Lewiston Public Works already owns and be able to remove pavement, concrete, frames, and covers with this mechanized equipment. The benefit of using this manhole saw is to reduce the risk of worker injury, increase productivity of the crew, and decrease the amount of lane closers to the traveling public. Our 1992 cement mixer is tired and needs to be replaced as we need to place mortar while rebuilding sewer manholes and installing new frames and covers, as well as building inverts in sewer manholes. The loader attachment is for the subcompact tractor used to maintain the pump stations to mow, remove snow, and other landscape work.

- |                            |  |                           |
|----------------------------|--|---------------------------|
| 1. Unavailability of parts | 2. Expensive downtime/loss of productivity | 3. Expensive repair costs |
| 4. High operating costs    | 5. Technological improvements              | 6. Increased service      |
| 7. Increased reliability   | 8. Increased productivity                  |                           |

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

This project originated from City staff. Cost estimates were obtained from City staff.

### FUNDING SOURCES

Source	Amount				
City Operating Budget	626,000	Sewer Operation Budget			
City Bond Issue					
Federal/State Funding		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>626,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	164,000	85,000	87,000	95,000	195,000	195,000
<b>Non-City Share</b>						
<b>City Share</b>	164,000	85,000	87,000	95,000	195,000	195,000

Attach on separate page(s)/sheet additional information (if needed)

**FY2018  
FIVE YEAR REPLACEMENT SCHEDULE**

	<b>Truck/Equipment</b>	<b>Est. Cost</b>	<b>Unit Replaced</b>
FY 2018	Excavator	125,000	New Excavator
	Manhole cutter	30,000	New cutter for skid loader to remove manholes
	Cement mixer	5,000	1992 Contractor Mortar Mixer
	Loader for tractor	4,000	2016 John Deer Unit 345
		<u>164,000</u>	
FY 2019	Vibratory Roller	<b>85,000</b>	1990 Hamm Vibratory Roller Unit 221
FY 2020	Freightliner Dump Truck 1st Payment	70,000	2009 Single Axle Dump Truck Unit 305
	25 Ton Trailer (1/2 with Water)	17,000	2009 Interstate 25 Ton Trailer (208T2)
		<u>87,000</u>	
FY 2021	Trailer Generator	25,000	1990 Trailer Generator
	Freightliner Dump Truck 2nd Payment	70,000	2009 Single Axle Dump Truck Unit 305
		<u>95,000</u>	
FY 2022	Vactor Sewer Jet Vac 1st Payment	<u>195,000</u>	2010 Vacuum-Flusher Unit 303
	<b>TOTAL:</b>	<b>626,000</b>	

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

<b>Project Title:</b>	<b>Collection System Inspection and Rehabilitation</b>			
<b>Operational Funding Division:</b>	Public Works - Sewer	<b>Project Name:</b>	Inspection & Rehab.	
<b>Est. Total Cost FY 2018:</b>	600,000	<b>Est. Total Cost FY 2018-22:</b>	2,510,000	
<b>City Share FY 2018:</b>	600,000	<b>City Share FY 2018-2022:</b>	2,510,000	

**Project Description:**

The project will continue the general condition assessment of the City's sewer collection system by cleaning and video inspecting sewer mains and manholes. The goal of this program is to clean and inspect mains that are more susceptible to failure (asbestos cement, vitrified clay and brick) on a 5-year cycle and all other mains and interceptors on a 7 to 10-year cycle. Based on the general condition from inspections, staff will establish priorities for cleaning, rehabilitation and re-inspection of the City's sewer collection mains. With the completion of the FY17 Collection System Inspection project, approximately 600,000LF of sewer mains will have been inspected since 2008. This includes all of the large diameter interceptors and all sewer mains that are asbestos cement "AC" pipe, vitrified clay pipe "VCP", or brick sewer pipe. The FY18 inspection project will clean and inspect all of the "newly" installed pipe (installed within the last 30 years) that consists of polyvinyl chloride "PVC", corrugated polyethylene "CPE", and pipes that have been lined. The project will also provide inspection of the connecting manholes.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Related to meeting current needs and maximizing sewer collection operations and existing sewer capacity of CSO mandates.

**Justification for project implementation/construction and segments, if applicable:**

Failure to maintain operations of the City's sewer collection system could lead to possible surcharging into the drainage system and into customers' homes - a violation of the Federal Clean Water Act. The results of inspections done to date show that a regular and ongoing cleaning and inspection program is essential. A large number of sewer mains inspected in FY2014-2017 required heavy cleaning and debris removal in order to fully inspect the pipe. The inspections have also shown a large percentage of pipe that is either close or at a failure condition. The inspections will allow Public Works to prioritize work, along with future cleaning, repair and rehab. of sewer mains to maintain operating capacity of the system and bring the City of Lewiston in compliance with DEP and EPA water quality standards.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained and expenditure commitment:**

Cost estimates were developed by staff using prices obtained from past projects.

**FUNDING SOURCES**

<u>Source</u>	<u>Amount</u>					
City Operating Budget						
City Bond Issue	2,510,000	Sewer				
Federal/State Funding		<b>Agency:</b>		<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b>		<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>2,510,000</b>					

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>Future</u>
<b>Total Project Cost</b>	600,000	260,000	550,000	550,000	550,000	
<b>Non-City Share</b>						
<b>City Share</b>	600,000	260,000	550,000	550,000	550,000	0

**Attach on separate page(s)/sheet additional information (if needed)**

### 2018 Collection System Inspection and Rehabilitation

(PIPES THAT HAVE NO INSPECTIONS DONE TO DATE)

Sewer Cleaning Inspection (PVC, CPE, Lined, etc....)	197,711 LF
Cost Estimate to Clean and Inspect Sewer	\$2.75 /LF
<b>TOTAL</b>	<b>\$543,705.25</b>
10% Contingency/Engineering	\$54,370.53
<b>TOTAL ESTIMATE</b>	<b>\$598,075.78</b>

### 2019 Collection System Inspection and Rehabilitation

(PIPES LAST INSPECTED IN FY08 and FY12)

Sewer Cleaning Inspection (Interceptors)	85,000 LF
Cost Estimate to Clean and Inspect Sewer	\$2.75 /LF
<b>TOTAL</b>	<b>\$233,750.00</b>
10% Contingency/Engineering	\$23,375.00
<b>TOTAL ESTIMATE</b>	<b>\$257,125.00</b>

### 2020 Collection System Inspection and Rehabilitation

(PIPES AND MANHOLES LAST INSPECTED FY14-FY15)

Sewer Cleaning Inspection (Clay, Brick, ACP)	167,000 LF
Cost Estimate to Clean and Inspect Sewer	\$3.00 /LF
<b>TOTAL</b>	<b>\$501,000.00</b>
10% Contingency/Engineering	\$50,100.00
<b>TOTAL ESTIMATE</b>	<b>\$551,100.00</b>

### 2021 Collection System Inspection and Rehabilitation

(PIPES AND MANHOLES LAST INSPECTED FY16)

Sewer Cleaning Inspection (Clay, Brick, ACP)	167,000 LF
Cost Estimate to Clean and Inspect Sewer	\$3.00 /LF
<b>TOTAL</b>	<b>\$501,000.00</b>
10% Contingency/Engineering	\$50,100.00
<b>TOTAL ESTIMATE</b>	<b>\$551,100.00</b>

### 2022 Collection System Inspection and Rehabilitation

(PIPES AND MANHOLES LAST INSPECTED FY17)

Sewer Cleaning Inspection (Clay, Brick, ACP)	167,000 LF
Cost Estimate to Clean and Inspect Sewer	\$3.00 /LF
<b>TOTAL</b>	<b>\$501,000.00</b>
10% Contingency/Engineering	\$50,100.00
<b>TOTAL ESTIMATE</b>	<b>\$551,100.00</b>

## FY 2018 Criticality and Risk Assessment of Collection System Project Description Form

<b>Project Title:</b>	<b>Criticality and Risk Assessment of Collection System</b>			
<b>Operational Funding Division:</b>	Public Works - Sewer	<b>Project Name:</b>	Risk Assessment of Sewer Mains	
<b>Est. Total Cost FY 2018:</b>	55,000	<b>Est. Total Cost FY 2018-22:</b>	137,500	
<b>City Share FY 2018:</b>	55,000	<b>City Share FY 2018-2022:</b>	137,500	

**Project Description:**

The City manages approximately 153 miles of sanitary and combined (storm and sanitary) sewers, ranging in size from 4-inches to 48-inches in diameter, with approximately 26 miles of the collection system as combined sewer. There are approximately 3,000 manholes within the system. This project will use the conditions assessment data from the inspection program to develop a customized Risk Assessment Management Program (RAMP) that the City can use to develop and prioritize a Capital Improvement Plan for sanitary sewer rehabilitation. The RAMP shall be based on a Consequence of Failure (CoF) and Likelihood of Failure (LoF) risk for each asset, the CoF being a numerical representation of the direct and indirect impacts that would result from an asset failure (based on economic, social, and environmental costs) and the LoF being a calculated numerical representation of the probability of an asset failure. The Risk Assessment Model will be based on the Pipeline Assessment and Certification Program (PACP) standards.

A Criticality and Risk Assessment program has already been initiated to assess the inspection data collected from FY08-FY16 inspections.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Related to meeting current needs and maximizing sewer collection operations and existing sewer capacity of CSO mandates.

**Justification for project implementation/construction and segments, if applicable:**

Failure to maintain operations of the City's sewer collection system could lead to possible surcharging into the drainage system and into customers' homes - a violation of the Federal Clean Water Act. Additionally, damaged and collapsed sewers can lead to road damage and infrastructure failure. The inspections completed to date have shown a large percentage of pipe that is either close or at a failure condition. As the City continues to obtain data from the inspection program, it has become imperative that a program be implemented to manage, analyze and assess the data that will allow Public Works to prioritize cleaning, repair and rehab. of sewer mains. All of which is necessary to maintain operating capacity of the system and bring the City of Lewiston in compliance with DEP and EPA water quality standards.

**Future maintenance costs if known, including contracts and special service requirements:**

Cost estimates were developed by staff using estimates obtained from past project and consultants who perform this type of work.

### FUNDING SOURCES

Source	Amount				
City Operating Budget	137,500	Sewer Impact Fees			
City Bond Issue					
Federal/State Funding		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b>	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>137,500</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	55,000	49,500	33,000			
<b>Non-City Share</b>						
<b>City Share</b>	55,000	49,500	33,000	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## 2018 Criticality and Risk Assessment of Collection System

("RAMP" FOR PIPES INSPECTED FY17)

Sewer Cleaning Inspection (Clay, Brick, ACP)	260,000 LF
Cost Estimate for RAMP	\$50,000
10% Contingency/Engineering	\$5,000
<b>TOTAL ESTIMATE</b>	<b>\$55,000</b>

## 2019 Criticality and Risk Assessment of Collection System

("RAMP" FOR PIPES INSPECTED FY18)

Sewer Cleaning Inspection (PVC, CPE, Lined, etc....)	197,711 LF
Cost Estimate for RAMP	\$45,000
10% Contingency/Engineering	\$4,500
<b>TOTAL ESTIMATE</b>	<b>\$49,500</b>

## 2020 Criticality and Risk Assessment of Collection System

("RAMP" FOR INTERCEPTOR PIPES INSPECTED FY19)

Sewer Cleaning Inspection (Interceptors)	85,000 LF
Cost Estimate for RAMP	\$30,000
10% Contingency/Engineering	\$3,000
<b>TOTAL ESTIMATE</b>	<b>\$33,000</b>

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Pump Station Replacement

**Operational Funding Division:** Public Works - Sewer      **Project Name:** Pump Stations

<b>Est. Total Cost FY 2018:</b>	205,000	<b>Est. Total Cost FY 2018-22:</b>	720,000
<b>City Share FY 2018:</b>	205,000	<b>City Share FY 2018-2022:</b>	720,000

**Project Description:**

The requested FY2018 funding is \$140,000 for a proposed pump station replacement at South Lisbon Rd. The South Lisbon Rd. sewer pump station was built in 1987 and has reached its design life. Corrosion has set in on the buried metal prefabricated pump chamber and the pumps are worn. This project will install a new prefabricated pump station on the existing wet well. \$30,000 is requested for cleaning the sewer force main at South Lisbon Rd. after installation of the new pump stations. Another \$35,000 in funding is requested to update our SCADA controllers at each pump station as the current system is at the end of life by the manufacturer.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Required to meeting current needs, maximize operations, and existing sewer capacity of CSO mandates.

**Justification for project implementation/construction and segments, if applicable:**

Evaluation of the pump stations is on-going to identify the need to replace the pumps and equipment for reliability and to keep operating expenses as low as possible. Failure to maintain operations means a dry weather overflow to a brook, stream or pond and would be a violation of the Federal Clean Water Act with possible fines. Properly maintained pumps can still be inefficient if the discharge pipe are partially plugged. The requested funding will clean the discharge pipes of the pump stations allowing them to be more efficient and this will help save energy costs and extend the life of the electric motors at each pump station.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Ongoing increase in operations and maintenance costs due to higher flows and old equipment.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	720,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>720,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	205,000	125,000	125,000	140,000	125,000	560,000
<b>Non-City Share</b>						
<b>City Share</b>	205,000	125,000	125,000	140,000	125,000	560,000

**Attach on separate page(s)/sheet additional information (if needed)**

**Lewiston Sewer Pump Stations**

<b>Location</b>	<b>Date Installed</b>	<b>Force Main Diameter (in.)</b>	<b>Length of Force Main (ft.)</b>	<b>Force Main Date Last Cleaned</b>	<b>Est. Cost of Cleaning</b>	<b>Station Replacement</b>
1 South Lisbon Road	1987	8	3,850	never	38,500	FY18
2 Chadbourne Road	1989	6	1,830	never	18,300	FY20
3 Foss Road 1	1988	6	660	never	6,600	FY19
4 Foss Road 2	1987	6	2,680	never	26,800	FY21
5 Michaud Heights	1987	6	800	never	8,000	FY22
6 Center Ave. (No Name Pond)	2000	3	1,822	never	18,220	FY26
7 Randall Road	1981	16	6,011	2012	11,000	2007
8 River Road 1	2016	6	1,600	never	16,000	2016
9 River Road 2	2016	6	2,700	2010	27,000	2016
10 Gendron Drive (AAPPW)	2003	6	2,490	never	24,900	
11 Sabattus Road	1989	6	2,180	never	21,800	FY25
12 Sherbrooke Ave.	1987	4	1,371	never	13,710	FY23
13 Tall Pines	1975	8	222	never	2,220	FY17
14 Water St.	2007	6	14	never	140	
15 Landfill	1991	2	1,940	never	19,400	FY24
<b>Totals:</b>			<b>28,360</b>		<b>214,090</b>	

## FY 2018 Lewiston Capital Improvement Program Project Description Form

<b>Project Title:</b>	<b>Culvert Replacement Program</b>		
<b>Operational Funding Division:</b>	PW - Storm Water	<b>Project Name:</b>	Culvert Replacements
<b>Est. Total Cost FY 2018:</b>	210,000	<b>Est. Total Cost FY 2018-22:</b>	496,000
<b>City Share FY 2018:</b>	210,000	<b>City Share FY 2018-2022:</b>	496,000

**Project Description:**

The FY2018 project will slip line a 48" culvert at 463 River Road and replace dual 36" metal culvert pipes at the intersection of Ashmount Street and Swale Lane. Future projects will replace existing culverts on Old Webster Road and Forrestal Street.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

This project involves maintaining existing highway infrastructure and as a result, is in compliance with the Comprehensive Plan.

**Justification for project implementation/construction and segments, if applicable:**

**River Road:** The existing 48" Reinforced Concrete Pipe (RCP) is approximately 30-feet below the road making it very difficult and expensive to replace. The bottom of the pipe has corroded to a point where the aggregate and rebar in the concrete is exposed. The bottom section of the pipe has dropped as well, most likely from some boulders that were placed over the pipe. This project will slip line the existing 48" pipe with either a new 36" or 42" HDPE pipe. The estimated cost to complete the work is \$120,000.

**Ashmount Street:** The existing dual 36" Corrugated Metal Pipes (CMP) have deteriorated badly. The corrosion has caused the bottom of the pipe to become completely exposed to the gravel substrate material. Road damage is starting to occur due to the deteriorating culverts. The estimated cost of the project is \$90,000.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained and expenditure commitment:**

Cost estimate was provided City staff.

**FUNDING SOURCES**

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget					
City Bond Issue	496,000				
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>496,000</b>				

**MENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	210,000	286,000	0	0	0	
<b>Non-City Share</b>						
<b>City Share</b>	210,000	286,000	0	0	0	0

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Hart Brook Water Quality Restoration

**Operational Funding Division:** Public Works - Storm Water      **Project Name:** Hart Brook Restoration

<b>Est. Total Cost FY 2018:</b>	0	<b>Est. Total Cost FY 2018-22:</b>	1,350,000
<b>City Share FY 2018:</b>	0	<b>City Share FY 2018-2022:</b>	1,350,000

**Project Description:**

Hart Brook, a Class B water body, was classified as an Urban Impaired Stream by the Maine Department of Environmental Protection (MeDEP), because it does not meet State water quality classifications due to polluted runoff and increased storm flow volume from impervious surfaces such as rooftops, parking lots, and roads. MeDEP rules limit development in the watershed of impaired streams unless the municipality has a Watershed Management Plan (WMP), which details activities and projects to improve the water quality and manage development in the watershed to ensure no further degradation of water quality occurs. The City completed the WMP in 2008 and has begun investigating potential projects that may be more cost effective than those presented in the WMP, but still follow the goals outlined in the plan.

The WMP approved by MeDEP, is estimated to cost close to \$1.6 million to fully implement, of which, approximately \$800,000 is allocated to the "Top 65" Best Management Practices projects, as shown in the attached cost estimate from the WMP. The funds requested for FY19 will use results obtained from the FY17 water quality monitoring program and the FY17 WMP update to explore and implement different options for projects that may be more economically feasible than those listed in the attached cost estimate. During FY18, the City will review the results from the FY17 projects to develop a new water quality restoration project in FY19. The projects are necessary to ensure compliance with the NPDES Phase II Permitting requirement and promote continued low impact development in the watershed. The ultimate goal is to improve the quality of Hart Brook such that water quality standards are met and the stream may be removed from the Urban Impaired Stream list.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

The program follows what was recommended in the Hart Brook Watershed Management Plan and approved by MeDEP. It also follows the Clean Water Act and the NPDES Phase II Permitting requirements (MeDEP General Permit for Storm Water Discharge).

**Justification for project implementation/construction and segments, if applicable:**

Execution of proposed projects on the WMP is necessary to meet MeDEP regulations. These projects are also important to promoting low impact development while lessening the environmental impacts imposed on the Hart Brook watershed.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

This project originated from City staff in response to EPA regulations.

### FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	1,350,000	Storm Water Utility			
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	Yes	No
<b>Total Project Costs</b>	<b>1,350,000</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
Total Project Cost	0	300,000	350,000	350,000	350,000	
Non-City Share						
City Share	0	300,000	350,000	350,000	350,000	

**Attach on separate page(s)/sheet additional information (if needed)**

## FY 2018 Lewiston Capital Improvement Program Project Description Form

**Project Title:** Storm Drains for Road Rehabilitation Projects

**Operational Funding Division:** Public Works - Storm Water      **Project Name:** Road Rehab. Storm Drains

<b>Est. Total Cost FY 2018:</b>	68,250	<b>Est. Total Cost FY 2018-22:</b>	369,650
<b>City Share FY 2018:</b>	68,250	<b>City Share FY 2018-2022:</b>	369,650

**Project Description:**

This project is primarily underdrain or new storm drains for road rehabilitation projects. Each year the Highway Division requests funds for road rehabilitation projects. Any underdrain or other storm drain related work is funded through the City's Storm Water Fund. This year's funding request for road rehabilitation which includes storm drain needs are: Biron Avenue from Simard Avenue to Baird Street; Mountain Avenue from Main Street to College Street; Wood Street from Campus Avenue to Vale Street; and Central Avenue from Campus Avenue to Russell Street. Projects that are not supported in the road rehabilitation budget will not get the corresponding storm drainage work funding.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

Rehabilitation of city street supports the City of Lewiston's Strategic Plan and the Public Works Department's Goal #4 "Improve the City's Pavement Conditions".

**Justification for project implementation/construction and segments, if applicable:**

This share of road rehabilitation is necessary to prevent water/ice build up on roads causing safety concerns for the traveling public. Not addressing storm drain improvements also causes pavement failure due to insufficient drainage.

**Future maintenance costs if known, including contracts and special service requirements:**

N/A

**How were cost estimates obtained:**

These projects originated from City staff. The cost estimates were made by City staff based on past project costs.

### FUNDING SOURCES

Source	Amount	Agency:	Approval Received?	Yes	No
City Operating Budget	369,650				
City Bond Issue					
Federal/State Funding					
Other Agency/Municipality					
<b>Total Project Costs</b>	<b>369,650</b>				

### IMPLEMENTATION SCHEDULE (Fiscal Years)

	2018	2019	2020	2021	2022	Future
<b>Total Project Cost</b>	68,250	67,450	60,600	59,550	113,800	
<b>Non-City Share</b>						
<b>City Share</b>	68,250	67,450	60,600	59,550	113,800	

**Attach on separate page(s)/sheet additional information (if needed)**

Storm Drain Rehab Program

	STREET	FROM	TO	COST
2018	BIRON AVE	SIMARD AVE	BAIRD ST	\$ 5,800
	MOUNTAIN AVE	MAIN ST	COLLEGE AVE	\$ 11,400
	WOOD ST	CAMPUS AVE	VALE ST	\$ 9,050
	CENTRAL AVE	CAMPUS AVE	RUSSELL ST	\$ 12,000
	MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	\$ 30,000
				<b>\$ 68,250</b>

	STREET	FROM	TO	COST
2019	CAMPUS AVE	SABATTUS ST	EAST AVE	\$ 8,650
	FAIRLAWN AVE	EAST AVE	SHIRLEY ST	\$ 6,100
	JENKINS AVE	MONTELLO ST	END	\$ 5,450
	KAVANAUGH ST	RUSSELL ST	FAIRLAWN AVE	\$ 4,200
	MYRTLE ST	HOGAN RD	STILLMAN ST	\$ 6,050
	OWEN ST	EAST AVE	JEAN ST	\$ 7,000
	MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	\$ 30,000
				<b>\$ 67,450</b>

	STREET	FROM	TO	COST
2020	BUSHEY CIR	HOLY FAMILY ST	HAROLD ST	\$ 2,350
	BUSHEY CIR	RUSSELL ST EXT (W)	HAROLD ST	\$ 3,000
	CONNECTOR RD	SABATTUS ST	FARWELL ST	\$ 4,700
	EAST AVE	MONTELLO ST	DEAD END	\$ 8,000
	FARWELL STREET	CONNECTOR RD	DEAD END	\$ 5,500
	HOLY FAMILY ST	BUSHEY CIRCLE	RUSSELL STREET EXT	\$ 3,650
	RUSSELL STREET EXT	CONNECTOR RD	FARWELL ST	\$ 3,400
	MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	\$ 30,000
				<b>\$ 60,600</b>

	STREET	FROM	TO	COST
2021	BATES ST	MIDDLE ST	SPRING ST	\$ 1,100
	CHESTNUT ST	PARK ST	OXFORD ST	\$ 8,250
	FORRESTALL ST	WESTMINSTER ST	WEBSTER ST	\$ 20,200
	MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	\$ 30,000
				<b>\$ 59,550</b>

	STREET	FROM	TO	COST
2022	CLEARWATER AVE	WEBSTER ST	LABBE AVE	\$ 6,750
	CROWLEY RD	193 CROWLEY RD	TOWN LINE	\$ 12,250
	FOSS RD	LISBON ST	DEAD END	\$ 8,250
	GROVE ST	388 GROVE ST	411 GROVE ST	\$ 13,200
	HEARTHWOOD LN	VALLEY ST	HILLMOUNT DR	\$ 6,000
	SOUTH LISBON RD	DYER RD	CROWLEY RD	\$ 10,750
	STETSON RD	RAICHE ST	PINEVIEW ST	\$ 6,800
	WEBSTER ST	POND RD	FORRESTAL ST	\$ 18,100
	WEST BATES ST	SPRING ST	SUMMER ST	\$ 1,700
	MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	\$ 30,000
				<b>\$ 113,800</b>

**FY 2018 Lewiston Capital Improvement Program  
Project Description Form**

**Project Title:** Jepson Brook Channel Upgrades

**Operational Funding Division:** Public Works - Storm Water      **Project Name:** Jepson Brook Channel

<b>Est. Total Cost FY 2018:</b>	1,030,000	<b>Est. Total Cost FY 2018-22:</b>	3,507,000
<b>City Share FY 2018:</b>	1,030,000	<b>City Share FY 2018-2022:</b>	3,507,000

**Project Description:**

The Jepson Brook drainage area covers 1,700 acres of land from Garcelon Bog to the Androscoggin River. Development encroachment on the brook resulted in severe flooding and, in 1969, a six-phase construction program began to channelize the brook from Russel Street to Farwell Street. The concrete channel is two miles long and a combination of concrete trapezoidal and buried concrete box conduit. The City investigated the channel's ability to convey flows from larger storms after reports of water nearly over topping the concrete channel and other major flooding. The results of the report were made available in 2015.

The study recommends phased-in improvements to manage channel flow during different frequency storms. Due to recent observations, the priority has shifted to structural rehab of the channel walls before flow capacity. The first phase in this LCIP is to replace the concrete lining on the south side between Manning Ave. and Brooks Ave. which is failing. The second phase is to rehab the remaining concrete lining between Main St. and Manning Ave. The third phase will remove the sewer pipe obstruction under Main St. The fourth phase is to rehab the concrete channel where it is cracked and has spalling concrete, and to reseal leaking joints within culverts (upstream of Manning Ave). The fifth phase will continue into years 6-8 to install larger culverts at several of the cross streets to increase capacity as recommended by the CDM Smith report.

**Consistency with the Comprehensive or Strategic Plans or other related planning documents:**

The program follows what was recommended in the Jepson Brook Channel Study completed by CDM Smith in 2015.

**Justification for project implementation/construction and segments, if applicable:**

Since the study was completed the concrete channel panels as described above have begun to crack and move out, moving structural maintenance up to first priority. The Jepson Brook channel, as it currently sits, is likely to overtop its walls during a 10-year event or larger. The recommended improvements aim to increase the channel capacity to a 50-year event, and to perform structural repairs and general maintenance. The repairs are necessary to extend the life of the channel and prevent catastrophic failure during a storm event.

**Future maintenance costs if known, including contracts and special service requirements:**

**How were cost estimates obtained:**

Cost estimates were obtained from the Jepson Brook Channel Study completed by CDM Smith and City staff.

**FUNDING SOURCES**

Source	Amount				
City Operating Budget					
City Bond Issue	3,507,000				
Federal/State Funding		<b>Agency:</b> _____	<b>Approval Received?</b>	<u>Yes</u>	<u>No</u>
Other Agency/Municipality		<b>Agency:</b> _____	<b>Approval Received?</b>	<u>Yes</u>	<u>No</u>
<b>Total Project Costs</b>	<b>3,507,000</b>				

**IMPLEMENTATION SCHEDULE (Fiscal Years)**

	2018	2019	2020	2021	2022	Future
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 4	
<b>Total Project Cost</b>	1,030,000	500,000	227,000	875,000	875,000	1,950,000
<b>Non-City Share</b>						
<b>City Share</b>	1,030,000	500,000	227,000	875,000	875,000	1,950,000

**Attach on separate page(s)/sheet additional information (if needed)**

## CAPITAL IMPROVEMENT PROGRAM

The purpose of this policy paper is to develop an understanding of the importance of capital improvement programming and to provide the City with a framework for making the best use of scarce financial resources in highly uncertain times.

### WHAT IS CAPITAL IMPROVEMENT PROGRAMMING?

It is a multi-year scheduling of public physical improvements, based on studies of available fiscal resources and the need for specific improvements to be constructed in the future. Although a long term program does not necessarily commit the City to a particular expenditure in a particular year, it provides an identifiable framework for informed decision-making.

### WHAT IS THE IMPORTANCE OF CAPITAL IMPROVEMENT PROGRAMMING?

Many aspects of the Capital Improvement Program can have profound impacts of the development of the City and the fiscal integrity of the government. Programs expanding or improving public services can influence the timing and location of new development, while fostering preferred long term growth patterns. In addition, the Capital Improvement Program represents the community's approach to implementation of the Comprehensive Plan.

### WHAT IS A CAPITAL IMPROVEMENT?

A common definition of a capital improvement includes new or expanded physical facilities that are relatively large expensive and permanent. An extremely important fiscal planning principle underlying this definition is that capital improvements should include only those expenditures for physical facilities with relatively long-term usefulness and permanence. Accordingly, those expenditures are normally financed on a long-term basis or through grants acquired from other governmental agencies.

Capital improvements should not include expenditures for equipment or services that prudent management defines as operating budget items and which ought to be financed out of current revenue resources.

### BENEFITS OF A CAPITAL IMPROVEMENT PROGRAM

An effective capital improvement programming process can:

- ensure that plans for community facilities are carried out;
- allow improvement proposals to be tested against the community's policies and objectives;
- better schedule public improvements that require more than one year to construct;
- provide an opportunity, assuming funds are available, to purchase facilities for future municipal use;
- help stabilize tax rates through intelligent debt management;
- offer an opportunity for citizens and public interest groups to participate in decision-

- making;
- contribute to a better management of City affairs;
- permit a thorough technical evaluation of the justification for each improvement;
- enhance the orderly growth of the revenue base; and
- provide a basis for desired urban growth patterns.

## FISCAL POLICIES

Careful fiscal analysis and the adoption of specific fiscal policies must be the foundation of the Capital Improvement Program. Long-range financial studies and forecasts must be made. At a minimum, such analyses should include the preparation of tables showing the amortization of all outstanding debts. These forecasts focus on the local general economic situation and the extent to which it may affect long-term local government revenues. Anticipated revenues must then be compared with anticipated expenditures for capital improvements and personnel services, and other costs must be projected to determine whether projected revenues and expenditures are in balance, or whether surpluses or deficits, and forecast.

Fiscal policies should address such issues as:

- the maximum amount of debt the local government is willing to assume;
- the type of revenue devices that will or will not be used;
- the annual amount of debt service that the operating budget can absorb;
- the specific type of projects or facilities that must be self-sufficient through user fees or other charges; and
- the degree to which the City will see State or Federal grant-in-aid.

Fiscal policies may be related to strategic community objectives, such as:

- expenditures targeted in support of economic development objectives that are most likely to maintain or attract an industrial or commercial base, create new jobs, or generate private investments in neighborhood revitalization.

Choice of priorities:

The setting of priorities continues to be a vexing problem. Choosing what project will be built is the most crucial step in the Capital Improvement Program process. Projects should be evaluated with regard to their effectiveness in achieving community goals. The evaluation should consider factors such as:

- extent proposal complements the Comprehensive Plan and desired long-term urban growth patterns;
- extent proposal will help implement the Strategic Plan developed and adopted by the City Council;
- extent proposal will encourage capital investment, improve the City's tax base, improve job opportunities, attract consumers to the City, or produce public or private revenues;
- extent proposal may be cost-effective in terms of capital and probable operating costs;

- extent proposed cost is justified in terms of number of persons to be benefitted;
- extent proposal eliminates conditions detrimental to health, safety, and general welfare of the community;
- extent proposal improves the city-wide distribution of related services;
- extent proposal meets a community obligation to serve a special need or a segment of the City's population;
- extent proposal would offer opportunities for improving the quality of life for citizens in terms of personal enrichment and living conditions;
- extent proposal may improve environmental quality of the City and its neighborhoods;
- extent proposal appears to be coordinated with other public or private projects or facilities;
- extent proposal appears to leverage private, State or Federal resources;
- extent proposal represents the best alternative to achieving a community goal; and
- extent proposal realistically addresses operating and maintenance costs of a capital improvement project.

Finally, an effective capital improvement programming process can help improve a community's long-term health and vitality - its sustainability - by encouraging people to work together to create healthy communities where natural and historic resources are preserved, jobs are available, sprawl is contained, neighborhoods are secure, education is lifelong, transportation and health care are accessible, and all citizens have opportunities to improve the quality of their lives.

## CITY INDEBTNESS

### Authorization of Direct Debt

Bonds and notes, including temporary loans in anticipation of current tax revenues and Federal and State grants or reimbursements, are generally authorized on behalf of the City by a majority vote of the members of the City Council. However, where the amount of any single purpose bond authorized for an individual project exceeds 15% of the property tax levy of the preceding fiscal year, such authorization must be approved by the voters at a regular or special election prior to issuance.

For FY2018, single purpose projects at or in excess of \$7,846,914 (15% of the FY2017 tax levy of \$52,312,755), will require a public referendum vote. This year one project exceeds this threshold. The Lincoln Street Parking Garage Phase II will require a referendum vote.

*In accordance with 30-A M.R.S.A., Section 5702, as amended, "No municipality shall incur debt which would cause its total debt outstanding at any time, exclusive of debt incurred for school purposes, for storm or sanitary sewer purposes, for energy facility purposes, or for municipal airport purposes, to exceed 7½% of its last full State valuation. A municipality may incur debt for school purposes to an amount outstanding at any time not exceeding 10% of its last full State valuation, for storm or sanitary sewer purposes to an amount outstanding at any time not exceeding 7½% of its last full State valuation, and for municipal airport, water and special district purposes to an amount outstanding at any time not exceeding 3% of its last full State valuation; provided, however, that in no event shall any municipality incur debt which would cause its total debt outstanding at any time to exceed 15% of its last full State valuation."*

Lewiston's debt limit is 15% of \$2,203,000,000 (2016 State Equalized Valuation for the City's 2017 fiscal year), or \$330,450,000.

The information contained in this section demonstrates the impact of the proposed Capital Improvement Program on the City's financial standing and budget. Each project has been examined for the most appropriate financing technique and individual tables illustrate the program's budgeting requirements through the life of the Capital Improvement Program.

# COMPUTATION OF LEGAL DEBT LIMIT

As of December 31, 2016

Estimated Full Valuation .....\$2,203,000,000

Maximum Total Debt Limit (15%)\* .....\$330,450,000

## AMOUNT OF DEBT APPLICABLE TO DEBT LIMIT

<u>Purpose</u>		<u>Legal Maximum</u>	<u>Bonded Debt</u>
Municipal	7.5%	\$165,225,000	\$50,744,639
School	10.0%	220,300,000	38,888,138
Water	3.0%	66,090,000	19,645,547
Sewer	7.5%	165,225,000	14,178,937
Storm Water	7.5%	163,110,000	11,088,213
Authorized and Unissued Debt			67,069,130
<b>TOTAL Bonded Debt</b> .....			<b>\$201,614,604</b>

\* Statutory debt limits in accordance with 30-A M.R.S.A., Section 5702, as amended.

Note: The City has \$4,080,000 of authorized Guarantee Bonds to Bates Mill LLC which we never intend to sell. Therefore, the amount is excluded in the above calculation.

Authorized and Unissued Debt:

Municipal 2014 Projects	\$2,974,000 (General Fund and School)
Municipal 2017 Projects	\$12,194,526 (Entire Authorization)
Municipal 2016 Projects	<u>\$51,900,604</u> (New Consolidated Elementary School)
	<b>\$67,069,130</b>

# **CITY OF LEWISTON CODE OF ORDINANCES**

## **CHAPTER 2**

### **ADMINISTRATION**

#### **ARTICLE II: CITY COUNCIL**

##### **DIVISION 1. GENERALLY**

**Sec. 2-34. Council action on bond issue authorization.**

The amount of debt to be authorized for issuance, in any fiscal year, shall not exceed 80% of the average amount of annual debt being retired over the 3 previous fiscal years unless the debt is financed through sources other than general property taxes, such as Tax Increment Financing, State or Federal subsidy opportunities or enterprise funds which are paid from user fees.

**Sec. 2-35. Exception.**

When deemed necessary by the City Council, the provisions of section 2-34 may be waived by five votes of the City Council.

**City of Lewiston  
Debt Limit Cap Calculation  
For the 2018 LCIP**

	<b>June 30, 2017</b>	<b>Principal Due June 30, 2016</b>	<b>June 30, 2015</b>
City	6,241,884.45	6,548,056.57	6,550,363.76
School	2,804,061.88	2,765,700.57	2,769,617.03
Colisee Payoff			3,475,000.00
Less Geiger & Pett.	(1,455,000.00)	(1,455,000.00)	(1,455,000.00)
QZAB Group	682,494.93	699,067.26	699,067.26
Colisee	105,670.59	107,442.95	359,923.16
	<u>8,379,111.85</u>	<u>8,665,267.35</u>	<u>12,398,971.21</u>
Three Year Average			9,814,450.14
			<u>0.80</u>
<b>Local Debt Limitation</b>			<b>7,851,560.11</b>
LCIP 2018 Plan Requests			<u>17,929,885.00</u>
Total Debt			17,929,885.00
Under/(Over) Limitation			(10,078,324.89)
		<b>% Bonded</b>	<b>228.36%</b>
		<b>% Under/(Over) Limit</b>	<b>-128.36%</b>

## FUTURE DEBT SERVICE

FUNDING SOURCE	Payment	FY2018	FY2019	FY2020	FY2021	FY2022
<b>City</b>	Principal	6,599,864	6,351,291	6,147,374	6,102,276	4,121,610
	Interest	1,316,471	1,110,879	899,081	702,628	527,803
		<u>7,916,335</u>	<u>7,462,171</u>	<u>7,046,455</u>	<u>6,804,904</u>	<u>4,649,413</u>
ADD: Unissued Bond Issues						
	Principal		527,333	527,333	527,333	527,333
	Interest	118,658	237,315	220,177	203,038	185,900
		<u>118,658</u>	<u>764,648</u>	<u>747,510</u>	<u>730,371</u>	<u>713,233</u>
ADD: FY2018 LCIP - Proposed						
	Principal			1,112,060	1,112,060	1,112,060
	Interest		301,488	602,976	564,054	525,132
		-	<u>301,488</u>	<u>1,715,036</u>	<u>1,676,114</u>	<u>1,637,192</u>
<b>TOTAL CITY</b>	<b>PRINCIPAL</b>	6,599,864	6,878,624	7,786,767	7,741,669	5,761,003
	<b>INTEREST</b>	1,435,129	1,649,682	1,722,234	1,469,720	1,238,835
	<b>TOTAL</b>	<u>8,034,993</u>	<u>8,528,307</u>	<u>9,509,001</u>	<u>9,211,389</u>	<u>6,999,838</u>
<b>School</b>	Principal	3,450,067	3,226,880	3,225,024	3,238,307	3,140,484
	Interest	1,365,265	1,263,324	1,153,340	1,036,506	920,078
		<u>4,815,332</u>	<u>4,490,204</u>	<u>4,378,364</u>	<u>4,274,813</u>	<u>4,060,562</u>
ADD: Unissued Bond Issues						
	Principal		2,811,357	2,811,357	2,811,357	2,811,357
	Interest	865,363	1,730,727	1,639,358	1,547,989	1,456,619
		<u>865,363</u>	<u>4,542,084</u>	<u>4,450,715</u>	<u>4,359,346</u>	<u>4,267,976</u>
ADD: FY2018 LCIP - Proposed						
	Principal			54,800	54,800	54,800
	Interest		12,285	24,570	22,652	20,734
		-	<u>12,285</u>	<u>79,370</u>	<u>77,452</u>	<u>75,534</u>
<b>TOTAL SCHOOL</b>	<b>PRINCIPAL</b>	3,450,067	6,038,237	6,091,181	6,104,464	6,006,641
	<b>INTEREST</b>	2,230,628	3,006,336	2,817,268	2,607,147	2,397,431
	<b>TOTAL</b>	<u>5,680,695</u>	<u>9,044,573</u>	<u>8,908,449</u>	<u>8,711,611</u>	<u>8,404,072</u>
<b>Water</b>	Principal	1,668,774	1,637,868	1,603,430	1,583,705	1,541,080
	Interest	487,392	443,300	395,794	350,625	303,998
		<u>2,156,166</u>	<u>2,081,168</u>	<u>1,999,224</u>	<u>1,934,330</u>	<u>1,845,078</u>
ADD: Unissued Bond Issues						
	Principal		138,575	138,575	138,575	138,575
	Interest	45,037	90,074	85,570	81,066	76,563
		<u>45,037</u>	<u>228,649</u>	<u>224,145</u>	<u>219,641</u>	<u>215,138</u>
ADD: FY2018 LCIP - Proposed						
	Principal			99,750	99,750	99,750
	Interest		34,913	69,825	66,334	62,843
		-	<u>34,913</u>	<u>169,575</u>	<u>166,084</u>	<u>162,593</u>
<b>TOTAL WATER</b>	<b>PRINCIPAL</b>	1,668,774	1,776,443	1,841,755	1,822,030	1,779,405
	<b>INTEREST</b>	532,429	568,287	551,189	498,025	443,404
	<b>TOTAL</b>	<u>2,201,203</u>	<u>2,344,730</u>	<u>2,392,944</u>	<u>2,320,055</u>	<u>2,222,809</u>
<b>Sewer</b>	Principal	1,144,578	1,137,011	1,105,658	1,081,767	1,018,804
	Interest	382,151	352,444	318,778	283,956	249,378

## FUTURE DEBT SERVICE

FUNDING SOURCE	Payment	FY2018	FY2019	FY2020	FY2021	FY2022
		1,526,729	1,489,455	1,424,436	1,365,723	1,268,182
ADD: Unissued Bond Issues						
	Principal		139,658	139,658	139,658	139,658
	Interest	39,918	79,836	75,297	70,758	66,220
		39,918	219,494	214,955	210,416	205,878
ADD: FY2018 LCIP - Proposed						
	Principal			143,833	143,833	143,833
	Interest		40,338	80,675	75,641	70,607
		-	40,338	224,508	219,474	214,440
<b>TOTAL SEWER</b>	<b>PRINCIPAL</b>	1,144,578	1,276,669	1,389,149	1,365,258	1,302,295
	<b>INTEREST</b>	422,069	472,618	474,750	430,355	386,205
	<b>TOTAL</b>	<b>1,566,647</b>	<b>1,749,287</b>	<b>1,863,899</b>	<b>1,795,613</b>	<b>1,688,500</b>
<b>Stormwater</b>	<b>Principal</b>	1,048,438	1,020,637	952,806	910,580	853,530
	<b>Interest</b>	289,223	263,061	233,218	203,813	175,059
		1,337,661	1,283,698	1,186,024	1,114,393	1,028,589
ADD: Unissued Bond Issues						
	Principal		100,400	100,400	100,400	100,400
	Interest	20,898	41,795	38,532	35,269	32,006
		20,898	142,195	138,932	135,669	132,406
ADD: FY2018 LCIP - Proposed						
	Principal			123,000	123,000	123,000
	Interest		30,450	60,900	56,595	52,290
		-	30,450	183,900	179,595	175,290
<b>TOTAL STORMWATER</b>	<b>PRINCIPAL</b>	1,048,438	1,121,037	1,176,206	1,133,980	1,076,930
	<b>INTEREST</b>	310,121	335,306	332,650	295,677	259,355
	<b>TOTAL</b>	<b>1,358,559</b>	<b>1,456,343</b>	<b>1,508,856</b>	<b>1,429,657</b>	<b>1,336,285</b>
<b>TIF Supported Debt</b>	<b>Principal</b>	278,442	282,645	242,617	235,616	230,137
	<b>Interest</b>	50,230	39,092	27,786	22,933	15,865
	<b>TOTAL</b>	<b>328,672</b>	<b>321,737</b>	<b>270,403</b>	<b>258,549</b>	<b>246,002</b>
<b>GRAND TOTAL</b>		<b>19,170,769</b>	<b>23,444,976</b>	<b>24,453,552</b>	<b>23,726,874</b>	<b>20,897,506</b>

TO: Ed Barrett, City Administrator  
 FROM: Norman J. Beauparlant, Director of Budget/Purchasing  
 SUBJECT: 188 Lincoln Street (Former Lincoln St. Fire Station)  
 DATE: January 5,2017

The former Lincoln Street Fire Station was built in 1964 and served as a fire substation until mid-1996 when the station was closed. The structure was designed and built with steel post & beams construction with reinforced concrete decking for the roof and apparatus floor.

Once the structure was closed, it was used for a time as a location for the Police computer crimes task force and later as cold storage for the Public Works Department. The roof drains have failed and water enters the building which has caused mold build up over the past several years.

Most recently a development project was proposed for the building but has recently been abandoned by the developer.

It is requested that the building be considered for demolition.

Given that an environmental evaluation has not yet been done, I have made some base line assumptions from the visual assessment that I was able to do. I have reviewed the City Assessment records for the structure and have made some estimates given the demolition techniques that will be used.

Assumption used:

1. The structure at 188 Lincoln St. will be demolished with the foundation to be fully removed.
2. The structure has hot water heating; therefore, ACM pipe covering may be an issue
3. Floor covering & roofing are often an issue in a building of this age (built in 1964). Any ACM Material would be identified in an impact survey.
4. Furnace may have ACM Issues.
5. No UST (oil) exist on site
6. Demolition to be done consistent with City standards for separation of materials.
7. Foundation to be fully removed.
8. Building Tonnage est. at 100 tons based on a concrete structure with only wood partitions in some areas. The majority of the demolition debris would be sent to the city quarry. The structure is approximately 3,000 sq. ft. on the first level and, 2,100 on the second level.
9. CMU walls and concrete frost wall would go to city quarry but should be tested for lead given the age of the building

<b>Summary Estimate:</b>	<b>Cost Range</b>
ACM Demolition Assessment/work plan/abatement	\$2000-3,000
ACM Abatement (est. for Flooring that may be Positive )	\$3,000-4,000
ACM Monitoring	\$500-800
Demolition (removing all foundations and filling foundation hole)	\$25,000-30,000
Tipping Fees (wood waste to ReEnergy @ \$92 on X 100 tons.)	<b>\$9,000-10,000</b>
Tipping Fees (waste material to ReEnergy @ \$92 X 20 tons)	\$1,800-2,000
<b>Total Estimated Demolition Cost</b>	<b>\$41,300-\$49,800</b>

# LEWISTON CITY COUNCIL

## MEETING OF JANUARY 10, 2017

**AGENDA INFORMATION SHEET:**

**AGENDA ITEM NO. ES-1**

**SUBJECT:**

Executive Session to discuss Acquisition of Property of which the premature disclosure of the information would prejudice the competitive bargaining position of the City.

**INFORMATION:**

The Maine State Statutes, Title 1, section 405, define the permissible grounds and subject matters of executive sessions for public meetings.

**APPROVAL AND/OR COMMENTS OF CITY ADMINISTRATOR:**

The City Administrator recommends approval of the requested action.

*EAB/kmm*

**REQUESTED ACTION:**

1	2	3	4	5	6	7	M
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To enter into an Executive Session, pursuant to MRSA Title 1, section 405(6)(c), to discuss Acquisition of Property, of which the premature disclosure of the information would prejudice the competitive bargaining position of the City.

# LEWISTON CITY COUNCIL

MEETING OF JANUARY 10, 2017

AGENDA INFORMATION SHEET:

AGENDA ITEM NO.

ES-2

**SUBJECT:**

Executive Session to discuss Acquisition of Property of which the premature disclosure of the information would prejudice the competitive bargaining position of the City.

**INFORMATION:**

The Maine State Statutes, Title 1, section 405, define the permissible grounds and subject matters of executive sessions for public meetings.

**APPROVAL AND/OR COMMENTS OF CITY ADMINISTRATOR:**

The City Administrator recommends approval of the requested action.

*EATB/kmm*

**REQUESTED ACTION:**

1	2	3	4	5	6	7	M
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To enter into an Executive Session, pursuant to MRSA Title 1, section 405(6)(c), to discuss Acquisition of Property, of which the premature disclosure of the information would prejudice the competitive bargaining position of the City.