Lewiston Capital Improvement Program

FY2021

Edward A. Barrett
City Administrator

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EXECUTIVE DEPARTMENT

Edward A. Barrett, City Administrator
Denis D'Auteuil, Deputy City Administrator

December 23, 2019

Lewiston Elected Officials
City Building
Lewiston, Maine 04240

RE: Proposed FY2021 Capital Improvement Program

Honorable Mayor and Members of the City Council:

The proposed FY2021 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 included in the plan 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 $167.6 million in projects, of which $140 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 (FY2020) and the total over the full five year period:

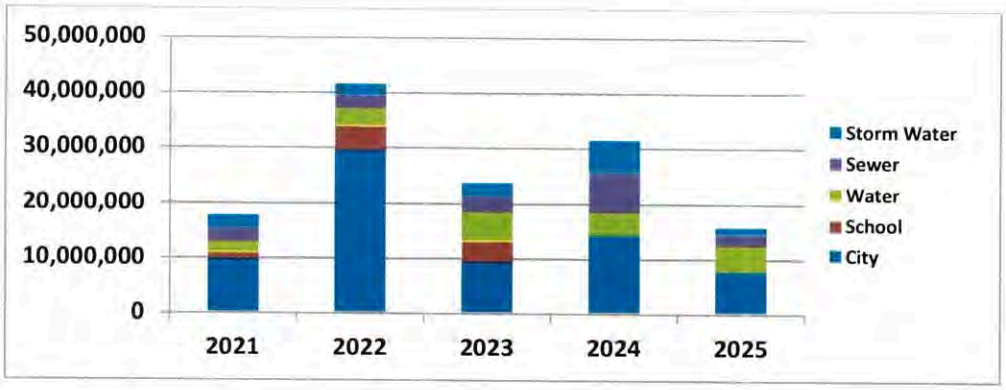
AREA	FY2021	FY2021-FY2025
City Bond Issue	9,747,950	70,337,685
City Operating Budget	333,500	2,082,245
School Bond Issue	1,155,000	9,378,000
Water Bond Issue	2,100,000	20,100,000
Water Operating Budget	525,000	2,369,000
Sewer Operating Budget	60,000	655,000
Sewer Bond Issue	2,450,000	16,955,000
Sewer Impact Fees	115,000	625,000
Storm Water Operating Budget	600,000	2,600,000
Storm Water Bond Issue	2,145,000	12,560,000
TOTAL	**19,231,450**	**137,661,930**

Significant changes include a $2.04 million decrease in City bond request reflecting the funding of the $5.5 million 9-1-1 Radio project approved in FY20. A $1.4 million reduction in the size of the proposed School bond issue from last year's proposed $2.6 million. Water bonds shrank by $1.3 million foregoing the inclusion of $1.2 million for a contingency authorization to apply an algaecide to Lake Auburn. The lake was treated with alum in FY19 with a projected life of 3-5 years. The FY2021 proposed sewer and storm water utility bond requests rose by $670,000, and $625,000 respectively from last year's requests.

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	2021	2022	2023	2024	2025	Total
City	9,747,950	29,506,300	9,343,500	14,149,000	7,590,935	70,337,685
School	1,155,000	4,429,000	3,794,000			9,378,000
Water	2,100,000	3,300,000	5,400,000	4,350,000	4,950,000	20,100,000
Sewer	2,450,000	2,375,000	2,850,000	7,175,000	2,105,000	16,955,000
Storm Water	2,145,000	1,850,000	2,115,000	5,550,000	900,000	12,560,000
TOTAL	**17,597,950**	**41,460,300**	**23,502,500**	**31,224,000**	**15,545,935**	**129,330,685**



OVERALL FISCAL AND ECONOMIC CLIMATE

During and subsequent to the great recession, capital funding financed by our operating budget declined. While we have attempted from time to time to take modest steps to increase the operating capital budget, minimal progress has occurred in part due to continuing reductions in state revenue sharing and in part due to recognition of the City's relatively high tax rate. As a result, minimal capital funding has been provided by the operating budget since at least FY2010. To offset dramatic increases in borrowing, we have been able to fund considerable capital work through the use of the General Fund's fund balance in recent years. While this may again be possible for this year, fund balance is not a long-term and predictable source of capital funding since available balances can be heavily impacted by economic declines. 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 slow valuation growth and the lack of full funding of State Revenue Sharing, staff will continue to closely evaluate the potential to fund all or portions of 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 $212,108,597. The following chart provides greater detail by fund and purpose:

Outstanding Debt Issued & Authorized as of 12/31/19

City	$46,586,786
Pension	1,305,000
School	73,287,738[1]
Water	21,226,300
Sewer	18,498,203
Storm Water	13,383,510
TIF Special Revenue	1,138,060
Authorized, Unissued Debt	36,683,000
Total	**$212,108,597**

[1] Of this amount, $52,832,201 in debt associated with new school construction is paid by the State.

The current year's City General Fund debt service budget of approximately $8,748,319, while reduced from its high of $10,184,086 in FY2010, represents approximately 19% of the City's operating budget exclusive of schools and the 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, past and potential future reductions in state and federal funding, and the need to address aging infrastructure.

Our recent approach to debt management has involved a four part strategy. First, attempting to move certain capital expenditures back into our operating budget or find other sources to fund them. Generally, projects that are on-going or fairly predictable from year to year, such as street overlay and fleet replacement, should be supported by annual revenues. Unfortunately, this is currently not the case. Second, we closely monitored capital markets and refinanced outstanding bonds at lower interest rates whenever possible. Third, we eliminated the past practice of using one-time revenues and fund balance to support the operating budget and 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. Finally, in 2012, 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 allowed the city to gradually reduce its outstanding debt, interest due, and the percentage of the operating budget devoted to debt service.

Unfortunately, some of these tools are no longer available to us. For the most part, any debt that could be refinanced has been. While the interest rate environment has shown some volatility, it has generally hovered around historic lows and savings may not be available from refinancing existing debt. As a result, interest costs on newly issued bonds are unlikely to be lower than those experienced in recent years. Finally, given service demands and our already high tax rate, the effort to move continuing capital expenditures into the operating budget has not been successful.

Reducing our outstanding debt will also not result in an immediate significant reduction in the City's debt service payment schedule since we have generally worked to shorten the term for repayment in order to reduce interest costs and continuing to structure our debt to make equal annual principal payments, which speeds principal reduction. While resulting in a declining payment schedule over time as principal is paid off, this approach requires higher payments in the early years while also reducing lifetime interest paid. As a result of the changing economic and interest rate environment, and the identified need to invest in projects with a significant life expectancy, it may be necessary to revisit some of our approaches to debt issuance in the coming years and our reliance on the 80% standard to govern new debt authorization.

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:

FISCAL YEAR	PRINCIPAL AND INTEREST PAYMENT
FY20 (Current)	$8,538,745
FY21	$8,887,556
FY22	$6,657,907
FY23	$6,183,652
FY24	$5,110,489
FY25	$3,684,648

Given these required payments and the additional borrowing that will occur over this time, annual principal is likely to continue to increase at least until FY22 when the City will no longer be paying off its pension obligation bonds; on a positive note, however, we continue to anticipate that we will see a reduction in interest costs.

ENTERPRISE FUNDS

The majority of the projects in our water, sewer, and storm water funds are directly related to addressing old and deteriorating infrastructure or responding to state and federal clean water mandates. In all of the 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 FY2021 CAPITAL IMPROVEMENT PROGRAM

Recognizing that one of the major purposes of a capital plan is to inform the public about the City's annual budget process, this section briefly summarizes the projects identified for potential funding through local resources (our operating budget or by issuing bonds) during FY2021.

PROJECT	TOTAL COST	CITY RESOURCES
AIRPORT:		
Reconstruction of FBO Ramp	800,000	400,000
Snow Removal Equipment	350,000	175,000
Airport Master Plan Update	300,000	7,500
Pickup Mounted Fire Fighting Foam Generator	100,000	50,000
	1,550,000	632,500
TRANSIT COMMITTEE:		
Bus & Bus Support Equipment	420,000	50,000
ASSESSING:		
City-Wide Revaluation	115,000	115,000
ECONOMIC & COMMUNITY DEVELOPMENT:		
Canal Ownership Projects	240,000	240,000
Riverfront Island Implementation	150,000	150,000
Oxford Street Parking Lot	160,000	160,000
Bates Mill 5 Environmental Clean-up	505,000	255,000
Lincoln Street Garage Phase II	952,000	952,000
	2,007,000	1,757,000
MIS DEPARTMENT:		
Lewiston Technology Upgrades	480,000	480,000
POLICE DEPARTMENT:		
BLDG 6 - Police Building Expansion Project	280,000	280,000
FIRE DEPARTMENT:		
Ladder 1 Refurbishment	250,000	250,000
Main Street Fire Station Replacement Project	550,000	550,000
	800,000	800,000

PUBLIC WORKS - BUILDINGS:		
BLDG 9 - Entrance Security Upgrades	126,000	126,000
BLDG 4 - Canal Street Parking Garage Repairs	200,000	200,000
	326,000	326,000
PUBLIC WORKS - HIGHWAY:		
Birch, Caron, & Jefferson Streets Sidewalk Rehabilitation	350,000	350,000
Street Crosswalk Report Implementation Plan	75,000	75,000
Sidewalk Maintenance & Rehabilitation	352,000	352,000
Street Maintenance Program	3,828,500	3,044,250
	4,605,500	3,821,250
PUBLIC WORKS - MDOT PROJECTS:		
MDOT 2 - East Avenue - Homefield Street to Fairlawn Avenue	210,000	21,000
PUBLIC WORKS - MUNICIPAL GARAGE:		
Municipal Garage Vehicle & Equipment Replacement	1,231,700	1,231,700
PUBLIC WORKS - OPEN SPACES:		
Hudson Bus Soccer Field	320,000	320,000
Dufresne Plaza Concrete Surface	247,000	247,000
	567,000	567,000
SCHOOL DEPARTMENT:		
McMahon School Parking Expansion	600,000	600,000
Dingley Building Security	255,000	255,000
District Wide Security Camera Upgrade	300,000	300,000
	1,155,000	1,155,000
SEWER DIVISION:		
Rehabilitation of Old Sanitary Sewer Mains	1,100,000	1,100,000
Equipment Replacement Program	60,000	60,000
Collection System Inspection & Rehabilitation	600,000	600,000
CSO Separation - Various Areas	300,000	300,000
CSO Storage at LAWPCA	250,000	250,000
Pump Station Replacement	200,000	200,000
Criticality & Risk Assessment of Collection System	115,000	115,000
	2,625,000	2,625,000
STORM WATER DIVISION:		
Storm Drain Inspection	385,000	385,000
Storm Drains for Road Rehabilitation Projects	600,000	600,000
Jepson Brook Channel Upgrades	1,100,000	1,100,000
Culvert Replacement Program	110,000	110,000
CSO Separation - Various Areas	300,000	300,000
CSO Storage at LAWPCA	250,000	250,000
	2,745,000	2,745,000
WATER DIVISION:		
Lewiston SCADA Program	100,000	100,000
Distribution Water Main Replacement/Rehabilitation	2,100,000	2,100,000
Equipment Replacement Program	50,000	50,000
Lake Auburn Watershed Protection Commission Sinking Fund	50,000	25,000
Meter Program	350,000	350,000
	2,650,000	2,625,000
TOTAL	**21,767,200**	**19,231,450**

FY2021 MUNICIPAL BOND PROJECTS

The following general fund projects are proposed for bond funding in FY2021:

PROJECT	AMOUNT
CITY:	
Reconstruction of FBO Ramp	400,000
Snow Removal Equipment	175,000
Pickup Mounted Fire Fighting Foam Generator	50,000
City-Wide Revaluation	115,000
Canal Ownership Projects	240,000
Riverfront Island Implementation	150,000
Oxford Street Parking Lot	160,000
Lincoln Street Garage Phase II	952,000
Lewiston Technology Upgrades	480,000
BLDG 6 - Police Building Expansion Project	280,000
Ladder 1 Refurbishment	250,000
Main Street Fire Station Replacement Project	550,000
BLDG 9 - Entrance Security Upgrades	126,000
BLDG 4 - Canal Street Parking Garage Repairs	200,000
Birch, Caron, & Jefferson Streets Sidewalk Rehabilitation	350,000
Street Crosswalk Report Implementation Plan	75,000
Sidewalk Maintenance & Rehabilitation	352,000
Street Maintenance Program	3,044,250
Municipal Garage Vehicle & Equipment Replacement	1,231,700
Hudson Bus Soccer Field	320,000
Dufresne Plaza Concrete Surface	247,000
	9,747,950
SCHOOL DEPARTMENT:	
McMahon School Parking Expansion	600,000
Dingley Building Security	255,000
District Wide Security Camera Upgrade	300,000
	1,155,000
TOTAL GENERAL FUND REQUESTS	**10,902,950**

Given the proposed bond projects, the 80% limit of $7,275,913 would be exceeded by $3,627,037.

As we move through the budget process, it will be necessary for us to closely analyze each of the projects proposed for the coming year's bond funding to set priorities and to reduce next year's issue to a more manageable level. 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 FY2021 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.

The City Council has the final authority over which projects are funded and which are not. Given the impact on the City's operating budget due to past and continuing state municipal revenue sharing shortfalls 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, and our Finance Director Heather Hunter. 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,

Edward A. Barrett

FY 2021 Lewiston Capital Improvement Project Summary

by Department/Agency

PROJECT	PAGE	FY2021		FY2022		FY2023		FY2024		FY2025	
AIRPORT:											
Reconstruction of FBO Ramp	13	400,000	Other								
		400,000	CBI								
Snow Removal Equipment	14	175,000	Other								
		175,000	CBI								
Airport Master Plan Update	15	7,500	Other								
		285,000	F/S								
		7,500	COB								
Pickup Mounted Fire Fighting Foam Generator	16	50,000	CBI								
		50,000	Other								
Reconstruction of East Aircraft Parking Ramp & Helipad	17			1,140,000	F/S						
				30,000	Other						
				30,000	COB						
Landside Terminal Parking Lot	18			350,000	CBI						
				350,000	Other						
Environmental Analysis for Helipad	19			213,750	F/S						
				5,625	Other						
				5,625	COB						
Aircraft Hanger Construction	20					375,000	CBI				
						375,000	Other				
Maintenance Building Addition	21					250,000	CBI				
						250,000	Other				
Aircraft Hanger Construction	22							600,000	CBI		
								600,000	Other		
Fuel Storage Tank Replacement	23							250,000	CBI		
								250,000	Other		
Pavement Maintenance Seal Coat Treatment	24									760,000	F/S
										20,000	Other
										20,000	COB
EMERGENCY 9-1-1:											
Virtualization Server Replacement	25					150,000	CBI				
						150,000	Other				
911 Communication Center	26									1,000,000	CBI
										1,000,000	Other
TRANSIT COMMITTEE:											
Bus & Bus Support Equipment	27	320,000	F/S	320,000	F/S	340,000	F/S	340,000	F/S	340,000	F/S
		50,000	Other	50,000	Other	50,000	Other	50,000	Other	50,000	Other
		50,000	COB	50,000	COB	50,000	COB	50,000	COB	50,000	COB
ASSESSING:											
City-Wide Revaluation	28	115,000	CBI	115,000	CBI	115,000	CBI	115,000	CBI	115,000	CBI
ECONOMIC & COMMUNITY DEVELOPMENT:											
Canal Ownership Projects	29	240,000	CBI	260,000	CBI	100,000	CBI	100,000	CBI	50,000	CBI
Riverfront Island Implementation	30	150,000	CBI	280,000	CBI						
Oxford Street Parking Lot	32	160,000	CBI								
Bates Mill 5 Environmental Clean-up	33	250,000	F/S	250,000	F/S						
		255,000	COB	255,000	COB						
Lincoln Street Garage Phase II - **Charter Sec. 6.14 Vote Required**	34	952,000	CBI	12,646,000	CBI						
Acquisition/Demolition Funds	35			300,000	COB	300,000	COB	300,000	COB	300,000	COB

FY 2021 Lewiston Capital Improvement Project Summary
by Department/Agency

PROJECT	PAGE	FY2021		FY2022		FY2023		FY2024		FY2025	
MIS DEPARTMENT:											
Lewiston Technology Upgrades	36	480,000	CBI	328,000	CBI	235,000	CBI	248,000	CBI	118,000	CBI
POLICE DEPARTMENT:											
BLDG 6 - Police Building Expansion Project	38	280,000	CBI	2,520,000	CBI						
FIRE DEPARTMENT:											
Ladder 1 Refurbishment	39	250,000	CBI								
Main Street Fire Station Replacement Project	40	550,000	CBI	5,670,000	CBI						
Lisbon Street Fire Station Replacement Project	41					550,000	CBI	5,670,000	CBI		
Fire Pumper - Replacement for Engine 5	42									675,000	CBI
PUBLIC WORKS - ATRC:											
ARTC 1 - Alfred Plourde Parkway Phase I - River Road to Exit 80	44					1,008,000	F/S				
						112,000	CBI				
ARTC 2 - Alfred Plourde Parkway Phase II - Pleasant Street to Exit 80	45					535,500	F/S				
						59,500	CBI				
ARTC 3 - Lisbon Street Signalization	46									849,015	F/S
										94,335	CBI
ARTC 4 - Lincoln Street Signalization	47									38,120	COB
										343,080	F/S
ARTC 5 - Goddard Road - A. A. Plourde Parkway to Atlantis Way	48									459,900	F/S
										51,100	CBI
PUBLIC WORKS - BUILDINGS:											
BLDG 9 - Entrance Security Upgrades	49	126,000	CBI	75,000	CBI	75,000	CBI				
BLDG 4 - Canal Street Parking Garage Repairs	50	200,000	CBI	200,000	CBI	250,000	CBI	250,000	CBI		
BLDG 1 - Public Works Facilities Master Plan	51			60,000	CBI						
BLDG 7 - Public Works Building Roof Membrane Replacement	52			380,000	CBI						
BLDG 8 - City Hall Building Window Replacement Project	53			500,000	CBI						
BLDG 3 - Library HVAC Upgrades	54			100,000	CBI	100,000	CBI				
BLDG 12 - Armory Building Exterior Rehabilitation Project	55					140,000	CBI				
BLDG 10 - City Hall Building Exterior Rehabilitation Project	56					200,000	CBI				
BLDG 11 - Public Works Vehicle & Equipment Wash Facility	57					50,000	CBI	500,000	CBI		
BLDG 2 - Armory HVAC Upgrades	58					350,000	CBI	250,000	CBI		
PUBLIC WORKS - COMBINED SEWER OVERFLOW:											
CSO Separation - Various Areas	59	300,000	SWBI	250,000	SWBI	500,000	SWBI				
		300,000	SBI	250,000	SBI	500,000	SBI				
CSO Storage at LAWPCA	61	250,000	SWBI	200,000	SWBI	300,000	SWBI	5,000,000	SWBI		
		250,000	SBI	200,000	SBI	300,000	SBI	5,000,000	SBI		
25 Year CSO Master Plan Update	62							100,000	SWBI		
								100,000	SBI		
PUBLIC WORKS - HIGHWAY:											
Birch, Caron, & Jefferson Streets Sidewalk Rehabilitation	63	350,000	CBI	250,000	CBI						
				250,000	F/S						
Street Crosswalk Report Implementation Plan	64	75,000	CBI	275,000	CBI	250,000	CBI	250,000	CBI		
Sidewalk Maintenance & Rehabilitation	66	352,000	CBI	364,000	CBI	342,000	CBI	341,000	CBI	380,000	CBI
Street Maintenance Program	68	3,044,250	CBI	3,118,500	CBI	3,132,000	CBI	3,174,500	CBI	3,204,000	CBI
		784,250	F/S	500,000	F/S	497,500	F/S	497,500	F/S	500,000	F/S
Adams Avenue Retaining Wall	73					150,000	CBI				
Canal Street Project	74							800,000	CBI		
PUBLIC WORKS - MDOT PROJECTS:											
MDOT 2 - East Avenue - Homefield Street to Fairlawn Avenue	75	189,000	F/S	990,000	F/S						

FY 2021 Lewiston Capital Improvement Project Summary
by Department/Agency

PROJECT	PAGE	FY2021		FY2022		FY2023		FY2024		FY2025	
		21,000	COB	110,000	CBI						
MDOT 1 - Signals Upgrade Phase 2	76			641,700	F/S						
				71,300	CBI						
PUBLIC WORKS - MUNICIPAL GARAGE:											
Municipal Garage Vehicle & Equipment Replacement	77	1,231,700	CBI	1,307,000	CBI	1,329,000	CBI	1,254,000	CBI	1,903,500	CBI
PUBLIC WORKS - OPEN SPACES:											
Hudson Bus Soccer Field	80	320,000	CBI								
Dufresne Plaza Concrete Surface	81	247,000	CBI								
Kennedy Park Master Plan	82			426,500	CBI	529,000	CBI	346,500	CBI		
Cote Street Playground & Walking Path	84			100,000	CBI	500,000	CBI				
SCHOOL DEPARTMENT:											
McMahon School Parking Expansion	85	600,000	SCHBI								
Dingley Building Security	86	255,000	SCHBI								
District Wide Security Camera Upgrade	89	300,000	SCHBI	376,000	SCHBI						
Lewiston Middle School HVAC Upgrades	90			3,543,000	SCHBI						
Paving District Wide	96			510,000	SCHBI						
Green Ladle Renovation	97					100,000	SCHBI				
Longley School Building Security	98					2,344,000	SCHBI				
Dingley Building Basement Redesign	99					1,350,000	SCHBI				
SEWER DIVISION:											
Rehabilitation of Old Sanitary Sewer Mains	100	1,100,000	SBI	1,100,000	SBI	1,200,000	SBI	1,200,000	SBI	1,200,000	SBI
Equipment Replacement Program	101	60,000	SOB	25,000	SOB	225,000	SOB	225,000	SOB	120,000	SOB
Collection System Inspection & Rehabilitation	103	600,000	SBI	625,000	SBI	650,000	SBI	675,000	SBI	705,000	SBI
Pump Station Replacement	104	200,000	SBI	200,000	SBI	200,000	SBI	200,000	SBI	200,000	SBI
Criticality & Risk Assessment of Collection System	106	115,000	SIF	120,000	SIF	125,000	SIF	130,000	SIF	135,000	SIF
STORM WATER DIVISION:											
Storm Drain Inspection	107	385,000	SWBI	400,000	SWBI	415,000	SWBI				
Storm Drains for Road Rehabilitation Projects	108	600,000	SWOB	500,000	SWOB	500,000	SWOB	500,000	SWOB	500,000	SWOB
Jepson Brook Channel Upgrades	113	1,100,000	SWBI	600,000	SWBI	500,000	SWBI				
Culvert Replacement Program	114	110,000	SWBI	50,000	SWBI	50,000	SWBI	50,000	SWBI	50,000	SWBI
Hart Brook Water Quality Restoration	115			350,000	SWBI	350,000	SWBI	350,000	SWBI	350,000	SWBI
Gully Brook Drainage Area	116							50,000	SWBI	500,000	SWBI
WATER DIVISION:											
Lewiston SCADA Program	117	100,000	WOB								
Distribution Water Main Replacement/Rehabilitation	118	2,100,000	WBI	2,200,000	WBI	2,200,000	WBI	2,200,000	WBI	2,200,000	WBI
Equipment Replacement Program	121	50,000	WOB	90,000	WOB	90,000	WOB	69,000	WOB	45,000	WOB
Lake Auburn Watershed Protection Commission Sinking Fund	123	25,000	WOB	30,000	WOB	35,000	WOB	40,000	WOB	45,000	WOB
		25,000	Other	30,000	Other	35,000	Other	40,000	Other	45,000	Other
Meter Program	124	350,000	WOB	350,000	WOB	350,000	WOB	350,000	WOB	350,000	WOB
Redundant Water Transmission Main Installation	125			1,100,000	WBI	3,200,000	WBI	2,150,000	WBI	2,150,000	WBI
Lewiston-Auburn Water Treatment Program	127									600,000	Other
										600,000	WBI
TOTALS		**21,767,200**		**47,987,000**		**28,418,500**		**34,665,500**		**22,116,050**	
City Bond Issue	CBI	9,747,950		29,506,300		9,343,500		14,149,000		7,590,935	
City Operating Budget	COB	333,500		640,625		350,000		350,000		408,120	
Federal/State Funding	F/S	1,828,250		4,305,450		2,381,000		837,500		3,251,995	
Other Agency/Municipality	Other	707,500		465,625		860,000		940,000		1,715,000	
School Bond Issue	SCHBI	1,155,000		4,429,000		3,794,000					

FY 2021 Lewiston Capital Improvement Project Summary
by Department/Agency

PROJECT	PAGE	FY2021	FY2022	FY2023	FY2024	FY2025
Water Bond Issue	**WBI**	2,100,000	3,300,000	5,400,000	4,350,000	4,950,000
Water Operating Budget	**WOB**	525,000	470,000	475,000	459,000	440,000
Sewer Operating Budget	**SOB**	60,000	25,000	225,000	225,000	120,000
Sewer Bond Issue	**SBI**	2,450,000	2,375,000	2,850,000	7,175,000	2,105,000
Sewer Impact Fees	**SIF**	115,000	120,000	125,000	130,000	135,000
Storm Water Operating Budget	**SWOB**	600,000	500,000	500,000	500,000	500,000
Storm Water Bond Issue	**SWBI**	2,145,000	1,850,000	2,115,000	5,550,000	900,000
		21,767,200	**47,987,000**	**28,418,500**	**34,665,500**	**22,116,050**
Total Bond Issues		17,597,950	41,460,300	23,502,500	31,224,000	15,545,935
20yr						
CBI (City Bond Issue)		5,528,250	25,845,000	4,603,000	11,432,000	5,259,000
SCBI (School Bond Issue)		600,000	4,053,000	3,694,000		
WBI (Water Bond Issue)		2,100,000	3,300,000	5,400,000	4,350,000	4,350,000
SBI (Sewer Bond Issue)		2,250,000	2,175,000	2,650,000	6,875,000	1,905,000
SWBI (Storm Water Bond Issue)		1,650,000	1,050,000	1,300,000	5,000,000	500,000
sub-total		12,128,250	36,423,000	17,647,000	27,657,000	12,014,000
15yr						
CBI (City Bond Issue)		3,403,700	2,650,000	3,254,000	2,004,000	1,903,500
SCBI (School Bond Issue)						
WBI (Water Bond Issue)						600,000
SBI (Sewer Bond Issue)						
SWBI (Storm Water Bond Issue)		385,000	750,000	765,000	350,000	350,000
sub-total		3,788,700	3,400,000	4,019,000	2,354,000	2,853,500
10yr						
CBI (City Bond Issue)		766,000	880,000	1,277,000	713,000	283,000
SCBI (School Bond Issue)		555,000	376,000	100,000		
WBI (Water Bond Issue)						
SBI (Sewer Bond Issue)		200,000	200,000	200,000	300,000	200,000
SWBI (Storm Water Bond Issue)		110,000	50,000	50,000	150,000	50,000
sub-total		1,631,000	1,506,000	1,627,000	1,163,000	533,000
5yr						
CBI (City Bond Issue)		50,000	131,300	209,500		145,435
SCBI (School Bond Issue)						
WBI (Water Bond Issue)						
SBI (Sewer Bond Issue)						
SWBI (Storm Water Bond Issue)					50,000	
sub-total		50,000	131,300	209,500	50,000	145,435
Total		**17,597,950**	**41,460,300**	**23,502,500**	**31,224,000**	**15,545,935**

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Reconstruction of FBO Ramp after Fuel Tank Removal**

Operational Funding Division: Airport **Project Name:** Reconstruct FBO Ramp

Est. Total Cost FY21:	800,000	**Est. Total Cost FY21-FY25**	800,000
City Share FY21:	400,000	**City Share FY21-FY25:**	400,000

Project Description:
Reconstruction of FBO aircraft ramp after removal of underground storage tanks that surpassed their warranty period.

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:
When the current underground storage tanks are removed, the aircraft ramp that is near and in front of the FBO will have a big hole that will require filling. Additionally, the original airport pavement is still in service in parts of the area, and it has either failed or very near to it potentially causing aircraft damage from loose aggregate.

Future maintenance costs if known, including contracts and special service requirements:
Future maintenance costs will be borne by the airport through operations budget.

How were cost estimates obtained and expenditure commitment:
Engineering Estimate. This project may not be fundable through Federal Airport Improvement Program grant funds because of fuel farm construction and restrictions contained in Airport Improvement Program.

FUNDING SOURCES

Source	Amount					
City Operating Budget						
City Bond Issue	400,000					
Federal/State Funding	0	**Agency:**	FAA/MDOT	**Approval Received?**	Yes	No
Other Agency/Municipality	400,000	**Agency:**	Auburn	**Approval Received?**	Yes	**No**
Total Project Costs	**800,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	800,000					
Non-City Share	400,000					
City Share	400,000	0	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Update Snow Removal Equipment**

Operational Funding Division: Airport **Project Name:** Wheeled Loader

Est. Total Cost FY21:	350,000	**Est. Total Cost FY21-FY25:**	350,000
City Share FY21:	175,000	**City Share FY21-FY25:**	175,000

Project Description:
Replace wheeled loader with newer, more powerful model.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
A wheeled loader is an integral part of the airport's snow recovery plan. The airport snow recovery plan is the basis for restoring airport operations after each winter weather event.

Justification for project implementation/construction and segments, if applicable:
Current wheeled loader is a 1995, John Deere 544 with only 175 horsepower and 9,000 hours. With development of plowable pavement, the airport requires a machine able to perform at levels above the current machine's capabilities. As more is being demanded from the current wheeled loader, it is starting to show increased signs of age and wear. Albeit currently affordable, the wheeled loader will eventually require major maintenance.

Future maintenance costs if known, including contracts and special service requirements:
Future costs will be borne by the airport through operations budget.

How were cost estimates obtained and expenditure commitment:
Cost is based on product literature and will require bidding.

FUNDING SOURCES

Source	Amount					
City Operating Budget						
City Bond Issue	175,000					
Federal/State Funding		**Agency:**	FAA/MDOT	**Approval Received?**	Yes	No
Other Agency/Municipality	175,000	**Agency:**	Auburn	**Approval Received?**	Yes	**No**
Total Project Costs	**350,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	350,000					
Non-City Share	175,000					
City Share	175,000	0	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Update Airport Master Plan**

Operational Funding Division: Airport **Project Name:** Master Plan Update

Est. Total Cost FY21:	300,000	**Est. Total Cost FY21-FY25:**	300,000
City Share FY21:	7,500	**City Share FY21-FY25:**	7,500

Project Description:
A FAA funded study that strategically plans the airport for the next 20 years.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Both City's Comprehensive Plans point to this document as an integral part of that plan.

Justification for project implementation/construction and segments, if applicable:
Requested by FAA New England Region Planner and required by federal grant assurances.

Future maintenance costs if known, including contracts and special service requirements:
None

How were cost estimates obtained and expenditure commitment:
Requested verbal estimate from current consultants.

FUNDING SOURCES

Source	Amount					
City Operating Budget	7,500					
City Bond Issue						
Federal/State Funding	285,000	**Agency:**	FAA/MDOT	**Approval Received?**	Yes	**No**
Other Agency/Municipality	7,500	**Agency:**	City of Auburn	**Approval Received?**	Yes	**No**
Total Project Costs	**300,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	300,000					
Non-City Share	292,500					
City Share	7,500	0	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Pickup Mounted Fire Fighting Foam Generator**

Operational Funding Division: Airport **Project Name:** Fire Fighting Equipment

Est. Total Cost FY21:	100,000	**Est. Total Cost FY21-FY25:**	100,000
City Share FY21:	50,000	**City Share FY21-FY25:**	50,000

Project Description:
New acquisition of foam-generating firefighting skid for installation in the back of a pickup, the purchase of both are necessary.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This is consistent with the airport's master plan and both city's desire to outfit the airport to provide services that allow the airport to be self sufficient.

Justification for project implementation/construction and segments, if applicable:
This acquisition will allow both cities to reduce future response costs in an airport emergency event. This foam capability requires a foam generating unit that, if eliminated would allow the apparatus to carry more water or provide a savings in fuel and maintenance costs by reducing the overall weight of the vehicle. Because the Airport is still required to use this foam (most aircraft fires are fuel and/or metal burning) by National Fire Prevention Association (NFPA) and Federal Aviation Administration (FAA) regulations, this pickup mounted foam fire-fighting unit would meet the those standards and provide the airport the quick response to an aircraft incident not currently available.

Future maintenance costs if known, including contracts and special service requirements:
Future maintenance can be identified, the costs are not known.

How were cost estimates obtained and expenditure commitment:
Cost estimates were obtained through quotes.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	50,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality	50,000	**Agency:**	City of Auburn	**Approval Received?**	Yes **No**
Total Project Costs	**100,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	100,000					
Non-City Share	50,000					
City Share	50,000	0	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Reconstruct Aircraft Parking Apron**

Operational Funding Division: Airport **Project Name:** Reconstruct East Ramp

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	1,200,000
City Share FY21:	0	**City Share FY21-FY25:**	30,000

Project Description:
This is project is the reconstruction of the East Ramp pavement and new construction of a helipad for helicopter activities that occur most frequently on that parking ramp.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This project is consistent with the cities' Comprehensive Plan and will be reflected in a Airport Master Plan update that is schedule for FY21.

Justification for project implementation/construction and segments, if applicable:
The maintenance of pavement standards for all of the airport's aircraft movement area pavement is required through USDOT Grant Assurances. The last pavement evaluation by MeDOT showed this as the only FAILED pavement on Auburn Lewiston Airport. The helipad is an additional landing area proposed to make the helicopter traffic less of an impact on the fixed traffic on Runway 17/35 and the parking apron.

Future maintenance costs if known, including contracts and special service requirements:
Future maintenance costs if known including contracts and special service requirements, will be borne by airport through its operating budget.

How were cost estimates obtained and expenditure commitment:
Cost was obtained from consulting engineer verbally.

FUNDING SOURCES

Source	Amount					
City Operating Budget	30,000					
City Bond Issue						
Federal/State Funding	1,140,000	**Agency:**	FAA/ MeDOT	**Approval Received?**	Yes	**No**
Other Agency/Municipality	30,000	**Agency:**	City of Auburn	**Approval Received?**	Yes	**No**
Total Project Costs	**1,200,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost		1,200,000				
Non-City Share		1,170,000				
City Share	0	30,000	0	0	0	0

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

FY21 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

Est. Total Cost FY21:		**Est. Total Cost FY21-25:**	700,000
City Share FY21:		**City Share FY21-25**	350,000

Project Description:
Finish planned and DEP permitted reconstruction of airport terminal parking lot so that it conforms with current codes and modern safety standards. This request includes price increase from the bid price provided.

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.

Justification for project implementation/construction and segments, if applicable:
Because of a funding shortage, not all of the planned work was completed. This request will finish the project. Landside passenger terminal parking has not been enhanced or upgraded for more than 40 years. This project was designed to overhaul the parking lot and better support the use of the airport terminal. Additionally, part of the project is code-attainment work in the form of trash storage faculties for the restaurant and for other users, facilities for hazardous materials disposal. Overall this project will provide the community with safer, more user-friendly parking that can help to support the airport if portions of the parking are monetized to cover 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 the airport's operational budget. The costs are being explored.

How were cost estimates obtained and expenditure commitment:
Bid tabulation from initial RFP. Additional drawings that reflect current phasing can be provided when available.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	350,000				
Federal/State Funding	0	**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality	350,000	**Agency:**	City of Auburn	**Approval Received?**	Yes **No**
Total Project Costs	**700,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost		700,000				
Non-City Share		350,000				
City Share		350,000	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Environmental Analysis for Proposed Helipad**

Operational Funding Division: Airport **Project Name:** EA for Proposed Helipad

Est. Total Cost FY21: **Est. Total Cost FY21-FY25:** 225,000
City Share FY21: **City Share FY21-FY25:** 5,625

Project Description:
Auburn Lewiston Airport is a federally obligated facility subject to the requirement of National Environmental Policy Act (NEPA). NEPA requires that all changes to the lands attributed to the airport be analyzed to determine what if any significant changes to those lands will occur. This project is to make that determination for the site of the proposed Helipad on the East Apron.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Currently not included on Airport Master Plan however that may change.

Justification for project implementation/construction and segments, if applicable:
Having a separate landing area for helicopters using the hangars on the east side would eliminate traffic pattern conflict and reduce the potential for an aircraft incident on the ground. Currently, helicopters land on Runway 17/35 and then ground taxi to the hangar. Landing on a separate helipad, away from other runway users and then move straight the hangar without crossing the east ramp reduces the possibility of an incident.

Future maintenance costs if known, including contracts and special service requirements:
Cost to maintain are unknown but maintenance will include standard pavement and light maintenance of other airport pavement.

How were cost estimates obtained and expenditure commitment:
Cost estimates were obtained from Engineering consultant verbally.

FUNDING SOURCES

Source	Amount					
City Operating Budget	5,625					
City Bond Issue						
Federal/State Funding	213,750	**Agency:**	Federal Grant	**Approval Received?**	Yes	**No**
Other Agency/Municipality	5,625	**Agency:**	City of Auburn	**Approval Received?**	Yes	**No**
Total Project Costs	**225,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost		225,000				
Non-City Share		219,375				
City Share	-	5,625	-	-	-	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Airport Revenue Enhancement - Aircraft Hangar Construction**

Operational Funding Division: Joint Agency **Project Name:** T-Hangar Construction

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	750,000
City Share FY21:	0	**City Share FY21-FY25**	375,000

Project Description:
Construct nested T-Hangar, 8 to 10 unit NFPA 409 Design Group III (wing span <50ft, tail depth <35ft, tail height <20ft)

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Has been part the Airport master Plan since 1995 without action.

Justification for project implementation/construction and segments, if applicable:
This investment in the airport infrastructure through the use of self-supporting revenue bonds, will construct a revenue producing facility for the airport.

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

How were cost estimates obtained and expenditure commitment:

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	375,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality	375,000	**Agency:**	City of Auburn	**Approval Received?**	Yes **No**
Total Project Costs	**750,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost			750,000			
Non-City Share			375,000			
City Share			375,000	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Maintenance Building Addition**

Operational Funding Division: Airport

Project Name: Maintenance Building Addition

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	500,000
City Share FY21:	0	**City Share FY21-FY25:**	250,000

Project Description:
The project creates addition heated vehicle space inside the current Airport Maintenance Building to park the airport's rolling stock securely out of the weather.

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

Justification for project implementation/construction and segments, if applicable:
The airport's equipment is currently stored in the elements creating more wear and tear on the vehicles. Consideration would also be given for storage of Ground Support Equipment for FBO.

Future maintenance costs if known, including contracts and special service requirements:
Maintenance and utility costs will be borne by the airport though operations.

How were cost estimates obtained and expenditure commitment:

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	250,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality	250,000	**Agency:**	City of Auburn	**Approval Received?**	Yes **No**
Total Project Costs	**500,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost			500,000			
Non-City Share			250,000			
City Share	0	0	250,000	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Aircraft Hangar Construction**

Operational Funding Division: Airport **Project Name:** Construct Aircraft Hangar

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	1,200,000
City Share FY21:	0	**City Share FY21-FY25:**	600,000

Project Description:
The project will construct a 98 foot wide, by 98 foot long, by 26 foot high aircraft storage hangar which the airport can in turn lease out.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Development of revenue producing facilities has been a keystone of every airport master plan since 1982.

Justification for project implementation/construction and segments, if applicable:
Hangars that are owned by the airport allow the revenues to flow to the airport directly through lease agreements with the individual aircraft owner. The need for aircraft storage is significant in the northern regions as the price of aircraft continues to escalate. To be a gateway facility for business and leisure travelers as planned, the airport needs to provide protective storage for the higher cost aircraft owners and operators using the facility.

Future maintenance costs if known, including contracts and special service requirements:
Routine building maintenance can be performed through the airport's operations budget.

How were cost estimates obtained and expenditure commitment:
Estimates are based on construction costs of $80 per sq. foot for overall project.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	600,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality	600,000	**Agency:**	City of Auburn	**Approval Received?**	Yes **No**
Total Project Costs	**1,200,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost				1,200,000		
Non-City Share				600,000		
City Share	0	0	0	600,000	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Diesel and Unleaded Fuels Storage Replacement**

Operational Funding Division: Airport **Project Name:** Fuel Storage Replacement

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	500,000
City Share FY21:	0	**City Share FY21-FY25:**	250,000

Project Description:
This project will replace an underground two-compartment fuel storage tank with two above ground fuel storage tanks. The current fuel pump and metering system will be reused. This project will require additional secondary containment and other environmental necessities.

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

Justification for project implementation/construction and segments, if applicable:
Auburn Lewiston Airport currently stores diesel and unleaded fuels for the vehicles at the airport underground. The tank has been maintained for thirty years . In FY24, EPA and DEP regulations for underground storage tanks require that the tank be replaced or an alternate method of storage used.

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

How were cost estimates obtained and expenditure commitment:

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	250,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality	250,000	**Agency:**	City of Auburn	**Approval Received?**	Yes **No**
Total Project Costs	**500,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost				500,000		
Non-City Share				250,000		
City Share	0	0	0	250,000		0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Pavement Maintenance - Emulsified Asphalt Seal Coat Treatment**

Operational Funding Division: Airport **Project Name:** Pavement Maintenance

Est. Total Cost FY21:	0	**Est. Total Cost FY21-2025:**	800,000
City Share FY21:	0	**City Share FY21-2025:**	20,000

Project Description:
Crack seal and apply an emulsified asphalt seal coat to all airport pavement and repaint to FAA standards.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Maintenance of this type is part of pavement maintenance program for airport pavement as required by the Airport Improvement Program Grant Assurances.

Justification for project implementation/construction and segments, if applicable:
Most of the pavement has been in service for 5 years. The pavement is in very good condition and showing very few signs of wear. Best management practices for airport pavement in this condition suggest a treatment to FAA standards (Advisory Circular 150/5370-10), and remark, and paint the treated pavement.

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

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 co-committed with funding the project.

FUNDING SOURCES

Source	Amount					
City Operating Budget	20,000					
City Bond Issue						
Federal/State Funding	760,000	**Agency:**	FAA/MDOT	**Approval Received?**	**Yes**	No
Other Agency/Municipality	20,000	**Agency:**	City of Auburn	**Approval Received?**	Yes	**No**
Total Project Costs	**800,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost					800,000	
Non-City Share					780,000	
City Share		0	0	0	20,000	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **LA911 Server Infrastructure Replacement**

Operational Funding Division: LA911 **Project Name:** Server Replacement

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	300,000
City Share FY21:	0	**City Share FY21-FY25:**	150,000

Project Description:
Planned LA911 Server Infrastructure Replacement. Hardware will be due to be replaced because of end of life (EOL) situations or replaced due to age of equipment, and manufacture support limitations in FY23. The Storage Area Networks (SAN), network switches, and servers that house the datacenter of LA911 will be due to be replaced in FY23. This project includes both the replacement of production site hardware and Disaster Recovery (DR) site hardware with reuse of 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.

Justification for project implementation/construction and segments, if applicable:
By not staying current with supported hardware and emerging technologies, systems become outdated, obsolete, and lose residual value. There is a high factor of risk involved in falling behind in a 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 a 3 - 5 year life span. Recurring capital expenditure will be required each 3- 5 year cycle. Annual licensing is incorporated in the 911 operating budget.

How were cost estimates obtained and expenditure commitment:
Worked with vendor to assess current usage and needs with planned growth and data trends.

FUNDING SOURCES

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

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	300,000			
Non-City Share	0	0	150,000			
City Share	0	0	150,000	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **LA911 Communications Center**

Operational Funding Division: LA911 **Project Name:** LA911 Comm. Center

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	2,000,000
City Share FY21:	0	**City Share FY21-FY25:**	1,000,000

Project Description:
The Lewiston-Auburn 9-1-1 Communications Center has been in its present location since 1996. Over the past 23 years, the LA911 Center has seen growth in staff in both the operational and administrative divisions. The current center has reached space capacity for our technical support requirements. Administration also requires additional office & records storage space. Training needs include a modern classroom facility equipped to allow onsite training opportunities.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This proposal is noted as a future project to be funded in conjunction with other public safety building projects.

Justification for project implementation/construction and segments, if applicable:
The LA911 Communications Center provides critical emergency service to the community as the designated PSAP for the Cities of Lewiston & Auburn, and the Town of Poland. LA911 provides emergency dispatch service to Lewiston & Auburn Police and Fire Departments, along with fire & medical dispatch service for the Town of Poland.

Future maintenance costs if known, including contracts and special service requirements:
All maintenance cost including contracts will be included as part of the operating budget.

How were cost estimates obtained and expenditure commitment:
New construction cost based on industry standard of $360 per sq. ft. for a 5,000 sq.ft. building.

FUNDING SOURCES

Source	Amount					
City Operating Budget						
City Bond Issue	1,000,000					
Federal/State Funding		**Agency:**		**Approval Received?**	Yes	No
Other Agency/Municipality	1,000,000	**Agency:**	City of Auburn	**Approval Received?**	Yes	**No**
Total Project Costs	**2,000,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	0	0	2,000,000	
Non-City Share	0	0	0	0	1,000,000	
City Share	0	0	0	0	1,000,000	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Bus and Bus Support Equipment**

Operational Funding Division: LATC **Project Name:** Bus Replacement

Est. Total Cost FY21:	420,000	**Est. Total Cost FY21-FY25:**	2,160,000
City Share FY21:	50,000	**City Share FY21-FY25:**	250,000

Project Description:
LATC is requesting funds for the purchase of new buses or bus support equipment. LATC's approved Capital Improvement Plan has three new buses scheduled for purchase in 2021, contingent on having required federal funds. LATC will be purchasing the bus through a MaineDOT 5-year open contract which was awarded in January 2018. LATC's CIP outlines an aggressive replacement plan to take advantage of MaineDOT's open contract. The use of Federal Transit Administration funds require that local match be available. Funds may also be used to purchase equipment for 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, educational opportunities and health care appointments, as well as, social and recreational activities. The need for safe, reliable transit is identified in the 2015-19 Auburn and Lewiston CDBG Consolidated Plan, as well as in the Good Food Councils report to help address food insecurity. Lewiston's Master Plan has identified a demand for increased service, higher frequencies, extended hours, and improved routes to better serve current and potential new riders.

Justification for project implementation/construction and segments, if applicable:
Bus replacement is an ongoing project for LATC. Local matching funds need to be secured in order to apply for federal funding.

Future maintenance costs if known, including contracts and special service requirements:
LATC's maintenance costs are included in its contract for operations of the fixed route system. The newer heavy-duty diesel buses will have higher operating and maintenance costs, but will be more reliable and improve the overall service delivery. LATC is working to meet their Federal State of Good Repair Goal of 0% vehicles in the fleet exceeding their usefull life by 2022.

How were cost estimates obtained and expenditure commitment:
MaineDOT bid award through December 2022, and recent bus purchase.

FUNDING SOURCES

Source	Amount					
City Operating Budget	250,000					
City Bond Issue	0					
Federal/State Funding	1,660,000	**Agency:**	FTA/MaineDOT	**Approval Received?**	Yes	**No**
Other Agency/Municipality	250,000	**Agency:**	Auburn	**Approval Received?**	Yes	**No**
Total Project Costs	**2,160,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	420,000	420,000	440,000	440,000	440,000	440,000
Non-City Share	370,000	370,000	390,000	390,000	390,000	390,000
City Share	50,000	50,000	50,000	50,000	50,000	50,000

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **City-Wide Revaluation**

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

Est. Total Cost FY21:	115,000	**Est. Total Cost FY21-FY25:**	575,000
City Share FY21:	115,000	**City Share FY21-FY25:**	575,000

Project Description:
Revaluation of all real estate and personal property within the City to approach the State's equalized value.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Consistent with the Economic Responsibility portion of the Strategic Plan's Sustainability Goal to maintain the tax base value.

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	575,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**575,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	115,000	115,000	115,000	115,000	115,000	
Non-City Share						
City Share	115,000	115,000	115,000	115,000	115,000	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Canal Ownership/Maintenance Projects**

Operational Funding Division: Public Works **Project Name:** Canal Ownership

Est. Total Cost FY21:	240,000	**Est. Total Cost FY21-FY25:**	750,000
City Share FY21:	240,000	**City Share FY21-FY25:**	750,000

Project Description:
Improvements to the canals and their associated property to meet the expectations as part of the Riverfront. Specific projects have not yet been identified and this is a placeholder to develop projects associated with the recently acquired canals. We are including funding in the out years for projects including walkways or other amenities to improve use and enjoyment of this City asset. Suggested FY21 projects include: removal of two bridges, vegetation clearing, installation of fencing & guardrails, and FY22 projects include: removal of ice screen and electrical components and continuing vegetation clearing and guardrail and fencing installation.

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					
City Bond Issue	750,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**750,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	240,000	260,000	100,000	100,000	50,000	50,000
Non-City Share						
City Share	240,000	260,000	100,000	100,000	50,000	50,000

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Riverfront Island Implementation**

Operational Funding Division: Public Works **Project Name:** Riverfront Island

Est. Total Cost FY21:	150,000	**Est. Total Cost FY21-FY25:**	430,000
City Share FY21:	150,000	**City Share FY21-FY25:**	430,000

Project Description:
The suggested next phase of the Riverfront Island plan implementation is to make improvements to the Simard-Payne walking path along the canal and the north 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. An amphitheater was built in 2016, and a new vehicular bridge over the canal was constructed in 2019. To complete the pedestrian connection to the trestle bridge that connects to Auburn, a new walkway is being designed 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.

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

How were cost estimates obtained and expenditure commitment:
Cost estimates based on previous projects of similar nature and through contractor estimates and staff projections.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	430,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**430,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	150,000	280,000				
Non-City Share						
City Share	150,000	280,000	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Oxford Street Surface Parking Lot**

Operational Funding Division: Public Works **Project Name:** Oxford Street

Est. Total Cost FY21:	160,000	**Est. Total Cost FY21-FY25:**	160,000
City Share FY21:	160,000	**City Share FY21-FY25:**	160,000

Project Description:
This project is to construct a temporary surface parking lot to service ongoing mill development and to meet the parking demands of the developer according to the cooperative agreement between the developer and the City. Two vacant, City owned parcels on Oxford Street (Tax Map 208 lots 12 and 13) provide an opportunity to create additional surface parking as an interim measure to meet the parking demand. It is anticipated that additional parking garage space may be constructed within the next ten (10) years and that this site will be redeveloped.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This temporary parking facility is keeping with the theme of the comprehensive plan and the Riverfront Master Plan to encourage development within the area. This project will clean up some vacant land, and provide temporary parking to support growth and redevelopment in the surrounding Mill District. As development of the area progresses, this site will be available for redevelopment and further enhance the growth potential.

Justification for project implementation/construction and segments, if applicable:
Ongoing development of the Bates Mill requires additional parking to meet the growing demand. The proposed project intends to utilize two City owned vacant parcels for interim surface parking lot to help meet this demand.

Future maintenance costs if known, including contracts and special service requirements:
Snow removal costs are estimated to be approximately $2,500 to $3,000 annually. This is a temporary facility to be renovated or replaced in the next ten years. Future costs will depend or potential redevelopment of the site.

How were cost estimates obtained and expenditure commitment:
Cost estimates are based on a concept layout developed by Public Works.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	160,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**160,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	200,000					
Non-City Share	40,000 FY19 Fund Balance Appropriation					
City Share	160,000					

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Bates Mill #5 Environmental Clean-up**

Operational Funding Division: Econ. & Comm. Development **Project Name:** Bates #5 Brownfield Clean-up

Est. Total Cost FY21:	505,000	**Est. Total Cost FY21-FY25:**	1,010,000
City Share FY21:	255,000	**City Share FY21-FY25:**	510,000

Project Description:
The future of Bates Mill #5 is uncertain. Whether the building is redeveloped or demolished environmental hazards in the form of asbestos, lead paint, and PCB's in the building need to be removed or appropriately mitigated. The City has secured a $500,000 Brownfield grant to fund a portion of the project. There is a 20% required grant match by the City, however, total cost of mitigation exceeds that requirement. To satisfying the grant requirement, the Brownfield funds need to be fully expended by 9/30/22.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Legacy Lewiston encourages supporting efforts to stabilize and reuse Bates Mill #5 or to redevelop the site.

Justification for project implementation/construction and segments, if applicable:
In FY20, the City received a 3 year, $500,000 EPA Brownfield Grant to mitigate issues at Bates Mill #5. Mitigation costs are estimated to vary between $365,000 and $1.01 million depending upon the course of action taken. If the building is redeveloped, asbestos will need to be removed, PCBs encapsulated, and lead paint power washed and encapsulated. If the building is demolished, lead paint can remain and be disposed of as part of the demolition debris, but the asbestos and PCBs must be removed and disposed of at licensed facilities prior to demolition. Tom Platz has significant tenant interest for approximately 175,000 s.f. of space. The tenant interest, combined with the 3 year window to expend the grant have accelerated the time frame for action.

Future maintenance costs if known, including contracts and special service requirements:
Work must be designed and performed by licensed environmental professionals.

How were cost estimates obtained and expenditure commitment:
Beacon Environmental assisted in the writing of the Brownfield grants for the building, and as part of that work has estimated that power washing and encapsulating lead paint in the building will cost $770,000. Asbestos on the roof and elsewhere in the building is estimated to cost $205,000 to remove and for disposal. PCB's in a portion of a concrete floor are estimated to cost $35,000 to encapsulate or $160,000 to remove. This project is eligible for CDBG funding either as a portion of the annual allocation or as a Section 108 Loan.

Total Project Costs

Source	Amount					
City Operating Budget	510,000					
City Bond Issue						
Federal/State Funding	500,000	**Agency:**	EPA	**Approval Received?**	**Yes**	No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes	No
Total Project Costs	**1,010,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	505,000	505,000				
Non-City Share	250,000	250,000				
City Share	255,000	255,000	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

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

Operational Funding Division: Econ. & Comm. Dev **Project Name:** Lincoln Street Garage

Est. Total Cost FY21:	952,000	**Est. Total Cost FY21-FY25:**	13,598,000
City Share FY21:	952,000	**City Share FY21-FY25:**	13,598,000

Project Description:
Design and construct Phase II of the Lincoln Street parking garage. Approximately 523 spaces can be built on the existing surface parking area adjacent to the garage.

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 providing adequate parking to support redevelopment of the mills and other properties in the area. The Western Gateway Development District 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:
On October 7, 2019, Tom Platz provided a Parking Demand Notice referencing 108,000 s.f. of space being redeveloped. Grand Rounds has committed to 90,000 s.f. of that space. Construction is underway. Under the Bates Mill Sales Agreement the City is contractually obligated to provide 4 spaces per thousand square feet of that complex that is redeveloped. Although the math indicates the city needs to provide 432 spaces, the Notice requests 450 spaces based upon the real demand of tenants already committed to the space. The Bates Sales Agreement caps the number of spaces to be provided in any given year at 450. Staff recommends building as many spaces as possible in Phase II given more Bates Mill redevelopment is on the horizon. The City should maximize the number of vertical spaces built on land dedicated to parking that is proximal to Bates Mill in order to maintain the availability of other parcels for development and tax base expansion. 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 of an impact than a brand new garage. Snow plowing/removal will be needed for the top deck.

How were cost estimates obtained and expenditure commitment:
The Bates Mill Sales Agreement requires that any parking garage built to meet Bates Mill parking demand will be designed by Platz Associates. It specifies 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. Several years ago Platz estimated $20,000 per space to construct Phase II of the garage. Over the last year, labor shortages and trade tariffs have increased construction costs an estimated 30%, thus increasing the estimated cost per space to $26,000.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	13,598,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**13,598,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	952,000	12,646,000				
Non-City Share						
City Share	952,000	12,646,000	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Acquisition/Demolition**

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

Est. Total Cost FY21:		**Est. Total Cost FY21-FY25:**	1,200,000
City Share FY21:		**City Share FY21-FY25:**	1,200,000

Project Description:
Funds will be used to demolish City Council condemned properties, as well as to acquire real estate determined by the Council to be strategic and that will support the economic and community development goals of the City. Funds will also be used to pay related costs such as environmental testing and mitigation, and legal costs associated with acquisition and demolition. Possible CDBG funding may be made available for certain qualifying properties.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
The Riverfront Island Section of the 2010 Strategic Plan recommends evaluating and pursuing appropriate opportunities for land assemblage 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 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:
Additional City controlled land will be needed over the next five years to build additional parking lots and garages needed to support economic revitalization of the Bates, Hill and Continental Mills. As the Choice Neighborhood Plan moves forward, parcels may need to be acquired to remove blight and to support construction of new mixed income housing in the area.

Future maintenance costs if known, including contracts and special service requirements:
Post demolition and before redevelopment properties may need to be loamed, seeded and mowed.

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. Funds dedicated to this effort include reimbursements from banks on properties demolished by the City, and to a limited degree, CDBG funds when not overly complicated by federal rules.

FUNDING SOURCES

Source	Amount				
City Operating Budget	1,200,000				
City Bond Issue					
Federal/State Funding		**Agency:**		**Approval Received?**	Yes **No**
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**1,200,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost		300,000	300,000	300,000	300,000	
Non-City Share						
City Share	0	300,000	300,000	300,000	300,000	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Lewiston Technology Infrastructrure Upgrades**

Operational Funding Division: MIS **Project Name:** Technology Upgrades

Est. Total Cost FY21:	480,000	**Est. Total Cost FY21-FY25:**	1,409,000
City Share FY21:	480,000	**City Share FY21-FY25:**	1,409,000

Project Description:
Upgrade the City's technology infrastructure to maintain CGIS and other required certifications. This is required for us to maintain needed access to various state and federal systems. The request also includes upgrading the City's tax program which is far surpassed its useful life, difficult to maintain and requires two assessing applications to be maintained.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
The City's Strategic Plan adopted in 2010, sets a goal of Innovative Service Delivery through investment in technology. The FY21 LCIP projects contained in this plan are an effort to continue investments in our City wide technology infrastructure to ensure City operations remain effecient in how services are delivered.

Justification for project implementation/construction and segments, if applicable:
As Lewiston continues to face increased security threats and our major protection is hitting their end of their life cycle. It's important that we adopt industry best practices. Project requests will allow us to physically separate our data network from other critical networks such as our water and sewer control networks and disaster recovery networks to meet Federal guidelines.

Future maintenance costs if known, including contracts and special service requirements:
A support contract to maintain and repair dark fiber will be determined in the design and planning phase of the project in year one.

How were cost estimates obtained and expenditure commitment:
Estimates were obtained by city staff and various vendors.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	1,409,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**1,409,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	480,000	328,000	235,000	248,000	118,000	
Non-City Share						
City Share	480,000	328,000	235,000	248,000	118,000	0

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

Lewiston Technology Upgrades

Quantity	Item	Reason	Cost
FY21:			
1	Tax Software Upgrade	Outdated	250,000
1	Dark Fiber	Replace outdated leased fiber	150,000
1	VMWare Host	End of life	15,000
1	FD Core Switch	12 -13 years end of life	20,000
2	FD IDF Switch	12- 15 years end of life	9,000
4	PW IDF Switches	15+ years end of life	36,000
		Total FY21	**480,000**
FY22:			
1	Dark Fiber	Replace outdated leased fiber	150,000
1	VMWare Host	End of life	15,000
1	Production SAN	12 -13 years end of life	100,000
4	City Hall IDF Switches	12- 15 years end of life	36,000
3	Library IDF Switches	15+ years end of life	27,000
		Total FY22	**328,000**
FY23:			
1	Dark Fiber	Replace outdated leased fiber	150,000
1	VMWare Host	End of life	15,000
1	PW Core Switch	SCADA separation from data netw	20,000
2	Backup Target NAS	Existing NAS end of life	50,000
		Total FY23	**235,000**
FY24:			
1	Dark Fiber	Replace outdated leased fiber	150,000
1	VMWare Host	End of life	18,000
40	Aerohive Wireless Aps	10 years old obsolete	80,000
		Total FY24	**248,000**
FY25:			
1	Production SAN	12 -13 years end of life	100,000
1	VMWare Host	End of life	18,000
		Total FY25	**118,000**

FY21 Lewiston Capital Improvement Program
Project Description Form

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

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

Est. Total Cost FY21:	280,000	**Est. Total Cost FY21-FY25:**	2,800,000
City Share FY21:	280,000	**City Share FY21-FY25:**	2,800,000

Project Description:
Phase 1: (FY21) 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 (potentially at the Pubulic Works Operations Center) and office space for police personnel. For FY21 $300,000 was added to cover the cost of adding six spaces to the Public Works Operations Center equipment bays.

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 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. As a result, this leaves PW equipment, originally 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	2,800,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**2,800,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	280,000	2,520,000	0	0	0	0
Non-City Share						
City Share	280,000	2,520,000	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Ladder 1 Refurbishment**

Operational Funding Division: Fire Department Apparatus **Project Name:** Ladder 1 Refurbishment

Est. Total Cost FY21:	250,000	**Est. Total Cost FY21-FY25:**	250,000
City Share FY21:	250,000	**City Share FY21-FY25:**	250,000

Project Description:
Midlife refurbishment of the department aerial apparatus to include aerial, electrical and mechanical components. This refurbishment will address ongoing maintenance issues as well as, proactively address potential issues. Components will be upgraded to newest standard. Performing this refurbishment will add an additional 5-10 years of life to this apparatus.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
The apparatus capital improvement plan calls for a full replacement of L-1 in 2027. Undergoing the proposed maintenance will extend the life of this vehicle another potential 5-10 years. This maintenance will proactively address increasing maintenance issues. The ideal age to refurbish the apparatus is between 12 to 13 years old. Once that target timeframe has past, the return on investment decreases.

Justification for project implementation/construction and segments, if applicable:
Based upon the increasing maintenance costs, the refurbishment of L-1 components and Aerial will decrease future repair costs, increase the effective life span, and bring the apparatus up to current standards.

Future maintenance costs if known, including contracts and special service requirements:
Future costs will be included as part of the Fire Department operating budget.

How were cost estimates obtained and expenditure commitment:
A spring of 2018 evaluation completed by Pierce Manufacturing representative.

FUNDING SOURCES

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

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	250,000					
Non-City Share						
City Share	250,000	0	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

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

Operational Funding Division: Fire Department Buildings **Project Name:** Main St. Fire Station

Est. Total Cost FY21:	550,000	**Est. Total Cost FY21-FY25:**	6,220,000
City Share FY21:	550,000	**City Share FY21-FY25:**	6,220,000

Project Description:
Option I: Relocation/replacement of the Main St. fire substation at a cost estimate of $6,220,000.
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. Design & Engineering	$550,000
2. Professional Services	$170,000
3. Construction	$5,500,000
Total	$6,220,000

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 to ensure needs are met and the financial impact of substation replacement is spaced over a period of time.

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 and expenditure commitment:
Cost estimates are based upon architect budget for the replacement Sabattus St. station that is currently underway.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	6,220,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**6,220,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	550,000	5,670,000				
Non-City Share						
City Share	550,000	5,670,000	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

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

Operational Funding Division: Fire Department Buildings **Project Name:** Lisbon St. Fire Station

Est. Total Cost FY21:		**Est. Total Cost FY21-FY25:**	6,220,000
City Share FY21:		**City Share FY21-FY25:**	6,220,000

Project Description:

Option I: Relocation/replacement of the Lisbon St. fire substation at a cost estimate of $6,220,000
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. Design & Engineering	$550,000
2. Professional Services	$170,000
3. Construction	$5,500,000
Total	$6,220,000

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 a 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 the Lisbon St. fire substation, a plan to improve the station to ensure needs are met and the financial impact of substation replacement is spaced over a period of time.

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 and expenditure commitment:

Cost estimates are based upon architect budget for the replacement Sabattus St. station that is currently underway.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	6,220,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**6,220,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost			550,000	5,670,000		
Non-City Share						
City Share	0	0	550,000	5,670,000	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Fire Department Pumper**

Operational Funding Division: Fire Department Apparatus **Project Name:** Engine 5 Replacement

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	675,000
City Share FY21:	0	**City Share FY21-FY25:**	675,000

Project Description:
This project will replace the Fire Department's spare unit, Engine #6, a 2004 pumper. The pumper purchased will be placed in service as Engine #5 at the Main Street station and the current Engine #5 will be re-assigned as the spare pumper replacement of a 2004 Emergency One Pumper. The proposed unit would be equipped with Class A & B foam capabilities as well as, a 1,500 gallon per minute pump and associated firefighting and supply hose lines.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Engine #5 is assigned to the Main Street station. 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:
The Fire Department's spare truck is a 2004 pumper. The spare unit was previously a front line unit for over 20 years and was assigned to Central Fire Station. This unit is scheduled for replacement as part of the overall fire department vehicle replacement schedule detailed in Exhibit "A" in 2021.

Future maintenance costs if known, including contracts and special service requirements:
Initial maintenance costs on new apparatus is limited to service and improvement costs averaging $1,000 to $2,000 for the first five years. Once warranties expire and as the unit ages, maintenance costs will range from $3,000 to $6,000 per unit average.

How were cost estimates obtained and expenditure commitment:
Estimate provided by the Pierce Manufacturing Corporation.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	675,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**675,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost					675,000	
Non-City Share						
City Share	0	0	0	0	675,000	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Fire Department Pumper**

Operational Funding Division: Fire Department Apparatus **Project Name:** Engine 5 Replacement

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	675,000
City Share FY21:	0	**City Share FY21-FY25:**	675,000

Project Description:
This project will replace the Fire Department's spare unit, Engine #6, a 2004 pumper. The pumper purchased will be placed in service as Engine #5 at the Main Street station and the current Engine #5 will be re-assigned as the spare pumper replacement of a 2004 Emergency One Pumper. The proposed unit would be equipped with Class A & B foam capabilities as well as, a 1,500 gallon per minute pump and associated firefighting and supply hose lines.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Engine #5 is assigned to the Main Street station. 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:
The Fire Department's spare truck is a 2004 pumper. The spare unit was previously a front line unit for over 20 years and was assigned to Central Fire Station. This unit is scheduled for replacement as part of the overall fire department vehicle replacement schedule detailed in Exhibit "A" in 2021.

Future maintenance costs if known, including contracts and special service requirements:
Initial maintenance costs on new apparatus is limited to service and improvement costs averaging $1,000 to $2,000 for the first five years. Once warranties expire and as the unit ages, maintenance costs will range from $3,000 to $6,000 per unit average.

How were cost estimates obtained and expenditure commitment:
Estimate provided by the Pierce Manufacturing Corporation.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	675,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**675,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost					675,000	
Non-City Share						
City Share	0	0	0	0	675,000	0

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

LEWISTON FIRE DEPARTMENT
APPARATUS VEHICLE
REPLACEMENT SCHEDULE LCIP 2021

APPARATUS STATUS	STATION LOCATION	MFG	YEAR	COST	REPLACEMENT YEAR	PREVIOUS MILEAGE (Current) 11/2017	AVERAGE YEARLY MILEAGE	REPLACEMENT COST (Approx)	PROJECTED MILEAGE
Engine #4	Sabattus Road	Pierce	2016	$ 553,000	2036	15,639	7,500	$900,000	120,000
Ladder #1	Central Station	Pierce	2007	$ 658,000	2027	33,799	2,850	$1,000,000	90,000
Engine #7	Central Station	Pierce	2017	$ 603,000	2037	128	5,100	$980,000	95,000
Engine #5	Main Street	Pierce	2010	$ 425,000	2030	46,942	7,000	$690,000	130,000
Engine #3 (Quint)	Lisbon Road	Pierce	2019	$ 975,000	2038	0	6,300	$1,200,000	100,000
Engine #6	Central Station	E-ONE	2004	$ 317,000	2024	100,670	2,500	$675,000	120,000
Engine #1	Central Station (Reserve)	E-ONE				31,128	Not Scheduled for Replacement		
Unit 438	Equip. Van	Chevy CubVan	2005	$ 38,000	2025	5,351	250	$59,000	8,000
Unit 415	IC Vehicle	Ford Expedition	2008	$ 28,823	2022	41,478	4,250	$46,000	55,000
Unit 437	F.A. 4x4 PU	GMC PU	2017	$ 45,000	2028	200	3,500	$55,000	70,000
Unit 420	Chief	Ford Explorer	2016	$ 36,000	2026	11,282	6,000	$46,000	100,000
Unit 421	Asst. Chief	Ford Explorer	2016	$ 36,000	2026	12,874	9,700	$46,000	110,000
Unit 431	F.P. PU	Ford PU	2017	$ 45,000	2027	382	1,050	$55,000	57,000
Unit 432	F.P. PU	Ford PU	2016	$ 45,000	2026	4,517	4,250	$55,000	50,000

Revised 11/7/19

Exhibit A

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **ATRC 1 - Alfred A. Plourde Parkway Phase 1 - River Road to Exit 80**

Operational Funding Division: Public Works - Engineering **Project Name:** ATRC 1 - AAPP Ph 1

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	1,120,000
City Share FY21:	0	**City Share FY21-FY25:**	112,000

Project Description:
Beginning at River Road and extending 1.01 miles to Exit 80, this project includes a 1.5" mill, shim, 1.5" overlay, replacing the existing bit curb with slip form concrete, and restriping to include a dedicated bicycle lane.

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:
The MaineDOT Asset Management Program identifies this section of roadway (1.01 Miles) as a Highway Priority 3 and a Customer Service Level of the roadway as B with a Pavement Condition of C. The roadway was last paved in 2005, with the significant truck traffic to the Walmart Distribution Center, Estes Trucking, FedEx, and other users in this area the pavement is overdue for treatment.

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 recent project history.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	112,000				
Federal/State Funding	1,008,000	**Agency:**	MDOT	**Approval Received?**	Yes **No**
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**1,120,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost			1,120,000			
Non-City Share			1,008,000			
City Share	0	0	112,000	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **ATRC 2 - Alfred A. Plourde Parkway Phase 2 - Pleasant St. to Exit 80**

Operational Funding Division: Public Works - Engineering **Project Name:** ATRC 2 - AAPP Ph 2

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	595,000
City Share FY21:	0	**City Share FY21-FY25:**	59,500

Project Description:
Beginning at Pleasant Street and extending 0.32 miles to Exit 80 including Ramp F, Ramp J, Ramp S, and a portion of Ramp K, this project includes a 1.5" mill, shim, 1.5" overlay, replacing existing bit curb with slip form concrete, restriping to include a dedicated bicycle lane where possible and sharrows where not possible.

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:
The MaineDOT Asset Management Program identifies this section of roadway (0.76 miles) as a Highway Priority 3 and a Customer Service Level of the roadway as B with a Pavement Condition of C. This section of the roadway is the primary access to the Maine Turnpike from Lewiston and was last paved in 1998. It is overdue for pavement treatment.

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 recent project history.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	59,500				
Federal/State Funding	535,500	**Agency:**	MDOT	**Approval Received?**	Yes **No**
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**595,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost			595,000			
Non-City Share			535,500			
City Share	0	0	59,500	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **ATRC 3 - Lisbon Street Signalization**

Operational Funding Division: Public Works - Engineering **Project Name:** ATRC 3 - Lisbon Street Signal

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	943,350
City Share FY21:	0	**City Share FY21-FY25:**	94,335

Project Description:
Intersections of Lisbon/South, Lisbon/St. Croix-Scribner, Lisbon/Pleasant, Lisbon/Westminster, Pleasant/Alfred A. Plourde Parkway, the project includes upgrading controllers, video detection, preemption where necessary, fiber optic interconnect, installing a pedestrian refuge island at Lisbon/Scribner, and ADA upgrades at all of the intersections.

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:
The City of Lewiston and ATRC have been implementing a comprehensive Intelligent Transportation System (ITS) of which four phases have already been completed. This project will further expand the ITS system to include additional signals in the downtown, will improve safety for pedestrian and other system users, and comply with ADA requirements.

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 recent project history.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	94,335				
Federal/State Funding	849,015	**Agency:**	MDOT	**Approval Received?**	Yes **No**
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**943,350**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost					943,350	
Non-City Share					849,015	
City Share	0	0	0	0	94,335	

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **ATRC 4 - Lincoln Street Signalization**

Operational Funding Division: Public Works - Engineering **Project Name:** ATRC 4 - Lincoln Street Signal

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	381,200
City Share FY21:	0	**City Share FY21-FY25:**	38,120

Project Description:
Intersections of Lincoln/Chestnut, Lincoln/Cedar, and Canal/Cedar, the project includes upgrading controllers, video detection, preemption where necessary, fiber optic interconnect, and ADA upgrades at the intersections.

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:
The City of Lewiston and ATRC have been implementing a comprehensive Intelligent Transportation System (ITS) of which four phases have already been completed. This project will further expand the ITS system to include additional signals in the downtown, will improve safety for pedestrian and other system users, and comply with ADA requirements.

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 recent project history.

FUNDING SOURCES

Source	Amount				
City Operating Budget	38,120				
City Bond Issue	0				
Federal/State Funding	343,080	**Agency:**	MDOT	**Approval Received?**	Yes **No**
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**381,200**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost					381,200	
Non-City Share					343,080	
City Share	0	0	0	0	38,120	

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **ATRC 5 - Goddard Road - Alfred A Plourde Parkway to Atlantis Way**

Operational Funding Division: Public Works - Engineering **Project Name:** ATRC 5 - Goddard Road

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	511,000
City Share FY21:	0	**City Share FY21-FY25:**	51,100

Project Description:
Beginning at Alfred A Plourde Parkway and extending 0.26 miles to Atlantis Way, this project includes a 1.5" mill, shim, and a 1.5" HMA overlay.

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:
The MaineDOT Asset Management Program identifies this section of roadway as a Highway Priority 5 with a Customer Service Level of A. This major urban collector provides truck access from the turnpike to the Walmart Distribution Center and the South Park Industrial Park. One section of the road was last paved in 1992, with the rest of this project area paved in 2008.

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 recent project history.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	51,100				
Federal/State Funding	459,900	**Agency:**	MDOT	**Approval Received?**	Yes **No**
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**511,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost					511,000	
Non-City Share					459,900	
City Share	0	0	0	0	51,100	

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Entrance Security Upgrades**

Operational Funding Division: Municipal Buildings **Project Name:** BLDG - 9

Est. Total Cost FY21:	126,000	**Est. Total Cost FY21-FY25:**	276,000
City Share FY21:	126,000	**City Share FY21-FY25:**	276,000

Project Description:
Security and access to city buildings has not been updated for many years. The building technology and the way we utilize the buildings has evolved. The keying system that we currently use has a patent that has expired, meaning that the template for our "Medco" master key system could become available to authorized dealers outside of our area. Our vender Fortier's Lock Smith has assured us that there is no immediate concern, but this is something that needs to be addressed soon. The proposed project would include addressing our master key situation.
We have worked with Griffon Security of Kennebunk Maine, and are proposing a system that can be adapted to all city's buildings over time. The proposed upgrades include upgrading door hardware as required to install proximity card/fob readers and the software to administer the system. The system would utilize an ID card or fob in lieu of the staff being issued keys.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
N/A

Justification for project implementation/construction and segments, if applicable:
Phase One/FY20 - In the spring of 2020 the police department will be reviewed for accreditation with the Commission of Accredited Law Enforcement Agencies (C.A.L.E.A.). Controlled accesses to many areas in the department are part of the accreditation and the existing software/hardware are not sufficient to meet the requirements. Phase one includes purchasing and implementation of the software that will support the following phases. Phase Two/FY21 - City Hall, FY22- FY23 to include the next buildings on the priority list yet to be determined.

Future maintenance costs if known, including contracts and special service requirements:
General maintenance covered by the operating budget.

How were cost estimates obtained:
Cost are taken from a proposal provided by Griffon Security located in Kennebunk, Maine.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	276,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**276,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	126,000	75,000	75,000	0	0	0
Non-City Share						
City Share	126,000	75,000	75,000	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Canal St. Parking Garage Building Repairs**

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

Est. Total Cost FY21:	200,000	**Est. Total Cost FY21-FY25:**	900,000
City Share FY21:	200,000	**City Share FY21-FY25:**	900,000

Project Description:
As part of the current concrete repair project, additional work beyond the original scope has been identified. FY22: expansion joint repairs/replacement, traffic membrane repairs, crack repair, sealing of ground level floor, re-stripping and new lighted exterior parking signs. FY23: Clean sand from all drains, replace approximately 300 LF of drain pipe, lighting improvements (LED), stairway improvements with new handrails and stair nosings, and replace all signage. FY24: Remove and replace membrane sections as required, finish lighting improvements, new fire alarm and fire water riser piping with alarm pull stations, install video camera system at all stairways and entrances and exits.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
N/A

Justification for project implementation/construction and segments, if applicable:
The Canal Street parking garage is overdue on maintenance and the referenced work is an accelerated plan to get caught up to where the facility should be. The work plan has been scoped out to provide a facility that is safe, well lit and a good parking experience for all the patrons.

Future maintenance costs if known, including contracts and special service requirements:
N/A

How were cost estimates obtained:
Scope of work and budget cost were provided by Knowles Industrial Services.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	900,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**900,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	200,000	200,000	250,000	250,000	0	0
Non-City Share						
City Share	200,000	200,000	250,000	250,000	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Public Works Facilities Master Plan**

Operational Funding Division: Public Works - Buildings **Project Name** BLDG 1

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	60,000
City Share FY21:	0	**City Share FY21-FY25:**	60,000

Project Description:
Hire a consultant to assist in the feasibility study focused on the longevity of the existing Public Works location and the changing needs of the departments operating there.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
N/A

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

Future maintenance costs if known, including contracts and special service requirements:
N/A

How were cost estimates obtained:
In house estimate.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	60,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**60,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	60,000	0	0	0	0
Non-City Share						
City Share	0	60,000	0	0	0	0

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

FY21 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

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	380,000
City Share FY21:	0	**City Share FY21-FY25:**	380,000

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 beyond 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. Budget cost increased by 10% for FY21.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	380,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**380,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost		380,000	0	0	0	0
Non-City Share						
City Share		380,000	0	0	0	0

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

FY21 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

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	500,000
City Share FY21:	0	**City Share FY21-FY25:**	500,000

Project Description:
The City hall window project would 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 as recommended in the Lewiston City Hall Master Plan completed by Harriman Associates in 1989. The existing casement windows were installed in the 1970's energy crunch to improve the energy efficiency of the building. The window exterior finish will 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 windows that were installed in 1892, 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 windows.

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 windows with aluminum framed double hung windows rather than wood framed windows as proposed in option A. 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 existing casement windows installed in the 1970's with aluminum-clad, double-hung wood windows. They would be the same size as the existing casement windows. Project estimate would be $70,000. This would not restore the window openings to their full size as recommended by Harriman Associates to satisfy the historic preservation needs.

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		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**500,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	500,000	0	0	0	0
Non-City Share						
City Share	0	500,000	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Public Library HVAC Upgrades**

Operational Funding Division: Public Works - Buildings **Project Name** BLDG 3

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	200,000
City Share FY21:	0	**City Share FY21-FY25:**	200,000

Project Description:
Replace six (6) existing roof top HVAC units and related materials as required.

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 Library relies on (6) roof top units for heating, ventilation and air conditioning. Of the six, three are (24) years old and three are (20) years old. All six are at the end of their life expectancy. Repair cost will continue to grow and efficiency will fall while risking catastrophic failure.

Future maintenance costs if known, including contracts and special service requirements:
N/A

How were cost estimates obtained:
In house estimate.

FUNDING SOURCES

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

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	100,000	100,000	0	0	0
Non-City Share						
City Share	0	100,000	100,000	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Armory Building Exterior Rehabilitation Project - CDBG?**

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

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	140,000
City Share FY21:	0	**City Share FY21-FY25:**	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:
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, 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				
City Operating Budget					
City Bond Issue	140,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**140,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	140,000	0	0	0
Non-City Share						
City Share	0	0	140,000	0	0	0

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

FY21 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

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	200,000
City Share FY21:	0	**City Share FY21-FY25:**	200,000

Project Description:
This is the last phase of a multi-year effort to rehabilitate and protect the exterior surfaces of City Hall. 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 City Hall 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				
City Operating Budget					
City Bond Issue	200,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**200,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	200,000	0	0	0
Non-City Share						
City Share	0	0	200,000	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Public Works Building Vehicle/Equipment Wash Facility**

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

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	550,000
City Share FY21	0	**City Share FY21-FY25:**	550,000

Project Description:
This project will construct a large vehicle/equipment wash facility for the City of Lewiston and Lewiston-Auburn Transit Committee (LATC), with other potential partners including the City of Auburn, Western Maine Transportation Services, and the Towns of Lisbon and Sabattus. Vehicle wash facilities with built-in environmental controls to recycle wash water and recover potential contaminants start at $80,000 or more for the equipment. The estimated cost for a building enclosure, utilities, and site improvements for the vehicle wash facility is $500,000 and $50,000 for design work. We are assuming a building would be built on land already owned by the City, so no cost for real estate is included.

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 department maintains more than 200 vehicles and pieces of equipment/rolling stock. Frequent washing and cleaning of vehicles and equipment is needed not only to maintain appearance, but primarily for corrosion protection. Twenty-five to thirty percent of the repairs performed at the shop have some sort of connection to the effects of corrosion. Areas affected the most are the truck frame, wiring, braking systems, and sheet metal. Routinely washing the vehicles would reduce maintenance and repair while prolonging the life of the vehicles. The City currently uses local car wash facilities for the City's fleet of police cars, passenger cars, and vans. However, there are no facilities available to clean large pieces of equipment such as fire trucks, highway, water and sewer equipment. The larger pieces of equipment must currently be washed in the back bay of the PW garage by hand with the use of portable steam-jennies, a fire hose and an under-the-vehicle sprayer. The LPWD's vehicle wash practices allow for the wash water to discharge to the City's sewer system which was completed in the fall of 2015. The existing facility is currently in the back bay of the Municipal Garage which has created a multitude of the following problems:

1. The current truck wash facility is too small. During the winter, all PW plow vehicles are parked in the back bay and with their plows installed, there is little room for cleaning vehicles. The wash bay entrance door is also used as the main entrance to the building because it has an 18 foot wide door opening compared to 14 feet wide for all other doors. The head room doesn't allow for the truck to lift the truck dumps and sweepers all the way up, making it more difficult to clean the vehicles. 2. The washing environment is not good for the electrical system in either the PW vehicles or building. The back bay was never designed for a truck wash and as a result the excessive moisture will effect the building's insulation and structural members. 3. The proposed facility includes catwalks on both sides allowing personnel safe access to the higher areas of the vehicles. 4. Cost for water and sewer would be reduced with the new truck wash because the project includes a water recycling system.

Future maintenance costs if known, including contracts and special service requirements:
Future operation & maintenance costs are estimated to be ~$40,000 per year which could be shared between the partners.

How were cost estimates obtained:
Cost estimate was obtained by commercial vendor and in-house staff.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	550,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**500,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	50,000	500,000	0	0
Non-City Share						
City Share	0	0	50,000	500,000	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Armory HVAC Upgrades**

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

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	600,000
City Share FY21:	0	**City Share FY21-FY25:**	600,000

Project Description:
Priority One: Install mechanical ventilation system throughout the building. Priority two: Upgrade existing piping/radiators to cabinet unit heaters throughout the building.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
N/A

Justification for project implementation/construction and segments, if applicable:
Commercial building codes require a specific amount of outdoor air to filtered into the building in order to maintain indoor air quality and comfort. Currently there is no mechanical ventilation in the building. The boilers have been upgraded to natural gas, but the piping and steam radiators remain inefficient and posing a high risk of failure. As programs fill space at the Armory, it will become necessary to comply with codes to maintain the growth.

Future maintenance costs if known, including contracts and special service requirements:
N/A

How were cost estimates obtained:
In house estimate.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	600,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**600,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	350,000	250,000	0	0
Non-City Share						
City Share	0	0	350,000	250,000	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

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

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

Est. Total Cost FY21:	600,000	**Est. Total Cost FY21-FY25:**	2,100,000
City Share FY21:	600,000	**City Share FY21-FY25:**	2,100,000

Project Description:
Combined sewer overflow (CSO) separation in the downtown area to reduce flows at Water St. storage tank, Gully Brook outfall #005C, Jepson Brook, and LAWPCA. Completing this separation work, along with Jepson Brook Area CSO Storage in FY21/22, will reduce overflows city-wide to less than once-per-year not including Structure B at LAWPCA. This will meet Lewiston's DEP Master Plan requirements and will reduce the volume of storage required to be constructed at LAWPCA.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Clean Water Act Master Plan. A 20-year CWA Master Plan Update is in progress.

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 and the 20-year update in progress.

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 consultants and City staff based on past project costs.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	2,100,000	Split between Sewer & Storm Water Funds			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**2,100,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	600,000	500,000	1,000,000	0	0	
Non-City Share						
City Share	600,000	500,000	1,000,000	0	0	0

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

FY21:

STREET	CATCH BASIN #	LENGTH		TOTAL
Alec Street	1409, 1410		Green Infr./Detention	30,000
Bearce Avenue	1147		Green Infr./Detention	15,000
Shank Street	1654, 1655, 9761	430'	Separation	150,500
Montello Street	20904, 33696		Green Infr./Detention	30,000
Lemont Avenue	895, 896	70'	Separation	24,500
Canal St Alley	1445, 152, 151	250'	Separation	112,500
Cedar Street	216	300'	Separation	135,000
Wellman Street	1214, 9915		Green Infr./Detention	30,000
Sherbrooke Avenue	1969		Green Infr./Detention	15,000
Tampa Street	5970, 5971		Green Infr./Detention	30,000
Lisbon Street	Country Kitchen roof		Separation	27,500
				600,000

FY22:

STREET	FROM	TO	LENGTH	COST PER FOOT	TOTAL
Pine Street	Bates	Blake St.	300	350	105,000
Howe Street	Sabattus	Ash	220	350	77,000
Bates Street	Ash	Walnut St.	900	350	315,000
			1,420		**497,000**

FY23:

STREET	FROM	TO	LENGTH	COST PER FOOT	TOTAL
Horton Street	Pine St.	Ash St.	110	350	38,500
Ash Street	Pierce St.	Bartlett St.	300	350	105,000
RR Crossing	Whipple St.				90,000
Whipple Street	RR Tracks	Cottage St.	450	350	157,500
Cottage Street	Elm St.	Wakefield St.	850	350	297,500
Curtis Street	Cottage St.	Main St.	300	350	105,000
Arch Avenue	Cottage St.	Main St.	300	350	105,000
Wakefield Street	Cottage St.	Main St.	300	350	105,000
			2,610		**1,003,500**

*$per/LF includes design and inspection costs.

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **CSO Storage**

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

Est. Total Cost FY21:	500,000	**Est. Total Cost FY21-FY25:**	11,500,000
City Share FY21:	500,000	**City Share FY21-FY25:**	11,500,000

Project Description:
In addition to the separation work required in the Jepson Brook drainage area, two small CSO storage tanks are required to eliminate overflows up to a one-year event at tanks 024, 026 and 017. The tank near 024 and 026 (100,000 gal) would be constructed in FY21 along the channel between Brooks Ave. and Pettingill St. The 017 tank (100,00 gal) would be built in FY22, adjacent to and in conjunction with the Robinson Gardens culvert improvements.

A large storage tank (approx. 2,000,000 gal) is expected to be required at LAWPCA in FY24 to control overflows at the treatment plant Structure B as part of the 20 year master plan update. The exact size, location and cost of that tank will be determined by design work to be completed in FY23. This project would capture flow from the Lewiston interceptor during storm events before it enters the treatment plant. It would be sized to capture a one-year storm without overflowing.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Clean Water Act Master Plan 15/20 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 20 Year update. The schedule for these projects are currently being negotiated with Maine DEP as part of the 20-year Master Plan Update approval process.

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 storage cost per gallon from past projects and other similar projects in Maine. The City is looking into a cost sharing agreement with Auburn based on LAWPCA apportionment.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	11,500,000	Split between Sewer & Storm Water Funds			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**11,500,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	500,000	400,000	600,000	10,000,000	0	0
Non-City Share						
City Share	500,000	400,000	600,000	10,000,000	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **25 Year CSO Master Plan Update**

Operational Funding Division: Public Works - Engineering **Project Name:** CSO Master Plan Update

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	200,000
City Share FY21:	0	**City Share FY21-FY25:**	200,000

Project Description:
The City's CSO Master Plan was approved by Maine DEP in 2000. The second five year extension of the original 15 year schedule is in progress to be submitted for approval by June 30, 2019. The Master Plan required an update to be submitted every five years summarizing progress to date and a schedule for future projects. A 25-year update will be due in June of 2024. This report will summarize progress made to date, and confirm whether or not the schedule in the 20-year update has been met. The report will make recommendations for additional projects and implementation schedules for the next five year period. This update will include flow metering and SWMM model updates and analysis. The report will be completed jointly with LAWPCA and Auburn Sewerage District.

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, the Clean Water Act Master Plan schedule approved by MDEP & USEPA.

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

How were cost estimates obtained:
This project originated from City staff, and the requirements of Maine DEP and the Clean Water Act. The cost estimates were made by City Staff based on past report costs.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	200,000	Split between Sewer & Storm Water Funds			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**200,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	0	200,000	0	0
Non-City Share						
City Share	0	0	0	200,000	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Birch, Caron, Jefferson Street Sidewalk Rehabilitation**

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

Est. Total Cost FY21:	350,000	**Est. Total Cost FY21-FY25:**	850,000
City Share FY21:	350,000	**City Share FY21-FY25:**	600,000

Project Description:
Project improvements include rehabilitation of Birch Street sidewalks from Longley School to Caron Street, and installation of new sidewalk along Caron Street from Jefferson Street to Marcotte Street. The rehabilitation of sidewalks includes (1,700') of granite curbing and 850' of concrete curbing along Caron Street, as well as rehabilitation of the existing sidewalks and construction of 1300' of new sidewalk. This section of Birch Street is 1,400 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:
The sidewalks and road are in very poor condition and some sidewalk sections are considered hazardous. This is also a route to school and to the new Marcotte Park. None of the areas meet ADA standards. 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, Longley School, and Robert V. Conners Elementary School (majority of student population are all walkers). A municipal playground, two athletic fields, elderly housing, two community centers, and the Androscoggin Colisee are also located on this street.

Future maintenance costs if known, including contracts and special service requirements:
Project will be split into 3 phases of work. Phase 1 will be in FY2020, and will consist of rehabilitating existing sidewalks along the school side of Birch, Caron, Jefferson Streets area. This was included in the FY2020 budget. Phase 2 is repairing and adding up to 700' of new and existing sidewalk along the Colisee side of Birch and Jefferson Streets, along with adding new sidewalk on Caron Street for Judes Place at Marcotte Park. The decision to begin the project with sidewalk rehabilitation is to promote a safe walking path to both Lewiston High School, and the new elementary school. Phase 3 will begin in FY2022, and will consist of road rehabilitation, both mill & fill and strip & pave, depending on the condition of pavement in certain areas. LPW Engineering's plan is to do this phase as part of the Maine DOT MPI program with the State paying 50% of the construction cost. The estimate for future paving work is approximately $500,000.

How were cost estimates obtained:
Cost estimates were obtained by City staff.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	600,000				
Federal/State Funding	250,000	**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**850,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	350,000	500,000	0	0	0	0
Non-City Share	0	250,000	0	0	0	0
City Share	350,000	250,000	0	0	0	0

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Crosswalk Report Implementation Plan**

Operational Funding Division: Public Works - Highway **Project Name:** Crosswalk Improvements

Est. Total Cost FY21:	75,000	**Est. Total Cost FY21-FY25:**	850,000
City Share FY21:	75,000	**City Share FY21-FY25:**	850,000

Project Description:
In 2018, Public Works selected HNTB to evaluate the arterials to determine where crosswalk enhancements and additions were warranted. The study, now complete, has identified more than $1.1 million in improvements for nearly 50 locations throughout the City. Attached is a prioritized list of crossing upgrades. Upgrades include curb extensions, high visibility crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), pedestrian refuge islands, and more to improve the safety at crossing locations throughout the City. We are proposing the upgrades recommended by the consultant be phased in over several years, but the City may want to adjust this as funding is available. It is worth noting that the majority of upgrades fall within the areas of two major paving projects that Public Works anticipates will be constructed in the next 3-4 years - Sabattus Street mill & fill - FY2020/21 and Main Street mill & fill - FY2023/24). Improvements from the Pedestrian Crossing Study will be coordinated with these two projects.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
The crosswalk enhancements to be completed are from the Pedestrian Crossing Study completed by HNTB with direction from City staff. The Study was finalized in the summer of 2019.

Justification for project implementation/construction and segments, if applicable:
Accidents between pedestrian and automobiles have been on the rise in the State and there have been several in the City. This evaluation guides initiatives that are aimed at improving pedestrian safety at crosswalks in the City. The streets analyzed by HNTB as part of the aforementioned study are all Federal Functional Classification and are subject to various Maine DOT Rules and Guidelines. The principal arterials and some of the major collectors have crosswalk locations and controls established by the Maine DOT and maintained by the City. There is currently $341,000 available to implement the recommendations included in the report, $251,000 of which Public Works intends to coordinate with the Sabattus Street mill & fill project by MDOT for the 2020 construction season. The remaining $90,000, coupled with the requested $75,000 herein, will be allocated to upgrades on Canal Street, lower Lisbon Street, and Russell Street.

How were cost estimates obtained:
The cost estimates are made by HNTB as part of the study.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	850,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**850,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	75,000	275,000	250,000	250,000		
Non-City Share						
City Share	75,000	275,000	250,000	250,000	0	

In their report, HNTB prioritized crosswalks needing attention by tiers.

TIER 1

There are 11 intersections identified as having priority over all other intersections. They are pedestrian crossings with higher usage and/or safety concerns. Details on the needs of each intersection is included in the draft report. These include:

Priority	Location	Estimated Cost
1-1	Main St at Middle St	100,000
1-2	Main St at Lisbon St	40,000
1-3	Main St at Canal St	70,000
1-4	Main St at Lincoln St	100,000
1-5	Sabattus St at Main St	60,000
1-6	Main St at Bates St	50,000
1-7	Main St at High St	60,000
1-8	Sabattus St at Oak St and Bartlett St	70,000
1-9	Sabattus St at Howe St and Wood St	60,000
1-10	Canal St at Ash St	30,000
1-11	Canal St at Pine St	20,000
	Total Tier 1	**660,000**

TIER 2

There are 7 locations identified as crossings with some ADA and minor fixes that should be updated as budget and time allow. These could wait until the Tier 1 locations are addressed and the needs are identified in the draft report. In no particular order, these include:

Main St at Montello St and Landry Rd (New mid-block crossing	50,000
Russell St at East Ave (Right turn arrow at slip lane)	4,000
Lisbon St at South Ave (ADA and improved signage)	40,000
Lisbon St at St. Croix St (ADA and improved signage)	40,000
Lisbon St at Scribner Blvd (ADA and improved signage)	40,000
Canal St at Cedar St bridge (Eliminate southwesterly ramp)	20,000
Canal St at Maple St (RRFB's)	30,000
Total Tier 2	**224,000**

TIER 3

These include crossings that recommend improved signage, potential new crossings, and/or improvements that could be made as new development occurs. They are listed here:

Main St at Mollison Way (Improve signage)	1,000
Main St at Marden's (New mid-block crossing)	50,000
Russell St at Central Ave (Improved signage)	3,000
Russell St at College St (Improved signage)	3,000
Russell St at Lafayette St (New crossing)	50,000
Lisbon St at Ash St (Improved signage)	3,000
Lisbon St between Ash and Pine (Improved signage)	1,000
Lisbon St at Pine St (Improved signage)	3,000
Lisbon St between Pine and Chestnut (Improved signage)	1,000
Lisbon St at Chestnut St (Improved signage)	1,000
Lisbon St at Spruce St (Improved signage)	1,000
Lisbon St at Cedar St (Improved signage)	1,000
Lisbon between Cedar and Maple (Improved signage)	1,000
Lisbon St at Maple St (Improved signage)	1,000
Lisbon St at Locust St (Improved signage)	1,000
Canal St at Chestnut St (Reevaluate bridge during retrofit)	3,000
Canal St at Parking Garage (New crossing)	50,000
Total Tier 3	**174,000**

ADDITIONAL

These are additional crossings that the City asked HNTB to evaluate:

Lincoln St at Oxford St (Improve ADA ramps & signage)	30,000
Basilica of Saints Peter and Paul (Additional RRFBs)	-
Lincoln St at River Rd and South Ave (New crossing)	35,000
Franco Center Crossing (Improve ADA ramps & signage)	20,000
Total Additional	**85,000**
	1,143,000

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Sidewalk Maintenance & Rehabilitation**

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

Est. Total Cost FY21:	352,000	**Est. Total Cost FY21-FY25:**	1,779,000
City Share FY21:	352,000	**City Share FY21-FY25:**	1,779,000

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 five year street maintenance and rehabilitation plans. Treatment for sidewalk maintenance includes: resurfacing an existing sidewalk; resetting curb and resurfacing sidewalk; replacing curb (usually granite downtown) and rebuilding 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." and 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. 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					
City Operating Budget						
City Bond Issue	1,779,000					
Federal/State Funding		**Agency:**	CDBG	**Approval Received?**	Yes	**No**
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes	No
Total Project Costs	**1,779,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	352,000	364,000	342,000	341,000	380,000	400,000
Non-City Share						
City Share	352,000	364,000	342,000	341,000	380,000	400,000

Sidewalk Maintenance & Rehabilitation

Fiscal Year	Road	Area	L.F.	Cost
FY2021	Pierce Street	Ash St. to Birch St.	3,200	352,000
FY2022	Howard Street	Sabattus St. to Walnut St.	2350	259,000
	Shawmut Street	Sabattus St. to Ash St.	950	105,000
			Total	**364,000**
FY2023	Shawmut Street	Ash St. to Walnut St.	1,550	171,000
	Blake Street	Ash St. to Walnut St.	1,550	171,000
			Total	**342,000**
FY2024	Blake Street	Walnut St. to dead end	3,100	341,000
FY2025	Howe Street	Sabattus St. to Walnut St.	2,650	292,000
	Horton Street	Ash St. to Pine St.	800	88,000
			Total	**380,000**

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Street Maintenance Program**

Operational Funding Division: Public Works - Highway **Project Name:** Street Maintenance Program

Est. Total Cost FY21:	3,828,500	**Est. Total Cost FY21-FY25:**	18,452,500
City Share FY21:	3,044,250	**City Share FY21-FY25:**	15,673,250

Project Description:
Maintenance to City streets include 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. Lists are attached to this form based on past pavement strategies at the time of publication. New adjusted strategies will be presented to City Council this fall that could change some

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 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. So, Public Works staff is using the new pavement management software and 10 year plan to develop the LCIP which is then pared down to a more manageable annual amount. 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					
City Operating Budget						
City Bond Issue	15,673,250					
Federal/State Funding	2,779,250	**Agency:**	MDOT	**Approval Received?**	Yes	**No**
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes	No
Total Project Costs	**18,452,500**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	3,828,500	3,618,500	3,629,500	3,672,000	3,704,000	
Non-City Share	784,250	500,000	497,500	497,500	500,000	
City Share	3,044,250	3,118,500	3,132,000	3,174,500	3,204,000	

Street Maintenance Program

2021

STREET	FROM	TO	LENGTH(FT)	PCI	SCOPE OF WORK	COST	
ABBOT ST	MOUNTAIN AVE	WARE ST	275	37	STRIP & PAVE	60,290	
AMES AVE	LAURIER ST	DEAD END	525	50	STRIP & PAVE	57,500	
BARDWELL ST	**VALE ST**	**NICHOLS ST**	**1,030**	**30**	**STRIP & PAVE**	**120,343**	
BENSON ST	**MOUNTAIN AVE**	**WARE ST**	**510**	**22**	**STRIP & PAVE**	**56,599**	
CALDWELL CIR	PINEWOOD RD	DEAD END	2,060	30/87	RECON/OVERLAY	250,000	
CHADBOURNE RD	**SABATTUS ST**	**OLD CHADBOURNE RD**	**1,500**	**40**	**STRIP & PAVE**	**101,500**	
FAIRMOUNT ST	COTE ST	COTE ST	730	65	SHIM AND OVERLAY	110,132	
FURBUSH ST	SABATTUS ST	DEAD END	430	6	STRIP & PAVE	41,500	
GODDARD RD	RIVER RD	ATLANTIS WAY	3,200	36	RECON/MILL AND FILL	600,000	**MPI**
GROVEMOUNT LN	**ASHMOUNT ST**	**VALLEY ST**	**765**	**77**	**SHIM AND OVERLAY**	**47,210**	
HARTFORD ST	McKINLEY DR	HOGAN RD	425	56	SHIM AND OVERLAY	21,400	
HEATHWOOD LN	**VALLEY ST**	**HILLMOUNT DR**	**1,055**	**56**	**STRIP & PAVE**	**124,240**	
JACQUELINE AVE	**LEMAY AVE**	**DEAD END**	**275**	**73**	**SHIM AND OVERLAY**	**18,374**	
KENSINGTON AVE	SHERBROOKE AVE	DEAD END	1,725	62	MILL AND FILL	181,500	
LAURIER ST	**SABATTUS ST**	**SABATTUS ST**	**1,100**	**30**	**STRIP & PAVE**	**100,500**	
LEMAY AVE	**HOGAN RD**	**JACQUELINE AVE**	**985**	**52**	**SHIM AND OVERLAY**	**48,426**	
LOWELL ST	**MIDDLE ST**	**CHAPEL ST**	**275**	**44**	**SHIM AND OVERLAY**	**18,500**	
LYNN ST	AMES AVE	DEAD END	300	43	STRIP & PAVE	32,200	
MCKINLEY DR	**LEMAY AVE**	**HARTFORD ST**	**1,140**	**70**	**SHIM AND OVERLAY**	**41,700**	
MITCHELL ST	PLEASANT ST	DEAD END	2,000	65	SHIM AND OVERLAY	158,581	
PINEWOODS RD	FERRY RD	DYER RD	3,070	71	LCP OVERLAY	90,000	
PLEASANT ST	AVALON ST	ALFRED A PLOURDE PARKWAY	2,325	62	MILL AND FILL	350,053	**MPI**
PLEASANT ST	LISBON ST	ALFRED A PLOURDE PARKWAY	1,295	84	MILL AND FILL	209,626	**MPI**
RANDALL RD	SABATTUS ST	BRIGHAM ST	1,050	28	STRIP & PAVE	123,100	
RIDGEWOOD AVE	**SABATTUS ST**	**DEAD END**	**1,255**	**74**	**MILL AND FILL**	**76,500**	
SUNRISE LANE	RANDALL RD	DEAD END	246	11	STRIP & PAVE	32,500	
THORNE ST	MONTELLO ST	DEAD END	925	49	SHIM AND OVERLAY	56,780	
VENISE AVE	SABATTUS ST	DEAD END	625	43	SHIM AND OVERLAY	47,000	
WARE ST	COLLEGE ST	MAIN ST	1,350	46	STRIP & PAVE	168,500	
WEBSTER ST	FIVE CORNERS	WALNUT ST	1,065	58	MILL AND FILL	408,802	**MPI**
					CRACKSEAL	75,000	
						3,828,356	
					MaineDOT MPI PROJECTS COST	1,568,481	
					MaineDOT MPI PROJECTS REFUND	(784,241)	
					TOTAL CONTRACT PRICE	**3,044,115**	
ADELE ST	**BOBBY ST**	**PINELAND ST**	**375**	**77**	**OVERLAY**	**24,500**	
BEACON ST	PINE ST	WALNUT ST	410	45	OVERLAY	28,700	
BOBBY ST	**ADELE ST**	**BOSSE ST**	**300**	**77**	**OVERLAY**	**19,500**	
BOSSE ST	**STEVENS ST**	**PINELAND ST**	**600**	**79**	**OVERLAY**	**39,000**	
BUTTONWOOD LN	**MONTELLO ST**	**MANNING AVE**	**960**	**76**	**OVERLAY**	**62,400**	
CHAMPLAIN AVE	**SURRY ST**	**COLLEGE ST**	**770**	**57**	**RECONSTRUCTION**	**96,000**	
CENTRAL AVE	CAMPUS AVE	RUSSELL ST	1,575	46	RECLAIM/Includes Bates	400,000	**MPI**
DAMON ST	GROVE ST	DEAD END	265	7	STRIP & PAVE	31,500	

	FIRESLATE PL	OLD FARM RD	DEAD END	1,475	44	RECLAIM	130,000	
	FORRESTALL ST	WESTMINSTER ST	WEBSTER ST	2,020	35	RECLAIM	285,000	
	GINA ST	GROVE ST	MARK ST	1,200	21	STRIP & PAVE	180,000	
	GRANITE ST	**BATES ST**	**LOWELL CT**	**300**	**34**	**STRIP & PAVE**	**37,000**	
	GROVE ST	RANDALL RD	CRESTVIEW ST	2,400	76	LCP OVERLAY	125,000	
	JOLIN ST	GROVE ST	DEAD END	310	27	STRIP & PAVE	44,700	
	LELAND ST	GROVE ST	DEAD END	425	16	STRIP & PAVE	49,700	
	LOWELL CT	**GRANITE ST**	**DEAD END**	**425**	**16**	**RECONSTRUCTION**	**24,000**	
	OLD FARM RD	COLLEGE ST	DEAD END	1,850	9/65	RECONSTRUCTION	125,000	
2022	OLD LISBON RD	SOUTH LISBON RD	DEAD END	1,040	65	STRIP & PAVE	125,000	
2022	OLD LISBON RD	GOULD ST	OLD LISBON RD	855	66	STRIP & PAVE	98,325	
	OXFORD ST	CEDAR ST	RIVER ST	725	63	LCP OVERLAY	36,250	
	PINELAND ST	**IMELDA ST**	**ADELE ST**	**470**	**68**	**STRIP & PAVE**	**54,000**	
	RIVER ST	CEDAR ST	LINCOLN ST	1,075	63	LCP OVERLAY	126,500	
	RIVERSIDE ST	MAIN ST	SUMMER ST	1,120	56	MILL AND FILL	54,000	
	SABATTUS ST	GOLDER RD	BRADBURY ST	6,100	70	MILL AND FILL	200,000	**MPI**
	SARATOGA ST	ENTERPRISE DR	FORRESTAL ST	2,100	31 / 42	RECLAIM	300,000	
	SOUTH LISBON RD	DYER RD	CROWLEY RD	1,750	45	RECLAIM	400,000	**MPI**
	ST. JEROME ST	GROVE ST	GINA ST	1,040	62	SHIM AND OVERLAY	89,500	
	STEVENS ST	**BOSTON AVE**	**BARTLETT ST**	**2,320**	**68**	**OVERLAY**	**145,000**	
	SUMMER ST	WEST BATES ST	BRIDGE ST	260	36	RECONSTRUCTION	50,000	
	WALNUT ST	WEBSTER ST	HOWARD ST	1,250	72	MILL AND FILL	107,000	
	WEST BATES ST	MIDDLE ST	SUMMER ST	425	46	MILL AND FILL	56,000	
						CRACKSEAL	75,000	
							3,618,575	
						MaineDOT MPI PROJECTS COST	1,000,000	
						MaineDOT MPI PROJECTS REFUND	(500,000)	
						TOTAL CONTRACT PRICE	**3,118,575**	
	ACADIA AVE	LISBON ST	PLEASANT ST	1,485	56	MILL AND FILL	118,800	
	BEARCE AVE	MAIN ST	DEAD END	550	65	OVERLAY	38,500	
	BIRCH ST	BARTLETT ST	WALNUT ST	2,235	37/15	MILL AND FILL	400,000	**MPI**
	BRENTWOOD RD	POND RD	DEAD END	925	33	STRIP & PAVE	92,500	
	CHALLENGER DR	ATLANTIS WAY	ALFRED A PLOURDE PARKWAY	1,300	53	MILL AND FILL	165,000	
	COBURN ST	**HACKETT ST**	**HALL ST**	**650**	**54**	**STRIP & PAVE**	**55,000**	
	CUMBERLAND AVE	BARTLETT ST	DEAD END	625	51	MILL AND FILL	50,000	
	DAVIS ST	COLLEGE ST	OAK ST	675	59	OVERLAY	47,250	
	DONNELLY ST	POND RD	EMILE ST	600	49	SHIM AND OVERLAY	45,000	
	DYER RD	LISBON ST	PINEWOODS RD	6,620	31/79	LCP OVERLAY	331,000	
	EMILE ST	GROVE ST	DEAD END	450	61	OVERLAY	29,000	
	FORTIER DR	MARTIN DR	60 MARTIN DR	425	61	MILL AND FILL	34,000	
	FOSS RD	LISBON ST	DEAD END	1,300	37/64	MILL AND FILL	165,000	
	GERMAINE ST	MARCOTTE AVE	BARRON ST	780	68	OVERLAY	50,100	
	GROVE ST	CRESTVIEW DR	TOWN LINE	4,000	42 / 76	LCP OVERLAY	200,000	
2023	**HALEY ST**	**WESBTER ST**	**HIGHLAND STREET**	**750**	**52**	**RECONSTRUCTION**	**74,000**	
2023	**HALL ST**	**ARKWRIGHT AVE**	**DEAD END**	**440**	**70**	**OVERLAY**	**27,000**	

HILTON PL	BRENTWOOD AVE	DEAD END	440	43	STRIP & PAVE	39,600	
KNOWLTON ST	GROVE ST	DEAD END	270	31	STRIP & PAVE	30,000	
MARTIN DR	LISBON ST	FORTIER DR	2,340	43	MILL AND FILL	187,200	
MONTELLLO ST	EAST AVE	STANLEY ST	3,250	75	MILL AND FILL	325,000	**MPI**
O'CONNELL ST	PLEASANT ST	DEAD END	910	33	STRIP & PAVE	105,000	
ORCHARD ST/CIR	**SABATTUS ST**	**NORTH TEMPLE**	**1,400**	**49**	**RECONSTRUCTION**	**173,000**	
RICHARD TER	GROVE ST	DEAD END	575	40	OVERLAY	33,000	
RYDER ST	BEARCE ST	MANNING AVE	475	71	OVERLAY	26,125	
SOUTH AVE	LISBON ST	LINCOLN ST	2,800	85	MILL AND FILL	270,000	**MPI**
SHEFFIELD AVE	DEAD END	POND RD	1,840	70	OVERLAY	127,000	
SYLVAN AVE	WEBSTER ST	SABATTUS ST	1,500	33/57	MILL AND FILL	142,500	
TAMPA ST	ORANGE ST	SYLVAN AVE	445	72	OVERLAY	31,150	
WARREN AVE	**FARWELL ST**	**DEAD END**	**1,000**	**64**	**RECONSTRUCTION**	**92,000**	
WHITE ST	COLLEGE ST	OAK ST	725	61	OVERLAY	50,750	
					CRACKSEAL	75,000	
						3,629,475	
					MaineDOT MPI PROJECTS COST	995,000	
					MaineDOT MPI PROJECTS REFUND	(497,500)	
					TOTAL CONTRACT PRICE	**3,131,975**	
BIRCH ST	BARTLETT ST	PARK ST	1,250	61	MILL AND FILL	200,000	**MPI**
BRULE ST	DEFORGE ST	POND RD	360	59	OVERLAY	25,200	
BRULE ST	POND RD	WEST BRULE ST	405	57	STRIP & PAVE	54,675	
COLLEGE ST	MERRILL RD	TOWN LINE	3250	56	LCP OVERLAY	195,000	**MPI**
CHESTNUT ST	PARK ST	CANAL ST	575	62	MILL AND FILL	54,700	
DEFORGE ST	GROVE ST	POND RD	675	19	STRIP & PAVE	91,125	
DYER RD	PINEWOODS RD	GALINA LN	2,380	31	RECONSTRUCTION	261,800	
DYER RD	GALINA LN	FERRY RD	2,300	55	LCP OVERLAY	115,000	
FORTIN WAY	CENTRAL AVE	ORESTIS WAY	1,200	41	STRIP & PAVE	120,000	
GLORIA AVE	**GROVE ST**	**POND RD**	**1,140**	**29/44**	**STRIP & PAVE**	**99,700**	
HEMLOCK LN	CALDWELL CIR	DEAD END	895	63	RECON/OVERLAY	105,000	
HODGKIN ST	**FERRY RD**	**PLEASANT ST**	**450**	**33**	**RECONSTRUCTION**	**41,000**	
LEWIS LN	CALDWELL CIR	DEAD END	820	40	RECON/OVERLAY	94,000	
LORRAINE AVE	**WEBSTER ST**	**LABBE AVE**	**650**	**20**	**STRIP & PAVE**	**73,000**	
MOLLISON WAY	KING ST	MAIN ST	2,750	79	MILL AND FILL	600,000	**MPI**
PARK ST	PINE ST	SPRUCE ST	775	44	MILL AND FILL	73,625	
PIERCE ST	WALNUT ST	DEAD END	1,050	62	MILL AND FILL	91,000	
PLEASANT ST	**COMMERCIAL ST**	**HODGKIN ST**	**625**	**50**	**RECONSTRUCTION**	**72,000**	
NORTH BARDWELL ST	RUSSELL ST	PETTINGILL ST	400	41	STRIP & PAVE	54,000	
ORESTIS WAY	CENTRAL AVE	FORTIN WAY	1,290	35	STRIP & PAVE	129,000	
RESERVOIR AVE	**WEBSTER ST**	**LABBE AVE**	**670**	**37**	**STRIP & PAVE**	**75,000**	
RITA AVE	BRAULT ST	CLAIRE ST	850	69	SHIM AND OVERLAY	56,000	
STRAWBERRY AVE	TALL PINES DR	DEAD END	2,250	21	RECLAIM	303,750	
STRAWBERRY AVE	TALL PINES DR	CULDESAC	885	61	SHIM AND OVERLAY	61,950	
SUNNYSIDE ST	CENTRAL AVE	GOOGIN ST	625	57	SHIM AND OVERLAY	43,750	
THERESA AVE	BRAULT ST	CLAIRE ST	850	73	SHIM AND OVERLAY	56,000	

2024

VALE ST	CENTRAL AVE	COLLEGE ST	1,370	63	SHIM AND OVERLAY	95,900	
WEBBER AVE	PLEASANT ST	LISBON ST	1,425	54	MILL AND FILL	135,500	
WELLMAN ST	**SUNNYSIDE ST**	**DEAD END**	**1,515**	**19**	**RECONSTRUCTION**	**174,225**	
WEST BRULE ST	GROVE ST	BRULE ST	325	51	STRIP & PAVE	44,800	
					CRACKSEAL	75,000	
						3,671,700	
					MaineDOT MPI PROJECTS COST	995,000	
					MaineDOT MPI PROJECTS REFUND	(497,500)	
					TOTAL CONTRACT PRICE	**3,174,200**	
ALFRED A PLOURDE PARKWAY	MTA RAMPS SOUTH	RIVER RD	5,450	81	SHIM AND OVERLAY	450,000	**MPI**
ANN ST	OLD GREENE RD	NORTH TEMPLE ST	1,125	75	SHIM AND OVERLAY	85,000	
BAILEY AVE	**SABATTUS ST**	**GERRY ST**	**1800**	**64**	**SHIM AND OVERLAY**	**95,000**	
BAIRD AVE	LISBON ST	PLEASANT ST	1375	37	STRIP & PAVE	160,000	
BIRON AVE	SOUTH AVE	BAIRD ST	1150	26/47	STRIP & PAVE	140,000	
BROOKSIDE DR	MAIN ST	DEAD END	650	80	SHIM AND OVERLAY	45,500	
CHURCH ST	SCHOOL ST	SCHOOL ST	1100	63	SHIM AND OVERLAY	77,000	
CLASS ST	ANN ST	SCHOOL ST	450	36	SHIM AND OVERLAY	35,000	
DAWN AVE	**FARRELL ST**	**MARY ST**	**975**	**26**	**STRIP & PAVE**	**112,000**	
DEER RD	MAIN ST	DEAD END	2100	56	LCP OVERLAY	115,500	
ENTERPRISE ST	WESTMINSTER ST	SARATOGA ST	1000	47	MILL AND FILL	110,000	
FARRELL ST	DAWN AVE	ROSEWOOD AVE	275	49	STRIP & PAVE	32,000	
FARWELL ST	WEBSTER ST	CONNECTOR RD	2500	82	MILL AND FILL	250,000	**MPI**
GOFF AVE	MARY ST	DEAD END	750	39	STRIP & PAVE	86,250	
GOFFE ST	**AVALON ST**	**BECKETT ST**	**625**	**35**	**STRIP & PAVE**	**71,800**	
HILLVIEW LN	RANDALL RD	DEAD END	2400	63	SHIM AND OVERLAY	180,000	
JANS BLVD	**WEBSTER ST**	**DENISE AVE**	**1,270**	**39**	**RECONSTRUCTION**	**171,500**	
IRWIN ST	**AVALON ST**	**CASSELL ST**	**1,100**	**65**	**SHIM AND OVERLAY**	**71,500**	
LEXINGTON ST	WESTMINSTER ST	SARATOGA ST	850	39	MILL AND FILL	93,500	
LINCOLN DR	**LINCOLN ST**	**LOCUST ST**	**800**	**60**	**SHIM AND OVERLAY**	**42,000**	
MARSTON ST	**LISBON ST**	**DEAD END**	**550**	**55**	**SHIM AND OVERLAY**	**35,750**	
MELLON ST	SABATTUS ST	TUCKER ST	750	63	SHIM AND OVERLAY	52,500	
PAGOMA LN	RANDALL RD	DEAD END	1500	24	SHIM AND OVERLAY	120,000	
QUIMBY ST	**LISBON ST**	**PLEASANT ST**	**400**	**53**	**SHIM AND OVERLAY**	**29,000**	
RACHEL BLVD	OLD GREENE RD	NORTH TEMPLE ST	2675	25	MILL AND FILL	255,000	
ROSEWOOD AVE	**MARY ST**	**FARRELL ST**	**1,000**	**50**	**STRIP & PAVE**	**115,000**	
SAINT CROIX ST	LISBON ST	PLEASANT ST	1,350	21/41	STRIP & PAVE	160,000	
SAND HIILL RD	**LISBON ST**	**DEAD END**	**950**	**48**	**SHIM AND OVERLAY**	**65,000**	
TANGLEWOOD DR	WILDWOOD DR	DEAD END	576	72	SHIM AND OVERLAY	37,500	
VINE ST	**LISBON ST**	**DEAD END**	**300**	**27**	**STRIP & PAVE**	**35,500**	
WEBBER AVE	WEBSTER ST	PLEASANT ST	3000	87	MILL AND FILL	300,000	**MPI**
					CRACKSEAL	75,000	
						3,703,800	
					MaineDOT MPI PROJECTS COST	1,000,000	
					MaineDOT MPI PROJECTS REFUND	(500,000)	
					TOTAL CONTRACT PRICE	**3,203,800**	

2025

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Adams Ave. Retaining Wall Replacement**

Operational Funding Division: Public Works - Highway **Project Name:** Adams Ave. Retaining Wall

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	150,000
City Share FY21:	0	**City Share FY21-FY25:**	150,000

Project Description:
Replace existing 300' long small concrete block retaining wall along the north side of Adams Ave. between the Public Works' entrance and Knox Street.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Protect traveling public against property and personal injury.

Justification for project implementation/construction and segments, if applicable:
The existing blocks are very susceptible to freezing and thawing, and are showing evidence of deterioration. Temporary repairs have been made to leaning sections of wall in several places, but it will eventually need to be replaced with a new permanent wall. This was an accepted material at the time of installation (2004), with DOT using it as well. The replacement will be a large block gravity wall with much better freeze-thaw performance and longer lifespan.

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

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	150,000	0	0	0
Non-City Share	0	0	0	0	0	0
City Share	0	0	150,000	0	0	0

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Canal Street Project**

Operational Funding Division: Public Works - Highway **Project Name:** Canal Street Project

Est. Total Cost FY21:		**Est. Total Cost FY21-FY25:**	800,000
City Share FY21		**City Share FY21-FY25:**	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 add a striped bike lane from Main Street to Chestnut Street. All work will be brought up to ADA compliance. Sidewalks shall be concrete with granite curb. Esplanade loamed and seeded with trees planted at intervals and existing lighting moved there. Design to be incorporated with improvements to the upper canal.

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 streetlights from middle of the sidewalk, and meet ADA requirements. This project adds an esplanade from Ash St. to Cedar St. to enhance the canal walk, restriped to a one travel lane, and adds a bike lane from Main St. to Adams Ave. for better bicycle access.

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				
City Operating Budget					
City Bond Issue	800,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**800,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	0	800,000	0	
Non-City Share				0	0	
City Share	0	0	0	800,000	0	

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **MDOT 2 East Avenue - Homefield Street to Fairlawn Avenue**

Operational Funding Division: Public Works - Engineering **Project Name:** WIN 22388.00 - East Ave Imp.

Est. Total Cost FY21:	210,000	**Est. Total Cost FY21-FY25:**	1,310,000
City Share FY21:	21,000	**City Share FY21-FY25:**	131,000

Project Description:
Funding for engineering and ROW are in place. Project is to grind, overlay pavement, and rehabilitate existing sidewalks on East Avenue from Homefield Street to Fairlawn Avenue. This is a pavement preservation project as sidewalks and road are in poor condition. The majority of the area does not meet ADA standards. This project is included in MDOT's CY19-20-21 Work Plan. This replaces the original project for this section that was planned as a widening with full depth reconstruction and ROW 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. Regular surface paving overlays extend the life of roadways, 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 originally obtained from MDOT. The estimate reflected in this submission was calculated by City staff with consideration given to the estimate obtained from the design consultant on this project.

FUNDING SOURCES

Source	Amount					
City Operating Budget	21,000					
City Bond Issue	110,000					
Federal/State Funding	1,179,000	**Agency:**	MDOT	**Approval Received?**	Yes	**No**
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes	No
Total Project Costs	**1,310,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
	Design/ROW	Construction				
Total Project Cost	210,000	1,100,000	0	0	0	
Non-City Share	189,000	990,000	0	0	0	
City Share	21,000	110,000	0	0	0	

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

FY 2021 Lewiston Capital Improvement Program
Project Description Form

Project Title: **MDOT 1 Signal Upgrades Phase 2 (Construction)**

Operational Funding Division: PW-Engineering **Project Name:** WIN 18656.01 - Signalization

Est. Total Cost FY 2021:		**Est. Total Cost FY 2021-25:**	713,000
City Share FY 2021:		**City Share FY 2021-2025**	71,300

Project Description:
Upgrade traffic signals at the following intersections: East Ave. at Sabattus, Webster, Malo, Pleasant, Shaws Plaza, and Lisbon Street; and Lisbon St. at Essex St. The upgrades will include controllers, fiber optics, video detection, and ADA upgrades as necessary. New fiber interconnects will be run on East Ave., from Sabattus St. to Lisbon St. and on Lisbon St., from East Ave. to Essex St. This is the second phase of construction for what was originally MaineDOT WIN 18656.00 - Signalization Upgrades. When the Phase 1 Project Agreement was signed, the project included fiber optic connection of 12 intersections. At project kickoff, the City, DOT, and ATRC acknowledged that the estimate for the project may be low. About halfway through design, it was decided that the project would be split into two phases, with the first phase continuing through construction, and the second stopping at 50% design completion with the understanding that the second phase would be constructed as funds were made available by ATRC.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This project is consistent with MDOT and City plans.

Justification for project implementation/construction and segments, if applicable:
This project was developed by ATRC and their consultant as part of long range planning for comprehensive traffic control. Recommendations were formulated in a comprehensive report for Lewiston, Auburn and Lisbon. All the upgrades in the report totaled $3,000,000 split half with Auburn and Lewiston. Lisbon's requirements were minor and not considered in the apportionment. A planned ATRC project on Sabattus Street was cancelled due to changes in priority and that money became available for reassignment. $1,000,000 of that money was dedicated to the recommendations in the report. A priority list was developed by ATRC and its technical committee, reviewed and refined, resulting in WIN 18656.00 which is now Signalization Upgrades Phase I. Since splitting the project into two phases, ATRC has dedicated a portion of its 2022 allocation from FHWA & MDOT to the construction of Phase II. The most recent estimate obtained from the design consultant is $713,000. The funds requested herein are for the City's 10% local match.

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

How were cost estimates obtained and expenditure commitment:
Costs were obtained from the design consultant.

FUNDING SOURCES

Source	Amount					
City Operating Budget						
City Bond Issue	71,300					
Federal/State Funding	641,700	**Agency:**	MDOT	**Approval Received?**	**Yes**	No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes	No
Total Project Costs	**713,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	713,000	0	0	0	0
Non-City Share	0	641,700	0	0	0	0
City Share	0	71,300				0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

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

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

Est. Total Cost FY21:	1,231,700	**Est. Total Cost FY21-25:**	7,025,200
City Share FY21:	1,231,700	**City Share FY21-FY25:**	7,025,200

Project Description:
Replacement of 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. Additionally, costs will rise due to recent tariffs imposed on metal and electronic parts that make up all vehicles and equipment. New vehicles and equipment costs are expected to be anywhere from 5% to 40%, higher than 2 year ago depending on the unit being purchased. This issue is 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
10. Tariffs imposed on steel and electronics

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	7,025,200				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**7,025,200**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025
Total Project Cost	1,231,700	1,307,000	1,329,000	1,254,000	1,903,500
Non-City Share					
City Share*	1,231,700	1,307,000	1,329,000	1,254,000	1,903,500

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

FIVE YEAR REPLACEMENT SCHEDULE in priority order			
FY21:			
Priority	Description	Cost	Explanation
1	10 CY Dump Truck	$ 230,000	Unit 37 - (2006) Sterling LT9500 ten wheeled dump truck with plow and wing. This unit has over 149,000 miles and is being replaced due to age and condition. This unit has incurred over $52,500 in repairs over the last five years.
2	Mechanical Sweeper	$ 245,000	Unit 93 - (2002) Johnston 3 wheeled mechanical sweeper. The unit has 6,288 hours and is being replaced due to age and condition. This unit has incurred over $85,700 in repairs over the last five years.
3	Fork Truck	$ 45,000	Unit 165 - (2002) Yale forklift. The unit is being sent to the River Rd. operations center to be used with the storage racking system that was installed two years ago. Currently, the unit needs to be transported back and forth to the cold storage building every time some one wants to get or return an item to the rack system. The new forklift will primarily be used at Public Works at the Adams Ave. facility.
4	Plate Compactors	$ 10,000	4 plate compactors are being replace due to age and condition. Several of the units have been scraped as they were beyond repair.
5	Snow Blower	$ 165,000	Unit 81 - (1999) Tenco TC-202 snow blower. The unit has over 1,600 hours on it and is being replaced due to age and condition. This unit has incurred over $3,100 in repairs over the last five years.
6	12 Passenger Van	$ 38,000	Unit 48 - (2009) Ford E350 van. The unit has over 96,600 miles on it and is being replaced due to age and condition. This unit has incurred over $21,700 in repairs over the last five years. The unit is rusting out and will need extensive body work to get a sticker in the next year.
7	2 - Zero Turn Mowers	$ 23,000	Unit 820 - (2006) John Deer 777 zero turn mower. The unit has over 2,380 hours on it and is being replaced due to age and condition. This unit has incurred over $12,625 in repairs over the last five years and will need the mower deck and deck suspension replaced this year at a cost of approx. $2,100. Unit 805 - (2011) Gravely 260H zero turn. The unit has over 1,200 hours on it and is being replaced due to age and condition. This unit has incurred over $5,200 in repairs over the last five years. The unit has had major issues since the day it was purchased and is constantly out of service for repairs.
8	Small Loader	$ 75,000	Unit 512 - (2004) Kubota articulated loader. The unit has over 5,500 hours on it and is being replaced due to age and condition. This unit has incurred over $2,800 in repairs over the last five years
9	Sidewalk Tractor	$ 135,000	Unit 809 - (1996) trackless sidewalk tractor. The unit has over 3,750 hours on it and is being replaced due to age and condition. Parts for this unit are hard to come by due to its age. Therefore, the unit is out of service for prolonged periods of time waiting for parts. This unit has incurred over $18,250 in repairs over the last five years.
10	Hay Bail Shredder	$ 9,500	Unit 116 - (1995) Goossen hay bail shredder. The unit does not have a hour meter on it and is being replaced due to age and condition. This unit has incurred over $1,400 in repairs over the last five years. Most of the major components are worn out making it hard to use.
11	Trailer Mounted leaf loader	$ 8,200	Unit 808 - leaf loader attachment. This attachment is being replaced due to age and condition. The present unit is worn out. The new unit would be trailer mounted and could load on to multiple units, not just the present Unit 800. The new unit would be larger and capable of loading leave quicker, thus greatly improving the efficiency of the process.
12	Tool Cat Accessories	$ 35,000	These items would be purchased as accessories for Unit 804, a 2012 Bobcat Tool Cat tractor the city presently owns. The top dresser and the deep tine core aerator would be used to maintain grass and athletic fields.
14	Ventrac Accessories	$ 8,000	These items would be purchased as accessories for Unit 810, a 2016 Ventrac tractor the city presently owns. The renovator attachment would be used on dirt playing surfaces. The rough cut mower would be used around the City to cut over grown areas that cannot be cut by a regular mower.
15	Tracked Excavator	$ 205,000	Unit 51 - (2002) Volvo EC 160DI tracked excavator. The unit has over 11,350 hours on it and is being replaced due to age and condition. This unit has incurred over $10,600 in repairs over the last five years. Most of the major components are worn causing it to operate in a sloppy manner
	Total	**$ 1,231,700**	

FY22:

Field Mower	57,000	Unit 803 (2004)
3 - 3/4 Ton Pickups with Plows	135,000	Units 22 (2008), 801 (2008), and 26 (2008)
3 - 6 Wheeled Plow Trucks	575,000	Units 16 (2008) , 121 (2008), and 27 (2007)
Arborist Bucket Truck	275,000	Unit 41 (2002)
Loader Backhoe	140,000	Unit 57 2001
2 - 3 CT Dump Trucks	125,000	Units 30 (2008) and 800 (2007)
TOTAL	**1,307,000**	

FY23:

Tri-axle Dump Truck	295,000	Unit 42 (2007)
Skid Steer	110,000	Unit 155 (1999)
Tractor	145,000	Unit 49 (2002)
Vacuum Sweeper	265,000	Unit 90 (2006) possible storm water funding
2 - 3/4 Ton Pickup Trucks	80,000	Units 162 (2010) and 807 (2010)
One Ton Welding Truck	99,000	Unit 163 (2007)
Loader with Plow Gear	230,000	Unit 64 (2004)
Trailer	5,500	Unit 176 T
Steam Cleaner	9,500	Unit 114 (1994)
TOTAL	**1,239,000**	

FY24:

Roll Off Truck	215,000	Unit 511 (2007)
6-Wheel Dump Truck with Plow	185,000	Unit 122 (2010)
Truck Mounted Crane	240,000	Unit 24 (2005)
Grader	275,000	Unit 61 (2005)
Compressor	24,000	Unit 88 (2005)
Landfill Loader	250,000	Unit 501 (2009)
Sidewalk Litter Picker	65,000	Unit 816 (2004)
TOTAL	**1,254,000**	

FY25:

12" Wood Chipper	85,000	Unit 140 (2010)
Road Side Mower	225,000	Unit 143 (2008
Fork Truck	65,000	Unit 165 (2002)
Asphalt Recycling Trailer	125,000	Unit 174T (2011)
Full -size SUV	55,000	Unit 603 (2011)
2 - One Ton Trucks	145,000	Units 20 (2011) and 21 (2011)
Trailer Dump	98,000	Unit 184T (2005)
Lawn Tractor	6,500	Unit 822 (2007)
Tractor	155,000	Unit 50 (2009)
Vibratory Roller	92,000	Unit 79 (1991)
3 - 1/2 Ton Pickup Trucks	102,000	Units 6 (2012), 11, and 819 (2010)
TOTAL	**1,153,500**	

FY25 - DEP Mandated Fuel Tank

The two 10,000 gallon underground fuel storage tanks at 103 Adams Ave (Public Work) are at the end of life and will have to be removed and replaced. There will be other related upgrades that will include new electrical wiring and conduit, a new tank monitoring system, and the concrete pads and and island will be replaced as well.

The estimated cost to replace the tanks and other related items is projected at approx. **$750,000**.

FY21 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

Est. Total Cost FY21:	320,000	**Est. Total Cost FY21-FY25:**	320,000
City Share FY21:	320,000	**City Share FY21-FY25:**	320,000

Project Description:
Construction of soccer field on Hudson Bus Property including: construction of two youth soccer fields with irrigation, four pickleball courts or other open space, capping contaminated soils on site per DEP permits, parking, drainage, fencing and landscaping. The project has already been designed and permitted with CDBG funds.

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:
One of several Land Water Conservation Fund agreements from the National Park Service to address where recreational grant property's use was changed to a nonrecreational space. The design for the site has been completed and construction of the field could occur in summer 2020 if National Park Service approval is received.

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 - will include changing irrigation heads as needed.

How were cost estimates obtained and expenditure commitment:
City Staff and Gorrill Palmer construction estimate. Design was funded through CDBG and $300,000 for construction of the project was funded in FY18. $20,000 of that has been used toward survey, design and DEP permitting so an additional $320,000 is required to fully fund the estimated $600,000 construction cost. There will be some savings on the common borrowed item by keeping fill from the Gully Brook CSO project on site for use on this project.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	320,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**320,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	320,000	0				
Non-City Share						
City Share	320,000	0	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Dufresne Plaza Concrete Surface**

Operational Funding Division: Public Works - Open Spaces **Project Name:** Concrete Surface

Est. Total Cost FY21:	247,000	**Est. Total Cost FY21-FY25:**	247,000
City Share FY21:	247,000	**City Share FY21-FY25:**	247,000

Project Description:
Replace pavers with 6"stained concrete surface to match sidewalks on Lisbon Street. Estimate includes: removal of existing pavers, regrading and adding gravel as needed, removing and resetting trash cans/benches, adjusting structures to grade, loam and bark mulch for planting areas, temporary fencing to protect until concrete is set and a concrete sealant is applied.

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:
Construction was completed in Dufresne Plaza formerly Court House Plaza in 2001. The surface pavers over the years have become unleveled. The surface now holds water which turns to ice in the winter. The unleveled surface as well as the immense amount of spalling has resulted in tripping hazards throughout the park. The plaza is a throughway for downtown business owners and workers who use the park to get from the Oak Street parking garage to Lisbon Street. The park also holds several events from April through October.

Future maintenance costs if known, including contracts and special service requirements:
An annual maintenance sealant to combat salt use is $4,500.

How were cost estimates obtained and expenditure commitment:
Quote requested from local contractor.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	247,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**247,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	247,000	0				
Non-City Share						
City Share	247,000	0	0	0	0	0

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

FY21 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

Est. Total Cost FY21:		**Est. Total Cost FY21-FY25:**	955,500
City Share FY21:		**City Share FY21-FY25:**	955,500

Project Description:
The Kennedy Park Master Plan created in 2005, by Richardson & Associates was presented to Council in 2006. The southwest quadrant of Kennedy Park (Park St. & Spruce St.) was funded and completed in 2007, and the northwest quadrant (Park St. & Pine St.) was funded in FY2018's LCIP. The original intent behind Phase 2 was to construct the entirety of the northwest quadrant. However bids came in higher than anticipated leading to a reduction in the scope of project. The next phase (Phase 3) will complete the northwest quadrant. The rehabilitation for this quadrant includes: demolition/site preparation, earthwork, concrete sidewalks, granite curbing, benches, and trash receptacles. The remainder of the park has received CDBG funding for a few trash receptacles and benches.

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:
Concepts from the Kennedy Park Master Plan completed by Richardson & Associates were implemented and quantities/unit costs were obtained by City Staff, using previously received bids for similar work in the park.

FUNDING SOURCES

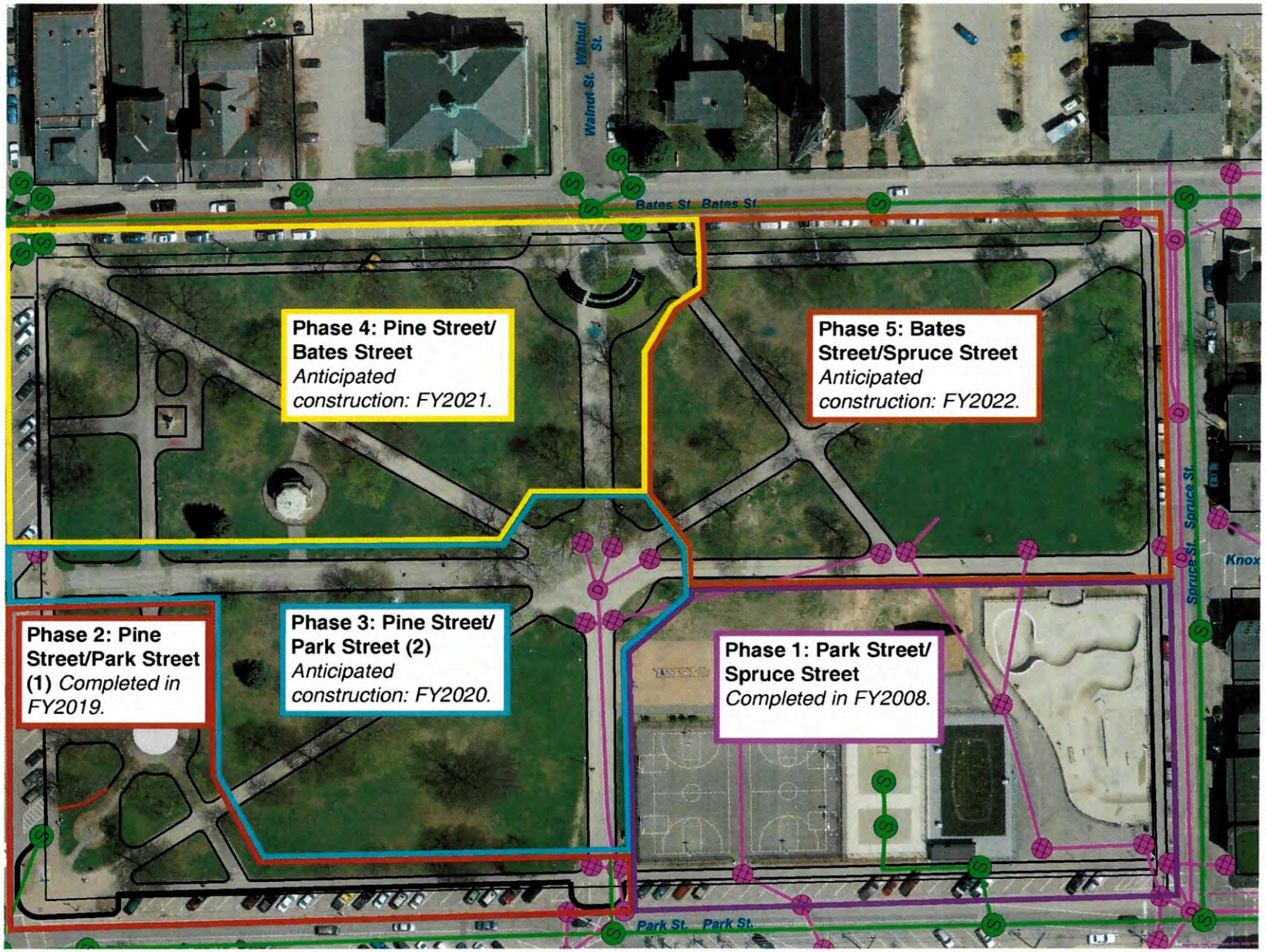
Source	Amount				
City Operating Budget					
City Bond Issue	1,302,000				
Federal/State Funding		**Agency:**		**Approval Received?**	No
Other Agency/Municipality		**Agency:**		**Approval Received?**	
Total Project Costs	**1,302,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	426,500	529,000	346,500	0	0
Non-City Share						
City Share	0	426,500	529,000	346,500	0	0

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

Current Phasing



FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Cote Street Playground and Walking Path**

Operational Funding Division: Public Works - Open Spaces **Project Name:** Cote St. Playground\Walking Path

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	600,000
City Share FY21:	0	**City Share FY21-FY25:**	600,000

Project Description:
The creation of a recreational space that will include a .48 mile walking trail, a board walk, play equipment and parking lot.

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:
In the early 1970's, the City received grant money from the National Parks Service's Land and Water Conservation Fund. The grant included an agreement to keep the recreational space in perpetuity. In 2016, the City was contacted by the Maine Bureau of Parks and Lands regarding the areas funded by this grant. Several of these properties were no longer recreational space. The agreement holds the City accountable to find and create recreational space to replace the converted space. This Cote Street property is one several City properties identified to address properties changed to nonrecreational space.

Future maintenance costs if known, including contracts and special service requirements:
Open Spaces labor and equipment rental from the Municipal Garage.

How were cost estimates obtained and expenditure commitment:
Estimates are from City staff and based on costs obtained using previously received bids for similar work.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	600,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**600,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	100,000	500,000	0	0	0
Non-City Share						
City Share	0	100,000	500,000	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **McMahon Elementary School Parking Expansion**

Operational Funding Division: Lewiston Public Schools **Project Name:** Parking Expansion & Paving

Est. Total Cost FY21:	600,000	**Est. Total Cost FY21-FY25:**	600,000
City Share FY21:	600,000	**City Share FY21-FY25:**	600,000

Project Description:
This project is required due to the change in traffic pattern on North Temple Avenue. Previously, on-street parking was allowed and has now been converted to a turning lane into the school. This was done to address neighbors' concerns and safety of the public. We will be working with an engineer to help us determine, based on existing storm water management plan, what the full scope of the parking expansion project will entail. The existing property is surrounded by wetlands, which makes the project more costly than what other parking expansions might be. This project calls for 80 additional parking places.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This is consistent with our five year capital plan.

Justification for project implementation/construction and segments, if applicable:
We currently have 131 staff and 115 parking spots, with no room for visitors. Now that on-street parking is not an option this leaves a significant gap in parking availability.

Future maintenance costs if known, including contracts and special service requirements:
The existing storm water management plan will have to be amended once the project is finalized to accommodate the new impervious surface and additional storm water management systems.

How were cost estimates obtained and expenditure commitment:
Budget pricing from Harriman.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	600,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**600,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	600,000					
Non-City Share						
City Share	600,000					

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Dingley Safety and Security**

Operational Funding Division: Lewiston Public Schools **Project Name:** Dingley Safety and Security

Est. Total Cost FY21:	255,000	**Est. Total Cost FY21-FY25:**	255,000
City Share FY21:	255,000	**City Share FY21-FY25:**	255,000

Project Description:
Adding to and improving exterior lighting systems, installing CCTV cameras internal and external, hardening the main entrance/lobby, hardening of the technology server room, protection of existing air intakes, installation of supplemental measures to alert authorities, improvement of existing building intrusion alert system.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This is consistent with our five year capital plan.

Justification for project implementation/construction and segments, if applicable:
As a result of TRC's threat assessment findings, we are requesting funding for the hardening of the Dingley building.

Future maintenance costs if known, including contracts and special service requirements:
All future maintenance will fall within the general fund budget request.

How were cost estimates obtained and expenditure commitment:
Our estimates are based upon the TRC threat assessment report.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	255,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**255,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	255,000					
Non-City Share						
City Share	255,000	0	0	0	0	0

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

LCIP 21
Dingley Building Hardening Detail

We request funding for the hardening of the Dingley building. Given the transient population that surrounds the Dingley building (bus station is a big component) it is recommended that we act in accordance with TRC's recommendation's. Lighting is a crucial feature of territorial reinforcement as criminals are less likely to commit criminal acts in well-lit areas. Staff at the building have frequently observed alcohol containers and trash located in entryways, suggesting individuals are loitering here late at night. Increasing lighting in these entryways is a useful deterrent in creating a successful security posture at the building. Lighting and landscaping also need to be coordinated to ensure that vegetation that grows over time is maintained and does not block illumination during specific times of the year and cause dark areas. The existing lighting is fair in some areas while extremely low to nonexistent in others, specifically walkways and areas near the fence line. We assume 3-4 LED new wall-pack lights with 4 additional LED light poles. These should be placed along the fence line in all four corners of the site. CCTV cameras installed on proposed LED light poles will help to maintain clear visibility and mitigate additional costs of materials, trenching, etc. Assume 5 PTZ cameras with conduit infrastructure for power and signal for 100 ft. of trenching, $25 per linear foot, no duct bank, conduit and trenching only. The existing structure of the lobby does not provide receptionists or staff the ability to screen personnel and to control those who enter. Receptionists are the front line when the public enter the building and are responsible for providing direction and public assistance; therefore they are vulnerable to an attack. The structure of the existing lobby does not have a screening mechanism to allow/deny access, or a physical barrier to delay a threat. A structured screening area with a glass transaction area (preferably School Guard Glass) and screening capabilities directed by reception will increase situational awareness and protect staff. Intercom capabilities should be installed at the Reception desks, Executive Assistant's desk, and the School Board conference room. Lobby reconstruction is conceptualized in Appendix B of this report. This is a placeholder estimate, pending discussion with an architect. Numerous air intakes are located on the ground level or within reach of an individual standing at ground level, these are unprotected from a chemical or biological substance being introduced into the HVAC System. It is recommended to have a vertical metal air duct placed at each accessible intake. Assume $2,500 per intake. The Server Room in the building is not hardened to withstand against unauthorized entry as it currently exists. An access control reader for authorized personnel will limit the number of individuals to the equipment and document when and whom enters throughout the day. A camera should also be placed in the room to surveil access. Each server station should be bolted to the floor to prevent theft of equipment or damage caused by natural hazards. To enhance visibility in the reception area, viewing capability should be installed in the Chief Administrator's Office to the lobby area to allow her situational awareness of the space. This can be done through one-way glass on the door entering the lobby area, or a live-view of cameras placed in the lobby. As there are times receptionists may not be seated at their desks, this will allow continuous monitoring of the space. Due to the nature of the Superintendent's position, additional security measures are needed to protect this function and nearby staff and increase situational awareness. The sign in the west hallway indicating "Superintendent's Office" should be removed and the door to remain closed and locked limiting access points. Foot traffic

should be channeled through the Superintendent's Executive Assistant's Office to allow her to screen individuals entering the office. If the Executive Assistant is out of the office, a "stand-in" assistant should be placed at the desk temporarily to maintain the gatekeeper role. Duress alarms are present in the building, however additional alarms are needed. The Special Education Department, the Superintendent's Office, Chief Administrator's Office, and any other vulnerable, segregated areas. Assume 5 hardwired duress alarms with an annunciator capability to alert the receptionist that a panic button has been depressed. These should be tested regularly by the staff assigned to each area to ensure they are comfortable pressing them if needed. A change in procedure is recommended to eliminate a confirmation call before law enforcement is dispatched to the building; this takes valuable time that can be detrimental to human life. CCTV coverage is a critical part of providing situational awareness to staff and law enforcement of activities at the building and can alert to an emergency situation. Cameras placed strategically in hallways, building lobby, storage room, etc. are recommended. Mega-Pixel PTZ (pan-tilt-zoom) cameras with concealed glass allow a 360-degree view but do not alert individuals of where the camera is currently recording. ROM cost assumes 8 wall and dome PTZ cameras. Additional door contacts, motion detectors, and glass break monitors are needed throughout the building (specifically glass break monitors on ground-level windows, motion detection in record storage areas, or other critical entry points). Implement a maintenance program for all security systems. Any critical component that becomes inoperable must be replaced or repaired within 72 hours. Estimated yearly expense based on 3%-5% of system cost (new and existing equipment for Access Control, Video Surveillance, IDS, Duress Buttons, etc.).

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **System Wide Camera System Upgrade**

Operational Funding Division: Lewiston Public Schools **Project Name:** District Wide Security Upgrade

Est. Total Cost FY21:	300,000	**Est. Total Cost FY21-FY25:**	676,000
City Share FY21:	300,000	**City Share FY21-FY25:**	676,000

Project Description:
This project represents the replacement of existing or installation of new cameras district wide. There is an estimated total of 276 cameras that need to be installed as well as new viewing monitors at 10 locations. There are currently 176 cameras in use at this time and we have planned for 10 additional cameras to be installed at each location bringing the total to 276. This is a continuation of the FY20 LCIP project.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This program supports section ECA of the Lewiston Public Schools Policy Manual regarding Buildings and Grounds Security.

Justification for project implementation/construction and segments, if applicable:
The new cameras are needed to cover the areas at each school that do not have camera coverage where building administrators need it, this leads to blind spots when monitoring the facility and grounds. As for the existing cameras in use now, the existing cameras are old and obsolete as they use outdated technology. Typical life expectancy on these cameras is about 7 years and some of these cameras are 12-13 years old.

Future maintenance costs if known, including contracts and special service requirements:
A maintenance program should be set up for repairs and replacement of failing cameras. Estimated cost of this maintenance agreement is $40,000.

How were cost estimates obtained and expenditure commitment:
The costs for the new cameras was estimated by TRC. TRC performed a system wide security evaluation of all school facilities. TRC is a pioneer in groundbreaking scientific and engineering developments since the 1960s, and is a global consulting, engineering and construction management firm that provides technology-enabled solutions to the power, oil and gas, environmental and infrastructure markets. They serve a broad range of public and private clients, steering complex projects from concept to completion to help solve the toughest challenges.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	676,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**676,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	300,000	376,000				
Non-City Share						
City Share	300,000	376,000	0	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **LMS Mechanical, HVAC, and Controls Systems Upgrades**

Operational Funding Division: Lewiston Public Schools **Project Name:** LMS System Upgrades

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	3,543,000
City Share FY21:	0	**City Share FY21-FY25:**	3,543,000

Project Description:
Converting the remainder of the buildings distribution system from steam to hot water. Replacement of the boilers to more efficient boilers for hydronic heat system. Replacement of existing roof top equipment that is either not working properly, beyond its expected life, or is quickly approaching its end of useful life. The addition of several systems to address ventilation issues in some portions of the building, as well as provide air conditioning for areas such as the gym, gym lobby, and stage/band areas.

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

Justification for project implementation/construction and segments, if applicable:
Boilers at end of useful life. HVAC system is antiquated and needs upgrading. Additionally, we need to convert the remaining steam components of the heating system to hydronic heat. Existing systems in building included in this project are outdated, unreliable and at risk of failure.

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

How were cost estimates obtained and expenditure commitment:
Estimates obtained by Siemens.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	3,543,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**3,543,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost		3,543,000				
Non-City Share						
City Share	0	3,543,000	0	0	0	0

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

NARRATIVE:

As requested, Siemens has put this presentation together to encompass mechanical system upgrades and improvements for the Lewiston Middle School. In the creation of this presentation, Siemens has broken these projects into many different phases. We have tried to look holistically at the approaches in each of these phases while keeping in mind the end goal of the school district. In addition; we have tried to roll in many upgrades and repairs to address existing needs as well as necessary equipment replacements that are quickly approaching.

The first presentation, what we all discussed as 'phase I' for the Lewiston Middle School, includes the complete re-sectioning of one of the existing boilers at the middle school. This will provide a 'like new' boiler which will continue to produce steam and provide the district a stop gap for the next few years. In our examinations, it is noted that currently one boiler has failed completely (the one we are recommending re-sectioning), and the second is showing signs of failure and is currently leaking when cool. With this 'phase I' in place, you will have the current 'slightly leaking' boiler in place, a re-built boiler, as well as a smaller boiler, to serve your immediate heating needs.

The 'phase II' presentation follows. In this phase II, we are recommending converting the reminder of the building's distribution system from steam to hot water. This will leave the steam plant in place, will continue to utilize a steam conversion heat exchanger, but will eliminate any steam being transferred through the building.
In this presentation for phase II we have included several other upgrades, we feel will improve the building and put the district in the best position moving forward. We have included them here because they are integral pieces of the distribution in the building, and the desire to eliminate any re-work as these projects progress is paramount. Included is:

- The replacement of existing roof top equipment that is either not working properly, is beyond its expected life, or is quickly approaching the end of its useful life
- The addition of several systems to address ventilation issues in some portions of the building, improve distribution methods, as well as provide air conditioning for areas such as the gym, gym lobby, and stage/band areas.

The next presentation in this package, phase III, is included to upgrade the physical plant in the building. This proposal includes the elimination of a steam physical plant, and upgrade of all existing boilers (the phase I boiler to remain as backup), and all necessary piping and plant re-work. This phase is where the district will notice the biggest operational savings, improved reliability, and upgrade of the systems which are well beyond their useful life. This new boiler plant would operate to serve all hydronic heating throughout the building, provide domestic hot water, and provide significant efficiency improvements over the existing systems.

The final presentation we have used to illustrate an example of a municipal leasing program that Siemens offers its valued customers. With this package, we can spread payments out over 10 to sometimes 17 years, make some of these improvements sooner than normal budget

processes allow, as well as provide the opportunity to roll up other neglected replacements and improvements throughout the district, eliminating the unknown future expenditures for failures of these systems. We feel one of the most attractive parts of an option like this, is that under this package, all engineering and operation thereof is warranted by Siemens, providing confidence that your buildings will operate as intended. We have provided this as an example only, and if there is interest in pursuing, we can work though details with you and your team on how to proceed, and which projects fit this mold the best.

LEWISTON MIDDLE SCHOOL PHASE I:

In order to provide reliable heat for this winter, as discussed, we are recommending the replacement of all the sections of (1) existing boiler block. Currently this block has failed and is inoperable. In accordance with our discussions we have included in this pricing the labor to perform the boiler work only, allowing the customer to purchase equipment and secure the rigging contractor. Below you will find additional detail of what we have included and excluded in this proposal.

Included:

- Demolish (1) Smith Boiler
- Assist Cote Crane moving sections
- Assist Cote Crane placing new sections
- Assemble boiler block
- Re-attach existing steam header and condensate return
- Re-attach existing burner, controls, and trim
- Startup of re-sectioned boiler

Excluded

- Any and all abatement
- Boiler Sections
- Burner mounting plate
- Temporary rigging of steam header
- All rigging (we have assumed Cote will be onsite to assist in this installation and moving blocks around)

Proposed Price: $ 23,862.70

LEWISTON MIDDLE SCHOOL PHASE II:

The next logical step in the complete upgrade of the existing mechanical system at the middle school is the conversion of the remaining steam distribution system, the implementation of some new equipment to provide ventilation / heating / and cooling for specific sections of the building, as well as the replacement of some existing equipment that is near/beyond its expected end of life, or is currently having operation issues. This phase has been put together budgetarily with preliminary engineering only. Below you will find additional information about the systems and upgrades that are included in this phase II proposal.

Included:

- Provide ventilation / heating / cooling for gymnasium
- Provide ventilation / heating / cooling for stage/band/adjacent office area
- Provide ventilation / heating / cooling for gym lobby
- Replacement of existing auditorium rooftop heating / cooling / ventilation system
- Replacement of existing cafeteria rooftop heating / cooling / ventilation system
- Conversion of remaining area steam distribution system, not already addressed above
- All necessary HW piping
- Roofing
- Electrical
- Structural
- Rigging
- Insulation
- Sheetmetal
- Siemens direct digital controls

Excluded

- Any and all abatement

Budgetary Price: $ 2,080,948

LEWISTON MIDDLE SCHOOL PHASE III:

The final recommended phase for the upgrade of the heating systems at Lewiston Middle School is the replacement of the existing steam plant, and the installation of a new, high efficiency boiler plant. This phase includes the construction of such a plant, and the full implementation. This phase has been put together budgetarily with preliminary engineering only. Below you will find additional information about the systems and upgrades that are included in this phase II proposal.

Included:

- Demolition of all existing steam systems in existing boiler plant
- Demolition of existing boiler providing domestic water heating
- Conversion of boiler re-worked in phase I to hot water (back up only)
- All breeching and combustion air re-worked
- Installation of new high efficiency boilers
- All necessary HW piping
- Roofing
- Electrical
- Structural
- Rigging
- Insulation
- Sheetmetal
- Siemens direct digital controls

Excluded

- Any and all abatement

Budgetary Price: $ 1,461,878

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Paving District Wide**

Operational Funding Division: Lewiston Public Schools **Project Name:** Paving District Wide

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	510,000
City Share FY21:	0	**City Share FY21-FY25:**	510,000

Project Description:
We request $510,000 for district wide paving projects. Our focus will be on LHS, LMS, Geiger, Montello and Longley. Assessment of these schools shows that spot patched and repair will occur on areas of concern at LHS, LMS, Geiger and Montello. Longley has deteriorated to the point that most of the asphalt on site must be removed, gravel added to re-grade and install new pavement. This project will reclaim and repave the entire northeast side of the Montello parking lot and access road.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This is consistent with our five year capital plan.

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

Future maintenance costs if known, including contracts and special service requirements:
Restriping every 3 years. This will not be a LCIP consideration as we will budget for this in the operating budget.

How were cost estimates obtained and expenditure commitment:
Estimates from St. Laurent.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	510,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**510,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost		510,000				
Non-City Share						
City Share		510,000				

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Green Ladle Renovation**

Operational Funding Division: School Department **Project Name: Green Ladle** Green Ladle Renovation

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	100,000
City Share FY21:	0	**City Share FY21-FY25:**	100,000

Project Description:
Increasingly, the Green Ladle seating capacity is reached because of the fixed space of the main room. This project will include the replacement of the fixed wall between the main room and the conference area with an adjustable/removable wall. This change will allow for increased seating while still retaining the conference room flexibility.

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

Justification for project implementation/construction and segments, if applicable:
This expansion will both meet a community need and expose LRTC Culinary Arts students to larger functions.

Future maintenance costs if known, including contracts and special service requirements:
None.

How were cost estimates obtained and expenditure commitment:

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	100,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**100,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	20025	Future
Total Project Cost			100,000			
Non-City Share						
City Share	0	0	100,000	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Longley Door Replacement and Security System Integration**

Operational Funding Division: Lewiston Public Schools **Project Name:** Longley Security

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	2,344,000
City Share FY21:	0	**City Share FY21-FY25:**	2,344,000

Project Description:
This project represents the implementation of the recommended changes to the building that TRC made after performing a safety evaluation. Items included are: reworking parking layout, lighting improvements, landscaping, perimeter fencing, upgrades to the building access system for interior and exterior doors, security film on windows, protection of air intakes for the HVAC systems, communication system between the school and adult ed, replacement of exterior windows, lighting work on the exterior of the building, and hardening of the entry ways for both the school and adult ed.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This program supports section ECA of the Lewiston Public Schools Policy Manual regarding Buildings and Grounds Security.

Justification for project implementation/construction and segments, if applicable:
These items were recommended by TRC as part of a building safety/security audit that was recently performed.

Future maintenance costs if known, including contracts and special service requirements:
New systems will require yearly maintenance, cost TBD.

How were cost estimates obtained and expenditure commitment:
The costs for the new cameras was estimated by TRC. TRC performed a system wide security evaluation of all school facilities. TRC is a pioneer in groundbreaking scientific and engineering developments since the 1960s, and is a global consulting, engineering and construction management firm that provides technology-enabled solutions to the power, oil and gas, environmental and infrastructure markets. They serve a broad range of public and private clients, steering complex projects from concept to completion to help solve the toughest challenges.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	2,344,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**2,344,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost			2,344,000			
Non-City Share						
City Share	0	0	2,344,000	0	0	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Dingley Basement Redesign**

Operational Funding Division: Lewiston Public Schools **Project Name:** Dingley Basement Redesign

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	1,350,000
City Share FY21:	0	**City Share FY21-FY25:**	1,350,000

Project Description:
The Dingley Building has reached a max capacity for day to day operations. The scope of this project would be to add heat to currently unoccupied spaces in the basement which include bathrooms, hallways, and rooms used for storage. The scope also consists of the correction of water leakage which occurs during driving rain storms. The redesign includes the refurbishment of the maintenance shop and custodial storage space to build out additional office spaces. As part of this project, a fresh air ventilation system will be required.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This is consistent with our five year capital plan.

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

Future maintenance costs if known, including contracts and special service requirements:
All future maintenance will fall within the general fund budget request.

How were cost estimates obtained and expenditure commitment:
Hebert Construction evaluated the Dingley basement for possible reconditioning to construct additional office space as the current Dingley space is limited. We currently have 12 staff located in the basement of Dingley of which conditions are not adequate for office space. The Dingley building is used as a district wide professional development location, community partners and district meetings are held at the Dingley building. We currently do not have ventilation or flooring,

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	1,350,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**1,350,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost			1,350,000			
Non-City Share						
City Share	0	0	1,350,000	0	0	

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Rehabilitation of Sanitary Sewers and Manholes**

Operational Funding Division: Public Works - Sewer **Project Name:** Rehab Sewers

Est. Total Cost FY21:	1,100,000	**Est. Total Cost FY21-FY25:**	5,800,000
City Share FY21:	1,100,000	**City Share FY21-FY25:**	5,800,000

Project Description:
This project scope is to cure-in-place line or replace various sanitary/combined sewer 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 FY2021 projects will be determined after reviewing the results of all the pipeline inspections completed to date and prioritizing the pipe defects discovered. Updated risk assessment reports will be delivered to the City in the near future to assist in developing priority lining sections. Approximately 15% of this budget each year will be devoted to manhole rehabilitation.

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, EPA Administrative Order Corrective Action Plan and Sanitary Sewer Rehab Plan - 2017.

Justification for project implementation/construction and segments, if applicable:
This program is effective at eliminating infiltration and inflow volumes, a condition of our CSO permit. The increase in spending is a requirement from EPA as a part of the AO. Extremely old and vulnerable infrastructure threatening health safety and causing regulatory violations. The EPA Administrative Order signed in 2017, includes many specific actions identified in the Sanitary Sewer Rehab Plan and the Corrective Action Plan which the City must implement. 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. Approximately 16.4 miles of sewer pipe have been lined since 1998.

There are approximately 150 miles of sanitary or combined sewer in Lewiston. Of those, approximately 36 miles of pipe have been identified as needing rehabilitation by the Risk Assessment Management Program. The majority of these 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 manholes 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. A condition of EPA's approval of the City's EPA Administrative Order Corrective Action Plan was that the City increase its level of funding for sanitary sewer rehabilitation by the 2020-2021 fiscal year.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	5,800,000	Sewer Fund			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**5,800,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	1,100,000	1,100,000	1,200,000	1,200,000	1,200,000	1,300,000
Non-City Share						
City Share	1,100,000	1,100,000	1,200,000	1,200,000	1,200,000	1,300,000

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Equipment Replacement Program**

Operational Funding Division: Public Works - Sewer **Project Name:** Equipment Replacement

Est. Total Cost FY21:	60,000	**Est. Total Cost FY21-FY25:**	655,000
City Share FY21:	60,000	**City Share FY21-FY25:**	655,000

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 less worker injuries. The vehicles and equipment have a total replacement value of $1,115,500. The FY21 funding request replaces our 307 standby truck.

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

Justification for project implementation/construction and segments, if applicable:
We will be rotating the old Unit 307, a 2011, 3/4 ton pickup truck with over 113,000 miles and over 9,800 hours to be used at the Lake Auburn treatment facility by staff for maintenance work and plowing. We will replace it with a new 3/4 ton, 4x4 pickup truck with cap to be used for locates and standby/on-call. A plow will need to be purchased for the re-purposed pickup going to the Lake Auburn Treatment facility.

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	655,000	Sewer Fund			
City Bond Issue					
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**655,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	60,000	25,000	225,000	225,000	120,000	100,000
Non-City Share						
City Share	60,000	25,000	225,000	225,000	120,000	100,000

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

FY2021
FIVE YEAR REPLACEMENT SCHEDULE

	Truck/Equipment	Est. Cost	Unit Replaced
FY 2021	Standby Pickup Truck	60,000	2011 3/4 ton 4x4 Pickup with cap - Unit 307
FY 2022	Trailer Generator	25,000	1990 Trailer Generator
FY 2023	Vactor Sewer Jet Vac 1st Payment	225,000	2010 Vacuum-Flusher Unit 303
FY 2024	Vactor Sewer Jet Vac 1st Payment	225,000	2010 Vacuum-Flusher Unit 303
FY 2025	6 inch trailer pump	50,000	1989 6 inch Trailer Pump Unit 314
	Freightliner Dump Truck 1st Payment	70,000	2009 Single Axle Dump Truck Unit 305
		120,000	
	TOTAL:	**655,000**	

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Collection System Inspection**

Operational Funding Division:	Public Works - Sewer	**Project Name:**	Collection System Inspection
Est. Total Cost FY21:	600,000	**Est. Total Cost FY21-FY25:**	3,255,000
City Share FY21:	600,000	**City Share FY21-FY25:**	3,255,000

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 as required by the Administrative Order (AO) on Consent, CWA-AO-R01-FY17-08, issued by the United States Environmental Protection Agency (EPA), on April 19, 2017. The AO requires the City to perform a condition assessment on at least 10% of the sanitary sewer collection system and manholes annually using the National Sewer Service Companies (NASSCO) standards. The City must also perform cleaning on at least 20% of the collection system each year until the City has internally cleaned 100% of the collection system.

The City's collection system has approximately 150 miles or 792,000 linear feet of pipe and 3,618 manholes. In order to meet the requirements of the AO, the City must inspect at least 79,200 linear feet of pipe and 360 manholes each year.

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 FY2014-2018 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 the work of future cleanings, repairs 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.

This project is also a requirement of the Administrative Order issued by the EPA.

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. We have differentiated between ordinary sewer inspections and interceptor inspections. Experience has shown that interceptors take approximately three times as long per linear foot to inspect and clean because of the greater flow conditions.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	3,255,000	Sewer Fund			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**3,255,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	600,000	625,000	650,000	675,000	705,000	700,000
Non-City Share						
City Share	600,000	625,000	650,000	675,000	705,000	620,000

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Pump Station Replacement**

Operational Funding Division: Public Works - Sewer **Project Name:** Pump Stations

Est. Total Cost FY21:	200,000	**Est. Total Cost FY21-FY25:**	1,000,000
City Share FY21:	200,000	**City Share FY21-FY25:**	1,000,000

Project Description:
The requested FY21 funding is $200,000 for a proposed pump station replacement at Michaud Heights. The Michaud Heights 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 submersible pump station with new wet well. The budget also includes cleaning the force main and electrical upgrades with a new control panel.

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. Eliminating dry weather overflows is a focus of the City's Capacity, Management, Operation and Maintenance (CMOM) Program and a requirement of the EPA Administrative Order signed in 2017.

Justification for project implementation/construction and segments, if applicable:
The City entered into an Administrative Consent Agreement with the USEPA, in April 2017, to improve sewer overflow management. Pump stations are a prime source of overflows if they fail. Evaluation of the pump stations is ongoing 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, thus saving energy costs and extending 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:
Recent pump station installations on Tall Pines Dr. Estimates have been increased from past LCIPs to switch the approach from replacing these stations with wet well mounted suction pumps as they are now, to submersible type stations which require a new wet well and additional check-valve pit. The submersible stations have proven to be more reliable with less maintenance which reduces cost over the life of the station in spite of the higher initial cost.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	1,000,000	Sewer Fund			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**1,000,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	200,000	200,000	200,000	200,000	200,000	200,000
Non-City Share						
City Share	200,000	200,000	200,000	200,000	200,000	200,000

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

Lewiston Sewer Pump Stations

	Location	Date Installed	Force Main Diameter (in.)	Length of Force Main (ft.)	Force Main Date Last Cleaned	Est. Cost of Cleaning	Fiscal Year Station Replace. Funded
1	South Lisbon Road	1987	8	3,850	2018		2018
2	Chadbourne Road	1989	6	1,830	never	5,490	FY20
3	Foss Road 1	1988	6	2700	never	8,100	FY19
4	Foss Road 2	1988	6	670	never	2,010	FY23
5	Michaud Heights	1988	6	800	never	2,400	FY21
6	Center Ave. (No Name Pond)	2000	3	1,822	never	5,466	FY25
7	Randall Road	1981	16	6,011	2012		2007
8	River Road 1	2016	6	1,600	never	4,800	2016
9	River Road 2	2016	6	2,700	2010		2016
10	Gendron Drive (AAPPW)	2003	6	2,490	never	7,470	
11	Sabattus Road	1989	6	2,180	never	6,540	FY24
12	Sherbrooke Ave.	1988	4	1,371	never	4,113	FY22
13	Tall Pines	1975	8	222	2018		2018
14	Water St.	2007	6	14	never		
15	Landfill	1991	2	1,940	never	5,820	
			Totals:	**28,360**		**52,209**	

FY21 Criticality and Risk Assessment of Collection System
Project Description Form

Project Title: **Criticality and Risk Assessment of Collection System**

Operational Funding Division: Public Works - Sewer **Project Name:** Risk Assessment of Sewer Mains

Est. Total Cost FY21:	115,000	**Est. Total Cost FY21-FY25:**	625,000
City Share FY21:	115,000	**City Share FY21-FY25:**	625,000

Project Description:
The City manages approximately 150 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 3,600 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 is 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 the FY08-FY18 inspections. This project will assign risk values to the pipes inspected in FY21.

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, EPA Administrative Order Corrective Action Plan and Sanitary Sewer Rehab Plan - 2017.

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	625,000	Sewer Impact Fees			
City Bond Issue					
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**625,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	115,000	120,000	125,000	130,000	135,000	100,000
Non-City Share						
City Share	115,000	120,000	125,000	130,000	135,000	100,000

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Storm Drain Inspection**

Operational Funding Division: Public Works - Storm Water **Project Name:** Storm Drain Inspection

Est. Total Cost FY21:	385,000	**Est. Total Cost FY21-FY25:**	1,200,000
City Share FY21:	385,000	**City Share FY21-FY25:**	1,200,000

Project Description:
There is approximately 150 miles of storm drains in the City. The project will continue a general condition assessment of the City's storm drain system first started in FY19, by cleaning and video inspecting 20% per year over a five year period until all of storm drain pipes have been inspected. The project will also help identify illicit connections to the storm drain system that are a violation of the Clean Water Act and the NPDES Phase II Permitting requirements (MeDEP General Permit for Storm Water Discharge).

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Clean Water Act, NPDES Phase II Permitting and MEDEP General Permit for Storm Water Discharge.

Justification for project implementation/construction and segments, if applicable:
Storm drains are intricate assets of a community that can lead to disaster if not properly and regularly serviced. Failure to maintain operations of the City's storm drain system could lead to flooding. The inspections will allow Public Works to prioritize maintenance and capital improvement work, along with future cleaning, repair and rehab. of storm drains, to maintain operating capacity of the system, and help keep the City of Lewiston in compliance with EPA and MEDEP permitting requirements.

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

Source	Amount				
City Operating Budget					
City Bond Issue	1,200,000	Storm Water Fund			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**1,200,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	385,000	400,000	415,000			
Non-City Share						
City Share	385,000	400,000	415,000			

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Storm Drains Repairs and Road Rehabilitation Projects**

Operational Funding Division: Public Works - Highway **Project Name:** Rehabilitate Storm Drains

Est. Total Cost FY21:	600,000	**Est. Total Cost FY21-FY25:**	2,600,000
City Share FY21:	600,000	**City Share FY21-FY25:**	2,600,000

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. Projects that are not supported in the road rehabilitation budget will not get the corresponding storm drainage work funding. In addition, Public Works has identified additional storm water structures that require repair based on the results of the ongoing storm water system condition inspection and assessment program. The cost breakdown is as follows; $110,000 for underdrain work and $496,000 for storm water repairs.

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. This will also repair failed or failing storm water infrastructure in a timely manner.

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. Estimates are based partially on actual repair needs identified in the storm water inspection program

FUNDING SOURCES

Source	Amount				
City Operating Budget	2,600,000	Storm Water Fund			
City Bond Issue					
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**2,600,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	600,000	500,000	500,000	500,000	500,000	500,000
Non-City Share						
City Share	600,000	500,000	500,000	500,000	500,000	500,000

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

Storm Drain Rehab Program

2021

STREET	FROM	TO	COST
ABBOT ST	MOUNTAIN AVE	WARE ST	2,150
AMES AVE	LAURIER ST	DEAD END	2,850
BARDWELL ST	VALE ST	NICHOLS ST	2,500
BENSON ST	MOUNTAIN AVE	WARE ST	2,000
CALDWELL CIRCLE	PINEWOOD RD	DEAD END	3,200
CHADBOURNE ROAD	SABATTUS ST	OLD CHADBOURNE RD	3,000
FAIRMOUNT ST	ASHMOUNT ST	SCRIBNER BLVD	2,000
FURBUSH ST	SABATTUS ST	DEAD END	2,000
GODDARD RD	RIVER RD	ATLANTIS WAY	4,650
GROVEMOUNT LN	ASHMOUNT ST	VALLEY ST	2,050
HARTFORD ST	McKINLEY DR	HOGAN RD	2,150
HEATHWOOD LN	VALLEY ST	HILLMOUNT DR	2,700
HEMLOCK LANE	CALDWELL CIRCLE	DEAD END	800
JACQUELINE AVE	LEMAY AVE	DEAD END	2,150
KENSINGTON AVE	SHERBROOKE AVE	DEAD END	2,500
LAURIER ST	SABATTUS ST	SABATTUS ST	2,650
LEMAY AVE	HOGAN RD	JACQUELINE AVE	3,500
LEWIS LANE	CALDWELL CIRCLE	DEAD END	1,500
LOWELL ST	MIDDLE ST	CHAPEL ST	3,000
LYNN ST	AMES AVE	DEAD END	2,100
MCKINLEY DR	LEMAY AVE	HARTFORD ST	1,000
MITCHELL ST	MEADOW LN	DEAD END	1,000
PINEWOODS RD	FERRY RD	DYER RD	1,500
PLEASANT ST	AVALON ST	ALFRED A PLOURDE PARK	3,350
PLEASANT ST	LISBON ST	ALFRED A PLOURDE PARK	3,150
RANDALL RD	SABATTUS ST	BRIGHAM ST	4,500
RIDGEWOOD AVE	SABATTUS ST	DEAD END	2,150
SUNRISE LANE	RANDALL RD	DEAD END	1,500
THORNE ST	MONTELLO ST	DEAD END	6,200
VENISE AVE	SABATTUS ST	DEAD END	2,000
WARE ST	COLLEGE ST	MAIN ST	4,200
MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	30,000
			110,000

2022

STREET	FROM	TO	COST
ADELE ST	BOBBY ST	PINELAND ST	2,000
BEACON ST	PINE ST	WALNUT ST	2,500
BOBBY ST	ADELE ST	BOSSE ST	3,500
BOSSE ST	STEVENS ST	PINELAND ST	3,500
BUTTONWOOD LN	MONTELLO ST	MANNING AVE	2,500
CHAMPLAIN AVE	SURRY ST	COLLEGE ST	2,000
CENTRAL AVE	CAMPUS AVE	RUSSELL ST	2,500
DAMON ST	GROVE ST	DEAD END	2,500
FIRESLATE PL	OLD FARM RD	DEAD END	3,000
FORRESTALL ST	WESTMINSTER ST	WEBSTER ST	3,000
GINA ST	GROVE ST	MARK ST	2,500
GRANITE ST	BATES ST	LOWELL CT	2,000
GROVE ST	RANDALL RD	CRESTVIEW ST	1,500
JOLINE ST	GROVE ST	DEAD END	1,500
LELAND ST	GROVE ST	DEAD END	2,000
LOWELL CT	GRANITE ST	DEAD END	3,000
OLD FARM RD	COLLEGE ST	DEAD END	3,000
OLD LISBON RD	SOUTH LISBON RD	DEAD END	1,000
OLD LISBON RD	GOULD ST	OLD LISBON RD	2,500
OXFORD ST	CEDAR ST	RIVER ST	2,000
PINELAND ST	IMELDA ST	ADELE ST	2,000
RIVER ST	CEDAR ST	LINCOLN ST	5,000
RIVERSIDE ST	MAIN ST	SUMMER ST	2,500

Storm Drain Rehab Program

2021

STREET	FROM	TO	COST
ABBOT ST	MOUNTAIN AVE	WARE ST	2,150
AMES AVE	LAURIER ST	DEAD END	2,850
BARDWELL ST	VALE ST	NICHOLS ST	2,500
BENSON ST	MOUNTAIN AVE	WARE ST	2,000
CALDWELL CIRCLE	PINEWOOD RD	DEAD END	3,200
CHADBOURNE ROAD	SABATTUS ST	OLD CHADBOURNE RD	3,000
FAIRMOUNT ST	ASHMOUNT ST	SCRIBNER BLVD	2,000
FURBUSH ST	SABATTUS ST	DEAD END	2,000
GODDARD RD	RIVER RD	ATLANTIS WAY	4,650
GROVEMOUNT LN	ASHMOUNT ST	VALLEY ST	2,050
HARTFORD ST	McKINLEY DR	HOGAN RD	2,150
HEATHWOOD LN	VALLEY ST	HILLMOUNT DR	2,700
HEMLOCK LANE	CALDWELL CIRCLE	DEAD END	800
JACQUELINE AVE	LEMAY AVE	DEAD END	2,150
KENSINGTON AVE	SHERBROOKE AVE	DEAD END	2,500
LAURIER ST	SABATTUS ST	SABATTUS ST	2,650
LEMAY AVE	HOGAN RD	JACQUELINE AVE	3,500
LEWIS LANE	CALDWELL CIRCLE	DEAD END	1,500
LOWELL ST	MIDDLE ST	CHAPEL ST	3,000
LYNN ST	AMES AVE	DEAD END	2,100
MCKINLEY DR	LEMAY AVE	HARTFORD ST	1,000
MITCHELL ST	MEADOW LN	DEAD END	1,000
PINEWOODS RD	FERRY RD	DYER RD	1,500
PLEASANT ST	AVALON ST	ALFRED A PLOURDE PARK	3,350
PLEASANT ST	LISBON ST	ALFRED A PLOURDE PARK	3,150
RANDALL RD	SABATTUS ST	BRIGHAM ST	4,500
RIDGEWOOD AVE	SABATTUS ST	DEAD END	2,150
SUNRISE LANE	RANDALL RD	DEAD END	1,500
THORNE ST	MONTELLO ST	DEAD END	6,200
VENISE AVE	SABATTUS ST	DEAD END	2,000
WARE ST	COLLEGE ST	MAIN ST	4,200
MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	30,000
			110,000

2022

STREET	FROM	TO	COST
ADELE ST	BOBBY ST	PINELAND ST	2,000
BEACON ST	PINE ST	WALNUT ST	2,500
BOBBY ST	ADELE ST	BOSSE ST	3,500
BOSSE ST	STEVENS ST	PINELAND ST	3,500
BUTTONWOOD LN	MONTELLO ST	MANNING AVE	2,500
CHAMPLAIN AVE	SURRY ST	COLLEGE ST	2,000
CENTRAL AVE	CAMPUS AVE	RUSSELL ST	
DAMON ST	GROVE ST	DEAD END	2,500
FIRESLATE PL	OLD FARM RD	DEAD END	3,000
FORRESTALL ST	WESTMINSTER ST	WEBSTER ST	3,000
GINA ST	GROVE ST	MARK ST	2,500
GRANITE ST	BATES ST	LOWELL CT	2,000
GROVE ST	RANDALL RD	CRESTVIEW ST	1,500
JOLINE ST	GROVE ST	DEAD END	1,500
LELAND ST	GROVE ST	DEAD END	2,000
LOWELL CT	GRANITE ST	DEAD END	3,000
OLD FARM RD	COLLEGE ST	DEAD END	3,000
OLD LISBON RD	SOUTH LISBON RD	DEAD END	1,000
OLD LISBON RD	GOULD ST	OLD LISBON RD	2,500
OXFORD ST	CEDAR ST	RIVER ST	2,000
PINELAND ST	IMELDA ST	ADELE ST	2,000
RIVER ST	CEDAR ST	LINCOLN ST	5,000
RIVERSIDE ST	MAIN ST	SUMMER ST	2,500

SABATTUS ST	GOULDER RD	BRADBURY ST	6,000
SARATOGA ST	ENTERPRISE DR	FORRESTAL ST	7,000
SOUTH LISBON RD	DYER RD	CROWLEY RD	4,000
ST. JEROME ST	GROVE ST	GINA ST	1,750
STEVENS ST	BOSTON AVE	BARTLETT ST	1,250
SUMMER ST	WEST BATES	BRIDGE ST	2,500
WALNUT ST	WEBSTER ST	HOWARD ST	2,500
MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	30,000
			110,000

2023

STREET	FROM	TO	COST
ACADIA AVE	LISBON ST	PLEASANT ST	2,150
BEARCE AVE	MAIN ST	DEAD END	2,500
BIRCH ST	BARTLETT ST	WALNUT ST	3,000
BRENTWOOD RD	POND RD	DEAD END	2,800
CHALLENGER DR	ATLANTIS WAY	ALFRED A PLOURDE PARKWAY	3,000
COBURN ST	HACKETT ST	HALL ST	1,700
CUMBERLAND AVE	BARTLETT ST	DEAD END	2,250
DAVIS ST	COLLEGE ST	OAK ST	1,250
DONNELLY ST	POND RD	EMILE ST	1,100
DYER RD	LISBON ST	PINEWOODS RD	3,600
EMILE ST	GROVE ST	DEAD END	2,500
FOSS RD	LISBON ST	DEAD END	2,700
GERMAINE ST	MARCOTTE AVE	BARRON ST	1,500
GROVE ST	CRESTVIEW DR	TOWN LINE	2,150
HALEY ST	WEBSTER ST	HIGHLAND STREET	2,500
HALL ST	ARKWRIGHT AVE	DEAD END	3,500
HILTON PL	BRENTWOOD AVE	DEAD END	1,850
KNOWLTON ST	GROVE ST	DEAD END	2,150
MARTIN DR	LISBON ST	FORTIER DR	3,250
MONTELLO ST	EAST AVE	STANLEY ST	3,350
O'CONNELL ST	PLEASANT ST	DEAD END	2,850
ORCHARD ST/CIRC	SABATTUS ST	NORTH TEMPLE ST	8,000
RICHARD TER	GROVE ST	DEAD END	2,000
RYDER ST	BEARCE ST	MANNING AVE	1,550
SOUTH AVE	LISBON ST	LINCOLN ST	2,450
SHEFFIELD AV	DEAD END	POND RD	2,500
SYLVAN AVE	WEBSTER ST	SABATTUS ST	1,800
TAMPA ST	ORANGE ST	SYLVAN AVE	1,600
WARREN AVE	FARWELL ST	DEAD END	4,500
WHITE ST	COLLEGE ST	OAK ST	1,950
MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	32,000
			110,000

2024

STREET	FROM	TO	COST
BIRCH ST	BARTLETT ST	PARK ST	2,000
BRULE ST	DEFORGE ST	POND RD	2,500
BRULE ST	POND RD	WEST BRULE ST	3,500
COLLEGE ST	MERRILL RD	TOWN LINE	3,500
CHESTNUT ST	PARK ST	CANAL ST	2,500
DEFORGE ST	GROVE ST	POND RD	2,500
DYER RD	PINEWOODS RD	GALINA LN	2,000
DYER RD	GALINA LN	FERRY RD	4,000
FORTIN WAY	CENTRAL AVE	ORESTIS WAY	4,000
GLORIA AVE	GROVE ST	POND RD	3,000
HEMLOCK LANE	CALDWELL CIR	END	2,600
HODGKIN ST	FERRY RD	PLEASANT ST	1,000
LEWIS LANE	CALDWELL CIR	END	2,900
LORRAINE AVE	WEBSTER ST	LABBE AVE	1,500
MOLLISON WAY	KING ST	MAIN ST	2,000

PARK ST	PINE ST	SPRUCE ST	3,000
PIERCE ST	WALNUT ST	DEAD END	3,000
PLEASANT ST	COMMERCIAL ST	HODGKIN ST	1,000
NORTH BARDWELL ST	RUSSELL ST	PETTINGILL ST	2,500
ORESTIS WAY	CENTRAL AVE	FORTIN WAY	2,000
RESERVOIR AVE	WEBSTER ST	LABBE AVE	1,800
RITA AVE	BRAULT ST	CLAIRE ST	5,000
STRAWBERRY AVE	TALL PINES DR	DEAD END	3,500
STRAWBERRY AVE	TALL PINES DR	CUL-DE-SAC	2,600
SUNNYSIDE ST	CENTRAL AVE	GOOGIN ST	3,000
THERESA AVE	BRAULT ST	CLAIRE ST	2,500
VALE ST	CENTRAL AVE	COLLEGE ST	2,900
WEBBER AVE	PLEASANT ST	LISBON ST	2,800
WELLMAN ST	SUNNYSIDE ST	DEAD END	1,500
WEST BRULE ST	GROVE ST	BRULE ST	1,400
MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	32,000
			110,000

2025

STREET	FROM	TO	COST
AAP PARKWAY	MTA RAMPS SOUTH	RIVER RD	4,500
ANN ST	OLD GREENE RD	NORTH TEMPLE ST	2,150
BAILEY AVE	SABATTUS ST	GERRY ST	1,200
BAIRD AVE	LISBON ST	PLEASANT ST	3,500
BIRON AVE	SOUTH AVE	BAIRD ST	2,500
BROOKSIDE DR	MAIN ST	DEAD END	2,500
CHURCH ST	SCHOOL ST	SCHOOL ST	1,900
CLASS ST	ANN ST	SCHOOL ST	4,000
DAWN AVE	FARRELL ST	MARY ST	4,000
DEER RD	MAIN ST	DEAD END	3,000
ENTERPRISE ST	WESTMINSTER ST	SARATOGA ST	2,250
FARRELL ST	DAWN AVE	ROSEWOOD AVE	1,000
FARWELL ST	WEBSTER ST	CONNECTOR RD	3,000
GOFF AVE	MARY ST	DEAD END	1,500
GOFFEE ST	AVALON ST	BECKETT ST	2,000
HILLVIEW LN	RANDALL RD	DEAD END	3,000
JANS BLVD	WEBSTER ST	DENISE AVE	3,000
IRWIN ST	AVALON ST	CASSELL ST	1,000
LEXINGTON ST	WESTMINSTER ST	SARATOGA ST	2,500
LINCOLN DR	LINCOLN ST	LOCUST ST	1,700
MARSTON ST	LISBON ST	DEAD END	2,000
MELLON ST	SABATTUS ST	TUCKER ST	5,000
PAGOMA LN	RANDALL RD	DEAD END	4,000
QUIMBY ST	LISBON ST	PLEASANT ST	2,000
RACHEL BLVD	OLD GREENE RD	NORTH TEMPLE ST	2,500
ROSEWOOD AVE	MARY ST	FARRELL ST	2,150
SAINT CROIX ST	LISBON ST	PLEASANT ST	2,150
SAND HILL RD	LISBON ST	DEAD END	1,500
TANGLEWOOD DR	WILDWOOD DR	DEAD END	1,500
VINE ST	LISBON ST	DEAD END	2,500
WEBBER AVE	WEBSTER ST	PLEASANT ST	1,500
MISC. HIGHWAY CALLS	VARIOUS LOCATIONS	VARIOUS LOCATION	33,000
			110,000

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Jepson Brook Channel Upgrades**

Operational Funding Division: Public Works - Engineering **Project Name:** Jepson Brook Channel

Est. Total Cost FY21:	1,100,000	**Est. Total Cost FY21-FY25:**	2,200,000
City Share FY21:	1,100,000	**City Share FY21-FY25:**	2,200,000

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 Russell 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 CDM Smith report were made available in 2015. The major conclusion of the flow modeling is that the channel currently can only handle flow from a 10-year storm event. The report provided recommendations to increase overall capacity to handle a 50-year storm with no flooding. This LCIP includes those recommendations along with recommended structural concrete repairs.
The first phase was to replace the concrete lining on the south side between Manning Ave. and Brooks Ave. which had failed. The second phase, using FY19 funding , is to remove the obstructions in the culverts under Main St. and Manning Ave. to increase capacity at the downstream end. Phases 3-5 will install larger culverts at several of the cross streets to increase capacity as recommended by the CDM Smith report. The replacement of the Central Ave./Brault box culvert is identified in Phase 4/FY21 funding. Phase 5 will replace the culvert at Robinson Gardens, and Phase 6 will complete remaining structural repair needs on the rest of the channel.

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:
The Jepson Brook channel, as it currently sits, is likely to overtop its walls during a 10-year event or larger. With the area along the channel being flat and homes very close to the channel, any overtopping is likely to cause significant flood damage. 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	2,200,000	Storm Water Fund			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**2,200,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
	Phase 4	**Phase 5**	**Phase 6**			
Total Project Cost	1,100,000	600,000	500,000			
Non-City Share						
City Share	1,100,000	600,000	500,000	0		

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **2021 Culvert Replacement Program**

Operational Funding Division: PW- Engineering **Project Name:** Culvert Replacements

Est. Total Cost FY21:	110,000	**Est. Total Cost FY21-FY25:**	310,000
City Share FY21:	110,000	**City Share FY21-FY25:**	310,000

Project Description:
A culvert identified in the FY18 LCIP on Ashmount Street has been put off until sufficient investigating can be completed to determine the necessity and capability of replacing the culvert. The investigation has been completed with the new Storm Drain Condition Assessment program and is included in the FY21 LCIP.

Future culver replacement program for FY22 and beyond will focus on smaller culverts in local roads and collectors. These replacement culverts will be assessed and coordianted with the Street Maintenace Program.

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:
This program is to replace culverts that are in poor condition and are in jeopardy of failure.

Future maintenance costs if known, including contracts and special service requirements:
The intention of the program is to identify and replace culverts under local roads and to track the life cycle costs within the BeeHive Asset Management software.

How were cost estimates obtained and expenditure commitment:
Cost estimate was provided City staff.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	310,000	Storm Water Fund			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**310,000**				

MENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	110,000	50,000	50,000	50,000	50,000	
Non-City Share						
City Share	110,000	50,000	50,000	50,000	50,000	0

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Hart Brook Water Quality Restoration**

Operational Funding Division: Public Works - Engineering **Project Name:** Hart Brook Restoration

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	1,400,000
City Share FY21:	0	**City Share FY21-FY25:**	1,400,000

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 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 updated the plan in 2018, and has obtained approval from MEDEP on the updated plan on April 17, 2019. MEDEP requires WMP's to be updated every ten years in order to be eligible for EPA Section 319 Grant funding.

In 2017, the City was successful in obtaining an EPA Section 319 Grant to install a bioretention filter in Webster Street between Pond Road and Forrestal Street. The installation of this system provides water quality treatment and channel protection storage Hart Brook. Additionally, the 2018 WMP update identified a need for storm water treatment concentrated within the Lewiston Industrial Park.

This project for FY22 will install an additional bioretention filter system within the Lewiston Industrial Park as recommended in the 2018 Hart Brook WMP update. It will also include various tree planting, landscaping, and erosion control projects in the Industrial Park. It is anticipated the City will attempt to obtain 319 Grant funding to aid in the cost of this project. However, grant funding has not been accounted for in this project as it is currently uncertain if grant funding will be available.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
The program follows the recommendations in the updated Hart Brook Watershed Management Plan (WMP) approved by MEDEP in 2019. It also enables the implementation of the WMP to further the goals of the Clean Water Act and the NPDES Phase II General Permit (MEDEP General Permit for Municipal Separate Storm Sewer Systems (MS4) for Storm Water Discharge).

Justification for project implementation/construction and segments, if applicable:
The projects are proposed steps to improve water quality in Hart Brook and to increase compliance with the intentions of the Clean Water Act and NPDES Phase II General Permit that promotes 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.

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

How were cost estimates obtained:
Cost estimated by engineering estimates and previous project similar in nature.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	1,400,000	Storm Water Fund			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**1,400,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	350,000	350,000	350,000	350,000	350,000
Non-City Share						
City Share	0	350,000	350,000	350,000	350,000	350,000

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Gully Brook Drainage Area**

Operational Funding Division: Public Works - Engineering **Project Name:** Gully Brook Drainage

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	550,000
City Share FY21:	0	**City Share FY21-FY25:**	550,000

Project Description:
The Gully Brook drainage area covers 630 acres of land from Vale St to the Androscoggin River. The area includes 23.5 miles of storm water piping which converges at the Public Works yard into a single pipe connecting to a stone arch under the Pepperell Mill. In the PW yard, there is currently a 60-inch, 84-inch, 36-inch and 15-inch pipe merging together into a single 84-inch concrete pipe. This pipe then downsizes to a 72-inch concrete pipe before connecting to the stone arch which is 102"x75". These concrete pipes were installed beginning in the mid 1970's and extended to Sabattus St. in the 1980's. From 2001-2006, separate storm drains were added throughout the area to meet CSO Master Plan requirements. This improved street drainage and took flow out of the sewers, but added flow to the existing drainage system.

Funding for FY24 would provide for a consultant to develop a SWMM model of the drainage system to evaluate the current capacity and determine/compare options to improve the capacity. FY25 funding includes final design work and construction.

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

Justification for project implementation/construction and segments, if applicable:
The Gully Brook drainage system has reached capacity several times in the last 20 years causing some significant flooding at Public Works and the surrounding area. Based on observations, the capacity of the system appears to be less than a 10-year event. A 25-year or 50-year storm would potentially cause major flooding and property damage.

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

How were cost estimates obtained:
Cost estimates were obtained from City staff. Construction costs will vary depending on the needs identified in the preliminary design/study.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	550,000	Storm Water Fund			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**550,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	0	50,000	500,000	
Non-City Share						
City Share	0	0	0	50,000	500,000	

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Lewiston SCADA Program**

Operational Funding Division: Public Works - Water **Project Name:** Water Treatment Program

Est. Total Cost FY21:	100,000	**Est. Total Cost FY21-FY25:**	100,000
City Share FY21:	100,000	**City Share FY21-FY25:**	100,000

Project Description:
FY19's funding is being used to connect Montello reservoir with the Central Avenue pump station with dark fiber and changing Process Logic Controllers (PLCs) in existing facilities. FY20's project is to continue to link and keep the Lewiston SCADA system safe from outside cyber threats by installing new dark fiber to interconnect SCADA nodes for secure connections. The estimate for the installation of fiber optics cables and switch gear equipment is approximately $100,000. This funding will connect Webber Ave. to Public Works, and then Ferry Road water tanks with Webber Ave. water tanks. Proposed FY21's funding would be to continue to link water SCADA nodes with dark fiber for security and performance towards lake facilities.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
Maintenance of critical water system communications to be in compliance with State and Federal recommendations and protocols.

Justification for project implementation/construction and segments, if applicable:
Since 1986, the City implemented the SCADA (Supervisor Control And Data Acquisition) system to reduce manpower overtime, increase real time information for operational control, data recording/reporting. Since installation technology, complexity and reliability have improved, increased and reliance upon SCADA has also increased. In recent years, vulnerability through cyber attacks have become a real threat and to maintain operations, reliability and compliance with State and Federal reporting, the City must maintain security standards and protect SCADA operations. Through hardware, software, and other system and component upgrades including operations protocols like the proposed project, the City SCADA system integrity can be maintained and continue to provide safe water to the City of Lewiston water customers.

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				
City Operating Budget	100,000	Water Fund			
City Bond Issue					
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality	0	**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**100,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	100,000	0	0	0	0	
Non-City Share	0	0	0	0	0	
City Share	100,000	0	0	0	0	

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Distribution Water Main Replacement/Rehabilitation**

Operational Funding Division: Public Works - Water **Project Name:** Dist. Main Replacement

Est. Total Cost FY21:	2,100,000	**Est. Total Cost FY21-FY25:**	10,900,000
City Share FY21:	2,100,000	**City Share FY21-FY25:**	10,900,000

Project Description:
The projects for FY2021 include: replacing old cast iron pipe on Sabattus St., North Temple St., Old Greene Rd., Manning Ave., Lowell St., Grovemont Ln., Heathwood Ln., Bardwell St., Merton Blvd., Mollison Way, Benson St., Blake St. , Jacqueline Ave. , McKinley Dr. , Nell St. , Lemay Ave., Ridgewood Ave., Laurier St., and Chadbourne Rd.

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. Streets are coordinated with the Street Maintenance Program to combine utility and road rehab work into one project whenever possible.

Justification for project implementation/construction and segments, if applicable:
There are currently 87,550 feet of unlined cast iron pipe remaining in the distribution system. The current funding level requested will replace between 9,000-10,000 feet of pipe per year. 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. 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				
City Operating Budget					
City Bond Issue	10,900,000	Water Fund			
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**10,900,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	2,100,000	2,200,000	2,200,000	2,200,000	2,200,000	2,200,000
Non-City Share						
City Share	2,100,000	2,200,000	2,200,000	2,200,000	2,200,000	2,200,000

DISTRIBUTION SYSTEM UPGRADES						
FY2021:	EX. SIZE	LENGTH	YEAR	FROM-TO	ACTION	ESTIMATE
Lowell Street	6	275	1878	Middle to Chapel	Replace w/12"	68,750
Grovemount Lane	6	750	1963	Valley to Ashmount	Replace w/6"	157,500
Heathwood Lane	6	1100	1964	Valley to Hillmount	Replace w/6"	231,000
Bardwell Street	6	675	1960	Vale to #26	Replace w/6"	141,750
Merton Blvd	2.25	220	1900	Merton to dead end	Replace w/2"	37,400
Mollison Way	12	300	1993	Falcon to Pacific	Replace w/12"	90,000
Benson Street	6	500	1923	Ware to Mountain	Replace w/6"	105,000
Blake Street	8	900	1922	Oak to Pine	Replace w/8"	202,500
Jacqueline Avenue	6	215	1967	Lemay to dead end	Replace w/6"	45,150
McKinley Drive	6	700	1962	Lemay to house #19	Replace w/6"	147,000
Nell Street	6	465	1962	Nell to dead end	Replace w/6"	97,650
Lemay Avenue	6	1000	1960	Hogan to Jacqueline	Replace w/6"	210,000
Ridgewood Avenue	6	800	1945	Sabattus to 800'	Replace w/6"	168,000
Laurier Street	6	400	1935	Sabattus to Ames	Replace w/6"	84,000
Chadbourne Road	6	1500	1930	Sabattus to Old Chadbourne	Replace w/8"	315,000
Total						**2,100,700**
FY2022:						
Granite Street	2	300	1878	Granite to dead end	Replace w/2"	48,000
Bates Street	6	750	1922	Main to dead end	Replace w/8"	165,000
Lowell Court	4	350	1878	Granite to dead end	Replace w/2"	56,000
Blake Street	8	1200	1922	Pine to Birch	Replace w/8"	276,000
Fairlawn Avenue	8	750	1938	East to Shirley	Replace w/8"	157,500
Whipple Street	12	950	1960	Main to Spring	Replace w/12"	199,500
Pineland Street	6	470	1960	Imelda to Adele	Replace w/6"	98,700
Bosse Street	6	625	1960	Stevens to Pineland	Replace w/6"	131,250
Stevens Street	6	1800	1960	Boston to Marion	Replace w/8"	378,000
Adele Street	6	400	1964	Bobby to Pineland	Replace w/6"	84,000
Bobby Street	6	315	1969	Adele to Bosse	Replace w/6"	66,150
Buttonwood Lane	6	975	1958	Montello to Manning	Replace w/8"	204,750
Champlain Avenue	6	1600	1963	Buttonwood to College	Replace w/6"	336,000
Total						**2,200,850**
FY2023:						
Tall Pines Drive	8	2400	1967	Northwood to Strawberry	Replace w/8"	528,000
Orchard St/Circle	6	1400	1940-1966	Sabattus to North Temple	Replace w/6"	308,000
Warren Avenue	6	880	1938	Farwell to Webber	Replace w/6"	193,600
Haley Street	6	750	1961	Webster to Highland	Replace w/6"	165,000
Coburn Street	6	630	1965	Hackett to Hall	Replace w/6"	138,600
Hall Street	6	180	1965	Arkwright to Coburn	Replace w/8"	39,600
Bates Street	12	2800	1878-1922	Main to Birch	Replace w/12"	826,000
Total						**2,198,800**
FY2024:						
Reservoir Avenue	6	650	1950	Webster to Labbe	Replace w/6"	143,000
Lorraine Avenue	6	650	1963	Webster to Labbe	Replace w/6"	143,000
Jeannette Avenue	6	1000	1965	Webster to Marguerette	Replace w/6"	220,000
Hodgkin Street	8	450	1955	Ferry to Pleasant	Replace w/12"	110,250
Pleasant Street	10	600	1960	Commercial to Hodgkin	Replace w/12"	147,000
Wellman Street	6	870	1952	Pettingill to dead end	Replace w/6"	191,400
Payne/Johnson Rd	6	600	1960	Sabattus to Brigham	Replace w/6"	132,000
Gloria Avenue	6	500	1930	Grove to Gloria	Replace w/6"	110,000
Pine Street	12/14	3850	1878	Canal to Webster	Clean/Line	847,000
Summit Avenue	6	300	1899	Lisbon to 300'	Replace w/8"	66,000
Webber Avenue	6	400	1918	Webster to Allen	Replace w/8"	88,000
Total						**2,197,650**
FY2025:						
Marston Street	8	190	1950	Lisbon to 190'	Replace w/8"	41,800
Vine Street	4	200	1878	Lisbon to dead end	Replace w/2"	44,000
Maple Street	8	750	1878	Park to Blake	Replace w/8"	165,000
Ash Street	8	860	1940	Canal to Bates	Replace w/8"	215,000
Ash Street	8	400	1921	Sabattus to Bradley	Replace w/6"	100,000
Jan's Blvd	6	400	1961	Webster to 400'	Replace w/8"	88,000
Nancy Street	6	200	1960	Farwell to dead end	Replace w/6"	44,000
Charles Street	6	450	1960	Farwell to dead end	Replace w/6"	99,000
Russell Street Ext.	6	1275	1963	Farwell to Bushey Circle	Replace w/6"	280,500
Irwin Street	6	650	1966	Avalon to Beckett	Replace w/6"	143,000
Bailey Avenue	8	550	1965	Sabattus to Laura	Replace w/8"	121,000
Lincoln Drive	6	860	1878	Lincoln to Locust	Replace w/6"	189,200
Scribner Blvd	6	700	1930	Lisbon to Biron	Replace w/6"	154,000
Quimby Street	2.25	375	1967	Lisbon to Pleasant	Replace w/2"	67,500
Goffe Street	6	650	1930	Avalon to Beckett	Replace w/6"	143,000
Dawn Avenue	6	500	1951	Morningside to Mary	Replace w/6"	105,000
Rosewood Avenue	6	310	1955	Morningside to Mary	Replace w/6"	65,100
Sand Hill Road	6	625	1941	Lisbon to Strawberry Patch	Replace w/6"	131,250
						2,196,350
Projects associated with a street maintenance/rehab project.						

The Lewiston Water System consists of approximately one hundred seventy miles (170) miles of distribution mains sized from 24" to 1". Of these, there are 18 miles of water mains that are unlined (some mains were installed in 1878 and are still in service). A program to either clean and cement line, or replace these distribution mains that are degraded due to internal corrosion of system or needed to meet growing demands has been in place since 1965.

The Lewiston Water Division embarked on a large water main improvement program in 1999. It was determined that the major water mains feeding the system were over 100 years old and had developed internal corrosion that was negatively affecting the system's ability to supply adequate and clean water to the user and the fire department. Large water mains were defined as twelve inch in diameter or larger.

Inspection of these large lines shows corrosion in the pipe reducing diameters by 2-6 inches. These are the major distribution mains in the system and the older mains are all corroded to this degree. Our ability to maintain storage and provide flows to developing areas of the City is dependent on these large mains being in good condition. This upgrade is part of a larger program to reinforce the distribution system which will supply the second pressure zone.

The small mains in this program make up a grid that supports distribution in a surprisingly significant way. The mains needing replacement or cement lining are causing difficulties in meeting future Safe Drinking Water Act (SDWA) rules. Violation of SDWA may result in our losing our waiver to the Surface Water Treatment Rule (SWTR) and could result in mandatory replacement of old pipes, and a filtration plant. These mains are also constant maintenance problems due to breaks. In the fall of 2006, the City Council directed Public Works to identify and develop a program to correct dirty water complaints and the small mains in this list are a continuation of that directive.

The first projects were to clean and line the twenty inch diameter transmission main from the lake that ran parallel to the existing twenty-four inch transmission main. Seventy-five hundred feet of the ninety-five hundred feet of twenty inch main has been cleaned and lined since 1999.

The reservoir off Webster Street was replaced with two new 4.3 million gallon above ground water storage tanks. Until then, this water storage was seldom used. Two large water mains feed these tanks, one from Main Street along Sabattus Street and Webster Street, and the other along Lisbon Street and up Webber Avenue. Both of these mains showed loss of flow capacity due to corrosion over time. The latter being installed in 1878. The aforementioned water mains have been cleaned and lined. The feed from Lisbon Street needs to be upgraded and will be included in an upcoming year's LCIP schedule.

Water storage tanks were built and came on line in the high pressure zone in 2004. Major distribution main upgrades were required to support the filling of these tanks now and in the future with added demand. A major new pipe installation program along with cleaning and lining has been underway since 2004.

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Equipment Replacement Program**

Operational Funding Division: Public Works - Water **Project Name:** Equipment Replacement

Est. Total Cost FY21	50,000	**Est. Total Cost FY21-FY25:**	344,000
City Share FY21:	50,000	**City Share FY21-FY25:**	344,000

Project Description:
Replacement of water equipment to reduce repairs, operating expenses, and increase ergonomics for a safer workplace and less 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:
The Unit 302 is a 2008, Chevy trail blazer with over 101,753 miles of operation for the drinking water quality staff. This unit is used daily and during emergency operations at night and weekends throughout the year. This unit has been well maintained, however, rust is coming through the body and the frame, and mechanical parts of the truck are now affected by rust to the point that the vehicle will need heavy service work to keep it reliable. We propose replacing this truck with a similar vehicle.

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	344,000	Water Fund			
City Bond Issue					
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**344,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	50,000	90,000	90,000	69,000	45,000	
Non-City Share						
City Share	50,000	90,000	90,000	69,000	45,000	

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

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Equipment Replacement Program**

Operational Funding Division: Public Works - Water **Project Name:** Equipment Replacement

Est. Total Cost FY21	50,000	**Est. Total Cost FY21-FY25:**	344,000
City Share FY21:	50,000	**City Share FY21-FY25:**	344,000

Project Description:
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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	344,000	Water Fund			
City Bond Issue					
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**344,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	50,000	90,000	90,000	69,000	45,000	
Non-City Share						
City Share	50,000	90,000	90,000	69,000	45,000	

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

FY2021
FIVE YEAR REPLACEMENT SCHEDULE

	Truck/Equipment	Est. Cost	Unit Replaced
FY 2021	Chevy Trail Blazer	50,000	2008 Chevy (302)
	Total	**50,000**	
FY 2022	Wheeler Dump Truck 1st payment	90,000	2007 Volvo Wheeler Dump Truck (213)
	Total	**90,000**	
FY 2023	Wheeler Dump Truck 2nd payment	90,000	2007 Volvo Wheeler Dump Truck (213)
	Total	**90,000**	
FY 2024	25 Ton Trailer (1/2 with sewer)	34,000	2009 Interstate 25 Ton Trailer (208T2)
	1/2 Ton 4x4 Pickup truck	35,000	2013 GMC 1/2 Ton Pickup w/cap (204)
	Total	**69,000**	
FY 2025	Chevy 3/4 Express XL Van	45,000	2014 Chevy Van (218)
	Total	**45,000**	
	Total	**344,000**	

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Lake Auburn Watershed Protection Commission (LAWPC) Land Acquisition Program**

Operational Funding Division: Public Works - Water **Project Name:** Land Acquisition

Est. Total Cost FY21:	50,000	**Est. Total Cost FY21-FY25:**	350,000
City Share FY21:	25,000	**City Share FY21-FY25:**	175,000

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 a 100 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	175,000	Water Fund			
City Bond Issue					
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality	175,000	**Agency:**	Auburn WD	**Approval Received?**	Pending
Total Project Costs	**350,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	50,000	60,000	70,000	80,000	90,000	150,000
Non-City Share	25,000	30,000	35,000	40,000	45,000	75,000
City Share	25,000	30,000	35,000	40,000	45,000	75,000

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Meter Program**

Operational Funding Division: Public Works - Water **Project Name:** Meter Program

Est. Total Cost FY21:	350,000	**Est. Total Cost FY21-FY25:**	1,750,000
City Share FY21:	350,000	**City Share FY21-FY25:**	1,750,000

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 $150,000. We are requesting continued funding of $200,000 for the installation of additional 1,400 radio-read devices for a phased in deployment of radios to read meters. For several years, we have been installing water meters with radio-read capabilities and this remote water meter reading system will read water meters as we phase in the radio deployment, 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 a second meter reading tower collector site in the future, at $52,000. Radio-read water meters with water consumption data will allow customers to better understand time of use, high/low flows and provide customers alerts of possible water leaks and the ability to check their water usage online available 24/7. 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. Once installed, 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 received a report that recommend the best location for the radio-read tower module should be located on the existing tower at the Webber Avenue reservoir and this location should be able to read all but approximately 550 meter locations in the City limits.

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. Year 2 software costs is approximately $16,000 per year based on 2,000 radios.

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	1,750,000	Water Fund			
City Bond Issue					
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes No
Total Project Costs	**1,750,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	350,000	350,000	350,000	350,000	350,000	
Non-City Share						
City Share	350,000	350,000	350,000	350,000	350,000	

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

FY21 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

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25**	8,600,000
City Share FY21:	0	**City Share FY21-FY25:**	8,600,000

Project Description:
Engineering for this project is underway and is beginning the final design phase. Final design and permitting are currently funded, therefore no funding is required for FY21. The project would eventually 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 at the Auburn Boat Launch to Avon Street in Lewiston. Phase 1 would be to 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 dredging. Phase 3 is a new 24-inch main from Avon Street to Main Street. Phase 4 is a new transmission main on Main Street from Middle Street to the Main Street Pump Station. A new pump station near Avon Street would be feasible if the existing Main Street Pump Station ever needs to be replaced or moved. The last phase that is not included in this LCIP is to install a second transmission main from the lake to the river crossing.

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 years 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. There is only 1 pipe that carries all the City's drinking water from Lake Auburn until it reaches the Main St pump station. In today's climate, the threat to our drinking water source is ever more present and the need to complete the design suggestion of 1899 is more important now than ever.

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

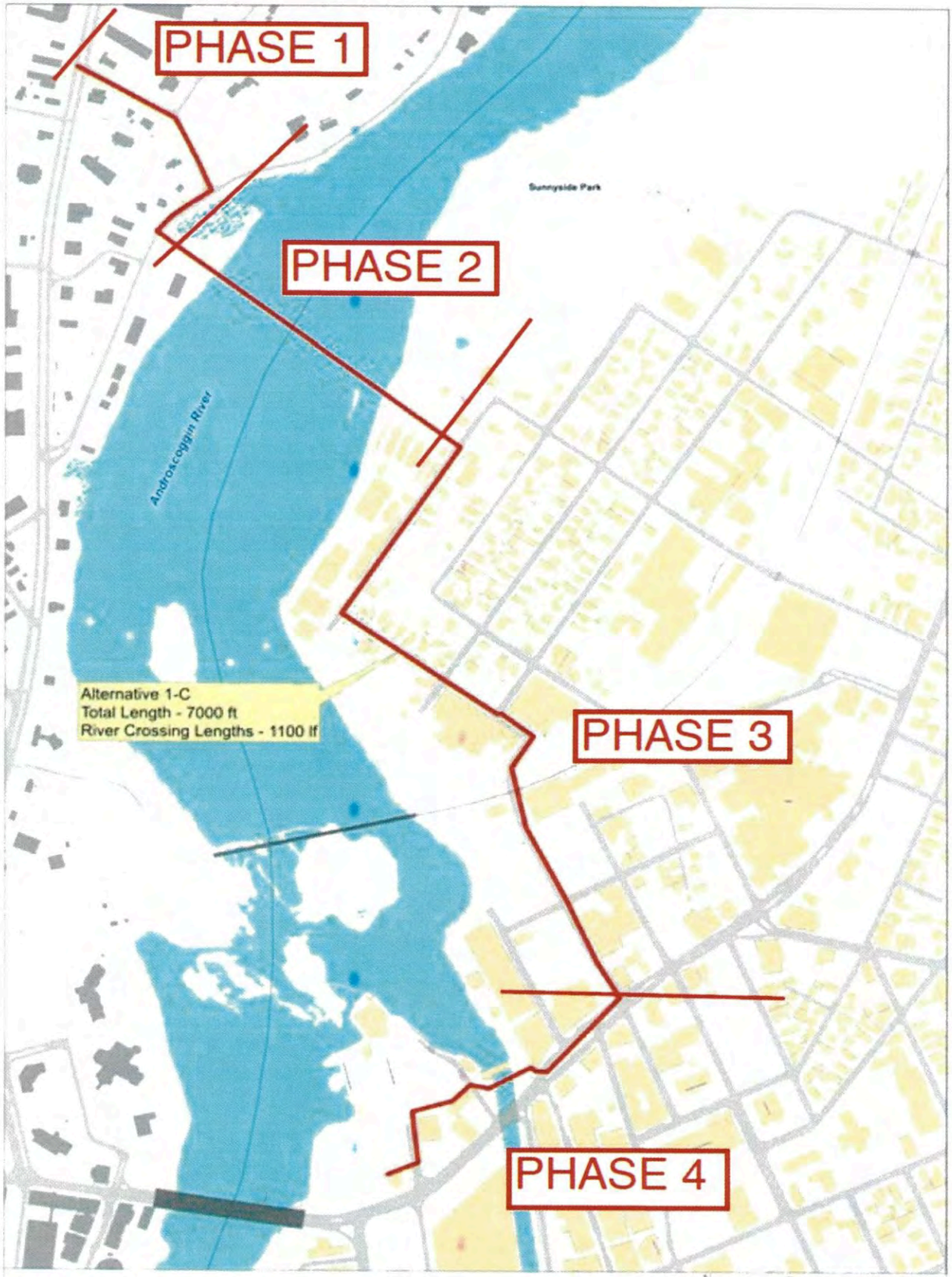
How were cost estimates obtained:
The project originated from City staff and CDM Smith. Cost estimates were obtained from CDM Smith

FUNDING SOURCES

Source	Amount					
City Operating Budget						
City Bond Issue	8,600,000	Water Fund				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes	No
Other Agency/Municipality		**Agency:**		**Approval Received?**	Yes	No
Total Project Costs	**8,600,000**					

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
		Phase 1	Phase 2	Phase 3	Phase 4	
Total Project Cost	0	1,100,000	3,200,000	2,150,000	2,150,000	
Non-City Share						
City Share	0	1,100,000	3,200,000	2,150,000	2,150,000	



CDM Smith

Transmission Main Project
Phase I
Lewiston, Maine

Alternative 1-C
Figure X

FY21 Lewiston Capital Improvement Program
Project Description Form

Project Title: **Lewiston-Auburn Water Treatment Program**

Operational Funding Division: Public Works - Water **Project Name:** Water Treatment Program

Est. Total Cost FY21:	0	**Est. Total Cost FY21-FY25:**	1,200,000
City Share FY21:	0	**City Share FY21-FY25:**	600,000

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. In late summer of 2018, we applied a dose of algaecide in Lake Auburn for $30,000, which we believe prevented a larger algae bloom. Over the winter of 2018-2019, we developed and got permitted for a full alum treatment plan for open water season of 2019. The $2.4 million covers the cost of another alum treatment if needed.

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 increased 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. 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. During the summer 2018, a limited dose of algaecide was applied and successfully prevented a larger algae bloom that may have been similar to the 2012 event. During the 2019 open water months , we applied a limited dose of alum to lock up phosphorus and prevent large algae blooms, and taste and odor issues. We are hopeful that the 2019 alum treatment will be effective for 1 to 5 years, but we need to budget and plan for the worst case and be ready for another alum 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 costs to construct a filtration plant should we ever need to build one.

FUNDING SOURCES

Source	Amount				
City Operating Budget	0				
City Bond Issue	600,000				
Federal/State Funding		**Agency:**		**Approval Received?**	Yes No
Other Agency/Municipality	600,000	**Agency:**	AWD	**Approval Received?**	Yes No
Total Project Costs	**1,200,000**				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2021	2022	2023	2024	2025	Future
Total Project Cost	0	0	0	0	1,200,000	40,000,000
Non-City Share	0	0	0	0	600,000	20,000,000
City Share	0	0	0	0	600,000	20,000,000

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 FY21, single purpose projects at or in excess of $8,406,115 (15% of the FY20 tax levy of $56,040,766), will require a public referendum vote. The proposed addition to the Lincoln Street Parking Garage with a total cost of $13,598,000 exceeds the FY21 threshold.

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 $2,323,400,000 (2019 State Equalized Valuation for the City's 2020 fiscal year), or $348,510,000.

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, 2019

Estimated Full Valuation $2,323,400,000

Maximum Total Debt Limit (15%)*.....$348,510,000

AMOUNT OF DEBT APPLICABLE TO DEBT LIMIT

Purpose		Legal Maximum	Bonded Debt
Municipal	7.5%	$174,255,000	$49,029,846
School	10.0%	232,340,000	73,287,738
Water	3.0%	69,702,000	21,226,300
Sewer	7.5%	174,255,000	18,498,203
Storm Water	7.5%	174,255,000	13,383,510
Authorized and Unissued Debt			36,683,000
TOTAL Bonded Debt			**$212,108,597**

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* 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. However, the amount is still included in the above calculation.

Authorized and Unissued Debt:

Bates Mill LLC Guarantee Bonds	$4,080,000	(General Fund)
Municipal 2014 Projects	$2,500,000	(General Fund)
School Referendum Bond	$13,400,000	(School)
Municipal 2020 Projects	$16,703,000	(All Funds)
	$36,683,000	

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 2021 LCIP

		Principal Due	
	June 30, 2020	**June 30, 2019**	**June 30, 2018**
City	6,779,315.81	6,625,896.22	6,599,863.83
School	5,328,076.08	5,305,809.86	3,555,304.81
Less Conner, Geiger & Pett.	(3,563,131.65)	(3,563,131.65)	(1,432,300.00)
QZAB Group	476,418.12	445,739.36	497,367.26
Colisee	70,440.37	71,062.08	87,942.69
	9,091,118.73	8,885,375.87	9,308,178.59
Three Year Average			9,094,891.06
			0.80
	Local Debt Limitation		**7,275,912.85**
	LCIP 2021 Plan Requests		10,902,950.00
	Total Debt		10,902,950.00
	Under/(Over) Limitation		(3,627,037.15)
		% Bonded	149.85%
		% Under/(Over) Limit	-49.85%
	Prior Year's Limitation		7,086,044.35

FUTURE DEBT SERVICE

FUNDING SOURCE	Payment	FY2021	FY2022	FY2023	FY2024	FY2025
City	Principal	7,470,966	5,491,556	5,203,373	4,291,911	3,028,977
	Interest	1,416,531	1,166,351	980,279	818,578	655,671
		8,887,496	6,657,907	6,183,652	5,110,489	3,684,648
ADD: FY2020 LCIP - Proposed						
	Principal		486,800	486,800	486,800	486,800
	Interest	332,963	314,708	296,453	278,198	259,943
		332,963	801,508	783,253	764,998	746,743
ADD: FY2021 LCIP - Proposed						
	Principal			589,926	589,926	589,926
	Interest		370,422	348,005	325,588	303,171
		-	370,422	937,931	915,514	893,097
TOTAL CITY	PRINCIPAL	7,470,966	5,978,356	6,280,099	5,368,637	4,105,703
	INTEREST	1,749,494	1,851,481	1,624,737	1,422,364	1,218,784
	TOTAL	**9,220,459**	**7,829,837**	**7,904,836**	**6,791,001**	**5,324,488**
School	Principal	5,886,976	5,789,153	5,712,271	5,425,779	5,413,778
	Interest	2,338,056	2,165,221	2,003,270	1,834,798	1,646,881
		8,225,032	7,954,374	7,715,541	7,260,577	7,060,659
ADD: FY2020 LCIP - Proposed						
	Principal		758,600	758,600	758,600	758,600
	Interest	544,650	516,203	487,755	459,308	430,860
		544,650	1,274,803	1,246,355	1,217,908	1,189,460
ADD: FY2021 LCIP - Proposed						
	Principal			85,500	85,500	85,500
	Interest		43,890	40,641	37,392	34,143
		-	43,890	126,141	122,892	119,643
TOTAL SCHOOL	PRINCIPAL	5,886,976	6,547,753	6,556,371	6,269,879	6,257,878
	INTEREST	2,882,706	2,725,314	2,531,666	2,331,497	2,111,884
	TOTAL	**8,769,682**	**9,273,067**	**9,088,037**	**8,601,376**	**8,369,762**
Water	Principal	1,902,175	1,861,092	1,815,158	1,592,549	1,562,340
	Interest	595,240	530,144	476,014	424,820	374,167
		2,497,415	2,391,236	2,291,172	2,017,369	1,936,507
ADD: FY2020 LCIP - Proposed						
	Principal		180,000	180,000	180,000	180,000
	Interest	127,500	120,750	114,000	107,250	100,500
		127,500	300,750	294,000	287,250	280,500
ADD: FY2021 LCIP - Proposed						
	Principal			105,000	105,000	105,000
	Interest		79,800	75,810	71,820	67,830
		-	79,800	180,810	176,820	172,830
TOTAL WATER	PRINCIPAL	1,902,175	2,041,092	2,100,158	1,877,549	1,847,340
	INTEREST	722,740	730,694	665,824	603,890	542,497
	TOTAL	**2,624,915**	**2,771,786**	**2,765,982**	**2,481,439**	**2,389,837**
Sewer	Principal	1,553,713	1,491,967	1,450,540	1,400,550	1,353,836
	Interest	574,698	514,442	459,894	412,096	360,412
		2,128,411	2,006,409	1,910,434	1,812,646	1,714,248
ADD: FY2020 LCIP - Proposed						
	Principal		99,000	99,000	99,000	99,000
	Interest	66,750	63,038	59,325	55,613	51,900
		66,750	162,038	158,325	154,613	150,900

FUTURE DEBT SERVICE

FUNDING SOURCE	Payment	FY2021	FY2022	FY2023	FY2024	FY2025
ADD: FY2021 LCIP - Proposed						
	Principal			132,500	132,500	132,500
	Interest		93,100	88,065	83,030	77,995
		-	93,100	220,565	215,530	210,495
TOTAL SEWER	PRINCIPAL	1,553,713	1,590,967	1,682,040	1,632,050	1,585,336
	INTEREST	641,448	670,580	607,284	550,739	490,307
	TOTAL	**2,195,161**	**2,261,546**	**2,289,324**	**2,182,789**	**2,075,643**
Storm Water	Principal	1,207,809	1,147,881	1,067,067	988,713	950,812
	Interest	363,079	321,085	284,435	246,095	209,524
		1,570,888	1,468,967	1,351,502	1,234,808	1,160,335
ADD: FY2020 LCIP - Proposed						
	Principal		88,000	88,000	88,000	88,000
	Interest	57,000	53,700	50,400	47,100	43,800
		57,000	141,700	138,400	135,100	131,800
ADD: FY2021 LCIP - Proposed						
	Principal			119,167	119,167	119,167
	Interest		79,800	75,810	71,820	67,830
		-	79,800	194,977	190,987	186,997
TOTAL STORM WATER	PRINCIPAL	1,207,809	1,235,881	1,274,234	1,195,880	1,157,979
	INTEREST	420,079	454,585	410,645	365,015	321,154
	TOTAL	**1,627,888**	**1,690,467**	**1,684,879**	**1,560,895**	**1,479,132**
TIF Supported Debt	Principal	235,616	230,137	218,830	211,284	
	Interest	22,933	15,865	11,262	6,339	
	TOTAL	**258,550**	**246,002**	**230,092**	**217,623**	**-**
GRAND TOTAL		**24,696,655**	**24,072,705**	**23,963,150**	**21,835,123**	**19,638,862**