

From: Alan Stearns [mailto:alan.stearns@msn.com]
Sent: Wednesday, March 02, 2016 5:50 AM
Subject: Highway Committee (MaineDOT Water Street): Next steps and Meeting notes (Feb 29)

These notes have not been reviewed by others in attendance.

Hallowell Highway Committee meeting: Monday Feb 29 6pm to 7pm

Attending: Stearns, Harvey-McPherson. Excused Gabrion. Attending Chris Buck, Stefan Pakulski, MaineDOT's Ernie Martin

It was a brief working meeting. Summary:

- We debriefed some items from the Feb 22 "Design Details" large public meeting
- We reviewed revised numbers for local cost components
- We scheduled next steps

For this coming Monday's Council meeting (March 7), we recommend that the Council support the following direction or motions:

- Draft Council motion (DUMMER LANE ONE WAY): To request that the City Manager bring to the April 11 Council meeting any action or ordinance or hearing necessary to make Dummer Lane a one-way street, headed east to west. Justification: This will improve pedestrian and vehicular safety, immediately. This will allow increased parking on Water Street, under either FHWA standards or under local control, following (or due to) Water Street reconstruction. Discussion: The committee discussed but did not pursue alternatives of closing Dummer Lane entirely.
- Related briefing (Water Street crosswalk near Dummer Lane): The Highway Committee is inclined to ask MaineDOT to remove from design plans (due to parking implications) the current-proposed crosswalk across Water Street roughly located at Dummer Lane. This inclination will benefit from additional analysis and public comment over the next month or more. Discussion: increased jaywalking? Jaywalking already.
- Referral to Finance Committee (LOCAL COST COMMITMENT): The Highway Committee has all-but completed its analysis and recommendations on local cost components (locally request and locally funded design elements) of the planned Water Street reconstruction. See below. The Highway Committee recommends that the matter be referred to and taken up by the Finance Committee in March or early April, to frame the local cost recommendations in the context of TIF spending plans, TIF reserves, debt capacity, and other planned-necessary capital and fiscal context. (But City fiscal impact is FYE18 or FYE19 so no need to decide precise financial structure this spring.) Preliminary Council discussion will occur next week (March 7). Additional full-Council discussion (Finance Committee report) is appropriate at the April 11 Council meeting, with opportunities for public comment. Public briefing and comment will be specifically invited at the planned April 14 Preliminary Public Hearing with MaineDOT (more below). Final Council action on local cost components -- a binding commitment

governed by the signed state-local agreement (see City web page) is expected at the Council's regular May meeting, May 9

MaineDOT follow-up items & various notes:

- MaineDOT agreed to analyze CMP street lighting (cobra lights, tall lights) along the Water Street planned project, and whether some CMP cobras might be entirely removed due to adequate existing/planned sidewalk (shorter) lights. MaineDOT reports that the cost and decision-making of replacing cobras with more aesthetic alternatives is entirely an issue between City and CMP. Highway Committee didn't prioritize this discussion; we should confirm that new aesthetic lights could come just as easily a few years later, rather than during reconstruction? MaineDOT mentioned that some cities are switching lights to go off at 2am to save costs, and clear skies. Dick Davies is working on related municipal ownership/cost reduction initiatives with street lights.
- MaineDOT has scoped and proposes TEMPORARY parking on the railroad tracks during Water Street reconstruction, by laying gravel atop the tracks (a new one-way street) between Winthrop and Central. This would create approximately 10 temporary parking spaces. Woo hoo.
- MaineDOT reports that MaineDOT waives possible preliminary design charges to the City for all various local cost components. These charges were anticipated in the signed state-local agreement. Importantly, this waiver means that the City does NOT need to budget payments to MaineDOT in FYE17.
- No one present advocated for a speed study or reduced speed limit, after informed discussion.
- No one present advocated for FHWA safety design waivers (which reportedly would be denied), instead preferring post-project local control.
- No one present advocated for new-revised crosswalk treatments beyond the "design details" proposals.
- MaineDOT has scoped (but not completed) side street and Middle Street drainage engineering and analysis. Notes:
 - Union Street drainage remains a local cost item, not directly related to uphill MaineDOT drainage. See local cost notes, below.
 - MaineDOT has agreed that the other considerable drainage issues between Middle and Water Street (Chestnut, Central, more) are MaineDOT's responsibility at 100% MaineDOT cost/effort.
 - MaineDOT's side street drainage project may approach \$800,000, at MaineDOT expense.
 - MaineDOT's funding and construction scenario remains CY2018. MaineDOT simply doesn't have the money to start stormwater work in 2017, for confidence buffer. If Central Street parking sorts out, should we test this assumption? Ask legislators to help spring free enough 2017 money to start Central Street drainage with local \$ for Central Street parking? Lend money to MaineDOT for early drainage?
 - MaineDOT has confidence that side street drainage sequencing will not interrupt detour plans, and will not alter MaineDOT's ability to deliver both side street drainage and Water Street reconstruction all during 2018 construction season.

LOCAL COST COMPONENTS (ALL RECOMMENDED FOR INCLUSION BY HIGHWAY COMMITTEE):

- SIDEWALK EXTENSION NEAR LUCKY GARDEN. Local cost . Granite curb, see attached. Bituminous sidewalk. Increased cost \$35/foot if brick. Highway Committee does not recommend brick.
- SIDEWALK EXTENSION ALONG GRANITE CITY PARK. Local cost see attached. Granite curb, bituminous sidewalk. Increased cost if bring. Recreation Commission does not recommend brick (conceptually an extension of the rail trail). Small concrete block retaining wall; increased cost for granite retaining wall. Need to review and scope cost of granite retaining wall. Recreation Commission recommended granite or granite-faced retaining wall. Ask MaineDOT for revisions/cost estimate. See notes below on new sidewalk lights on this stretch of new sidewalk.
- HEAD-IN PARKING AT SNOW DUMP: Local cost see attached. Highway Committee thinks this number could be reduced; MaineDOT agreed to re-scope. No need to bump rail trail closer to river? Push entire design 8' closer to Water St?
- CENTRAL STREET PARKING: Local cost see attached, plus cost to acquire/negotiate real estate. Cost estimate presumes MaineDOT project administration, and presumes successful negotiation with landowner. Highway Committee thought waiting for April for more discussion of local administration would be valuable, for landowner dialog to settle. Local administration could be good for "get it done early" but not if MaineDOT stormwater needs sequencing, or if re-use of granite curbs is planned. MaineDOT's gut was to recommend MaineDOT administration, 2018 construction. See notes above on possible???? 2017 funding, MaineDOT funding challenges.
- UNION STREET DRAINAGE: Local cost see attached.
- SIDEWALK LIGHTS: Local cost see attached. Cost reduced due to proposed staggering. But added in is North end, East side lights to improve appeal for parking, pedestrians, park, river.
- TOTAL LOCAL COST: \$516,000.00, Plus Central Street real estate acquisition, plus granite retaining wall at park, minus minor possible reductions in scope such as snow dump parking.

NEXT STEPS:

- (These next steps don't include planned Parking and Central Street Parking meetings and dialog and decisions by separate committees/negotiators/Council.)
- March 7 Council: See above, Hubbard Lane & Finance Committee referral & general updates/feedback
- March Finance Committee: See above
- April 11 Council: Continue March Dialog, updates
- April 14 Joint MaineDOT/City Highway Committee Preliminary Public Hearing, 6pm, Halldale Elementary School
 - Broad public notice
 - Present local cost components (city), receive public input
 - Present design & construction plan (hours of day, days of week, revised design, etc) (MaineDOT), receive public input

- May 3rd 6pm: Highway Committee meeting to catch any balls, prep for Council, continue public dialog
- May 9 City Council: Public Hearing (City only.) Council adopt local cost elements (binding, see above); Council support (or notes, emphasis, direction) on preliminary design & construction plan. Example, emphasize need to carry through on MaineDOT commitment for supplemental public relations contract-effort. Example, keep focus on innovative contracting, schedule incentives
- May X: MaineDOT adopt Preliminary Design Report
- May 2016 to 2017: detailed specs, bid prep, etc. Local committees (parking & marketing), etc.
- 2018 construction

Notes by:

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PROJ. #: Water Street
 W.I.N. 18622.00
 TOWN: Hallowell

EST. BY:
 FILE:
 Date: 2/29/2016

UPDATED PRELIMINARY OPINION OF PROBABLE COSTS

Item #	Description	Unit	# of Units	Cost / Unit	Total Cost
Sidewalk 12+56 to 14+11 RT					
203.20	COMMON EXCAVATION	CY	35	\$23.00	\$805
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	30	\$37.00	\$1,110
403.209	HOT MIX ASPHALT, 9.5mm (SW,DRIVES,INCIDENTALS)	TON	9	\$190.00	\$1,710
Subtotal					\$3,625 (City Share \$725.00)
Sidewalk 25+55 to 29+00 RT					
203.24	COMMON BORROW	CY	210	\$22.00	\$4,620
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	70	\$37.00	\$2,590
403.209	HOT MIX ASPHALT, 9.5mm (SW,DRIVES,INCIDENTALS)	TON	20	\$190.00	\$3,800
603.159	12" CULVERT PIPE OPTION III	LF	104	\$72.50	\$7,540
604.252	CATCH BASIN TYPE A5-C	EACH	2	\$3,425.00	\$6,850
605.09	6" UNDERDRAIN, TYPE B	LF	112	\$32.00	\$3,584
605.11	12" UNDERDRAIN TYPE C	LF	182	\$51.00	\$9,282
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	56	\$87.25	\$4,886
609.11	VERTICAL CURB TYPE 1	LF	337	\$38.00	\$12,806
609.238	TERMINAL CURB TYPE 1 - 8 FOOT	EACH	2	\$340.00	\$680
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	SF	300	\$3.25	\$975
635.32	WET CAST SMALL LANDSCAPE BLOCK WALL	SF	615	\$74.00	\$45,510
Subtotal					\$103,123 (City Share \$20, 624.60)
Parking 29+25 to 30+70 RT					
203.20	COMMON EXCAVATION	CY	210	\$23.00	\$4,830
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	165	\$37.00	\$6,105
403.209	HOT MIX ASPHALT, 9.5mm (SW,DRIVES,INCIDENTALS)	TON	54	\$190.00	\$10,260
607.24	REMOVE AND RESET FENCE	LF	90	\$39.00	\$3,510
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	SF	110	\$3.25	\$358
Subtotal					\$25,063
Central Street Parking					
201.23	REMOVING SINGLE TREE TOP ONLY	EACH	3	\$750.00	\$2,250
201.24	REMOVING STUMP	EACH	3	\$350.00	\$1,050
202.15	REM MANHOLE OR CATCH BASIN	EACH	5	\$630.00	\$3,150
203.20	COMMON EXCAVATION	CY	905	\$23.00	\$20,815
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	780	\$37.00	\$28,860
403.209	HOT MIX ASPHALT, 9.5mm (SW,DRIVES,INCIDENTALS)	TON	251	\$190.00	\$47,690
603.159	12" CULVERT PIPE OPTION III	LF	90	\$72.50	\$6,525
603.219	36" CULVERT PIPE OPTION III	LF	34	\$210.00	\$7,140
604.2622	72" CATCH BASIN TYPE A5-C	EACH	3	\$6,000.00	\$18,000
604.252	CATCH BASIN TYPE A5-C	EACH	2	\$3,425.00	\$6,850
605.18	36" UNDERDRAIN TYPE C	LF	212	\$85.00	\$18,020
609.11	VERTICAL CURB TYPE 1	LF	588	\$38.00	\$22,344
609.238	TERMINAL CURB TYPE 1 - 8 FOOT	EACH	10	\$340.00	\$3,400
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	SF	900	\$3.25	\$2,925
Subtotal					\$189,019
Union Street Drainage					
202.15	REM MANHOLE OR CATCH BASIN	EACH	6	\$630.00	\$3,780
603.159	12" CULVERT PIPE OPTION III	LF	226	\$72.50	\$16,385
603.179	18" CULVERT PIPE OPTION III	LF	16	\$91.00	\$1,456
603.199	24" CULVERT PIPE OPTION III	LF	84	\$118.00	\$9,912
603.209	30" CULVERT PIPE OPTION III	LF	25	\$125.00	\$3,125
604.252	CATCH BASIN TYPE A5-C	EACH	6	\$3,425.00	\$20,550
604.15	MANHOLE	EACH	1	\$4,625.00	\$4,625
605.15	24" UNDERDRAIN TYPE C	LF	211	\$83.00	\$17,513
Subtotal					\$77,346
Lighting					
626.11	PRECAST CONCRETE JUNCTION BOX	EACH	2	\$760.00	\$1,520
626.22	NON-METALLIC CONDUIT	LF	2,250	\$20.00	\$45,000

626.31	18" FOUNDATION	EACH	32	\$870.00	\$27,840
626.35	CONTROLLER CABINET FOUNDATION	EACH	1	\$1,150.00	\$1,150
626.36	REMOVE OR MODIFY CONCRETE FOUNDATION	EACH	22	\$590.00	\$12,980
634.16	HIGHWAY LIGHTING	LS	1	\$18,500.00	\$18,500
634.70	ORNAMENTAL LIGHTING	EACH	10	\$6,700.00	\$67,000
634.72	RELOCATE ORNAMENTAL LIGHTING (22 POLES)	EACH	1	\$22,000.00	\$22,000
	<i>SUBTOTAL</i>				\$195,990

PRELIMINARY LIGHTING ESTIMATE **TOTAL** **\$195,990**

Roof Drains Approximately 15 @ \$500 each **\$7,500.00**

Total City Requested Items **\$516,268**

LIGHTING ESTIMATE NOTES

1. EXISTING LIGHTING HAS AVERAGE SPACING OF 40'. PHOTOMETRIC ANALYSIS INDICATES THAT ILLUMINATION PROVIDED IS ALMOST DOUBLE THE 1.3 fc LEVEL RECOMMENDED BY AASHTO FOR COMMERCIAL SIDEWALK LIGHTING.
2. EXISTING LIGHTING WILL BE REMOVED AND RESET AT AVERAGE SPACING OF 70' AND EXTENDED ALONG NEW SIDEWALK TO NEW SNOW DUMP AREA PARKING.
3. TWO EXISTING LUMINAIRES WILL BE RESET ON WEST SIDE AND SUPPLEMENTED WITH 10 NEW LUMINAIRES. WEST SIDE LUMINAIRES WILL BE INSTALLED AT AVERAGE SPACING OF 70'.
4. IF LIGHTING IS NOT EXTENDED TO SNOW DUMP PARKING, TOTAL ESTIMATED LIGHTING COST WOULD BE REDUCED TO APPROXIMATELY \$153,000.