



THE CITY OF AUGUSTA

DAVID M. ROLLINS, MAYOR

CITY COUNCIL

MARCI A. ALEXANDER
JEFFREY M. BILODEAU
ANNA D. BLODGETT
LINDA J. CONTI

DAREK M. GRANT
DALE McCORMICK
CECIL E. MUNSON
PATRICK E. PARADIS

WILLIAM R. BRIDGEO
CITY MANAGER

INFORMATIONAL MEETING AGENDA

MAY 12, 2016

CITY HALL (COUNCIL CHAMBERS)

6:00 P.M.

A. Items for discussion submitted by the City Council and/or the City Manager:

1. KRRT Interlocal Agreement – City Manager
2. Gun Forfeiture Marktese Frazier Case – City Manager
3. Letter of No-Action for Lafayette Street Property – City Manager
4. Budget Review
 - I. Community Services (continuation)
 - II. Finance and Administration
 - III. Single-stream Curbside Recycling
 - IV. Parking Lot Issues
 - V. Wrap-up

B. Persons wishing to address the City Council who have submitted a formal request in accordance with Section 2-61 of the Code of Ordinances:

C. Open comment period for any persons wishing to address the City Council.

KENNEBEC RIVER RAIL TRAIL

INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT (the “Agreement”) is entered into by and among the City of Augusta, the City of Hallowell, the City of Gardiner, and the Town of Farmingdale, each a Maine municipal corporation (collectively, the “Parties”; individually, a “Party”).

RECITALS

WHEREAS, the Parties (i) entered into an Interlocal Agreement which was executed by the Parties on June 5, 1996 and which became effective June 7, 1996 (the “First Interlocal Agreement”), and (ii) amended the First Interlocal Agreement by an “Amended and Restated Kennebec River Rail Trail Interlocal Agreement” (the “Amended First Interlocal Agreement”) executed by the Parties on April 7, 1997, pursuant to which the Parties jointly agreed to construct and maintain a multi-use trail system (the “Kennebec River Rail Trail” or the “Trail”) through the Cities of Augusta, Hallowell, and Gardiner and the Town of Farmingdale and to operate the Trail jointly; and

WHEREAS, the Parties desire to continue, by virtue of this Agreement, their joint cooperation in the construction, maintenance, oversight and supervision of the Trail for an additional twenty (20) years after the expiration of the term of the First Interlocal Agreement; and

WHEREAS, the parties are authorized to enter into this Agreement pursuant to the Maine Interlocal Cooperation Act, 30-A M.R.S. §§ 2203-2207, as amended, and votes of their respective governing municipal bodies; and

NOW THEREFORE, in consideration of the mutual covenants and promises herein contained, the Parties agree as follows:

1. **Purposes.** The purposes of this Agreement shall be to provide for the construction, operation, maintenance, oversight, and supervision of the Trail.
2. **Term and Renewal.** The term of this Agreement shall be twenty (20) years and shall commence upon the date of filing of this Agreement with the Maine Secretary of State in accordance with Section 12. This Agreement may be renewed by written agreement signed by all Parties.
3. **Board of Supervisors – Creation, Membership, and Meetings**
 - a. **Creation.** The Parties hereby create and establish a board of supervisors (the “Board of Supervisors” or the “Board”) to have all of the powers and duties specified in this Agreement for the achievement of the purposes specified in Section 1.
 - b. **Membership.** The Board shall consist of up to ten (10) members as follows:

1. Two voting members from each Party. The municipal officers of each Party shall appoint that Party's two Board members. It is recommended, but not required, that one Board member from each Party be a municipal officer of the Party. Board members shall serve at the pleasure of their appointing municipality.

2. The Maine Department of Transportation ("MDOT") may be represented by one non-voting member appointed by its Commissioner.

3. The Friends of the Kennebec River Rail Trail, Inc. (the "Friends"), a Maine nonprofit corporation, may be represented by one non-voting member appointed by its Board of Directors.

c. Meetings.

1. The Board shall meet at least quarterly for the purpose of administering this Agreement. All meetings of the Board shall be governed by the provisions of the Maine Freedom of Access Act, 1 M.R.S. § 401 et seq., as amended.

2. A quorum for meetings of the Board shall consist of at least one representative from each Party.

3. Each Supervisor shall be entitled to one vote on any matter before the Board. There shall be no voting by proxies at any meeting of the Board. When a quorum is present, the vote of a majority of Supervisors present at a meeting shall be required to constitute an act of the Board unless the vote of a greater number is required by this Agreement or by statute.

d. Chairman. The Board shall establish a means of electing a Chairman and such other officers as the Board deems necessary.

4. Board of Supervisors – Powers. The Board shall have all of the powers and duties reasonably necessary to accomplish the following:

a. Develop and adopt rules and policies for the use of the Trail;

b. Construct, maintain, manage, and operate the Trail, including, as applicable, providing for or assisting in the construction and maintenance of the Trail;

c. Develop and propose an Annual Budget, as that term is defined in Subsection 6(a), that includes a request for municipal funding from the Parties and funding from other sources;

d. Update the municipal officers of the Parties from time to time on the status of the Trail;

e. Invoice each Party annually for its portion of the approved Annual Budget;

- f. Authorize expenditures for maintenance and improvement of the Trail that are consistent with the Annual Budget;
- g. Negotiate and enter into contracts to fulfill the purposes of this Agreement;
- h. Coordinate with other like organizations regarding the Trail, including its use and maintenance; and
- i. Carry out any other responsibilities reasonably necessary to fulfill the purposes of this Agreement.

5. Project Administration. The City of Augusta shall, in its name, execute all necessary agreements with state and federal agencies, any municipalities other than the Parties, or other interlocal cooperating agencies, relating to activities governed by this Agreement and shall act as administrator for the purpose of carrying out the requirements of such agreements. The City of Augusta, consistent with written directions from the Board, shall be responsible for the receipt and expenditure of all funds from whatever source, and all financial records, audits, and other transactions related to the purposes of this Agreement. Service and property provided by the City of Augusta in fulfilling its obligations under this Section shall be considered an in-kind contribution by the City of Augusta.

6. Municipal Finance and Approval.

a. The annual amount required for costs of operation and maintenance of the Trail shall be established in an annual budget prepared by the Board and approved by the municipal officers of each of the Parties (the "Annual Budget"). The Board shall present a proposed Annual Budget to each Party's municipal officers each March for the fiscal year beginning in July of that year.

b. Each Party shall contribute an equal portion of the Annual Budget.

c. Except as to monies given by the Friends to the Board or donated by other entities or individuals to the Board, the Board shall not expend any monies for annual maintenance costs that have not been appropriated in an Annual Budget approved by the municipal officers of each of the Parties.

7. Property.

a. Ownership. All real property and improvements to real property, including easements acquired or developed pursuant to this Agreement, shall be at all times owned or held, as applicable, by the municipality in which the property and improvements are located.

b. Dedication to Trail. Each Party agrees and covenants that any land owned by the Party, or in which the Party has any interest, that is used for the Trail shall be dedicated in perpetuity for use for the Trail so long as the Trail shall continue to exist.

8. **License Agreement.** The City of Augusta is authorized to enter into a license agreement between MDOT and the Parties that addresses the use, for purposes of the Trail, of public land held by the State of Maine by and through MDOT (the "License Agreement"). The parties acknowledge and agree that such public land held by the State of Maine consists primarily of a portion of the right-of-way commonly known as the "Lower Road Rail Line" lying within the general boundaries of the Trail. The Parties agree that the fees for such License Agreement shall not exceed One Dollar (\$1.00) per year and shall otherwise be consistent with the License Agreement.

9. **Indemnification.** Each Party shall indemnify and hold harmless each other Party and/or MDOT for all claims, suits, or liabilities of every kind or nature arising out of or from any negligent or intentional wrongdoing, act, or omission by a Party or any of its agents, employees, consultants, or contractors relating to the duties and obligations of the Parties under this Agreement.

10. **Liability Limited.** The Parties agree that, unless otherwise expressly provided by the Parties herein, all obligations of the Parties under this Agreement and under the License Agreement are joint and collective obligations, and no Party shall be liable for more than its pro rata share (i.e., one-fourth of the total liability) with respect to such obligations.

11. **Termination.** This Agreement (i) may be terminated only by written agreement signed by all Parties, but (ii) may not be terminated without the written approval of the Commissioner of MDOT or his/her designee.

12. **Filing of Agreement.** When all Parties have signed this Agreement, the Parties shall arrange for copies of the fully executed Agreement to be filed with the Clerk of each Party and with the Maine Secretary of State.

13. **No Third Party Rights.** This Agreement is entered into for the benefit of the Parties hereto, and nothing in this Agreement shall be construed as creating or giving rise to any rights in any third parties or any persons other than the Parties hereto, except as may be expressly set forth herein.

14. **Amendment.**

a. Subject to Subsection (b), the Board may propose at any time, by a majority vote of all Board members present, one or more amendments to this Agreement.

b. This Agreement may be amended at any time by mutual agreement of the Parties, provided that, for any amendment to be operative or valid, it shall be reduced to writing, approved by the appropriate governing municipal authority of each Party (e.g., by the municipal officers or, where required, by the town meeting of the municipality).

15. **Entire Agreement.** This Agreement constitutes the entire agreement among the Parties with respect to the subject matter hereof and supersedes any and all previous agreements among

the Parties with respect to such subject matter, whether written or oral. The Parties represent and agree that no oral communications made prior to the execution of this Agreement shall in any way add to, delete from, change, or modify the terms of this Agreement or their interpretation.

16. Certification and Signatures. Each Party certifies that (i) it has approved this Agreement and all of its terms and that no further approvals of this Agreement are required, and (ii) its duly-elected undersigned official is authorized to sign this Agreement. The Parties acknowledge and agree that, for the convenience of the Parties in obtaining timely execution of this Agreement, this Agreement contains four (4) separate signature pages, that the signatory(ies) for each Party may sign, any one of the four (4) signature pages, and, when the signatories for all Parties have signed the signature pages, the Parties shall attach all signature pages to the Agreement to form the complete Agreement. This Agreement may be executed in counterparts, each of which shall be considered an original and all of which taken together shall constitute a single instrument.

[The remainder of this page is left blank intentionally. The next four (4) pages are the signature pages.]

Maeghan Maloney
District Attorney

Paul Cavanaugh
Deputy District Attorney



KENNEBEC COUNTY COURTHOUSE
95 State Street, Augusta, ME 04330
623-1156 or 623-1157
Fax: 622-5839

SOMERSET COUNTY COURTHOUSE
41 Court Street, Skowhegan, ME 04976
474-2423 or 474-5517
Fax: 474-7407

STATE OF MAINE
OFFICE OF THE DISTRICT ATTORNEY
PROSECUTORIAL DISTRICT IV

February 22, 2016

Mayor David Rollins
City of Augusta
16 Cony Street
Augusta, Maine 04330

Re: State of Maine v. Marktese J. Frazier
Kennebec County Superior Court Docket No. KENCDCR-15-1390
Criminal Forfeiture
Required Vote of City/Town Approval of Transfer of Forfeiture Assets

Dear Mayor Rollins:

Enclosed please find a draft City of Augusta Approval Form for submission to the City Council.

Please inform the City Council that:

- A. 15 M.R.S.A. §5824(3) requires that, before any forfeitable item may be transferred to a State Agency, County or Municipality, the legislative body of that entity must publicly vote to accept the item(s) **if subsequently ordered forfeited by the Court;**
- B. Under Rules issued by the Department of the Attorney General, a public vote must be made on each forfeiture "approval" and a "continuing resolution" of approval cannot be accepted;
- C. As with all forfeitures, an approval of a transfer by the legislative body does not guarantee either that the Defendant(s) *In Rem* will in fact be forfeited or, if forfeited, that the Court will order the item(s) transferred to the approving Department, Agency, County or Municipality. The legislative body's

approval only signifies that, if the Defendant(s) *In Rem* are in fact ordered forfeited and, if the Attorney General and the Court agree to a transfer of all or part of the Defendant(s) *In Rem* to a Department, Agency, County or Municipality based upon the “*substantial contribution*” of that Department, Agency, County or Municipality, then that entity is in fact, willing to accept the Defendant(s) *In Rem* or portions thereof. In order to streamline what is otherwise a cumbersome forfeiture process, it is our practice to seek State, County or Municipal legislative approval in anticipation of the final order of forfeiture. However, final forfeiture is not guaranteed and both the legislative body and the law enforcement agency involved are cautioned that they **should not encumber** funds or property until a Final Order granting them lawful title to the property is delivered to them;

- D. Under the provisions of the Forfeiture Statute, if the legislative body fails to approve a transfer in a timely manner, any forfeited items shall be transferred to the State of Maine General Fund.

Assuming your legislative body does grant its approval, kindly see to it that the accompanying form is signed by the appropriate person and is “embossed” with the seal of that legislative body. Then, please return the **original** to me for filing and retain a copy for your records.

My sincere thanks for your attention to this matter. Should you have any questions, please do not hesitate to contact me.

Sincerely yours,



Maeghan Maloney
Assistant District Attorney

MM|smf
Enclosure

STATE OF MAINE
KENNEBEC, ss

SUPERIOR COURT
DOCKET NO. CR-15-1390

STATE OF MAINE

V.

CITY OF AUGUSTA
APPROVAL OF TRANSFER
15 M.R.S.A. §5824(3) & 5822(4)(A)

MARKTESE J. FRAZIER
.38 caliber (special) serial #1403759

NOW COMES the City of Augusta, Maine, by and through its legislative body, the Augusta City Council, and does hereby grant approval pursuant to 15 M.R.S.A. §5824(3) & §5826(6) to the transfer of the .38 caliber gun ordered by the Court of the above-captioned Defendant *In Rem*, on the grounds that the Augusta Police Department did make a substantial contribution to the investigation of this or a related criminal case.

WHEREFORE, the Augusta, Maine, City Council, do hereby approve of the transfer of the Defendant(s) *In Rem*, namely the .38 caliber gun ordered by the Court, pursuant to 15 M.R.S.A. §5824(3) & §5826(6) by vote of the Augusta Town Council.

DATED:

Chairperson/Mayor/Councilman/Clerk
Augusta City Council
Augusta, Maine
(impress Legislative Body Seal Here)

Memo

Date: May 9, 2016

To: William Bridgeo, City Manager

From: Ralph St. Pierre, Assistant City Manager
Lesley Jones, Public Works Director

Re: Budget Questions

At last week's budget review session Councilors requested information regarding the increase in Public Work's wages for Highway and Waste Removal as well as the cost to add a fourth recycle bin in the City.

The Public Works budgeted wages (General Fund, Central Garage, Hatch Hill) in total increased \$461 or 0.03% from FY 2016 to FY 2017 (see attached spreadsheet). The Highway Bureau increased \$33,098 (3.93%) and Solid Waste Bureau decreased \$23,822 due to a reallocation of a .5 (FTE) employee.

The cost to add an additional recycle bin in the City would be approximately \$11,600. Eco-Maine's fee to rent recycle bins is \$100 per month (\$1,200 annually). Currently, the City is charged \$200.00 per pull to deliver the recycled material to Eco-Maine. We would estimate a bin would be transported once per week (52 times a year) at a cost of \$10,400. Thus, the estimated cost of the bin would be \$1,200 plus the transportation cost of \$10,400 to total \$11,600.

City of Augusta
 Analysis of P. W. Wages
 FY 2016 | FY2017

Org	Description	FY 2016	FY 2017 Proposed	\$ CHANGE	% Change
P.W Administration	SALARIES	\$48,254	\$47,645	-\$609	-1.26%
P.W. Highway	SALARIES	\$841,582	\$874,680	\$33,098	3.93%
P.W. Waste Disposal	SALARIES	\$272,875	\$249,053	-\$23,822	-8.73%
Hatch Hill	SALARIES	\$311,271	\$296,826	-\$14,445	-4.64%
Central Garage	SALARIES	\$346,805	\$353,044	\$6,239	1.80%
Total Public Works	SALARIES	\$1,820,787	\$1,821,248	\$461	0.03%

Memo

Date: May 9, 2016

To: William Bridgeo, City Manager

From: Lesley Jones, Public Works Director
Ralph St. Pierre, Assistant City Manager

Re: Single Stream Curbside Voluntary Recycling

At our October 26, 2015 Recycling meeting we were asked to provide some information on costs for three different scenarios of curbside pick-up of residential rubbish and recycling and the cost for placing a couple of additional drop-off containers at other locations that would be accessible on the weekends and after hours. Starting this May we are providing 52 weeks of rubbish pick up with no curbside recycling collection. The option for “*52 weeks of rubbish pick up and 26 weeks of single stream curbside pick-up*” at an additional cost of \$278,713 remains our estimated budget and the details are described below. Please remember that we are assuming that recycling is voluntary and there is no pay-as-you-throw incentive to encourage people to recycle.

1. Revamp the existing program to *52 weeks of rubbish pick up and 26 weeks of single stream curbside pick-up* at an additional cost of \$278,713 for a total cost of \$1,102,145 per year. This program, which includes the single stream drop-off program, has an estimated recycling rate of 15% - 600 tons curbside at a collection cost of \$500 per ton and 175 tons through the drop off program at a cost of \$113 per ton. Single stream curbside collection for this level of service would require the purchase of a new wheeler rubbish truck at a cost of approximately \$195,000 that would be used for both curbside collection and to transport the single stream material to ecomaine in Portland and hiring two additional employees, one to drive the recycling truck and one to collect/load the single stream items. As with Option 2 above, this program would require that either the City provide residents with a bin with a lid for curbside recycling or residents purchase their own container. For curbside single stream collection materials have to be loose in the bin (not bagged) and so a lid is necessary to keep the material dry if it is raining and to minimize litter. See attached article in today’s Kennebec Journal.
2. We are discussing with a local hauler the estimated cost to contract out for once per month single stream curb side recycling. We should have a cost estimate for Thursday night.

Portland residents treasure recycling, but much of it ends up as trash

cm www.centralmaine.com/2016/05/09/portland-residents-treasure-recycling-but-much-of-it-ends-up-as-trash/

By Kevin Miller Portland Press Herald | @KevinMillerDC | 207-317-6256



Cliff Bernard sweeps up litter on Bramhall Street last week. Bernard says he is subcontracted by Maine Medical Center to keep surrounding streets clean, a job made challenging on trash and recycling day. Derek Davis / Staff Photographer

Local & State

Posted

Updated at 5:59 AM

increase font size

A USM professor urges a switch to larger, enclosed containers after a team on the streets finds small, open-top bins are a serious cause of litter.



Portland has a recycling problem, and it's not a lack of enthusiasm among city dwellers.

For years, Travis Wagner has looked at the overflowing recycling bins placed curbside and wondered: How many recyclables get tossed in the trash instead because residents can't cram any more into the city-issued bins? And how much litter do those lidless recycling bins contribute to Portland's streets and sewers?

So Wagner, a University of Southern Maine professor with an academic interest in waste issues, enlisted a few non-squeamish helpers to find out.

Over seven weeks last summer, Wagner and his crew drove the streets of two Portland neighborhoods ahead of the trash trucks first to document the scene, and then again afterward to look for recyclable litter.

And they found plenty of it: 20,950 pieces of litter for every 1,000 households, or the equivalent of 3.74 tons of litter annually for every 1,000 households.

The results surprised even Wagner, who hopes his study could help persuade city officials to switch to larger, closed-top recycling bins.

"It's one thing if you just drive by and observe (litter), but it's another thing if you walk the route," said Wagner, a professor at USM's Department of Environmental Science and Policy and affiliated faculty at the Muskie School of Public Service. "And then what would happen is, as the winds picked up, they would blow that litter around. But it has to go somewhere, whether in another person's backyard, into the bushes or into a storm drain."

Troy Moon, sustainability coordinator at Portland City Hall, said the issues raised by Wagner's study could be addressed in a forthcoming list of recommended changes to the city's trash and recycling management systems.

"I think the results of the study confirmed what we knew anecdotally, that people like recycling in Portland and they recycle a lot," Moon said. "So we do have very full recycling bins and they do put out additional bins."

LITTER-PREVENTION RECOMMENDATIONS

Recycling-related litter is nothing new in Portland or in any other towns that use lidless recycling containers. Crows, squirrels and other scavenging critters contribute to the problem by either picking through recycling bins or, more frequently, tearing through plastic trash bags in search of something tasty.

Litter tied to overflowing or unlidded recycling containers came up during the Portland City Council's debates two years ago over whether to impose a 5-cent fee on disposable shopping bags and to ban most retailers from using polystyrene food and beverage containers. Opponents of the measures said a better way to reduce litter would be to put lids on recycling bins.

Wagner and his study co-author, Nathan Broaddus of the Muskie School, focused on Portland's East End and in the Capisic area in order to capture a more densely populated, urban streetscape and a more suburban, residential setting. Their work, published earlier this year in the academic journal *Waste Management*, recommends that communities replace smaller, open-top collection bins with larger, enclosed bins while also taking steps during the collection process to prevent the dispersal of litter.

To add heft to their findings, the authors tried to calculate the economic costs of recycling-related litter based on the amount of litter their team found during its weekly post-trash collection surveys of the neighborhoods. They estimated that cleaning up the litter would cost the city between \$55,515 and \$257,980 annually, depending on labor rates and other factors. But those figures do not include costs associated with flooding events caused by litter-clogged storm drains or with damage to the marine ecosystem.

"This study shows that, given the source of litter, it is more cost-effective to prevent or reduce the generation of litter than to constantly engage in litter cleanup efforts, which should be done through a careful assessment when selecting the appropriate size and type of recycling container for curbside collection," reads the journal paper.

The City Council's solid-waste task force, on which Wagner served, discussed the possibility of larger containers. And City Hall staff members are currently working on a list of potential recommended changes to Portland's waste stream management, potentially including the recycling program and disposal of food wastes and organic materials, Moon said. Those recommendations have not been finalized, but he expects them to be unveiled later this year.

Moon worked with Wagner to focus his study, although the project was financed through a USM-administered grant rather than through the city.

"I think that is something that we recognize . . . and we are trying to come up with a solution," Moon said of the overflowing bins. "I think we are close."

SWITCH TO LIDDED 'CARTS' COULD BE COSTLY

The type of 18-gallon, lidless recycling bins now available for free to city residents have been in use almost since Portland began curbside recycling in 1999. The city switched to "single-stream" recycling – in which residents commingle recyclables into a single container – in 2007, and the pay-as-you-throw garbage bag system is aimed at encouraging residents to reduce the amount of trash they send to the landfill.

In the households surveyed during Wagner's study, 26 percent used additional containers – whether official bins or laundry baskets – to accommodate all of their recyclables. On average, 15 percent of the bins were overflowing each week.

Switching to the type of larger, lidded and often wheeled containers, or "carts," used in other communities would be costly. A 64-gallon cart with a lid costs municipalities roughly \$50 each, compared with \$10 for every 18-gallon bin.

Wagner said he is convinced, based on his work and other studies, that switching to larger containers will both encourage higher recycling rates and reduce the amount of litter in the city. He said there are grants available to help municipalities make the change.

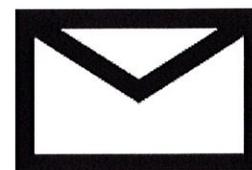
But one other thing that stuck out from his study is the number of times people thanked him or other participants for picking up litter on the streets.

"People like litter control, for all sorts of reasons," Wagner said. "I didn't realize this was as significant a source of litter as it was . . . and hopefully this will help other communities monetize that."

Share

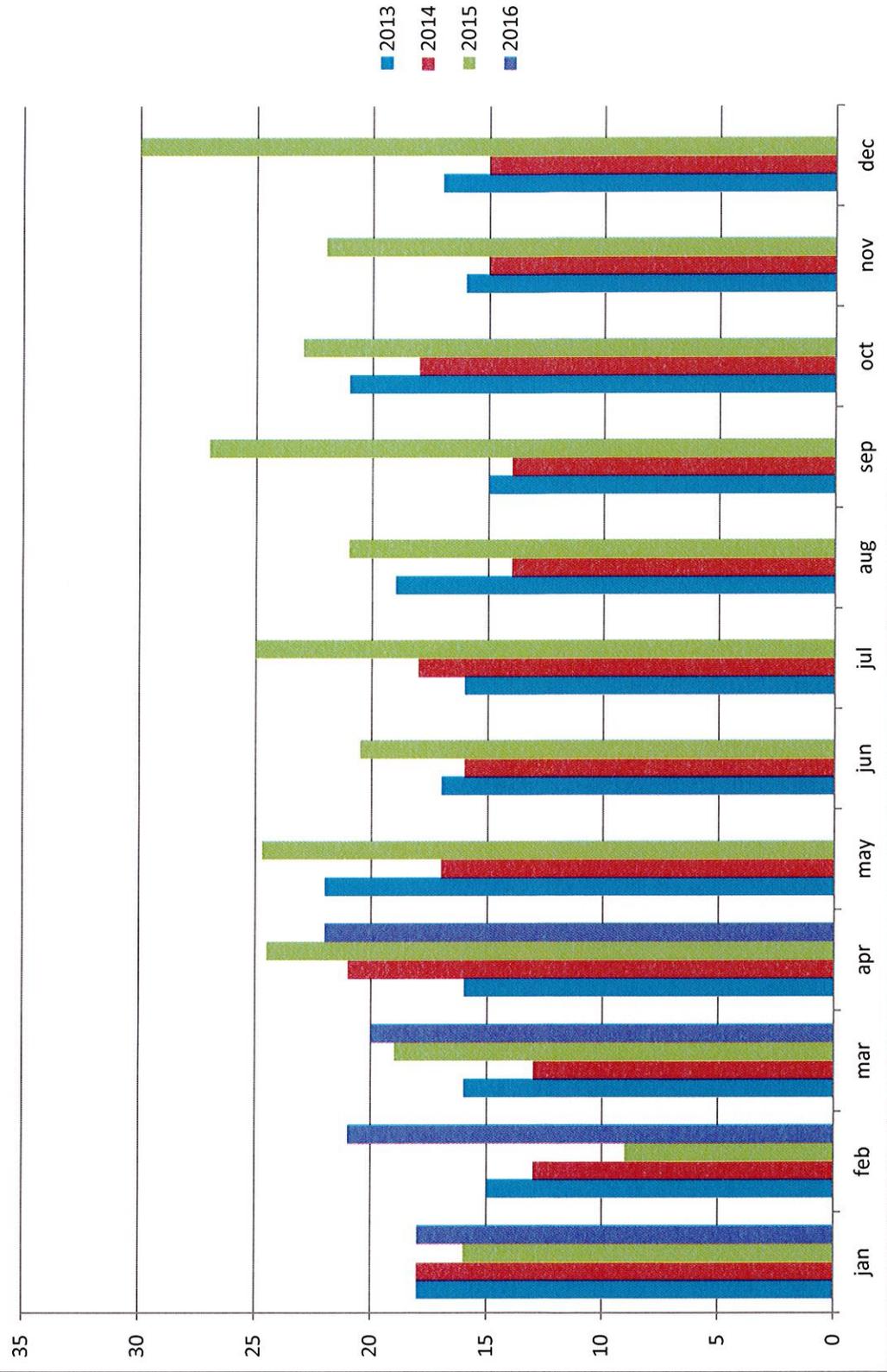
Were you interviewed for this story? If so, please fill out our accuracy form

Send questions/comments to the editors.



Augusta Public Works Recycling Tonnages

Curbside and Drop-off 2013 to May 2016



**City of Augusta
 Recycling curbside and drop-off
 CY 2013,2014,2015,2016 Tonnage**

	2013	2014	2015	2016
January	18	18	16	18
February	15	13	9	21
March	16	13	19	20
April	16	21	25	22
May	22	17	25	2015 SS PW HH CC
June	17	16	21	2015 SS PW HH CC
July	16	18	25	2015 SS PW HH CC
August	19	14	21	2015 SS PW HH CC
September	15	14	27	2015 SS PW HH CC
October	21	18	23	2015 SS PW HH CC
November	16	15	22	2015 SS PW HH CC
December	17	15	30	2015 SS PW HH CC

**Starting January 2016
 Buker Community Center
 added as an additional
 recycling location**

Single Stream drop-off summary of hauling							
Riverside Disposal hauls to ecomaine							
Tonnage							
2015	Hatch Hill	Buker	PW	City Center	Month tons		
March			6.16		6.16		
April	3.56		8.33		11.89		
May	3.73		7.95	5.76	17.44		
June	4.87		6.10	5.44	16.41		
July	2.13		5.61	9.55	17.29		
August	2.80		5.82	8.57	17.19		
September	2.88		4.72	9.28	16.88		
October	2.35		4.01	8.40	14.76		
November	2.26		4.58	10.38	17.22		
December	3.02		8.16	9.77	20.95		
Total tonnage	27.60	0.00	61.44	67.15	156.19		
Transportation cost per ton	\$ 94.20	\$ -	\$ 97.66	\$ 113.18	\$ 103.72		
2016 HH		Buker	PW	CC			
January	2.75	1.03	3.99	6.67	14.44		
February	0	4.16	4.20	6.84	15.20		
March	6.78	6.92	2.73	2.54	18.97		
April	6.03	5.91	4.47	5.02	21.43		
Total tonnage	15.56	18.02	15.39	21.07	70.04		
Transportation cost per ton	\$38.56	\$99.89	\$90.97	\$180.35	\$82.81		

City of Augusta
Recycling data
2,013,201,420,152,010

Date	2013	2014	2015	2016	2015	2016
	Curb	Curb	Curb	Curb	Bins SS	Bins SS
Jan	18	18	16	6		12
Feb	15	13	9	6		15
Mar	16	13	13	8	6	12
April	16	21	10	7	15	15
May	22	17	11		14	
June	17	16	9		12	
July	16	18	10.3		15	
Aug.	19	14	7.32		14	
Sept.	15	14	10		17	
Oct.	21	18	8		15	
Nov..	16	15	7		15	
Dec.	17	15	12		18	



City of Augusta, Maine
Department of Public Works

May 9, 2016

Memo to: Lesley Jones, Public Works Director

From: Jerry Dostie, Street Superintendent

Re: 2016 Sidewalk work

The following is the list of sidewalks scheduled for this construction season. The amount of work actually completed will depend on scheduling.

Blaine Ave – The sidewalk between Western Ave and Green Street will be rebuilt as part of the street paving project. The street overlay will overtake what is left for curb reveal necessitating the need for sidewalk reconstruction.

Brookside Ave – The sidewalk on this street has deteriorated to the point that it is not useable. The original curbing on this road was concrete and the frost has heaved it in a number of locations creating a hazard. As part of the re-paving of the road, the old concrete curbing will be removed and new curbing and sidewalk installed on one side of the road followed by an overlay over the entire width of the road.

Cony Street (South Belfast Ave to Pete-N-Repetes Way) – The sidewalk from South Belfast Avenue to Haskell Street will receive an overlay and a new multi-use path from Haskell Street to Pete-N-Repetes Way will be constructed as part of this road re-construction project.

Kendall Street - The sidewalk on the west side of the street is in poor shape and will be re-built as part of the street paving project.

King Street – The street currently has a sidewalk on each side. As part of the street paving project, a new sidewalk will be re-constructed on one side of the street and the old sidewalk on the opposite side of the street will be loamed and seeded.

School Street – The sidewalk on the portion of this street that was reconstructed last year will receive a final layer of pavement to complete the project.

Village Circle – When this subdivision was constructed, the surface pavement was never installed. It is now time to install this layer in order to preserve the sidewalk.

Mount Vernon Avenue – The Maine DOT will be completing this project this year and includes the reconstruction of the remaining sidewalks that were not completed last year.

Please let me know if you have any questions or concerns.

cc: William Bridgeo, City Manager

Physical Address:
Augusta Public Works
55 North Street, Augusta, ME 04330

Mailing Address:
Augusta Public Works
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*City of Augusta, Maine
Department of Public Works*

May 9, 2016

Memo to: Lesley Jones, Public Works Director

From: Jerry Dostie, Street Superintendent

Re: 2016 Paving

The following is the list of roads that we plan to pave this year. The entire list may not be completed due to weather, scheduling of other work by City crews, as well as the time needed for preparatory work by other utilities. Roads not completed this year will be done in 2017.

The pavement treatments and approximate costs for roads are as follows:

Installation of a wearing surface on the street to extend the life of the street:

Blaine Ave – Cost approx. \$26,000

Brookside Ave – Cost approx. \$26,000.

Campbell Street – Cost approx. \$2,500.

Church Street - Cost approx. \$5,000.

Crosby Street - Cost approx. \$10,000.

Crosby Street Place - Cost approx. \$4,000.

Crosby Lane - Cost approx. \$3,000.

Debras Pl – Cost approx. \$5,000.

Drew Street – Cost approx. \$22,500.

Farnum Street – Cost approx. \$3,000.

Flagg Street - Cost approx. \$3,500.

Flagg Street Place - Cost approx. \$1,000.

Gabriel Drive – Cost approx. \$45,000.

Hemlock Terrace - Cost approx. \$15,000.

Hudson Street – Cost approx. \$1,500.

Jefferson Street - Cost approx. \$18,000.

Kendall Street - Cost approx. \$10,000.

Lajoie Street - Cost approx. \$4,500.

Leighton Road (Goodwill Industries to Hescoek St) – Cost approx. \$115,000.

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Middle Street – Cost approx. \$18,500.

Morton Street - Cost approx. \$3,000.

Morton Street Place - Cost approx. \$2,500.

Mulliken Street - Cost approx. \$8,500.

Noyes Street - Cost approx. \$7,000.

Old Belgrade Road (I-95 overpass to Bonenfant Roundabout) – Cost approx. \$41,000.

Parkwood Drive (Hemlock Terrace to end) – Cost approx. - \$40,000.

Partridge Hollow - Cost approx. \$8,000.

Pike Street – Cost approx. \$20,500.

Second Ave (Kennison to Mayfair) - Cost approx. \$18,000.

Spruce Street - Cost approx. \$10,000.

Sturgis Lane - Cost approx. \$4,500.

Thompson Street - Cost approx. \$8,000.

Tracy Street - Cost approx. \$9,500.

Viles Street - Cost approx. \$9,000.

Waldo Street - Cost approx. \$2,500.

Washington Street - Cost approx. \$45,000.

Washington Place - Cost approx. \$1,500.

Weston Street - Cost approx. \$11,000.

Windsor Ave (Duncan Road to end) – Cost approx. \$35,000.

Winthrop Court – Cost approx. \$6,500.

Woodlawn Street - Cost approx. \$4,500.

York Street - Cost approx. \$3,500.

Roads and streets that will be paved as part of a prior/ongoing project:

Bolton Hill Road – This includes the installation of a cold mix product over a 1000 foot stretch near the Western View Golf Course to re-establish the roadway cross section. This is being done as an alternative to reclaiming this section of road. Once the cold mix has properly cured, the entire length of the road will be shimmed and overlaid with hot mix. Cost approx. \$200,000.

Bond Brook Road – This road will receive updated drainage and culvert replacement as required. A section just west of Tall Pines Way will be raised to address drainage issues. The shoulders will be paved to reduce maintenance caused by vehicles displacing material as they drive on the gravel shoulders especially on the curves. This will also improve bicycle safety on this road. New guardrail will be installed and the entire road re-paved. Cost approx. \$475,000.

Cony Street (Haskell Street to Cony Road) – This work includes installation of drainage to address subsurface drainage issues, reclamation of the old road, paving and construction of a multi-use path. Cost approx. \$325,000.

Cross Hill Road – This road will receive ditching and culvert replacement followed by reclamation and paving. It is anticipated that not all of the work will be completed this year as there is a significant amount of work. However, the base pavement will be completed allowing for a much better ride surface for the public as well as easier winter maintenance by the City. The project will be completed next year.

King Street – This work includes repair to failed pavement in a few locations, installation of new curb and sidewalk, and a complete overlay. Cost approx. \$50,000.

Middle Road - This includes a shim over the entire width of the road to re-establish the road cross section followed by a chip seal wearing surface in an attempt to “keep the good roads good”. Cost approx. \$120,000.

Pearl Street – This includes the installation of a chip seal on this road to prevent deterioration of the surface pavement installed approximately 10 years ago. This is to “keep the good roads good”. Cost approx. \$22,000.

School Street (Pearl to South Belfast Ave) – Installation of a new hot bituminous wearing surface to the road and sidewalk to complete the reconstruction of the portion of the street that was done last year. Cost approx. \$25,000.

Village Circle - Installation of the wearing surface on the roadway and sidewalks. The surface pavement was never installed when this road was built a number of years ago. Cost approx. \$22,000.

Wade Road – This is a completion of the work begun last year. It includes the installation of cold mix over the first 2300 feet of road that received ditching and culvert replacement last year. Following this work, the remaining section of road will receive spot paving repairs and then the entire road will receive a final layer of surface pavement. Cost approx. \$140,000.

The total amount to be spent on paving, cold mix, and chip seals this year amounts to \$1.4 million and funding comes primarily from the Capital Improvement Program(s). Please note costs associated with paving sidewalks are not included in these figures as these are done with Public Works crews and not the paving contractor. These sidewalks costs are charged to another CIP account designated specifically for sidewalks. Please let me know if you have any questions or concerns.

cc: William Bridgeo, City Manager