



Town of Wiscasset

3.

MEMORANDUM

To: Board of Selectmen
Fr: Laurie Smith, Town Manager
Cc: Misty Parker, Town Planner
Susan Robson, Waterfront Committee Chair
Mary Ellen Barnes, Lincoln Economic & Community Development Director
Re: Wiscasset Waterfront
Dt: November 29, 2012

Wiscasset citizens value their unique waterfront. The Town's most recent Comprehensive Plan begins with the opening statement, "Wiscasset's deep harbor, tidal river, wildlife, forests, gently rolling land, and freshwater streams and ponds must have suggested a fortuitous location for settlement." The Plan later identifies the waterfront again, under the natural resources section and states "Wiscasset has a tradition of protecting scenic resources. Since the early 20th century, townspeople have shown remarkable interest in maintaining what is beautiful in their town. Citizens have long cared for the harbor, the waterfront and the river shoreline...". The Comprehensive Plan is a document that encompasses the values and goals for the community for the next 20 years or so. There is much effort taken to gather input from citizens and it is ultimately adopted by the entire community. For these reasons staff and elected officials often refer to the Comprehensive Plan as the guiding document for future decisions.

Although the Comprehensive Plan discussed the waterfront, this was not the first time that the citizens had identified the waterfront as an asset. Below is a list of waterfront related studies undertaken over the past few decades.

- 1968 – "Recreation Shoreline Development" – this plan outlined a boardwalk, pool, tennis courts, and bridge to the Hesper and Luther Little. The focus was on recreation and tourism along the waterfront.
- 1990 – "Riverfront Study" – this plan reported the need for improving pedestrian amenities along the waterfront, improving efficiency for boaters, and creating a parklike atmosphere along the shore.

- 2002 – “Recommendations for Economic Development on Wiscasset’s Waterfront”- In this plan the committee recommended the Town protect the working waterfront, eliminate barriers to public access to the water (pedestrian walkways), maintain the character of the waterfront in redevelopment, endorse a mini-hub for rail and ferry service, and partner with private business for use of the waterfront.
- 2003 – “Downtown Village Rail Station” – This plan further developed the idea of a rail station or intermodal facility on the waterfront. Out of five studied sites, the preferred location was on Railroad Avenue.
- 2004 – “White’s Island Bridge Report” – this report focused on the current condition of the White’s Island bridges and cost estimates for repairs to the bridges.
- 2009 – “Railroad Avenue Engineering Report and Cost Estimate” – this report gave more concrete details to the actual construction of a Railroad Avenue Transportation Facility.
- 2011 – “Downtown Master Plan” – this report focuses on revitalizing the historic village and working waterfront. One specific goal of this plan is to develop an economic impact study of the waterfront activities.

On September 18th the Board of Selectmen made site visits to the Recreational Pier, Commercial Pier and Main Street Pier. We discussed the vendors of the Main Street Pier, the reconstruction of the Recreational Pier, and the proposed boardwalk between the two waterfront sites. As we noted that day, the Community has made large investments in these facilities over the years. Can the Town continue to upgrade these facilities? Most people would agree that the waterfront is an asset; however the question remains, are we maximizing this asset? Although the Town has studied the waterfront and created various plans, much of the work has yet to be implemented.

Susan Robson, Misty Parker, Mary Ellen Barnes, and I have met on a number of occasions to discuss the future of our waterfront and what steps are necessary to move these plans forward. The four of us agree that there is untapped potential; however we need to better define how to maximize the asset and create an economic engine that can be sustained over time. In order to answer these questions our recommendation is to integrate the previous plans with a current economic study to create a “reality based vision” which will meet the goals of the citizens, match the needs of the marketplace, and document the payback on future investments. The plan will report on the economics of the current waterfront and any proposed investments, ensure that enhancements will complement the historic village, and discuss implementation strategies which can be funded in a manageable way.

In preparation for our workshop we ask that you review the attached documents which include the 2008 comprehensive plan goals which identify the waterfront and the 2010 Bike and Pedestrian Plan which list the waterfront boardwalk as its number one priority.

ECONOMY

Goals

1. Promote an economic climate that increases job opportunities and overall economic well-being.
2. Encourage the development of good jobs in and around Wiscasset as well as a diversified economic base and commercial use of the harbor and airport.
3. Move toward a tax base of light industry, commercial and residential uses.
4. Develop tourism, industry, business, homes and services while protecting the historic and rural character of the Town.

Policies	Strategies	Responsibility/Priority
<p>1. Waterfront. Launch the waterfront redevelopment process. Make the central village waterfront a tourist magnet with additional retailing and lodging centered around rail, tour, boat and marina developments.</p> <p><i>The village remains one of the gems of Maine, as a place to live or to visit. Maintaining its historic character is essential, while retaining its vital economic role in the town and region.</i></p>	<p>A. Waterfront Catalyst. Investigate a mechanism that would be a catalyst for the waterfront redevelopment. Explore the formation of a Regional Port Authority, and/or an application for the Main Street Maine Program. <u>(See Historic and Archaeological Resources inventory, P. 1-17.)</u></p> <p>B. Transportation Links. Encourage inter-modal transportation links – cruise, tour/ferry boat dock and passenger rail station.</p> <p>C. Large, Paved Parking Areas. Avoid large, paved parking areas at or near the water's edge.</p> <p><i>Because waterfront property is too valuable to be used for new parking areas, the Town should not create large, paved parking areas at or near the water's edge. This is not the correct use of this unique real estate, which will be more productively developed for commercial projects, public access and facilities that specifically promote a working waterfront.</i></p> <p>D. Private Parking Requirement. Through standards in the Zoning Ordinance, require that new development along the riverfront provide its own parking.</p>	<p>EDD/Medium</p> <p>EDD/Ongoing/High</p> <p>PB/Town Meeting/High</p> <p>TP/ORC/PB/Town Meeting/High</p>

Policies	Strategies	Responsibility/Priority
<p>* * * * *</p>	<p>E. Marina. Encourage a privately owned and operated marina, possibly on the Main Street Pier.</p> <p>F. Cruise Ships. Attract cruise ships to Wiscasset by initiating a modest marketing effort to those companies that operate small ships in the New England/Canada range (See also the <i>Transportation section of Goals, Policies and Strategies, 2.C., p. 11-26</i>).</p> <p>G. Riverfront Access Road. Create a pedestrian walkway. Allow limited vehicle access for maintenance purposes.</p> <p>H. Waterfront Policing. Assist in the waterfront redevelopment effort by continuing to maintain a safe and peaceful climate on the waterfront.</p>	<p>EDD/High</p> <p>EDD/Medium</p> <p>TC/Selectmen/ Town Meeting/High</p> <p>Police/Ongoing</p>
<p>2. Historic Village. Preserve the historic nature of the village, both in terms of individual structures and overall ambience, and enhance its role as a service and cultural center for the region's residents. Make it a destination for visitors.</p>	<p>A. Historic Preservation Ordinance. Adopt a Historic Preservation Ordinance, as recommended in this plan, and then use it to market the village as a visitor destination point.</p> <p>B. Parking. Expand the availability of parking by negotiating with private property or commercial businesses to use lots in the peak tourist season. (See also the <i>Transportation section of Goals, Policies and Strategies, 1.C. p. 11-25</i>).</p> <p>C. Railroad Avenue. Work with MDOT, the owner of the railroad right of way, for use of Railroad Avenue for parking.</p>	<p>TP/ORC/PB/Town Meeting/High</p> <p>EDD/Medium</p> <p>EDD/High</p>
<p>3. Route 1 Corridor. Develop the Bath Road south of the Historic Overlay District for retailing, lodging and service businesses that are not appropriate for the Historic Overlay District, while maintaining the flow of traffic, a style and scale</p>	<p>A. Access Management Rules. Continue to work with Maine DOT to establish rules for access and curb cuts that maintain the traffic flow on the Bath Road south of the Historic Overlay District. Include the consideration of service roads, bridges, and other flow-enhancement strategies. Implement the access recommendations of the Transportation Committee.</p>	<p>TC/ TP/ORC/PB/Town Meeting/High</p>

RECREATION

Goals

1. Encourage the development and maintenance of recreational facilities and opportunities to meet the needs of residents and visitors.
2. Take into consideration impacts to surrounding land uses, critical areas, and significant natural, scenic, historic, or cultural features when undertaking park and recreation planning and development.
3. Encourage coordination of state and local recreational planning.
4. Promote and protect the availability of outdoor recreational opportunities for the Town residents, including access to surface waters.
5. Promote and protect the Town's marine resources including boating, fishing and harbor fronts.

Policies	Strategies	Responsibility/Priority
<p>1. Planning. Support the development of park and recreational planning.</p>	<p>A. Recreation Plan. Develop a comprehensive recreational plan for the Town that includes, but is not limited to, existing facilities, regional involvement, Town-owned land, and an inventory of needs that could include waterfront activities, activity fields, special use facilities (skate parks), community center, trails, funding mechanisms, construction, maintenance and operations for presentation to the Selectmen.</p> <ul style="list-style-type: none"> • Support the maintenance of winter and off-season recreational and cultural events, and encourage the development of additional recreational and cultural opportunities. • Encourage public access to shoreline areas in the development and maintenance of park and recreational opportunities, where consistent with the protection of critical areas. • Consider aesthetic quality as an important element in the design and development of recreation facilities. • Consider compatibility with adjacent land uses and the adequacy of infrastructure in the development and expansion of recreational facilities. • Coordinate with private and public park and recreation purveyors to determine the actual recreation demand and scope of needed facilities for Wiscasset and adjacent communities. • Include regional recreational considerations in the plan's development. 	<p>Recreation Department/TP/High</p>

Policies	Strategies	Responsibilities/Date
<p>1. Growth and Rural Areas. Establish growth and rural areas by geographic area.</p> <p>Note: In addition to the districts recommended by these strategies, some areas will also be subject to shoreland zoning requirements.</p> <p>Growth Districts:</p> <p>Village 1 Village 2 Village Waterfront Residential Rural Commercial/Industrial Airport Commercial/Industrial Planned Development Route 1 Corridor Shoreland Business II/Marine Overlay</p> <p>Rural Districts</p> <p>Rural 1 Rural 2</p>	<p>A. The Historic Village and Harbor Neighborhood</p> <p>Vision/Goal. This area defines Wiscasset for residents and tourists, alike. All new development should honor and be consistent with the historic character of the town and the scale of existing streets. People hope to see:</p> <ul style="list-style-type: none"> ✕ A thriving waterfront offering a variety of public uses, events on waterfront, a covered area, and common gathering areas; a strong <u>working waterfront, active commercial fishing;</u> • When the bypass and a downtown train station are built, this area can become a prime destination area for tourists, who could arrive by train, boat or on foot, walking or being shuttled from nearby parking lots; • A thriving downtown, more diversity of businesses, serving residents as well as tourists. A mixed-use concept, permitting apartments above storefronts, and incorporating other tourist attractions such as an historic museum. Creative use of the Mason Station, in keeping with the character of the village waterfront. <p>The Future Plan (See the Future Land Use Map.)</p> <ul style="list-style-type: none"> • Village 1 District <p>Purpose: The intent of the V-1 District is to provide a mixed-use area that allows for residential and nonresidential uses, conversion of residences to low-impact nonresidential uses, multifamily conversions, and a visual style in conformance with the Historic Preservation Ordinance and the character of Wiscasset Village.</p> <p>Suggested Uses: Residential (single family, 2-family, multi-family), home occupations, institutional (for example: churches, schools, medical, public), small-scale commercial (for example: restaurants, retail, services, and offices).</p>	<p>TP/ORC/PB/Town Meeting/High</p>

Bike and Pedestrian Plan

Section 1

Introduction

Wiscasset has long been a welcoming community for families, retirees, near-retirees and visitors. The village, which includes many Historic Register and Register-eligible buildings, is a wonderful place to walk for both residents and visitors with almost five miles of brick, concrete and asphalt sidewalks. With the exception of the Wiscasset Christian Academy on Route 1, all of the community's schools are accessible by sidewalk, although traffic speed and concerns about crossing Route 27 greatly limit the number of children who walk to school.

While Wiscasset has excellent pedestrian facilities, the same cannot be said for bicyclists. With the exception of Routes 1 and 27 and a short portion of Route 218, which have paved shoulders, other Wiscasset roadways are not nearly as accommodating to bicycle users. Gravel shoulders, narrow widths, horizontal and vertical curves and, in some instances, poor travel surfaces make bicycling in Wiscasset challenging.

The Town of Wiscasset, Maine Department of Transportation and the Lincoln County Planning Office began a bicycle and pedestrian study in 2009 with the intention of determining the level of interest in bicycling, walking and jogging in Wiscasset. The study included the following work tasks:

- Proposing off-street parking improvements in the downtown to complement a future train station
- ✕ • Addressing pedestrian access along the waterfront
- Evaluating pedestrian and bicycle access to the transportation system including the need, if any, for new or improved sidewalks, crosswalks or road shoulders, bike lanes or other facilities to enhance safety for pedestrians and bicyclists in Wiscasset including any off road routes that may be needed for connectivity.
- Reviewing existing bike-ped-related ordinance and site plan provisions and, if necessary, recommending amendments to address any deficiencies

Section 2

The Community

The following includes a summary of data from the 2007 Comprehensive Plan prepared by the Town of Wiscasset Planning Department.

The Maine Historic Preservation Commission has identified Wiscasset as one of three architecturally significant villages in the state, along with the towns of Paris Hill and Castine. Samuel Chamberlain, in his book Towns of New England, noted that millions were spent restoring Williamsburg, Virginia, while Wiscasset remains essentially intact. Its abundance of classical architecture is evidenced by the inclusion of 10 structures in the Historic American Buildings Survey (H.A.B.S.) of 1936 and the subsequent inclusion of five buildings listed on the National Register of Historic Buildings. In 1973, a large part of the Village District became a part of the National Register.

Between 1970 and the year 2000, Wiscasset's population increased from 2,244 people to 3,603 people. This is a 61% increase, which is very similar to the population increase for Lincoln County during that same period (64%), but much larger than Maine's growth rate (20%). The Maine State Planning Office estimates that Wiscasset will grow by another 300 people over the next 10 years but development may push this number a lot higher.

In the year 2000, there were 1,612 housing units in the community. 67% of the dwellings were detached, single-family dwellings. As evidenced from the Wiscasset History of Growth Maps presented in Figure 1, development historically was located within or in proximity to the village. Since the 1970's, however, new development has spread throughout the community in a typical sprawl pattern.

* Wiscasset's most notable natural resource is the Sheepscot River. The community shares many miles of waterfront along this waterway and in years past it was the site of important shipping and boat-building industries. Indeed, the Wiscasset Custom House still stands within the village. Unfortunately, the construction of two 19th railroad tracks isolated the village from the waterfront, a condition that persists today (see Figure 2).

Section 4

Existing Plans and Ordinances and Budgeting

Wiscasset does not currently have a bicycle and/or pedestrian plan. The 2006 Comprehensive Plan recommended applying for state and/or federal funds to construct a bike recreational trail but did not identify a location. The plan made the following recommendations for sidewalks:

- Create a capital improvement plan that includes maintenance of sidewalks, curbs and crosswalks
- Provide human crossing assistance for pedestrians on Main Street
- * ▪ Negotiate with landowners to a build a pedestrian/bicycle bridge to White's Island and Birch Point
- Build a sidewalk on the south side of Tucker's Hill and Fore Street to connect Lee Street and High Street sidewalks, the new Birch Point bridge, the Middle Street sidewalk and the Water Street sidewalk.
- Create a new Bath Road crosswalk to connect the municipal building with the county courthouse, bank and Subway shop
- Build a sidewalk on the west side of Bath Road connecting the Lee Street sidewalk, the Municipal Building, the Gardiner Street sidewalk and the Washington Street sidewalk
- Restore the washed-out cribwork on the waterfront outboard of the railroad tracks in order to create a waterfront esplanade from the Main Street Pier to Memorial Pier (Town Landing)

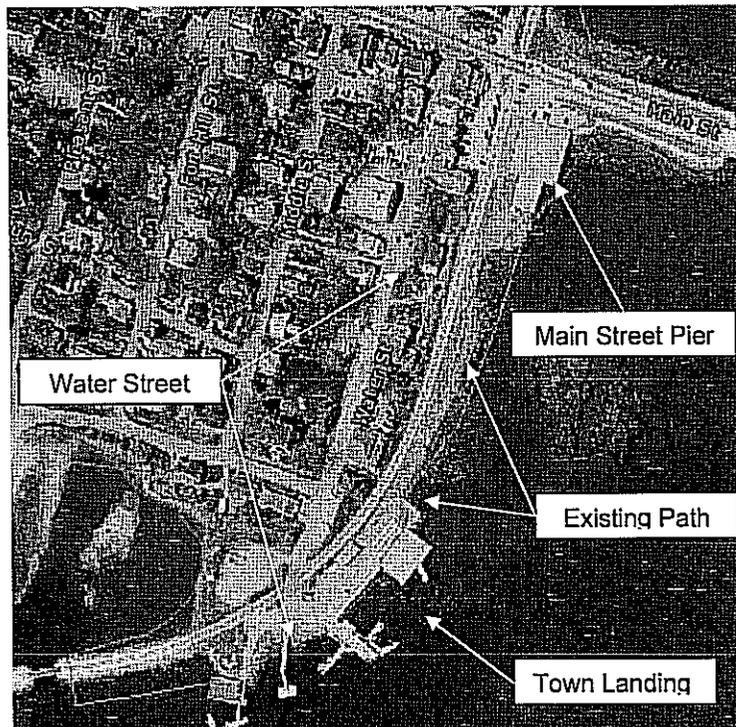
Neither the Subdivision Ordinance nor the Site Plan Review ordinance require a developer to consider bicycle or pedestrian needs when planning projects. If a developer does propose a sidewalk, however, it must be a minimum four feet in width with a three foot esplanade separating it from the adjacent street.

The town does not have a separate sidewalk capital improvement or maintenance budget. Such work is included in the "Road and Sidewalks Construction and Repair" budget, which was allocated \$150,000 for FY09. According to the Road Commissioner, very little of the budget is expended on sidewalk construction or repair.

✧ Figure 9 Access Along the River in Wiscasset Village



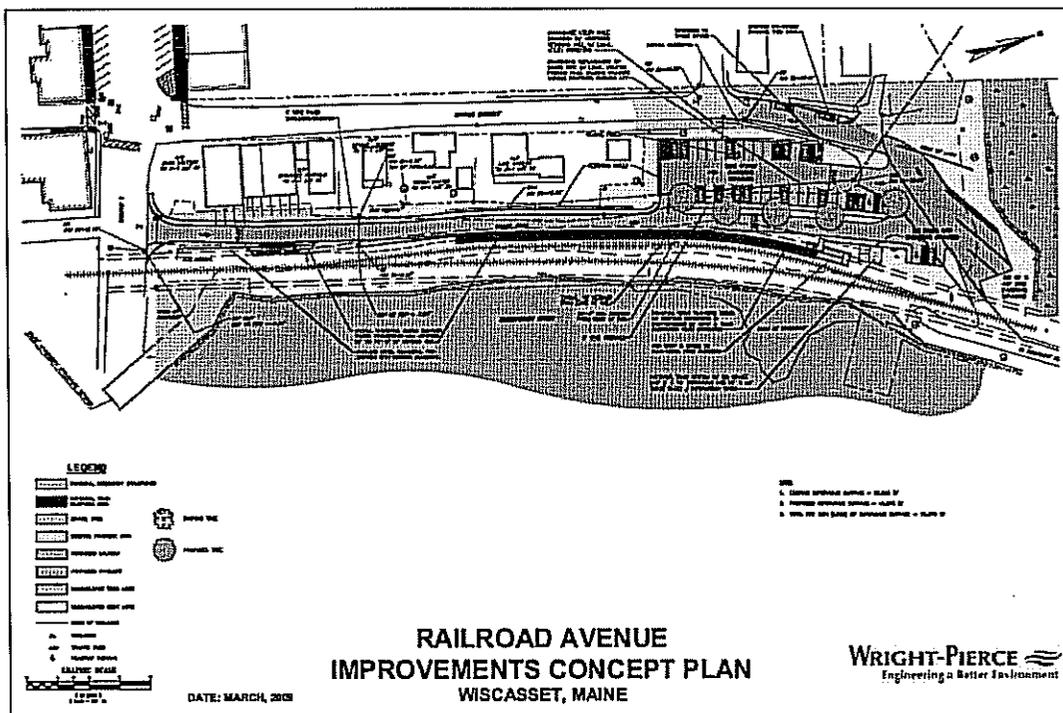
Figure 10 Wiscasset Town Landing and Main Street Pier



✧ A long-standing desire of the Town of Wiscasset has been to redevelop property leased by the Maine Eastern Railroad from the state north of Main Street along Railroad Avenue. Wright-Pierce Engineers was

retained to prepare a development plan with additional parking, pedestrian improvements along Railroad Avenue and a new railroad station. The plan, which is presented as Figure 11, includes 39 vehicle parking spaces, three tour bus parking spaces, a small train station, a pedestrian walking area on the west side of Railroad Avenue and an interstate bus passenger loading area, creating the first true intermodal passenger facility in Lincoln County. The parking area, train station and intermodal facility were all included as recommendations in the 2006 Comprehensive Plan and the project is a high priority for Wiscasset. The town is currently seeking potential funding sources to implement the development plan.

Figure 11 Railroad Avenue Parking Area, Railroad Station and Pedestrian Improvements



Concurrent with the preparation of this bicycle-pedestrian study and plan, the community has been working to expand and encourage better utilization of an extensive system of public trails. As presented in Figure 12, all of the trails, including the Water Trail, are accessible from public roads. Figure 13 presents details on the locations of these trails.

Section 7

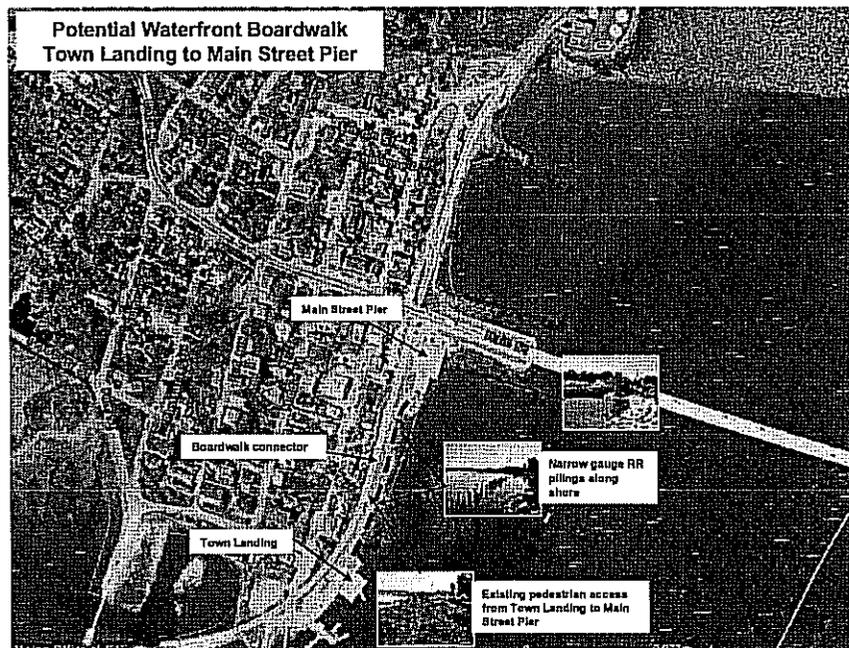
Proposed Facilities and Upgrades to Existing Facilities

The following is a *prioritized* list of recommended new facilities and improvements to existing facilities. In addition to these facilities, it is recommended that suitable signage such as that presented in Figure 27 be installed on all applicable roads.

✕ 1. Sheepscot River Boardwalk

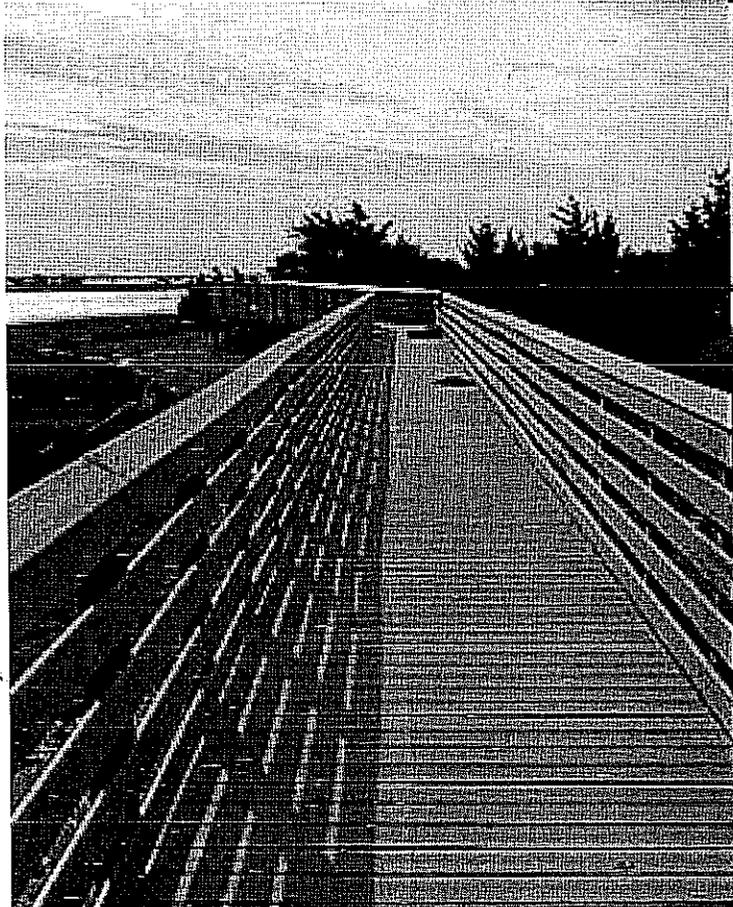
The highest priority project is a boardwalk connector between the Main Street Pier and the Town Landing, as shown in Figure 16. It would provide to the public visual access to the Sheepscot River, something that is now limited due to the railroad right of way. At least one privately owned parcel is required to construct a boardwalk so ownership issues will need to be resolved before this project proceeds. In addition, the project will

Figure 16 Sheepscot River Boardwalk



require a local shoreland zoning permit, a Natural Resources Protection Act Permit from the Department of Environmental Protection and, potentially, a permit from the Army Corps of Engineers. Figure 17 is a photo of the type of boardwalk that might be considered along the Sheepscot River.

Figure 17 Typical Riverfront Boardwalk



2. *Route 218 Paved Shoulders*

Route 218 between Hooper Street and the Sheepscot River Bridge in Alna is part of the East Coast Greenway so, in addition to local bicyclists, many vacationing bicyclists use Route 218. The combination of heavy truck traffic, gravel shoulders and poor pavement in places creates an unpleasant and potentially unsafe riding experience.

1/a.

Town of Wiscasset Committees – Selectmen Review 2012

Committee	Created by Ordinance or Statute?	Membership and Duties	Subcommittee Comments
Airport	Ordinance	<ul style="list-style-type: none"> Five Wiscasset Citizens Review general operations and conditions at airport Present a recommended operational budget Made recommendations to the Selectmen 	<ul style="list-style-type: none"> Need to reappoint a Selectmen representative May consider appointing two members of the Selectmen May consider Wiscasset Area Chamber representative
Airport Master Plan Committee	No	<ul style="list-style-type: none"> Airport Committee, Board of Selectmen, Airport Manager, Town Planner, Cheworki, Business Owner, Airport Business Owner, BBH Chamber of Commerce, Lincoln County representative, Woolwich representative Develop next Master Plan 	
Appeals Board	Ordinance & Statute	<ul style="list-style-type: none"> Legal residents of Wiscasset. Five regular members and two alternates Hear appeals regarding actions by the Planning Board, Sign Officer, Building Inspector, Plumbing Inspector, Electrical Inspector, Harbor Master, and Health Officer. 	
Appearance of the Town Committee	No	<ul style="list-style-type: none"> Volunteer and oversee plantings in the Village area 	
Budget Committee	Ordinance & Statutory reference	<ul style="list-style-type: none"> Nine residents of Wiscasset elected at-large. Meet annually prior to December 15th to determine adequacy of appropriate funds and other revenues for current year operations. Inquire into and consider every article prior to Town Meeting which provides for the borrowing, raising, transferring and/or appropriation of funds and make a recommendation. 	
Cemetery Committee	No	<ul style="list-style-type: none"> Previously had 5 representatives 	<ul style="list-style-type: none"> Establish Ad-Hoc committee to review policies and regulations? Ad-Hoc committee undertake a mapping and data base development?

Town of Wiscasset Committees – Selectmen Review 2012

Committee	Created by Ordinance or Statute?	Membership and Duties	Subcommittee Comments
Celebrations Committee	No	<ul style="list-style-type: none"> • Oversee the 4th of July Celebration • Oversaw the 250th celebration 	<ul style="list-style-type: none"> • Need committee appointments • Need committee direction • Could they develop a new “Wiscasset” celebration?
WCC Scholarship Committee	No	<ul style="list-style-type: none"> • Meet 3 x a year • Oversee the Scholarship funds for the WCC programs • Undertake fundraising to replenish scholarship fund 	
Conservation Committee	No – Comprehensive Plan	<ul style="list-style-type: none"> • 5 representatives • Established under the Comprehensive Plan Directive • List of Actions in Comp Plan 	<ul style="list-style-type: none"> • Work on Montsweag Dam recreation area. • Research easement location. • Mark boundaries of the property. • Develop relationship with abutting landowners • Develop a recreation plan for the Board of Selectmen
Energy Commission	No	<ul style="list-style-type: none"> • Never formed 	<ul style="list-style-type: none"> • De-authorize the Commission. • Perform energy audits throughout Town.
Historic Preservation Committee	No	<ul style="list-style-type: none"> • 6 members • Draft Historic Preservation Ordinance 	
Investment Advisory Committee	No	<ul style="list-style-type: none"> • Membership - Board of Selectmen (1), Town Manager, Town Treasurer, Citizens (2) • Review monthly financial statements • Report to the Board of Selectmen Quarterly • Meet with the Board of Selectmen Annually 	
Ordinance Review Committee	Ordinance	<ul style="list-style-type: none"> • Membership – six Wiscasset Citizens, 3 Planning Board Members, 2-At Large, 1 – Comprehensive Plan Member or At-Large • Review all requests for proposed ordinance amendments, adoptions or rezoning. 	<ul style="list-style-type: none"> • Current vacancy should be filled with a business owner

Town of Wiscasset Committees – Selectmen Review 2012

Committee	Created by Ordinance or Statute?	Membership and Duties	Subcommittee Comments
Planning Board	Ordinance and Statute	<ul style="list-style-type: none"> • Nine members – eight must be residents. • No Municipal Officer members or his/her spouse • Undertake the duties of the ordinance and State statute. 	
Senior Center Trustees	No	<ul style="list-style-type: none"> • 10 members • Oversee operations of the Senior Center 	
Shellfish Committee	Ordinance and Statutory reference	<ul style="list-style-type: none"> • 7 members • Oversee licensing, number of harvesters, restrict digging, limit quantity of digging 	
Transportation Committee	No	<ul style="list-style-type: none"> • The Wiscasset Transportation committee was created by the selectmen May 14, 2002 to replace and expand the purview of the short-lived Bypass Review Committee (Created Feb 5, 2002; disbanded April 23, 2002). 	<ul style="list-style-type: none"> • Bypass study ended in 2011 • De-authorize the committee
Waterfront	Ordinance	<ul style="list-style-type: none"> • Five members • Enforce harbor rules • Advice Selectmen on public facilities • Assign temporary and permanent berthing and mooring locations • Secure public safety and the orderly use of the Wiscasset facilities • Designate sufficient mooring area • Maintain up-to-date chart of all channels and mooring areas • Oversee use of floats and docks • Maintain clear channels 	<ul style="list-style-type: none"> • Need to clarify mission of Committee • Work on Vendor policy to create variety among vendors

Town of Wiscasset Committees – Selectmen Review 2012

General Recommendations:

- All Committees need to submit minutes to the Town Clerk on a regular basis to be kept on file.
- All Committees should have a balance in their membership to represent the Town's general interests as well as the specific committee needs.
- The Selectmen should review the possible need for term limits to encourage new membership among committees from a wide sector of citizens.
- Should some committees have a Selectmen appointment in order to maintain communication and connections between committees and the Board?
 - Airport
 - Conservation
 - Investment
 - Ordinance Review
 - Waterfront
- How do we establish a better relationship between the Board of Selectmen and the Committees?
- Should all committees report to the Board on an annual, bi-annual, or quarterly basis?

To: 4 Yard Packer

Atlantic Recycling
13 Jessie Doe Road
Rollinsford, NH 03869
thager@atlanticrecyclingequipment.com

Valley Company
P.O. Box 304
Whitefield, ME 04353-0204
Attn: Debbie
djm@thevalleyco.com

Machinery Services
166 West Alna Road
Wiscasset, ME 04578
Attn: Ken Boudin
mvc@kkboudin.com

Maguire Equipment Inc.
P.O. Box 13
Hyde Park, MA 02137
Magequip1@aol.com

Town of Wiscasset, Maine

NOTICE INVITING BIDS

The Town of Wiscasset is inviting bids for the purchase of one (1) 4 cubic yard stationary packer with weatherproof enclosure. Sealed bids will be received until **3:00 p.m., TUESDAY, DECEMBER 4th 2012**, at the Town office, 51 Bath Road, Wiscasset, Maine. Bids must be marked "4 Yard Packer." Bids will be opened during the Selectmen's meeting in the Town Hall Meeting Room and publicly read at that time. Specifications are on file at the office of Town Manager.

The Town reserves the right to accept or reject any or all bids, to determine which bids are conforming, and to waive minor defects and irregularities.

Town of Wiscasset

51 Bath Road
Wiscasset, ME 04575

GENERAL SPECIFICATIONS FOR ONE STATIONARY PACKER WITH ENCLOSURE

It is the intent of this invitation for bid to solicit bids for one stationary packer with enclosure as described in the following specifications. Bidders are requested to read the complete bid invitation carefully and submit their proposals in strict accordance with the following requirements.

Any questions regarding this bid invitation, must be submitted in writing to the Town Manager, townmanager@wiscasset.org or by fax 207-882-8228, and be received by the Town of Wiscasset a minimum of two business days prior to the bid opening date. Changes, if any, will be sent out in writing to all potential bidders. Only changes and clarifications made by addenda will be binding. All bids are to be submitted on the attached proposal form, furnished with this bid invitation.

The Town is exempt from State retail tax and federal excise tax. The prices bid must be net, exclusive of taxes.

All bids must be sealed in a package (or envelope), the cover of which identifies the information that it contains, a bid proposal for "4 Yard Packer", the vendor's name and address and the due date for the bid proposal.

All bids are to be addressed to:

**Town Manager
Town of Wiscasset
51 Bath Road
Wiscasset, Maine 04578**

GENERAL SPECIFICATIONS

ANTI-COLLUSION STATEMENT: By signing this bid the bidder agrees that this bid is made without any understanding, agreement, or connection with any other person, firm or corporation making a bid for the same purpose and that his bid is in all respects fair and without collusion or fraud. The bidder also agrees that this bid is made without any intentional fraudulent acts committed in an effort to be the successful low bidder.

LIQUIDATED DAMAGES: If the trailer is not delivered within the time limits specified, the delay will interfere with the Town's ability to provide essential health and sanitation services and will result in loss and damage to the Town. From the nature of the case it would be impractical and extremely difficult to fix the actual damage sustained in the event of any such action. The Town and the awarded vendor, therefore, presume that in the event of any such delay, the amount of damage which will be sustained from delay will be \$100.00 per calendar day, and they agree that in the event of any such delay, the awarded vendor shall pay such amount as Liquidated Damages and not as a Penalty. The Town, at its option, for amounts due the Town as Liquidated Damages, may deduct such from any money payable to the awarded vendor or may bill the awarded vendor as a separate item. The Town shall notify the awarded vendor in writing of any claims for Liquidated Damages pursuant to this paragraph before the date the Town deducts such sums from money payable to the awarded vendor.

Town of Wiscasset
51 Bath Road
Wiscasset, Maine 04578
BIDDERS PROPOSAL FORM

The bidder hereby proposes to manufacture and/or furnish to the Town of Wiscasset, subject to acceptance of this proposal, this vehicle as per the attached specifications.

One (1) 4 Yard Packer with weatherproof enclosure \$ _____.

The Town reserves the right to accept or reject any or all bids, to determine which bids are conforming, and to waive minor defects and irregularities. All bids shall be in a sealed envelope marked "**4 Yard Packer**" and addressed to Town Manager, Town of Wiscasset, 51 Bath Road, Wiscasset, Maine 04578

NAME OF FIRM _____

BID OPENING: December 4, 2012

SIGNATURE _____

TIME: 7:00 p.m.

PLACE: Meeting Room, Town Hall

PRINTED NAME _____

TITLE _____

ADDRESS _____

TELEPHONE _____

TOWN OF WISCASSET

51 Bath Road

Wiscasset, ME 04578

TRANSFER TRAILER SPECIFICATION

1.0 INTENT AND CONDITIONS

The intent of this specification is to procure one (1) 4 cubic yard stationary packer with weatherproof enclosure.

Price is to include delivery and installation to the Wiscasset Transfer Station in Wiscasset, Maine.

Comply ___ Deviate ___

1.2 DELIVERY TIME

Bidder shall state length of time in calendar days required to deliver the packer. The packer must be delivered within 60 days from award date. Note Liquidated Damages provision in the General Specifications.

Length of time: _____

1.3 WARRANTY

Bidder shall state length of warranty to be provided on workmanship.

Length of warranty on workmanship: _____

2.0 4 YARD PACKER SPECIFICATIONS

2.1 4 cubic yard stationary packer

Packer must be able to withstand the weight of a 5000 lb. forklift for the first 8 feet. A forklift will be used on a regular basis to load the packer.

Attached please find a specification plan with measurements.

Comply ___ Deviate ___

2.2 Mating of compactor and Facility

Bidders shall familiarize themselves with the existing Transfer Station facility to insure proper mating of proposed compactor and loading dock. Failure to do this will not relieve bidder of any obligation to supply a compactor system with enclosure which will function properly with existing system. To arrange for a site visit, call Ron Lear, Supervisor at 882-8231 BETWEEN TUESDAY, NOVEMBER 27th AND DECEMBER 4th, 2012.

Comply___Deviate___

FACILITY FIT

2.1 Electrical

- 15 HP 230 volt, 3-phase motor.
- Remote power control installed in building with guardian control system and pressure guage.
- Turn-key operation
- Ram extends and retracts twice and then stops in an open position.

Comply___Deviate___

2.2 Hydraulic

- 16 GPM minimum pump
- 25 gallon tank minimum with heater and control switch.
- Cylinder bore 6" minimum

Comply___Deviate___

2.3 Performance

- Cycle Time – 1 minute or less
- Ram penetration into box – minimum 13"
- Normal ram face pressure – 50,000 lbs. minimum

Comply___Deviate___

2.4 Charge Box

- Minimum opening 60" x 65"

Comply___Deviate___

2.5 Packer Floor

- ½” steel minimum

Comply ___ Deviate ___

2.6 Packer Sides

- ¼” steel minimum

Comply ___ Deviate ___

2.7 Paint

- Packer to be primed and painted.
- Finished color to be dark green.

Comply ___ Deviate ___

3.0 Weatherproof Enclosure Specifications

- 10’ tall x 10’ wide x 15’ long
- 42” tall safety gate at entrance with 6” kickplate per OSHA standards
- Feedhopper to chargebox will be 2’ tall x 10’ wide by 7’ deep
 - o (This will allow for dumping of 2 yard self-dumping hoppers)
 - o Front of feedhopper to be reinforced vertically every 2’ to floor for strength
- Packer must be constructed to withstand Maine snowload specifications, IBC specifications of 50 psf-100 psf.
- Enclosure must be primed and painted with a dark green finished color to match the packer.

Comply ___ Deviate ___

4.0 DOCUMENTATION

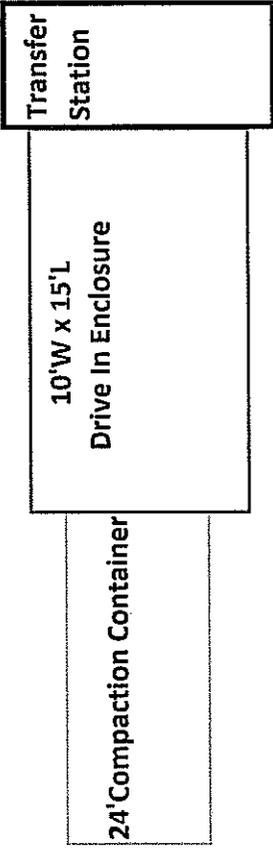
Bidder shall include the following written documentation with bid:

1. Paint warranty
2. Packer warranty
3. Enclosure warranty

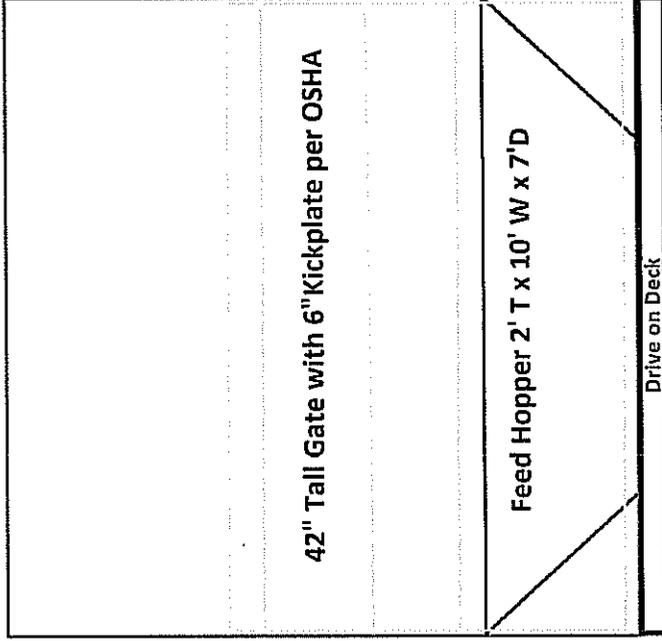
Comply ___ Deviate ___

Top View

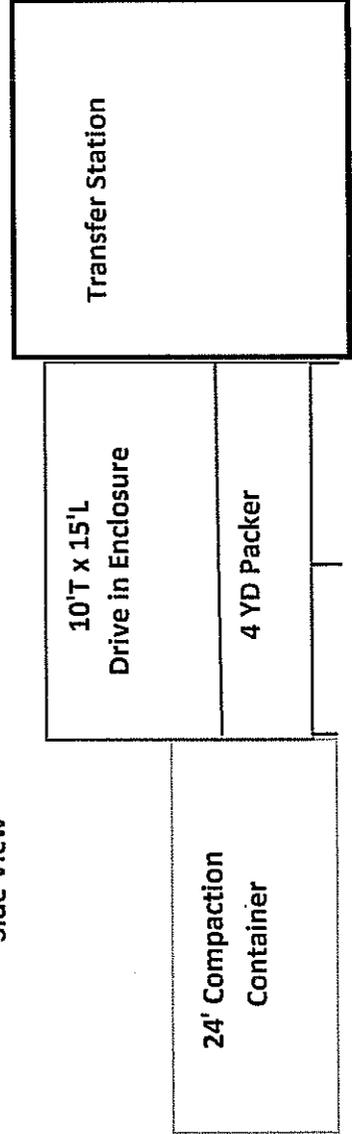
Wiscasset Transfer Station



Drive in end view 10'T x 10' W Gate at entrance



Side View



To: Compaction Container

Atlantic Recycling
13 Jessie Doe Road
Rollinsford, NH 03869
thager@atlanticrecyclingequipment.com

Valley Company
P.O. Box 304
Whitefield, ME 04353-0204
Attn: Debbie
djm@thevalleyco.com

Maguire Equipment Inc.
P.O. Box 13
Hyde Park, MA 02137
Magequip1@aol.com

Messer Truck Equipment
170 Warrant Avenue,
Westbrook, Maine 04092
Attn: Thomas Shaw
tom@messertruckequipment.com

B.M. Clark Company
1980 Heald Highway
Union, Maine 04862
Attn: Russell Garner

Town of Wiscasset, Maine

NOTICE INVITING BIDS

The Town of Wiscasset is inviting bids for the purchase of one (1) 45/50 cubic yard compaction container. Sealed bids will be received until **3:00 p.m., TUESDAY, DECEMBER 4th 2012**, at the Town office, 51 Bath Road, Wiscasset, Maine. Bids must be marked "**Compaction Container.**" Bids will be opened during the Selectmen's meeting in the Town Hall Meeting Room and publicly read at that time. Specifications are on file at the office of Town Manager.

The Town reserves the right to accept or reject any or all bids, to determine which bids are conforming, and to waive minor defects and irregularities.

Town of Wiscasset

51 Bath Road
Wiscasset, ME 04575

GENERAL SPECIFICATIONS FOR ONE COMPACTION CONTAINER

It is the intent of this invitation for bid to solicit bids for one compaction container as described in the following specifications. Bidders are requested to read the complete bid invitation carefully and submit their proposals in strict accordance with the following requirements.

Any questions regarding this bid invitation, must be submitted in writing to the Town Manager, townmanager@wiscasset.org or by fax 207-882-8228, and be received by the Town of Wiscasset a minimum of two business days prior to the bid opening date. Changes, if any, will be sent out in writing to all potential bidders. Only changes and clarifications made by addenda will be binding. All bids are to be submitted on the attached proposal form, furnished with this bid invitation.

The Town is exempt from State retail tax and federal excise tax. The prices bid must be net, exclusive of taxes.

All bids must be sealed in a package (or envelope), the cover of which identifies the information that it contains, a bid proposal for "**Compaction Container**", the vendor's name and address and the due date for the bid proposal.

All bids are to be addressed to:

**Town Manager
Town of Wiscasset
51 Bath Road
Wiscasset, Maine 04578**

GENERAL SPECIFICATIONS

ANTI-COLLUSION STATEMENT: By signing this bid the bidder agrees that this bid is made without any understanding, agreement, or connection with any other person, firm or corporation making a bid for the same purpose and that his bid is in all respects fair and without collusion or fraud. The bidder also agrees that this bid is made without any intentional fraudulent acts committed in an effort to be the successful low bidder.

LIQUIDATED DAMAGES: If the trailer is not delivered within the time limits specified, the delay will interfere with the Town's ability to provide essential health and sanitation services and will result in loss and damage to the Town. From the nature of the case it would be impractical and extremely difficult to fix the actual damage sustained in the event of any such action. The Town and the awarded vendor, therefore, presume that in the event of any such delay, the amount of damage which will be sustained from delay will be \$100.00 per calendar day, and they agree that in the event of any such delay, the awarded vendor shall pay such amount as Liquidated Damages and not as a Penalty. The Town, at its option, for amounts due the Town as Liquidated Damages, may deduct such from any money payable to the awarded vendor or may bill the awarded vendor as a separate item. The Town shall notify the awarded vendor in writing of any claims for Liquidated Damages pursuant to this paragraph before the date the Town deducts such sums from money payable to the awarded vendor.

Town of Wiscasset
51 Bath Road
Wiscasset, Maine 04578
BIDDERS PROPOSAL FORM

The bidder hereby proposes to manufacture and/or furnish to the Town of Wiscasset, subject to acceptance of this proposal, this vehicle as per the attached specifications.

One (1) 45/50 Yard Compaction Container \$ _____.

The Town reserves the right to accept or reject any or all bids, to determine which bids are conforming, and to waive minor defects and irregularities. All bids shall be in a sealed envelope marked "**Compaction Container**" and addressed to Town Manager, Town of Wiscasset, 51 Bath Road, Wiscasset, Maine 04578

	NAME OF FIRM _____
BID OPENING: December 4, 2012	SIGNATURE _____
TIME: 7:00 p.m.	PRINTED NAME _____
PLACE: Meeting Room, Town Hall	TITLE _____
	ADDRESS _____

	TELEPHONE _____

TOWN OF WISCASSET
51 Bath Road
Wiscasset, ME 04578

TRANSFER TRAILER SPECIFICATION

1.0 INTENT AND CONDITIONS

The intent of this specification is to procure one (1) 45 / 50 cubic yard compaction container. Price is to include delivery to the Wiscasset Transfer Station in Wiscasset, Maine.

Comply____Deviate____

1.2 DELIVERY TIME

Bidder shall state length of time in calendar days required to deliver the compaction container. The container must be delivered within 60 days from award date. Note Liquidated Damages provision in the General Specifications.

Length of time:_____

1.3 WARRANTY

Bidder shall state length of warranty to be provided on workmanship.

Length of warranty on workmanship:_____

2.0 45 / 50 YARD CONTAINER SPECIFICATIONS

- **Minimum** capacity must equal 45 cubic yards.
- 24 feet in length
- Longitudal sills minimum 2" x 6" x 1/4"
- Minimum 10 gauge sides with minimum 11 gauge ribs – 2 feet on center
- Minimum 4 gauge floor
- Minimum 8" wide greaseable ground rollers, - 4 required
- Heavy Duty greaseable hinges
- Reinforced hook plate
- Reinforced wheel pads
- Canvas door cover
- Container to be primed and painted, finished color to be dark green.

Comply____Deviate____ Specifcy capacity of Container _____ cuyds

3.0 DOCUMENTATION

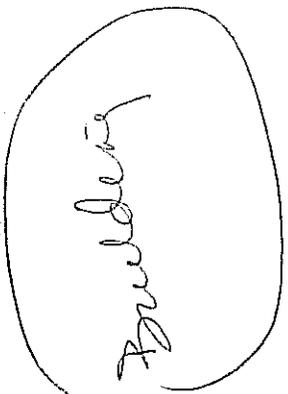
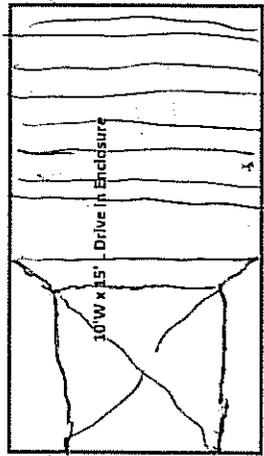
Bidder shall include the following written documentation with bid:

1. Paint warranty
2. Container warranty

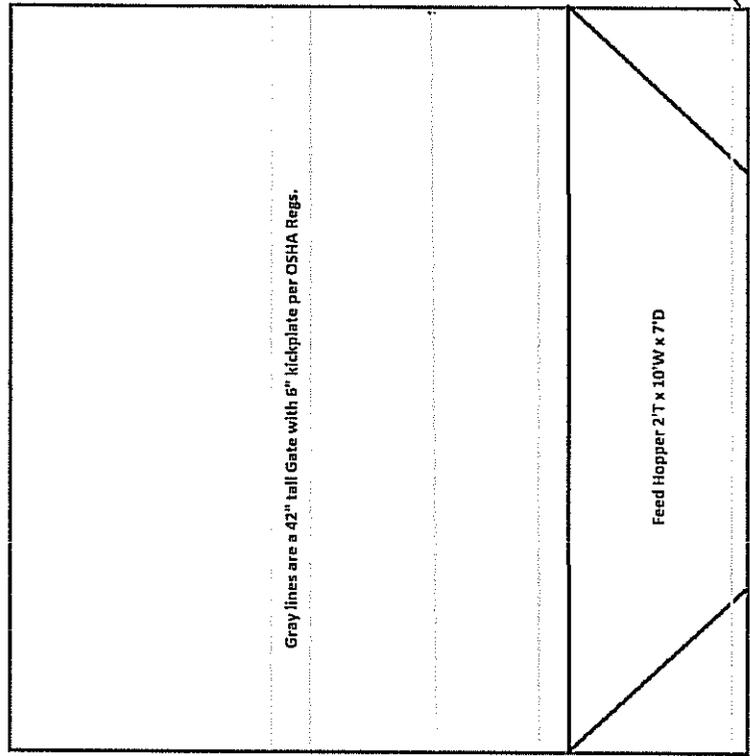
Comply ____ Deviate ____

TOP VIEW

50 YD Enclosed Roll Off



Drive in End View 10'W x 10'T



Handwritten notes: 'Cross-section', 'Bird View', 'View'

