

3a

WISCASSET SELECTBOARD,  
TAX ASSESSORS AND OVERSEERS OF THE POOR  
MINUTES, SEPTEMBER 17, 2024  
IN PERSON AND VIA ZOOM

Preliminary Minutes

Present: James Andretta, Vice Chair Pam Dunning, Terry Heller, Bill Maloney, Chair Sarah Whitfield and Town Manager Dennis Simmons

The chair called the meeting to order at 6 p.m.

1. Pledge of Allegiance

2. Approval of Treasurer's Warrants

a. Terry Heller moved to approve the Payroll Warrants of September 6 and September 13, 2024. Vote 5-0-0.

b. Terry Heller moved to approve the Accounts Payable Warrants of September 10 and September 17, 2024. Vote 5-0-0.

3. Approval of Minutes

a. Terry Heller moved to approve the minutes of September 3, 2024, as amended. Vote 5-0-0.

4. Special Presentations or Awards

Erin Bean, EMS Chief and Director of Wiscasset Ambulance Service, commended the EMS crews and those that responded to a recent collision in Dresden for outstanding performance. She commended Officer Jonathan Barnes for being willing to step outside his normal role as a police officer and assist in Incident Command for the call. Woolwich Fire and EMS along with Wiscasset Fire were given an Award of Appreciation for recognition of their response to the incident.

5. Committee Appointments

6. Public Hearings

a. JAR Cannabis: The public hearing was cancelled because it was discovered the proposed site of the business was too close to a church and because the applicants now plan to purchase a property for the business. Pam Dunning moved to remove item 6A from the agenda and table the JAR Cannabis application until it is ready to be presented to the board. Vote 5-0-0.

b. General Assistance Ordinance Appendices A-H. Pam Dunning moved to open the public hearing on General Assistance Ordinance Appendices A-H at 6:08 p.m. Vote 5-0-0. Terry Heller moved to close the public hearing at 6:09 p.m. Vote 5-0-0. Terry Heller moved to adopt the 2024-2025 General Assistance Ordinance A-H. Vote 5-0-0.

7. Public Comment on Non-agenda Items

Roger Jones shared with the board his views on selling the Maine Yankee property, traffic, his preference for a full-time code enforcement officer rather than a planner, the unwise practice of putting wood chips and sawdust with garbage and recycling and his disagreement with the restriction on the occupation of year-round mobile homes with power, sewer and septic.

8. Department Head or Committee reports

a. Department Head Monthly Reports

9. Unfinished Business

The chair read a memo from Sandra Guay which indicated all issues in the town's memo were being addressed; the new custom windows have arrived and will be installed next week, and craftsmen will be working on the storefront elevation in the coming weeks.

10. New Business

a. EMS Uncollectible Debt: **Terry Heller moved to write off the EMS uncollectible debt in the amount of \$42,429 and send the accounts to the collection agency. Vote 5-0-0.**

b. Approval of Vehicle Leases: **Terry Heller moved to accept Option A of Androscoggin Bank's Municipal Lease Purchase Proposals for the Ford F150 Truck, Chevrolet Tahoe and Dodge Durango. Vote 5-0-0.**

c. FY '24 Carryforward Requests: **Pam Dunning moved that the board approve \$423,109.44 in carry forward requests. Vote 5-0-0.**

d. Tax Commitment: **Pam Dunning moved to approve the Assessors Certificate of Assessment, Municipal Tax Assessment and Warrant and Certificate of Commitment and set the mill rate for the fiscal year 2024-2025 at \$17.77. Vote 5-0-0.**

e. Maine Municipal Association Voting Delegate Credentials: **Terry Heller moved to designate Town Manager Dennis Simmons as the official Voting Delegate and Economic Developer Aaron Chrostowsky as the alternate Voting Delegate for the Town of Wiscasset to the Maine Municipal Association Annual Business Meeting. Vote 5-0-0.**

f. Lincoln County Budget Advisory Committee Caucus

g. Monthly Financials  
H.M. Payson Statement of Accounts  
Year to date department expense/revenue reports

11. Assessor's Business

12. Town Manager's Report

In his report, Dennis Simmons listed the carry-forward requests, reported on the Forum on Strengthening Local and State Government Collaboration in Maine and said work is underway

on the FY'24 audit. RJD is finishing up its assessing work for the audit and Simmons and Ellery will figure out the tax commitment. It will be forwarded to the members.

The RFQ for the needs assessment of the town office complex and community center has been issued and is due September 19. The submissions will be reviewed, and a recommendation will be made for the October 1<sup>st</sup> meeting.

Simmons invited all to swing by the pet campaign headquarters on Water Street.

The Superintendent of Schools Andersson has reported that the Wiscasset School Department accepts funding through the Elementary and Secondary Act of 1965. She said they seek ongoing public comment on their ESEA application's goals and priorities.

### 13. Other Board Business

Sarah Whitfield left the meeting at 6:37 p.m. **Pam Dunning moved to enter executive session to discuss a personnel matter at 6:39 p.m. Vote 4-0-0. Pam Dunning moved to exit executive session at 6:57 p.m. Vote 4-0-0.**

### 14. Adjournment

**Terry Heller moved to adjourn the meeting at 6:58 p.m. Vote 4-0-0.**

# PROCLAMATION

**WHEREAS**, Spirit of America Foundation cherishes Municipal Officials' help with its program and created 'Municipal Officials Appreciation Month', in 2024 dedicated nationally to Municipal Clerks and Ballot Clerks, to express gratitude;

**WHEREAS**, Municipal Officials make personal sacrifices to serve constituents and deserve more public recognition/respect than they generally receive;

**WHEREAS**, Municipal Clerks are some of the most dedicated and generous members in our communities, are almost always involved in a community event or civic organization within a town, and most of the time are doing that work on their own personal time;

**WHEREAS**, Ballot Clerks serve at each polling place throughout Election Day, ensure the election process goes smoothly and are vital to democracy;

**WHEREAS**, Wiscasset much appreciates the services provided by its Municipal Clerks, Ballot Clerks and other Municipal Officials;

**NOW THEREFORE, BE IT PROCLAIMED** that Wiscasset, MAINE designates October, 2024 as Wiscasset MUNICIPAL OFFICIALS APPRECIATION MONTH" and urges our citizens to show gratitude to their Municipal Officials, and especially to Municipal Clerks and Ballot Clerks, for all they do to make this a better Community.

**SIGNED AND SEALED**



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Authorized Signature Date

6a



# Town of Wiscasset

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## TOWN OF WISCASSET PUBLIC HEARING

The Board of Selectmen will hold a public hearing on Tuesday, October 1, 2024, at 6:00 p.m. in the Municipal Building Hearing Room. The purpose of the hearing is as follows:


To act on a request for Liquor License renewals for the following businesses:



- Jodie Roquemoire, Jodie's Café and Bakery LLC located at 45 Water Street, Wiscasset.
- Chandler Sowden and Zachery Goodwin, DBA In A Silent Way located at 51B Water Street, Wiscasset, Maine



4. Indicate the type of license applying for: (choose only one)

- |  |  |   |  |
|--|--|---|--|
| <input checked="" type="checkbox"/> Restaurant<br>(Class I, II, III, IV)   | <input type="checkbox"/> Class A Restaurant/Lounge<br>(Class XI)         |  | <b>COPY</b><br>Class A Lounge<br>(Class X) |
| <input type="checkbox"/> Hotel<br>(Class I, II, III, IV)   | <input type="checkbox"/> Hotel – Food Optional<br>(Class I-A)            | <input type="checkbox"/>  | Bed & Breakfast<br>(Class V)               |
| <input type="checkbox"/> Golf Course (included optional licenses, please check if apply)<br>(Class I, II, III, IV) | <input type="checkbox"/>   | <input type="checkbox"/>  | Auxiliary                                  |
| <input type="checkbox"/>   | <input type="checkbox"/>   | <input type="checkbox"/>  | Mobile Cart                                |
| <input type="checkbox"/> Tavern<br>(Class IV)  | <input type="checkbox"/> Other: _____                                    |   |  |
| <input type="checkbox"/> Qualified Caterer   | <input type="checkbox"/> Self-Sponsored Events (Qualified Caterers Only) |   |  |

Refer to Section V for the License Fee Schedule on page 9

5. Business records are located at the following address:

45 Water Street, Wiscasset, ME 04578

6. Is the licensee/applicant(s) citizens of the United States?  Yes  No

7. Is the licensee/applicant(s) a resident of the State of Maine?  Yes  No

**NOTE: Applicants that are not citizens of the United States are required to file for the license as a business entity.**

8. Is licensee/applicant(s) a business entity like a corporation or limited liability company?

Yes  No If Yes, complete Section VII at the end of this application

9. For a licensee/applicant who is a business entity as noted in Section I, does any officer, director, member, manager, shareholder or partner have in any way an interest, directly or indirectly, in their capacity in any other business entity which is a holder of a wholesaler license granted by the State of Maine?

Yes  No

Not applicable – licensee/applicant(s) is a sole proprietor

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10. Is the licensee or applicant for a license receiving, directly or indirectly, any money, credit, thing of value, endorsement of commercial paper, guarantee of credit or financial assistance of any sort from any person or entity within or without the State, if the person or entity is engaged, directly or indirectly, in the manufacture, distribution, wholesale sale, storage or transportation of liquor.



**COPY**

Yes  No

If yes, please provide details: \_\_\_\_\_

11. Do you own or have any interest in any another Maine Liquor License?  Yes  No

If yes, please list license number, business name, and complete physical location address: (attach additional pages as needed using the same format)

Name of Business	License Number	Complete Physical Address

12. List name, date of birth, place of birth for all applicants including any manager(s) employed by the licensee/applicant. Provide maiden name, if married. (attach additional pages as needed using the same format)

Full Name	DOB	Place of Birth
Jodie Roquemore	10/27/1976	Norfolk, Virginia
James Roquemore	01/08/1977	Macon, Georgia
Joshua Tyus	02/26/1995	Fort Worth, Texas
Eric McMinis	11/07/1971	Raleigh, NC
Residence address on all the above for previous 5 years		
Name	Address:	
Jodie Roquemore	124 Deckhouse Rd, Edgecomb, ME 04556(4yrs) 1446 Dames Ferry Rd, Forsyth, GA(10+yrs)	
Name	Address:	
James Roquemore	124 Deckhouse Rd, Edgecomb, ME(4yrs) 1446 Dames Ferry Rd, Forsyth, GA(10+yrs)	
Name	Address:	
Joshua Tyus	124 Deckhouse Rd, Edgecomb, ME 04556(3yrs) 107 Lee Road 529, Phenix City, AL(2024)	
Name	Address:	
Eric McMinis	124 Deckhouse Rd, Edgecomb, ME (6mo) 609A Piner Rd, Wilmington, NC(5yrs)	

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Liquor License & Enforcement Bureau  
Lorraine Dr



13. Will any law enforcement officer directly benefit financially from this license, if issued?

Yes  No

If Yes, provide name of law enforcement officer and department where employed:



**COPY**

14. Has the licensee/applicant(s) ever been convicted of any violation of the liquor laws in Maine or any State of the United States?  Yes  No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: \_\_\_\_\_ Date of Conviction: \_\_\_\_\_  
Offense: \_\_\_\_\_ Location: \_\_\_\_\_  
Disposition: \_\_\_\_\_

15. Has the licensee/applicant(s) ever been convicted of any violation of any law, other than minor traffic violations, in Maine or any State of the United States?  Yes  No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: \_\_\_\_\_ Date of Conviction: \_\_\_\_\_  
Offense: \_\_\_\_\_ Location: \_\_\_\_\_  
Disposition: \_\_\_\_\_

16. Has the licensee/applicant(s) formerly held a Maine liquor license?  Yes  No

17. Does the licensee/applicant(s) own the premises?  Yes  No

If No, please provide the name and address of the owner:


\_\_\_\_\_

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Liquor Licensing  
& Enforcement

18. If you are applying for a liquor license for a Hotel or Bed & Breakfast, please provide the number of guest rooms available: \_\_\_\_\_

19. Please describe in detail the area(s) within the premises to be licensed. This description is in addition to the diagram in Section VI. (Use additional pages as needed)

Restaurant and Bar serving food and drinks.

 COPY

20. What is the distance from the premises to the nearest school, school dormitory, church, chapel or parish house, measured from the main entrance of the premises to the main entrance of the school, school dormitory, church, chapel or parish house by the ordinary course of travel?

Name: First Congregational Church

Distance: 0.20

### Section II: Signature of Applicant(s)

By signing this application, the licensee/applicant understands that false statements made on this application are punishable by law. Knowingly supplying false information on this application is a Class D Offense under Maine's Criminal Code, punishable by confinement of up to one year, or by monetary fine of up to \$2,000 or by both.

Please sign and date in blue ink.

Dated: 8/20/24

Jodie Roquemore  
Signature of Duly Authorized Person

\_\_\_\_\_  
Signature of Duly Authorized Person

Jodie Roquemore  
Printed Name Duly Authorized Person

\_\_\_\_\_  
Printed Name of Duly Authorized Person

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**Section III: For use by Municipal Officers and County Commissioners only**

The undersigned hereby certifies that we have complied with the process outlined in 28-A M.R.S. §653 and approve this on-premises liquor license application.

Dated: \_\_\_\_\_

Who is approving this application?  Municipal Officers of \_\_\_\_\_  
 County Commissioners of \_\_\_\_\_ County

**COPY**

- Please Note:** The Municipal Officers or County Commissioners must confirm that the records of Local Option Votes have been verified that allows this type of establishment to be licensed by the Bureau for the type of alcohol to be sold for the appropriate days of the week. Please check this box to indicate this verification was completed.

Signature of Officials	Printed Name and Title

**COPY**

**This Application will Expire 60 Days from the date of Municipal or County Approval unless submitted to the Bureau**

Included below is the section of Maine's liquor laws regarding the approval process by the municipalities or the county commissioners. This is provided as a courtesy only and may not reflect the law in effect at the time of application. Please see <http://www.mainelegislature.org/legis/statutes/28-A/title28-Asec653.html>

**§653. Hearings; bureau review; appeal**

**1. Hearings.** The municipal officers or, in the case of unincorporated places, the county commissioners of the county in which the unincorporated place is located, may hold a public hearing for the consideration of applications for new on-premises licenses and applications for transfer of location of existing on-premises licenses. The municipal officers or county commissioners may hold a public hearing for the consideration of requests for renewal of licenses, ~~except~~ when an applicant has held a license for the prior 5 years and a complaint has not been filed against the applicant within that time, the applicant may request a waiver of the hearing.

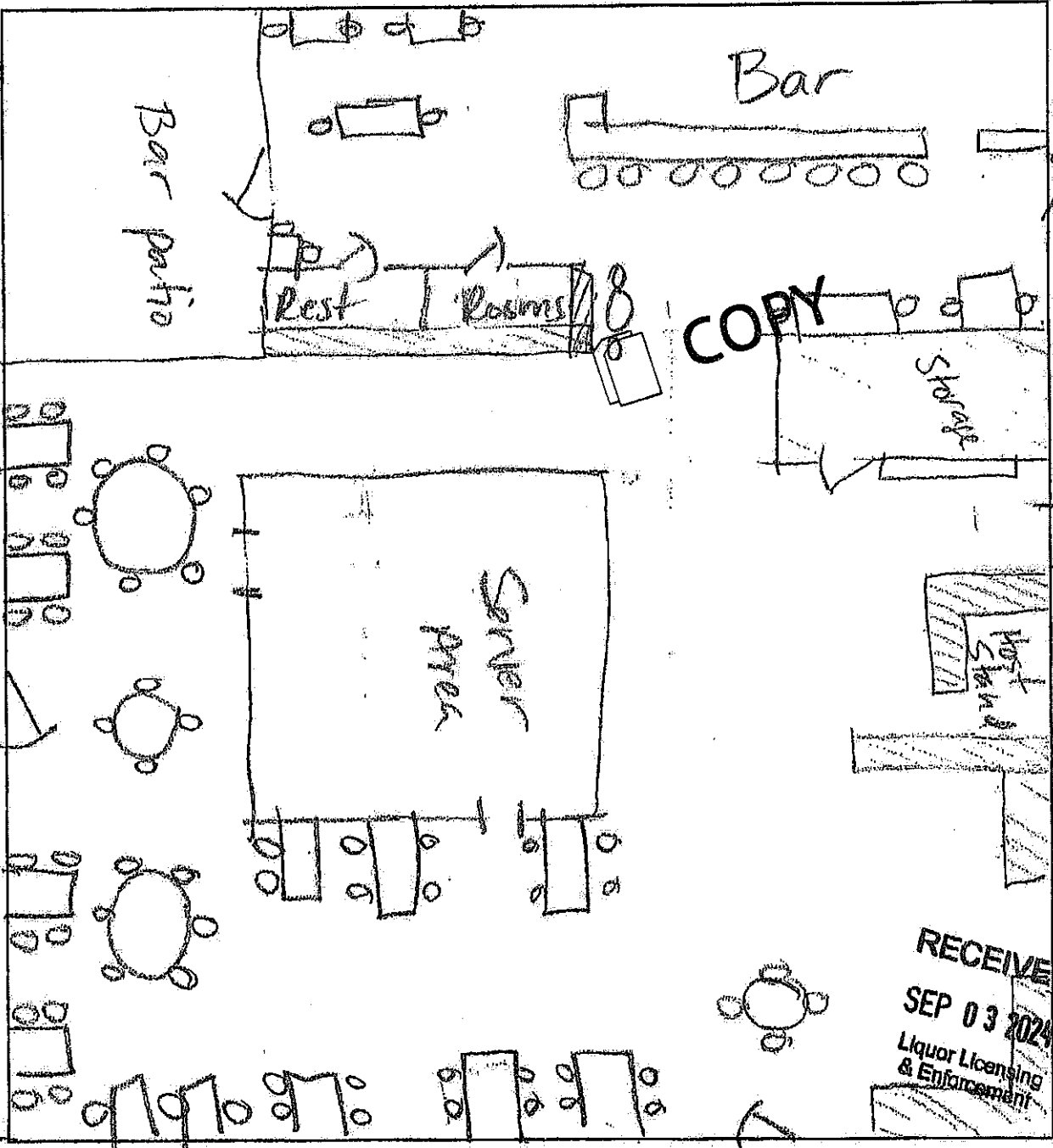
A. The bureau shall prepare and supply application forms.

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 Liquor Licensing & Enforcement

**Section VI Premises Floor Plan**

In an effort to clearly define your license premise and the areas that consumption and storage of liquor authorized by your license type is allowed, the Bureau requires all applications to include a diagram of the premise to be licensed.

Diagrams should be submitted on this form and should be as accurate as possible. Be sure to label the following areas: entrances, office area, coolers, storage areas, display cases, shelves, restroom, point of sale area, area for on-premise consumption, dining rooms, event/function rooms, lounges, outside area/decks or any other areas on the premise that you are requesting approval. Attached an additional page as needed to fully describe the premise.



**Section VII: Required Additional Information for a Licensee/Applicant for an On-Premises Liquor License Who are Legal Business Entities**

Questions 1 to 4 of this part of the application must match information in Section I of the application above and match the information on file with the Maine Secretary of State's office. If you have questions regarding your legal entity name or DBA, please call the Secretary of State's office at (207) 624-7752.

*All Questions Must Be Answered Completely. Please print legibly.*

1. Exact legal name: Jodie's Cafe and Bakery, LLC
2. Doing Business As, if any: Jodie's Cafe & Bakery
3. Date of filing with Secretary of State: 01/24/2022 State in which you are formed: Maine
4. If not a Maine business entity, date on which you were authorized to transact business in the State of Maine:  
\_\_\_\_\_
5. List the name and addresses for previous 5 years, birth dates, titles of officers, directors, managers, members or partners and the percentage ownership any person listed: (attached additional pages as needed)

Name	Address (5 Years)	Date of Birth	Title	Percentage of Ownership
Jodie Roquemore	124 Deckhouse Rd, Edgecomb, ME	10/27/1976	Manager	100.0000

(Ownership in non-publicly traded companies must add up to 100%.)

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 & Enforcement

# LIQUOR LICENSE-RENEWAL

Liquor licenses held by the same owner at the same location for five (5) or more years and have had no complaints within that time may be approved or denied by the Wiscasset Town Clerk, after advice and consent from the Wiscasset Code Enforcement Officer and the Wiscasset Police Department.

Business requesting license Jodie's Cafe

**Code Enforcement Officer:**

Comments: no concerns at this time.

Signed: *George Chase* Dated: 16/09/24  
George Chase (Sep 16, 2024 11:18 EDT)

**Wiscasset Police:**

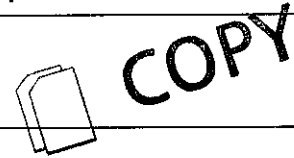
Comments: No concerns

Signed: *[Signature]* Dated: 12/09/24  
Lenny DeSantis (Sep 12, 2024 19:19 EDT)

**Planning Department:**

Comments: \_\_\_\_\_

Signed: \_\_\_\_\_ Dated: \_\_\_\_\_



**Fire Department:**

Comments: No concerns

Signed: *Robert Bickford* Dated: 12/09/24  
Robert Bickford (Sep 12, 2024 16:12 EDT)

**EMS Department:**

Comments: No concerns at this time

Signed: *[Signature]* Dated: 18/09/24  
Wiscasset EMS Director (Sep 18, 2024 18:28 EDT)

**Waste Water:**

Comments: No concerns at this time.

Signed: *Robert T. Lalli* Dated: 12/09/24  
Robert T. Lalli (Sep 12, 2024 15:43 EDT)

Public Hearing Scheduled:

Advertisement in local publication:

Date of public hearing: \_\_\_\_\_ Date public hearing posted: \_\_\_\_\_

License Approved: \_\_\_\_\_ Dated: \_\_\_\_\_

Revised 2/1/2021

*Linda Perry*



# Town of Wiscasset

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## TOWN OF WISCASSET PUBLIC HEARING

The Board of Selectmen will hold a public hearing on Tuesday, October 1, 2024, at 6:00 p.m. in the Municipal Building Hearing Room. The purpose of the hearing is as follows:

To act on a request for Liquor License renewals for the following businesses:

- Jodie Roquemore, Jodie's Café and Bakery LLC located at 45 Water Street, Wiscasset.
- ✱ • Chandler Sowden and Zachery Goodwin, DBA In A Silent Way located at 51B Water Street, Wiscasset, Maine







4. Indicate the type of license applying for: (choose only one)

- Restaurant (Class I, II, III, IV)       Class A Restaurant/Lounge (Class XI)       Class A Lounge (Class X)
- Hotel (Class I, II, III, IV)       Hotel – Food Optional (Class I-A)       Bed & Breakfast (Class V)
- Golf Course (included optional licenses, please check if apply) (Class I, II, III, IV)       Auxiliary       Mobile Cart
- Tavern (Class IV)       Other: \_\_\_\_\_
- Qualified Caterer       Self-Sponsored Events (Qualified Caterers Only)

*Refer to Section V for the License Fee Schedule on page 9*

5. Business records are located at the following address:

51 Water Street, Unit B

6. Is the licensee/applicant(s) citizens of the United States?       Yes       No

7. Is the licensee/applicant(s) a resident of the State of Maine?       Yes       No

**NOTE: Applicants that are not citizens of the United States are required to file for the license as a business entity.**

8. Is licensee/applicant(s) a business entity like a corporation or limited liability company?

Yes       No      If Yes, complete Section VII at the end of this application

9. For a licensee/applicant who is a business entity as noted in Section I, does any officer, director, member, manager, shareholder or partner have in any way an interest, directly or indirectly, in their capacity in any other business entity which is a holder of a wholesaler license granted by the State of Maine?

Yes       No

Not applicable – licensee/applicant(s) is a sole proprietor

10. Is the licensee or applicant for a license receiving, directly or indirectly, any money, credit, thing of value, endorsement of commercial paper, guarantee of credit or financial assistance of any sort from any person or entity within or without the State, if the person or entity is engaged, directly or indirectly, in the manufacture, distribution, wholesale sale, storage or transportation of liquor.

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Yes  No

If yes, please provide details: \_\_\_\_\_

11. Do you own or have any interest in any another Maine Liquor License?  Yes  No

If yes, please list license number, business name, and complete physical location address: (attach additional pages as needed using the same format)

Name of Business	License Number	Complete Physical Address

12. List name, date of birth, place of birth for all applicants including any manager(s) employed by the licensee/applicant. Provide maiden name, if married. (attach additional pages as needed using the same format)

Full Name	DOB	Place of Birth
Chandler Marie Sowden	11/07/1991	Fort Wayne, IN
Zachery Willie Donati Goodwin	03/19/1991	Winston-Salem NC
Residence address on all the above for previous 5 years		
Name	Address:	
BOTH APPLICANTS 11 Robinson St. Rockland ME		
Name	Address:	
7 Andersen Road, East Boothbay ME		
Name	Address:	
13 Murray Hill Road, East Boothbay ME		
Name	Address:	

13. Will any law enforcement officer directly benefit financially from this license, if issued?

Yes  No

If Yes, provide name of law enforcement officer and department where employed:

\_\_\_\_\_

 **COPY**

14. Has the licensee/applicant(s) ever been convicted of any violation of the liquor laws in Maine or any State of the United States?  Yes  No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: \_\_\_\_\_ Date of Conviction: \_\_\_\_\_

Offense: \_\_\_\_\_ Location: \_\_\_\_\_

Disposition: \_\_\_\_\_

15. Has the licensee/applicant(s) ever been convicted of any violation of any law, other than minor traffic violations, in Maine or any State of the United States?  Yes  No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: \_\_\_\_\_ Date of Conviction: \_\_\_\_\_

Offense: \_\_\_\_\_ Location: \_\_\_\_\_

Disposition: \_\_\_\_\_

16. Has the licensee/applicant(s) formerly held a Maine liquor license?  Yes  No

17. Does the licensee/applicant(s) own the premises?  Yes  No

If No, please provide the name and address of the owner:

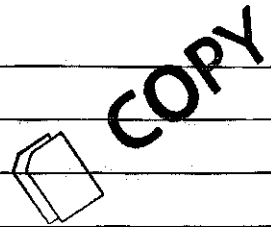
CUSTOM FRAME TO FINISH, LLC. 10 EMERSON TERRACE FALMOUTH ME 04105

18. If you are applying for a liquor license for a Hotel or Bed & Breakfast, please provide the number of guest rooms available: \_\_\_\_\_

19. Please describe in detail the area(s) within the premises to be licensed. This description is in addition to the diagram in Section VI. (Use additional pages as needed)

A small galley-style wine bar with the kitchen on one side and seating along the other. The space has an entrance in the front, one bathroom, and windows in the back. Attached through a closing door is a wine shop.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



20. What is the distance from the premises to the nearest school, school dormitory, church, chapel or parish house, measured from the main entrance of the premises to the main entrance of the school, school dormitory, church, chapel or parish house by the ordinary course of travel?

Name: St. Phillips Episcopal

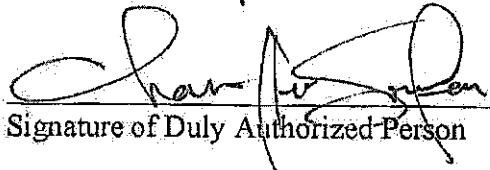
Distance: 0.40

**Section II: Signature of Applicant(s)**


By signing this application, the licensee/applicant understands that false statements made on this application are punishable by law. Knowingly supplying false information on this application is a Class D Offense under Maine's Criminal Code, punishable by confinement of up to one year, or by monetary fine of up to \$2,000 or by both.

*Please sign and date in blue ink.*

Dated: 9.2.24

  
Signature of Duly Authorized Person

Chandler Sordfen  
Printed Name Duly Authorized Person

  
Signature of Duly Authorized Person

Zach Goodwin  
Printed Name of Duly Authorized Person

**Section III: For use by Municipal Officers and County Commissioners only**

The undersigned hereby certifies that we have complied with the process outlined in 28-A M.R.S. §653 and approve this on-premises liquor license application.

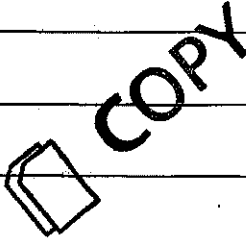
Dated: \_\_\_\_\_

Who is approving this application?  Municipal Officers of \_\_\_\_\_

County Commissioners of \_\_\_\_\_ County

- Please Note:** The Municipal Officers or County Commissioners must confirm that the records of Local Option Votes have been verified that allows this type of establishment to be licensed by the Bureau for the type of alcohol to be sold for the appropriate days of the week. Please check this box to indicate this verification was completed.

Signature of Officials	Printed Name and Title

 COPY

**This Application will Expire 60 Days from the date of Municipal or County Approval unless submitted to the Bureau**

Included below is the section of Maine's liquor laws regarding the approval process by the municipalities or the county commissioners. This is provided as a courtesy only and may not reflect the law in effect at the time of application. Please see <http://www.mainelegislature.org/legis/statutes/28-A/title28-Asec653.html>

§653. Hearings; bureau review; appeal

**1. Hearings.** The municipal officers or, in the case of unincorporated places, the county commissioners of the county in which the unincorporated place is located, may hold a public hearing for the consideration of applications for new on-premises licenses and applications for transfer of location of existing on-premises licenses. The municipal officers or county commissioners may hold a public hearing for the consideration of requests for renewal of licenses, except that when an applicant has held a license for the prior 5 years and a complaint has not been filed against the applicant within that time, the applicant may request a waiver of the hearing.

**A.** The bureau shall prepare and supply application forms.

**B.** The municipal officers or the county commissioners, as the case may be, shall provide public notice of any hearing held under this section by causing a notice, at the applicant's prepaid expense, stating the name and place of hearing, to appear on at least 3 consecutive days before the date of hearing in a daily newspaper having general circulation in the municipality where the premises are located or one week before the date of the hearing in a weekly newspaper having general circulation in the municipality where the premises are located.

**C.** If the municipal officers or the county commissioners, as the case may be, fail to take final action on an application for a new on-premises license or transfer of the location of an existing on-premises license within 60 days of the filing of an application, the application is deemed approved and ready for action by the bureau. For purposes of this paragraph, the date of filing of the application is the date the application is received by the municipal officers or county commissioners. This paragraph applies to all applications pending before municipal officers or county commissioners as of the effective date of this paragraph as well as all applications filed on or after the effective date of this paragraph. This paragraph applies to an existing on-premises license that has been extended pending renewal. The municipal officers or the county commissioners shall take final action on an on-premises license that has been extended pending renewal within 120 days of the filing of the application.

**D.** If an application is approved by the municipal officers or the county commissioners but the bureau finds, after inspection of the premises and the records of the applicant, that the applicant does not qualify for the class of license applied for, the bureau shall notify the applicant of that fact in writing. The bureau shall give the applicant 30 days to file an amended application for the appropriate class of license, accompanied by any additional license fee, with the municipal officers or county commissioners, as the case may be. If the applicant fails to file an amended application within 30 days, the original application must be denied by the bureau. The bureau shall notify the applicant in writing of its decision to deny the application including the reasons for the denial and the rights of appeal of the applicant.

**2. Findings.** In granting or denying an application, the municipal officers or the county commissioners shall indicate the reasons for their decision and provide a copy to the applicant. A license may be denied on one or more of the following grounds:

**A.** Conviction of the applicant of any Class A, Class B or Class C crime;

**B.** Noncompliance of the licensed premises or its use with any local zoning ordinance or other land use ordinance not directly related to liquor control;

**C.** Conditions of record such as waste disposal violations, health or safety violations or repeated parking or traffic violations on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises or other such conditions caused by persons patronizing or employed by the licensed premises that unreasonably disturb, interfere with or affect the ability of persons or businesses residing or located in the vicinity of the licensed premises to use their property in a reasonable manner;

**D.** Repeated incidents of record of breaches of the peace, disorderly conduct, vandalism or other violations of law on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises;

**D-1.** Failure to obtain, or comply with the provisions of, a permit for music, dancing or entertainment required by a municipality or, in the case of an unincorporated place, the county commissioners;

**E.** A violation of any provision of this Title;

**F.** A determination by the municipal officers or county commissioners that the purpose of the application is to circumvent the provisions of section 601; and

G. After September 1, 2010, server training, in a program certified by the bureau and required by local ordinance, has not been completed by individuals who serve alcoholic beverages.

**3. Appeal to bureau.** Any applicant aggrieved by the decision of the municipal officers or county commissioners under this section may appeal to the bureau within 15 days of the receipt of the written decision of the municipal officers or county commissioners. The bureau shall hold a public hearing in the city, town or unincorporated place where the premises are situated. In acting on such an appeal, the bureau may consider all licensure requirements and findings referred to in subsection 2.

A. Repealed

B. If the decision appealed from is an application denial, the bureau may issue the license only if it finds by clear and convincing evidence that the decision was without justifiable cause.

4. Repealed

**5. Appeal to District Court.** Any person or governmental entity aggrieved by a bureau decision under this section may appeal the decision to the District Court within 30 days of receipt of the written decision of the bureau.

An applicant who files an appeal or who has an appeal pending shall pay the annual license fee the applicant would otherwise pay. Upon resolution of the appeal, if an applicant's license renewal is denied, the bureau shall refund the applicant the prorated amount of the unused license fee.

#### **Section IV: Terms and Conditions of Licensure as an Establishment that sells liquor for on-premises consumption in Maine**

- The licensee/applicant(s) agrees to be bound by and comply with the laws, rules and instructions promulgated by the Bureau.
- The licensee/applicant(s) agrees to maintain accurate records related to an on-premise license as required by the law, rules and instructions promulgated or issued by the Bureau if a license is issued as a result of this application.
  - The licensee/applicant(s) authorizes the Bureau to obtain and examine all books, records and tax returns pertaining to the business, for which this liquor license is requested, and also any books, records and returns during the year in which any liquor license is in effect.
- Any change in the licensee's/applicant's licensed premises as defined in this application must be approved by the Bureau in advance.
- All new applicants must apply to the Alcohol and Tobacco Tax and Trade Bureau (TTB) for its Retail Beverage Alcohol Dealers permit. See the TTB's website at <https://www.ttb.gov/nrc/retail-beverage-alcohol-dealers> for more information.

## Section V: Fee Schedule

**Filing fee required.** In addition to the license fees listed below, a filing fee of \$10.00 must be included with all applications.

**Please note:** For Licensees/Applicants in unorganized territories in Maine, the \$10.00 filing fee must be paid directly to County Treasurer. All applications received by the Bureau from licensees/applicants in unorganized territories must submit proof of payment was made to the County Treasurer together with the application.

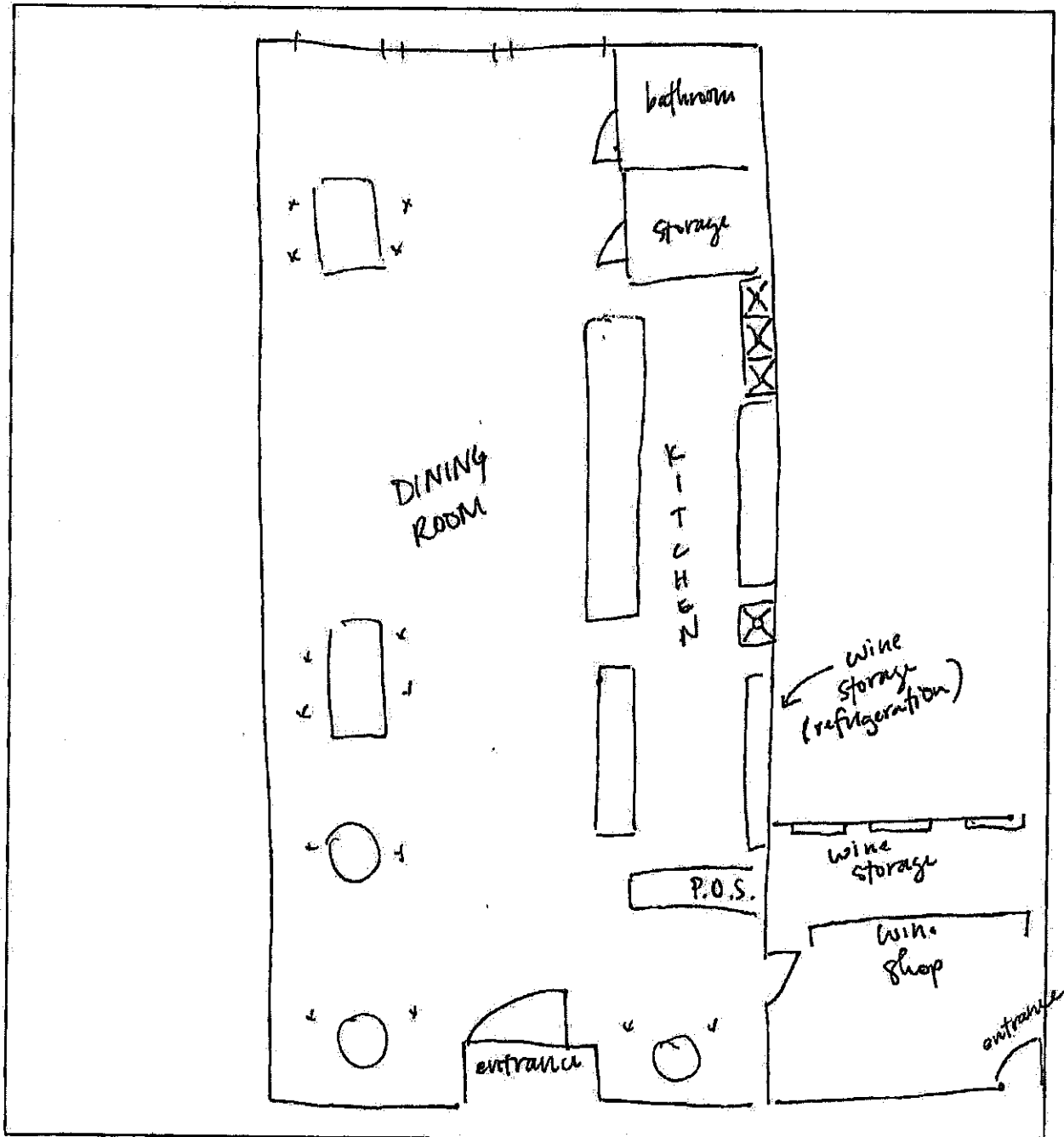
<b>Class of License</b>	<b>Type of liquor/Establishments included</b>	<b>Fee</b>
<b>Class I</b>	<b>For the sale of liquor (malt liquor, wine and spirits)</b> This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Vessels; Qualified Caterers	\$ 900.00
<b>Class I-A</b>	<b>For the sale of liquor (malt liquor, wine and spirits)</b> This class includes only hotels that do not serve three meals a day.	\$1,100.00
<b>Class II</b>	<b>For the Sale of Spirits Only</b> This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; and Vessels.	\$ 550.00
<b>Class III</b>	<b>For the Sale of Wine Only</b> This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Vessels; Pool Halls; and Bed and Breakfasts.	\$ 220.00
<b>Class IV</b>	<b>For the Sale of Malt Liquor Only</b> This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Taverns; Pool Halls; and Bed and Breakfasts.	\$ 220.00
<b>Class III and IV</b>	<b>For the Sale of Malt Liquor and Wine Only</b> This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Vessels; Pool Halls; and Bed and Breakfasts.	\$ 440.00
<b>Class V</b>	<b>For the sale of liquor (malt liquor, wine and spirits)</b> This class includes only a Club without catering privileges.	\$ 495.00
<b>Class X</b>	<b>For the sale of liquor (malt liquor, wine and spirits)</b> This class includes only a Class A Lounge	\$2,200.00
<b>Class XI</b>	<b>For the sale of liquor (malt liquor, wine and spirits)</b> This class includes only a Restaurant Lounge	\$1,500.00



## Section VI Premises Floor Plan

In an effort to clearly define your license premise and the areas that consumption and storage of liquor authorized by your license type is allowed, the Bureau requires all applications to include a diagram of the premise to be licensed.

Diagrams should be submitted on this form and should be as accurate as possible. Be sure to label the following areas: entrances, office area, coolers, storage areas, display cases, shelves, restroom, point of sale area, area for on-premise consumption, dining rooms, event/function rooms, lounges, outside area/decks or any other areas on the premise that you are requesting approval. Attached an additional page as needed to fully describe the premise.



**Section VII: Required Additional Information for a Licensee/Applicant for an On-Premises  
Liquor License Who are Legal Business Entities**

Questions 1 to 4 of this part of the application must match information in Section I of the application above and match the information on file with the Maine Secretary of State's office. If you have questions regarding your legal entity name or DBA, please call the Secretary of State's office at (207) 624-7752.

*All Questions Must Be Answered Completely. Please print legibly.*

1. Exact legal name: In A Silent Way LLC
2. Doing Business As, if any: \_\_\_\_\_
3. Date of filing with Secretary of State: 1/2/2020 State in which you are formed: Maine
4. If not a Maine business entity, date on which you were authorized to transact business in the State of Maine:  
\_\_\_\_\_
5. List the name and addresses for previous 5 years, birth dates, titles of officers, directors, managers, members or partners and the percentage ownership any person listed: (attached additional pages as needed)

Name	Address (5 Years)	Date of Birth	Title	Percentage of Ownership
Chandler Sowden	11 Robinson St. Rockland ME	11/07/199		50%
	1317 Dougmar Dr. Santa Cruz CA			
	13 Murray Hill Road, E Boothbay MM			
Zachery Goodwin	11 Robinson St. Rockland ME	03/19/1991		50%
	1317 Dougmar Dr. Santa Cruz CA			
	7 Andersen Road, E. Boothbay Me 13 Murray Hill Road, E Boothbay			

(Ownership in non-publicly traded companies must add up to 100%.)

# LIQUOR LICENSE-RENEWAL

Liquor licenses held by the same owner at the same location for five (5) or more years and have had no complaints within that time may be approved or denied by the Wiscasset Town Clerk, after advice and consent from the Wiscasset Code Enforcement Officer and the Wiscasset Police Department.

Business requesting license \_\_\_\_\_

**Code Enforcement Officer:**

Comments: \_\_\_\_\_

Signed: \_\_\_\_\_ Dated: \_\_\_\_\_

**Wiscasset Police:**

Comments: No Concerns

Signed: Larry Hesselbine Dated: 10/09/24  
Larry Hesselbine (Sep 10, 2024 13:22 EDT)

**Planning Department:**

Comments: \_\_\_\_\_

Signed: \_\_\_\_\_ Dated: \_\_\_\_\_

**Fire Department:**

Comments: No concerns

Signed: Robert Bickford Dated: 10/09/24  
Robert Bickford (Sep 10, 2024 13:45 EDT)

**EMS Department:**

Comments: \_\_\_\_\_

Signed: \_\_\_\_\_ Dated: \_\_\_\_\_

**Waste Water:**

Comments: No Concerns.

Signed: Robert T. Lalli Dated: 10/09/24  
Robert T. Lalli (Sep 10, 2024 13:59 EDT)

**Public Hearing Scheduled:**

Advertisement in local publication:

Date of public hearing: 09/10/24 Date public hearing posted: \_\_\_\_\_

License Approved: \_\_\_\_\_ Dated: \_\_\_\_\_

Revised 2/1/2021

*Linda Perry*

10/09/24

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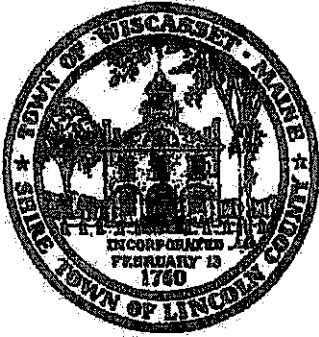
# Town of Wiscasset

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## TOWN OF WISCASSET PUBLIC HEARING SPECIAL AMUSEMENT PERMIT

The Board of Selectmen will hold a public hearing on Tuesday, October 1, 2024 at 6:00 p.m. in the Municipal Building Hearing Room. The purpose of the hearing is as follows:

- To act on a request for a Special Amusement Permit for Vanessa & Richard Jordan, Wiscasset Speedway LLC.



## APPLICATION FOR SPECIAL AMUSEMENT PERMIT

DATE: 9/10/24  
APPLICANT(S) NAME: Richard & Vanessa Jordan  
APPLICANT(S) RESIDENCE ADDRESS: 42 Cove Lane  
Kingfield, ME 04947  
BUSINESS NAME: Wiscasset Speedway LLC  
BUSINESS ADDRESS: 274 West Alca Rd Wiscasset, ME 04578  
BUSINESS DESCRIPTION: Motorsports & Outdoor Family Events  
LOCATION TO BE USED: Wiscasset Speedway  
DESCRIBE ENTERTAINMENT: Saturday Night Stock Car Racing

HAS THE APPLICANT EVER HAD A LICENSE TO CONDUCT THE BUSINESS  
THEREIN DESCRIBED EITHER DENIED OR REVOKED? YES  NO   
IF SO, DESCRIBE THOSE CIRCUMSTANCES ON A SEPARATE DOCUMENT.

HAS THE APPLICANT, INCLUDING ALL PARTNERS, CORPORATE  
OFFICERS, MANAGERS OR PRINCIPAL EMPLOYEES EVER BEEN CONVICTED  
OF A FELONY? YES  NO   
IF SO, DESCRIBE SPECIFICALLY THOSE CIRCUMSTANCES ON A SEPARATE  
DOCUMENT.

By signing below, the applicant agrees that the information on this permit is factual  
and true and agrees to abide by applicable local, state and federal laws, rules and  
standards including, but not limited to Article X, Section 1 (Special Amusement  
Permits) of the Wiscasset Ordinances and Title 28-A (Liquors) of the Maine State  
Statutes.

Signature(s): Vanessa Jordan Date: 9/10/24

## 2025 Application for Special Amusement Permit

### Provisions:

Wiscasset Speedway is located at 274 West Alna Road and has been home to local short track racing for 55 years. The facility sits on 35 acres of rural, gently rolling land with the track itself being a 3/8 mile paved oval with high-banked corners of 8 to 12 degrees banking, making Wiscasset Speedway Maine's biggest and fastest track.

With 25 race events scheduled from April to October, Wiscasset Speedway had a successful 2024 season and look forward to 2025.

Traditional Saturday night racing remains the primary focus with a proposed 2025 race schedule from April to October. For the most part, Pit Gate opens at 1pm; practice is from 2pm – 4pm; Main Gate opens at 4pm with a race start time of 5pm. While Saturday night race event usually lasts 3 to 3½ hours, there are always unforeseen circumstances – ie numerous race cautions and/or rain delays that may prolong the race event beyond the current end time of 10pm and we respectfully request to extend the end time whenever needed. Additionally, we would continue the very popular weekend events – The Coastal 200 on Memorial Weekend and the Boss Hogg 150 on Labor Day Weekend. We would continue to offer practice days – typically Thursday & Friday 10am – 7pm with the end time rolling back as the days grow shorter. Practice days are important. We offer time to new drivers to gain some experience as well as those who have never been on the track and would like to enter a race event.

Various interest groups continue to inquire about the use of our facility for family-friendly events. This past season we hosted Celebration of Life events; Car Show & Cornhole fundraising event for Special Olympics and Maine Vintage Race Car Association SummerFest and look forward to another Halloween Trunk-A-Treat.

As in the past, we respectfully request flexibility with days/hours of operation as we navigate and negotiate hosting potential events that benefit the area. Be assured, our desire to be good neighbors and respected community member shall keep us mindful of operating within reason and common sense.

Both Main Grandstand and Pit Gate are monitored gate entrances. The mechanism for crowd control for Main Grandstand is to have tickets available for sale equal to maximum seating capacity, currently 5,000 people – which is determined upon annual review and inspection of the State Fire Marshal's Office prior to opening day. Pit Gate admission requires registration of race car and the signature of every individual in addition to entry fee which combined with 115 pit pads available for race cars provides monitoring of capacity of the Pit Area. Keeping with our goal of making the venue affordable for the entire family – we hope to continue General Admission for \$5 per person with children 6 & under Free and Pit Gate Admission \$20 per person.

### Water Supply:

Water supply source are two interconnected private well located on the property. To the buildings that require water for drinking, cooking, washing, and flushing of toilets, water is delivered under pressure exceeding normal operating pressures (20lb per square inch minimum) to all fixtures at a rate of at least 30 gallons per person per day.

COPY

State licensing from State Health Inspector requires water tests to be complete prior to opening day. Prior to opening day, water tests must be completed and found acceptable by State Health Inspector in the spring of 2025 before granting license operation. Annual water testing is standard protocol per annual state licensing requirements. Next annual water test shall be complete early spring of 2025.

**Bathrooms:**

Main grandstand bathrooms are a separate building of 2x4 wood frame construction – with half dedicated as Men's Room & half dedicated to Ladies Room. The men's room includes 3 urinals, 3 individual stalls with toilets (1 handicap accessible) and 3 handwashing sinks. Ladies room includes 6 individual stalls with toilets (1 handicap accessible) and 3 handwashing sinks. Bathroom are cleaned/serviced on a weekly basis and monitored for cleanliness/restocked during race day by Speedway staff.

Twenty-one portable toilets (3 handicap accessible) are strategically placed throughout the Speedway – cleaned/serviced on a weekly basis and monitored for cleanliness/restocked during race day by Speedway staff.

**Food Service:**

Concession stands are located on both sides of the Speedway with annual review and permitted by State Health Inspector office. All stands are operated by Wiscasset Speedway and Serve-Safe Food Protection Manager Certification continues to be obtained by various concession staff in addition to Richard & Vanessa Jordan.

**Trash:**

One 50 gallon trash container per 100 people provided throughout the facility and monitored by Wiscasset Speedway. We continue to offer disposal services of race tires and race car debris as part of our desire to reduce future environmental impact. Final clean-up of the entire Speedway property will be complete within 24hrs of an event. Riverside Disposal continues to provide weekly trash removal.

**Parking Areas/Roads/Lighting:**

Parking areas and pedestrian access shall be lit with street lamps turned on at dusk and turned off when the facility is cleared of all visitors at the end of event.

All roads are at least 12ft allowing for one way traffic. Parking area allows for 100 cars per acre with historically neighboring properties offering overflow parking.

**Medical:**

Per Insurance Requirement, EMT's attend each racing event providing first responder service with area ambulance services being called to provide further evaluation, care and/or transport when needed. We are planning this same coverage for 2025.

**Fire:**

Wiscasset Fire Department provided two-person teams for race events and paid as invoiced. We look forward to working with WFD for the 2025 season.

 **COPY**

**Security/Safety:**

Wiscasset Police Department provided two-person teams for race events and paid as invoiced. We look forward to working with WPD for the 2025 season.

Wiscasset Speedway will not be selling alcohol and prohibits alcohol from all areas during race events.

State of Maine Fire Marshal's Office – annual inspection 3-4 weeks prior to opening day.

DHHS Health Inspector – annual inspection 3-4 weeks prior to opening day including annual water testing.

**Noise:**

Our policy continues to require race cars to have mufflers installed in effort to adhere to quieter standards.

 **COPY**



# SPECIAL AMUSEMENT PERMIT- NEW/RENEW APPLICATION

Business requesting permit: Wiscasset Speedway

**Code Enforcement Officer:**

Comments: No Concerns

Signed: *George Chase* Dated: 16/09/24  
George Chase (Sep 16, 2024 11:31 EDT)

**Wiscasset Police:**

Comments: No concerns

Signed: *Larry Hesse* Dated: 12/09/24  
Larry Hesse (Sep 12, 2024 19:21 EDT)

**Planning Department:**

Comments: \_\_\_\_\_

Signed: \_\_\_\_\_ Dated: \_\_\_\_\_

**Fire Department:**

Comments: No concerns

Signed: *Robert Bickford* Dated: 12/09/24  
Robert Bickford (Sep 12, 2024 18:12 EDT)

**EMS Department:**

Comments: I would Like to see a transporting service at the speedway

Signed: *Wiscasset EMS Director* Dated: 18/09/24  
Wiscasset EMS Director (Sep 18, 2024 10:27 EDT)

**Waste Water:**

Comments: No concerns at this time.

Signed: *Robert T. Lally* Dated: 13/09/24  
Robert T. Lally (Sep 13, 2024 18:50 EDT)

Date application received: \_\_\_\_\_

Date advertisement paid: \_\_\_\_\_ Date advertisement to run: \_\_\_\_\_

Date of required public hearing: \_\_\_\_\_

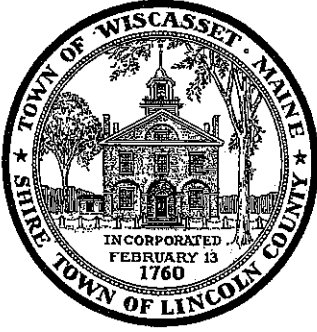
Date public hearing posted: \_\_\_\_\_

License Approved: \_\_\_\_\_ Dated: \_\_\_\_\_

Revised 2/2/2021

*Linda Perry*





9a

# Town of Wiscasset

To: Selectboard  
Dennis Simmons, Town Manager  
From: Aaron Chrostowsky, Economic Development Director  
Re: Transportation Study/ Traffic Safety Audit  
Date: September 24, 2024

## **Traffic Safety Audit**

On Tuesday, September 3, 2024, I asked that you approve my request to have MEDOT conduct a traffic safety audit for Route One in Wiscasset. The last time a traffic safety audit was completed on Route One was June 2012. I request the audit to identify any safety and mobility concerns and suggest strategies for correcting the deficiencies. These audits are free, prepared by MaineDOT, and open to public comment from local stakeholders—first responders, local business owners, people who live on the road, and people who travel on the road.

At the last meeting, you asked me to determine if the MaineDOT had planned improvements for Route One in Wiscasset in their work plans. The MaineDOT 2024-2025-2026 Workplan (see attached) proposes several paving and airport improvement projects in the next three years. I met with MaineDOT Region #1 Transportation Planner Stephen Cole on Tuesday, September 17, 2024, to review the old traffic safety audit (see attached) and determine which recommendations have been completed with checkmarks.

MaineDOT and LCRPC support conducting the Route One (Bath Road) traffic safety audit.

Also, you notice another request for MaineDOT to conduct a traffic safety audit for Route 144 in Wiscasset. I understand that a traffic safety audit has not been conducted on this road. This request results from public comments at the last Selectboard meeting on Tuesday, September 17, 2024, and several expressions of concern made to the Town Manager.

MaineDOT uses these traffic safety audits to develop its three-year work plan.

These free audits aren't intended to reduce the traffic; however, to make your travel safer...

### **Transportation Study**

You probably noticed that the Midcoast Council of Government and Lincoln County Regional Planning Commission received a regional transportation study grant. The study will examine various transportation options for the region, such as bike/pedestrian improvements, airport, port/ ferry, rail, bus, and road improvements. I strongly support this project; however, it will take several years and focus on public transportation and the entire Midcoast region.

Transportation is essential to economic development. Access to a region's goods and services is critical to a growing economy, and businesses look at transportation access when relocating or expanding their operations in an area.

**Wiscasset**

This report shows the 2024-2026 Work Plan entries for Wiscasset. The costs listed are the total cost of these projects – some of which may extend into neighboring towns. It also shows a listing of maintenance work specifically recorded to Wiscasset, as well as Local Road Assistance payments. Activities that are managed on a larger scale, such as snow & ice control, and maintenance work done by contract are not listed. The maintenance accomplishments may also extend into neighboring towns but are listed in the first town where the work was reported. Finally, any capital projects that were completed in 2023 are also listed.

**Planned Capital and Maintenance Work 2024-2026**

Work Plan Year: **2024**

Municipalities(s): **Wiscasset**

Asset(s): **Wiscasset Municipal Airport**

**Description:** Safety and infrastructure improvements that may include apron reconstruction.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
018708.01	Aviation Apron Reconstruction		\$773,000

Work Plan Year: **2024**

Municipalities(s): **Wiscasset**

Asset(s): **Wiscasset Municipal Airport**

**Description:** Replace hangar door and building improvements.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
018708.07	Aviation Airport Buildings Rehabilitation		\$350,000

Work Plan Year: **2024**

Municipalities(s): **Wiscasset**

Asset(s): **Speed Reduction Pilot**

**Description:** Piloting of selected traffic calming solutions for selected village locations statewide.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
026666.00	Highway Safety and Spot Improvements Urban Highways Safety Improvements	HCP 1	\$15,000

Work Plan Year: **2024**

Municipalities(s): **Wiscasset**

Asset(s): **Route 218**

**Description:** Beginning at Route 1 and extending north 17.61 miles to Route 126. Includes paved shoulders. Bridge Milling - Bridge #s 2607 and 2103.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
026770.00	Highway Paving Light Capital Paving	HCP 4	

Work Plan Year: **2024**

Municipalities(s): **Wiscasset**

Asset(s): **Route 144**

**Description:** Westport-Wiscasset Bridge (#3180) over Cowsweag Narrows. Located 0.10 of a mile west of Burnell Road.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
027260.00	Highway-Bridges Bridge Wearing Surface Replacement	HCP 4	\$1,600,000

Work Plan Year: **2026**

Municipalities(s): **Wiscasset**

Asset(s): **Wiscasset Municipal Airport**

Description: Future allocated funds for the Wiscasset Municipal Airport.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
027950.26	Aviation Runway/Taxiway New Construction		\$328,000

Work Plan Year: **2026**

Municipalities(s): **Wiscasset**

Asset(s): **Route 27**

Description: Beginning at Route 1 and extending north 12.67 miles. Project funding is contingent on Congressionally Directed Spending approval.

ID	Scope of Work	Highway Corridor Priority	Estimated Funding
027978.00	Highway Paving Rural Highways 1 1/4" Overlay	HCP 2	

**Local Road Assistance - Fiscal Year - 2024**

\$57,560

**Maintenance Accomplishments - 2023**

Activities managed on a larger scale, such as snow & ice control, and work done by contract are not listed. *The maintenance accomplishments may extend into neighboring towns but are listed in the first town where the work was reported.*

8.00	Trees Removed
2.00	Bridge(s) Washed
16.00	Ton(s) of Patch Applied
83.30	Shoulder Miles of Mowing
4,609.30	Ton(s) of Hot Mix Paving
11.00	Emergency Event Responses
70.60	Miles of Striping Applied
13.60	Shoulder Miles of Sweeping
300.00	Linear Feet of Brush Removed
1,210.00	Linear Feet of Backhoe Ditching
511.00	Linear Feet of Shoulder Rebuilt
6,591.00	Sq Feet of Pavement Legend Applied
1.00	Underwater Inspection(s) Performed
16.50	Mile(s) of Shoulder prepared for LCP
4.00	Drainage Structures Installed or Replaced
28.00	Person Hours of Traffic Signal Maintenance
7.70	Shoulder Miles of Litter and Debris Removal

<b>Connector Roads</b>	Rte. 144 to Old Bath Road (east side of Bath Road) <i>(Long-Term)</i>	n/a	n/a	\$3,000,000
	Extend Rte. 144 west and north to connect to Old Bath Road <i>(Long-Term)</i>	n/a	n/a	\$3,500,000
	Rte. 144 to south, vicinity of Shady Lane <i>(Long-Term)</i>	n/a	n/a	\$1,000,000
	Extend Birch Point Road west to Old Bath Road <i>(Long-Term)</i>	n/a	n/a	\$1,500,000
	Birch Point Rd. to Page Ave. <i>(Long Term)</i>	n/a	n/a	\$1,000,000
	Close north intersection of Old Bath Road at Bath Road <i>(Long-Term)</i>	n/a	n/a	\$1,500,000
	<b>Other Improvements</b>	Upgrade Culvert at Ward Brook <i>(Long-Term)</i>	n/a	n/a
Upgrade Culvert north of Old Bath Road (S) <i>(Long-Term)</i>		n/a	n/a	\$65,000
Reconstruct Shoulders Where Used for Vehicle Travel <i>(Long-Term)</i>		*	n/a	n/a
Sidewalks Between Page Avenue & Birch Point Road <i>(Long-Term)</i>		n/a	n/a	\$744,000
Crosswalk & Ped Warning Lights at Page Road <i>(Long-Term)</i>		n/a	n/a	\$15,000
Crosswalk at Birch Point Road when Signal is Installed <i>(Long-Term)</i>		n/a	n/a	\$10,000
Raised Islands Where No Impact to Traffic and Well-Lit and streetscape improvements <i>(Long-Term)</i>		n/a	n/a	\$150,000
Inter-parcel Connections <i>(Long-Term)</i>		n/a	n/a	X
Access Management <i>(Long-Term)</i>		n/a	n/a	X
<b>Totals</b>		\$785,000	\$50,000	\$14,069,000

- 1 - Refer to Appendix B for visual presentations of proposed highway improvements
- 2 - Planning-level estimates excluding Right-of-Way and extraordinary environmental permitting and utility extension costs.
- 3 - Traffic Movement Permit escrow account funds are available to help fund improvements if they are expended prior to December 2014.
- 4 - While the provision of marked and signed bicycle lanes are not specifically part of the details of the Master Plan, consideration of formalized bicycle lanes should be considered in the future.
- X not estimated in this study
- \* accounted for in the 3 lane costs
- Priority: *Mid-Term* = 2 to 4 years; *Long-Term* = 5 Years of Greater

### 5.1.6 MaineDOT Route 1 Road Safety Audit

MaineDOT led a Road Safety Audit along Route 1 from the Woolwich-Wiscasset town line to the Edgcomb-Newcastle town line in June 2012. The purpose of that effort was to review Route 1 (Bath Road) to identify existing safety and mobility concerns and to identify suggestions for strategies to correct the deficiencies. A Road Safety Audit (RSA) differs from an engineering review

in that all road user interests are considered. For the Route 1 RSA, four teams totaling 24 individuals were assembled representing the Towns of Wiscasset and Edgecomb, regional planning, emergency service providers, business owners, residents and MaineDOT. Though led by MaineDOT, all comments noted were captured and discussed with the group immediately following the field review to identify common issues and suggested approaches to improve mobility and safety along Bath Road. Some of the suggestions were agreed to while others required further analyses by MaineDOT.

Table 5-7 presents the RSA recommendations for Route 1 within the Bath Road Master Plan Study area. Most if not all of the short-term suggestions have been completed at the time of this writing. No action has been taken on the mid- and long-term suggestions within the Master Plan area pending completion of the Master Plan.

<b>Table 5-7 Wiscasset Road Safety Audit 2012 - All Potential Strategies Identified</b>						
<b>NOTE: Strategies for Woolwich to Flood Avenue May be Superseded by the Wiscasset Rte 1 Master Plan</b>						
<b>Note: Bold Items Added or Revised per 9/26 Joint Boards of Selectmen Meeting</b>						
<b>Issue</b>	<b>Suggestion</b>	<b>Timeline</b>	<b>MaineDOT Support</b>	<b>Town Support</b>	<b>Lead Agency</b>	<b>Comments</b>
<b><sup>1</sup>Timeline Notes: Short-Term = Less Than 1 Year; Mid-Term = 2 to 4 Years; Long-Term = 5 Years or Greater</b>						
<b>Intersection of Rte 144 (Old Ferry Road) and Rte 1</b>						
High speed Rte 1 traffic	Increase police enforcement	On-going	YES		Town	
High speed Rte 1 traffic	Reduce Rte 1 speed limit	Short-Term	YES		MaineDOT	Move the 45 NB sign south of the intersection, align it with the 50 SB or move both further south
Rte 1 SB bypass lane being used to pass	Clearly mark both Rte 1 SB lanes	Short-Term	YES		MaineDOT	Striping
Rte 1 SB bypass lane being used to pass	Create exclusive left turn lane	Long-term	YES		MaineDOT	Capital funding required
Rte 1 SB bypass lane being used to pass	Install "Lane Merges" signage	Short-Term	YES		MaineDOT	Sign for "Left Turn Only" lane
Rte 144 traffic stops at bad angle	Reconfigure the island on Rte 144	Long-term	NO		MaineDOT	Will not markedly improve safety
No stop bar for Rte 144 traffic	Provide a stop bar	Short-Term	NO		MaineDOT, Town	Reference point is understood; support only if MaineDOT paints first, then Town maintains
Turning vehicles causing delays	Install Right-turn lane on Rte 144 to Rte 1	Long-term	NO		MaineDOT	Sufficient space, not necessary

<b>Table 5-7 Wiscasset Road Safety Audit 2012 - All Potential Strategies Identified</b>						
<b>NOTE: Strategies for Woolwich to Flood Avenue May be Superseded by the Wiscasset Rte 1 Master Plan</b>						
<b>Note: Bold Items Added or Revised per 9/26 Joint Boards of Selectmen Meeting</b>						
<b>Issue</b>	<b>Suggestion</b>	<b>Timeline</b>	<b>MaineDOT Support</b>	<b>Town Support</b>	<b>Lead Agency</b>	<b>Comments</b>
Turning vehicles causing delays	Install Right-turn lane on Rte 1 NB to Rte 144	Long-term	YES		MaineDOT	
Turning vehicles causing delays	No left turns off Rte 144, add a jug handle reverser further north	Long-term	NO		Maine DOT	This would be cumbersome & have little effect on safety
Poor sight distance looking south from Rte 144	Relocate business signs in Rte 1 right of way	Short-Term	Possibly, if Supported by Town		Business Owners	While in the R-O-W, signs are not a sight distance issue
<b>Culvert depression across entrance on Rte 144</b>	<b>Repair the culvert depression</b>	<b>Short-Term</b>	<b>Possible</b>		<b>MaineDOT</b>	<b>MaineDOT will look into (Work Completed)</b>
<b>Rte 1 Commercial Area from Route 144 to Southerly Intersection with Old Bath Road</b>						
Center left-turn lanes are not consistent through this area	Continue the center left-turn lane throughout this corridor	Long-term	YES		MaineDOT	Requires capital funding
<b>McDonald's -- difficult to enter from Rte 1 Southbound</b>	<b>Provide a Right-Turn Lane on Rte 1 SB</b>	<b>Mid-term</b>	<b>Yes</b>		<b>Property Owner</b>	<b>Work should be performed by the property owner</b>
Market Street Plaza entrance too small for large trucks	Widen the entrance/exit to this plaza	Long-term	NO		Property Owner	The entrance is properly sized for truck access
High Speed/Safety Concerns for Rte 1 traffic at Shaw's	Consider connecting Shaw's to Oxhorn Rd for alternate access	Long-term	Possibly, if Supported by Town		Town, Property Owner	Would place traffic on local roads
Rear-end collisions at Dunkin' Donuts	Sign and stencil the right-turn lane properly	Short-Term	YES		MaineDOT	Stencil & sign for "Right Lane Must Turn Right"; requires annual maintenance
<b>Intersection of Old Bath Road (South End) and Rte 1</b>						
North of the Border access points on Rte 1	Consolidate entrances and pave aprons at remaining entrances	Short-Term	YES		MaineDOT, Town, Business Owner	Close most northerly access on Rte 1 & consolidate others
North of the Border access points on Rte 1	Relocate one of the entrances onto Old Bath Road	Mid-term	NO		MaineDOT, Town, Business Owner	Access must be at least 75'-100' from intersections



<b>Table 5-7 Wiscasset Road Safety Audit 2012 - All Potential Strategies Identified</b>						
<b>NOTE: Strategies for Woolwich to Flood Avenue May be Superseded by the Wiscasset Rte 1 Master Plan</b>						
<b>Note: Bold Items Added or Revised per 9/26 Joint Boards of Selectmen Meeting</b>						
<b>Issue</b>	<b>Suggestion</b>	<b>Timeline</b>	<b>MaineDOT Support</b>	<b>Town Support</b>	<b>Lead Agency</b>	<b>Comments</b>
Poor sight distance for vehicles leaving Wiscasset Motor Lodge	Cut back the vegetation restricting sight lines	Short-Term	YES		Property Owner	Appears to be a property owner issue
Poor sight distance of Rte 1 traffic from Old Bath Rd	Install intersection warning signage on Rte 1	Short-Term	YES		MaineDOT	Sign ✓
Poor sight distance of Rte 1 traffic from Old Bath Rd	Install flashing beacon	Mid-term	NO		MaineDOT	Not necessary
Poor sight distance of Rte 1 traffic from Old Bath Road	Install Stop bar on Old Bath Rd	Short-Term	NO		MaineDOT	Point of Reference is clear - Not necessary; maintenance issue ✓
Rte 1 SB right turn angle is very sharp	Add Rte 1 SB right-turn/deceleration lane	Mid-term	NO		MaineDOT	Widening the gravel shoulder will suffice
Rte 1 SB right turn angle is very sharp	Widen Southbound Shoulder	Mid-Term	Yes		MaineDOT	Requires capital funding ✓
NB Rte. 1 Traffic Conflict with Left-Turning Traffic onto Old Bath Road	Install NB Rte 1 Left-Turn Lane	Long-term	YES		MaineDOT	Requires capital funding ✓
<b>Insufficient Lighting at Intersection – General Issue as well</b>	<b>Install Street Light</b>	<b>Short-Term</b>	<b>Possibly</b>		<b>MaineDOT</b>	<b>MaineDOT will assess and evaluate</b>
<b>Ames True Value Entrance/Exit on Rte 1</b>						
Rte 1 NB traffic can't see store entrance	Install advisory signage on Rte 1	Short-Term	YES		MaineDOT, Property Owner	Sign for "Left Lane Must Turn Left"
NB Two-Way Center Left-Turn Lane (TWCLTL) begins too late	Create a center left-turn lane further south	Short-Term	YES		MaineDOT	Change TWCLTL to NB Left Turn Lane and sign accordingly ✓
Inadequate sight distance for traffic leaving Ames	Provide new access point at north end of Ames	Long-term	NO		Property Owner	Sight distance of entrance is adequate; SD at new entrance would be worse

<b>Table 5-7 Wiscasset Road Safety Audit 2012 - All Potential Strategies Identified</b>						
<b>NOTE: Strategies for Woolwich to Flood Avenue May be Superseded by the Wiscasset Rte 1 Master Plan</b>						
<b>Note: Bold Items Added or Revised per 9/26 Joint Boards of Selectmen Meeting</b>						
<b>Issue</b>	<b>Suggestion</b>	<b>Timeline</b>	<b>MaineDOT Support</b>	<b>Town Support</b>	<b>Lead Agency</b>	<b>Comments</b>
Inadequate sight distance for traffic leaving Ames	Prohibit left-turn exits and provide jug handle reverser further south	Long-term	NO		Property Owner	Not needed. Turning traffic can use the TWCLTL to accelerate.
Inadequate sight distance for traffic leaving Ames	Narrow this exit so only one vehicle can exit at a time	Long-term	NO		Property Owner	Entrance width is needed for truck deliveries
Unpaved NB road shoulder	Widen shoulders to 5 feet north to Wiscasset Ford.	Long-term	NO		MaineDOT	Would require road reconstruction
Unpaved road shoulder	Install "Share the Road" Signs	Short-Term	YES		MaineDOT	Currently problematic for bicyclists
SB traffic uses center lane to pass turning vehicles	Provide Right-turn pocket for SB traffic to enter Ames	Mid-term	YES		Property Owner	Ames would have to build it
Poor sight distance for traffic exiting Ames	Install flashing beacon	Mid-term	NO		MaineDOT	Flashing beacons are not installed for business entrances
Traffic Exiting Ames has Obstructed Views Due to Dual Exit Lanes	Install Offset Stop Bars or Reduce the Exit to Single Lane by Striping the Pavement and Installing a "Single Lane" Sign	Short-Term	YES		Property Owner	Single Lane Exit is Likely the Safest Approach
<b>Intersection of Old Bath Road (North End) and Rte 1</b>						
Old Bath Road being used to bypass Rte 1 congestion	Install "No through traffic" signage on Old Bath Road	Short-Term	YES		Town	Sign
Old Bath Road being used to bypass Rte 1 congestion	Reduce speed limit or use traffic calming on Old Bath Road	Mid-term	YES		Town	Speed Limit is OK; Traffic calming/speed enforcement is responsibility of town
Poor sight distance of this intersection for Rte 1 SB traffic	Install Intersection Warning signage on Rte 1	Short-Term	YES		MaineDOT	Sign
Poor sight distance of this intersection for Rte 1 SB traffic	Lower the hill just north of this intersection	Long-term	NO		MaineDOT	Very costly, minimal safety benefit

<b>Table 5-7 Wiscasset Road Safety Audit 2012 - All Potential Strategies Identified</b>						
<b>NOTE: Strategies for Woolwich to Flood Avenue May be Superseded by the Wiscasset Rte 1 Master Plan</b>						
<b>Note: Bold Items Added or Revised per 9/26 Joint Boards of Selectmen Meeting</b>						
<b>Issue</b>	<b>Suggestion</b>	<b>Timeline</b>	<b>MaineDOT Support</b>	<b>Town Support</b>	<b>Lead Agency</b>	<b>Comments</b>
Left-turn off Rte 1 NB too difficult	Install Left-turn lane on Rte 1 NB	Long-term	NO		MaineDOT	Not necessary - Counted only 30 turns in 12 hours
<b>Catch basin Depression on South Side of Old Bath Road is Too Deep</b>	<b>Reduce Depression to Avoid Safety Hazard</b>	<b>Short-Term</b>	<b>Yes</b>		<b>MaineDOT or Town</b>	<b>MaineDOT to Determine Who Owns the Catch basin</b>
<b>Intersection of Flood Avenue (North End) and Rte 1</b>						
High speed of traffic and history of collisions	Relocate speed limit signs for more gradual transitions	Short-Term	YES		MaineDOT	Move Speed Zones and use oversize (36"X48") signs
High speed of traffic and history of collisions	Install Intersection Warning signage on Rte 1	Short-Term	YES		MaineDOT	Signs
No stop bar on Flood Avenue	Provide stop bar	Short-Term	NO		MaineDOT	Not necessary; maintenance issue
Flood Avenue being used to bypass Rte 1 congestion	Install "Local Traffic Only" signage	Short-Term	YES		Town	Sign
Poor sight distance on Rte 1 south from Flood Avenue	Cut back the vegetation	Short-Term	NO		MaineDOT	Sight Distance not a problem

## 5.2 Land Use Recommendations

### 5.2.1 Bath Road Vision Overview

This Plan seeks to maximize development opportunities along Bath Road in a responsible manner through strategically coordinated design standards, zoning / policies and traffic infrastructure improvements. By planning for growth, economic development is used as a tool to leverage the creation of areas of distinct character as well as strengthening the tax base. As noted in the Mission Statement, "through an intensive study of traffic and land use along Bath Road, the Bath Road Master Plan will provide guiding principles, strategies, and opportunities to facilitate sustainable growth along the commercial corridor while maintaining the capacity for the safe movement of local and pass thru traffic." Sustained growth will:



# Town of Wiscasset

October 1, 2024

 **COPY**

Bob Skehan, P.E., Director  
Highway Safety Division Office  
Maine Department of Transportation  
16 State House Station  
Augusta, ME 04333-0016

Dear Bob:

I am writing on behalf of the Selectboard to request that the Maine Department of Transportation urgently conduct a traffic safety audit along Route 144, "Old Ferry Road," "Birch Point Road," and "Westport Island Bridge Road" to Westport Island Bridge. I'd ask particular attention to the following intersections and driveways: Bath Road (Route 1), Chewonki Neck Road, Ready Point Road, and Birch Point Road.

Most recently, the proposed new development on Old Ferry Road and Birch Point Road has been a cause of concern for those who live on those two roads, not to mention existing truck traffic from Twin Rivers Drive Business Park and Maine Yankee. Also, several residents have expressed concern about vehicle speed.

Route 144 from Bath Road to Westport Island Bridge handles between 1650 and 2680 Average Daily Trips (ADT). From 2004 to 2024, 97 crashes and 3 fatal crashes along this stretch of road have occurred.

I understand that a traffic safety audit has never been conducted on Route 144. We urgently request your help and stand ready to assist you with this traffic safety audit.

If you have any questions, please don't hesitate to contact me at (207) 882-8200 Ext. 8 or [economicdeveloper@wiscasset.org](mailto:economicdeveloper@wiscasset.org).

Sincerely,

Aaron Chrostowsky  
Economic Development Director

 **COPY**

Cc: Dennis Simmons, Town Manager, Town of Wiscasset  
Larry Hesseltine, Police Chief, Wiscasset Police Department  
Erin Bean, EMS Chief, Wiscasset Ambulance Service  
Robert Bickford, Fire Chief, Wiscasset Fire Department  
Emily Rabbe, Executive Director, Lincoln County Regional Planning Commission  
Mathew Eddy, Executive Director, Midcoast Council of Governments  
Patricia Cloutier, Executive Manager, Wiscasset Area Chamber of Commerce



# Town of Wiscasset

October 1, 2024

Bob Skehan, P.E., Director  
Highway Safety Division Office  
Maine Department of Transportation  
16 State House Station  
Augusta, ME 04333-0016



Dear Bob:

I am writing on behalf of the Selectboard to request the Maine Department of Transportation urgently conduct a traffic safety audit along the Route One "Bath Road" corridor between Woolwich and Edgecomb town lines. I'd ask that particular attention be made to the following intersections and driveways: Water Street, Middle Street, Fort Hill/ Federal Street (Rte. 218), Pleasant Street, Summer Street, High Street, Hodge Street, Gardiner Road (Route 27), Churchill Street, Lee Street, Bradford Road, Birch Point Road, Shaw's/ Wiscasset Marketplace Plaza driveways, Old Bath Road, and Old Ferry Road (Rte. 144).

Wiscasset has the enviable reputation of "The Prettiest Village in Maine"; however, it is often recognized for its gridlock traffic. As you know, Route One is the major east-west highway in the Midcoast region between Brunswick-Bath and Rockland, which handles around 20,000 Average Daily Trips (ADT) and is vital to the region's quality of life. Route One allows goods/ services to move in and out of the area, commuters to get to and from work, tourists to visit the region, and students to travel to reach their educational services. It is an essential link for individuals wishing to access healthcare.

Despite everyone's best efforts to improve gridlock in the past, gridlock still prevails, and unsafe conditions persist. From 2004 to 2024, 1107 crashes and 7 fatal crashes along this stretch of road have occurred. Some accidents can close the road, backing up traffic for miles, tying up valuable public resources, and preventing commerce from traveling through the region for hours.

Most recently, several significant accidents this summer in Woolwich and Wiscasset have caused public and media interest in the Town working with the State to find a solution to make the Route One corridor a safer place for all to travel.

We urgently request your help and stand ready to assist you with this traffic safety audit.

If you have any questions, please don't hesitate to contact me at (207) 882-8200 Ext. 8 or [economicdeveloper@wiscasset.org](mailto:economicdeveloper@wiscasset.org).

Sincerely,



**COPY**

Aaron Chrostowsky  
Economic Development Director

Cc: Dennis Simmons, Town Manager, Town of Wiscasset  
Larry Hesseltine, Police Chief, Wiscasset Police Department  
Erin Bean, EMS Chief, Wiscasset Ambulance Service  
Robert Bickford, Fire Chief, Wiscasset Fire Department  
Emily Rabbe, Executive Director, Lincoln County Regional Planning Commission  
Mathew Eddy, Executive Director, Midcoast Council of Governments  
Patricia Cloutier, Executive Manager, Wiscasset Area Chamber of Commerce

**From:** Rob Lalli <wwtp@wiscasset.org>  
**Sent:** Friday, September 20, 2024 2:24 PM  
**To:** manager@wiscasset.org  
**Subject:** Wisc. Ford Abatement Request  
**Attachments:** FordAbate.pdf

Dennis:

I received a sewer bill abatement request from Paul Guay, Facilities Manager at Wiscasset Ford, for the Ford auto dealership at 371 Bath Road, Wiscasset. Due to foundation and construction work, the dealership disconnected their sewer line on July 10, 2024, and attached their effluent sewer pipe to holding tanks. The sewage in those tanks was pumped out by private septic haulers and did not enter the sewer. Wiscasset Ford is billed for sewer monthly and I received the abatement request on September 9. I informed Paul that he would not be eligible for any abatement for the July 29, 2024 sewer bill as I received the request beyond the 30 day request deadline. However he did put in a timely abatement request for the August 26, 2024 bill, which totaled \$711.92 for 4,300 cubic feet (an average of 138.7 cubic feet per day).

I did inform Paul that if no sewage entered the collection system in August, Wiscasset Ford would still have to pay a minimum bill. But it turns out that some sewage did enter the system.

On August 24, 2024, the dealership's sewer pipe was restored and again hooked into their stub to the sewer main. That means that for the last 7 days of August, Wiscasset Ford had restored their sewer flow. At the average of 138.7 cubic feet per day as noted above, a total of 970.9 cubic feet entered the system (138.7 x 7 days = 970.9 cu. ft.). The consumption billed on their August invoice should be 970.9 cubic feet. I use the following to arrive at a total bill:

(\$49.92 monthly minimum 0-300cu. ft.) + (\$16.55 for each additional 100 cu. ft. over 300) =  
\$49.92 + (\$16.55 x 6.9) = \$49.92 + \$114.20 = \$164.12 Total  
The \$164.12 should be the August 26 invoice total amount.

Subtracting \$164.12 from the \$711.92 original invoice total, shows an amount of \$547.80. The \$547.80 should be the abatement amount.

If you have any questions, do not hesitate to contact me (cell: 207-230-4023).

Respectfully,  
Rob Lalli, Superintendent  
Wiscasset Sewer Department



# Town of Wiscasset

## General Sewer Abatement Request

### Instructions

**PLEASE READ CAREFULLY.** Fill in all blanks, attach additional paperwork as necessary. This form is for the application of general abatements only. General abatements are only considered for Pool Fill-ups, Meter errors and Leaks, or Miscellaneous billing issues. For Second Meter/Outdoor Water Use abatements please use the Seasonal Outdoor Water Use Abatement Request Form. Any petition for abatement must be filed in writing to the Town of Wiscasset within 30 days of the date reflected in the "billing date" section from the front of the usage bill. The filing of this form does not guarantee that your abatement will be granted. The filing of this form does not relieve the applicant of the responsibility to pay the sewer usage bill in full by the due date specified. Abatements will be considered by the Town of Wiscasset on a case-by-case basis. Approved abatements will be reflected as an account credit in the next billing period. Return to: Wiscasset Wastewater Treatment Plant - 51 Bath Road-Wiscasset, Maine 04578

**Subpart A - Account & Property Information**

378 BATH ROAD N/A 27  
 Service Street Address # of Bedrooms Account #

Wiscasset Ford N/A  
 Last Name or Business Name First Name

207-737-9733 PQUAY@WIZFORD.COM  
 Contact Phone Contact email

8/26/24 \$ 711.92 (PAUL GUAY - FACILITY MANAGER)  
 Date of contested Bill Amount owed on contested bill 207-737-9733

Your account must be in good standing for an abatement request to be considered. Please check the appropriate box to confirm that all past-due amounts have been paid or enclose payment for past due amounts.

All past due amounts owed have been paid and this account is in good standing.

A payment is enclosed to bring the account into good standing.

Amount enclosed: \$                      **COPY**

**Subpart B - Reason For Abatement Request**

Please check one. For second meter/outdoor water use abatements please use the Seasonal Outdoor Water Use abatement for:

		Dates
<input type="checkbox"/> <b>1. Pool Abatement</b> For abatements of one-time pool fill-ups. This adjustment is for permanently installed in-ground or above ground pools only. This does not apply to temporary pools or seasonal refilling or topping off. Please attach a photo of the pool and provide pool dimensions in Subpart C. Attach copies of receipts for new pool, pool liner replacement, or leak service.	Enter date of pool fill box B1	B1
<input type="checkbox"/> <b>2. Leak and Meter Abatement</b> For abatements of water volumes caused by leaks that were not discharged to the sewer. This includes leaks on outdoor water pipes or on pipes prior to plumbing fixtures. This does not include leaking toilet valves or faucets. Attach documentation from water department and describe the reason for the abatement including any calculations in Subpart E.	Enter date of leak or meter in box B2	B2
<input checked="" type="checkbox"/> <b>3. Miscellaneous One-Time Abatement</b> For all other one-time abatements and billing adjustments. These will be considered on a case-by-case basis and any adjustment granted will be based on the circumstances described by the customer and by review of historical usage data. Describe the reason for the abatement including any calculations in Subpart D	Enter date of abatement in box B3	B3

Have Not had Sewer hooked up from July 10 until

August 24 2024  
 due to construction  
 sewer tanks were being used and privately emptied.

**Subpart C - Pool Abatement Calculation**

This section to be completed only by customers requesting an abatement for the fill up of a new pool, or the refilling of an existing pool due to liner replacement or leak repair.

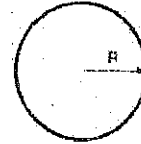
Enter dimensions for your pool and attach a photo. For other pool shapes, please describe in detail in Subpart D and attach a photo.



**Square / Rectangle Pool**

Length (A) \_\_\_\_\_ Feet

Width (B) \_\_\_\_\_ Feet



**Circular Pool**

Radius (R) \_\_\_\_\_ Feet

Pool Volume - Determine the Pool Volume based on the calculations provided

Depth - Shallow End \_\_\_\_\_ Feet

Square or Rectangular Pool Volume \_\_\_\_\_ CF

Depth Deep End (if applicable) \_\_\_\_\_ Feet

Average Depth x Length x Width

Average Depth: \_\_\_\_\_ Feet

Circular Pool Volume \_\_\_\_\_ CF

Average Depth x Radius x Radius x 3.14

**Subpart D - Abatement Description for Meter and Miscellaneous Issues**

Please provide a written statement describing why you believe an abatement is owed on this account. If necessary, attach a written letter and associated documents. Please provide all calculations used to determine the amount of your request.

The undersigned certifies under the pains and penalties of perjury that the information as contained herein is true and correct.

Sign Here

Signature: [Handwritten Signature]

Date: 9/6/24

Printed name: Paul Gray  
Do not write below this line

**Wastewater Treat Superintendent recommendation**

Meets the criteria for abatement  Does not meet the criteria for abatement

Robert T. Zelli  
Wastewater Treatment Plant Supervisor Signature

9/19/2024  
Date

**Approval**

Application approved by: \_\_\_\_\_ On date: \_\_\_\_\_

Wiscasset Water District  
 65 Birch Point Road  
 Wiscasset, Maine 04578  
 Tel. (207)882-6402 Fax (207)882-5958  
 E-mail: wiscwater@mvfairpoint.net  
 https://www.wiscwater.org/

Operating Hours for: (Supt. & Utility Worker)  
 Monday thru Friday 7:00 am - 4:00 pm  
 Admin. Asst. Hours are:  
 Monday thru Friday 8:00 am - 1:30 pm

Below is the link for the CCR Report. It can also be found on our web site (www.wiscwater.org) under documents. This is the only notification you will get of this. If you need a printed copy of it, please stop by the office.

WISCASSET FORD  
 (DEALERSHIP)  
 PO BOX 253  
 WISCASSET ME 04578

[http://www.wiscwater.org/uploads/1/3/7/3/137393481/2023\\_ccr\\_report.pdf](http://www.wiscwater.org/uploads/1/3/7/3/137393481/2023_ccr_report.pdf)

**\*\*\*ATTENTION - Failure of the customer to receive his/her bill does not relieve him/her of the obligation of its payment nor the consequences of non-payment.**

Account	Rate Class	Location	Billing Date	Billing Period
27	2	378 BATH ROAD	08/26/24	07/30/2024 to 08/26/2024

<i>**Monthly billing is available if you opt for Paperless billing, let us know if interested. ** Reminder we are 2 separate entities. Credit's on water or sewer has to stay on that service as Sewer is paid to the Town.</i>	Meter Reading		Consumption
	Present	Previous	x 100 cu ft
	3,013	2,970	43

Water		Sewer	
Description	Amount	Description	Amount
Regular	495.26	Regular	711.92
Tax	27.24	Past Due	0.00
Past Due	0.00	Liened	0.00
<b>Water Due</b>	<b>522.50</b>	<b>Sewer Due</b>	<b>711.92</b>

12% Annual interest on unpaid balances

4% Annual interest on unpaid balances

**Total Due Water & Sewer 1,234.42**

For information regarding sources of financial assistance please call 2-1-1 or go to [www.211maine.org](http://www.211maine.org); or call the Department of Health & Human Services at (207) 287-3707; or visit the Maine Community Action Association at [www.mainecommunityaction.org](http://www.mainecommunityaction.org).

Return this stub with payment or include your account number on your payment  
 We accept Cash, Check, Bank Check, Money Order, eCheck & credit cards.  
 Also for your convenience we do have a drop box at the office.

Wiscasset Water District  
 65 Birch Point Road  
 Wiscasset, Maine 04578  
 (207)882-6402  
<https://www.wiscwater.org/>

Account 27  
 Name WISCASSET FORD  
 Location 378 BATH ROAD

E-Mail:

Date Due	Water	Sewer	Total Owed	Amount Paid
09/25/2024	522.50	711.92	1,234.42	<input type="text"/>

**Please notify us of any changes in mailing address, phone number or e-mail address. \*\*\*Monthly billing is available if you opt for Paperless billing, let us know.\*\*\* Thank you.**

We accept eChecks and Credit/Debit payments online 24/7 @ <http://www.wiscwater.org>. There is an additional fee of \$2.95 for eChecks and credit/debit card fee is 2.5% being charged by the service provider.

**Meter Detail**

Account: 27      Map Lot: U12-004A  
 Tenant: WISCASSET FORD      RE Account 0  
 Owner: FOF REALTY, LLC  
 Location: 378 BATH ROAD

Type Code:

Book / Seq: 8/305      Serial Number: 82607014  
 Meter Size: 1      Remote Number: 82607014  
 Meter Digits: 5      Avg Consumption: 35  
 Frequency: 2      Combined: No  
 Service: B      Multiplier: 1  
 Rate Code: W - 2      S - 2      Replacement: No  
 Adjust: 0      0.00      Adjust: 0      0.00

Water      Sewer  
 Taxable Percentage: 100%      0%  
 Billable Percentage: 100%      100%

Date	Status	Reading	Actual Cons	Billed Cons	Regular	Misc	Tax	Adjust	Amount
08/26/2024	B W	3013	43	43	495.2600	0.0000	27.24	0.0000	522.5
	S				711.9200	0.0000	0	0	711.92
07/29/2024	B W	2970	43	43	495.2600	0.0000	27.24	0.0000	522.5
	S				677.6700	0.0000	0	0	677.67
06/25/2024	B W	2927	29	29	335.2400	0.0000	18.44	0.0000	353.68
	S				454.9300	0.0000	0	0	454.93
05/28/2024	B W	2898	33	33	380.9600	0.0000	20.95	0.0000	401.91
	S				518.5700	0.0000	0	0	518.57
04/25/2024	B W	2865	26	26	300.9500	0.0000	16.55	0.0000	317.5
	S				407.2000	0.0000	0	0	407.2
03/26/2024	B W	2839	26	26	300.9500	0.0000	16.55	0.0000	317.5
	S				407.2000	0.0000	0	0	407.2
02/27/2024	B W	2813	34	34	392.3900	0.0000	21.58	0.0000	413.97
	S				534.4800	0.0000	0	0	534.48
01/25/2024	B W	2779	26	26	300.9500	0.0000	16.55	0.0000	317.5
	S				407.2000	0.0000	0	0	407.2
12/27/2023	B W	2753	24	24	278.0900	0.0000	15.29	0.0000	293.38
	S				375.3800	0.0000	0	0	375.38
11/28/2023	B W	2729	23	23	266.6600	0.0000	14.67	0.0000	281.33
	S				359.4700	0.0000	0	0	359.47

\* - Indicates a read was Estimated

10a (2)

manager@wiscasset.org

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**From:** Rob Lalli <wwtp@wiscasset.org>  
**Sent:** Friday, September 6, 2024 1:54 PM  
**To:** manager@wiscasset.org  
**Subject:** Blair Abatement Request  
**Attachments:** Blair1.pdf

Dennis: I received a sewer bill abatement request from Judith Blair for her residence at 71 Old Bath Road. Her sewer bill, dated 08/26/2024, was quite high (\$372.86), due to watering of lawn following home construction work. She is requesting an abatement as her normal consumption is at or close to the minimum.

As the water used for the lawn did not enter the Town sewer, I recommend that she should receive the requested abatement.

The average consumption of her previous 4 quarterly sewer bills is 675 cubic feet, which is below the 900 cubic feet or less minimum. I recommend that her sewer bill dated 8/26/2024 be the minimum rate of \$128.76. Subtracting the minimum \$128.76 from the \$372.86 gives a difference of \$244.10. The \$244.10 should be her abatement amount.

If you have any questions, do not hesitate to contact me (cell: 207-230-4023).

Respectfully,  
Rob Lalli, Superintendent  
Wiscasset Sewer Department

# Town of Wiscasset

## General Sewer Abatement Request

### Instructions

**PLEASE READ CAREFULLY.** Fill in all blanks, attach additional paperwork as necessary. This form is for the application of general abatements only. General abatements are only considered for Pool Fill-ups, Meter errors and Leaks, or Miscellaneous billing issues. For Second Meter/Outdoor Water Use abatements please use the Seasonal Outdoor Water Use Abatement Request Form. Any petition for abatement must be filed in writing to the Town of Wiscasset within 30 days of the date reflected in the "billing date" section from the front of the usage bill. The filing of this form does not guarantee that your abatement will be granted. The filing of this form does not relieve the applicant of the responsibility to pay the sewer usage bill in full by the due date specified. Abatements will be considered by the Town of Wiscasset on a case-by-case basis. Approved abatements will be reflected as an account credit in the next billing period. Return to: Wiscasset Wastewater Treatment Plant - 51 Bath Road-Wiscasset, Maine 04578

Subpart A - Account & Property Information		
71 Old Bath Road	3	747
<small>Service Street Address</small>	<small># of Bedrooms</small>	<small>Account #</small>
Blair, Judith		
<small>Last Name or Business Name</small>	<small>First Name</small>	
207-380-3317	jblair7478@gmail.com	
<small>Contact Phone</small>	<small>Contact email</small>	
8/26/24	\$372.86	
<small>Date of contested Bill</small>	<small>Amount owed on contested bill</small>	
<p>Your account must be in good standing for an abatement request to be considered. Please check the appropriate box to confirm that all past-due amounts have been paid or enclose payment for past due amounts.</p> <p><input checked="" type="checkbox"/> All past due amounts owed have been paid and this account is in good standing <span style="float: right;">SOK</span></p> <p><input checked="" type="checkbox"/> A payment is enclosed to bring the account into good standing. <span style="float: right;">Amount enclosed: \$ 123.81</span></p>		
Subpart B - Reason For Abatement Request		
<small>Please check one. For second meter/outdoor water use abatements please use the Seasonal Outdoor Water Use abatement form</small>		
<input type="checkbox"/> <b>1. Pool Abatement</b> <small>For abatements of one-time pool fill-ups. This adjustment is for permanently installed in-ground or above ground pools only. This does not apply to temporary pools or seasonal refilling or topping off. Please attach a photo of the pool and provide pool dimensions in Subpart C. Attach copies of receipts for new pool, pool liner replacement, or leak service.</small>	<small>Enter date of pool fill up in box B1</small> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div>	<small>Dates</small> <div style="border: 1px solid black; width: 100%; height: 100%;"></div>
<input type="checkbox"/> <b>2. Leak and Meter Abatement</b> <small>For abatements of water volumes caused by leaks that were not discharged to the sewer. This includes leaks on outdoor water pipes or on pipes prior to plumbing fixtures. This does not include leaking toilet valves or faucets. Attach documentation from water department and describe the reason for the abatement including any calculations in Subpart E</small>	<small>Enter date of leak or meter error in box B2</small> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div>	<div style="border: 1px solid black; width: 100%; height: 100%;"></div>
<input checked="" type="checkbox"/> <b>3. Miscellaneous One-Time Abatement</b> <small>For all other one-time abatements and billing adjustments. These will be considered on a case-by-case basis and any adjustment granted will be based on the circumstances described by the customer and by review of historical usage data. Describe the reason for the abatement including any calculations in Subpart D</small>	<small>Enter date of abatement event in box B3</small> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div>	<div style="border: 1px solid black; width: 100%; height: 100%;"></div>

COPY

**Subpart C - Pool Abatement Calculation**

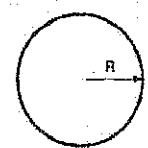
*This section to be completed only by customers requesting an abatement for the fill up of a new pool, or the refilling of an existing pool due to liner replacement or leak repair.*

*Enter dimensions for your pool and attach a photo. For other pool shapes, please describe in detail in Subpart D and attach a photo.*



**Square / Rectangle Pool**

Length (A) \_\_\_\_\_ Feet  
 Width (B) \_\_\_\_\_ Feet



**Circular Pool**

Radius (R) \_\_\_\_\_ Feet

*Pool Volume - Determine the Pool Volume based on the calculations provided*

Depth - Shallow End \_\_\_\_\_ Feet      Square or Rectangular Pool Volume \_\_\_\_\_ CF  
 Depth Deep End (if applicable) \_\_\_\_\_ Feet      Average Depth x Length x Width  
 Average Depth \_\_\_\_\_ Feet  
 Circular Pool Volume \_\_\_\_\_ CF  
 Average Depth x Radius x Radius x 3.14

**Subpart D - Abatement Description for Meter and Miscellaneous Issues**

*Please provide a written statement describing why you believe an abatement is owed on this account. If necessary, attach a written letter and associated documents. Please provide all calculations used to determine the amount of your request.*

Area with horizontal dashed lines for writing a statement.

**COPY**

*The undersigned certifies under the pains and penalties of perjury that the information as contained herein is true and correct.*

**Sign Here** Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Printed name: \_\_\_\_\_  
Do not write below this line

Application approved by: \_\_\_\_\_ On date: \_\_\_\_\_

#7/983

Wiscasset Water District  
Customer Service Work Order  
Meter Form

Acct. #: 747

Date: 8/28/24

Customer Name: Blair

Tel. #: 380-3317

Service Location: 71 Old Bath

Sewer only

\*\* ACTION REQUESTED \*\*

TURN ON

METER CHECK

FINAL READ

SHUTOFF

REPLACE METER

REPLACE MXU

HIGH CONSUMPTION/LEAK CHECK

Notes / Comments: jblair7478@gmail.com

Watered lawn (New Lawn after construction work)

Appointment Date: 8/30/24

Time:

METER

Meter ID: 52760630

READING:

838 5/28/24  
864 8/26/24

MXU ID: 17725856

METER TYPE:

METER SIZE:

Latitude:

Longitude:

METER

Meter ID:

READING:

805 8/30/24

MXU ID:

METER TYPE:

METER SIZE:

SERVICE

Size of Line into Building:

Material of Line: Back Flow: Y/N

ACTION TAKEN / COMMENTS:

We verified the meter is installed on main coming into house and advised her to have plumber move so that outside spockets are by-passed

Completed By:

Date:

Time:

Stacey



**Meter Detail**

Wiscasset Water  
02:21 PM

Account: 747  
Tenant: BLAIR, JUDITH E  
Owner: BLAIR, JUDITH E  
Location: 71 OLD BATH ROAD

Map Lot: R06-45B  
RE Account 0  
Type Code:

Book / Seq: 7/983 Serial Number:  
Meter Size: 1 Remote Number:  
Meter Digits: 5 Avg Consumption:  
Frequency: 1 Combined:  
Service: S Multiplier:  
Rate Code: W-0 S-1 Replacement:

Water Sewer  
0% 0%  
100% 100%

Water		Sewer	
Type	RT	Type	RT
52760630	0	Cons	1
52760630	0	Cons	0
No	0	Cons	0
1	0	Cons	0
No	0	Cons	0
Adjust:	0	Adjust:	0
Adjust Description:	0.00	Adjust:	0.00

3 + 7 + 10 + 7 = 27  
27 ÷ 4 = 6.75 Avg  
or  
6.75 cu. ft.  
Avg.  
This is at or below the minimum.

Date	Status	Reading	Actual Cons	Billed Cons	Regular	Misc	Tax	Adjust	Amount
08/26/2024	B	S	864	26	372.8600	0.0000	0	0	372.86
05/28/2024	B	S	838	3	123.8100	0.0000	0	0	123.81
02/27/2024	B	S	835	7	123.8100	0.0000	0	0	123.81
11/28/2023	B	S	828	10	138.4600	0.0000	0	0	138.46
08/29/2023	B	S	818	7	114.0000	0.0000	0	0	114
05/26/2023	B	S	811	6	114.0000	0.0000	0	0	114
02/24/2023	B	S	805	5	114.0000	0.0000	0	0	114
11/28/2022	B	S	800	6	114.0000	0.0000	0	0	128.65
08/25/2022	B	S	794	10	128.6500	0.0000	0	0	93.6
05/26/2022	B	S	784	8	93.6000	0.0000	0	0	104
02/24/2022	B	S	776	10	104.0000	0.0000	0	0	104
11/23/2021	B	S	766	10	104.0000	0.0000	0	0	114.4
08/24/2021	B	S	756	11	114.4000	0.0000	0	0	93.6
05/25/2021	B	S	745	8	93.6000	0.0000	0	0	93.6
02/24/2021	B	S	737	7	93.6000	0.0000	0	0	104
11/25/2020	B	S	730	10	104.0000	0.0000	0	0	104
08/27/2020	B	S	720	10	104.0000	0.0000	0	0	93.6
05/26/2020	B	S	710	7	93.6000	0.0000	0	0	93.6
02/27/2020	B	S	703	7	93.6000	0.0000	0	0	93.6
11/25/2019	B	S	696	6	93.6000	0.0000	0	0	93.6

The minimum for the quarter ending August 15 is \$128.76  
\$372.86  
- 128.76  
= 244.10

This should be abatement amount

\* - Indicates a read was Estimated

106



JANET T. MILLS  
GOVERNOR

STATE OF MAINE  
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY  
BUREAU OF PARKS AND LANDS  
22 STATE HOUSE STATION  
AUGUSTA, MAINE 04333

AMANDA E. BEAL  
COMMISSIONER

September 19, 2024

Dennis Simmons, Town Manager  
Town of Wiscasset  
51 Bath Road  
Wiscasset, ME 04578

COPY

RE: Float Grant  
Wiscasset Town Landing Boat Launch  
Wiscasset, Maine

Dear Dennis:

Relative to the Town's request for a Grant-in-Aid from this Program for the referenced facility, please be advised that this Bureau is willing to provide 6- 8 ft. x 20 ft. wooden boarding floats for improvements to the Wiscasset Town Landing boat launch facility on the Sheepscot River. Floats will be available for pick-up in the Spring of 2025. This Grant-in-Aid is made pursuant to 12 M.R.S.A., Section 1899, and subject to the following terms and conditions.

In consideration of the acceptance of this assistance, it is expressly understood and agreed that the Town of Wiscasset shall:

1. Indemnify, defend and hold the State, its agents and employees harmless against all claims, expenses, causes of action, judgments, damages and injuries arising out of the maintenance, operation, use or construction of the boat facility and any real or personal property used in connection therewith;
2. Keep the boat facility open for use by the general public as an outdoor recreational boating facility for the life of the facility.
3. Maintain the boat facility in good order and condition, in compliance with all applicable laws and in a manner to provide a neat and attractive appearance;
4. If any fees are charged for use of the Facilities, such fees shall be nondiscriminatory in nature and shall have received the prior approval of the State Bureau of Parks and Lands; and

ANDREW R. CUTKO, DIRECTOR  
BUREAU OF PARKS AND LANDS  
18 ELKINS LANE, HARLOW BUILDING



PHONE: (207) 287-3821  
FAX: (207) 287-8111  
WEB: WWW.MAINE.GOV/DACF

RE: Float Grant  
Wiscasset Town Landing Boat Launches  
Wiscasset, Maine

5. The Recipient shall post in a prominent place on the Facilities, and shall maintain in good condition, a sign, indicating the availability of the Facilities to the general public.

Attached for your information are recommended maintenance practices for the proper care of the floats we are providing. Failure to properly maintain the floats may reduce their useful life which may affect the recipient's ability to obtain further replacements from this program

We will proceed with the grant upon receipt of the Town's acknowledgment and acceptance of the above conditions. Please sign below and mail to me at: 22 SHS, Augusta, ME 04333-0022.

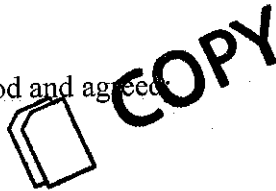
Yours truly,

*Thomas W Linscott*

Thomas Linscott, Director  
Boating Facilities Program  
Bureau of Parks & Lands

The above conditions are understood and agreed

TOWN OF WISCASSET

 COPY

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print or type name and title

enc. (1)

cc: William Cunningham w/o enc.



## Recommended Float Maintenance

Following are minimum standards for maintaining fully pressure treated floats:

1. Remove the floats from the water at the end of the boating season and store them where they can dry out (i.e. parking lot). During storage, treated wood products should be stacked on treated or non-decaying skids of such dimensions and so arranged as to support the material without producing noticeable distortion and to permit an air space beneath the material. Storage areas should be free of debris, decayed wood and vegetation (fire hazard) and should have sufficient drainage to prevent treated wood products from contact with standing water. Treated lumber, when dried after treatment, should be stored under shelter or be covered with a moisture resistant wrap.
2. When removing floats, start with the one furthest from shore.
  - a. Disconnect anchors (if used) (OK to leave anchors in place. Suggest marking them by attaching a small buoy float to the anchor chain so that float sinks below ice level, but is visible in spring).
  - b. Disconnect and remove one float at a time. OK to drag one float at a time up boat ramp to storage area. Connect to both end connectors and avoid sharp turns.
  - c. Remove each float in turn.

**(DO NOT TRY TO DRAG MULTIPLE FLOATS AS THIS MAY DAMAGE THE ENDS)**

3. Once floats have dried, check for damaged skirts, rails, decking and replace as needed, using Copper Azole type C (CA-C) pressure treated wood. All cuts, holes and injuries such as abrasions or holes from removal of nails and spikes which may penetrate the treated zone should be field treated with copper naphthenate preservatives containing a minimum of 2.0% copper metal (ex. **Copper-Green's® Wood Preservative**, Merichem CuNap-8™ Wood Preservative). It is recommended that the entire accessible portions of the floats be painted with copper naphthenate preservatives containing a minimum of 2.0% copper metal every two years. Use of copper naphthenate preservatives with a minimum of 1.0% copper metal is appropriate in those regions of the country where the higher concentration material is not readily available. Field treatment preservatives should be applied in accordance with the product label. The application method should coat any surface that is exposed by damage or field fabrication while not using excess preservative. Any excess preservative not absorbed by the wood product should be cleaned from the surface prior to the use of the product. All hardware in contact with CA-C treated wood should be stainless steel or hot-dipped galvanized.

4. When re-installing floats at the beginning of the boating season, install one at a time beginning with the one closest to shore.

**(DO NOT TRY TO DRAG MULTIPLE FLOATS AS THIS MAY DAMAGE THE ENDS)**



Janet T. Mills  
GOVERNOR

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

10c

Bruce A. Van Note  
COMMISSIONER

 COPY

Linda Ellen Perry  
Town of Wiscasset  
51 Bath Road  
Wiscasset, ME 04578

Subject: Westport-Wiscasset Bridge #3180 Wearing Surface Replacement  
Project No: 027260.00  
Town of Wiscasset

Dear Ms. Perry:

The Maine Department of Transportation will soon solicit quotes for the subject project for construction, and pursuant to 29-A MRSA § 2382 (7) we have established a "Construction Area". A copy of 29-A § 2382 is enclosed for your information. Also included is an agreement, which requires signature by the municipal officers, and additional background documents.

The agreement stipulates that the municipality will issue a permit for a stated period of time to the MDOT contractor for transporting construction equipment (backhoes, bulldozers, etc.) that exceed legal weight limits, over municipal roads. The agreement acknowledges the municipality's right to require a bond from the contractor to "guarantee suitable repair or payment of damages" per 29-A MRSA.

29-A MRSA § 2382 (7) states that "the suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers". In other words, municipal officers determine the suitability of repairs on municipal ways and bridges.

The State cannot force municipalities to allow overweight vehicles to travel on posted municipal roads. Municipal postings supersede overweight permits. However, the agreement requires municipalities to make reasonable accommodations for overweight vehicles that are operated by contractors and the MDOT in connection with the construction project.

The specific municipal roads involved are not necessarily known at present, as the contractor's plan of operation won't be known until just prior to the start of work. If the municipality plans to require a bond, the amount of the bond should be determined prior to the start of work. If the project number administratively changes, you will be notified, and the agreement modified accordingly. Please return the completed agreement to my attention. Should you have any questions, please contact me at 624-3410.

Sincerely,

George M.A. Macdougall  
Contracts & Specifications Engineer  
Bureau of Project Development

Return this AGREEMENT, when completed, to:

Maine Department of Transportation  
ATTN.: George Macdougall, Contracts & Specifications Engineer  
#16 State House Station, Child Street  
Augusta, Maine 04333-0016


Project: 027260.00  
Location: Wiscasset

Pursuant to 29-A MRSA § 2382, the undersigned municipal officers of the **Town of Wiscasset** agree that a construction overlimit permit will be issued to the Contractor for the above-referenced project allowing the contractor to haul non-divisible overlimit loads on municipal ways.

The municipality may require the contractor to obtain a satisfactory bond pursuant to 29-A MRSA § 2388 to cover the cost of any damage that might occur as a result of the overlimit loads. If a bond is required, the exact amount of said bond should be determined prior to the use of any municipal way. The Maine DOT will assist in determining the amount of the bond if requested. A suggested format for a general construction overlimit bond is attached. A suggested format for a construction overlimit permit is also attached. This construction overlimit permit does not supersede rules that restrict the use of public ways, such as posting of public ways, pursuant to 29-A MRSA § 2395.

The maximum speed limit for trucks on any municipal way will be 25 mph (40 km per hour) unless a higher speed limit is specifically agreed upon, in writing, by the Municipal Officers.

**TOWN OF WISCASSET**  
By the Municipal Officials

 **COPY**

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**SPECIAL PROVISION 105**  
**CONSTRUCTION AREA**

A Construction Area located in the **Town of Wiscasset** has been established by the Maine Department of Transportation (MDOT) in accordance with provisions of 29-A § 2382 Maine Revised Statutes Annotated (MRSA).

- (a) The section of highway under construction in the Town of Wiscasset, Lincoln County on Main Road over Cowsweag Narrows.
- (b) (Main Road) over Cowsweag Narrows preceding abutment number 1 approximately 30 feet and extending to abutment number 2 and beyond approximately 30 feet of the construction plus approaches.

Per 29-A § 2382 (7) MRSA, the MDOT may “*issue permits for stated periods of time for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The permit:*

*A. Must be procured from the municipal officers for a construction area within that municipality;*

*B. May require the contractor to be responsible for damage to ways used in the construction areas and may provide for:*

*(1) Withholding by the agency contracting the work of final payment under contract; or*

*(2) The furnishing of a bond by the contractor to guarantee suitable repair or payment of damages.*

*The suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers;*

*C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and*

*D. For construction areas, carries no fee and does not come within the scope of this section.”*

The Municipal Officers for the **Town of Wiscasset** agreed that an Overlimit Permit will be issued to the Contractor for the purpose of using loads and equipment on municipal ways in excess of the limits as specified in 29-A MRSA, on the municipal ways as described in the “Construction Area”.

As noted above, a bond may be required by the municipality, the exact amount of said bond to be determined prior to use of any municipal way. The MDOT will assist in determining the bond amount if requested by the municipality.

The maximum speed limits for trucks on any town way will be 25 mph (40 km per hour) unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

## GENERAL GUIDANCE

# CONSTRUCTION OVERLIMIT PERMIT AND BONDING

The Maine Bureau of Motor Vehicles (BMV) establishes requirements and standards for the permitting of non-divisible over dimensional and overweight vehicles and loads (collectively overlimit loads) on state roads. These state motor vehicle permits are available on-line. 29-A MRSA and Secretary of State Administrative Rules Chapters 155-157 apply. Additionally, municipalities and county commissioners may issue overweight permits for travel on municipal and county ways maintained by that municipality or county. These permits are typically single trip permits requiring vehicle registration data, intended route etc.

**However, in this case we're dealing with *Construction Permits*** involving overlimit loads in support of construction projects. According to 29-A MRSA § 2382 (7), a Construction Permit is a permit "*for a stated period of time that may be issued for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation*". According to 29-A § 2382 MRSA, the construction overlimit permit must be procured from the municipal officers for overweight loads on a municipal way in support of a construction project within that municipality.

**By signing the attached agreement, the municipality agrees to issue construction overlimit permits to the MDOT construction contractor.**

### **Frequently Asked Questions:**

**A. Why sign the document in advance of the actual construction contract?**

**Response:** There are three primary reasons: First, to comply with 29-A § 2382. Second, to ensure that there are no surprises regarding the use of municipal roads by the Maine DOT contractor (to reasonably reduce risk and thus keep the cost of construction down) and third, to ensure the town is aware of its rights to control its own roads, and its rights to require a separate contractor's bond. (This is in addition to the Payment Bond and the Performance Bond the Maine DOT requires of the contractor).

**B. Different roads may require different levels of scrutiny. How is a posted road handled?**

**Response:** Despite the general construction overweight permit, the contractor cannot exceed the load limit on a posted municipal road without specific municipal permission. 29-A § 2395 MRSA notes that any ways requiring special protection (such as posted roads) will continue to be protected and overweight permits are superseded by such postings. In such a case the contractor would have to use an alternate route.



C. Is there any reason why the contractor cannot be held to indemnify and hold harmless the Municipality beyond the simple posting of a bond?

Response: The objective of our standard letter is to deal with overweight equipment and trucks on municipal ways during construction of a Maine DOT construction project. The bond merely provides a measure of protection against damage to municipal ways as a direct result of construction activity. Other areas of risk and indemnification are beyond the scope of our letter.

D. Are we required to obtain a bond?

Response: No. In fact, few municipalities have required a construction bond. It is a matter of risk management.

E. If used, what amount should be required on the bond?

Response: Previous MDOT letters used to speak about a maximum bond amount of \$14,000 / mile (\$9,000 / kilometer ) of traveled length, however 29-A § 2382 sets no maximum. The amount of the bond (if any bond is required at all) is based on the individual situation. The MDOT will assist in providing a bond amount estimate if so requested.

F. Why the blanket approval?

Response: The blanket approval we seek is the reasonable accommodation by the municipality to allow the Maine DOT contractor to use town ways (if required ) to haul overweight construction equipment and trucks. This theoretically gives the municipality and the MDOT time to discuss exceptions to a blanket approval. In general, this avoids unnecessary risks and saves money for all concerned in the long run.

G. Who determines the suitability of repairs?

Response: For municipal ways, the suitability of repairs may be determined by municipal officers. The MDOT will assist.

H. What is a non-divisible load?

Response: Per Chapter 157 (The Administration of Over-Dimension and Overweight Permits) under the Secretary of State administrative rules (See Rule Chapters for the Department of the Secretary of State on line), a non-divisible load is defined as: A load which, if separated into smaller loads or vehicles, would:

- 1) make it unable to perform the function for which it was intended;
- 2) destroy its value or;
- 3) require more than eight work hours to dismantle using appropriate equipment. Sealed oceangoing containers, spent nuclear materials in casks, and government-controlled military vehicles and their loads will be considered non-divisible

I. What is the standard for Overweight trucks and equipment?

Response: Overweight means a weight that exceeds the legal limits established in 29-A MRSA Chapter 21.

J. This is an unorganized township with no county or municipal roads. Why should I respond?

Response: Because of limited staff, we send out a standard letter to cover contingencies and minimize risk to the construction process. From time to time the letter may not have a practical application. In most cases of unorganized territories, the agreement is signed and returned as a matter of routine. This ensures that surprises will not be encountered after the start of construction regarding travel over municipal and county ways.

Additional tips:

False Information - Permit are invalidated by false information. A permit is invalidated by the violation of any condition specified by the terms of the permit or by false information given on the application. On evidence of such violation of falsification, the permittee may be denied additional permits.

Proper Registration - Overload permits do not relieve the registrants of vehicles from their obligations to properly register their vehicles in accordance with Motor Vehicle Laws.

Agent's Power of Attorney - If you do require a contractor's bond, make sure you have a copy of the Surety Agent's power of attorney authorizing the surety agent to sign for the surety. Keep the power of attorney with your duplicate original bond at the municipality. The contractor will also have a duplicate original.

Other bonds - The Maine DOT requires a payment bond and a performance bond of the contractor which is held against unsatisfactory performance on the part of the contractor for all construction projects over \$100,000. (The Miller Act (40 U.S.C. 270a-270f) normally requires performance and payment bonds for any federal aid construction contract exceeding \$100,000. 14 MRSA § 871 provides a similar requirement for state funded construction projects.) These bonds cover the proper performance of the contract and the payment of all employees, suppliers and subcontractors.

**SPECIAL PROVISION 105**  
**OVERLIMIT PERMITS**

**Title 29-A § 2382 MRSA Overlimit Movement Permits.**

- 1. Overlimit movement permits issued by State.** The Secretary of State, acting under guidelines and advice of the Commissioner of Transportation, may grant permits to move nondivisible objects having a length, width, height or weight greater than specified in this Title over a way or bridge maintained by the Department of Transportation
- 2. Permit fee.** The Secretary of State, with the advice of the Commissioner of Transportation, may set the fee for single trip permits, at not less than \$6, nor more than \$30, based on weight, height, length and width. The Secretary of State may, by rule, implement fees that have been set by the Commissioner of Transportation for multiple trip, long-term overweight movement permits. Rules established pursuant to this section are routine technical rules pursuant to Title 5, chapter 375, subchapter II-A.
- 3. County and municipal permits.** A county commissioner or municipal officer may grant a permit, for a reasonable fee, for travel over a way or bridge maintained by that county or municipality
- 4. Permits for weight.** A vehicle granted a permit for excess weight must first be registered for the maximum gross vehicle weight allowed for that vehicle.
- 5. Special mobile equipment.** The Secretary of State may grant a permit, for no more than one year, to move pneumatic-tire equipment under its own power, including Class A and Class B special mobile equipment, over ways and bridges maintained by the Department of Transportation. The fee for that permit is \$15 for each 30-day period.
- 6. Scope of permit.** A permit is limited to the particular vehicle or object to be moved, the trailer or semitrailer hauling the overlimit object and particular ways and bridges.
- 7. Construction permits.** A permit for a stated period of time may be issued for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The permit:
  - A. Must be procured from the municipal officers for a construction area within that municipality;
  - B. May require the contractor to be responsible for damage to ways used in the construction areas and may provide for:
    - (1) Withholding by the agency contracting the work of final payment under contract; or

(2) The furnishing of a bond by the contractor to guarantee suitable repair or payment of damages.

The suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers;

C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and

D. For construction areas, carries no fee and does not come within the scope of this section.

**8. Gross vehicle weight permits.** The following may grant permits to operate a vehicle having a gross vehicle weight exceeding the prescribed limit:

A. The Secretary of State, with the consent of the Department of Transportation, for state and state aid highways and bridges within city or compact village limits;

B. Municipal officers, for all other ways and bridges within that city and compact village limits; and

C. The county commissioners, for county roads and bridges located in unorganized territory.

**9. Pilot vehicles.** The following restrictions apply to pilot vehicles.

A. Pilot vehicles required by a permit must be equipped with warning lights and signs as required by the Secretary of State with the advice of the Department of Transportation.

B. Warning lights may be operated and lettering on the signs may be visible on a pilot vehicle only while it is escorting a vehicle with a permit on a public way.

With the advice of the Commissioner of Transportation and the Chief of the State Police, the Secretary of State shall establish rules for the operation of pilot vehicles.

**9-A. Police escort.** A person may not operate a single vehicle or a combination of vehicles of 125 feet or more in length or 16 feet or more in width on a public way unless the vehicle or combination of vehicles is accompanied by a police escort. The Secretary of State, with the advice of the Commissioner of Transportation, may require a police escort for vehicles of lesser dimensions.

A. The Bureau of State Police shall establish a fee for state police escorts to defray the costs of providing a police escort. A county sheriff or municipal police department may establish a fee to defray the costs of providing police escorts.

B. The Bureau of State Police shall provide a police escort if a request is made by a permittee. A county sheriff or municipal police department may refuse a permittee's request for a police escort.

C. A vehicle or combination of vehicles for which a police escort is required must be accompanied by a state police escort when operating on the interstate highway system.

**10. Taxes paid.** A permit for a mobile home may not be granted unless the applicant provides reasonable assurance that all property taxes, sewage disposal charges and drain and sewer assessments applicable to the mobile home, including those for the current tax year, have been paid or that the mobile home is exempt from those taxes. A municipality may waive the requirement that those taxes be paid before the issuance of a permit if the mobile home is to be moved from one location in the municipality to another location in the same municipality for purposes not related to the sale of the mobile home.

**11. Violation.** A person who moves an object over the public way in violation of this section commits a traffic infraction.

Section History:

PL 1993, Ch. 683, §A2 (NEW).

PL 1993, Ch. 683, §B5 (AFF).

PL 1997, Ch. 144, §1,2 (AMD).

PL 1999, Ch. 117, §2 (AMD).

PL 1999, Ch. 125, §1 (AMD).

PL 1999, Ch. 580, §13 (AMD).

PL 2001, Ch. 671, §30 (AMD).

PL 2003, Ch. 166, §13 (AMD).

PL 2003, Ch. 452, §Q73,74 (AMD).

PL 2003, Ch. 452, §X2 (AFF).

# MUNICIPAL OVERLIMIT PERMIT FOR CONSTRUCTION

MUNICIPALITY: \_\_\_\_\_

Phone: 207- \_\_\_\_\_ ; fax: 207- \_\_\_\_\_

## APPLICATION FOR OVERLIMIT PERMIT TO MOVE CONSTRUCTION EQUIPMENT AND LOADS IN EXCESS OF LEGAL LIMITS ON MUNICIPAL WAYS

Construction Time Period:

Per 29-A § 2382 (7) MRSA, application is hereby made to the MUNICIPALITY OF \_\_\_\_\_ for An Overlimit Permit to move construction equipment, material, objects or loads in excess of legal limits over ways maintained by the MUNICIPALITY in support of construction operations for the following Maine DOT project

Project Description:

Project Identification Number (PIN):

NAME OF PERMITTEE (Construction Company):

STREET/P.O. BOX:

CITY:

STATE/PROV:

ZIP / POSTAL CODE:

PHONE:

FAX:

This object or load cannot be readily reduced to the legal limits.

Signed by:

(name & title)

Permit is granted. A copy of this signed permit will be provided to the permittee as prove of permit. This permit will automatically expire at the physical completion of the above construction project. The original permit will be held on file at the municipality.

Signed:

Municipal Official

# MUNICIPAL OVERLIMIT PERMIT FOR CONSTRUCTION

MUNICIPALITY: \_\_\_\_\_

Phone: 207- \_\_\_\_\_ ; fax: 207- \_\_\_\_\_

## APPLICATION FOR OVERLIMIT PERMIT TO MOVE CONSTRUCTION EQUIPMENT AND LOADS IN EXCESS OF LEGAL LIMITS ON MUNICIPAL WAYS

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STREET/P.O. BOX:

CITY:

STATE/PROV:

ZIP / POSTAL CODE:

PHONE:

FAX:

This object or load cannot be readily reduced to the legal limits.

Signed by:

(name & title)

-----  
Permit is granted. A copy of this signed permit will be provided to the permittee as prove of permit. This permit will automatically expire at the physical completion of the above construction project. The original permit will be held on file at the municipality.

Signed:

Municipal Official

BOND # \_\_\_\_\_

Date: \_\_\_\_\_

**MUNICIPAL CONSTRUCTION BOND**

KNOW ALL MEN BY THESE PRESENTS: That (name of construction firm)  
 \_\_\_\_\_ and the Municipality of \_\_\_\_\_, as  
 principal, and \_\_\_\_\_  
 \_\_\_\_\_, a corporation duly organized under the laws of the State of \_\_\_\_\_ and having a  
 usual place of business \_\_\_\_\_,  
 as Surety, are held and firmly bound unto the Treasurer of the Municipality of  
 \_\_\_\_\_ in the sum of  
 \_\_\_\_\_ and 00/100 Dollars (\$ \_\_\_\_\_ )  
 to be paid said Treasurer of the Municipality of \_\_\_\_\_ or  
 her/his successors in office, for which payment well and truly to be made, Principal and  
 Surety bind themselves, their heirs, executors and administrators, successors and assigns,  
 jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in  
 the Contract to construct Project Number \_\_\_\_\_ in the Municipality of  
 \_\_\_\_\_ promptly and faithfully performs the Contract,  
 without damage to the municipal ways, other than normal wear and tear; then this  
 obligation shall be null and void; otherwise it shall remain in full force and effect.

However, if the Principal designated as Contractor causes damage to any municipal way  
 beyond normal wear and tear, in the construction of the above project through the use of  
 legal weight, legal dimension trucks or equipment; or overweight or over-dimension  
 equipment or trucks (as defined in 29-A MRSA) on the municipal ways, then this bond  
 may be used to guarantee that the contractor either repairs or pays for the damage caused  
 by the use of its equipment or trucks. The degree of damage beyond normal wear and  
 tear will be determined by municipal officials with the assistance of the Maine  
 Department of Transportation.



The Surety hereby waives notice of any alteration or extension of time made by the Municipality.

Signed and sealed this ..... day of ....., 20.....

WITNESS:

Signature.....  
Print Name Legibly .....

SIGNATURES:  
CONTRACTOR:

.....  
Print Name Legibly .....

WITNESS:

Signature.....  
Print Name Legibly .....

SIGNATURES SURETY:

Signature.....  
Print Name Legibly .....

NAME OF LOCAL AGENCY: .....

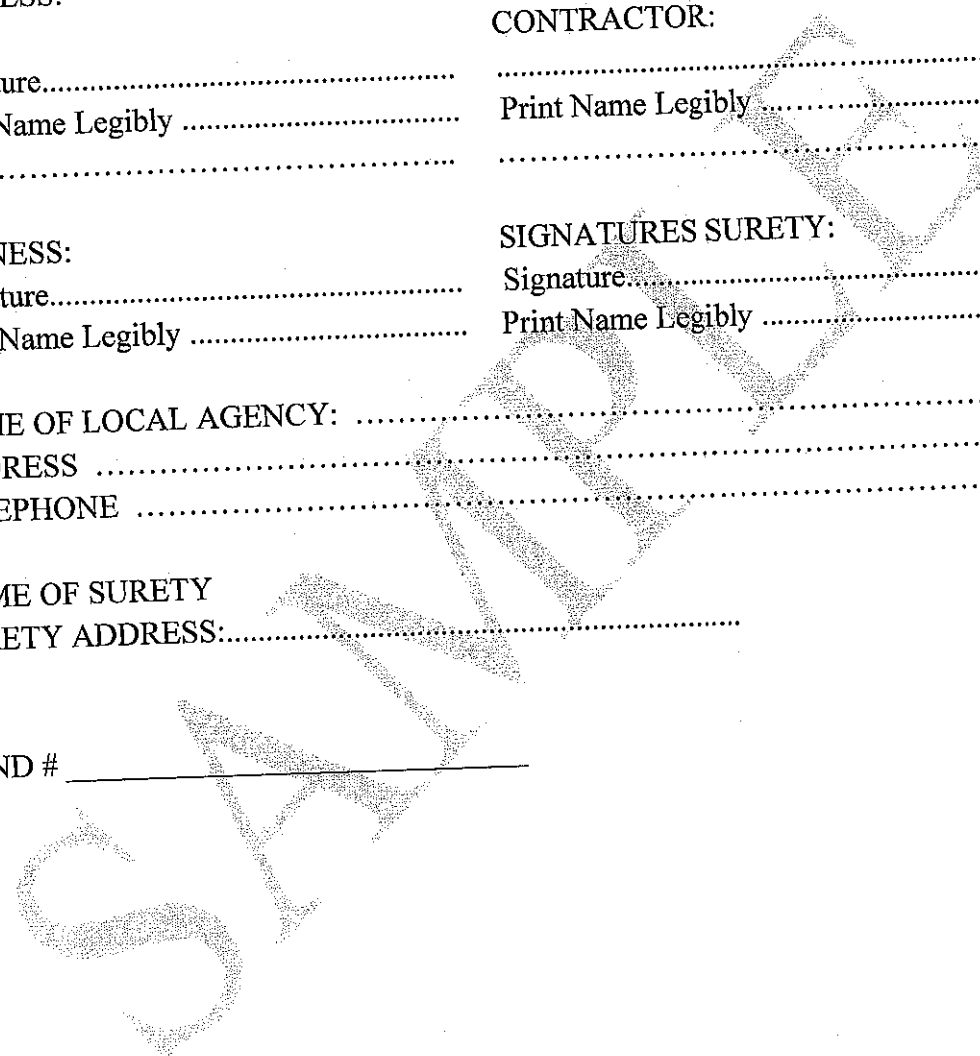
ADDRESS .....

TELEPHONE .....

NAME OF SURETY

SURETY ADDRESS:.....

BOND # \_\_\_\_\_



BOND # \_\_\_\_\_

Date: \_\_\_\_\_

**MUNICIPAL CONSTRUCTION BOND**

KNOW ALL MEN BY THESE PRESENTS: That (name of construction firm)  
\_\_\_\_\_ and the Municipality of \_\_\_\_\_, as  
principal, and.....  
, a corporation duly organized under the laws of the State of ..... and having a  
usual place of business .....  
as Surety, are held and firmly bound unto the Treasurer of the Municipality of  
\_\_\_\_\_ in the sum of  
\_\_\_\_\_ and 00/100 Dollars (\$ \_\_\_\_\_ )  
to be paid said Treasurer of the Municipality of \_\_\_\_\_ or  
her/his successors in office, for which payment well and truly to be made, Principal and  
Surety bind themselves, their heirs, executors and administrators, successors and assigns,  
jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in  
the Contract to construct Project Number \_\_\_\_\_ in the Municipality of  
\_\_\_\_\_ promptly and faithfully performs the Contract,  
without damage to the municipal ways, other than normal wear and tear; then this  
obligation shall be null and void; otherwise it shall remain in full force and effect.

However, if the Principal designated as Contractor causes damage to any municipal way  
beyond normal wear and tear, in the construction of the above project through the use of  
legal weight, legal dimension trucks or equipment; or overweight or over-dimension  
equipment or trucks (as defined in 29-A MRSA) on the municipal ways, then this bond  
may be used to guarantee that the contractor either repairs or pays for the damage caused  
by the use of its equipment or trucks. The degree of damage beyond normal wear and  
tear will be determined by municipal officials with the assistance of the Maine  
Department of Transportation.

The Surety hereby waives notice of any alteration or extension of time made by the Municipality.

Signed and sealed this ..... day of ....., 20.....

WITNESS:

SIGNATURES:  
CONTRACTOR:

Signature.....  
Print Name Legibly .....  
.....

.....  
Print Name Legibly .....  
.....

WITNESS:

SIGNATURES SURETY:

Signature.....  
Print Name Legibly .....

Signature.....  
Print Name Legibly .....

NAME OF LOCAL AGENCY: .....  
ADDRESS .....  
TELEPHONE .....

NAME OF SURETY  
SURETY ADDRESS:.....

BOND # \_\_\_\_\_

**Renewal of Professional Planning Services Contract between  
The Town of Wiscasset and Lincoln County**

**Effective July 1, 2024 to June 30, 2025**

This Agreement, made this \_\_\_\_ day of October 2024, is by and between the Commissioners of the County of Lincoln, hereinafter called "Commissioners" and the Town of Wiscasset, for the period of July 1, 2024 to June 30, 2025.

**Specifications of the Work to be Performed**

The work to be performed is specified in the attached document, titled "2024-2025 Wiscasset Planning Services" (herein referred to as the "attached plan"). Work will be completed by employees of the Lincoln County Regional Planning Commission (herein referred to as "LCRPC").

**Project Budget**

The total project shall be as specified in the attached plan. The rate of compensation shall be as described. In the attached document titled "2024-2025 Wiscasset Planning Services."

**Method of Payment**

The Town shall pay Lincoln County for tasks and related work products as specified in this Agreement up to the total project budget. Should revisions to the work effort or re-allocation of the budget within the listed tasks be necessary or desirable, the Wiscasset Town Manager shall submit such request in writing, which will be agreed upon by both parties.

The County will invoice the Town quarterly for work completed. Such invoices shall include detail on the work activities completed during the billing period. The Town agrees to process such requests for payment within 30 days of receipt of invoice.

**Termination**

Either party may terminate this Agreement without cause with at least 30 days' notice given to the other party in writing by regular mail, posted to the address of the parties set forth in this agreement.

Commissioners of the County of Lincoln

By: Hamilton Meserve, Chair, Board of County Commissioners

\_\_\_\_\_

And

Town of Wiscasset



**COPY**

By: Dennis Simmons, Town Manager

\_\_\_\_\_

**2024 – 2025 WISCASSET PLANNING SERVICES**

1. Assistance to the Planning Board, the Ordinance Review Committee, the Code Enforcement Officer (CEO), and Town Manager with Site Plan and Subdivision applications and ordinance support.

**\$18,000**

2. Assistance, as needed, to the Planning Board, Select Board, Town Manager, or Economic Development Director on specific projects when land-use planning technical guidance is required.

**\$6,000**

3. Assistance to the Town's Comprehensive Planning Committee on updating Wiscasset's Comprehensive Plan. Such assistance includes, answering questions from the Committee Chair related to process and/or State requirements; assisting with development of the future land use chapter; and guidance for development of the public workshop(s).

**\$6,000**

**Total Contract: \$30,000**

Billing rates: Executive Director, \$66 per hour; Land Use and Transportation Planner, \$59 per hour; Community Resilience Planner, \$59 per hour; Economic and Community Development Planner, \$59 per hour; Intern, \$25 per hour.

 **COPY**



# Town of Wiscasset

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October 1, 2024

Casey Zorn  
Lead by Example Project Coordinator  
Governor's Office of Policy Innovation and the Future  
Community Resilience Partnership  
111 Sewall Street  
Augusta, ME 04330

Dear Casey,

The Wiscasset Selectboard is pleased to submit this letter supporting an application to the Maine Governor's Office Policy Innovation and the Future's Energy Efficiency Planning for Rural Communities Program.

As a rural community with a medium social vulnerability index and a population of 3,724, Wiscasset would be honored to be selected to participate in this program. Wiscasset, a small service center, and the shire town of Lincoln County possess notable infrastructure that supports residents and businesses. However, much of this infrastructure predates Maine Yankee's decommissioning and Mason Station's closure, which had previously provided significant tax relief. With a diminished tax base and aging infrastructure, the Town must explore reducing costs and minimizing the tax burden on its most vulnerable residents.

The community has identified a strategic priority, which the Wiscasset Selectboard formally adopted through a Municipal Climate Change Resolution on February 6, 2024:

**Goal:**

Adopt and implement a plan for energy efficiency and building envelope weatherization improvements in municipal buildings, focusing on preparing the Wiscasset Community Center as a safe shelter during climate emergencies (such as severe storms and power outages).

This program will help us achieve one of the town's strategic climate change priorities by adopting and implementing a plan for energy efficiency and building envelope weatherization improvements in municipal buildings. It will also reduce costs and minimize the tax burden on its most vulnerable residents.

The Town is requesting technical assistance in conducting energy audits, staff training, and the development of an Energy Conservation Implementation Plan for the following town-owned buildings:

- Municipal Office Building (including the Town Office, Fire, EMS, and Police departments)
- Community Center
- Public Works Garage
- Transfer Station
- Airport-FBO Building
- Scout Hall (meeting and training facility)

The Town has already gathered energy and water bills for these properties, and the building managers are enthusiastic about this opportunity.

The Wiscasset Climate Action Team looks forward to engaging the public throughout this process. The community will be invited to attend presentations on the project's benefits, including energy efficiency, electrification, and clean energy initiatives.

If you have any questions, please don't hesitate to contact Dennis Simmons, Town Manager, at (207) 882-8200 or [manager@wiscasset.org](mailto:manager@wiscasset.org).

Sincerely,

Sarah Whitfield  
Chair, Selectboard



# Town of Wiscasset

To: Selectboard  
 Dennis Simmons, Town Manager  
 From: Aaron Chrostowsky, Economic Development Director  
 Re: Letter of Support Lincoln County Affordable Housing ARPA for Planning Projects  
 Date: September 24, 2024

A significant component of economic development is affordable housing. Local businesses and employers, like the town and school, have had difficulty recruiting employees due to the lack of affordable housing in the area, which has contributed to the labor shortage. Employees travel more to work, live in substandard housing, and pay more than they can afford for housing. Abundant data is demonstrating the need for more affordable housing in Lincoln County. According to the county's projections, the Town has the potential for 17 single-family homes, 22 attached single-family homes, 61 multi-family housing units, and 10 accessory dwellings. *Lincoln County Housing Needs Assessment, May 2023*. (I have copies available at the town office and posted on the town website)

At your Tuesday, July 30, 2024, Selectboard meeting, you authorized the town to support my submission of a letter of interest for town planning projects to the Lincoln County Regional Planning Commission for hiring a land-use consultant/ engineering firm to conduct a regulatory analysis and master planning for the Old Ferry Road development.

Lincoln County Regional Planning Commission has reviewed the Town's letter of interest and supporting materials and is interested in the Town's project. (see attached letter)

**I request that Selectboard approve the letter of support for accepting Lincoln County Affordable Housing ARPA Funds to hire a land-use consultant/ engineering firm for planning services for the Old Ferry Road Development.** (see attached letter)

The Old Ferry Road Development is located on 300 acres of former Maine Atomic Yankee Company land along the Back River between Old Ferry Road, Birch Point Road, and Westport Island Bridge Road. The Town desires to develop this property into a *Great American Neighborhood*, which will be planned and designed according to the principles of new urbanism.



### **Overall Project Goals**

This new neighborhood will endeavor to improve the quality of life by making high-quality, affordable housing attainable for many individuals. This will allow individuals to spend less time on their commutes, less money on their housing costs, and be closer to recreational and entertainment pursuits. This project has the following goals:

1. Develop a sense of place and foster a community;
2. Develop a community that provides housing for young people, families, and seniors;
3. Develop a community that serves a variety of income types, including affordable, workforce, and market rate;
4. Develop various housing types, including multi-family, attached, single-family, and accessory dwelling units;
5. Develop a community that strives to be sustainable by using clean energy and green infrastructure principles in the design;
6. Develop a walkable area connected to neighboring recreational and open space assets, including the Chewonki Cushman Preserve and the Town's Old Ferry Road Boat Landing;
7. Develop several parcels for future development for clean energy and technology businesses.

This project will be a public-private partnership between the Town and a private developer(s). The more the Town invests in the project, the more it will help achieve one of this project's key goals: affordability.

The Town's contribution to this project will be staff time, site development, and infrastructure construction, such as sewer, water, roads, and parks. Grants and tax-exempt municipal bonds will be one method of paying for infrastructure costs. Bonds will be paid back by creating a tax increment district (TIF). This project will be built in phases. For example, one developer might build single-family homes in one phase, another might build multi-family homes in another, and another might create a senior living community in another.

Any major decisions regarding this property, such as rezoning, tax increment financing, bonds, specific grants, and land sales, must be made at the Annual Town Meeting.

### **Planning Project Next Steps**

The County will issue a contract to the Town, and we have until December 31, 2026, to use these planning funds.

Once a fully executed contract with the County is complete, the Town will send a Request for Qualifications for a land-use consultant/ engineering firm to conduct a regulatory analysis and master plan.

- **Regulatory or constraints analysis.** Engage a reputable land use planning and/or engineering firm to perform a comprehensive regulatory analysis,

including an updated site survey to understand better existing site conditions, environmental considerations, covenants/restrictions impacting development, regulatory requirements, zoning/allowed uses for the site, sewer/water availability, traffic impacts

- **Master Planning Concepts/Public Engagement.** Following the regulatory analysis, utilize the land use planning and/or engineering firm to perform some master planning work to develop concept site plans and conduct financial proforma analysis likely for phased development of the site. ***This should include a robust stakeholder and public engagement process so the project can hopefully get buy-in from the community and allow residents to understand the development potential and constraints identified through the regulatory analysis.*** Conduct preliminary market analysis on proposed land uses and conceptual site plans.
- **Final Design.** Once consensus around the concept plan is determined, the engaged land use planners and/or engineering firms will develop plan sets for permitting. This would be the first set for each phase of development.

### **Overall Project Next Steps**

- The Town is still awaiting an updated contract from the Forester regarding the **timber harvesting** of the Ferry Road Property. This timber harvest will be the essential first step in the development process; I request that all proceeds from the harvest go to a dedicated special revenue fund to pay for the development costs.
- The Town has engaged the services of a property appraiser to conduct a **property appraisal** for the property.
- LCRPC will submit another grant application for **Brownfield Site Assessment** funds this fall. They have agreed to support our project if grant funds are awarded next year.
- I have been working with the Town Attorney. They are conducting a **title search** and reviewing the town's property foreclosure files to develop a thorough response to the next steps. I am looking forward to giving you a recommendation.

In Conclusion, this development has the potential to be very transformative for the Town of Wiscasset. It could help ***solve a housing attainability crisis*** in the region that hinders employment growth and grow our tax base. I'd ask that you yield some patience; ***good things don't come easy!***

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297 Bath Road  
Wiscasset, ME 04578  
207-882-5983



September 20, 2024

**-VIA EMAIL ONLY-**

Dennis Simmons, Town Manager  
Town of Wiscasset  
51 Bath Road, Town Office  
Wiscasset, ME 04530

Aaron Chrostowsky, Economic Development Director  
Town of Wiscasset  
51 Bath Road, Town Office  
Wiscasset, ME 04530

**RE: Town of Wiscasset's Application to the Lincoln County Affordable Housing ARPA Funds Letter of Interest for Town Planning Projects**

Dear Dennis and Aaron,

Thank you for submitting a Letter of Interest to the Lincoln County Affordable Housing ARPA Funds for Town Planning Projects. **The Review Committee has reviewed your letter and supporting materials and are interested in funding your project.**

Rather than requiring communities to submit a formal application for funds, the Review Committee is connecting with applicants to ask questions about the proposal, request a letter of support from the municipality's select board, and schedule a time to speak by Zoom to discuss the project scope, tasks, and funding/ARPA compliance requirements in more detail.

**For Wiscasset's project we'd like to know more about the following:**

1. **Project Scope and Timing:** Based on your LOI, we understand your project involves:

- \$165,000 - Regulatory Analysis
- \$75,000 - Master Planning and Public Engagement
- \$100,000 - Design Plans and Permitting

---

**TOTAL: \$340,000**

What is your timing for this project? Specifically, how much time is needed for each of these steps? We ask because it is important for you to be aware that ARPA funding for the project scope must be spent by December 31, 2026. That is a tight window in which to complete all three project elements. If the entirety of the project scope cannot be completed within the two year

297 Bath Road  
Wiscasset, ME 04578  
207-882-5983

window we ask that you refine the project elements/funding request to what can be accomplished by December 2026. Any unspent funds by 12/31/2026 will need to be returned to the U.S. Treasury.

2. **Emphasis on Affordable Housing:** We would like to better understand how this project will lead to the development of affordable housing on the Old Ferry Road property (either by the Town or a developer). An ARPA funding contract will include an assurance that this project aims to increase affordable housing in Lincoln County.

**Next steps in the Review Process with Lincoln County include the following:**

1. Please **address in writing the project-specific items listed above** and submit them via email to the Review Committee c/o Emily Rabbe ([erabbe@lcrpc.org](mailto:erabbe@lcrpc.org)).
2. **Contact Emily to schedule a time to speak with the Review Committee.** We anticipate this conversation to be about 45 minutes and offer the following timeslots to choose from:
  - Monday, October 7, 2024 at 11:30AM
  - Monday, October 7, 2024 at 12:30PM
  - Monday, October 7, 2024 at 1:30PM
  - Thursday, October 10, 2024 at 12:00PM ✓
  - Thursday, October 10, 2024 at 1:00PM
  - Thursday, October 10, 2024 at 2:00PM

During the Zoom call we will finalize the project scope and tasks, review ARPA compliance and timelines, discuss the contract process with the County, and how LCRPC can be a resource as you implement your project. Our goal is to have contracts signed by December 1, 2024.

3. **Obtain a letter of support for the project from Wiscasset's Select Board.** We will require this letter to be submitted before a contract is signed.

**An Item to be aware of as it relates to your affordable housing project:**

DECD's Housing Opportunities Program (HOP) is applying for grant funding from the United States Department of Housing and Urban Development Program (HUD). The grant opportunity, known as Pathways to Removing Obstacles to Housing (PRO Housing) appropriates \$100 million in grant funding for the identification of and removal of barriers to affordable housing production and preservation. HUD anticipates awarding funding to up to 30 applicants.

The State of Maine's proposal aims to increase affordable housing production by addressing key barriers and will primarily serve Lincoln and Franklin counties, two counties determined by HUD

297 Bath Road  
Wiscasset, ME 04578  
207-882-5983

as "priority geographies", meaning they have greater housing needs relative to other jurisdictions.

Specifically, Maine's proposal proposes the following three activities:

- \$2,340,000 to create a Pre-Development and Land Acquisition Grant Program in Franklin and Lincoln Counties to jumpstart housing development by providing pre-development and land acquisition grants to affordable housing developers and/or municipalities;
- \$150,000 to create a statewide land use toolkit to provide best practices in land use and zoning to municipalities to increase the development of affordable housing; and
- \$200,000 to conduct a series of statewide housing educational sessions with municipal leaders, land use planners, community members, affordable housing advocates, and affordable housing developers to facilitate productive conversations about the impact of affordable housing in communities.

As part of the application process, DECD's Housing Opportunities Program must hold a public hearing on the draft application. The public hearing will provide an overview of the draft application, a timeline of the grant application process, and an opportunity for public feedback on DECD's proposal. **The hybrid public hearing will be held on Friday, September 27, 2024 from 10:30AM to 12:00PM at LCRPC's office (297 Bath Road, Wiscasset) and on Zoom. We strongly encourage you to attend this public hearing to support this application and the benefits it will provide to Lincoln County, if awarded.** If you need the Zoom link please reach out to LCRPC Staff. DECD will also accept written comments on its draft proposal until 11:59PM on Wednesday, October 9, 2024. To submit written comments, please email [housing.decd@maine.gov](mailto:housing.decd@maine.gov).

We look forward to working with you to advance your project to a signed contract for ARPA funding. If you have any questions before we meet via Zoom please reach out to LCRPC Staff.

Sincerely,



Emily Rabbe  
Executive Director

ER: er

cc: Carrie Kipfer, County Administrator (via email only)  
Curtis Brown, Land Use and Transportation Planner (via email only)  
Laura Graziano, Community Resilience Planner (via email only)

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# Town of Wiscasset

October 1, 2024

 **COPY**

Emily Rabbe  
Executive Director  
Lincoln County Regional Planning Commission  
297 Bath Road  
Wiscasset, ME 04578

Dear Emily,

On Tuesday, October 1, 2024, the Wiscasset Selectboard voted to submit this letter of support to accept Lincoln County Affordable Housing ARPA Funds to hire a land-use consultant/ engineering firm for planning services for the Old Ferry Road Development.

The Town intends to hire a consultant/ engineering firm for planning services to conduct the following:

- regulatory/constraints analysis:
- master/ conceptual planning
- final design

The Old Ferry Road Development is located on 300 acres of former Maine Atomic Yankee Company land along the Back River between Old Ferry Road, Birch Point Road, and Westport Island Bridge Road. The Town desires to develop this property into a *Great American Neighborhood*, which will be planned and designed according to the principles of new urbanism.

This project will be a public-private partnership between the Town and the development community. The more the Town invests in the project, the more it will help achieve one of this project's key goals: affordability.

This new neighborhood will endeavor to improve the quality of life by making high-quality, affordable housing attainable for many individuals. This will allow individuals to spend less time on their commutes, less money on their housing costs, and be closer to recreational and entertainment pursuits. This project has the following goals:

1. Develop a sense of place and foster a community;
2. Develop a community that provides housing for young people, families, and seniors.

3. Develop a community that serves a variety of income types, including affordable, workforce, and market rate.
4. Develop various housing types, including multi-family, attached, single-family, and accessory dwelling units.
5. Develop a community that strives to be sustainable by using clean energy and green infrastructure principles in the design.
6. Develop a walkable area connected to neighboring recreational and open space assets, including the Chewonki Cushman Preserve and the Town's Old Ferry Road Boat Landing.
7. Develop several parcels for future development for clean energy and technology businesses.

If you have any questions, please don't hesitate to contact Dennis Simmons, Town Manager, at (207) 882-8200 or [manager@wiscasset.org](mailto:manager@wiscasset.org).

Sincerely,

Sarah Whitfield  
Chair, Selectboard

 **COPY**



# Town of Wiscasset

Office of the Town Manager

October 1, 2024

To: Wiscasset Select Board

Ref: Town Manager's Report

Two liquor licenses are on the agenda for renewal; Jodie's Café and In A Silent Way. There have been no reported issues with either establishment. Unless something comes up during the public hearing, I recommend approval of both.

Wiscasset Speedway has filed an application for their annual Special Amusement license. Pursuant to Wiscasset Ordinance Article X Miscellaneous Section 1.8 "The Selectmen shall grant a permit unless they find that issuance of the permit will be detrimental to the public health, safety, or welfare, or would violate municipal ordinances, or rules and regulations, articles or bylaws." EMS Chief Bean has commented that she would like to see Speedway provide its own transporting EMS service. In reviewing the calls this season, our EMS responded to four calls. We were able to handle those calls with no loss of service to the rest of our coverage area. I do not feel this rises to the level of being detrimental to the "health, safety, or welfare" of the Town. I do not find where issuing the license violates any other ordinance, rule, regulation, article, or bylaw. Unless something comes up from the public hearing, I recommend approval of the Speedway's Special Amusement license.

At your last meeting, Economic Development Director Chrostowsky requested permission to send a request to MDOT for a traffic safety audit along Route 1. You asked for additional information on the state's work plan for Rt 1, which has been provided in your packet. Most of the work plan is for the airport and state roads other than Rt 1. The "speed reduction pilot" is an error and is not slated for Wiscasset. Also, at the last meeting, concern was raised about the increased traffic and speed along Birch Point Road and the state portion of Old Ferry Road. We have received other complaints about this. I am recommending that the Board approve the two letters to the state requesting traffic safety audits of both roads.

We have received two sewer abatement requests. After a review, I concur with WWTP Superintendent Lalli that both requests meet the necessary criteria and should be approved.

Thanks to Deputy Public Works Director Babcock's diligent work, the Town has secured a Grant-in-Kind of 6 new 8 ft. x 20 ft. boarding floats for our waterfront launch ramps. These floats cost only \$500 each, a mere 10% of the cost of building new ones, and will be a valuable addition to our waterfront facilities. They will be available for us in the spring of 2025, and we will work diligently to have them installed in time for the summer boating season. I ask for your approval to enter into this beneficial agreement.

As they did for the Old Stage Road bridge replacement, MDOT is asking the Select Board to issue an overweight permit for local roads for work on the Wiscasset-Westport bridge. This is a formality as they do not expect to travel or store equipment on any town road during the project. I recommend approval.

We included in this year's budget funds to conduct a needs assessment for Town Office complex and Community Center. Space is tight in both facilities and as the community grows the issue will grow with it. I sent out an RFQ for firms to conduct the assessment. Six bids were received by the September 19<sup>th</sup> deadline. On September 23<sup>rd</sup> a review committee consisting of myself, Public Works



Director Snowden, Parks & Rec Director Gould and Economic Development Director Chrostowsky reviewed and scored the proposals. Three did not meet the criteria for a preference for experience in municipal facilities. Of the three remaining, one was far out of the budget range. The remaining two scored nearly identically. (And they were the only two to tour both facilities.) Both are very capable. For me, the decision comes down to cost. Artifex has provided a figure not to exceed \$45,450. Port City has a proposed figure of \$51,607.50 but did not guarantee there might not be additional reimbursable expenses. I recommend that the Board authorize me to enter into a contract with Artifex for the Needs Assessment Study.

Because everyone is busy, we are a little behind in approving our contract for additional services from the Lincoln County Regional Planning Commission. I continue to be happy with this arrangement and feel we get our money's worth. I recommend that the Board authorize me to sign the Professional Services Contract for FY25.

With the demise of the Johnson Control project, we find ourselves back to square one on improving the energy efficiency of the town facilities. The Governor's Office of Policy Innovation and the Future offers free technical assistance through the Energy Efficiency Planning for Rural Communities Technical Assistance Program. The program offers one-time technical assistance to support Maine communities with energy efficiency planning for publicly owned buildings through energy audits, energy benchmarking training and support, and energy conservation plans. This is not a grant program. The Town does not receive a funding award. We receive the assistance at no cost. They will assist with up to 6 town-owned buildings. A requirement of the application is a Letter of Support from the Select Board. I am recommending that the Board prove the LOS and authorize the Chair sign.

Lincoln County Affordable Housing ARPA Fund; see Economic Development Director Chrostowsky's detailed memo.

The GIS system is still a work in progress. We have identified a few areas that need improvement, but we are getting close to going live.

The design work on the new town website is underway. Preliminary designs and color schemes have been sent and approved. The process will take some time, but we expect to go live in late winter or early fall. It will definitely be an improvement over our current site and easier for us to maintain.

I will be out of the office much of October 2<sup>nd</sup> & 3<sup>rd</sup> attending the Maine Municipal Association conference in Augusta.