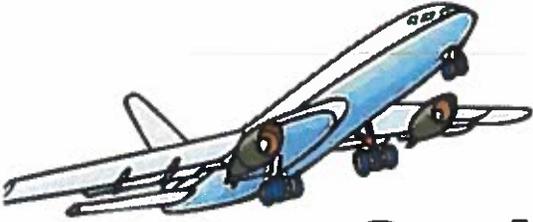


# Town of Pittsfield



## **Capital Budget and Capital Improvement Plan Details Year 2018 With 2003-2017 History**

Introduction

History

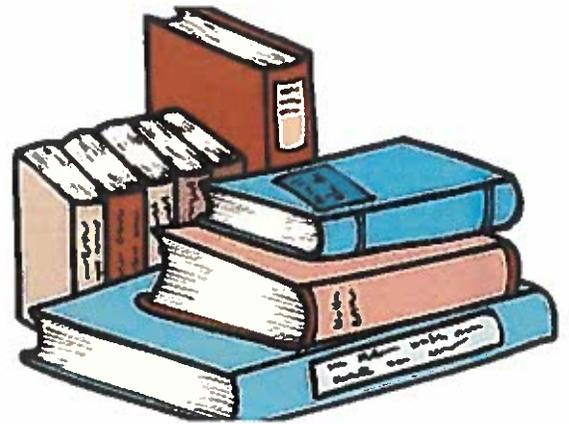
Capital Budget for 2018

2018 Projects

Available Resources

Funding Breakdowns for Year 2018

Conclusion 12/31/2017; Revised for 2020 CIP





# **TOWN OF PITTSFIELD**

## **2018; Revised for the 2020 Book**

### **Capital Budget & Capital Improvement Plan Details**

#### **2018, history from 2003 – 2017\* Update**

#### **A. Introduction:**

The Capital Budget and Capital Improvement Plan (CIP) provide a projection of the Town's capital investment plans over the next five (5) year period. The current year of the CIP becomes the capital budget which is added to each year's operating budget and compliments it. The next four (4) years of the CIP will provide for capital project management and a financing plan for capital investments.

As a fiscal and planning tool, this document allows the Town to monitor the timing and funding of all major capital purchases. Each year, the CIP should be reviewed, keeping in mind the Town's priorities; on-going town, state and federal programs/opportunities; economics; and then adjustments made as necessary. As the history of our capital budgeting is crucial, we have carried forward the 2003 - 2017 capital approvals in this document. In essence, we have twenty (20) years of capital budgeting information. This information will become an invaluable resource in the future. The CIP has already provided extensive assistance to the Town when applying for grants and other funding opportunities. By referring to a comprehensive review of the Town's capital improvement planning, we reflect a long-range emphasis upon the projects that the Town has determined to be important. This is crucial for grant writing and funding opportunities. The staff has referred to this document numerous times during the year.

Items included in a CIP generally have long life spans. All items with a value of \$5,000 or more have been included in the CIP rather than in the Town's budget. The CIP may include capital expenditures which are less than \$5,000 in any one year if they are part of a multi-year project or focus which exceeds that amount. Items that are funded through a CIP generally fall into one of the following four categories:

1. **Equipment and Vehicle Purchases:** Examples include police cruisers, fire trucks and major computer purchases;
2. **Repairs:** Major rehabilitation or repair to a facility or part of a facility which is not viewed as a recurring expense;
3. **Construction:** The construction, addition or expansion of an existing facility; or

**4. Land acquisition: The purchase of land for a public purpose.**

In conclusion, the CIP enables the Town to identify necessary capital projects and coordinate the planning and scheduling of facilities. It should also provide an opportunity to facilitate the implementation of policy decisions by establishing priorities among capital needs which are brought forward for funding. When approved for use, the CIP can be used as a bullet list of the Town Council's vision for long-term capital improvements for the Town.

**B. History:**

In 2003, the Town received over \$2.24 million dollars in requests for the five (5) year CIP. Over \$2 million dollars were placed in the CIP for capital needs. During 2004 - 2017, additional capital requests were received which exceeded \$20.5 million for inclusion in the CIP. Well over \$16.8 million dollars in requests were received for 2018 - 2022. A majority of requests which were of benefit to the Town are depicted on the spreadsheet titled "5 YEAR CAPITAL BUDGET/CAPITAL IMPROVEMENT PLAN 2018 THROUGH 2022 (with History from 2003 - 2017) (*Attachment 1*).

Many of the capital projects are proposed to be funded through the acquisition of grants and other revenue sources. Projects which the Town will be involved in over the years but require alternate funding sources are also listed in the CIP. These projects have been included as the Town will ultimately own them. In general, CIP funding will be through the current year's budget or taxation; special revenue sources such as reserves; grants; and bonds/loans/lease-purchase arrangements.

***2003 capital funding is listed below:***

Police Cruiser	\$ 25,000
Fire Truck(s)	300,000
Highway Sand/Salt Shed Reserve	5,000
Recycling Equipment Reserve	5,000
Theatre Renovations	6,200
Airport Improvements	10,000
Highway Paving	95,000
Highway Reconstruction	47,000
Highway Sidewalks	13,070
Revaluation Reserve	10,000
MB Furnace/Air Conditioning	<u>5,000</u>
<b>Total Projects/Reserves:</b>	<b>\$ 521,270</b>
<b>Funding Breakdown:</b>	
Through 2003 Capital Budget	\$ 208,200
Through Loan (for Fire Truck)	123,000
Through Reserves (\$177,000; \$10,200; \$2,870)	<u>190,070</u>
<b>Total Funding Sources:</b>	<b>\$ 521,270</b>

**2004 capital funding is listed below:**

Police Cruiser	\$ 25,550
Highway Sand/Salt Shed Reserve	5,000
Highway Paving	91,530
Highway Reconstruction	53,580
Recycling Equipment	10,000
Revaluation Reserve	5,000
MB Furnace/Air Conditioning	5,000
Swimming Pool	161,000
Library Façade	5,000
Theatre Boiler	14,500
Cemetery Work	3,750
Industrial Park Expansion	900,000
Park Project	<u>30,000</u>
	<b>\$1,309,910</b>

Total Projects/Reserves: \$1,309,910

Funding Breakdown:	
Through 2004 capital budget	\$ 190,330
Through reserves (\$53,580; \$136,000)	189,580
Through grants (\$800,000; \$20,000)	820,000
Through other revenues/land sales/ fundraising (\$100,000; \$10,000)	<u>110,000</u>

Total Funding Sources: \$1,309,910

**2005 capital funding is listed below:**

Fire Truck Reserve	\$ 15,000
Highway Sand/Salt Shed Reserve	5,000
Highway General Equipment	39,250
Highway Paving	92,000
Highway Sidewalks	16,080
Recycling Equipment	10,000
Revaluation Reserve	5,000
Municipal Building Furnace/ Air Conditioning	5,000
Library Project	5,000
Swimming Pool	10,000
Theatre Renovations	25,000
Cemetery Work	3,750
Highway Grant Match	78,200
Park Projects	200,000
Historical Depot	<u>10,000</u>
	<b>\$ 519,280</b>

Total Projects/Reserves: \$ 519,280

Funding Breakdown:	
Through 2005 capital budget	\$ 190,000

Through loans (\$78,200 for match)	78,200
Through reserves	0
Through grants (\$16,080; \$18,000; \$50,000; \$5,000)	89,080
Through in-kind donations/alternative revenue sources/sales/fundraising/ other (\$7,000; \$150,000; \$5,000)	<u>162,000</u>
<b>Total Funding Sources:</b>	<b>\$ 519,280</b>

***2006 capital funding is listed below:***

Police Cruiser Reserve	\$ 26,100
Fire Truck Reserve	15,000
Highway Sand/Salt Shed Reserve	5,000
Highway General Equipment	30,000
Highway Paving	92,000
Highway Sidewalks	14,580
Recycling Equipment	10,000
Revaluation Reserve	5,000
Municipal Building Furnace/ Air Conditioning	5,000
Swimming Pool	15,000
Theatre Renovations	2,250
Cemetery Work	3,750
Cemetery Mower	7,000
Park Projects	20,000
Airport Safety	300,000
Theatre Grant Opportunities	25,000
Historical Depot	10,000
Library Project	<u>1,300,000</u>

**Total Projects/Reserves: \$1,885,680**

<b>Funding Breakdown:</b>	
Through 2006 capital budget	\$ 190,000
Through loans	0
Through reserves (Highway \$26,100; Airport \$15,000)	41,100
Through grants (Sidewalks \$14,580; Parks \$20,000; Airport \$285,000; Theatre \$20,000; Depot \$10,000; Library \$400,000)	749,580
Through in-kind donations/alternative revenue sources/sales/fundraising/ other (Theatre \$5,000; Library \$900,000)	<u>905,000</u>

**Total Funding Sources: \$1,885,680**

***2007 capital funding is listed below***

Police Cruiser Reserve	\$ 25,650
Fire Truck Reserve	15,000
Fire Utility 5	17,860
Highway General Equipment	42,240

Highway Paving	92,000
Highway Sidewalks	26,000
Recycling Equipment	10,000
Revaluation Reserve	5,000
Municipal Building Furnace/Air Conditioning	5,000
Swimming Pool	10,000
Theatre Safety	2,750
Cemetery Work	3,750
Airport Safety Enhancements	234,800
Airport Apron	659,750
Theatre Grant Opportunities	50,000
Downtown Revitalization	75,500
Library Restoration Project	95,000
	<u>95,000</u>
	\$1,370,300

**Funding Breakdown:**

Through capital budget (2007 budget)	\$ 190,000
Through loans	0
Through reserves (Highway \$42,000; Airport \$44,730; Library \$44,405)	131,135
Through grants (Sidewalks \$26,000; Airport \$849,820; Theatre \$45,000; Downtown Revitalization \$56,750; Library \$47,845)	1,025,415
Through in-kind donations/alternative revenue sources/sales/fundraising/other (Theatre \$5,000;Downtown Revitalization \$18,750)	<u>23,750</u>

**Total Funding Sources:** \$1,370,300

***2008 capital funding is listed below:***

Fire Equipment Reserve	\$ 15,000
Fire Utility 5	17,860
Highway Dump Truck Lease/Purchase	76,000
Highway General Equipment	36,000
Highway Paving	92,000
Highway Construction/Reconstruction	100,000
Highway Sidewalks	13,200
Revaluation Reserve	15,000
Municipal Building Capital	5,000
Library Building Capital	5,000
Theatre Renovations	4,000
Cemetery Mower	7,000
Municipal Parking Lots Repaving	16,940
Fire Station Reserve	5,000
Highway Grant (MDOT Rural Road Initiative)	600,000
Community Center	150,000
Downtown Revitalization	<u>150,000</u>

**Total Projects/Reserves:** \$1,308,000

**Funding Breakdown:**

Through capital budget (2008 budget)	\$ 190,000
Through lease-purchase	76,000
Through loan (Highway Construction/Reconst. \$100,000; Highway/MDOT RRI \$200,000)	300,000

Through reserves (Highway \$42,000)	42,000
Through grants (Highway/MDOT RRI \$400,000 Community Center \$112,500; Downtown Revitalization \$112,500 - all require matches)	625,000
Through in-kind donations/alternative revenue sources/sales/fundraising/other (Community Center \$37,500;Downtown Revitalization \$37,500)	<u>75,000</u>
<b>Total Funding Sources:</b>	<b>\$ 1,308,000</b>

***2009 capital funding is listed below:***

Highway Paving	\$ 87,890
Municipal Parking Lot Repaving	15,000
Highway Mower	10,000
Municipal Building Capital Reserve	5,000
Police Cruiser	23,500
Theatre Renovations	5,000
Revaluation	5,000
Library Capital	5,000
Highway General Equipment	36,000
Fire Department Utility 5	17,860
Fire Equipment Reserve	15,000
Fire Station Reserve	5,000
Fire Engine 1	275,000
Highway - Construction/Reconstruction	50,000
Industrial Park Expansion	90,000
Theatre Grants	20,000
Historical Depot	10,000
Community Center	120,000
Downtown Revitalization	150,000
Energy Conservation	<u>100,000</u>
<b>Total Projects/Reserves:</b>	<b>\$1,045,250</b>
<b>Funding Breakdown:</b>	
Through capital budget (2008 budget)	\$ 190,000
Through loan (Fire Engine 1 \$275,000; Highway Construction/Reconst. \$50,000)	325,000
Through reserves (Highway Paving \$35,250; Police Cruiser \$5,000)	40,250
Through grants (Theatre \$15,000; Historical Depot \$10,000; Community Center \$90,000; Downtown Revitalization \$112,500; Energy Conservation \$75,000 - all require matches)	302,500
Through in-kind donations/alternative revenue sources/sales/fundraising/other (Industrial Park \$90,000; Theatre \$5,000; Community Center \$30,000; Downtown Revitalization \$37,500; Energy Conservation \$25,000)	<u>187,500</u>
<b>Total Funding Sources:</b>	<b>\$1,045,250</b>

**2010 capital funding is listed below:**

Police Cruiser	\$ 26,650
Fire Equipment	15,000
Highway Sander	15,500
Highway Bulldozer	25,000
Highway General Equipment	36,760
Highway Paving	92,000
Highway Capital	50,000
Highway Sidewalks	21,590
Municipal Building Capital	5,000
Library Capital	5,000
Cemetery Mower	7,000
Parking Lots	20,000
Fire Station Capital	5,000
Highway Waste Oil Furnace	7,500
Industrial Park Addition (Phase II)	100,000
Airport Safety	300,000
Airport Apron Expansion	400,000
Theatre Grants	17,710
Energy Conservation	<u>100,000</u>
<b>Total Projects/Reserves:</b>	<b>\$1,249,710</b>
<b>Funding Breakdown:</b>	
Through capital budget (2010 budget)	\$ 190,000
Through loan (Highway Paving \$92,000; Highway Construction/Reconst. \$50,000)	142,000
Through reserves (Airport \$35,000)	35,000
Through grants (Airport \$665,000; Industrial Park Expansion \$100,000; Theatre \$17,710; Energy Conservation \$100,000 - all require matches)	882,710
Through in-kind donations/alternative revenue sources/sales/fundraising/other	<u>0</u>
<b>Total Funding Sources:</b>	<b>\$1,249,710</b>

**2011 capital funding is listed below:**

Municipal Parking Lot Repaving	\$ 20,000
Highway Reconstruction	50,000
Recycling Equipment	20,000
Waste Transporter	20,000
Library Capital	5,000
Highway General Equipment	20,000
Highway Bulldozer	35,000
Fire Department Equipment	15,000
Fire Station Reserve	5,000
Highway Paving	123,000
Highway Sidewalks	17,000
Airport Safety	300,000
Airport Hanger	170,000
Historical Depot	<u>10,000</u>

Total Projects/Reserves:	\$810,000
Funding Breakdown:	
Through Capital Budget (2011 Budget)	190,000
Loans (Highway \$123,000)	123,000
Reserves: (Airport \$23,500)	23,500
Grant Funding (Sidewalks \$17,000 Airport \$446,500)	463,500
Other (Historical Depot \$10,000)	<u>10,000</u>
Total Funding Sources:	\$810,000

***2012 capital funding is listed below:***

Police Cruiser	\$ 26,650
Fire Equipment	15,000
Fire Apparatus	375,000
Highway Loader	35,000
Highway General Equipment	35,850
Highway Paving	92,000
Highway Reconstruction	50,000
Highway Sidewalks	17,000
Waste Transporter	10,000
Recycling Forklift	30,000
Library Capital	5,000
Cemetery Mowers	7,500
Parking Lots	20,000
Fire Station Capital	5,000
Airport Hangers	<u>168,740</u>
Total Projects/Reserves:	\$ 892,740
Funding Breakdown:	
Through capital budget (2012 budget)	\$ 190,000
Through loan (Fire Apparatus \$375,000; Highway Paving \$92,000; Highway Construction \$50,000)	517,000
Through Reserves (Sidewalks \$5,000; Airport \$8,440)	13,440
Through grants (Sidewalks \$12,000; Airport \$160,300)	172,300
Through in-kind donations/alternative revenue sources/sales/fundraising/other	<u>0</u>
Total Funding Sources:	\$ 892,740

***2013 capital funding is listed below:***

Police Cruiser	\$ 28,150
Highway Loader	35,000
Highway General Equipment	3,850
Highway Paving	110,000

Waste Transporter	100,000
Recycling Forklift	5,000
Library Capital	5,000
Highway Waste Oil Furnace	3,000
Airport Apron Expansion	650,000
Theatre Renovations/Revitalization	50,000
Historical Depot	<u>75,000</u>

Total Projects/Reserves: \$1,065,000

Funding Breakdown:	\$1,065,000
Through Taxation	190,000
Through Lease/Purchase (Waste Transporter \$100,000)	100,000
Through Reserves (Airport)	16,250
Through Grant Funding (Airport \$633,750; Historical Depot \$75,000)	708,750
Through Other (Theatre \$50,000)	50,000

*2014 capital funding is listed below*

Highway Loader	\$ 35,000
Highway General Equipment	5,000
Highway Paving	100,000
Highway Construction/Reconstruction	100,000
Highway Sidewalks	75,000
Waste Transporter	30,000
Recycling Equipment	20,000
Library Capital	5,000
Airport Hangers	200,000
Theatre Renovations/Revitalization	363,500
Historical Depot	75,000
Downtown Revitalization	250,000
Energy Conservation	<u>100,000</u>

Total Projects/Reserves: \$1,358,500

Funding Breakdown:	\$1,358,500
Taxation	190,000
Lease/Purchase (Waste Transporter \$30,000)	30,000
Loan (Highway Construction/Reconst.)	100,000
Reserves (Airport)	5,000
Grant Funding (Airport \$195,000; Theatre \$283,500; Historical Depot \$75,000; Downtown Revitalization \$250,000; Energy Conservation \$100,000)	903,500
Other Revenues (Theatre \$80,000; Ec Dev Fund \$50,000)	130,000

**2015 capital funding is listed below:**

Police Cruiser	\$ 34,000
Fire Equipment	15,000
Highway Loader	20,000
Highway Paving	105,000
Highway Construction/Reconstruction	75,000
Highway Sidewalks	25,000
Recycling Forklift	5,000
Library Capital	5,000
Airport Improvement	5,000
Municipal Parking Lots	40,000
Fire Station Capital	5,000
Airport Safety Enhancements	300,000
Airport Hangers	170,000
Theatre Renovations/Revitalization	110,000
Historical Depot	<u>31,000</u>
<b>Total Projects/Reserves:</b>	<b>\$ 945,000</b>
<b>Funding Breakdown:</b>	<b>\$ 945,000</b>
Taxation	190,000
Loans (Highway Reconstruction \$75,000; Sidewalks \$25,000)	100,000
Lease/Purchase	0
Reserves (Police Cruiser \$4,000; Municipal Parking Lots \$40,000)	44,000
Grant Funding (Airport Safety \$300,000; Hangers \$170,000; Theatre \$100,000; Historical Depot \$31,000)	601,000
Other (Theatre Donations \$10,000)	10,000

**2016 capital funding is listed below:**

Police Cruiser	\$ 30,000
Fire Equipment	15,000
Fire Engine 1	700,000
Highway General Equipment	35,000
Highway Paving	75,000
Highway Construction/Reconstruction	25,000
Highway Sidewalks	25,000
Municipal Building Capital	5,000
Library Capital	5,000
Theatre Renovations	11,000
Cemetery Mower	7,000
Municipal Parking Lots	11,000
Fire Station Capital	5,000
Highway Bridge/Culvert Repairs	120,000
Highway Bulldozer	40,000
Highway Bushhog/Vegetation Removal	91,000
Highway Grant Projects	300,000
Theatre Renovations/Revitalization	50,000
Downtown Revitalization	<u>50,000</u>
<b>Total Projects/Reserves:</b>	<b>\$1,600,000</b>

<b>Total Projects/Reserve Funding of</b>	<b>\$1,600,000</b>
<b>Funding Breakdown:</b>	
Taxation	165,000
Loans (Fire Engine 1 \$700,000; Highway Bridge \$120,000; Highway Bush hog Veg. Removal \$91,000; Paving \$75,000)	986,000
Lease/Purchase	0
Reserves (Cruiser \$2,000; Highway Grant Match \$75,000; Highway Dozer \$40,000; Cemetery Mower \$5,000 & \$2,000)	124,000
Grant Funding (Highway Project \$225,000; Theatre Grant \$37,500; Downtown Revit. \$37,500)	300,000
Other (Theatre Donations \$12,500; Downtown Revit. Donations \$12,500)	25,000

*2017 capital funding is listed below:*

Highway General Equipment	\$ 65,000
Waste Transporter	15,000
Municipal Building Capital	5,000
Library Capital	5,000
Theatre Renovations	10,000
Fire Station Capital	5,000
Park Projects	30,000
Airport Hangers	300,000
Theatre Revitalization	216,000
Community Building	100,000
Downtown Revitalization	50,000
Town Celebration	<u>15,000</u>
<b>Total Projects/Reserves:</b>	<b>\$ 816,000</b>
<b>Total Projects/Reserve Funding of</b>	<b>\$ 816,000</b>
<b>Funding Breakdown:</b>	
Taxation	105,000
Loans	0
Lease/Purchase	0
Reserves/Special Revenues (Town Celebration)	15,000
Grant Funding (Parks \$30,000; Theatre \$50,000; Community Bldg. \$50,000; Downtown Revitalization \$50,000)	180,000
Other (Community Bldg. \$50,000; Airport Hangers \$300,000; Theatre \$166,000)	516,000

Please note that this is a planning document only and does not mean that the Town will be raising funds, issuing debt or using reserve funding for every one of the projects listed for consideration in the CIP. All requests by department heads to issue debt through loans and lease-purchase options must be presented to the Town Council, be thoroughly reviewed, scheduled for public hearing with appropriate loan documents prepared and a loan application or lease-purchase application compiled. Issuing debt for a town is a complicated process requiring a thorough review and takes 3-6 months to complete. The process contains considerable checks and balances - as it should - as this is an important step for a Town to undertake.

The CIP does provide an excellent mix of very important projects to consider for funding. Certainly, having one master list for general projects has been extremely helpful. In addition, capital projects to be considered for funding for water and sewer infrastructure improvements are listed separately in *Tab 7*. Considerable time and efforts were spent in 2009 - 2017 to acquire funding for needed capital infrastructure projects, especially several projects that had accumulated over the last few decades.

For your background, I have included as *Attachment 2* a copy of the Town's Indebtedness (Bonds, Notes and Lease/Purchase Agreements) for the period 2002-2040. As a historical document, we have kept the repayment schedule intact for the years 2002 -2017 rather than delete payments from the chart.

### C. Capital Budget for 2018

The following projects are recommended for funding in 2018:

Police Cruiser	\$ 37,000
Fire Equipment	100,000
Highway General Equipment	35,000
Recycling Equipment	8,000
Municipal Building Capital	5,000
Library Capital	5,000
Theatre Renovations	10,000
Fire Station Capital	5,000
Highway Grant Match	200,000
Industrial Park	300,000
Theatre Revitalization	50,000
Community Building	100,000
Downtown Revitalization	50,000
Town Celebration	<u>10,000</u>
 Total Projects/Reserves:	 \$ 915,000

Total Projects/Reserve Funding of	\$ 915,000
Funding Breakdown:	
Taxation	105,000
Loans (Fire SCBA)	100,000
Lease/Purchase	0
Reserves/Special Revenues (Town Celebration)	10,000
Grant Funding (Highway \$200,000; Industrial Park \$200,000)	400,000
Other Funding (Industrial Park \$100,000; Theatre \$50,000; Community Center \$100,000; Downtown Revitalization \$50,000)	300,000

**D. Background:**

Details on the requested projects are as follows, utilizing the reference number from the CIP Excel Spreadsheet, page 1:

**1. Police Cruiser:** The Capital Plan schedules the replacement of a police vehicle two years in a row, then skips one year. In 2012 and 2013, cruisers were purchased. A purchase was then not included in 2014. A purchase took place in 2015 which ultimately totaled \$29,049.20 including the trade-in. The purchase planned for 2016 resulted in a total cost of \$27,627.00. Please see *Attachment #3* for a list of current vehicles. A portion of the remaining funds in the capital reserve should be kept in case major vehicle repairs are incurred during the year which the regular police budget is unable to cover. The funds available in the reserve as of 09/30/2017 are \$8,547.35. For 2018, budget \$37,000 in tax dollars which includes the vehicle, equipment replacement, installation of the lap top computer, new cage and new lightbar.

**3. Fire Equipment:** The proposed use of this reserve is for equipment and fire truck repairs. The Town's vehicles are getting older and maintenance is more frequent now. Maintenance on older vehicles is often quite expensive. The Fire Department's Inventory is included in *Attachment #4*. The NFPA 1901 Annex D (Automotive Fire Apparatus) 1991 STD requires that any vehicles not meeting this standard be replaced or refurbished. The Fire Department had concentrated upon a focus of replacement of a fire truck in 2005 through a study committee. The purchase of the used 2003 Pierce Dash 1500 G.P.M. Triple Combination Pumper for \$285,000 has greatly improved the fleet. In 2011, the Fire Department proposed the purchase of a response vehicle to the interstate and other locations. The purpose of this request was for response and to lower the wear and tear on larger vehicles that will often get to the scene and return to the station as the Fire Department is not needed. The purchase of the 2007/2008 Ford F-650 was authorized in the amount of \$120,330. Since the purchase of

these two vehicles, funds are being put away for major repairs and maintenance which are not scheduled through the budget due to their size. In 2017, a new Pumper and used Aerial Device were approved in an amount to not exceed \$750,000 in total. The Pumper was purchased as a lease-purchase and arrived in 09/2017. As of 09/30/2017, the reserve had a balance of \$58,362.88. The Fire Chief reports this year that new SCBA are needed. As enough funds do not exist in the reserve for this project, a loan will be required to pay for 20 SCBA units with a spare bottle. For 2018, allocate \$100,000 to be designated as a loan for the replacement of SCBA to meet the updated NFPA requirement and to reduce the maintenance of the current units.

11. Highway General Equipment: The funding of public works equipment is very important given the age of some of the trucks/equipment and the need to begin to address the possibility of additional winter highway maintenance in the future. Please see *Attachment #3* for a listing of highway equipment. It is recommended that the Town continue funding a general equipment account to upgrade the town's equipment over a multi-year period based upon the Town's finances. The 1 Ton Truck was next on the list to be replaced due to its age and its high usage. It is important for the Town to keep enough funding in the reserve in order to replace a Dump Truck/Sanding Truck if needed. At some point in the future if it is determined that the Town will need to start taking on some or all of the plowing, additional equipment will be required. Updating the Town's two trucks with new plows and wings was estimated at \$102,666 in 2007. This would provide the ability to plow 2 of the 5 routes. Used equipment may be available which would reduce the cost. If three additional trucks were purchased with applicable equipment, the cost was estimated at \$309,833. This would provide enough equipment to plow all 5 routes. Again, used vehicles and equipment would lower the estimated cost. By placement on the CIP, the Town may want to review a loan and/or utilize current reserve funding rather than build the fund over the years through budget allocations. A combination of possibilities are available. The bottom line is that the public works fleet is aging and funding is required to (1) begin to replace critical pieces of equipment and (2) provide the Town with the opportunity to build funding toward necessary upgrades for winter highway sanding and plowing in case the Town is required to perform these services at some point in the future. As a further note, it should be mentioned that the 4X4 truck, that was to be replaced in 2007, deteriorated fast and was replaced from this fund. The multi-year allocation has been listed at anywhere from \$3,850 to \$42,240 for several years keeping in mind that the fleet is getting older with more problems being experienced. In late 2017, the Public Works Foreman estimated that \$172,000 would be needed to outfit the trucks with plows to make the change over to both plowing and sanding by the Town. As of 09/30/2017, the Highway General Equipment Reserve contained \$117,204.71 with an allocation of \$65,000 from the 2017 Capital Budget. Encumbrances included the cost of \$35,869 for a new Dump/Sander Body for one of the Sanding trucks. The total available as of 09/30/2017 including the new encumbrance is

\$146,335.71. Reserve funding was spent for a number of pieces of equipment during 2017. For 2018, allocate funding for taking care of repairs and large maintenance issues as well as placing funding toward the transition of plowing by the Town. Recommend an allocation in the Budget of \$35,000 for 2018.

**16. Recycling Equipment:** This reserve was funded in the early-mid 2000's and in 2011. The past allocations were budgeted to save funds over the years for the replacement of one (1) vertical baler and two (2) roll-off containers. Both vertical balers at the facility were 25+ years old and the structural integrity of the steel box was beginning to be an issue. It is recommended that we budget funds for two (2) years for 2 solid waste 50-yard cans and a glass crusher for the Recycling Center. The cans are needed to replace aging deteriorated cans and the glass crusher will assist with the use of the glass for re-use in road projects. As of 09/30/2017, this reserve had \$65,929.43 available. Recommend budgeting \$8,000 for 2018.

**19. Municipal Building Capital:** In 2005, the Town was wise to create a new reserve to begin planning for upcoming repair work for the heating/cooling system, elevator and roof. For 2002, the Town spent over \$700 in repairs to just the cooling system. The building's furnace for the fire station, police station and downstairs restrooms/hallways required a variety of testing and repairs in 2005 and ultimately was replaced in 2011 through a grant award. The heating and cooling system requires consistent maintenance for the town office and council chambers. The elevator required over \$1,400 in repairs in 2006. Repairs to the roof over the Municipal Building, Police Station and Fire Station cost \$3,622 in 2007. The Town budgeted Year 8 of an 8-year plan in 2010 for the building. Due to other municipal needs, the Town did not put away allocations in 2011 through 2015. Given the cost of repairs and how a number of items will need to be addressed in the future, this plan should begin again. Funds have been utilized for a hydraulic valve of the elevator to stop an oil leak and to improve the mechanical movement in the amount of \$5,691.00. As of 09/30/2017, the Municipal Building Capital Reserve had a balance of \$21,194.34 plus \$5,000 in the 2017 capital budget allocation to be transferred to the reserve for a total of \$26,194.34. The next project to start saving money for is the Municipal Building/Fire Station Roof. Currently, the roof has been patched in several areas. However, the entire roof needs to be reviewed for a plan of action as it is now 40 years old. For 2018, recommend an allocation of \$5,000 in the budget.

**21. Library Capital:** This is a continuing multi-year allocation. This account is created for regular maintenance projects for the Library so that it remains in good condition after the restoration project. A plan for regular maintenance will help to preserve the library's condition and prevent deterioration in the future. Examples of projects include painting the exterior trim every five years; painting the interior trim every ten years; carpet/flooring replacement every ten years; roof inspection every two years; roof repair every ten years; and inspection

and/or repair of masonry every ten years. The account was doing well until water damage from a necessary chimney repair was discovered and needed to be repaired. The Library had building and maintenance needs consisting of a leak that was repaired and sealing up areas in the attic. In 2016, \$1,460 was utilized to repair the leaks on the library roof and up to \$1,000 to clean and seal the library sidewalk pavers. As of 09/30/2017, the Library Capital Reserve had \$26,308.14 plus \$5,000 in the 2017 capital budget allocation to be transferred to the reserve for a total of \$31,308.14. For 2018 recommend an allocation of \$5,000 in the budget.

**23. Theatre Renovations:** The Town needs to continue with the rehabilitation of the Pittsfield Community Theatre. After the installation of the digital projector and sound system that were required to convert from film to digital to stay open, several small fundraising projects took place. The Town was fortunate to be chosen for the Bangor Savings Bank Community Matters More Campaign which provided the Town with enough funding along with fundraising efforts to be able to put out a request for proposals for an Assessment of the Theatre. This Assessment included a review of current conditions, recommendations for improvements, budget figures for the improvements and a write-up, which can be utilized to apply to foundations and other funding organizations as part of a new capital campaign when time can be dedicated to this complicated project. In the meantime, the marquee roof was found to be leaking considerably and was repaired. A maintenance contract has been set up on a yearly basis in order to review the roof for preventive maintenance to conduct repairs of fragile areas. A budget allocation of \$10,000 is available in the 2017 Capital Budget to add to the balance as of 09/30/2017 of \$11,089.24 for a total of available funds of \$21,089.24. For 2018 recommend an allocation of \$10,000 in the budget in order to address repairs at the theatre, including any extensive patching of the roof/s which is needed.

**29. Fire Station Capital:** It had been clear that little work had been completed in the Fire Station for the decades prior to the 2000's. Projects that have been discussed in the past included painting; repair to doors; repair to lights outside the Fire Station; and interior lights replacement (the Town's share of a grant project). In 2008, the Town participated in the Efficiency Maine Program which provided rebates for new more efficient light fixtures. As part of the Energy Rehabilitation Project for the Municipal Building in 2011, new overhead doors were installed as well as the new energy efficient furnace. Other work will be needed in the Fire Station. This should continue to be a multi-year allocation to address capital repairs and enhancements in the Fire Station. As of 09/30/2017, the Fire Station Capital Reserve had \$23,940.42 plus an allocation from the 2017 capital budget of \$5,000 to be transferred to the reserve for a total of \$28,940.42 available. For 2018, recommend an allocation of \$5,000 in the budget.

**35. Highway Grant Match:** In the past, the Town has been fortunate to have submitted successful grant applications for capital road work. While grant opportunities have not been available for several years, it would be proactive to list highway grant projects in case an opportunity does become available in the near future. For 2018, list this project in the CIP for \$200,000.

**37. Industrial Park:** The Industrial Park is fully built out. The Industrial Park Expansion was built in 2010 and has smaller lots available of which two have been sold. The Town was fortunate to have been awarded a federal stimulus grant for the Industrial Park Expansion. As work may be needed in the original Industrial Park or the Industrial Park Expansion, this item has been placed on the Capital Improvement Plan as a proactive item only. In addition, if grant funding ever becomes available for roadwork in the Industrial Park, the Town would want to be ready to automatically apply for this funding. For 2018, list the project in the CIP for \$300,000.

**42. Theatre Revitalization:** When the Theatre Capital Campaign was kicked off late 2008/early 2009, a renewed emphasis was placed upon researching grant opportunities. Through 2015, only non-capital opportunities have been located for programming. The Town was fortunate that fundraising efforts had resulted in raising nearly all the funds needed for the purchase of the required upgrade of the projector to digital as required by the movie industry. This purchase was made in 2013. Capital funding is definitely needed for the theatre. As noted above a small Theatre Renovations Reserve is recommended for necessary repairs to keep the theatre going until the revitalization project can be undertaken. The Town commissioned an Assessment of the Theatre which included a review of current conditions, recommendations for improvements, budget figures for the improvements and a write-up which can be utilized to seek funding through a new capital campaign. This project is complex and it is unique as this is the only municipally owned and operated movie theatre in the State. The 2016 Theatre Assessment performed by a historic architect totaled an estimated \$780,000. The CIP allocation for this capital project is recommended at \$50,000 for 2018.

**44. Community Building:** While a Community Center is beyond the means of a medium sized community, grant funding and/or donations may be available in the future for a Community Building rental/lease/usage for a few rooms for a Teen Center/Senior Center/other community uses. Recommend listing \$100,000 in the CIP for 2018 in case an opportunity does arise.

**45. Downtown Revitalization:** As the Town is not eligible for regular Community Development Block Grant funding, the major downtown revitalization program utilized in the State is not available. Other funding sources need to be obtained. Until 2017, grant opportunities had not been located. As new unique funding sources or creative methods must be located to update the downtown's

infrastructure, this project is in the CIP. This project will also promote preservation of the downtown. The antique lighting and sidewalks require rehabilitation or replacement. The sidewalks have buckled for years and are very expensive to replace. Benches, signing, hangings for greetings and bike racks could be added depending upon the funding source for low-cost enhancements while the Town works toward the large cost improvements. The Town was amazingly fortunate to have been chosen to complete a Community Development Block Grant Economic Development Phase II Project Development for a \$500,000 Main Street Sidewalk Project which includes replacement of the Town owned Streetlights in the downtown. Recommend listing \$50,000 on the CIP for 2018 for Downtown Revitalization for other projects.

**48. Town Celebration:** This is the second year of a Special Revenue account for the upcoming 200<sup>th</sup> Anniversary in June 2019. It is recommended that we utilize funding from the Town's Economic Development Fund. Up to \$25,000 is available as the remainder of the balance in the Fund is encumbered. A committee was created with plans proposed for the future which will determine the exact budget. For 2018, recommend an allocation on the CIP of \$10,000 from the Town's Economic Development Fund. The Committee is looking at fundraising plans and grant opportunities might also become available, therefore, an allocation from Other Funds will be added in 2019 for \$15,000. For 2018, recommend an allocation on the CIP of \$10,000 from Special Revenues.

#### **E. Available Resources:**

The Town has been fortunate to have been able to accumulate cash reserves in a number of areas to assist with the community's current and future capital needs (*See Attachment #11 and Attachment #12*).

**\*Note:** *Attachment #11 - #12* do not include cemetery reserves, loan funds, PEEC funds, or other miscellaneous accounts such as minor grant funds and donations. *Attachment #13* lists donations and other dedicated funds that are available for specific projects. Funding remaining from approved 2017 capital projects is highlighted on *Attachment #14*. Normally, more draws from some of the budget lines will take place over the remaining months of 2017. Then at the end of the year, any remaining funds in the budget are transferred to the Reserve Accounts. In 2009, funds were frozen due to economic conditions and very low revenue collections. In 2010 - 2016, the Town was able to transfer the funds to the reserves. In 2017, it is hoped that the Town will be able to again transfer budgeted funds.

**F. Funding Breakdowns for the CIP:**

**Year 2018:**

Total Projects/Reserve Funding of	\$ 915,000
Funding Breakdown:	
Taxation	105,000
Loans (Fire SCBA)	100,000
Lease/Purchase	0
Reserves	0
Special Revenue (Town Celebration)	10,000
Grant Funding (Highway \$200,000	
Industrial Park \$200,000)	400,000
Other Funding (Industrial Park	
\$100,000; Theatre \$50,000;	
Community Center \$100,000;	
Downtown Revitalization \$50,000)	300,000

**Totals for Years 2003-2017; 2018:**

Funds from Taxation:	\$2,863,530
Funds from Reserves/Special	
Revenues:	920,325
Funds from Loans/Lease-Purchase:	3,100,200
Funds from Grants:	8,223,335
Funds from Other Resources:	<u>2,504,250</u>

**Grand Total: \$17,611,640 TOTAL HISTORY  
2003 - 2018**

FOR HISTORICAL PURPOSES ONLY  
 MOVED FROM THE ORIGINAL 2018-2022 CAPITAL IMPROVEMENT PLAN  
 REVISED FOR THE NEW 2019 - 2023 CAPITAL IMPROVEMENT PLAN  
 SEE PAGE 19 FOR THE TOTAL HISTORY OF THE CIP YEARS 2003 - 2018

Year 2019:

Total Projects/Reserve Funding of	\$ 934,000
Funding Breakdown:	
Taxation	169,000
Loans (Highway Paving \$150,000; Highway Reconstruction \$150,000)	300,000
Lease/Purchase	0
Reserves	0
Grant Funding (Downtown Revitaliz. \$112,500; Energy Conservation \$225,000)	337,500
Other Funding (Downtown Revitaliz. \$37,500; Energy Conservation \$75,000; Town Celebration \$15,000)	127,500

Year 2020:

Total Projects/Reserve Funding of	\$1,145,000
Funding Breakdown:	
Taxation	90,000
Loans (Highway Dump Truck \$130,000; Fire Engine 3 \$275,000)	405,000
Lease/Purchase	0
Reserves	0
Grant Funding (Industrial Park \$300,000; Historical Depot \$50,000)	350,000
Other Funding (Library Renovations \$300,000)	300,000

Year 2021:

Total Projects/Reserve Funding of	\$ 996,000
Funding Breakdown:	
Taxation	221,000
Loans (Highway Paving \$150,000; Sidewalks \$25,000)	175,000
Lease/Purchase	0
Reserves	0
Grant Funding (Highway \$200,000; Airport Safety \$200,000; Community Blge. \$100,000; Downtown Revitaliz. \$100,000)	600,000

Other Funding 0

**Year 2022:**

Total Projects/Reserve Funding of	\$ 567,000
Funding Breakdown:	
Taxation	105,000
Loans (Highway Paving \$100,000; Highway Road Const. \$150,000)	250,000
Lease/Purchase (PW Truck)	212,000
Reserves	0
Grant Funding	0
Other Funding	0

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**Totals for Years 2003-2017; 2018-2022:**

Funds from Taxation:	\$3,448,530
Funds from Reserves/Special Revenues:	920,325
Funds from Loans/Lease-Purchase:	4,442,200
Funds from Grants:	9,510,835
Funds from Other Resources:	<u>2,931,750</u>
<b>Grand Total:</b>	<b>\$21,253,640</b>

**G. Conclusion:**

The attached CIP document as well as the annual submission of requests for projects and/or reserve funding is extremely valuable in solid planning for capital infrastructure. The use of reserve funding which the Town has been putting away for years, as well as a yearly review of the necessity of each of the reserve funds, is crucial. The Town will continuously monitor its capital program for the most efficiency and effectiveness through the annual budgeting process and reviews through the year.

Original: 10/31/2002; Updated: 12/31/2002;  
Updated: 10/28/2003; Updated: 10/27/2004;  
Updated: 10/22/2005; Updated: 10/23/2006;  
Updated: 10/26/2007; Updated: 10/24/2008;  
Updated: 10/17/2009; Updated: 10/16/2010;  
Updated: 10/22/2011; Updated: 10/20/2012;  
Updated: 10/13/2013; Updated: 10/12/2014;  
Updated: 10/12/2015 & 10/24/2015;  
Updated: 10/15/2016  
Updated: 10/15/2017  
Revised: 10/19/2018



16 YR HISTORY

CAPITAL BUDGET/CAPITAL IMPROVEMENT PLAN 2003-2018

#	CAPITAL PROJ	DEPT #	2003	2004	2005	2006	2007	2008	2009*	2010	2011
1	Police Cruiser	(05-10)	\$25,000.00	\$25,550.00		\$26,100.00	\$25,850.00		\$23,500.00	\$26,850.00	
2	Fire Truck(s)*	(05-15)	\$300,000.00								
3	Fire Equip.	(05-15)			\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00
4	Fire Engine 1	(05-15)							\$275,000.00		
5	Fire Engine 3	(05-15)									
6	Fire Utility 5	(05-15)					\$17,860.00	\$17,860.00	\$17,860.00		
7	Highway S/S Sh	(10-05)	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00					
8	Highway Dump Tr	(10-05)						\$78,000.00			
9	Highway Sander	(10-05)								\$15,500.00	
10	Highway Loader	(10-05)								\$25,000.00	\$35,000.00
11	Hway Gen Eq	(10-05)			\$39,250.00	\$30,000.00	\$42,240.00	\$38,000.00	\$36,000.00	\$38,760.00	\$20,000.00
12	Hway Paving	(10-05)	\$95,000.00	\$91,530.00	\$92,000.00	\$92,000.00	\$92,000.00	\$92,000.00	\$87,890.00	\$92,000.00	\$123,000.00
13	Hway Reconst	(10-05)	\$47,000.00	\$53,580.00				\$100,000.00	\$50,000.00	\$50,000.00	\$50,000.00
14	Hway Sidewalks	(10-05)	\$13,070.00		\$16,080.00	\$14,580.00	\$26,000.00	\$13,200.00		\$21,590.00	\$17,000.00
15	Waste Transport	(15-05)									\$20,000.00
16	Recycling Eq	(15-10)	\$5,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00				\$20,000.00
17	Recycling Forklift	(15-10)									
18	Revaluation	(01-25)	\$10,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$15,000.00	\$5,000.00		
19	Mun Bldg. Cap.	(01-40)	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	
20	Swimming Pool	(25-05)		\$161,000.00	\$10,000.00	\$15,000.00	\$10,000.00				
21	Library Capital	(25-10)		\$5,000.00				\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
22	Theatre Safety	(25-10)					\$2,750.00				
23	Theatre Renov	(25-15)	\$6,200.00			\$2,250.00		\$4,000.00	\$5,000.00		
24	Theatre Boiler	(25-15)		\$14,500.00							
25	Airport Improve	(20-05)	\$10,000.00								
26	Cemetery Work	(10-15)		\$3,750.00	\$3,750.00	\$3,750.00	\$3,750.00			\$7,000.00	
27	Cemetery Mow	(10-15)				\$7,000.00					
28	Parking Lots	(01-40)						\$7,000.00	\$16,940.00	\$15,000.00	\$20,000.00
29	Fire Station Cap	(05-15)						\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
30	Highway Mower	(10-10)							\$10,000.00		
31	Hway Waste Oil	(10-10)								\$7,500.00	
	Grants/Capital										
35	Hway Grant Mat	(10-05)			\$78,200.00						
36	Hway Grant	(10-05)						\$600,000.00			
37	Industrial Park	(01-45)		\$900,000.00					\$90,000.00	\$100,000.00	
38	Park Projects	(10-10)		\$30,000.00	\$200,000.00	\$20,000.00				\$300,000.00	\$300,000.00
39	Airport Safety	(20-05)				\$300,000.00	\$234,800.00			\$400,000.00	
40	Airport Apron	(20-05)					\$659,750.00				
41	Airport Hangers	(20-05)									\$170,000.00
42	Theatre Revital.	(25-15)			\$25,000.00	\$25,000.00	\$50,000.00		\$20,000.00	\$17,710.00	
43	Historical Depot	(55-30)			\$10,000.00	\$10,000.00			\$10,000.00		\$10,000.00
44	Community Cnt	(40-05)						\$150,000.00	\$120,000.00		
45	Downtown Revit.	(01-45)					\$75,500.00	\$150,000.00	\$150,000.00		
46	Library Project	(25-10)			\$5,000.00	\$1,300,000.00	\$95,000.00				
47	Energy Conserv	(50-70)							\$100,000.00	\$100,000.00	
			\$521,270.00	\$1,309,910.00	\$519,290.00	\$1,885,680.00	\$1,370,300.00	\$1,308,000.00	\$1,045,250.00	\$1,249,710.00	\$810,000.00

The CIP is a planning document. All capital expenditures must be approved by the Town Council in accordance with town procedures.

\* Allocations not spent in 2009 were re-allocated toward revenue stabilization.

\*\* 39 Theatre has evolved over the years from projects, renovations and grants to a revitalization project.

**UPDATED 10/15/2017; REVISED YEAR THROUGH 2018 ATTACHMENT 1**

2012	2013	2014	TOTAL	TAXES	SPC REVS	BOND/LOAN	GRANTS	OTHER	GR TOTAL
\$26,650.00	\$28,150.00		\$207,250.00	\$202,250.00	\$5,000.00				\$207,250.00
			\$300,000.00		\$177,000.00	\$123,000.00			\$300,000.00
\$15,000.00			\$120,000.00	\$120,000.00					\$120,000.00
			\$275,000.00			\$275,000.00			\$275,000.00
\$375,000.00			\$375,000.00			\$375,000.00			\$375,000.00
			\$53,580.00	\$53,580.00					\$53,580.00
			\$20,000.00	\$20,000.00					\$20,000.00
			\$78,000.00			\$78,000.00			\$78,000.00
			\$15,500.00	\$15,500.00					\$15,500.00
			\$165,000.00	\$165,000.00					\$165,000.00
\$35,000.00	\$35,000.00	\$35,000.00	\$165,000.00	\$165,000.00					\$165,000.00
\$35,850.00	\$3,850.00	\$5,000.00	\$284,950.00	\$284,950.00					\$284,950.00
\$92,000.00	\$110,000.00	\$100,000.00	\$1,159,420.00	\$707,070.00	\$145,350.00	\$307,000.00			\$1,159,420.00
\$50,000.00		\$100,000.00	\$500,580.00	\$97,000.00	\$53,580.00	\$350,000.00			\$500,580.00
\$17,000.00		\$75,000.00	\$213,520.00	\$59,790.00	\$18,070.00		\$85,660.00	\$50,000.00	\$213,520.00
\$10,000.00	\$100,000.00	\$30,000.00	\$160,000.00	\$30,000.00		\$130,000.00			\$160,000.00
		\$20,000.00	\$85,000.00	\$85,000.00					\$85,000.00
\$30,000.00	\$5,000.00		\$35,000.00	\$35,000.00					\$35,000.00
			\$50,000.00	\$50,000.00					\$50,000.00
			\$40,000.00	\$40,000.00					\$40,000.00
			\$198,000.00	\$60,000.00	\$138,000.00				\$198,000.00
\$5,000.00	\$5,000.00	\$5,000.00	\$40,000.00	\$40,000.00					\$40,000.00
			\$2,750.00	\$2,750.00					\$2,750.00
			\$17,450.00	\$17,450.00					\$17,450.00
			\$14,500.00	\$14,500.00					\$14,500.00
			\$10,000.00	\$10,000.00					\$10,000.00
			\$15,000.00	\$15,000.00					\$15,000.00
\$7,500.00			\$28,500.00	\$28,500.00					\$28,500.00
\$20,000.00			\$91,940.00	\$91,940.00					\$91,940.00
\$5,000.00			\$25,000.00	\$25,000.00					\$25,000.00
			\$10,000.00	\$10,000.00					\$10,000.00
	\$3,000.00		\$10,500.00	\$10,500.00					\$10,500.00
			\$78,200.00			\$78,200.00			\$78,200.00
			\$600,000.00			\$200,000.00	\$400,000.00		\$600,000.00
			\$1,090,000.00				\$900,000.00	\$190,000.00	\$1,090,000.00
			\$250,000.00				\$90,000.00	\$160,000.00	\$250,000.00
			\$1,134,800.00		\$56,740.00		\$1,078,080.00		\$1,134,800.00
	\$650,000.00		\$1,709,750.00		\$69,240.00		\$1,640,510.00		\$1,709,750.00
\$168,740.00		\$200,000.00	\$538,740.00		\$21,940.00		\$516,800.00		\$538,740.00
	\$50,000.00	\$383,500.00	\$551,210.00				\$399,210.00	\$152,000.00	\$551,210.00
	\$75,000.00	\$75,000.00	\$190,000.00				\$175,000.00	\$15,000.00	\$190,000.00
			\$270,000.00				\$202,500.00	\$67,500.00	\$270,000.00
		\$250,000.00	\$625,500.00				\$531,750.00	\$93,750.00	\$625,500.00
			\$1,400,000.00	\$7,750.00	\$44,405.00		\$447,845.00	\$900,000.00	\$1,400,000.00
		\$100,000.00	\$300,000.00				\$275,000.00	\$25,000.00	\$300,000.00
\$892,740.00	\$1,065,000.00	\$1,358,500.00	\$13,336,840.00	\$2,298,530.00	\$727,325.00	\$1,914,200.00	\$6,742,335.00	\$1,853,250.00	\$13,336,840.00

INCLUDES RECOMMENDATIONS FROM BUDGET SESSIONS  
INCLUDES GRANTS/OTHER FUNDS

16 YR HISTORY

CAPITAL BUDGET/CAPITAL IMPROVEMENT PLAN 2003-2018

#	CAPITAL PROJ	DEPT #	TOTAL PG #1	2015	2016	2017	2018			
1	Police Cruiser	(05-10)	\$207,250.00	\$34,000.00	\$30,000.00		\$37,000.00			
2	Fire Truck(s)*	(05-15)	\$300,000.00							
3	Fire Equip.	(05-15)	\$120,000.00	\$15,000.00	\$15,000.00		\$100,000.00			
4	Fire Engine 1	(05-15)	\$275,000.00		\$700,000.00					
5	Fire Engine 3	(05-15)	\$375,000.00							
6	Fire Utility 5	(05-15)	\$53,580.00							
7	Highway S/S Sh	(10-05)	\$20,000.00							
8	Highway Truck	(10-05)	\$78,000.00							
9	Highway Sander	(10-05)	\$15,500.00							
10	Highway Loader	(10-05)	\$165,000.00	\$20,000.00						
11	Hwy Gen Eq	(10-05)	\$284,950.00		\$35,000.00	\$85,000.00	\$35,000.00			
12	Hwy Paving	(10-05)	\$1,158,420.00	\$105,000.00	\$75,000.00					
13	Hwy Reconst	(10-05)	\$500,580.00	\$75,000.00	\$25,000.00					
14	Hwy Sidewalks	(10-05)	\$213,520.00	\$25,000.00	\$25,000.00					
15	Waste Transport	(15-05)	\$180,000.00			\$15,000.00				
16	Recycling Eq	(15-10)	\$85,000.00				\$8,000.00			
17	Recycling Forklift	(15-10)	\$35,000.00	\$5,000.00						
18	Revaluation	(01-25)	\$50,000.00							
19	Mun Bldg. Cap.	(01-40)	\$40,000.00		\$5,000.00	\$5,000.00	\$5,000.00			
20	Swimming Pool	(25-05)	\$188,000.00							
21	Library Capital	(25-10)	\$40,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00			
22	Theatre Safety	(25-10)	\$2,750.00							
23	Theatre Renov	(25-15)	\$17,450.00		\$11,000.00	\$10,000.00	\$10,000.00			
24	Theatre Boiler	(25-15)	\$14,500.00							
25	Airport Improve	(20-05)	\$10,000.00	\$5,000.00						
26	Cemetery Work	(10-15)	\$15,000.00							
27	Cemetery Mow	(10-15)	\$28,500.00		\$7,000.00					
28	Parking Lots	(01-40)	\$91,840.00	\$40,000.00	\$11,000.00					
29	Fire Station Cap	(05-15)	\$25,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00			
30	Highway Mower	(10-10)	\$10,000.00							
31	Hwy Waste Oil	(10-10)	\$10,500.00							
32	Hwy Bridge/Cul	(10-10)			\$120,000.00					
33	Hwy JD Dozer	(10-10)			\$40,000.00					
34	Hwy Bushhog	(10-10)			\$91,000.00					
	Grants/Capital									
35	Hwy Grant Mat	(10-05)	\$78,200.00				\$200,000.00			
36	Hwy Grant	(10-05)	\$800,000.00		\$300,000.00					
37	Industrial Park	(01-45)	\$1,080,000.00				\$300,000.00			
38	Park Projects	(10-10)	\$250,000.00			\$30,000.00				
39	Airport Safety	(20-05)	\$1,134,800.00	\$300,000.00						
40	Airport Apron	(20-05)	\$1,709,750.00							
41	Airport Hangers	(20-05)	\$538,740.00	\$170,000.00		\$300,000.00				
42	Theatre Revital.	(25-15)	\$551,210.00	\$110,000.00	\$50,000.00	\$218,000.00	\$50,000.00			
43	Historical Depot	(55-30)	\$180,000.00	\$31,000.00						
44	Community Bldg.	(40-05)	\$270,000.00			\$100,000.00	\$100,000.00			
45	Downtown Revit.	(01-45)	\$625,500.00		\$50,000.00	\$50,000.00	\$50,000.00			
46	Library Renov.	(25-10)	\$1,400,000.00							
47	Energy Conser	(50-70)	\$300,000.00							
48	Town Celebrate	(50-70)	\$0.00			\$15,000.00	\$10,000.00			
			\$13,338,640.00	\$945,000.00	\$1,600,000.00	\$816,000.00	\$918,000.00	\$0.00	\$0.00	\$0.00

The CIP is a planning document. All capital expenditures must be approved by the Town Council in accordance with town procedures.

\* Allocations not spent in 2009 were re-allocated toward revenue stabilization.

\*\* 39 Theatre has evolved over the years from projects, renovations and grants to a revitalization project.

capitalmprthrough2018

	TOTAL	TAXES	SPC REVS	BOND/LOAN	GRANTS	OTHER	FUNDING TOTAL PG 2	FUNDING TOTAL PG 1	GR TOTAL
	\$308,250.00	\$95,000.00	\$8,000.00				\$101,000.00	\$207,250.00	\$308,250.00
	\$300,000.00						\$0.00	\$300,000.00	\$300,000.00
	\$250,000.00	\$30,000.00		\$100,000.00			\$130,000.00	\$120,000.00	\$250,000.00
	\$975,000.00			\$700,000.00			\$700,000.00	\$275,000.00	\$975,000.00
	\$375,000.00						\$0.00	\$375,000.00	\$375,000.00
	\$53,580.00						\$0.00	\$53,580.00	\$53,580.00
	\$20,000.00						\$0.00	\$20,000.00	\$20,000.00
	\$76,000.00			\$0.00			\$0.00	\$76,000.00	\$76,000.00
	\$15,500.00						\$0.00	\$15,500.00	\$15,500.00
	\$185,000.00	\$20,000.00					\$20,000.00	\$165,000.00	\$185,000.00
	\$419,950.00	\$135,000.00					\$135,000.00	\$284,950.00	\$419,950.00
	\$1,339,420.00	\$105,000.00		\$75,000.00			\$180,000.00	\$1,159,420.00	\$1,339,420.00
	\$600,580.00	\$25,000.00		\$75,000.00			\$100,000.00	\$500,580.00	\$600,580.00
	\$263,520.00	\$25,000.00		\$25,000.00			\$50,000.00	\$213,520.00	\$263,520.00
	\$175,000.00	\$15,000.00					\$15,000.00	\$160,000.00	\$175,000.00
	\$93,000.00	\$8,000.00					\$8,000.00	\$85,000.00	\$93,000.00
	\$40,000.00	\$5,000.00					\$5,000.00	\$35,000.00	\$40,000.00
	\$50,000.00						\$0.00	\$50,000.00	\$50,000.00
	\$55,000.00	\$15,000.00					\$15,000.00	\$40,000.00	\$55,000.00
	\$196,000.00						\$0.00	\$196,000.00	\$196,000.00
	\$60,000.00	\$20,000.00					\$20,000.00	\$40,000.00	\$60,000.00
	\$2,750.00						\$0.00	\$2,750.00	\$2,750.00
	\$48,450.00	\$31,000.00					\$31,000.00	\$17,450.00	\$48,450.00
	\$14,500.00						\$0.00	\$14,500.00	\$14,500.00
	\$15,000.00	\$5,000.00					\$5,000.00	\$10,000.00	\$15,000.00
	\$15,000.00						\$0.00	\$15,000.00	\$15,000.00
	\$35,500.00		\$7,000.00				\$7,000.00	\$28,500.00	\$35,500.00
	\$142,940.00	\$11,000.00	\$40,000.00				\$51,000.00	\$91,940.00	\$142,940.00
	\$45,000.00	\$20,000.00					\$20,000.00	\$25,000.00	\$45,000.00
	\$10,000.00						\$0.00	\$10,000.00	\$10,000.00
	\$10,500.00						\$0.00	\$10,500.00	\$10,500.00
	\$120,000.00			\$120,000.00			\$120,000.00	\$0.00	\$120,000.00
	\$40,000.00		\$40,000.00				\$40,000.00	\$0.00	\$40,000.00
	\$91,000.00			\$91,000.00			\$91,000.00	\$0.00	\$91,000.00
	\$278,200.00				\$200,000.00		\$200,000.00	\$78,200.00	\$278,200.00
	\$900,000.00		\$75,000.00		\$225,000.00		\$300,000.00	\$600,000.00	\$900,000.00
	\$1,390,000.00				\$200,000.00	\$100,000.00	\$300,000.00	\$1,090,000.00	\$1,390,000.00
	\$280,000.00				\$30,000.00		\$30,000.00	\$250,000.00	\$280,000.00
	\$1,434,800.00				\$300,000.00		\$300,000.00	\$1,134,800.00	\$1,434,800.00
	\$1,709,750.00						\$0.00	\$1,709,750.00	\$1,709,750.00
	\$1,008,740.00				\$170,000.00	\$300,000.00	\$470,000.00	\$638,740.00	\$1,008,740.00
	\$977,210.00				\$187,500.00	\$238,500.00	\$426,000.00	\$551,210.00	\$977,210.00
	\$221,000.00				\$31,000.00		\$31,000.00	\$190,000.00	\$221,000.00
	\$470,000.00				\$50,000.00	\$150,000.00	\$200,000.00	\$270,000.00	\$470,000.00
	\$775,500.00				\$87,500.00	\$82,500.00	\$150,000.00	\$625,500.00	\$775,500.00
	\$1,400,000.00						\$0.00	\$1,400,000.00	\$1,400,000.00
	\$300,000.00						\$0.00	\$300,000.00	\$300,000.00
	\$25,000.00		\$25,000.00				\$25,000.00		\$25,000.00
\$0.00	\$17,611,640.00	\$566,000.00	\$193,000.00	\$1,186,000.00	\$1,481,000.00	\$851,000.00	\$4,278,000.00	\$13,335,640.00	\$17,611,640.00

INCLUDES RECOMMENDATIONS FROM BUDGET SESSIONS

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

<b>PURPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT US BANK</b>
P.E.E.C.	04/01/98	6-7.125%	2013	\$550,000
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	2002	45,000	33,765.00	460,000
	2003	45,000	30,772.50	415,000
	2004	45,000	27,735.00	370,000
	2005	45,000	24,652.50	325,000
	2006	45,000	21,525.00	280,000
	2007	40,000	18,525.00	240,000
	2008	40,000	15,675.00	200,000
	2009	40,000	12,825.00	160,000
	2010	40,000	9,975.00	120,000
	2011	40,000	7,125.00	80,000
	2012	40,000	4,275.00	40,000
	2013	40,000	1,425.00	-0-

<b>PURPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING BALANCE</b>
Road Construction/ Lancey Street	06/10/02	3.092%	2007	\$210,000
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	2003	42,000	3975.33	168,000
	2004	42,000	3975.33	126,000
	2005	42,000	3975.33	84,000
	2006	42,000	3975.33	42,000
	2007	42,000	3975.33	-0-

<b>PURPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT</b>
Road Construction/Relocation	07/21/97	5.14%	2002	\$50,000
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	2002	50,000	2,580.30	-0-

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

<b>PURPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT</b>
Sewer	05/20/82 (\$130,000)	Variable 10.6 – 12.1%	\$5,000/84-96 \$10,000/97- 02	\$10,000
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	2002	10,000	721.88	-0-

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT</b>
Sewer	05/26/94	Variable 5.0- 5.6%	\$15,000 1995-2004	\$45,000
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	2002	15,000	2,475	30,000
	2003	15,000	1,665	15,000
	2004	15,000	840	-0-

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT MMA BOND BANK</b>
Storm water Diversion		1.42%	2012	\$493,000
<i>Add Admin Fee</i>	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	2002	47,000	7,221.17	446,000
	2003	47,000	6,333.20	399,000
	2004	47,000	5,665.80	352,000
	2005	47,000	4,998.40	305,000
	2006	47,000	4,331.00	258,000
	2007	47,000	3,663.60	211,000
	2008	47,000	2,996.20	164,000
	2009	47,000	2,328.80	117,000
	2010	47,000	1,661.40	70,000
	2011	47,000	994.00	23,000
	2012	19,719.42*	326.60	-0-

\*Made additional payment, lowering principal to \$19,719.42

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

PURPOSE	ISSUE DATE	RATE	MATURITY	OUTSTANDING AMOUNT
Water	10/23/85	5 ¼% - 9%	Variable	\$35,000
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	2002	10,000	3,016.81	25,000
	2003	10,000	2,116.58	15,000
	2004	10,000	1,159.49	5,000
	2005	5,000	346.93	-0-

PURPOSE	ISSUE DATE	RATE	MATURITY	OUTSTANDING AMOUNT
Water (EDA)	05/20/87	5.7-7.5%	Var to 10/25/04	\$60,000
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	2002	20,000	4,430	40,000
	2003	20,000	2,980	20,000
	2004	20,000	1,500	-0-

PURPOSE	ISSUE DATE	RATE	MATURITY	OUTSTANDING AMOUNT
Water	10/30/91	Variable 6.125%-6.6%	10/31/05	\$40,000
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	2002	10,000	2,500	30,000
	2003	10,000	1,890	20,000
	2004	10,000	1,270	10,000
	2005	10,000	640	-0-

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

<b>PURPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT USDA</b>
Water (new Water source Grove Hill Tank	4/13/99 <b>REFINANCED</b>	4.5%	2028	\$865,895.53
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	2002	18,211.70	38,965.30	847,683.83
	2003	19,031.23	38,145.77	828,652.60
	2004	19,887.63	37,289.37	808,764.97
	2005	20,782.58	36,394.42	787,982.39
	2006	21,717.79	35,459.21	766,264.60
	2007	22,695.09	34,481.91	743,569.51
	2008	23,716.37	33,460.63	719,853.14
	2009	24,783.61	32,393.39	695,069.53
	2010	25,898.87	31,278.13	669,170.66
	2011	27,064.32	30,112.68	642,106.34
	2012	28,282.21	28,894.79	613,824.13
	2013	29,554.91	27,622.09	584,269.22
	2014	30,884.89	26,292.11	553,384.33
	2015	32,274.71	24,902.29	521,109.62
	2016	33,727.07	23,449.93	487,382.55
	2017	35,244.79	21,932.21	452,137.76
	2018	36,830.80	20,346.20	415,306.96
	2019	38,488.19	18,688.81	376,818.77
	2020	40,220.16	16,956.84	336,598.61
	2021	42,030.06	15,146.94	294,568.55
	2022	43,921.42	13,255.58	250,647.13
	2023	45,897.88	11,279.12	204,749.25
	2024	47,963.28	9,213.72	156,785.97
	2025	50,121.63	7,055.37	106,664.34
	2026	52,377.10	4,799.90	54,287.24
	2027	54,734.07	2,442.93	-446.83
	2028	*-446.83	0.00	0.00

\*The final payment has been adjust to account for payments having been rounded to the nearest cent.

**Refinanced on 05/26/2011, saving \$65,761.34 over the loan term. See page 15.**

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

<b>PURPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT ALL AMERICAN</b>
Fire Pumper Lease/ Purchase	05/18/2005	4.689%	2012	\$285,000.00
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>PURCHASE OPTION PRICE</b>
	2005	177,000	0.00	111,384.55
	2006	13,390.44	5,064.56	97,217.86
	2007	14,018.37	4,436.63	82,505.75
	2008	14,675.75	3,779.25	67,227.22
	2009	15,363.96	3,091.04	51,360.47
	2010	16,084.44	2,370.56	34,882.85
	2011	16,838.70	1,616.30	17,770.84
	2012	17,628.34	826.66	-0-
Grand Total		\$285,000	21,185.00	
<b>PURPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT</b>
Water F350 w/Plow Lease/ Purchase.	03/27/2006		3/27/2007	\$30382.77
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL</b>
	2006	15191.39	0.00	15191.38
	2007	14277.61	913.77	0.00

<b>PURPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT FORD MOTOR CREDIT</b>
Water F350 w/Plow/Utility Body Lease/ Purchase.	06/17/2008		06/17/2009	\$38109.42
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL</b>
	2008	\$19054.71	0.00	\$17942.29

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

<b>PURPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT MERRILL BANK</b>
General Obligation Bond/Phillips Corner Road	8/1/2006	4.168%	2011	\$78,200.00
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL</b>
	2/1/2007		1665.90	78200.00
	8/1/2007	15640.00	1638.74	62560.00
	2/1/2008		1332.72	62560.00
	8/1/2008	15640.00	1318.24	46920.00
	2/1/2009		999.54	46920.00
	8/1/2009	15640.00	983.25	31280.00
	2/1/2010		666.36	31280.00
	8/1/2010	15640.00	655.50	15640.00
	2/1/2011		333.18	15640.00
	8/1/2011	15640.00	327.75	0.00
<b>Grand Total</b>		<b>78200.00</b>	<b>9921.18</b>	

<b>PURPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT SKOWHEGAN BANK</b>
General Obligation Bond/Summer Highway Paving	06/10/2011	2.50%	2016	\$123,000
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL</b>
	3/1/2012			\$123,000.00
	9/1/2012	\$24,600.00	\$3,784.36	\$98,400.00
	3/1/2013			
	9/1/2013	\$24,600.00	\$2,460.00	\$73,800.00
	3/1/2014			
	9/1/2014	\$24,600.00	\$1,845.00	\$49,200.00
	3/1/2015			
	9/1/2015	\$24,600.00	\$1,230.00	\$24,600.00
	3/1/2016			
	9/1/2016	\$24,600.00	\$615.00	\$0.00
<b>Grand Total</b>		<b>\$123,000.00</b>	<b>\$9,934.36</b>	

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT T D BANKNORTH</b>
General Obligation Bond/Water Meters/Sewer Mains	10/30/2006	4.99%	2016	\$300,000.00
	<b>YEAR</b>	<b>PRINICIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	10/30/2007	\$30,000.00	14970.00	\$270,000.00
	04/30/2008		6736.50	\$270,000.00
	10/30/2008	\$30,000.00	6736.50	\$240,000.00
	04/30/2009		5988.00	\$240,000.00
	10/30/2009	\$30,000.00	5988.00	\$210,000.00
	04/30/2010		5239.50	\$210,000.00
	10/30/2010	\$30,000.00	5239.50	\$180,000.00
	04/30/2011		4491.00	\$180,000.00
	10/30/2011	\$30,000.00	4491.00	\$150,000.00
	04/30/2012		3742.50	\$150,000.00
	10/30/2012	\$30,000.00	3742.50	\$120,000.00
	04/30/2013		2994.00	\$120,000.00
	10/30/2013	\$30,000.00	2994.00	\$ 90,000.00
	04/30/2014		2245.50	\$ 90,000.00
	10/30/2014	\$30,000.00	2245.50	\$ 60,000.00
	04/30/2015		1497.00	\$ 60,000.00
	10/30/2015	\$30,000.00	1497.00	\$ 30,000.00
	04/30/2016		748.50	\$ 30,000.00
	10/30/2016	\$30,000.00	748.50	\$ 0.00
<b>Grand Total</b>		300,000.00	82335.00	

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT MERRILL BANK</b>
General Obligation Bond/Sewer Mains	08/29/2008 <b>REFINANCED</b>	3.9020%	2018	\$208875.00
	<b>YEAR</b>	<b>PRINICIPAL</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	03/01/2009		\$4165.71	\$208875.00
	09/01/2009	\$20887.50	\$4165.71	\$187987.50
	03/01/2010		\$3688.01	\$187987.50
	09/01/2010	\$20887.50	\$3749.14	\$167100.00
	03/01/2011		\$3278.23	\$167100.00
	09/01/2011	\$20887.50	\$3332.57	\$146212.50
	03/01/2012		\$2884.30	\$146212.50
	09/01/2012	\$20887.50	\$2916.00	\$125325.00
	03/01/2013		\$2458.67	\$125325.00
	09/01/2013	\$20887.50	\$2499.43	\$104437.50
	03/01/2014		\$2048.90	\$104437.50
	09/01/2014	\$20887.50	\$2082.86	\$ 83550.00
	03/01/2015		\$1639.12	\$ 83550.00
	09/01/2015	\$20887.50	\$1666.28	\$ 62662.50
	03/01/2016		\$1236.13	\$ 62662.50
	09/01/2016	\$20887.50	\$1249.71	\$ 41775.00
	03/01/2017		\$ 819.56	\$ 41775.00
	09/01/2017	\$20887.50	\$833.14	\$ 20887.50
	03/01/2018		\$409.78	\$ 20887.50
	09/01/2018	\$20887.50	\$ 416.57	\$0.00
<b>Grand Total</b>		\$208875.00	\$45539.82	

**Refinanced 02/01/2011, saving \$11,961.94 over the term of the loan. See page 16.**

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>OUTSTANDING AMOUNT MMA BOND BANK</b>
<b>Drinking Water Revolving Loan</b>	06/26/2009 Backup Pump	\$30,900 Forgiveness	2029	\$103,000.00
	<b>YEAR</b>	<b>PRINCIPAL</b>	<b>FEE</b>	<b>BALANCE PRINCIPAL 12/31</b>
	04/01/2010	\$1802.50	\$90.13	\$73812.57
	10/01/2010	\$1802.50	\$90.13	\$71919.94
	04/01/2011	\$1802.50	\$90.13	\$70027.31
	10/01/2011	\$1802.50	\$90.13	\$68134.68
	04/01/2012	\$1802.50	\$90.13	\$66242.05
	10/01/2012	\$1802.50	\$90.13	\$64349.42
	04/01/2013	\$1802.50	\$90.13	\$624456.79
	10/01/2013	\$1802.50	\$90.13	\$60564.16
	04/01/2014	\$1802.50	\$90.13	\$548671.53
	10/01/2014	\$1802.50	\$90.13	\$56778.90
	04/01/2015	\$1802.50	\$90.13	\$54886.27
	10/01/2015	\$1802.50	\$90.13	\$52993.64
	04/01/2016	\$1802.50	\$90.13	\$51101.01
	10/01/2016	\$1802.50	\$90.13	\$49208.38
	04/01/2017	\$1802.50	\$90.13	\$47315.75
	10/01/2017	\$1802.50	\$90.13	\$45423.12
	04/01/2018	\$1802.50	\$90.13	\$43530.49
	10/01/2018	\$1802.50	\$90.13	\$41637.86
	04/01/2019	\$1802.50	\$90.13	\$39745.23
	10/01/2019	\$1802.50	\$90.13	\$37852.60
	04/01/2020	\$1802.50	\$90.13	\$35959.97
	10/01/2020	\$1802.50	\$90.13	\$34067.34
	04/01/2021	\$1802.50	\$90.13	\$32174.71
	10/01/2021	\$1802.50	\$90.13	\$30282.08
	04/01/2022	\$1802.50	\$90.13	\$28389.45
	10/01/2022	\$1802.50	\$90.13	\$26496.82
	04/01/2023	\$1802.50	\$90.13	\$24604.19
	10/01/2023	\$1802.50	\$90.13	\$22711.56
	04/01/2024	\$1802.50	\$90.13	\$20818.93
	10/01/2024	\$1802.50	\$90.13	\$18926.30
	04/01/2025	\$1802.50	\$90.13	\$17033.67
	10/01/2025	\$1802.50	\$90.13	\$15141.04
	04/01/2026	\$1802.50	\$90.13	\$13248.41
	10/01/2026	\$1802.50	\$90.13	\$11355.78

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

	04/01/2027	\$1802.50	\$90.13	\$9463.15
	10/01/2027	\$1802.50	\$90.13	\$7570.52
	04/01/2028	\$1802.50	\$90.13	\$5677.89
	10/01/2028	\$1802.50	\$90.13	\$3785.26
	04/01/2029	\$1802.50	\$90.13	\$1892.63
	10/01/2029	\$1802.50	\$90.13	0.00
<b>Grand Total</b>		<b>\$72,100.00</b>	<b>\$3605.20</b>	<b>\$75,705.20</b>

**New Loan issued for the installation of a backup pump at the Water Treatment Plant. See pages 17.**

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>INTEREST</b>	<b>OUTSTANDING AMOUNT MMA BOND BANK</b>
<b>Drinking Water Revolving Loan</b>	04/25/2011	\$25,425	2031		\$508,500
	Waverly	Forgiveness			<u>\$-25,425</u>
		1.00%			\$483,075 \$5085 origination
	<b>YEAR</b>	<b>PRINICIPAL</b>	<b>FEE</b>	<b>INTEREST</b>	<b>BALANCE PRINCIPAL 12/31</b>
	10/01/2011		\$105.34	\$2106.77	\$483,075.00
	04/01/2012	\$24153.75	\$1328.46	\$2415.40	\$458,921.25
	10/01/2012		\$114.73	\$2294.63	
	04/01/2013	\$24153.75	\$1322.42	\$2294.63	\$434,767.50
	10/01/2013		\$108.69	\$2173.86	
	04/01/2014	\$24153.75	\$1316.38	\$2173.86	\$410,613.75
	10/01/2014		\$102.65	\$2053.09	
	04/01/2015	\$24153.75	\$1310.34	\$2053.09	\$386,460.00
	10/01/2015		\$96.62	\$1932.32	
	04/01/2016	\$24153.75	\$1304.30	\$1932.32	\$362,306.25
	10/01/2016		\$90.58	\$1811.55	
	04/01/2017	\$24153.75	\$1298.27	\$1811.55	\$338,152.50
	10/01/2017		\$84.54	\$1690.78	
	04/01/2018	\$24153.75	\$1292.23	\$1690.78	\$313,998.75
	10/01/2018		\$78.50	\$1570.01	
	04/01/2019	\$24153.75	\$1286.19	\$1570.01	\$289,845.00
	10/01/2019		\$72.46	\$1449.24	
	04/01/2020	\$24153.75	\$1280.15	\$1449.24	\$265,691.25
	10/01/2020		\$66.42	\$1328.47	
	04/01/2021	\$24153.75	\$1274.11	\$1328.47	\$241,537.50
	10/01/2021		\$60.39	\$1207.70	
	04/01/2022	\$24153.75	\$1268.07	\$1207.70	\$217,383.75
	10/01/2022		\$54.35	\$1086.93	
	04/01/2023	\$24153.75	\$1262.03	\$1086.93	\$193,230.00
	10/01/2023		\$48.31	\$966.16	
	04/01/2024	\$24153.75	\$1256.00	\$966.16	\$169,076.25
	10/01/2024		\$42.27	\$845.39	
	04/01/2025	\$24153.75	\$1249.96	\$845.39	\$144,922.50
	10/01/2025		\$36.23	\$742.62	
	04/01/2026	\$24153.75	\$1243.92	\$742.62	\$120,768.75
	10/01/2026		\$30.19	\$603.85	
	04/01/2027	\$24153.75	\$1237.88	\$603.85	\$96,615.00

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

	10/01/2027		\$24.15	\$483.08	
	04/01/2028	\$24153.75	\$1231.84	\$483.08	\$72,461.25
	10/01/2028		\$18.12	\$362.31	
	04/01/2029	\$24153.75	\$1225.80	\$362.31	\$48,307.50
	10/01/2029		\$12.08	\$241.54	
	04/01/2030	\$24153.75	\$1219.76	\$241.54	\$24,153.75
	10/01/2030		\$6.04	\$120.77	
	04/01/2031	\$24153.75	\$1213.73	\$120.77	\$0.0
<b>Grand Total</b>		<b>\$483,075.00</b>	<b>\$26,674.50</b>	<b>\$50,414.77</b>	

**New Loan issued for the Waverly Avenue River Crossing to replace a shut off crossing. Restored a loop and increases capacity for Waverly and surrounding area. See pages 18.**

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>INTEREST</b>	<b>OUTSTANDING AMOUN</b>
<b>Sewer Rehab: Treatment Lagoon/ Mains</b>	01/16/2013	\$97,622.00  Annual Payment	01/16/2040  27 years	2.5%	\$1,900,000 *

**\*\$1,900,000 principal USDA loan for sludge removal and sewer line work as part of package (\$1.9 million dollar loan and \$1.5 million dollar grant); loan paperwork signed in early 2010, however, loan is not issued until all funds spent. The Town had a \$1.9 million dollar SRF Interim loan from the MMBB, at which time when the Interim loan was fully utilized, the USDA loan closing took place and the Interim loan was paid off. This took place in 2013. See Page 19.**

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>INTEREST</b>	<b>OUTSTANDING AMOUN</b>
<b>Sewer Clean Water State Revolving Loan/</b>	04/21/2015	Per attached Loan Profile  Annual Payment	08/01/2035  20 years	.150%	\$445,000**

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing**

<b>Peltoma</b>					
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**\*\*New Loan issued for a section of Peltoma Avenue located shortly after the road begins down to the Airport which had extensive infiltration. See page 20.**

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>INTEREST</b>	<b>OUTSTANDING AMOUNT</b>
<b>Highway Paving and Bridge/Culvert Improve-Ments</b>	05/27/2016	Per attached Loan Profile  Annual Payment	11/01/2021  5 years	2.30%	\$200,000***

**\*\*\*New Loan issued for Highway Paving and Bridge/Culvert Improvement Project. The Bridget/Culvert work is on Sebasticook Road, Crawford Road and other locations as needed. See pages 21-22.**

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>INTEREST</b>	<b>OUTSTANDING AMOUNT</b>
<b>Water Drinking Water State Revolving Loan/ North Main</b>	06/14/2016	Per attached Loan Profile  Annual Payment	10/01/2036  20 years	1.00%	\$888,648.44****

**\*\*\*\*Drinking Water State Revolving Loan Offer for \$1,057,500 with forgiveness of \$54,675. Interest rate projected at approximately 1.0%. Work completed on North Main Street to replace an original line with a history of extensive breaks. Final loan is \$888,648.44 with a 1.0% low-interest rate. See pages 23-24.**

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>INTEREST</b>	<b>OUTSTANDING AMOUNT</b>
<b>Sewer Clean Water State Revolving Loan/ North Main</b>	06/14/2016	Per attached Loan Profile  Annual Payment	10/01/2036  20 years	1.00%	\$149,928.35*****

**Attachment #2  
2002-2040  
SUMMARY**

**Town of Pittsfield Indebtedness (Bonds, Notes and Lease-Purchase Agreements)**

**Repayment Schedule Updated with New Bonds and Refinancing  
\*\*\*\*\*Clean Water State Revolving Loan Offer for \$154,000 to supplement over \$80,000 remaining in the Peltoma CWSRF loan. Interest rate projected at approximately 1.0%. Work completed on North Main Street by Madawaska and other side streets to upgrade a failing sewer line. Final loan is \$149,928.35 with a 1.0% low-interest rate. See page 25.**

<b>PUPOSE</b>	<b>ISSUE DATE</b>	<b>RATE</b>	<b>MATURITY</b>	<b>INTEREST</b>	<b>OUTSTANDING AMOUNT</b>
<b>2017 Pierce Enforcer Top Mount Pumper Fire Truck Lease Purchase</b>	11/29/2016	Per attached Loan Profile  Annual Payment	11/29/2026  10 years	2.99%	\$536,172.00*****

**\*\*\*\*\*Fire Truck Lease Purchase for \$556,395.00 minus prepay discounts of \$20,223.00 equals a final principal of \$536,172.00. Interest rate for 10 years with a final offer of 2.99%. Lease Purchase for Fire Truck for 10 years with purchase of \$1.00 on 11/29/2026. See page 26.**

**\*\*\*NEW LOANS IN PROGRESS ARE AS FOLLOWS:**

**Drinking Water State Revolving Loan for \$85,000 for engineering with the potential to increase to \$1,253,000 in total for construction based upon future legislative approval and State approval. At this time, only \$85,000 was offered by the State from funds left over from the last funding competition and only \$85,000 in loan funds has been approved by the Town for debt service. Interest rate is projected at approximately 1.0%.**

**See attached Maine Municipal Bond Bank Commitment Letters on pages 27-29.**

MMBB Loan Amort Schedule

Original Principal: \$645,055.00

**Pittsfield - 2011C Amortization Schedule**

Printed via www.mmbb.com

Date	Principal	Rate	Interest	Total Due
11/01/2011			\$10,451.06	\$10,451.06
05/01/2012			\$12,136.71	\$12,136.71
11/01/2012	\$40,315.94	5.620%	\$12,136.71	\$52,452.65
05/01/2013			\$11,003.83	\$11,003.83
11/01/2013	\$40,315.94	3.800%	\$11,003.83	\$51,319.77
05/01/2014			\$10,238.23	\$10,238.23
11/01/2014	\$40,315.94	5.620%	\$10,238.23	\$50,554.17
05/01/2015			\$9,105.35	\$9,105.35
11/01/2015	\$40,315.94	2.120%	\$9,105.35	\$49,421.29
05/01/2016			\$8,678.01	\$8,678.01
11/01/2016	\$40,315.94	2.120%	\$8,678.01	\$48,993.95
05/01/2017			\$8,250.66	\$8,250.66
11/01/2017	\$40,315.94	2.120%	\$8,250.66	\$48,566.60
05/01/2018			\$7,823.31	\$7,823.31
11/01/2018	\$40,315.94	2.720%	\$7,823.31	\$48,139.25
05/01/2019			\$7,275.62	\$7,275.62
11/01/2019	\$40,315.94	5.620%	\$7,275.62	\$47,591.56
05/01/2020			\$6,142.74	\$6,142.74
11/01/2020	\$40,315.94	5.620%	\$6,142.74	\$46,458.68
05/01/2021			\$5,009.86	\$5,009.86
11/01/2021	\$40,315.94	5.620%	\$5,009.86	\$45,325.80
05/01/2022			\$3,876.98	\$3,876.98
11/01/2022	\$40,315.94	5.620%	\$3,876.98	\$44,192.92
05/01/2023			\$2,744.10	\$2,744.10
11/01/2023	\$40,315.94	5.130%	\$2,744.10	\$43,060.04
05/01/2024			\$1,709.40	\$1,709.40
11/01/2024	\$40,315.94	2.120%	\$1,709.40	\$42,025.34
05/01/2025			\$1,282.05	\$1,282.05
11/01/2025	\$40,315.94	2.120%	\$1,282.05	\$41,597.99
05/01/2026			\$854.70	\$854.70
11/01/2026	\$40,315.94	2.120%	\$854.70	\$41,170.64
05/01/2027			\$427.35	\$427.35
11/01/2027	\$40,315.90	2.120%	\$427.32	\$40,743.22
<b>TOTALS:</b>	<b>\$645,055.00</b>		<b>\$203,568.83</b>	<b>\$848,623.83</b>

**\*\*NOTE: Payments are due 30 days prior to the payment date listed on this loan schedule.**

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MMBB Loan Amort Schedule

Original Principal: \$169,331.00

Pittsfield-2011FR Amortization Schedule

Printed via www.mmbb.com

Date	Principal	Rate	Interest	MMBB Fee	DEP Admin Fee	Total Due
09/01/2011	\$21,166.34	1.000%	\$846.64	\$330.19	\$770.45	\$23,113.62
03/01/2012		1.000%	\$740.81	\$11.11	\$25.93	\$777.85
09/01/2012	\$21,166.38	1.000%	\$740.81	\$328.61	\$766.75	\$23,002.55
03/01/2013		1.000%	\$634.98	\$9.52	\$22.22	\$666.72
09/01/2013	\$21,166.38	1.000%	\$634.98	\$327.02	\$763.05	\$22,891.43
03/01/2014		1.000%	\$529.15	\$7.94	\$18.52	\$555.61
09/01/2014	\$21,166.38	1.000%	\$529.15	\$325.43	\$759.34	\$22,780.30
03/01/2015		1.000%	\$423.32	\$6.35	\$14.82	\$444.49
09/01/2015	\$21,166.38	1.000%	\$423.32	\$323.85	\$755.64	\$22,669.19
03/01/2016		1.000%	\$317.49	\$4.76	\$11.11	\$333.36
09/01/2016	\$21,166.38	1.000%	\$317.49	\$322.26	\$751.94	\$22,558.07
03/01/2017		1.000%	\$211.66	\$3.17	\$7.41	\$222.24
09/01/2017	\$21,166.38	1.000%	\$211.66	\$320.67	\$748.23	\$22,446.94
03/01/2018		1.000%	\$105.83	\$1.59	\$3.70	\$111.12
09/01/2018	\$21,166.38	1.000%	\$105.83	\$319.08	\$744.53	\$22,335.82
<b>TOTALS:</b>	<b>\$169,331.00</b>		<b>\$6,773.12</b>	<b>\$2,641.55</b>	<b>\$6,163.64</b>	<b>\$184,909.31</b>

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MMBB Loan Amort Schedule

Original Principal: \$103,000.00

**Pittsfield-2009ARRA Amortization Schedule**

Printed via [www.mmbb.com](http://www.mmbb.com)

Date	Principal	Rate	Principal Forgiveness	MMBB Fee	Total Due
06/26/2009	\$30,900.00		(\$30,900.00)		\$0.00
04/01/2010	\$1,802.50			\$90.13	\$1,892.63
10/01/2010	\$1,802.50			\$90.13	\$1,892.63
04/01/2011	\$1,802.50			\$90.13	\$1,892.63
10/01/2011	\$1,802.50			\$90.13	\$1,892.63
04/01/2012	\$1,802.50			\$90.13	\$1,892.63
10/01/2012	\$1,802.50			\$90.13	\$1,892.63
04/01/2013	\$1,802.50			\$90.13	\$1,892.63
10/01/2013	\$1,802.50			\$90.13	\$1,892.63
04/01/2014	\$1,802.50			\$90.13	\$1,892.63
10/01/2014	\$1,802.50			\$90.13	\$1,892.63
04/01/2015	\$1,802.50			\$90.13	\$1,892.63
10/01/2015	\$1,802.50			\$90.13	\$1,892.63
04/01/2016	\$1,802.50			\$90.13	\$1,892.63
10/01/2016	\$1,802.50			\$90.13	\$1,892.63
04/01/2017	\$1,802.50			\$90.13	\$1,892.63
10/01/2017	\$1,802.50			\$90.13	\$1,892.63
04/01/2018	\$1,802.50			\$90.13	\$1,892.63
10/01/2018	\$1,802.50			\$90.13	\$1,892.63
04/01/2019	\$1,802.50			\$90.13	\$1,892.63
10/01/2019	\$1,802.50			\$90.13	\$1,892.63
04/01/2020	\$1,802.50			\$90.13	\$1,892.63
10/01/2020	\$1,802.50			\$90.13	\$1,892.63
04/01/2021	\$1,802.50			\$90.13	\$1,892.63
10/01/2021	\$1,802.50			\$90.13	\$1,892.63
04/01/2022	\$1,802.50			\$90.13	\$1,892.63
10/01/2022	\$1,802.50			\$90.13	\$1,892.63
04/01/2023	\$1,802.50			\$90.13	\$1,892.63
10/01/2023	\$1,802.50			\$90.13	\$1,892.63
04/01/2024	\$1,802.50			\$90.13	\$1,892.63
10/01/2024	\$1,802.50			\$90.13	\$1,892.63
04/01/2025	\$1,802.50			\$90.13	\$1,892.63
10/01/2025	\$1,802.50			\$90.13	\$1,892.63
04/01/2026	\$1,802.50			\$90.13	\$1,892.63
10/01/2026	\$1,802.50			\$90.13	\$1,892.63
04/01/2027	\$1,802.50			\$90.13	\$1,892.63
10/01/2027	\$1,802.50			\$90.13	\$1,892.63
04/01/2028	\$1,802.50			\$90.13	\$1,892.63
10/01/2028	\$1,802.50			\$90.13	\$1,892.63
04/01/2029	\$1,802.50			\$90.13	\$1,892.63
10/01/2029	\$1,802.50			\$90.13	\$1,892.63
<b>TOTALS:</b>	<b>\$103,000.00</b>		<b>(\$30,900.00)</b>	<b>\$3,605.20</b>	<b>\$75,705.20</b>

MMBB Loan Amort Schedule

Original Principal: #508,500.00

Pittsfield-2011FS Amortization Schedule

Printed via www.mmbb.com

Date	Principal	Rate	Principal Forgiveness	Interest	MMBB Fee	MMBB Loan Origination	Total Due
04/25/2011	\$25,425.00		(\$25,425.00)				\$0.00
04/26/2011						\$5,085.00	\$5,085.00
10/01/2011		1.000%		\$2,106.77	\$105.34		\$2,212.11
04/01/2012	\$24,153.75	1.000%		\$2,415.40	\$1,328.46		\$27,897.61
10/01/2012		1.000%		\$2,294.63	\$114.73		\$2,409.36
04/01/2013	\$24,153.75	1.000%		\$2,294.63	\$1,322.42		\$27,770.80
10/01/2013		1.000%		\$2,173.86	\$108.69		\$2,282.55
04/01/2014	\$24,153.75	1.000%		\$2,173.86	\$1,316.38		\$27,643.99
10/01/2014		1.000%		\$2,053.09	\$102.65		\$2,155.74
04/01/2015	\$24,153.75	1.000%		\$2,053.09	\$1,310.34		\$27,517.18
10/01/2015		1.000%		\$1,932.32	\$96.62		\$2,028.94
04/01/2016	\$24,153.75	1.000%		\$1,932.32	\$1,304.30		\$27,390.37
10/01/2016		1.000%		\$1,811.55	\$90.58		\$1,902.13
04/01/2017	\$24,153.75	1.000%		\$1,811.55	\$1,298.27		\$27,263.57
10/01/2017		1.000%		\$1,690.78	\$84.54		\$1,775.32
04/01/2018	\$24,153.75	1.000%		\$1,690.78	\$1,292.23		\$27,136.76
10/01/2018		1.000%		\$1,570.01	\$78.50		\$1,648.51
04/01/2019	\$24,153.75	1.000%		\$1,570.01	\$1,286.19		\$27,009.95
10/01/2019		1.000%		\$1,449.24	\$72.46		\$1,521.70
04/01/2020	\$24,153.75	1.000%		\$1,449.24	\$1,280.15		\$26,883.14
10/01/2020		1.000%		\$1,328.47	\$66.42		\$1,394.89
04/01/2021	\$24,153.75	1.000%		\$1,328.47	\$1,274.11		\$26,756.33
10/01/2021		1.000%		\$1,207.70	\$60.39		\$1,268.09
04/01/2022	\$24,153.75	1.000%		\$1,207.70	\$1,268.07		\$26,629.52
10/01/2022		1.000%		\$1,086.93	\$54.35		\$1,141.28
04/01/2023	\$24,153.75	1.000%		\$1,086.93	\$1,262.03		\$26,502.71
10/01/2023		1.000%		\$966.16	\$48.31		\$1,014.47
04/01/2024	\$24,153.75	1.000%		\$966.16	\$1,256.00		\$26,375.91
10/01/2024		1.000%		\$845.39	\$42.27		\$887.66
04/01/2025	\$24,153.75	1.000%		\$845.39	\$1,249.96		\$26,249.10
10/01/2025		1.000%		\$724.62	\$36.23		\$760.85
04/01/2026	\$24,153.75	1.000%		\$724.62	\$1,243.92		\$26,122.29
10/01/2026		1.000%		\$603.85	\$30.19		\$634.04
04/01/2027	\$24,153.75	1.000%		\$603.85	\$1,237.88		\$25,995.48
10/01/2027		1.000%		\$483.08	\$24.15		\$507.23
04/01/2028	\$24,153.75	1.000%		\$483.08	\$1,231.84		\$25,868.67
10/01/2028		1.000%		\$362.31	\$18.12		\$380.43
04/01/2029	\$24,153.75	1.000%		\$362.31	\$1,225.80		\$25,741.86
10/01/2029		1.000%		\$241.54	\$12.08		\$253.62
04/01/2030	\$24,153.75	1.000%		\$241.54	\$1,219.76		\$25,615.05
10/01/2030		1.000%		\$120.77	\$6.04		\$126.81
04/01/2031	\$24,153.75	1.000%		\$120.77	\$1,213.73		\$25,488.25
<b>TOTALS:</b>	<b>\$508,500.00</b>		<b>(\$25,425.00)</b>	<b>\$50,414.77</b>	<b>\$26,674.50</b>	<b>\$5,085.00</b>	<b>\$565,249.27</b>

# Amortization Table

The amortization table at the end of this worksheet calculates the principal and interest payments, ending balance, and cumulative interest for any 48 consecutive payment periods of a loan.

- ◆ To use the table, change the values in the Initial Data section of the worksheet.
- ◆ To print the table, choose Print from the File menu. The print area is set to A1:G77.
- ◆ If you increase the term of the loan or the number of payments, you will need to add more payment periods to the table. Select cells A75:G77, then drag the Fill handle (+) into the cells below the table.
- ◆ Most formulas on this worksheet are contained in defined names. To see the names and formulas, choose Name from the Insert menu, and then choose Define. Select a name from the list ('Amortization Table!Interest, for example).

## Initial Data

### LOAN DATA

Loan amount: \$1,900,000.00  
 Annual interest rate: 2.50%  
 Term in years: 27  
 Payments per year: 1  
 First payment due: 1/16/2014

### TABLE DATA

Table starts at date:   
 or at payment number: 1

### PER

Entered payment:   
 Calculated payment: \$97,616.06

The table uses the calculated periodic payment amount, unless you enter a value for "Entered payment."

### CALCULATIONS

Use payment of: \$97,622.00  
 1st payment in table: 1

Beginning balance at payment 1: \$1,900,000.00  
 Cumulative interest prior to payment 1: \$0.00

## Table

No.	Payment Date	Beginning Balance	Interest	Principal	Ending Balance	Cumulative
1	1/16/2014	1,900,000.00	47,500.00	50,122.00	1,849,878.00	47,500.00
2	1/16/2015	1,849,878.00	46,246.95	51,375.05	1,798,502.95	93,746.95
3	1/16/2016	1,798,502.95	44,962.57	52,659.43	1,745,843.52	138,709.52
4	1/16/2017	1,745,843.52	43,646.09	53,975.91	1,691,867.61	182,355.61
5	1/16/2018	1,691,867.61	42,296.69	55,325.31	1,636,542.30	224,662.30
6	1/16/2019	1,636,542.30	40,913.56	56,708.44	1,579,833.86	265,585.86
7	1/16/2020	1,579,833.86	39,495.85	58,128.15	1,521,707.71	305,081.71
8	1/16/2021	1,521,707.71	38,042.69	59,579.31	1,462,128.40	343,104.40
9	1/16/2022	1,462,128.40	36,553.21	61,068.79	1,401,059.61	379,657.61
10	1/16/2023	1,401,059.61	35,026.49	62,595.51	1,338,464.10	414,684.10
11	1/16/2024	1,338,464.10	33,481.60	64,160.40	1,274,303.70	448,145.70
12	1/16/2025	1,274,303.70	31,857.59	65,764.41	1,208,539.29	480,003.29
13	1/16/2026	1,208,539.29	30,213.48	67,408.52	1,141,130.78	510,216.78
14	1/16/2027	1,141,130.78	28,528.27	69,093.73	1,072,037.05	538,745.05
15	1/16/2028	1,072,037.05	26,800.93	70,821.07	1,001,215.97	565,545.97
16	1/16/2029	1,001,215.97	25,030.40	72,591.80	928,624.37	590,576.37
17	1/16/2030	928,624.37	23,215.61	74,408.39	854,217.98	613,791.98
18	1/16/2031	854,217.98	21,355.45	76,266.55	777,951.43	635,147.43
19	1/16/2032	777,951.43	19,448.79	78,173.21	699,778.22	654,596.22
20	1/16/2033	699,778.22	17,494.46	80,127.54	619,650.67	672,090.67
21	1/16/2034	619,650.67	15,491.27	82,130.73	537,519.94	687,581.94
22	1/16/2035	537,519.94	13,438.00	84,184.00	453,335.94	701,019.94
23	1/16/2036	453,335.94	11,333.40	86,288.60	367,047.33	712,353.33
24	1/16/2037	367,047.33	9,176.18	88,445.82	278,601.52	721,529.52
25	1/16/2038	278,601.52	6,965.04	90,656.96	187,944.56	728,494.56
26	1/16/2039	187,944.56	4,698.61	92,923.39	95,021.17	733,193.17
27	1/16/2040	95,021.17	2,375.53	95,021.17	0.00	735,568.70

MMBB Loan Amort Schedule

Original Principal: \$445,000.00

Pittsfield-2015FS Amortization Schedule

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Date	Principal	Rate	Interest	MMBB Fee	DEP Admin Fee	Total Due
02/01/2016		0.150%	\$524.74	\$7.87	\$18.37	\$550.98
08/01/2016	\$21,935.00	0.150%	\$333.76	\$334.03	\$779.41	\$23,382.20
02/01/2017		0.150%	\$317.31	\$4.76	\$11.11	\$333.18
08/01/2017	\$21,967.00	0.150%	\$317.31	\$334.26	\$779.95	\$23,398.52
02/01/2018		0.150%	\$300.83	\$4.51	\$10.53	\$315.87
08/01/2018	\$22,001.00	0.150%	\$300.83	\$334.53	\$780.56	\$23,416.92
02/01/2019		0.150%	\$284.33	\$4.26	\$9.95	\$298.54
08/01/2019	\$22,033.00	0.150%	\$284.33	\$334.76	\$781.11	\$23,433.20
02/01/2020		0.150%	\$267.81	\$4.02	\$9.37	\$281.20
08/01/2020	\$22,067.00	0.150%	\$267.81	\$335.02	\$781.72	\$23,451.55
02/01/2021		0.150%	\$251.26	\$3.77	\$8.79	\$263.82
08/01/2021	\$22,099.00	0.150%	\$251.26	\$335.25	\$782.26	\$23,467.77
02/01/2022		0.150%	\$234.69	\$3.52	\$8.21	\$246.42
08/01/2022	\$22,133.00	0.150%	\$234.69	\$335.52	\$782.87	\$23,486.08
02/01/2023		0.150%	\$218.09	\$3.27	\$7.63	\$228.99
08/01/2023	\$22,166.00	0.150%	\$218.09	\$335.76	\$783.44	\$23,503.29
02/01/2024		0.150%	\$201.47	\$3.02	\$7.05	\$211.54
08/01/2024	\$22,199.00	0.150%	\$201.47	\$336.01	\$784.02	\$23,520.50
02/01/2025		0.150%	\$184.82	\$2.77	\$6.47	\$194.06
08/01/2025	\$22,233.00	0.150%	\$184.82	\$336.27	\$784.62	\$23,538.71
02/01/2026		0.150%	\$168.15	\$2.52	\$5.89	\$176.56
08/01/2026	\$22,265.00	0.150%	\$168.15	\$336.50	\$785.16	\$23,554.81
02/01/2027		0.150%	\$151.45	\$2.27	\$5.30	\$159.02
08/01/2027	\$22,300.00	0.150%	\$151.45	\$336.77	\$785.80	\$23,574.02
02/01/2028		0.150%	\$134.72	\$2.02	\$4.72	\$141.46
08/01/2028	\$22,332.00	0.150%	\$134.72	\$337.00	\$786.34	\$23,590.06
02/01/2029		0.150%	\$117.97	\$1.77	\$4.13	\$123.87
08/01/2029	\$22,367.00	0.150%	\$117.97	\$337.27	\$786.97	\$23,609.21
02/01/2030		0.150%	\$101.19	\$1.52	\$3.54	\$106.25
08/01/2030	\$22,399.00	0.150%	\$101.19	\$337.50	\$787.51	\$23,625.20
02/01/2031		0.150%	\$84.39	\$1.27	\$2.95	\$88.61
08/01/2031	\$22,434.00	0.150%	\$84.39	\$337.78	\$788.14	\$23,644.31
02/01/2032		0.150%	\$67.56	\$1.01	\$2.36	\$70.93
08/01/2032	\$22,467.00	0.150%	\$67.56	\$338.02	\$788.71	\$23,661.29
02/01/2033		0.150%	\$50.71	\$0.76	\$1.77	\$53.24
08/01/2033	\$22,500.00	0.150%	\$50.71	\$338.26	\$789.27	\$23,678.24
02/01/2034		0.150%	\$33.83	\$0.51	\$1.18	\$35.52
08/01/2034	\$22,535.00	0.150%	\$33.83	\$338.53	\$789.91	\$23,697.27
02/01/2035		0.150%	\$16.93	\$0.25	\$0.59	\$17.77
08/01/2035	\$22,568.00	0.150%	\$16.93	\$338.77	\$790.47	\$23,714.17
<b>TOTALS:</b>	<b>\$445,000.00</b>		<b>\$7,233.52</b>	<b>\$6,783.48</b>	<b>\$15,828.15</b>	<b>\$474,845.15</b>

Rate Period:

Exact Days

Machias Savings

Nominal Annual Rate:

2.300%

05/27/2016

Original Principal: \$200,000.00

CASH FLOW DATA

Highway Paving and Bridge / Culvert Improvements

Event	Date	Amount	Number	Period	End Date
1 Loan	5/27/2016	200,000.00	1		
2 Payment	5/1/2017	Interest Only	1		
3 Payment	11/1/2017	40,000.00	1		
Fixed Principal (+Int.)					
4 Payment	5/1/2018	Interest Only	1		
5 Payment	11/1/2018	40,000.00	1		
Fixed Principal (+Int.)					
6 Payment	5/1/2019	Interest Only	1		
7 Payment	11/1/2019	40,000.00	1		
Fixed Principal (+Int.)					
8 Payment	5/1/2020	Interest Only	1		
9 Payment	11/1/2020	40,000.00	1		
Fixed Principal (+Int.)					
10 Payment	5/1/2021	Interest Only	1		
11 Payment	11/1/2021	40,000.00	1		
Fixed Principal (+Int.)					

AMORTIZATION SCHEDULE - U.S. Rule (no compounding)

	Date	Payment	Interest	Principal	Balance
Loan	5/27/2016				200,000.00
2016 Totals		0.00	0.00	0.00	
1	5/1/2017	4,272.33	4,272.33	0.00	200,000.00
2	11/1/2017	42,318.90	2,318.90	40,000.00	160,000.00
2017 Totals		46,591.23	6,591.23	40,000.00	
3	5/1/2018	1,824.88	1,824.88	0.00	160,000.00
4	11/1/2018	41,855.12	1,855.12	40,000.00	120,000.00
2018 Totals		43,680.00	3,680.00	40,000.00	
5	5/1/2019	1,368.66	1,368.66	0.00	120,000.00
6	11/1/2019	41,391.34	1,391.34	40,000.00	80,000.00
2019 Totals		42,760.00	2,760.00	40,000.00	
7	5/1/2020	917.48	917.48	0.00	80,000.00
8	11/1/2020	40,927.56	927.56	40,000.00	40,000.00
2020 Totals		41,845.04	1,845.04	40,000.00	

5/3/2016 3:09 PM

9	5/1/2021	456.22	456.22	0.00	40,000.00
10	11/1/2021	40,463.78	463.78	40,000.00	0.00
<b>2021 Totals</b>		<b>40,920.00</b>	<b>920.00</b>	<b>40,000.00</b>	
<b>Grand Totals</b>		<b>215,796.27</b>	<b>15,796.27</b>	<b>200,000.00</b>	

MMBB Loan Amort Schedule

Original Principal: \$888,648.44

Pittsfield-2016FR Amortization Schedule

Printed via www.mmbb.com

Date	Principal	Rate	Principal Forgiveness	Interest	MMBB Fee	Accrued Interest	DHHS Project Management Fee	Total Due
07/08/2017		1.000%				\$6,753.73		\$6,753.73
07/09/2017	\$46,232.42		(\$46,232.42)					\$0.00
07/10/2017							\$8,886.48	\$8,886.48
10/01/2017	\$38,259.00	1.000%		\$1,942.24	\$2,010.06			\$42,211.30
04/01/2018				\$4,020.79	\$201.04			\$4,221.83
10/01/2018	\$38,641.00	1.000%		\$4,020.79	\$2,133.09			\$44,794.88
04/01/2019				\$3,827.58	\$191.38			\$4,018.96
10/01/2019	\$39,027.00	1.000%		\$3,827.58	\$2,142.73			\$44,997.31
04/01/2020				\$3,632.45	\$181.62			\$3,814.07
10/01/2020	\$39,418.00	1.000%		\$3,632.45	\$2,152.52			\$45,202.97
04/01/2021				\$3,435.36	\$171.77			\$3,607.13
10/01/2021	\$39,812.00	1.000%		\$3,435.36	\$2,162.37			\$45,409.73
04/01/2022				\$3,236.30	\$161.81			\$3,398.11
10/01/2022	\$40,210.00	1.000%		\$3,236.30	\$2,172.31			\$45,618.61
04/01/2023				\$3,035.25	\$151.76			\$3,187.01
10/01/2023	\$40,613.00	1.000%		\$3,035.25	\$2,182.41			\$45,830.66
04/01/2024				\$2,832.18	\$141.61			\$2,973.79
10/01/2024	\$41,018.00	1.000%		\$2,832.18	\$2,192.51			\$46,042.69
04/01/2025				\$2,627.09	\$131.35			\$2,758.44
10/01/2025	\$41,429.00	1.000%		\$2,627.09	\$2,202.80			\$46,258.89
04/01/2026				\$2,419.95	\$121.00			\$2,540.95
10/01/2026	\$41,842.00	1.000%		\$2,419.95	\$2,213.10			\$46,475.05
04/01/2027				\$2,210.74	\$110.54			\$2,321.28
10/01/2027	\$42,262.00	1.000%		\$2,210.74	\$2,223.64			\$46,696.38
04/01/2028				\$1,999.43	\$99.97			\$2,099.40
10/01/2028	\$42,684.00	1.000%		\$1,999.43	\$2,234.17			\$46,917.60
04/01/2029				\$1,786.01	\$89.30			\$1,875.31
10/01/2029	\$43,110.00	1.000%		\$1,786.01	\$2,244.80			\$47,140.81
04/01/2030				\$1,570.46	\$78.52			\$1,648.98
10/01/2030	\$43,542.00	1.000%		\$1,570.46	\$2,255.62			\$47,368.08
04/01/2031				\$1,352.75	\$67.64			\$1,420.39
10/01/2031	\$43,978.00	1.000%		\$1,352.75	\$2,266.54			\$47,597.29
04/01/2032				\$1,132.86	\$56.64			\$1,189.50
10/01/2032	\$44,417.00	1.000%		\$1,132.86	\$2,277.49			\$47,827.35
04/01/2033				\$910.77	\$45.54			\$956.31
10/01/2033	\$44,861.00	1.000%		\$910.77	\$2,288.59			\$48,060.36
04/01/2034				\$686.47	\$34.32			\$720.79
10/01/2034	\$45,310.00	1.000%		\$686.47	\$2,299.82			\$48,296.29
04/01/2035				\$459.92	\$23.00			\$482.92
10/01/2035	\$45,762.00	1.000%		\$459.92	\$2,311.10			\$48,533.02
04/01/2036				\$231.11	\$11.56			\$242.67

# MABB Loan Amort Schedule

10/01/2036	\$46,221.02	1.000%		\$231.11	\$2,322.61			\$48,774.74
<b>TOTALS:</b>	<b>\$888,648.44</b>		<b>(\$46,232.42)</b>	<b>\$84,757.18</b>	<b>\$46,358.65</b>	<b>\$6,753.73</b>	<b>\$8,886.48</b>	<b>\$989,172.06</b>

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MMBB Loan Amort Schedule

Original Principal: \$149,928.35

**Pittsfield-2016SR Amortization Schedule**

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Date	Principal	Rate	Interest	MMBB Fee	Accrued Interest	DEP Admin Fee	Total Due
07/22/2017		1.000%			\$643.10		\$643.10
10/01/2017	\$6,809.00	1.000%	\$287.36	\$106.45		\$248.37	\$7,451.18
04/01/2018			\$715.60	\$10.73		\$25.05	\$751.38
10/01/2018	\$6,877.00	1.000%	\$715.60	\$113.89		\$265.74	\$7,972.23
04/01/2019			\$681.21	\$10.22		\$23.84	\$715.27
10/01/2019	\$6,946.00	1.000%	\$681.21	\$114.41		\$266.95	\$8,008.57
04/01/2020			\$646.48	\$9.70		\$22.63	\$678.81
10/01/2020	\$7,015.00	1.000%	\$646.48	\$114.92		\$268.15	\$8,044.55
04/01/2021			\$611.41	\$9.17		\$21.40	\$641.98
10/01/2021	\$7,086.00	1.000%	\$611.41	\$115.46		\$269.41	\$8,082.28
04/01/2022			\$575.98	\$8.64		\$20.16	\$604.78
10/01/2022	\$7,156.00	1.000%	\$575.98	\$115.98		\$270.62	\$8,118.58
04/01/2023			\$540.20	\$8.10		\$18.91	\$567.21
10/01/2023	\$7,228.00	1.000%	\$540.20	\$116.52		\$271.89	\$8,156.61
04/01/2024			\$504.06	\$7.56		\$17.64	\$529.26
10/01/2024	\$7,300.00	1.000%	\$504.06	\$117.06		\$273.14	\$8,194.26
04/01/2025			\$467.56	\$7.01		\$16.36	\$490.93
10/01/2025	\$7,374.00	1.000%	\$467.56	\$117.62		\$274.45	\$8,233.63
04/01/2026			\$430.69	\$6.46		\$15.07	\$452.22
10/01/2026	\$7,447.00	1.000%	\$430.69	\$118.17		\$275.72	\$8,271.58
04/01/2027			\$393.45	\$5.90		\$13.77	\$413.12
10/01/2027	\$7,521.00	1.000%	\$393.45	\$118.72		\$277.01	\$8,310.18
04/01/2028			\$355.85	\$5.34		\$12.45	\$373.64
10/01/2028	\$7,597.00	1.000%	\$355.85	\$119.29		\$278.35	\$8,350.49
04/01/2029			\$317.86	\$4.77		\$11.13	\$333.76
10/01/2029	\$7,672.00	1.000%	\$317.86	\$119.85		\$279.65	\$8,389.36
04/01/2030			\$279.50	\$4.19		\$9.78	\$293.47
10/01/2030	\$7,750.00	1.000%	\$279.50	\$120.44		\$281.03	\$8,430.97
04/01/2031			\$240.75	\$3.61		\$8.43	\$252.79
10/01/2031	\$7,826.00	1.000%	\$240.75	\$121.00		\$282.34	\$8,470.09
04/01/2032			\$201.62	\$3.02		\$7.06	\$211.70
10/01/2032	\$7,906.00	1.000%	\$201.62	\$121.61		\$283.77	\$8,513.00
04/01/2033			\$162.09	\$2.43		\$5.67	\$170.19
10/01/2033	\$7,984.00	1.000%	\$162.09	\$122.19		\$285.11	\$8,553.39
04/01/2034			\$122.17	\$1.83		\$4.28	\$128.28
10/01/2034	\$8,064.00	1.000%	\$122.17	\$122.79		\$286.52	\$8,595.48
04/01/2035			\$81.85	\$1.23		\$2.86	\$85.94
10/01/2035	\$8,144.00	1.000%	\$81.85	\$123.39		\$287.90	\$8,637.14
04/01/2036			\$41.13	\$0.62		\$1.44	\$43.19
10/01/2036	\$8,226.35	1.000%	\$41.13	\$124.01		\$289.36	\$8,680.85
<b>TOTALS:</b>	<b>\$149,928.35</b>		<b>\$15,026.28</b>	<b>\$2,474.30</b>	<b>\$643.10</b>	<b>\$5,773.41</b>	<b>\$173,845.44</b>

2017 Pierce Enforcer Top Mount  
Pumper Fire Truck

Original Principal: \$536,172.00

(c) Payment Schedule:

Accrual Date: November 29, 2017

Rent Payment Number	Rent Payment Date	Rent Payment Amount	Interest Portion	Principal Portion	Termination Value
1	11/29/2017	62,823.64	16,031.54	46,792.10	504,061.30
2	11/29/2018	62,823.64	14,632.46	48,191.18	454,424.38
3	11/29/2019	62,823.64	13,191.54	49,632.10	403,303.32
4	11/29/2020	62,823.64	11,707.54	51,116.10	350,653.74
5	11/29/2021	62,823.64	10,179.17	52,644.47	296,429.93
6	11/29/2022	62,823.64	8,605.10	54,218.54	240,584.84
7	11/29/2023	62,823.64	6,983.97	55,839.67	183,069.98
8	11/29/2024	62,823.64	5,314.36	57,509.28	123,835.42
9	11/29/2025	62,823.64	3,594.83	59,228.81	62,829.74
10	11/29/2026	62,823.64	1,823.89	60,999.75	1.00

Price was \$556,395.00 - Prepay Discounts of \$20,223.00 = \$536,172.00

Town of Pittsfield  
("Lessee")

By: Kathleen Beth

Title: Town manager

PNC Equipment Finance, LLC  
("Lessor")

By: \_\_\_\_\_

Title: \_\_\_\_\_



Michael R. Goodwin, *Executive Director*  
Tel 207-622-9386  
Fax 207-623-5359

August 31, 2016

Kathryn Ruth  
Town Manager  
Town of Pittsfield  
112 Somerset Avenue  
Pittsfield, ME 04967-1432

Dear Ms. Ruth:

It is my pleasure to inform you that the Commissioners of the Maine Municipal Bond Bank ("the Bank") have approved the request to finance the Hunnewell Avenue water main project ("the Project") from the Town of Pittsfield ("the Municipality") with a \$1,253,000 loan for Twenty Years, which will be funded from the Drinking Water State Revolving Loan Fund Program ("DWSRF"). The Bank acknowledges the Municipality has only authorized \$85,000 of the \$1,253,000 to pay for the Project's design costs and will borrow the \$85,000 initially. The remaining amount approved by the Bank for the Project may be issued at a later date, possibly in 2017, subject to local authorization of the subsequent issuance. The Bank will provide a loan for your current issuance out of federal and/or state funds. Loan documents will be sent out to your local bond counsel immediately upon your request. The schedule of the loan will be at your convenience.

The approval of this loan is conditioned on the following:

1. The receipt of capitalization grants.
2. That normal documentation and Bond Counsel's legal opinion be received within our time frame including verification that the Municipality properly exists and has the authority to borrow, and that all required legal actions by the voters or governing body of the Municipality have been either waived pursuant to law or have been complied with.
3. No substantive change occurs in your financial condition.
4. No litigation is threatened or pending that may have material effect on the loan.
5. The Municipality agrees to submit annual audited financial reports and single audit reports (as required by OMB Circular A-133), available prior to the closing of the loan and during the entire life of the loan.
6. The Municipality agrees that upon completion of the work, the Municipality will submit to the Bank a certification of completion of the project (obtained from DHHS).
7. No change in the law occurs that could affect the issue.

8. The Municipality agrees to indemnify and hold the Bank harmless from liability resulting from any subsequent withdrawal of this approval.
9. That there is an established dedicated source of revenue for repayment of the loan, payment of all issuance and loan servicing fees, and for payment of all costs of operation and maintenance of the project (i.e., user charges, special assessments or general taxes). The Municipality will also be responsible for all legal costs related to the closing of the loan. In the event that the issuance is not completed, the Municipality will be billed on a current basis for any incurred legal expenses.
10. That the user fees or dedicated revenue source is in place and will be revised from time to time as necessary such that the revenues and funds described in paragraph nine shall be sufficient to pay the costs described in paragraph nine.
11. That there is established, at an institution designated by the Bank, a construction account for all loan proceeds which is separate and distinct from all other accounts, set up in accordance with generally accepted government accounting standards. This must be done to insure for audit purposes that funds are being properly supported, that they are related to eligible construction costs, and that they are documented by the appropriate records. Construction proceeds will be disbursed upon requisition made to the Bond Bank to a separate project account maintained by the Municipality as necessary in the same manner described.
12. The Municipality is in compliance with the Maine statutory requirements of 30-A MRSA Section 5953-B paragraph three (3) concerning loans from the DWSRF.
13. The Municipality agrees to meet the requirements of an environmental review, a plan and specification review, and a capacity review to be conducted by DHHS and to maintain compliance with the requirements of each review throughout the life of the loan.
14. To the extent the project is considered by DHHS to be an equivalency project, the Municipality agrees to take all steps necessary to comply with the federal cross-cutters applicable to a DWSRF loan.
15. The Municipality agrees to comply with OMB Circular A-133 of the Single Audit Act as applicable.
16. The Municipality will at all times comply with section 1450(e) of the Safe Drinking Water Act (42 U.S.C. 300j-9(e)) regarding prevailing wage rates ("Davis-Bacon").
17. The Municipality will at all times comply with all federal requirements applicable to the loan (including those imposed by the 2014 Appropriations Act and related SRF Policy Guidelines) which the Municipality understands includes, among other, requirements that all of the iron and steel products used in the project are to be produced in the United States ("American Iron and Steel Requirement") unless (i) the Municipality has requested and obtained a waiver from the federal Environmental Protection Agency pertaining to the project or (ii) the appropriate state agency has otherwise advised the Municipality in writing that the American Iron and Steel Requirement is not applicable to the project.

18. The Municipality will at all times comply with all record keeping and reporting requirements under the Safe Drinking Water Act, including any reports required by a Federal agency or the appropriate state agency such as performance indicators of program deliverables, information on costs and project progress. The Municipality understands that (i) each contract and subcontract related to the project is subject to audit by appropriate federal and state entities and (ii) failure to comply with the Safe Drinking Water Act may be a default hereunder resulting in repayment of the loan in advance of the maturity of the Bonds and/or other remedial actions.

The Bond Bank will charge a servicing fee of 5.0% of each debt service payment of the Municipality's loan. DHHS will also charge a 1% project management fee on the original amount borrowed. This fee is usually included as part of the Municipality's total borrowing amount and will be collected by the Bond Bank and paid over to DHHS.

The approval of this application will expire one year after the date of this letter. After one year, applications will be subject to renewal by the mutual agreement of the Municipality and the Bank. The Maine Municipal Bond Bank reserves the right to reject the loan for any reason it deems reasonable. **If you agree to these terms, please sign the commitment letter in the space provided, make a copy for your records, and send the original back.**

I would like to take this opportunity to thank you for your participation with the Safe Drinking Water Revolving Loan Fund Program. Please be assured that every effort will be made to get the lowest total cost for your long-term capital needs. If you have any questions, or are interested in participating in the interim loan program, please do not hesitate to call this office.

Sincerely,



Michael R. Goodwin  
Executive Director

Seen and Agreed to by



Town of Pittsfield  
*authorized by Town Council ordinance  
dated 09/06/2016.*

Cc: Ron Epstein, Esq.  
Jensen Baird Gardner & Henry



POLICE DEPARTMENT  
VEHICLE INVENTORY 10/2019

ATTACHMENT #3

YEAR	MAKE - MODEL	VIN #
2015	FORD INTERCEPTOR	1FAHP2MK1FG132065
2016	FORD EXPLORER SUV	1FM5K8AR4GGC50317
2017	FORD EXPLORER SUV	1FM5K8AR2HGD59814
2019	FORD EXPLORER SUV	1FM5KBARXKGB44687

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FIRE DEPARTMENT  
VEHICLE INVENTORY 10/2019

ATTACHMENT #4

YEAR	MAKE - MODEL	VIN #
1936	SEAGRAVES ANTIQUE	84615
1975	FORD PUMPER/TANKER	R17652
1981	PIERCE PUMPER/TANKER	JH1340
1986	PIERCE PUMPER/TANKER	D0521
1992	VENTURE TRAILER	47GBV1613NB000155
1995	CHEVY C30 FIRST RESPONDER	1GBKH32N9S3312903
2003	PIERCE DAS PUMPER/TANKER	4P1CT02S33A002835
2008	FORD F650 RESCUE HVY	3FRWW65E68V039942
2010	CARRY-ON FOOD TRAILER	4YMCL202XAV068924
2018	PIERCE ENFORCER PUMPER LOADER	4P1BAAFF1JA018162

PUBLIC WORKS DEPARTMENT  
VEHICLE INVENTORY 10/2019

ATTACHMENT #5

YEAR	MAKE - MODEL	VIN #
1962	GALAN ROAD GRADER	4A92816118604492
1981	FORD BACKHOE/TRACTOR	C667243
1986	CASE FRONT END LOADER	9161604
1990	FORD L8000 DUMP TRUCK	1FDYK82A5LVA43947
1993	JOHNSTON STREET SWEEPER	1JSVM3H49PP041041
1995	JOHNSTON STREET SWEEPER	1JSVM3H48SC041094
1999	CHEVY KODIAK DUMP TRUCK	1GBT7H4CXXU102703
2007	CHEVY SILVERADO	1GCHK24U77E182315
2008	INTERNATIONAL 7400	1HTWDAAR48J563997
2015	INTERNATIONAL 7400 PLOW TRUCK	1HTWDAAR1FH144526
2016	VOLVO L90H WHEEL LOADER	VCE0L90HV0S623517
2017	CHEVY CK3600 WITH PLOW	1GB3KYCG4HZ241635
2018	WACKER NEUSON LOADER	3047861
1990	EAGER BEAVER TRAILER	11ZDPM279LT030603Z
2013	NEW HOLLAND TRACTOR	NH03208M

Town of Pittsfield Paving Program  
Paving Priority Listing  
Starting with Year 2005

ACCEPTED AS WORKING DOCUMENT  
10/5/2004

Priority Category	Condition of Roads	Width	Mileage	Estimated Tons Formula @ 2.0"
Henry Street	Cracked, heaved, deteriorating	23'	0.28	414.8
School Street	Cracked, heaved, deteriorating	23'	0.19	281.5
		<b>Total Mileage</b>	<b>0.47</b>	<b>696.3</b>
				<b>Estimated Tons Formula @ 1.5"</b>
<b>Priority # 1</b>	<b>Fair</b>			
Central (Part)	By Forest, broken up/heavily patched section Needs catch basin put in before paving	26'	0.02	25.1
Chester (Part)	Second section showing deterioration	19.5'	0.3	282.6
Cianchette Court	Cracks, bumpy	19'	0.2	183.6
Cottage	Deteriorated	18.5'	0.08	71.5
Detroit (Part)	last part, deterioration, catch basin	21'	0.2	202.9
Drake	Deterioration in cross sections	16.5'	0.11	87.7
Curtis	Cracks, several good sections	22'	0.06	63.8
Easy Street	Heavily patched, deteriorated	24'	0.09	104.4
Maple Terrace	Deteriorating fast	21'	0.17	172.5
Mill Street	Cracks, Deterioration	16.5'	0.08	63.8
North Lancey	Heaved, differing paved sections	22'	0.07	74.4
Spring Road(Part)	Middle part is deteriorated	20.8'	0.7	703.4
Wright	Last section shows some deterioration	20.5'	0.2	198.1
Bean's Corner Road (part)	First section from Rt. 2 Cracks, out of shape	20.5'	1.2	1188.5
Curtis	Cracks, several good sections	22'	0.06	63.8
Hemlock	Binder coat quality, rough	22'	0.18	191.3
Pooler (part)	Second section to Powers Road, heavily patched, out of shape	21'	0.7	710.2
Powers (part)	First section from Rt.2, out of shape, tire ruts, cracks	20.5'	0.7	693.3
Snakeroot (part)	Webb to Route #2 Cracks, heaving, out of shape	20'	1	966.2
Stinson	Cracks, heaving by MCI	20'	0.31	299.5
Summer	Dead end section, deteriorating	18.5'	0.22	196.6
Weeks (part)	First .20 mile past Phillips Corner	25.7'	0.2	248.3
West Street(Part)	Middle part by storm water deteriorated	18.5'	0.1	89.4
Essex Street	Fair	22'	0.05	531.4
Fifth Street	Cracks, heaved	21.8'	0.13	136.9
Highland	Cracks, heaved in spots	19.5'	0.18	169.6
Leighton	Cracks	21'	0.28	284.1

**Priority # 1 cont.**

Address	Condition	Width	Score	Value
Lincoln Street	Cracks	21'	0.23	233.3
Noble Street	Heaved, some deterioration	18'	0.06	52.2
Raymond Avenue	Cracks, bumpy, middle part is good	19'	0.2	183.6
Powers (part)	Last section to Hartland line, out of shape, bumpy	20.5'	0.5	495.2
Union Street	Heaved in middle, not level	19'	0.14	1285.1
<b>Total Mileage</b>			<b>8.72</b>	<b>10252.3</b>

**Priority #2**

Address	Condition	Width	Score	Value
Berry Road	Cracks at end, road base is out of shape-Binder only	20'	0.7	676.4
Birchwood Terrace	A lot of cracks	26'	0.46	577.8
Central (most)	2 sections-Good except small area by Forest	26'	0.2	251.2
Crawford(Part)	One new vg section, cracks in remainder-vg section only binder	21'	0.7	710.2
Dorothy Street	Cracks	19.5'	0.13	122.5
Fairview	Cracks, Culvert sunk	22'	0.12	127.5
Harrison	Except out of shape areas on side/parking	22'	0.19	201.9
Hathorn	Deterioration by Municipal Parking Lot	37'	0.12	214.5
Middle Street	Some cracks	36'	0.1	173.9
Pine Street	Section before new pavement- Binder only	22'	0.16	170.1
Powers (part)	Rt#100 to Snakeroot, large cracks in middle of road	20.5'	0.5	495.2
Snakeroot (part)	Cracks	20'	0.8	773.1
South Street	Good to fair to excellent grades, cross culvert	22'	0.13	138.2
Webb Road		20'	1.61	1555.6
Central Street (most)	Most of road in good shape	26'	0.2	251.2
Chalmers	Very good in areas	22'	0.1	106.3
Connors	Several Sections recently fixed	20'	0.12	115.9
Eelwier Road	Most of road in good shape/1 fair section	21'	0.7	710.2
High Street	Some cracks	22'	0.18	191.3
Johnson Flats	First .70 from Burnham line recently paved, excellent to fair	19.5'	1.44	1356.6
Livingston	Part shared with Clinton is deteriorated	18.5'	0.26	232.4
Manson	Middle section deteriorated, cracks	22'	0.14	148.8
Merrimac	Cracks	22'	0.36	382.6
Nichols (part)	Heave in center and cracking, rest good	23.5'	0.2	227.1
Peltona (part)	Most of road, some cross heaves	22'	2.11	2242.6
SAS	Remainder of road to town line, generally good	23'	0.3	333.4
Waverly Avenue	Cross Culvert	40'	0.54	1043.5
<b>Total Mileage</b>			<b>12.57</b>	<b>13530</b>

**Priority # 3**

**Very good**

First Street	Cracks	26'	0.12	150.7
Forest Street	Rough coat, but in very good condition	18'	0.2	173.9
Greeley	I-95 to Taylor, some sections good, cracks, sunken areas	20'	1.3	1256.1
Snakeroot (part)	Taylor to past Webb intersection	20'	0.6	579.7
Snakeroot (part)	Sewer dug up	24'	0.1	115.9
Third Street				
Chandler	Paved area	22'	0.5	531.4
Cianchette	Very good	27.5'	0.25	332.2
Crosby Street	Cracks, excellent in many areas	22'	0.1	106.3
Davis Street	Very good	20'	0.18	173.9
Detroit Ave(most)	Except last .2 miles by railroad tracks	21'	0.3	304.4
Dobson	Very good	20'	0.19	183.6
Dogtown Road	Some big cracks to fix	19'	0.2	183.6
Elm Street	Right side coming in town	18'	0.1	87.1
Franklin	Cracks	19'	0.18	165.3
George	Very good except 1 sink area	18'	0.1	87.1
Industrial Park	Most of road is very good, some rough spots, cracks on part by Merrimic	28'	0.77	1041.6
Library Street	Fix area by Main Street	20'	0.15	144.9
Pleasant Street		20'	0.13	125.6
Summer (part)	Very good condition, thru section	18.5'	0.1	89.4
Webb Road	Cracks by hill and guardrail	20'	2.4	2319.1
West Street (most)	Very good shape except middle section	18.5'	0.26	232.4
Cross Street	Very good	18'	0.1	87.1
Hamilton Drive	Cracks, back section has heaves	26'	0.9	1130.5
Libby Street		22'	0.1	106.3
Sebasitcook Street	Very good	22'	0.28	297.6

**Total Mileage 9.61 10005.7**

**Priority # 4**

**Excellent**

Powers (part)	New pavement starting 1.4 from Route #2-Binder only	20.5'	0.5	495.2
Powers (part)	Binder coat only, recently rebuilt	20.5'	0.5	495.2
Ruth Street	End section only has binder	18'	0.07	60.9
Spring Road(most)	First and end sections recently paved, one section only binder	20.8'	0.7	703.4
Arbor Lane	Cracks	22'	0.22	233.8
Beans Corner Road (part)	Section prior to Intersection with Powers	20.5'	1	990.4

**Priority #** **ont.**

**Excellent**

Chester (part)	Back area generally very good except end	19.5'	0.3	282.6
Fourth Street		24'	0.1	116.1
Harriett Street		25'	0.3	362.3
Snakeroot (part)		20'	0.5	483.1
Weeks (most)	RR to before I-95	25.7'	1.72	2135.6
Bates Street	Cracking	19'	0.24	220.3
Elm Street	Left side coming into town	18'	0.2	174.1
Higgins	Newly paved or pavement is in great shape, some cracking	20.5'	1.9	1881.8
Hussey	2 cracks at beginning	19'	0.7	642.6
Industrial Park Ext. Back	Excellent condition, town way provides access to Land Air	38'	0.08	146.9
Lancey Street	Both sections	26'	0.31	389.4
Llewellyn Street		18'	0.07	60.9
Morrill	Only binder-Has top coat on	20'	0.14	135.3
Nichols (Part)	First Section	23.5'	0.1	113.5
Peltona (part)	Rebuilt from Harrison Road past Cemetery	22'	0.22	233.8
Pooler (part)	Section off Route 2	21'	0.6	608.7
Washington	A few cracks	17.5'	0.22	186.1
Webb (part)	recently paved	20'	0.8	773.1
	<b>Total Mileage</b>		<b>11.49</b>	<b>11925.1</b>

**Total Mileage for all Town Maintained Roads, paving:**  
**Total Mileage for all Town Maintained Roads, plowing**

43.22  
 53.18  
**Final Mileage 42.86**

**Roads Plowed but not paved:**

- Hartland Ave
- Hunnewell Avenue
- Lower Detroit Avenue
- North Main Street
- Park Street
- Peltona Avenue
- Phillips Corner
- Somerset Avenue
- South Main Street
- to Harrison Avenue

State .62 too high on W/H  
 State .26 lower on J Flats

Updated price: 10/2018 Price left same as 2015 and 2016 projections. Town received low price of \$74.50/ton which was lower than surrounding area pricing for 2016 paving. Continue to use \$92.00/ton.

\$4,205,605.20  
 At \$125,000/yr,  
 34 years/complete  
 At \$100,000/yr,  
 42 years/complete  
 (assumes minimum shim).  
**Historical Note:**  
 2004 document was at a price of \$33.40 and took 20 years to finish prior to the huge rate increases.

## 2018 HIGHWAY CRACK SEALING PRIORITY LIST

STREET NAME	First Priority	AREA OF ROAD
Cianchette Avenue		As needed
Crawford		As needed
Eelwier Road		As needed
Industrial Park		As needed
Johnson Flats-First Section		As needed
Municipal Parking Lot/s		As needed
Waverly Avenue		As needed
	<b>2003</b>	
Detroit Avenue		Sections paved (2003)
Hamilton Road		Sections paved (2003)
Hussey Road		Sections paved (2003)
Lancey Street		Sections paved (2003)
Libby Street		Sections paved (2003)
Morrill Street		Sections paved (2003)
Washington St.		Sections paved (2003)
Webb Road		Sections paved (2003)
Weeks Road		Sections paved (2003)
	<b>2004</b>	
Bates		Sections paved (2004)
Connors Avenue		Sections paved (2004)
Elm Street		Sections paved (2004)
Llewelling		Sections paved (2004)
Peltoma Avenue		Sections paved (2004)
Spring Road		Sections paved (2004)
	<b>2005</b>	
Central		Sections paved (2005)
Chester		Sections paved (2005)
Cottage		Sections paved (2005)
Detroit Avenue		Sections paved (2005)
Easy		Sections paved (2005)
Essex Street		Sections paved (2005)
Mill Court		Sections paved (2005)
North Lancey		Sections paved (2005)
Peltoma Avenue		Sections paved (2005)
Pooler Road		Sections paved (2005)
Stinson		Sections paved (2005)
Wright		Sections paved (2005)
	<b>2006</b>	
Cianchette Court		Sections paved (2006)
Drake Street		Sections paved (2006)
Harriet Street		Sections paved (2006)
Higgins Road		Sections paved (2006)
Highland Avenue		Sections paved (2006)
Maple Terrace		Sections paved (2006)
Raymond Avenue		Sections paved (2006)
Spring Road		Sections paved (2006)
West Street		Sections paved (2006)

## 2018 HIGHWAY CRACK SEALING PRIORITY LIST (CON'T)

### 2007

Lincoln	Sections paved (2007)
Hemlock Terrace	Sections paved (2007)
Union Street	Sections paved (2007)
Noble Court	Sections paved (2007)
Higgins Road	Sections paved (2007)
Powers Road	Sections paved (2007)

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### 2008

Leighton Street	Sections paved (2008)
Curtis Street	Sections paved (2008)
Livingston Street	Sections paved (2008)
Dorothy Street	Sections paved (2008)
Industrial Park St.	Sections paved (2008)

### 2009

Paving did not take place due to the economy and budget constraints.

### 2010

Paved two small areas due to economy and budget constraints

### 2011

Stinson Street	Wide Section to IP paved
Stinson Street	From IP to curve paved
Summer Street	Entire length paved
Summer Court	Entire length paved
Middle Street	Small section paved
Snakeroot Road	From Taylor to I-95 paved - trench
Snakeroot Hill	Hill by Higgins

### 2012

Paving did not take place due to the economy and budget constraints

### 2013

Webb Road	From new pavement to curve
Lancey Street	Corner and 5 areas repaired
4 Road Entrances	Central, Hathorn, Middle & Manson

## 2018 HIGHWAY CRACK SEALING PRIORITY LIST (CON'T)

### 2014

Higgins Road	Curve before & after Snakeroot
Bean's Corner	Two sections end of road
Multiple roads	Multiple trench paving

### 2015

Library Street	Beginning
Nichols Street	Beginning
Sebasticook Street	Beginning
Hamilton Terrace	Beginning
Lincoln Street	Beginning
Dobson Street	Beginning
Detroit Street	Section
Higgins Street	Section
Bean's Corner	First Section
Bean's Corner	Second Section

### 2016

Crawford Road	Sections
Spring Road	Sections

Original: 10/2004  
Updated: 10/2005; Updated 10/2006; Updated 10/2007;  
Updated: 10/2008; Updated 10/2009; Updated 10/2010;  
Updated: 10/2011; Updated 10/2012; Updated 10/2013;  
Updated: 10/2014; Updated 10/2015; Updated 10/2016  
Updated: 10/2017

2018 GRAVEL ROAD PLAN  
 PRIORITY PROJECTS  
 GRAVEL TOWN WAYS

Name	Location	Length	Gravel Width	Work to be done	Estimated Cost
Armstrong	Off Webb, past Berry	0.1	12'	grade 2 times	\$90.00 per grading
Grant Road	Off Route #2	0.1	12'	grade 2 times	\$90.00 per grading
Hussey Road	Off Snakeroot Road (Major Rehabilitation in 2012)	0.5	19'	Brush Cutting Clean out ditches-middle .20 Apply Surface Gravel as needed Grade 4-5 times per year Apply Calcium	1 week 1 week \$12.00 per yard in place \$160.00 per grading \$190.00 per grading
Sibley Road	Off Route # 2 (Major Rehabilitation in 2012)	1.1	21'	Brush Cutting Clean out ditches Apply Surface Gravel as needed Grade 5 times per year Apply Calcium	3 weeks 2 weeks \$12.00 per yard in place \$160.00 per grading \$190.00 per grading
Taylor Road	Off Snakeroot Road (Major Rehabilitation in 2012)	0.6	18'	Brush Cutting Clean out ditches-first half .30 Apply Surface Gravel as needed Grade 4-5 times per year Apply Calcium	1 week 1 week \$12.00 per yd in place \$160.00 per grading \$190.00 per grading
Transfer	St Road	0.1	20'	Grade 4-5 times per year Apply Calcium	\$70.00 per grading \$90.00 per grading
Wilson Road	Off Route #2 (Major Rehabilitation in 2012)	0.6	18'	Grade 3-4 times per year Apply Surface Gravel as needed Apply Calcium Cut Brush Ditch and cleaning of ditches	\$160.00 per grading \$12.00 per yd in place \$190.00 per grading 1 week 1 week
<b>Totals</b>		<b>3.1</b>		Original: 10/2004 Updated: 10/2005; Updated: 10/2006; Updated: 10/2007; Updated: 10/2008; Updated: 10/2009; Updated: 10/2010; Updated: 10/2011; Updated: 10/2012; Updated: 10/2013; Updated: 10/2014; Updated: 10/2015; Updated: 10/2016 Updated: 10/2017; Updated: 10/2018	

**Town of Pittsfield  
 Summary of Road Construction Costs  
 Engineering Estimates  
 Millett Associates March 14 & May 23, 2007  
 2007 PRICES, NOT ADJUSTED FOR 2018 INCREASES**

**June, 2007  
 Costs to be  
 updated 2018**

**Road Reconstruction Estimates (all paving not included)**

Road or Section	Engineering	Construction	Total
Webb Road	\$600	\$488,558	\$489,158
Snakeroot, past Taylor		\$113,467	\$113,467
Snakeroot Hill	\$2,600	\$57,596	\$60,196
Powers to Pooler	\$6,000	\$185,661	\$191,661
Beans Corner		\$37,029	\$37,029
Johnson Flats (shared)	\$5,200	\$107,400	\$112,600
15% contingency above			
<b>Total</b>	<b>\$14,400</b>	<b>\$989,711</b>	<b>\$1,004,111 Plus</b>

**Gravel Roads Built Up  
 and Paved**

Road or Section	Engineering	Construction	Total
Grant Road		\$ 21,500	\$ 21,500
Sibley Pond Road	\$ 4,500	\$ 315,888	\$ 320,388
		Plus DEP permits, ledge & easements	
Wilson Road		\$ 130,200	\$ 130,200
Hussey Road		\$ 180,900	\$ 180,900
Taylor Road		\$ 117,250	\$ 117,250
Armstrong Road		\$ 21,830	\$ 21,830
Transfer Station Road		\$ 25,300	\$ 25,300
Noble Court	\$ 3,500	\$ 4,456	\$ 7,956
Union Street	\$ 2,500	\$ 41,534	\$ 44,034
10% contingency		\$ 85,886	\$ 85,886
<b>Total</b>	<b>\$ 10,500</b>	<b>\$ 944,744</b>	<b>\$ 955,244 Plus</b>

**Total Estimated Costs of Projects Submitted to date: \$ 1,959,355 Plus**

# Millett Associates

Civil / Environmental Engineering

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May 23, 2007

Ms. Kathy Ruth, Town Manager  
Town of Pittsfield  
8 Park Street  
Pittsfield, ME 04976

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RE: Review of Town Road Projects – Part 2

Dear Kathy:

As requested, I have reviewed several more public roads in the community with John Dickson over the past few weeks and assessed their need for improvements. These roads are slightly different from the first group I looked at earlier this year in that most are paved.

Also note that in general the cost estimates revolve around repairs, not overlays. In other words, overall paving of the roadways are not included (Webb Road being the exception).

Cost Summary

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The following is a summary of the projects and cost:

Road Name	Estimated Cost
End of Noble Street	\$4500
Union Street Extension	\$41,500
Webb Road	\$488,500
Snakeroot (Past Taylor)	\$113,467
Snakeroot Hill	\$57,600
Powers Road (to Pooler)	\$186,000
Beans Corner	\$37,000
Total (incl. 15% contingency)	\$928,567

*Civil Infrastructure Design Specialists*

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### End of Noble Street

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Issues: there is no formal turn around at the end of this street, but instead a lawn. The lawn area can be turned into a turn around by excavation and gravel placement along with some drainage improvements in the form of a swale/ditch.

Engineering: \$3500, mostly due to the need for a proper boundary survey to establish the Town's right of way so that construction can occur in the correct location.

Estimated construction cost: \$4,456.25 (see attached spreadsheet)

### Union Street Extension

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Issues: Gravel roadway with only one house, but also an entrance to a business; no drainage and obvious water collection /drainage issues near the house/business driveway.

Suggestions: the roadway should be paved, and in doing so the drainage issues should be addressed. Since there is a public catchbasin system available across from the end of the street, it is suggested that this drainage system be extended up Union Street to reach the driveway and entrance to the warehouse. The roadway can be paved slightly wider to a 15' width.

Engineering: \$2500 for roadway and drainage design.

Estimated construction cost: \$41,534.17 (see attached spreadsheet)

### Webb Road

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Summary/Issues: This is moderately long paved roadway in reasonably good condition. There are a few locations where the base has probably failed as evidenced by a sunken appearance and extensive alligator type cracking. Test pits in these areas can ascertain the actual condition of the base. It may be the case that the gravel base is fine, and that water may be the cause of the weakened support structure. This roadway is an excellent candidate for reclamation and repaving. The cost estimate includes reclamation, and hence base paving. Reduction in the scope of work to an overlay greatly reduces costs.

### Webb Road Continued

Engineering: \$600 to review test pits and make recommendations on repairs.

Estimated construction cost: \$488,558.33(see attached spreadsheet)

### Snakeroot Road (Hill Area)

Summary/Issues: This 950' portion of the paved roadway shows signs of base failure as evidenced by alligator cracking on the pavement surface, though most of the pavement surface appears in decent condition and could easily be reclaimed. As with the Webb Road, test pits can better define underlying conditions. Given the steepness of the hill, ditching, which would be necessary particularly on the right side (going uphill) would require rip-rap lining to prevent erosion.

Engineering: \$600 to review test pits and make recommendations on repairs; \$2000 for design of new roadway/drainage improvements.

Estimated construction cost: \$57,595.83 (see attached spreadsheet)

### Snakeroot Road (Webb to Route 100)

Summary/issues: From Taylor Road to the railroad tracks, the first thousand feet is in the worst shape of the entire roadway with an abundance of alligator cracked pavement and poor ditches on each side of the road. Ditching is necessary in a number of areas, including the following areas (note: left as seen proceeding to Route 100 and distances, in miles, from Taylor Road):

Location Left	Location Right
0.3 - 0.4	0.1 - 0.3
0.5 - 0.8	0.35 - 0.4
	0.45 - 0.7
	0.8 - 0.95

Some further ditching is warranted after the track crossing, but the road in general appears to be in much better shape with regard to the apparent pavement condition.

As with roads that are rural and have a low traffic volume, it can be difficult to warrant the level of repair that might go into a higher traffic, urban roadway, or even a high traffic rural road for that matter. Minimally, the road could be overlaid, but the cracking seen on the current surface will reappear in time. A more long-term solution to the removing cracking would be to reclaim the road, but this does drive costs up by requiring a complete new bituminous surface. In either case, the ditching to get water out of the base is a must, meaning that ditches must be 2'-6" below the shoulder grade. This will necessitate cutting some trees along the right-of-way.

Engineering: non required

Estimated construction cost: \$ (see attached spreadsheet)

### Powers Road

Summary/Issues: it is our understanding that this road was paved with a 1.5" binder coarse. If this is true, such a small depth for a binder only is too small to adequately support traffic loads under a good base structure, not to mention a base that may be questionable such as an existing older gravel roadway. The first section of this road was in very poor condition with a high degree of alligator cracked pavement and in some cases area where rocks have made their way to the surface and have recently been removed. It is my understanding that this section has been paved since the inspection for this report was undertaken.

Where the road was built up with the addition of a new gravel base, the pavement surface has fared better. Again, it is our understanding that a 1.5" surface coat has been applied. Ultimately, if the recent overlay fails in the future, and given the observed condition of the first 2000 feet, this section of the road should be reclaimed, graded, geotextile placed, built up with 12" of gravel, and then paved. It is recommended that all base pavements be at least 2.25" of 19.5mm (2.5" preferred) and surface mix be 1.5" of 12.5mm. The piece of the road from the Pooler Road to the Beans Corner Road is in better shape and an overlay will suffice.

Engineering: \$6000

Estimated construction cost: \$ 185,661.11 (see attached spreadsheet)

### Beans Corner Road

**Summary/Issues:** This roadway is in generally good condition with the need or ditching/drainage upgrades and a few spot repairs in the roadway base prior to any overlay. In general terms, we foresee ditching over approximately 4000 feet of the road with several culvert replacements. Significant roadway repair in the form or reconstruction is necessary over a length of 500 feet in two general locations (0.85 miles from Hartland town line near Fuller Road and 0.3 miles from the second crossing of the Hartland town line). The cost estimates do not include a complete overlay but only repair related work.

Engineering: non required.

Estimated construction cost: \$37,028.72 (see attached spreadsheet)

### General Comments and Thoughts

1. Ideally all paved roadways that have a small degree of cracking/base failure should be reclaimed prior to paving to remove surface cracks, and to homogenize the existing older pavement and base. However, any reclamation drives up paving costs, as not only the surface is required, but also a base pavement.
2. It is recommended that all base pavements be at least 2.25" of 19.5mm (2.5" preferred) and surface mix be 1.5" of 12.5mm. A base pavement of 1.5" is too thin to perform adequately.

Of the public roads, the following are felt to be the priorities for construction:

1. Union Street Extension: regularly used, in town roadway that should be upgraded.
2. Noble Street: a relatively easy project and would make plowing easier.
3. Powers Road: poor condition.
4. Beans' Corner Road: repairs are necessary prior to overlay.
5. Snakeroot Road hill: small portion of road and a relatively easy repair, though no apparent immediacy for repairs.
6. Snakeroot (past Taylor): low traffic makes this an overall low candidate, though ditching should be considered as a more immediate repair.
7. Webb Road: longer stretch of roadway in fairly good condition that could wait a few years for upgrades.



It is a pleasure to be of further assistance to the Town. If you have any questions, please feel free to contact me at your convenience.

Sincerely,



Michael A. Millett, P.E.

MAM/mm

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Item	Noble St			Union Street Ext.		
	Area	Quantity	Cost	Area	Quantity	Cost
12" Gravel Base, cy	1500	55.56	\$1,000.00	8000	298.30	\$5,333.33
15" Gravel Base, cy						
2.25" HMA, ton		21.08	\$1,687.50		112.50	\$9,000.00
1.25" HMA, ton		11.72	\$937.50		62.50	\$5,000.00
Fine grading, sy		168.67	\$250.00		888.89	\$1,333.33
Geotextile, sy						
Ditching, ls						
Culverts, ls					120	7200
12"/15" HDPE Drain, lf					3	8250
Catchbasins, ea						
Bituminous Curb, lf						
Excavation, cy						
<b>Total Construction</b>			<b>\$3,875.00</b>	<b>Total Construction</b>		<b>\$36,116.67</b>
<b>Contingency</b>			<b>\$581.25</b>	<b>Contingency</b>		<b>\$5,417.50</b>
<b>Total Project</b>			<b>\$4,456.25</b>	<b>Total Project</b>		<b>\$41,534.17</b>

Item	Webb Road			Snakeroot Road (hill area)			Snakeroot (past Taylor to Rte 100)		
	Length	Quantity	Cost	Length	Quantity	Cost	Length	Quantity	Cost
12" Gravel Base, cy	0	0.00	\$0.00	0	0.00	\$0.00	0	0.00	\$0.00
15" Gravel Base, cy				2000	74.07	\$1,333.33		0.00	\$0.00
2.25" HMA, ton		3000.00	\$240,000.00		267.19	\$21,375.00		562.50	\$45,000.00
1.25" HMA, ton		1686.67	\$133,333.33		148.44	\$11,875.00		312.50	\$25,000.00
Fine grading, sy		10868.67	\$16,000.00		2111.11	\$3,166.67		4444.44	\$6,866.67
Geotextile, sy									
Ditching, ls			\$3,500.00			\$6,000.00			\$12,000.00
Culverts, ls									\$4,000.00
12"/15" HDPE Drain, lf									
Catchbasins, ea									
Reclamation, sy	4800	10868.67	\$32,000.00	850	2111.11	\$6,333.33	2000	2000.00	\$6,000.00
Excavation, cy					92.59	926.93			
Miscellaneous			\$5,000.00						
<b>Total Construction</b>			<b>\$424,833.33</b>	<b>Total Construction</b>		<b>\$50,063.33</b>	<b>Total Construction</b>		<b>\$88,666.67</b>
<b>Contingency</b>			<b>\$63,725.00</b>	<b>Contingency</b>		<b>\$7,512.50</b>	<b>Contingency</b>		<b>\$14,800.00</b>
<b>Total Project</b>			<b>\$488,558.33</b>	<b>Total Project</b>		<b>\$57,585.83</b>	<b>Total Project</b>		<b>\$113,466.67</b>

Item	Powers Road (to Pooler)			Beans Corner Road		
	Area/length	Quantity	Cost	Area	Quantity	Cost
12" Gravel Base	48000	1777.78	\$32,000.00		0	\$0.00
15" Gravel Base				1000	37.04	\$668.67
2.25" HMA	2000	562.50	\$45,000.00	1000	14.08	\$1,125.00
1.25" HMA		694.44	\$55,555.56		7.81	\$625.00
Fine grading		4444.44	\$6,668.67		111.11	\$168.67
Geotextile	2000	222.22	\$888.89	260	28.89	\$115.56
Ditching			\$5,500.00			\$25,000.00
Culverts			\$2,500.00			\$4,500.00
12"15" HDPE Drain						
Catchbasins						
Reclamation	2000	4444.44	\$13,333.33		0	\$0.00
Excavation						
Miscellaneous			\$5,000.00			\$5,000.00
<b>Total Construction</b>			<b>\$161,444.44</b>	<b>Total Construction</b>		<b>\$32,196.89</b>
<b>Contingency</b>			<b>\$24,216.67</b>	<b>Contingency</b>		<b>\$4,829.83</b>
<b>Total Project</b>			<b>\$185,661.11</b>	<b>Total Project</b>		<b>\$37,026.72</b>

# **Millett Associates**

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*Civil / Environmental Engineering*

May 23, 2007

Ms. Kathy Ruth, Town Manager  
Town of Pittsfield  
8 Park Street  
Pittsfield, ME 04976

RE: Review of Road Work – Johnson Flat Road

Dear Kathy:

Per your request, I have taken reviewed the referenced roadway with John Dickson and offer the following commentary.

Johnson Flat Road

**Summary/Issues:** This is an odd 1000-foot section of road in that it is also owned partially by the Town of Clinton with the town line crossing the road in a crossways fashion. There is a fairly large drainage way coming down the ditch near the end of the critical section under review and would require special attention with regard to rip-rap lining. The road itself is in generally poor condition and really should be re-built in its entirety, either by building the roadway up or excavation/reconstruction. Any work would need to be partially funded by both towns, perhaps based on the "square foot" of ownership.

Engineering: \$5200

Estimated construction cost: \$107,400 (see attached spreadsheet)

If you have any questions, please feel free to contact me at your convenience.

Sincerely,

Michael A. Millett, P.E.  
MAM/mm

*Civil Infrastructure Design Specialists*

38 Homsted Lane - Hermon, ME 04401 - Tel/Fax (207) 848-2734

Johnson Flat Road

Item	Area/length	Quantity	Cost
12" Gravel Base, cy	0	0.00	\$0.00
15" Gravel Base, cy	31700	1174.07	\$21,133.33
2.25" HMA, ton		445.78	\$95,662.50
1.25" HMA, ton		247.66	\$19,812.50
Fine grading, sy		3522.22	\$5,283.33
Geotextile, sy			
Ditching, ls			\$9,000.00
Culverts, ls			\$2,500.00
12"15" HDPE Drain, lf			
Catchbasins, ea			
Reclamation, sy	0	0.00	\$0.00
Excavation, cy		1467.59	\$14,675.93
Miscellaneous			\$10,000.00
Total Construction			\$93,391.67
Contingency			\$14,008.75
Total Project			\$107,400.42

# **Millett Associates**

*Civil / Environmental Engineering*

March 14, 2007

Ms. Kathy Ruth, Town Manager  
Town of Pittsfield  
8 Park Street  
Pittsfield, ME 04976

## RE: Review of Road Projects

Dear Kathy:

As requested, I have reviewed several roads in the community with John Dickson and assessed their need for improvements. These roads are gravel and vary greatly in both condition and traffic volume.

## Cost Summary

The following is a summary of the projects and cost:

Road Name	Estimated Cost
Grant Road	\$21,500
Sibley Road	\$315,888
Wilson Road	\$130,200
Hussey Road	\$180,900
Taylor Road	\$117,250
Armstrong	\$21,830
Transfer Station Road	\$25,300
<b>Total</b>	<b>\$812,868</b>
10% Contingency	\$81,000
<b>Total with Contingency</b>	<b>\$893,868 (\$894,000)</b>

## Grant Road

Issues: This is small 500-foot roadway off U.S. Route 2. At 12' wide, half the road has no issues and half requires particularly ditching and a new culvert. No other issues were noted for this road.

Engineering: Non-required.

*Civil Infrastructure Design Specialists*

38 Homsted Lane - Hermon, ME 04401 - Tel/Fax (207) 848-2734

Estimated costs:

Fine Grading		\$1000
2.25" binder	90 tons @ \$100	\$9000
1.25" surface	50 tons @ \$110	\$5500
Ditching/culvert		\$6000
Total		\$21,500

### Sibley Road

Issues: This is a much longer road at 5800 feet and has a greater traffic volume. To complicate matters, the road parallels a lake making road improvements requiring excavation to be carefully undertaken to prevent water quality issues. Further, the right of way is tight making some ditching work in need of construction easements from landowners. Most of the road would need 6" of additional gravel to aid in grading the surface. However, there are several small stretches of road that need more gravel and some ditching with appropriate erosion and sediment control. There is one stretch of approximately 500 feet where water accumulates on the upper side of the road and has no outlet under the roads to the lower side. Any outlet toward the lake would require careful coordination with the DEP and address permitting/landowner issues and easements. The first 1000 feet or so would need 12" of gravel over a geotextile fabric to keep the currently silty gravel surface from mixing with new gravel.

A determination needs to be made as to where runoff can be outlet from a cross culvert. Since no cross culvert exists in the area noted above, addition of one will place water onto someone's land that currently does not see concentrated runoff. If this issue can be addressed, than further design can take place with regard to culvert sizing and erosion and sediment control. If it is deemed that no culvert can be placed, there is really no need for further design, as the only improvement that can be made is that of the additional gravel surface.

It must be noted that even with apparent deficiencies in theory, the road appears to be in good condition and has worked well with regular grading. It may be the case that the addition of new gravel material is the only upgrade necessary, allowing both a better separation from groundwater and material to grade the surface.

Engineering: \$4500 for the first 1000 foot section, including cross sections and drainage design.

Estimated costs:

Aggregate Base <sup>1</sup>	3500 cy @ \$18	\$63,000.
Geotextile	2222 sy @4	\$8888.
Fine Grading <sup>2</sup>	13000 sy @1.5	\$19,500.
2.25" binder	1650 tons @ \$70	\$115,500
1.25" surface	925 tons @ \$80	\$74,000
Ditching/culvert, incl some rip-rap		\$25,000
Erosion/Sediment Control		\$10,000
Total <sup>4</sup>		\$315,888

<sup>1</sup> 12" of the first 1000 feet, 6" on remainder.

<sup>2</sup> Fine grading is required prior to paving. If paving is performed, this cost is generally built into the paving cost and can be deducted from the tabulation. If grading is done without paving, the cost as presented would be expected. This would also include compaction.

<sup>3</sup> Paving costs have been erratic over the past 12 months and can vary widely from season to season. Larger quantity jobs get a better unit cost.

<sup>4</sup> Cost for ledge removal, DEP permitting, and obtaining easements are not included in this total.

### Wilson Road

Summary/Issues: 3100-foot low traffic road with three residents. The first 1000 feet is steep and has some large ditches catching runoff off nearby fields. A 24" culvert near Route 2 will require replacement. The middle 1000 feet is in decent shape and would require no current work. The last 1000 feet has ditching/runoff issues on the left side (as one drives in from Route 2) where the brush/trees crowd the road. It is suggested that the roadway be built up with 12" of gravel over geotextile fabric thus lessening the degree of ditching required, and subsequent tree/land disturbance.

Wilson Road Continued, Engineering: non-necessary.

Estimated costs:

Aggregate	900 cy @ \$18	\$16,200
Fine Grading	7000 sy @ \$1.5	\$10,500
2.25" binder	900 tons @ \$70	\$56,000
1.25" surface	500 tons @ \$80	\$40,000
Ditching/culvert		\$7500
Total		\$130,200

### Hussey Road

Summary/Issues: This is a 2500-foot long road that has a trucking company at the end. Overall the road is in poor condition with severe rutting. The existing gravel surface is severely contaminated with silts and fines making it poorly drained and subject to freeze/frost issues. If this were on a more major roadway, the recommended method of reconstruction would be to remove the existing gravel base and replace with 18 to 24" of new gravel over a geotextile fabric. Given the low traffic volume but taking into account the trucking company, a more middle of the road approach is to grade the existing surface and add 12" of gravel over a geotextile fabric. Paving can be done at any time after the addition of gravel with proper fine grading of the surface to slope prior to paving.

Engineering: non-necessary.

Estimated costs:

Aggregate	2500 cy @ \$18/cy	\$45,000
Fine Grading	7000 sy @ \$1.5	\$10,500
2.25" binder	900 tons @ \$70	\$56,000
1.25" surface	500 tons @ \$80	\$40,000
Geotextile	6100 sy @ \$4	\$24,400
Ditching/culvert		\$5,000
Total		\$180,900

### Taylor Road

Summary/Issues: This is 3100-foot road with only a few houses and minimal overall use. In general the road requires some minor ditch upgrades with the last 400 feet requiring ditching on both sides of the road. Similarly, culvert needs are also minimal with one at the entrance off Snakeroot and a cross culvert part way down the road. A small amount of aggregate is recommended to help aid in fine grading, on the order of 4"+/-.

Engineering: non-necessary.

Estimated costs:

Aggregate	1000 cy @ \$18	\$18,000
Fine Grading	8300 sy @ \$1.5	\$12,450
2.25" binder	1100 tons @ \$70	\$77,000.
1.25" surface	600 tons @ \$80	\$4,800.
Ditching/culvert		\$5,000.
Total		\$117,250

### Armstrong Road

Summary/Issues: This is a very short road that serves two homes – in essence more of a driveway than a town road in appearance. The road is too low in terms of grade and could easily accommodate 12" of new gravel surface. At 500 feet in length, the first 250' off the main road should have ditching to direct runoff. This may include a culvert under the drive for the first house on the right.

Engineering: non-necessary. .

Estimated costs:

Aggregate	300 cy @ \$18	\$5400.
Fine Grading	900 sy @ \$1.5	\$1,350.
2.25" binder	114 tons @ \$70	\$7,980
1.25" surface	70 tons @ \$80	\$5,600
Ditching/culvert		\$1,500
Total		\$21,830

### Town Way Leading to Higgins Property

Summary/Issues: This is former county road that now serves one home. The road appeared in good condition and really only requires an annual grading or two. Further improvements are not warranted.

Engineering: non-necessary.

### Transfer Station Access

Summary/Issues: This is a wide highly used roads that is a combination of paved and gravel surface with gravel being the predominant surface. Traffic movement has created an unnecessarily wide gravel surface near the transfer station building that should be narrowed. Regular grading is currently necessary to maintain the surface and full pavement is recommended from a maintenance and accessibility standpoint.

Engineering: non-necessary.

Estimated costs:

Fine Grading	1000 sy @ \$1.5	\$1500
2.25" binder	150 tons @ \$100	\$15,000
1.25" surface	80 tons @ \$110	\$8,800
Total		\$25,300

### General Comments and Thoughts

Of all the roads, the Transfer Station roadway probably is the best candidate for paving, due to the high traffic volume and the fact that is already partially paved. The following is a ranking of roads in terms of repair priorities:

1. Transfer Station Road: reason – high use, visibility with community, relatively low cost.
2. Hussey Road: reason – trucking company use will further ruin roadway making it impassable at some point.
3. Grant Road: an easy repair at low cost
4. Armstrong Road: low use, but easy repair at low cost.
5. Sibley Road: The road has worked well with regular grading, and the addition of gravel will aid in providing more material to shape. The addition of the 12" of gravel over geotextile is recommended for the first 1000', but the construction of ditching and an outlet for water is a sticky subject. The remaining addition of 6" of gravel and minor ditching should be of no real consequence so long as proper erosion and sediment control methods are followed. Any ditches with a flow slope of over 5% should be lined with geotextile under rip-rap.
6. Wilson Road, last 1000': reason – poor ditching on the upper side of the road (left going down the road toward the end) combined with need for better gravel surface will work to degrade road over time. Low traffic plus the general good condition of the road places this road in the lower elements of the priority list.
7. Taylor Road: low use, relatively decent condition
8. Higgins: low use, good existing condition and lack of necessary repair.

A few additional items:

- All gravel surface roads should be crowned with a pitch of 3/8" per foot.
- The addition of geotextile fabric followed with a gravel cover can be done only where 12" of gravel is to be placed. The geotextile makes a permanent barrier between soils that have fines and new gravel above, preventing cross contamination and subsequent loss/degradation of the new material. The addition of 6" of gravel should be regarded as the addition of material for grading purposes only and not a permanent repair.
- These costs are based on non-town forces doing the work. Funds may be able to be saved if the town undertakes these projects on their own. Further, if the projects are bid, there may be some additional funds necessary to deal with items such as Work Zone Safety and Mobilization.

It is a pleasure to be of further assistance to the Town. If you have any questions, please feel free to contact me at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Michael A. Millett". The signature is written in a cursive style and is positioned above the typed name.

Michael A. Millett, P.E.  
MAM/mm



## Plymouth Engineering, Inc.

P.O. Box 46 – 30 Lower Detroit Road

Plymouth, Maine 04969

info@plymouthengineering.com

tel: (207) 257-2071 fax: (207) 257-2130

### MEMORANDUM

**Project No.:** 13181  
**Project Name:** Pittsfield Bridge Review

**To:** Steve Vance  
**From:** Keith Ewing  
**Date:** October 2<sup>nd</sup>, 2015  
**Re:** Bridge upgrades  
**Cc:**

Good afternoon Steve,

We met this afternoon to discuss how we would upgrade the existing structures.

For your budget we would recommend budgeting the Following:

Mosher Bridge		\$11,100
Moser Bridge Contingency	20%	\$ 2,220
Culvert upgrades		\$90,000
Culvert upgrades Contingency	20%	\$18,000
Design Fee		\$ 4,200 (Upgraded fee for change of Rate)
Bid Process		\$ 1,275 (Upgraded fee for change of Rate)
Site Review and Follow up		\$ 4,350 (Upgraded fee for change of Rate)
<b>Total Project Budget</b>		<b>\$131,145</b>



# Plymouth Engineering, Inc.

P.O. Box 46 - 30 Lower Detroit Road  
Plymouth, Maine 04969  
info@plymouthengineering.com  
tel: (207) 257-2071 fax: (207) 257-2130

October 28, 2013

Job #: 13181

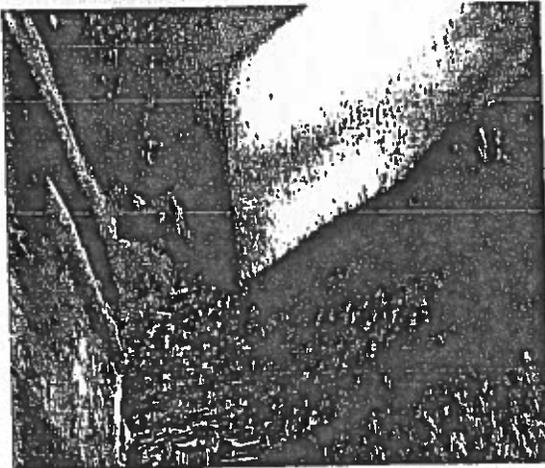
Town Of Pittsfield  
112 Somerset Avenue  
Pittsfield, Maine 04967

RE: Culverts and Bridge Review

Dear Ms. Ruth:

Plymouth Engineering Inc. appreciates the opportunity to work with you on the review of the Mosher Bridge and the three culverts on Sebacook Street.

## Mosher Bridge:



PEI reviewed the Mosher Bridge a few weeks ago and our finding is that there has been some scouring of the rock/ledge interface that the bridge abutments were constructed on. This has undermined some portions of the abutment and allows water to flow up under the support structure, as noted in the picture to the left. As it stands right now the bridge is sound for continued use by the town. However, this scouring of the abutment has introduced the potential of some freeze thaw damage to the abutment.

We recommend that a new scouring shield be provided around the base of the abutment walls. This shield is basically a 10" concrete wall that extends up two feet on the abutment wall. This will allow us to infill under the abutment closing off any areas under the abutment that are not currently solid, and protecting the actual abutment from freeze thaw damage. You can see in the attached sketch SK-2 our recommendation abutment repair.

We reviewed the bridge guard rails while we were on site. They are mounted on a curb so their height is acceptable. We did not review each post and rail section for condition.

The repair of this system would cost around \$12,000. This includes contractor overhead and profit as well as a 20% contingency to cover overages in the construction cost. The contingency is the normal buffer used to make sure that the town budgets enough money to cover the cost of the project.

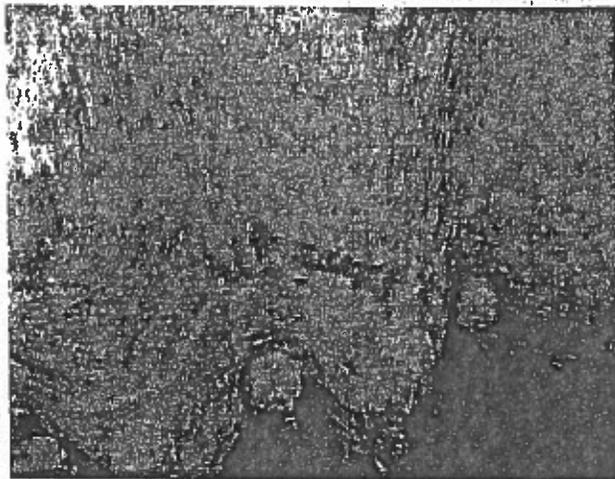
## Sebasticook Street Culverts:



PEI was also tasked with the review of the three 60 foot culverts that go under Sebasticook Street. We used a canoe to access the three culverts and the water was approximately three feet deep in the first 2 culverts and 2 feet deep in the third culvert. Each culvert is approximately 15 feet wide and 8 to 9 feet tall. These culverts are used as part of the overflow storage for spring flow, as can be seen on Google maps where water is stored in the mill pond and then allowed to exit the site over the dam alongside Detroit Avenue.

The state's report discussed holes in the bottom of the culvert. It is unusual to see holes in culvert bottoms of this size, especially where the culverts have water in them most of the year. During the visual inspection that PEI performed, we did not see any holes in the bottom of the culverts though the depth of water or debris on the bottom of the culvert may have hidden them. What we did see is the normal scaling of the culverts that is typically seen between the high water and low water marks on the sides of the culvert.

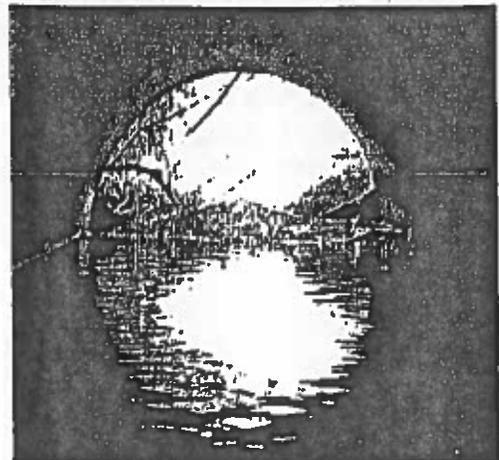
The scaling is the wearing away of the metal as over time, the water rises, dampens the metal and pulls away the protective rust by scouring as water flows through the culvert and then as the water recedes more rust is formed on the metal. This reduces the side wall thickness of the culverts over many years of freeze thaw and water level change. As seen in this picture to the right, the area that takes the worst damage is where a seam is formed between the culvert sections. This is the weakest point of the culvert section, the point where these types of culverts fail. The dark spot above the bolts is where the thinnest point forms.



The least expensive way to protect the culverts and extend their life is to add a concrete wear strip to the inside of the culvert. This would allow water to wear the concrete away versus wearing away the sides of the steel culvert. The attached sketch SK1 shows our recommendation.

These culverts still have many years of life as they exist. The damage we found at the scour point is something that we recommend trying to shield versus replacement of the culvert. The cost to replace one of these with a concrete culvert would be in the neighborhood of \$125,000 per culvert (\$285,000). To add the wear strip to the units would be in the neighborhood of \$40,000.

On the upstream side of the culvert is where we can see the worst wear on the rip rap protection of the culvert entrances. The first 2 culverts, as seen in the picture above, are free flowing and just need to be armored. To do that we will need to lower the water level down. The third culvert will need some more substantial work. A dam has formed across the front of the culvert, as seen to the right. This will need to be dug out and the culvert cleaned of debris, then the rip rap rebuilt around the opening. We also recommend that you raise the guard rail along the road section where the side walk is to protect pedestrians.



Cost comparison for the Culvert project.

Replace Culverts		Protect culverts (all three)	
Culvert Cost	\$125,000 x3	Protect all 3 culverts	\$40,000
Rip Rap entrance	\$50,000	Rip Rap entrance	\$50,000
Total	\$425,000		\$90,000

- If the town decides to do nothing to repair these culverts we would highly recommend cleaning the third culvert out and initiate a yearly inspection.
- If the town decides to add the wear strips to the side walls then the town would be adding many more years to the life of the culvert with the least amount of expense.
- The third option is to replace the culverts and that is a much more significant undertaking and will be the most costly

**Conclusion:**

The Mosher Bridge is in need of some concrete wear walls to help protect the abutment from freeze thaw and undermining, which will extend the life of the bridge. This bridge does not represent any hazard to life at this time.

The three culverts on Seabastcook Street will require a little more thought. We would recommend installing a wear strip to extend the life of the existing culverts as the most economical approach. They have many years of service still in them.

We appreciate this opportunity to assist the Town of Pittsfield with this project. If you have any questions about our findings or recommendations, please don't hesitate to call.

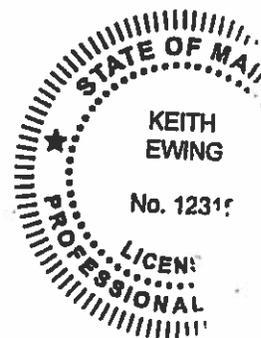
Sincerely,

PLYMOUTH ENGINEERING, INC.



Keith G. Ewing, PE  
Project Manager

Enclosure



**2018 HIGHWAY SIDEWALK REHABILITATION PRIORITY LISTING  
BIKE PEDESTRIAN PLAN RECOMMENDATIONS TO BE ESTIMATED**

STREET NAME	DESCRIPTION	LENGTH	WIDTH	SQUARE YDS	
Somerset (Park)	South side-Main to Connors Ave	92'	8'	82 sy	Completed
	Connor to Middle	154'	8'	137 sy	Completed
Connors Avenue	West Side-Somerset to Municipal Lot	117'	5'	65 sy	
		<b>Total 363'</b>	<b>5' - 8'</b>	<b>284 sy</b>	
Asphalt sidewalk reconstructed:					
		\$115/linear foot X 363 linear feet		\$41,745.00	
		Reset Granite Curb 363 lf @ \$25.00		\$9,075.00	
		<b>Total</b>		<b>\$50,820.00</b>	
Somerset Avenue	South side Forest to Oak	853'	5'	474 sy	
Asphalt sidewalk reconstructed:					
		\$115/linear foot X 853 linear feet		\$ 98,095.00	
		Reset Granite Curb 200 lf @ \$25.00		\$ 5,000.00	
		<b>Total</b>		<b>\$ 103,095.00</b>	
Main (South Main)	East side Railroad to Nichols	938'	4.5'	469 sy	
Asphalt sidewalk reconstructed:					
		\$115/linear foot X 938 linear feet		\$ 107,870.00	
		<b>Totals</b>		<b>\$ 107,870.00</b>	
Somerset Avenue	North side Hartland to RR ROW	950'	5'	528 sy	Completed
Asphalt sidewalk reconstructed:					
		\$115/linear foot X 950 linear feet		\$ 109,250.00	
		Reset Granite Curb 150 lf @ \$25.00		\$ 3,750.00	
		<b>Totals</b>		<b>\$ 113,000.00</b>	
Somerset Avenue	North side RR ROW to School	815'	5'	453 sy	Completed
Asphalt sidewalk reconstructed:					
		\$115/linear foot X 815 linear feet		\$ 93,725.00	
		Reset Granite Curb 100 lf @ \$25.00		\$ 2,500.00	
		<b>Totals</b>		<b>\$ 96,225.00</b>	
		<b>Total Estimated Cost</b>		<b>\$471,010</b>	

Original: 10/2004 Updated: 10/2008; 10/2009; 10/2010;  
 Updated: 10/2011 at industry standards utilizing MDOT bid specifications, I.e., PW will not be rebuilding the sidewalks as a force account.  
 Updated: 10/2013 with industry pricing calculated in 2011 holding.  
 Pricing is calculated per project - may be savings if several sections bid at once.  
 Updated: 10/2014 - pricing is same, will add Somerset Avenue sidewalk final costs when closed out as project costs still pending.  
 Updated: 10/2015 - updated when Bicycle Pedestrian Group completes its work. KVCOG project has not been moving forward due to time constraints and funding.  
 Updated: 10/2016 - updated through the completion of the Bike Pedestrian Plan for sidewalk area listings. Now, cost estimates need to be prepared.  
 Updated: 10/2017 - New cost estimates needed as priorities are determined.  
 Updated: 10/2018 - New cost estimates needed as priorities are determined.

**OLVER ASSOCIATES INC.**

**ENVIRONMENTAL ENGINEERS**

November 4, 2011

Ms. Kathryn Ruth, Town Manager  
Pittsfield Town Office  
112 Somerset Avenue  
Pittsfield, Maine 04967

Dear Kathy:

We are pleased to respond to your recent request for a cost estimate to provide design, bidding, contract administration, and construction inspection services for the upgrade of several areas of sidewalks in Pittsfield. We would welcome the opportunity to assist the Town with this project. We understand that the Town is considering sidewalk improvements in three areas as follows:

- 1) Somerset Avenue (Somerset Plaza to Main Street)
- 2) Main Street ( Somerset Avenue to Industrial Park)
- 3) North Main Street/ Madawaska Avenue (Somerset Avenue to Waverly Avenue)

**1. EXISTING CONDITIONS**

Sidewalks in these three areas consist of a variety of curbing styles and surface treatments. In addition, some areas of sidewalk are in better condition than others. The final scope of the work that the Town decides to implement will likely be based upon the estimated cost of the project. These costs will be impacted by the type and extent of repair that is needed for each area.

Sidewalks in these three areas consist of either concrete, asphalt, or brick paved surfaces. Some areas have granite curbing, other areas have bituminous curbing, and still other areas have no curbing but are separated from the street by a grass esplanade. It is possible that some of the asphalt areas represent a previous pavement overlay that was placed on top of old concrete sidewalks as indicated by the observed cracking patterns that now exist. If this is the case, the removal of old concrete sidewalk slabs will be more expensive than the removal of just asphalt over gravel. In some cases, the asphalt is in reasonably good condition and costs can be reduced by adding additional overlay over the existing sidewalk. In other areas, an overlay would extend above the top of the adjacent curbing which will detract from the appearance of

**OLVER ASSOCIATES INC.**

Ms. Kathryn Ruth

November 4, 2011

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the new work and possibly create a tripping hazard. All of these factors need to be considered as the Town plans its sidewalk improvement project.

**2. GENERAL SIDEWALK CONSTRUCTION GUIDELINES**

In order to determine the best and most cost-effective approach for Pittsfield to implement as it addresses these sidewalk areas, it will be necessary to develop specific design plans for each area. However, some general guidelines for sidewalk rehabilitation are as follows:

- The outside face of the sidewalks' curbing is referred to as its "reveal". In general, new sidewalks are typically built with a 7" to 8" reveal. This provides good separation between the roadway and the sidewalk and also provides a comfortable step for pedestrians between the lower roadway elevation and the upper sidewalk elevation. As roadways are repaved over the years, each new layer of asphalt pavement covers up more and more of the reveal. At some point, the entire reveal can become buried in the pavement leaving the sidewalk surface flush with the roadway grade. When sidewalks are reconstructed, it is common to reset the curbing to reestablish the reveal.
- Sidewalk curbing is generally constructed of asphalt, concrete, or granite. Asphalt curbing is often used because it is less expensive initially; however, granite curbing has a much longer useful life which offsets its added initial costs. Concrete curbing is somewhere in the middle. Asphalt curbing is easily damaged by vehicles and snowplows. Once damaged, or when it loses its reveal, it cannot be reused. Granite curb is more difficult to damage. It can also be removed and reset to reestablish the original reveal. In general, we would suggest that Pittsfield use asphalt curbing in areas that now have asphalt curbs and that the existing granite curbs be removed and reset in the areas that now have granite.
- If old asphalt curbs are already in place next to the sidewalk, the best approach is often to excavate the entire sidewalk and curb, to replace the gravel below the sidewalk, and to construct a new asphalt sidewalk with curb. Typically, asphalt sidewalks are based over 12" of gravel with a 2" pavement surface. To avoid constructing a tripping hazard, the surface of the pavement should be flush with the top of the curb.
- Concrete sidewalks provide a longer lasting surface than asphalt sidewalks, but are also more expensive to construct. Once a concrete surface becomes significantly deteriorated, it is more difficult to repair than asphalt. Often, the concrete slabs must be removed and replaced over a new gravel base.

## **OLVER ASSOCIATES INC.**

Ms. Kathryn Ruth  
November 4, 2011  
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- While existing asphalt sidewalks can sometimes be overlaid in place with new asphalt, the use of asphalt over concrete slabs seldom produce a long term satisfactory result. Cracks in the concrete can quickly reappear in the asphalt overlay and reduce the quality of the finished product. For this reason, we do not recommend asphalt overlay on top of existing concrete sidewalks.
- Where curbs are present along existing sidewalks, this often increases the complexity of the required repair. If the old curb was set to match the surface of the sidewalk, as it should be, it becomes difficult to add pavement to the sidewalk without creating a tripping hazard or unsightly match at the curb. For this reason, it is often best to reset or remove the curb when the sidewalk is being repaired.
- Where granite curbs exist, the old curb can be excavated, cleaned, and reset at a new elevation to create the desired reveal. We generally recommend that the granite curb be set in a concrete base to help hold it in place and to minimize differential settlement between adjoining curb sections.
- In some areas, brick or concrete pavers are used to create a decorative flair to downtown sidewalks. These pavers are more labor intensive to install than asphalt or concrete. They can also be prone to greater long term maintenance issues due to differential settlement of the individual paver pieces, due to spalling and deterioration of the exposed paver surfaces, or due to the proliferation of weeds and grass that may grow in the cracks between the individual pavers.
- Typical sidewalk design requires a 5' wide pedestrian travel surface between the inside edge of the curb and the back edge of the sidewalk. In many areas, narrower sidewalks exist. In these cases, the Town must decide whether to work with the existing sidewalk width or to reconstruct the sidewalk with the standard 5' dimension.
- Sidewalk surfaces should have a slight crosslope towards the street in order to shed water to the curb. This is especially important if the sidewalk is located downtown where the back edge abuts the face of building foundations.

Typical construction prices for sidewalk rehabilitation vary depending on the extent of work required and the type of materials that will be used. In general, construction costs to rehabilitate an asphalt sidewalk with granite curbing average \$80/LF, or \$60/LF if asphalt

**OLVER ASSOCIATES INC.**

Ms. Kathryn Ruth  
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curbing is used, with a concrete surface and granite curb \$140/LF, and with a brick paver surface \$205/LF. If an asphalt paved sidewalk exists with a grass esplanade and no curbing, the cost would be reduced to perhaps \$45/LF. In areas where existing asphalt sidewalks receive only an overlay, the cost of this repair might be as low as \$5/LF.

**3. GENERAL SCOPE OF SIDEWALK RECONSTRUCTION WORK**

With reference to the above general guideline for sidewalk reconstruction, we conducted a site inspection of the three sidewalk areas now under consideration by the Town. Based upon this initial inspection we offer the following comments:

**A. SOMERSET AVENUE (Somerset Plaza to Main Street)**

There are about 7200 LF of existing sidewalk on Somerset Avenue between Somerset Plaza and Main Street with sections of sidewalk on both sides of the street. On the north side of Somerset Avenue, there are about 4300 LF of sidewalk with an asphalt surface, granite curbing, and an average width of 5'. The outside reveal of curbing has been reduced to about 4" due to many years of roadway pavement overlays. The sidewalk has settled differentially in many areas as compared to the curb such that there is often a 1" to 1 1/2" reveal on the inside face of the curb. This creates a tripping hazard for pedestrians, but may allow some sections to receive a pavement overlay instead of a complete reconstruction project if the Town wishes to reduce costs at this time. If this approach is used, it may be necessary to remove some sections of asphalt pavement since there is not a uniform interior reveal along the entire curb length. If the Town elects to implement a complete reconstruction project, the existing granite curbing can be excavated, removed, reset, and reused. With this approach, the gravel base below the sidewalk would need to be replaced before the new asphalt surface was applied. It should be noted that, in some areas of the sidewalk, the presence of perpendicular cracking at regular intervals may be an indication that concrete slabs exist below the asphalt. This issue should be explored with a few test pits or probes in order to determine if concrete is present since this can impact the project's costs.

On the south side of Somerset Avenue, there is about 2900 LF of sidewalk in various states of condition. From Highland Street to Oak Street, there is about 1050 LF of asphalt sidewalk with granite curb and 8" of reveal. In general, this sidewalk is in good condition and could be left as is for the time being if funds are not available to address all sidewalk areas at once. This sidewalk has settled with respect to the curb in some places which has created a 1" to 1 1/2" interior curb reveal. This potential tripping hazard

**OLVER ASSOCIATES INC.**

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could be addressed by a pavement overlay, but some areas of asphalt would need to be removed first because they are presently even with the top of the curb.

From Oak Street to Hartland Avenue, there are about 800 LF of asphalt sidewalk in poor condition. The granite curb has only a 4" reveal in many areas and the sidewalk surface has settled to 1" to 1 1/2" below the top of the curb. This area should be restored with a complete sidewalk reconstruction, including the reuse of the granite curb. If funding is an issue, perhaps an overlay would suffice as a short term repair although this would require the removal of some uneven areas of asphalt to create a constant interior reveal to accommodate the overlay.

From Hartland Avenue to Middle Street, about 750 LF of sidewalk near Hathorn Park was recently rebuilt in 2008 and is in excellent condition. No work is needed on this area at the present time.

The 300 LF of sidewalk between Middle Street and Main Street is in poor condition and includes a heavily traveled section in front of the Town Office. The asphalt surface should be replaced. The granite curb in this area has settled differentially and is tipping in some places. This section would benefit from a complete sidewalk reconstruction project which would include the reuse of the granite curb.

**B. MAIN STREET (Somerset Avenue to Industrial Park)**

There are about 5700 LF of sidewalks along Main Street between Somerset Avenue and the rear entrance to the Industrial Park. These sidewalks include areas of concrete surfaces with brick paver pedestrian bumpouts, as well as other areas constructed of just concrete. All of the concrete sidewalks have granite curbing. Other areas along Main Street consist of asphalt sidewalks separated from the roadway by a grass esplanade. Sidewalks along Main Street appear to be heavily traveled. They include the Downtown Business District as well as a pedestrian route to Maine Central Institute.

There are about 600 LF of 9' wide concrete sidewalks on the west side of Main Street between Somerset Avenue and Central Street. These sidewalks have granite curbs and, in some areas, pedestrian bumpouts constructed of brick pavers. It appears that the majority of the concrete surfaces are still in reasonably good condition with some areas of minor cracking that could be easily repaired. A few concrete slabs have heaved and cold patch has been placed in transition sections to reduce the tripping hazard between adjacent slabs. The heaving appears to have been caused by the movement and growth

**OLVER ASSOCIATES INC.**

Ms. Kathryn Ruth

November 4, 2011

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of tree roots in places where trees have been planted in small openings within the concrete sidewalks. These openings should have been made larger to allow for the growth and expansion of tree roots without them coming into direct contact with the sidewalk slabs. The elevated slab sections should be removed and replaced with provisions made for the tree roots. The brick paver areas are in poor condition with some areas of differential settlement that has resulted in tripping hazards behind the granite curb. In addition, some areas of granite curb are nearly flush with the roadway and no longer offer any reveal. If the brick bumpouts are to remain, granite curb in these areas needs to be reset to restore the reveal. The brick pavers should be reset and regraded.

From Central Street to just across from McCarthy Road, there is about 2600 LF of 4' wide asphalt sidewalk along the west side of Main Street. The sidewalk has no curb and is separated from the street by a grass esplanade. A 4' wide sidewalk is a foot narrower than the standard 5' sidewalk width that is commonly used. If the Town was to bring this sidewalk up to current standards, it would need to be reconstructed to a 5' width. Alternately, the present width could be maintained and improved with just a pavement overlay. Other than its narrow width, the sidewalk is in reasonably good condition at the present time.

From McCarthy Road to Raymond Avenue at the Industrial Park's rear entrance, there is about 850 LF of narrow asphalt sidewalk in very poor condition. This sidewalk has no curb, but is separated from the street by a grass esplanade. Sections of this sidewalk are uneven with deteriorated pavement. This entire section should be rebuilt to a 5' width.

On the east side of Main Street, there are about 1650 LF of sidewalks. Between Somerset Avenue and Central Street, there is about 600 LF of 6' wide concrete sidewalk in generally good condition. The granite curb has a 6" reveal and is also in good condition. Work in this area would likely be a low priority at the present time.

Between Central Street and Crosby Street, there are about 250 LF of recently paved sidewalk on the east side of the street. This sidewalk is in good condition and no work is needed at the present time.

From Crosby Street to Nichols Street, there is about 800 LF of 4' wide asphalt sidewalk in poor condition. This area is not curbed, but is separated from the street by a grass esplanade. If the Town wished to upgrade the sidewalk to a standard 5' width, it will

**OLVER ASSOCIATES INC.**

Ms. Kathryn Ruth  
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need to be completely reconstructed. Alternately, the present narrow sidewalk could be improved with just an overlay.

**C. NORTH MAIN STREET/MADAWASKA AVENUE (Somerset Avenue to Waverly Avenue)**

On North Main Street/Madawaska Avenue, there is about 5200 LF of sidewalk between Somerset Avenue and Waverly Avenue. About 2300 LF are located on the west side of the street with the remaining 2900 LF on the east side.

On the west side of the street between Somerset Avenue and the UTC building/ Mill Pond Bridge, there is about 500 LF of asphalt sidewalk with asphalt curbing in poor condition. The sidewalk is only 4' wide and its curb reveal has been reduced to between 1" and 4" with an average reveal of about 3". This section would benefit from a complete rebuild.

Between the UTC building and Detroit Avenue, there is about 850 LF of sidewalk across the bridge that is in relatively good condition. No work is needed in this area at the present time.

Between Detroit Avenue and the Route 100 intersection, there is about 950 LF of 4' wide sidewalk with an asphalt surface and an asphalt curb. It is in poor condition with minimal reveal and should be reconstructed.

On the east side of the street, there is about 1050 LF of asphalt sidewalk between Somerset Avenue and the UTC Building. This section appears to have several areas of frost heaves that require repair. The sidewalk is separated from the street by an asphalt curb. Repair of this section will require replacement of the curb. Since this section abuts the downtown area, it likely has a reasonable level of use, especially when the UTC building is occupied.

Between Route 100 and Waverly Avenue, there is about 1850 LF of 4' wide sidewalk on the east side of the street. The sidewalk is constructed with an asphalt surface and an asphalt curb. This area appears to have lower pedestrian use, but is in poor condition with sections of deteriorated pavement. The asphalt curb has a variable reveal that ranges from 1" to 4". This section should eventually be rebuilt to a 5' width with new curb.

**OLVER ASSOCIATES INC.**

Ms. Kathryn Ruth  
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**4. PRELIMINARY SIDEWALK RECONSTRUCTION COSTS**

In the following table, we have developed very preliminary, order-of-magnitude construction cost estimates for each section of sidewalk using the typical cost guidelines previously presented with a 10% contingency added. More detailed estimates can be prepared from a takeoff of the final plans at the completion of the design phase. These preliminary costs should be used only for initial planning purposes and could differ from actual construction costs depending on the final scope of work that is designed, on the year that the project is bid, and on the general state of the construction market and economy at that time.

**PRELIMINARY CONSTRUCTION COST ESTIMATES FOR SIDEWALK REHABILITATION**

<u>STREET/AREA</u>	<u>WORK DESCRIPTION</u>	<u>ESTIMATE(\$)</u>
<b><u>A. SOMERSET AVENUE</u></b>		
North Side (Plaza to Main)	Alt. 1-Reconstruction	400,000
North Side (Plaza to Main)	Alt. 2-Overlay	30,000
South Side (Highland to Oak)	Overlay	10,000
South Side (Oak to Hartland)	Alt. 1-Reconstruction	70,000
South Side (Oak to Hartland)	Alt.2-Overlay	8,000
South Side (Middle to Main)	Reconstruction	40,000
<b><u>B. MAIN STREET</u></b>		
West Side (Somerset to Central)	Repair/Reconstruction	100,000
West Side (Central to McCarthy)	Alt. 1-Reconstruction	125,000
West Side (Central to McCarthy)	Alt. 2-Overlay	20,000
West Side (McCarthy to Raymond)	Reconstruction	50,000
East Side (Crosby to Nichols)	Alt. 1-Reconstruction	50,000
East Side (Crosby to Nichols)	Alt. 2-Overlay	10,000

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**C. NORTH MAIN STREET/MADAWASKA AVENUE**

West Side (Somerset to UTC)	Reconstruction	30,000
West Side (Detroit to Route 100)	Reconstruction	60,000
East Side (Somerset to UTC)	Reconstruction	70,000
East Side (Route 100 to Waverly)	Reconstruction	120,000

**5. PROPOSED ENGINEERING DESIGN AND INSPECTION BUDGETS**

The Town has asked for a quotation to provide engineering services for the reconstruction of the above sidewalk sections. We understand that engineering services will include providing design plans and specifications for each project, providing bidding services to general contractors, and then providing construction inspection and administration services when the sidewalk work is done. The scope of engineering services will be dependent on the amount of sidewalk work that the Town decides to include in the project. As noted above, it appears likely that the Town may wish to divide its overall sidewalk program into smaller project phases in order to minimize the cost impact on its annual budget. In addition, some potential sidewalk projects have alternate bid options (such as overlay vs reconstruction). This will impact the projects' scope and costs.

In order to assist the Town with budgetary planning for these projects, we have prepared proposed budgets for engineering services based upon the various phases of sidewalk work defined above. We believe that the best long term, high quality sidewalk product for the Town will be achieved if the contractor is required to build off detailed sidewalk plans that are based on an actual elevation survey and that show required final elevations on the plans. We are familiar with sidewalk projects throughout the State that are put out to bid with just short specifications and no plans. We believe that this leads to poor quality results that include uneven sidewalk surfaces and visual waves in the curbing elevations. The fact that we propose to provide a design based on actual field survey work and detailed elevation plans may make our engineering costs seem higher than those provided by others who may intend to issue less detailed plans and specifications. We would welcome the opportunity to meet with the Town to discuss why we believe our design approach for sidewalk remediation will yield a better long term product for the Town.

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Should the Town decide to overlay sections of sidewalk versus reconstruct them, very little engineering design work will be required. The contractor will only need to remove or grind uneven areas of the pavement to allow an even layer of overlay to be added that is flush to the top of the adjacent curb. As a result, no engineering costs are listed for the sidewalk overlay alternatives.

The following table presents proposed engineering design and inspection budgets for each potential phase of sidewalk remediation in Pittsfield:

**PROPOSED ENGINEERING DESIGN AND INSPECTION BUDGETS FOR SIDEWALK PROJECTS**

<u>STREET/AREA</u>	<u>DESIGN(\$)</u>	<u>INSPECTION(\$)</u>
<b><u>A. SOMERSET AVENUE</u></b>		
North Side (Plaza to Main)	10,000	12,000
South Side (Oak to Hartland)	2,000	2,000
<b><u>B. MAIN STREET</u></b>		
West Side (Somerset to Central)	3,000	4,000
West Side (Central to McCarthy)	3,000	4,000
West Side (McCarthy to Raymond)	2,000	2,000
<b><u>C. NORTH MAIN STREET/MADAWASKA AVENUE</u></b>		
West Side (Somerset to UTC)	2,000	2,000
West Side (Detroit to Route 100)	2,000	2,000
East Side (Somerset to UTC)	2,000	2,000
East Side (Route 100 to Waverly)	3,000	4,000

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The above engineering budgets are based upon the work proceeding in 2012 at rate structures in place at that time. If proposed sidewalk reconstruction phases are extended over a number of years, slight adjustments in fees may occur. These budgets represent all labor, equipment, and expenses needed to provide survey work, drafting, design, bidding, contract administration, and construction inspection services with the exception that newspaper advertisements to bid the project to general contractors will be billed to the Town at-cost without markup. In addition, any MDOT roadway permit fees that are needed for the project will be billed to the Town at-cost without markup. Should the Town decide to proceed with any of the sidewalk work phases, we would execute a contract for each phase using the Town's standard contract format.

**6. CLOSURE**

We appreciate this opportunity to provide the Town with this quotation for engineering services in support of your proposed sidewalk rehabilitation project. We are available to meet with you at your convenience to discuss these estimates in more detail. In the meantime, please call if you have any questions or if we can provide additional information. As always, we appreciate this opportunity to be of continued professional engineering service to the Town of Pittsfield.

Very truly yours,

OLVER ASSOCIATES INC.



William M. Olver P.E., President

WMO/sr

# General Ledger Summary Report

Accounts: G 1-601-00 - G 1-631-00

September, 2019

Account	Beginning Balance	Beg Bal Adjustments	Beg Bal Net	CURR MONTH		YTD Net	Balance Net
				Debits	Credits		
<b>GENERAL FUND</b>	<b>-335,735.73</b>	<b>-11,402.01</b>	<b>-347,137.74</b>	<b>0.00</b>	<b>0.00</b>	<b>-2,844.49</b>	<b>-349,982.23</b>
Assets	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Liabilities</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>Fund Balance</b>	<b>335,735.73</b>	<b>11,402.01</b>	<b>347,137.74</b>	<b>0.00</b>	<b>0.00</b>	<b>2,844.49</b>	<b>349,982.23</b>
601-00 HIGHWAY EQUIPMENT FUND	39,592.04	1,733.03	41,325.07	0.00	0.00	1,061.99	42,387.06
602-00 POLICE CRUISER/EQUIPMENT FUND	8,629.09	1,306.31	9,935.40	0.00	0.00	248.40	10,183.80
603-00 RECYCLING EQUIP. FUND	68,920.92	486.11	69,407.03	0.00	0.00	1,783.67	71,190.70
605-00 MUNICIPAL BUILDING CAPITAL RES	30,485.14	217.48	30,702.62	0.00	0.00	789.01	31,491.63
607-00 ROAD CONSTRUCTION FUND	20,934.94	197.00	21,131.94	0.00	0.00	-5,491.73	15,640.21
610-00 FIRE DEPART EQUIPMENT FUND	58,920.78	436.44	59,357.22	0.00	0.00	1,525.37	60,882.59
611-00 AIRPORT IMPROVEMENTS FUND	10,920.67	80.90	11,001.57	0.00	0.00	282.72	11,284.29
615-00 SIDEWALK RECONSTR. FUND	25,193.79	186.62	25,380.41	0.00	0.00	652.25	26,032.66
618-00 CABLE ACCESS FUND	132.02	0.97	132.99	0.00	0.00	3.42	136.41
622-00 THEATRE BOILER REPLACE FUND	21,241.55	6,381.10	27,622.65	0.00	0.00	675.15	28,297.80
631-00 MUNICIPAL PARKING LOT	50,764.79	376.05	51,140.84	0.00	0.00	1,314.24	52,455.08
<b>Total Totals</b>	<b>-335,735.73</b>	<b>-11,402.01</b>	<b>-347,137.74</b>	<b>0.00</b>	<b>0.00</b>	<b>-2,844.49</b>	<b>-349,982.23</b>

**General Ledger Summary Report**  
Accounts: G 1-00 - G 1-656-00  
September, 2019

Account	Beginning Balance	Beg Bal Adjustments	Beg Bal Net	CURR MONTH		YTD Net	Balance Net
				Debits	Credits		
<b>- GENERAL FUND</b>	-114,891.31	-802.01	-115,693.32	0.00	0.00	-2,908.89	-118,602.21
Assets	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Liabilities</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Fund Balance</b>	114,891.31	802.01	115,693.32	0.00	0.00	2,908.89	118,602.21
649-00 LIBRARY CAPITAL RESERVE	36,582.79	255.72	36,838.51	0.00	0.00	946.69	37,785.20
650-00 FIRE STATION RESERVE	39,330.19	276.08	39,606.27	0.00	0.00	1,017.82	40,624.09
651-00 FENDLER PARK ENDOWMENT	2,500.00	0.00	2,500.00	0.00	0.00	0.00	2,500.00
656-00 WASTE TRANSPORTER	36,478.33	270.21	36,748.54	0.00	0.00	944.38	37,692.92
<b>Final Totals</b>	-114,891.31	-802.01	-115,693.32	0.00	0.00	-2,908.89	-118,602.21

**General Ledger Summary Report**  
 Accounts: G 1-635-00 - G 1-648-00  
 September, 2019

Account	Beginning Balance	Beg Bal Adjustments	Beg Bal Net	----- CURR MONTH -----		YTD Net	Balance Net
				Debits	Credits		
<b>Assets</b>							
GENERAL FUND	-17,807.13	-184.89	-17,992.02	0.00	95.00	-580.61	-18,572.63
	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Liabilities</b>							
Und Balance	17,807.13	184.89	17,992.02	0.00	95.00	580.61	18,572.63
635-00 SKATEBOARD	1,548.00	0.00	1,548.00	0.00	0.00	0.00	1,548.00
638-00 PLUMBING PERMITS	265.00	15.00	280.00	0.00	95.00	550.00	830.00
640-00 HOOKED ON FISHING	4,821.68	0.61	4,822.29	0.00	0.00	4.80	4,827.09
642-00 PLANNING BOARD FEES	105.69	-30.69	75.00	0.00	0.00	0.00	75.00
643-00 POOL DONATIONS	2,284.84	0.00	2,284.84	0.00	0.00	0.00	2,284.84
645-00 NEIGHBORHOOD WATCH PROGRAM	284.09	0.00	284.09	0.00	0.00	0.00	284.09
646-00 LIBRARY TRUST	8,435.33	62.47	8,497.80	0.00	0.00	218.38	8,716.18
647-00 KEEP NEIGHBORS WARM PROGRAM	-137.50	137.50	0.00	0.00	0.00	-192.57	-192.57
648-00 THEATRE DONATIONS	200.00	0.00	200.00	0.00	0.00	0.00	200.00
<b>Final Totals</b>	<b>-17,807.13</b>	<b>-184.89</b>	<b>-17,992.02</b>	<b>0.00</b>	<b>95.00</b>	<b>-580.61</b>	<b>-18,572.63</b>

# Expense Summary Report

ATTACHMENT #14

10/01/2019

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Department(s): 45

ALL Months, 2019

Account	Budget Net	----- CURR MONTH -----			YTD Net	Unexpended Balance
		Debits	Credits	Net		
45 - CAPITAL BUD	140,067.00	7,079.00	0.00	7,079.00	7,079.00	132,988.00
05 - CAPITAL BUD	140,067.00	7,079.00	0.00	7,079.00	7,079.00	132,988.00
60 - CAPITAL IMPR	140,067.00	7,079.00	0.00	7,079.00	7,079.00	132,988.00
02 - TO TILE	10,389.00	7,079.00	0.00	7,079.00	7,079.00	3,310.00
05 - AIRPORT IMP	45,000.00	0.00	0.00	0.00	0.00	45,000.00
10 - PAVING/RESUR	35,000.00	0.00	0.00	0.00	0.00	35,000.00
32 - MB EXTERIOR	26,840.00	0.00	0.00	0.00	0.00	26,840.00
35 - POL CRUIS/EQ	7,000.00	0.00	0.00	0.00	0.00	7,000.00
97 - FIRE ST EXT	15,838.00	0.00	0.00	0.00	0.00	15,838.00
<b>Final Totals</b>	<b>140,067.00</b>	<b>7,079.00</b>	<b>0.00</b>	<b>7,079.00</b>	<b>7,079.00</b>	<b>132,988.00</b>

