

City of Sanford



**From the Desk of
Steven R. Buck
City Manager**



Memorandum

To: City Council
Subject: **Manager's Report for April 5th, 2016**
Date: April 5th, 2016

Goodall Brook Watershed:

The City has received notification from the Department of Environmental Protection Agency of a Conditional Contract for Award for funds to address the Urban Impaired Stream of Goodall Brook. The final approval is pending by the State Procurement Review Committee and the successful negotiation of a Contract. Wendy Garland from the Bureau of Water Quality offered, "I served on the review committee and am pleased to say that reviewers were really impressed with the Goodall proposal. EPA concurred, calling it an "outstanding, well-written and well-prepared" proposal."

The purpose of the Goodall Brook Watershed Based Plan is to improve conditions in Goodall Brook so that it meets Class B water quality standards, prevents future water quality impacts to the Brook and downstream waters, and builds community awareness for the restoration and protection of the Brook and City's other waters. If finally awarded, the scope for the Work Plan will include:

Task #1: Project management – Implement a Grant Agreement with DEP for complete scope of work and services.

Task#2: Establish the Goodall Brook Oversight Committee – a series of public meeting to inform on the investigative progress and the development of the actions items to improve the stream's quality to Class B.

Task #3: Water Quality Monitoring – sampling and analysis for current conditions and point loadings as well as future improvements

Task #4: Data Quality Assurance – a QA Assurance Plan will be developed stemming from the sampling and analysis

Task #5: Education and Outreach – engagement of the local community to raise awareness and support the implementation of improvements

Task #6: NPS Abatement Projects – design and installation of 6 anticipated stormwater management structures:

#1. Outfall at West Elm Street and 1 Seneca Avenue (*High Priority*)

#2. Rehabilitation of 3 Tree Box Filters to include redesign that will allow stormwater to access (*Medium Priority*)

#3. Focal Point installation adjacent to Mainer's parking lot (*High Priority*)

#4. Rehabilitation of Outfall Behind Basketball Court (*High Priority*)

#5. Large Woody Debris Installation between Kimball and Roberts St.; goal of three large trees
(*High Priority*)

#6. Enhancement/restoration of riparian buffer adjacent to Mainers' stadium parking lot
(*Medium Priority*)

Task #7: Pollutant Load Reductions – monitored reductions of storm water impacts towards Brook restoration

Task #8: Planning and Development – City will develop and implement Policies and Ordinances towards improved storm water management to maintain the desired classification of its urban streams and watersheds

[See Map at End of Report]

Old Mill Road Traffic Light Relocation:

On March 17th, 2016 the City held an Open House to discuss options to improve the Old Mill and Route 109 Intersection. There was 12 members of the public present for the meeting to include representation from the businesses of KFC, Burger King, Aroma Joes, and Irving's. The intent is to gauge affected properties for their acceptance to various options for a future Municipal Partnership Initiate proposal between the City and Maine Department of Transportation to improve the functionality of the Intersection and improve circulations to existing businesses in the impacted area. The minutes from the meeting below indicate the consensus and options stemming from the first meeting.

Matthew Hill, Sanford Director of Public Works, reviewed the extents of the existing intersection and associated sidewalk connectivity along the Route 109/Main Street corridor. M. Hill reviewed the operation of the existing Old Mill Road and Route 109 intersection noting left-turn delays and queueing from the Sanford Plaza intersection light during peak-hour traffic according to an associated traffic study. M. Hill reviewed the existing operation of the Sanford Plaza intersection and signal.

The City desires to improve sidewalk connectivity along the west side of Route 109/Main Street approximately from Schuler Street to Gerrish Drive. Pedestrian and sidewalk improvements south of the Old Mill Road intersection are likely prohibited by intermittent guardrail along the roadway with steep slopes immediately behind the guardrail.

There are several crosswalks along this corridor:

- One at Schuler Street;
- One north of Carver Street;
- One crossing Old Mill Road at Route 109/Main Street;
- One on the south side of the Sanford Plaza intersection;
- And one at Westview Drive.

The City would not immediately seek to discontinue the crosswalks at Schuler or Carver Street. The crossing at Old Mill Road would be perpetuated and upgraded to meet a new proposed layout to be proposed for the intersection. A crosswalk across Route 109/Main Street would be added at Old Mill Road. A crosswalk across the new school entrance (fourth leg of the Old Mill Road and Route 109/Main Street intersection) would be added. The crosswalk across Route 109/Main Street at the Sanford Plaza intersection would be discontinued. The crosswalk at Westview Drive would be perpetuated.

The existing overall level of service at the Route 109/Main Street and Old Mill Road intersection is less than desirable. In a recent traffic study, it was found that the intersection did not meet signal warrants as the right-turns out of Old Mill road were routinely discounted (free-flow assumed). However, the same study also found that the southbound peak hour queue from the Sanford Plaza signal backs traffic up to the Route 109/Main Street and Old Mill Road intersection. Once the right-turns were added back into consideration, the signal warrants indicated a traffic signal would be desirable (which has been the opinion and experience of the City staff). The City brought this to the table with MaineDOT and the State and Regional Traffic Engineers and garnered their support for the case of a signal at the Route 109/Main Street and Old Mill Road intersection. The City's first preference was to simply add a signal at this intersection. However, MaineDOT would not support a second signal in such close proximity (320 feet) from the existing Sanford Plaza signal. Route 109/Main Street is a State Mobility Corridor and MaineDOT has direct control over signal locations. Therefore, the City's second alternative was essentially a relocation of the existing signal to the Route 109/Main Street and Old Mill Road intersection. MaineDOT can potentially incorporate the work as part of an upcoming traffic signal replacement project sometime near 2018 (construction funding TBD). However, the State agreed that the Municipality should be responsible for the local and political outreach to enact such a plan. This Public meeting is one of the first steps at such an outreach.

Several mitigations were proposed and discussed as part of the proposed traffic signal relocation:

- A circumferential access road from the proposed Sanford High School roadway to connect behind VIP, KFC, and Taco Bell to the existing access between them and Burger King. The existing exit onto Route 109/Main Street would then become a right-out-only.
- The main entrance for the Sanford Plaza would essentially be relocated to Old Mill Road between TD Bank and Aroma Joe's. Internal circulation patterns in Sanford Plaza would need to be analyzed further. The second entrance along Old Mill Road might be adjusted to better suit Aroma Joe's circulation. The small side access immediately south of TD Bank requiring a hair pin turn for drivers would likely be discontinued in favor of a more formal entrance with better capacity and circulation pattern. The existing main entrance to the Sanford Plaza would also be geometrically altered to permit right-out-only. Internal circulation for the remainder of the Sanford Plaza could also be improved. The City may participate in a third party site engineer (see below) reviewing the complex circulation pattern interactions and designing an improved concept with the concurrence of the landowner(s).
- The idea of a raised concrete median restricting left-turns at the existing Sanford Plaza/Burger King/KFC/Taco Bell signal was a non-starter for the representatives from Burger King and KFC/Taco Bell. The idea of a 1" raised mountable median was met with a similar response. The City could consider the perpetuation of the northbound and southbound left-turn lanes along Route 109/Main Street (without a signal) but they would be in close proximity to the new signal at Old Mill Road. The traffic model and queuing analysis would need to be run with modifications to the through and turning volumes as proposed above to determine if opposing left-turns would still be permissible as currently striped. One idea to reduce the complexity of the Sanford Plaza intersection without a signal would be to perform the northbound lane drop (which currently occurs north of Old Mill Road) south of the Sanford Plaza intersection instead. The existing roadway width would then be either repurposed for widened shoulders (preferred) or for dedicated right-turn deceleration lanes.

- The lane configuration on Old Mill Road would need to be considered as well. With a heavy left-turn movement into Sanford Plaza, some stacking could occur. A potential four-lane configuration may be possible if the City were to utilize the width currently occupied by the sidewalk in front of the Irving gas station (to be verified) on Old Mill Road. Again, a traffic model would need to be done to confirm circulation patterns, volumes, and queuing.
- It was suggested that the City review the geometric configuration in Saco near the Thornton Academy entrance as well as the geometric configuration near Dunkin Donuts/Starbucks/Pizza Hut for mitigation alternatives.

The City still needs to contact representatives from Marden's and Save-A-Lot (TD Bank has been contacted by phone) to review the proposed access management improvements.

Once contacted, the City will move forward in contacting MaineDOT and their consultant to discuss traffic analysis for proposed conditions as discussed above and mitigations in order to facilitate better access management for the stakeholders and abutters along the Route 109/Main Street corridor. Should the concepts appear favorable, the City may choose to engage the same consultant for services for a seamless integration of concepts and efforts.

Election Process for MMA Executive Committee and Vice President:

Service on the MMA Executive Committee

The MMA Nominating Committee is seeking recommendations for candidates to serve on the MMA Executive Committee. We encourage individuals interested in serving our Association to respond by either recommending yourself or another municipal official who is willing and able to serve on the MMA Executive Committee. To make a recommendation, please complete the *Statement of Interest Form for Service on the MMA Executive Committee*. Please note that the inclusion of a resume and letters of support are very important information in that the Nominating Committee will consider this information as they select candidates to be interviewed for the Executive Committee positions.

The following municipal officials are eligible:

- *Any "municipal officer" as defined by state law, in an active member municipality. This means the mayor and alderman or councilors of a city, the selectmen or councilors of a town, and the assessors of a plantation.*
- *Any town or city manager or chief appointed administrative official in an active member municipality.*

Please take a few minutes to review the Notice outlining the criteria for the MMA Executive Committee. The deadline for receipt of the Statement of Interest Form for Service on the MMA Executive Committee is **Wednesday, May 4, 2016 by 12:00 noon**.

Based on the Statements of Interest and letter(s) of recommendation, the Nominating Committee will be selecting candidates to be interviewed. Theresa Chavarie will be in contact with selected candidate(s) to provide an interview time, which will take place on **Wednesday, May 11, 2016**.

MMA Vice President Position

The MMA Nominating Committee is also seeking candidates interested in serving as the MMA Vice President. There are four major responsibilities of the MMA Vice President:

- To facilitate MMA Executive Committee meetings or member events in the absence of the current MMA President;
- To serve as the Chair of the MMA Legislative Policy Committee;
- To participate in meetings with members of Maine's Congressional delegation, held in conjunction with the NLC Congressional City Conference, each March in Washington DC; and
- To be next in line to serve as the MMA President.

The following municipal officials are eligible:

Any municipal official who has served at least 12 consecutive months on the MMA Executive Committee during the past five years. Please note that this municipal official does not need to be seated as a current MMA Executive Committee member. It is also important to note that elected officials should only apply if they intend to continue to serve in local office for the next two years.

A separate notice along with the Statement of Interest Form for the Vice President position has been sent to municipal officials qualified to serve in this position. The deadline for receipt of the Statement of Interest Form for the MMA Vice President Position is also **Wednesday, May 4, 2016 by 12:00 noon**. Theresa Chavarie will be in contact with the Vice President candidates(s) to provide an interview time, which will take place on **Wednesday, May 11, 2016**.

The City Manager's Office has the forms and documents submission available for any person of interest.

SanfordNet Fiber:

Are we getting it right? According to a recent Study from Sweden that was quoted as having a direct correlation to the United States and our economic development, the City of Sanford has identified and is working to complete a Best-business Model. The City of Sanford's network or SanfordNet Fiber has been designed to be an open access non-discriminatory fiber optic network specifically designed to meet the needs of IT based industries. It will be open for multiple ISPs, will create competition within our current and future markets, and was specifically designed to spawn economic development. Given these points, the highlights of the recent Study are:

1. Municipal networks contribute to efforts aimed at improving local economic development, stimulating business productivity and innovation, and enhancing people's quality of life.
2. **Increased rates of employment** (with even greater employment increases in highly urbanized municipalities), **increased business creation**, and **reduced car usage**

3. **Benefits from E-services:** 80 percent of municipalities in Sweden are able to provide enhanced e-services including home care, nursing services, social services, library services, civil dialogue, and digital security alarms, enabling significant cost savings for goods and services and improved quality of life for Swedish citizens. In particular, users of home medical care reported that digitally facilitated home care give them an increased sense of independence, security, participation, and freedom of choice in their health needs.
4. **Benefits of improved competition:** The prices for Internet service over Swedish municipal networks are 23 percent to 38 percent lower than national prices. Further, prices for service over [open access](#) networks are also 25 percent lower compared to those municipal networks that have only one ISP.
5. **The Swedish Model:** To be eligible for state aid, the Swedish government requires community networks to be operator-neutral (open access). Thus, most Swedish community networks are open access and 93 percent of the nation's municipal networks have at least two ISPs offering service.
6. **Public-Private Partnerships (PPPs):** These Swedish municipal networks are generally structured as PPPs in which a municipality or regional group of cities own a carrier-neutral infrastructure (owned by a neutral party that is NOT one of the ISPs). As the authors report, a general consensus exists among Swedish policy makers and market actors that PPPs, in combination with an open access model, serve to effectively “safeguard a competitive market on services and applications for the benefit of consumers and businesses”
7. Municipal broadband networks around the world [inject competition into local telecommunications markets](#). According to the researchers, these enhanced competitive environments generally lead to **lowered Internet service prices, increased investment by the private providers in markets with municipal initiatives, and/or increased opportunities for private ISPs to use shared infrastructure over open access networks.**

Source: Community Broadband Networks, Institute for Local Self-Reliance – March 25th, 2016
[Community Broadband Networks - Study](#)

Emery Mills Dam:

The Mousam Watershed Dam Coalition comprised of the Towns of Acton, Shapleigh, and City of Sanford as well as representatives from the Mousam Lake and Square Pond Associations has officially engaged GZA GeoEnvironmental, Inc. to perform a Feasibility Study provide best engineered plans for remediation and operation of the Emery Mills Dam on Mousam Lake. The GZA Proposal was accepted in the amount of \$24,800 to perform the following scope of works:

1.00 Kick Off Meeting to identify objectives and preferences, review of existing data and knowledge, overview of engineered approach, format of deliverables, and project coordination.

2.00 Field Explorations and Lab Testing

GZA did field exploration last fall and do not feel they need more at this point

Marcel suggested they should review the site currently during this high water point and operations

3.00 LIDAR and Existing Conditions

Has produced a LIDAR scan of the site

Will also produce a topographical model and cross section model of the site/dam

4.00 H&H Analysis (Hydrologic and Hydraulic Analysis)

Discharge needs to be maintained at the acceptable Lake Level
Reduce day to day maintenance - i.e. reduce Dam operations
Maintain operability for downstream side impacts to River Flow
Balance ALL of these operations to achieve a balance
Balance Up Stream and Down Stream Capacity for Significant Storm Event
Will not seek to improve in this regard BUT to safely maintain the current working capacities of the Dam

Upstream design conditions and downstream water conditions - impacts stability of the Dam

Higher lake levels impacts shore front by erosion

Lower lake levels impacts the recreation use of the lake users and ability for people to utilize their boats

Committee wants to have longevity to the repairs and not have to continue to pay for funds beyond these amounts in the near term again

5.00 Stability Analysis

Masonry Dam with earth ballast

Will be examining the shear of the Dam if over topped or hydraulic head is too large

Will use the LIDAR modeling of the Dam and create cross sectional analysis

If Shear could be achieved - will then examine additional ballast

Seepage thru the structure is part of the shear analysis

6.00 Alt. Analysis and Conceptual Design

Discussed the various solutions related in the Proposal to address

1. Downstream Riprap Buttress and Toe Drain

Stone rip rap that will not be impacted when overtop occurs

2. Install Downstream Earthen/Stone Buttress and Toe Drain

Increase structural integrity per the analysis

3. Install Downstream Concrete Buttress and Toe Drain

A follow up meeting will be held the First Week of May for GZA to present on the first assessment of future probable repair recommendations.

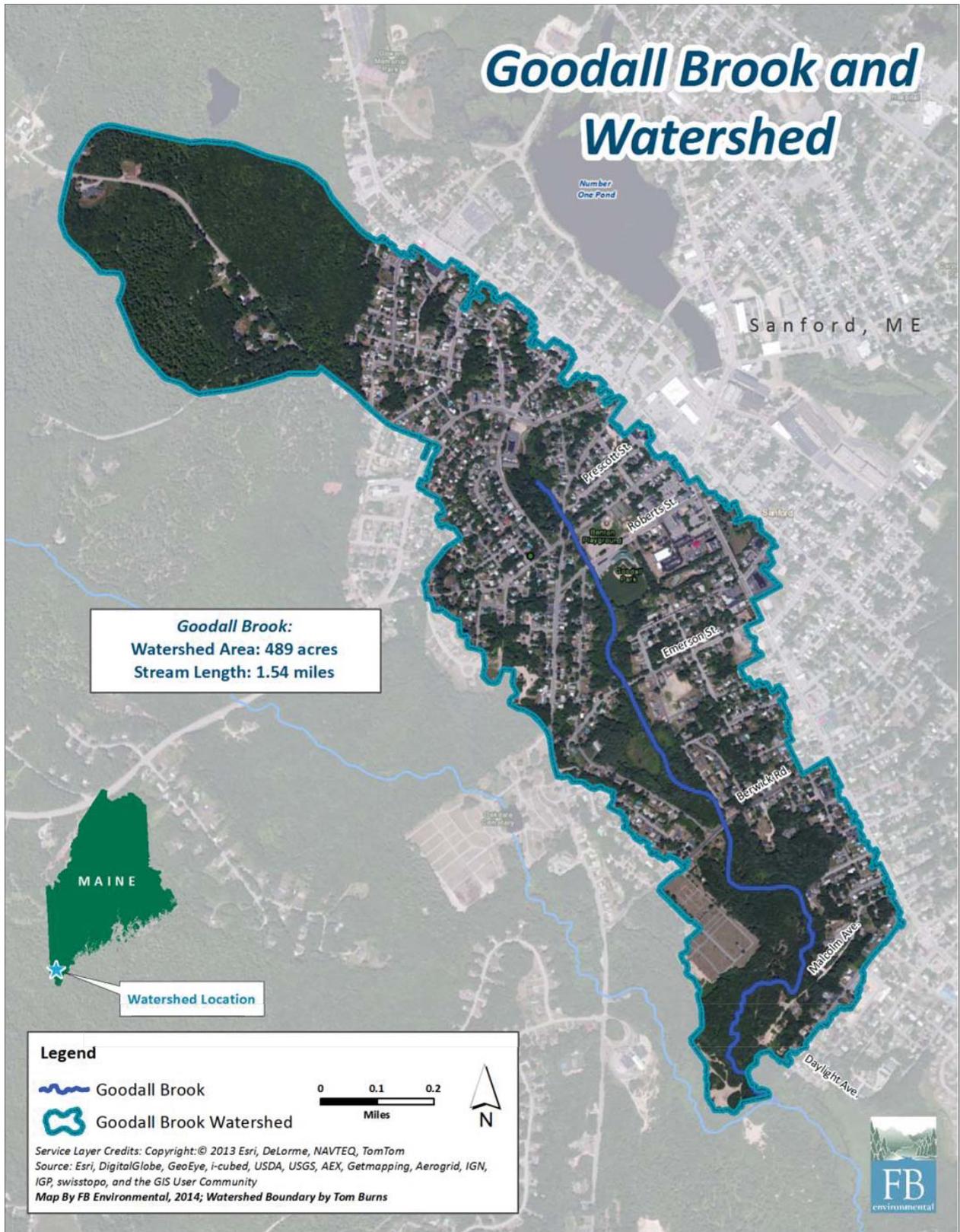
Street Sweeping Schedule:

See Attachments

United States Navy Band Sea Chanters 2016 National Tour:

See Attachments

PART 3. Location Map



**PUBLIC WORKS DEPARTMENT
2016
STREET SWEEPING SCHEDULE**



APRIL 4th. – APRIL 7th.

All Main drags including but not limited to: Main Street, School Street, River Street, Oak Street, Pleasant Street, Lebanon Street, Cottage Street and High Street.

APRIL 11th. – APRIL 16th.

All streets on the west side of Main Street from Cottage Street south to Route 4, including but not limited to: All streets off School Street, Pioneer Ave. Section, Brook Street, June Street, North Ave., High Street, Developments off Grammar Road, Guillemette Section, Oak Ridge Section and Old Post Road.

APRIL 18TH – APRIL 21

All streets on the east side of Main Street from Lebanon Street south to Route 4 including but not limited to: Ridgeway Section, Shawmut Ave. Section, Schuler Street, Adams Development, Chancery Lane, Plaza Drive Section, Farview Drive and Millbrook Development

APRIL 25TH – APRIL 28

All streets north of Lebanon Street on the east side of Main Street, including but not limited to: River Street, Riverside Ave., Ellsworth Section, Frost Street, Pleasant Street, Allen & Webster Development, Payne Street and River Bank Court Section.

MAY 2ND. – MAY 5TH.

All streets north of Cottage St. on the west side of Main St. including but not limited to: Hanson's Ridge Road., Charles Street, North Street, Belair Drive Section, Edmund Street, Grove Street, Kirk Street, Rankin Street and developments off Deering Neighborhood Road.

MAY 9TH – MAY 12TH

Everything on both sides of Main Street south of Route 4, including but not limited to: Rosenfield Development, Spencer Hill and Circle Drive.

NOTE: THIS IS A TENTATIVE SCHEDULE ONLY. PLEASE BE INFORMED THAT THIS SCHEDULE IS WEATHER PERMITTING.



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NAVY BAND
WASHINGTON, D.C.

SEA CHANTERS
2016 NATIONAL TOUR
THURSDAY, APRIL 14
AT 7 P.M.



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