



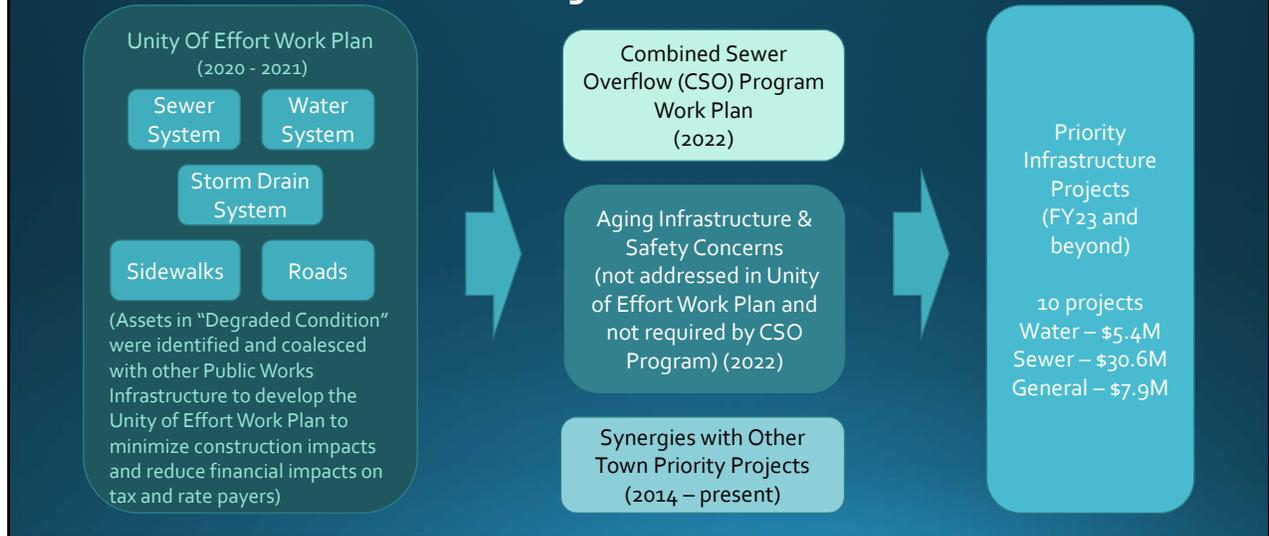
Town of Bar Harbor Priority Infrastructure Bond

For Public Information & Review

Overview of Presentation Content

- How the Priority Infrastructure Projects were Identified
- Infrastructure Project Groups and Drivers
- Preliminary Informational Slides:
 - Location, OPCC, Elements, Council Priorities, Drivers, Preliminary Schedule, and MOT Considerations
- Priority Infrastructure Bond:
 - Why Now?
 - Financial Impacts
 - Benefits
- Closing Remarks

How We Identified the Priority Infrastructure Projects...



First, this has been a few years in the making... and I'm going to walk you through the process of how we identified the Priority Infrastructure Projects...

How We Identified the Priority Infrastructure Projects...

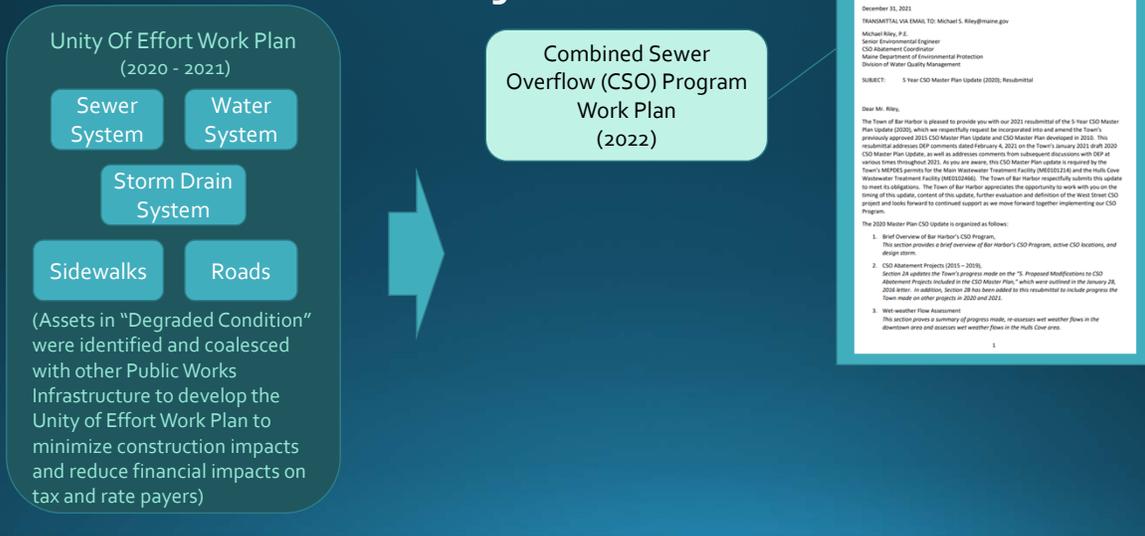


FY21/22 PUBLIC WORKS - UNITY OF EFFORT

Streets	Sidewalks	Drain	Water	Sewer
		Atlantic Ave		
Lower Rodick	Lower Rodick	Lower Rodick	Lower Rodick	
Streetscape	Cottage St.			Cottage St - reline
Streetscape	Main St (urdesert)			Main St - reline
Hancock St	(Hancock St)	(Hancock St)	(Hancock St)	(Hancock St)
crooked road				
Culvert/crossing				
Holland Ave	Holland Ave	Holland Ave	Holland Ave	Holland Ave - reline

One of the first things we did after I joined Bar Harbor was to try to understand all the needs and develop a plan to address the needs in a way that made the best use of the Town's money that would fix issues across all public works infrastructure, that is to say the sewer system, water system, storm drain system, sidewalks and roads. This effort resulted in what I called the "Unity of Effort Work Plan." The work plan was based on assets identified to be in poor condition that shared common space with other assets in poor condition. For example, a sewer pipe, water pipe, and/or stormwater pipe that needed to be replaced under a road that was also in poor condition, made it to the work plan. The Work Plan lives on the whiteboard in my office. Some of our infrastructure is over 100 years old...

How We Identified the Priority Infrastructure Projects...

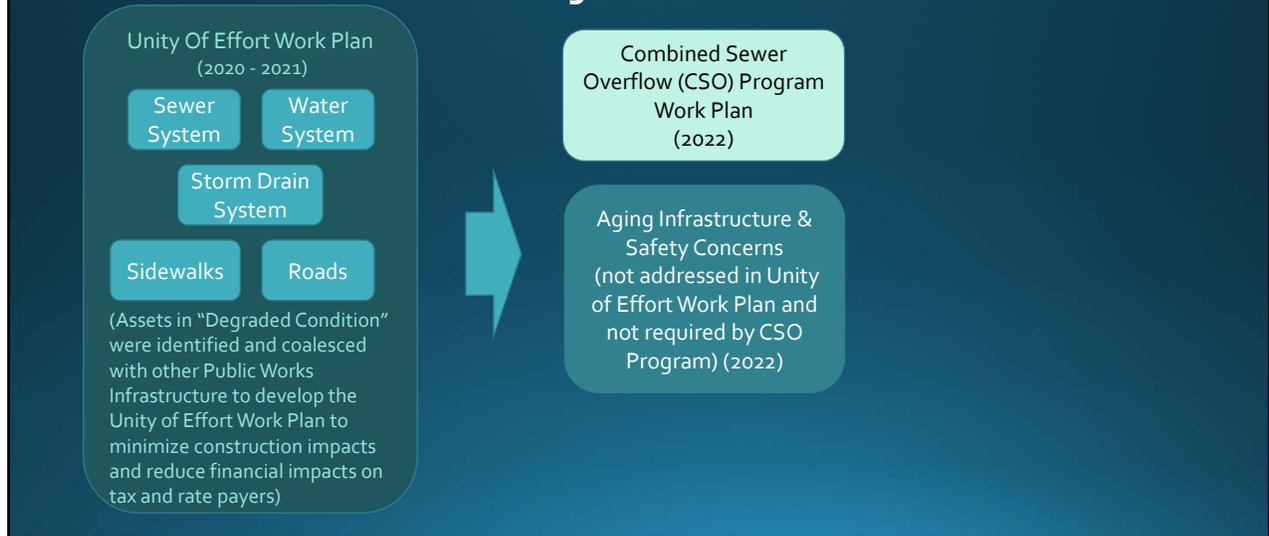


Next, we updated the Town's five year CSO Work Plan.

CSO stands for Combined Sewer Overflow. Combined sewer refers to a pipe that carries both sewer and stormwater.

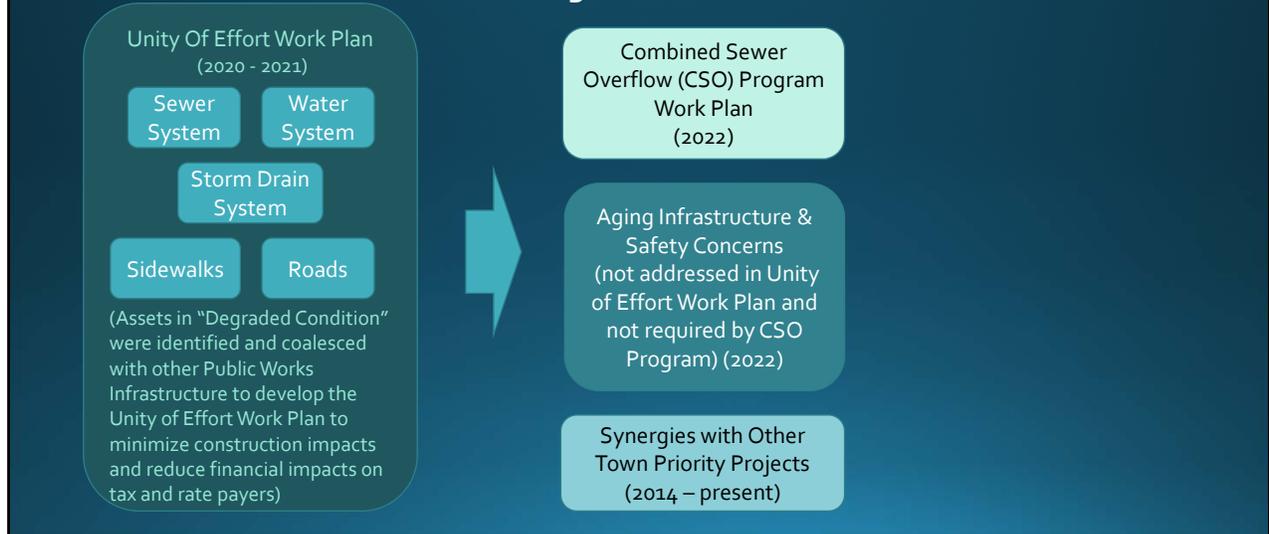
Through this process, we were able to include some of the Unity Of Effort Work Plan projects where the project would benefit in the reduction of CSOs. Hancock Street Sewer Rehabilitation Project is one such project. For reference, I've included a photo of the CSO Work Plan submittal letter.

How We Identified the Priority Infrastructure Projects...



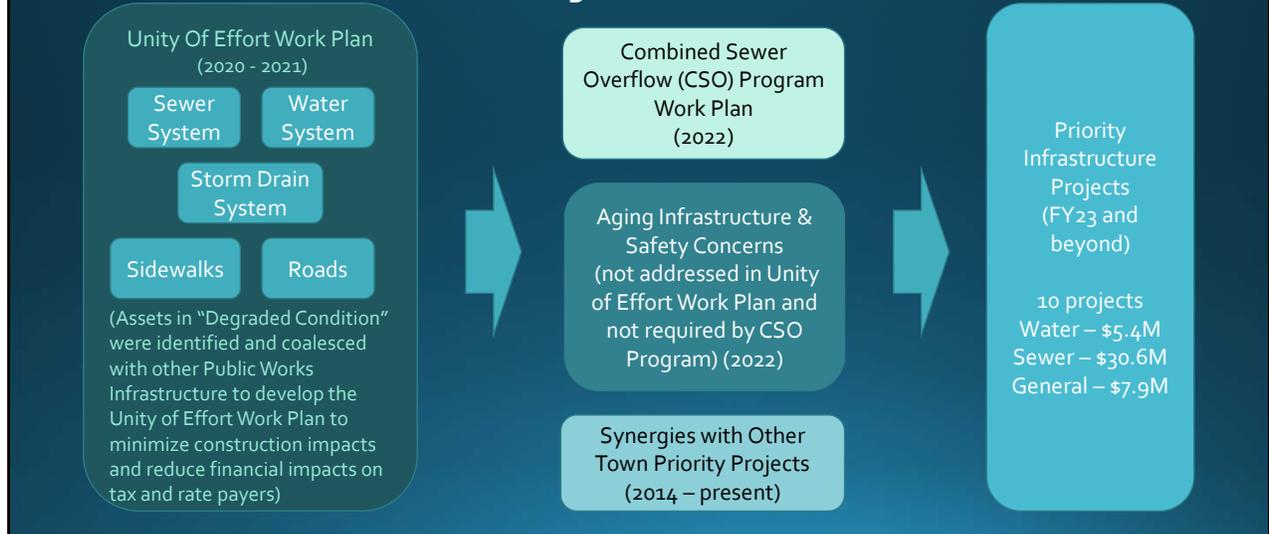
As we worked to prepare the CSO Program Work Plan, we identified other sewer infrastructure that needed to be replaced that was not included in the CSO Program Work Plan. These projects were identified through additional work performed in the system and through normal operations. The assets identified also need to be fixed in order to maintain reliable services to the community. An example project includes the Rodick Street Pump Station and Force Main. The pump station is beyond its service life. It supports the business and residential community in the downtown area. A failure of this pump station would mean significant revenue loss, not to mention regulatory issues, environmental impacts, and reputational impacts.

How We Identified the Priority Infrastructure Projects...

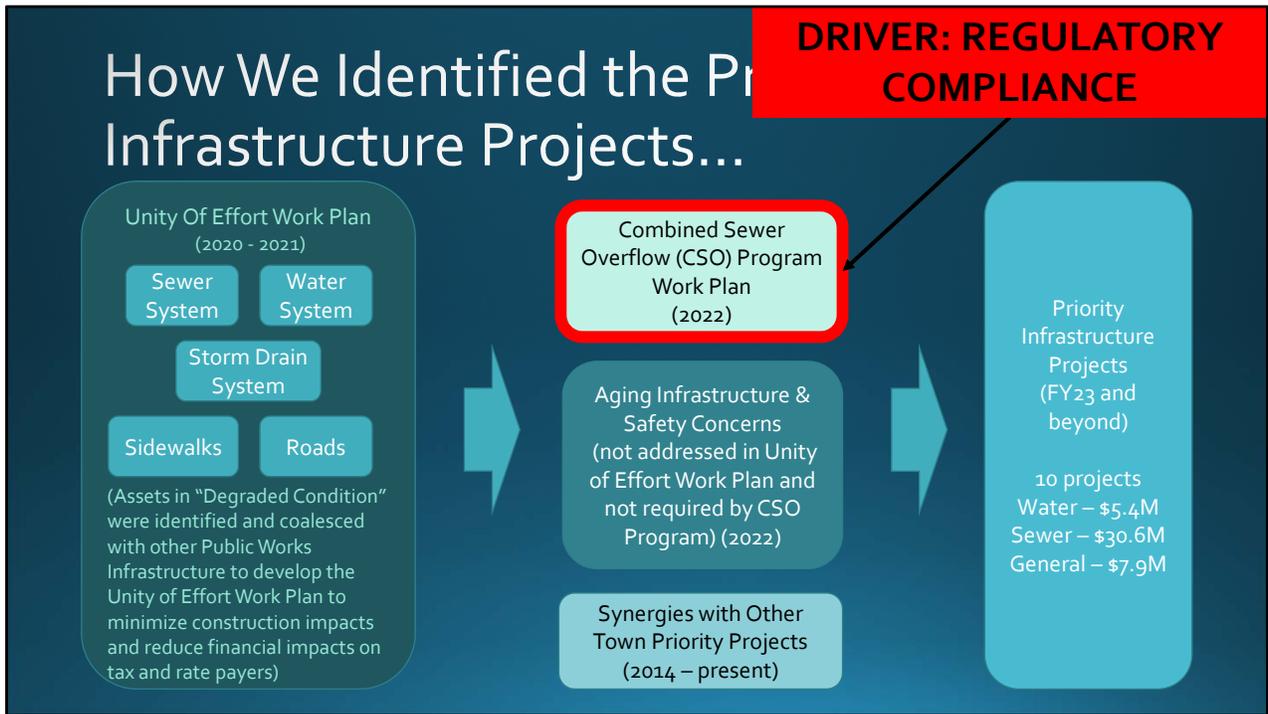


Over the last two years I have learned about some of the projects the Town identified and conceptualized, or authorized to proceed. An example of this type of project is the Cottage Street Streetscape Improvements project that will also address ADA compliance for our sidewalks.

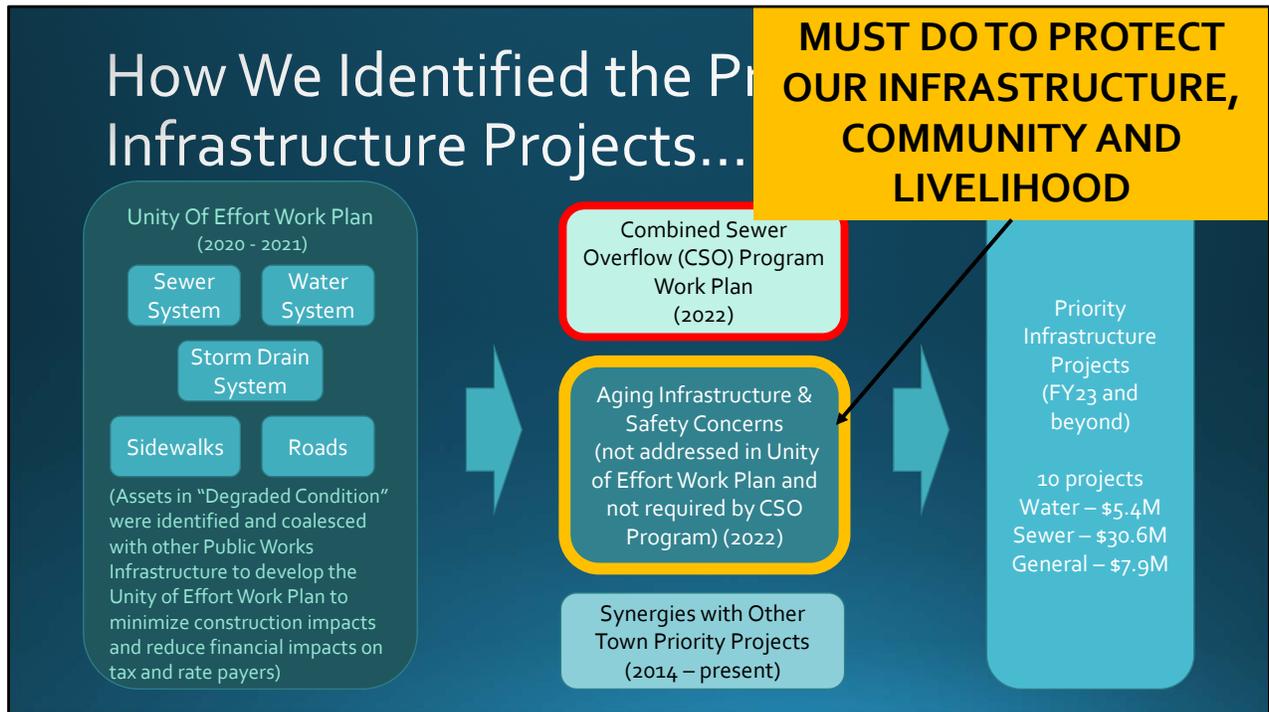
How We Identified the Priority Infrastructure Projects...



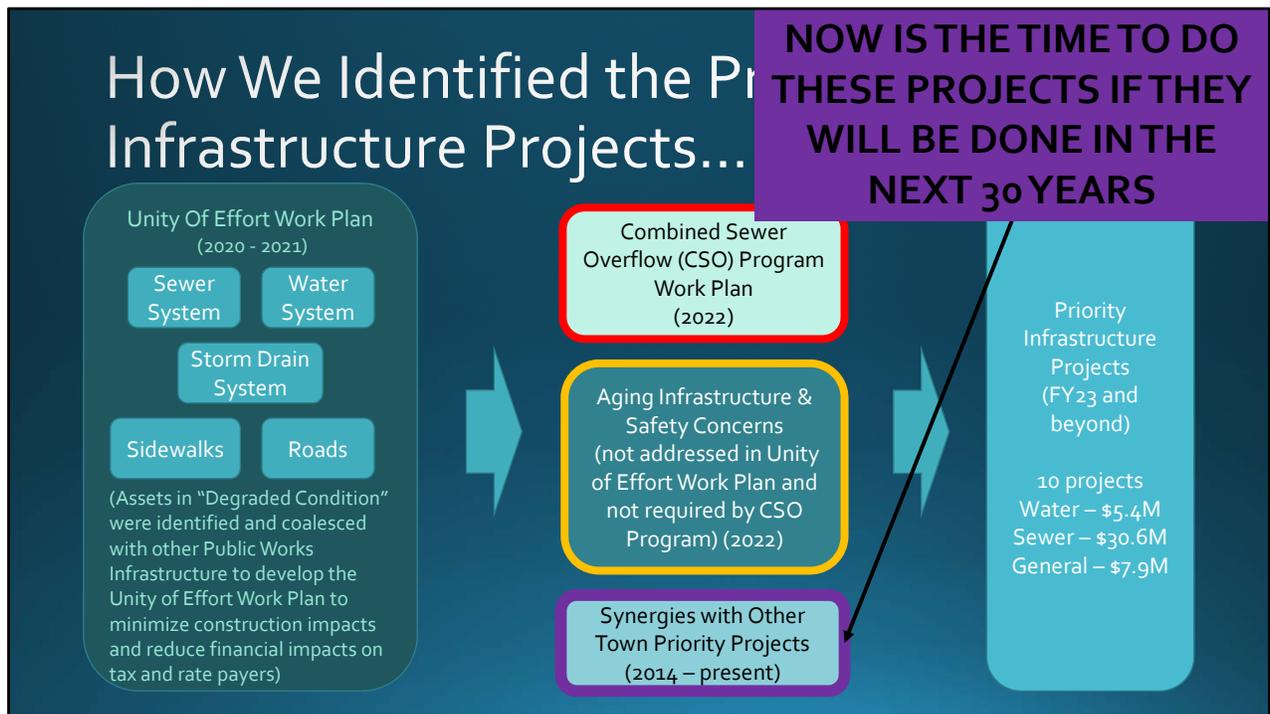
And finally, we took the list of projects from the 3 categories: CSO Program Work Plan, Aging Infrastructure & Safety Concerns, and Synergies with other Town Priority projects, and aligned them to produce the "Priority Infrastructure Projects." This resulted in 10 projects. Water projects totaling about \$5.4M, Sewer projects totally about \$30.6M and General Fund projects totaling about \$7.9M.



At this point, I would like to point out a few important details. Our CSO Program Work Plan must be done in order to comply with the State mandated CSO Program. Bar Harbor has fallen behind in the past and as a result, we have work to do in a compressed timeframe. For instance the West Street Pump Station project has been deferred since 2015. We no longer have a grace period to eliminate CSOs in Bar Harbor. We need to advance this effort and it's even more challenging now that we have more frequent and higher intensity storm events, which varies the amount of CSO we need to mitigate.



As I mentioned previously, these projects are needed now in order to address our aging infrastructure. A recent example would be the water valve that inconveniently broke at the intersection of Main Street and Cottage Street. Several business were unexpectedly out of water almost all day until we could get the emergency repair done. We will continue to have these issues until we upgrade the infrastructure.



I think the caption speaks for itself... now is the time to do these projects if they will be done in the next 30 years.

We're going to have to interrupt these locations for a period of time, while we are there - we should also make these additional improvements and save us from having to interrupt it again anytime soon.

Priority Infrastructure Projects – Grouped by Location or Project Type

- West Street Gateway Project
- West Street and Cottage Street Reline Cluster
- Rodick Street Projects
- Cottage Street Projects
- Atlantic Avenue and Hancock Street Projects
- Trunk Line Relief Sewer Projects
- Mount Desert and Main Street Cluster
- Downtown I/I Removal Project (Eden and Park)
- Route 3 (Hulls Cove) Sewer Project
- Up Island Water Storage Tank

Legend:
Regulatory Compliance
Aging Infrastructure/
Service Life
Priority Project Synergy

So, let's talk about the projects... Although the various projects were identified through the 3 different categories (regulatory compliance, aging infrastructure/service life, and priority project synergy), they will be implemented based on project location or project type. The project groupings are listed here and we will go through each one. Please note, I have used a color coding system to help connect each project element within the group to why it's on the list. For instance, a element written in red text means it is there to comply with regulations.

As we go through each of the projects, I'm going to tell you the elements per their color coded driver, show you the project location, provide the opinion of probable construction cost (OPCC), and then go through each of the elements, council priorities, drivers, preliminary schedule, and maintenance of traffic (MOT) considerations. At this stage, the information is preliminary and what is laid out for your consideration is based on the best available information we have right now. You will hear later in the presentation how we plan to keep everyone informed and updated, as we develop the designs and seek to reduce costs and construction impacts.

Priority Infrastructure Projects – Grouped by Location or Project Type

- **West Street Gateway Project**
- West Street and Cottage Street Reline Cluster
- Rodick Street Projects
- Cottage Street Projects
- Atlantic Avenue and Hancock Street Projects
- Trunk Line Relief Sewer Projects
- Mount Desert and Main Street Rehab Project
- Downtown I/I Removal Project (Eden and Park)
- Route 3 (Hulls Cove) Sewer Project
- Up Island Water Storage Tank

- ✓ West Street Pump Station and CSO Storage Tank
- ✓ Hydraulic Modeling and Flow Monitoring
- ✓ Retaining Wall / West Street Stabilization
- ✓ Shared Use Path Extension

Legend:
Regulatory Compliance
Aging Infrastructure/Service Life
Priority Project Synergy

Starting with the West Street Gateway Project...

The project elements are driven by all 3 categories: Regulatory Compliance, Aging Infrastructure / Service Life, and Priority Project Synergy.



These projects are clustered along a short section of West Street near the Eden Street end. The OPCC for the project is \$9.75M. This project already results in a significant reduction in cost (~\$5M in savings) for the previously conceived West Street Pump Station and Force Man project (2015 CSO Master Plan and 2019 Feasibility Plan). This is the out of the box approach we plan to bring to the other projects that are included in the Priority Infrastructure bond request.

OPCC – opinion of probably construction cost

West Street Gateway Project

Project Elements:

- West Street PS upgrade and CSO Storage Tank
- Hydraulic Modeling and Flow Monitoring
- Retaining Wall Restoration
- Eden Shared Use Path Extension to the Bar Harbor Historical Society

Council Priorities supported:

- Housing development
- Infrastructure resiliency
- Tourism sustainability

Drivers:

- Regulatory Compliance (CSO Program)
- Environmental Stewardship
- Reduce CSOs to Eddie Brook
- Replace aging infrastructure (sustainability and longevity)
- Increase system capacity
- Address safety issues
- Adapt to climate change
- Enhance multi-modal transportation options

The project elements identified for the West Street Gateway Project include the replacement of the West Street Pump Station, the addition of a new underground CSO Storage Tank, necessary hydraulic modeling and flow monitoring to comply with the CSO Program Work Plan, as well as the restoration of the retaining wall that holds up this section of the West Street road and sidewalk, and the extension of the Route 3 Eden Shared Use Path down West Street up to the Bar Harbor Historical Society. All three Council Priorities are supported by this project.

CSO – Combined Sewer Overflow

West Street Gateway Project

Preliminary
Schedule

West Street PS upgrade and CSO Storage Tank (Regulatory Deadline 12/31/24)

Concept Plan &
Basis of Design
Report
Dec 2021

Detailed Design
May 2023

Bidding
July 2023

Construct WSPS and
CSO Tank
Aug 2023 – Dec 2024

Retaining Wall Restoration (Restoration required to allow CSO Tank construction)

Retaining Wall
Assessment
Dec 2022

Detailed Design
May 2023

Bidding
July 2023

Construct Retaining
Wall Restoration
Aug 2023 – Dec 2024

Eden Shared Use Path Extension to the Bar Harbor Historical Society

Alternatives
Analysis
Oct 2022

Detailed Design
May 2023

Bidding
July 2023

Construct Shared Use
Path Extension
(depends on
alternatives)

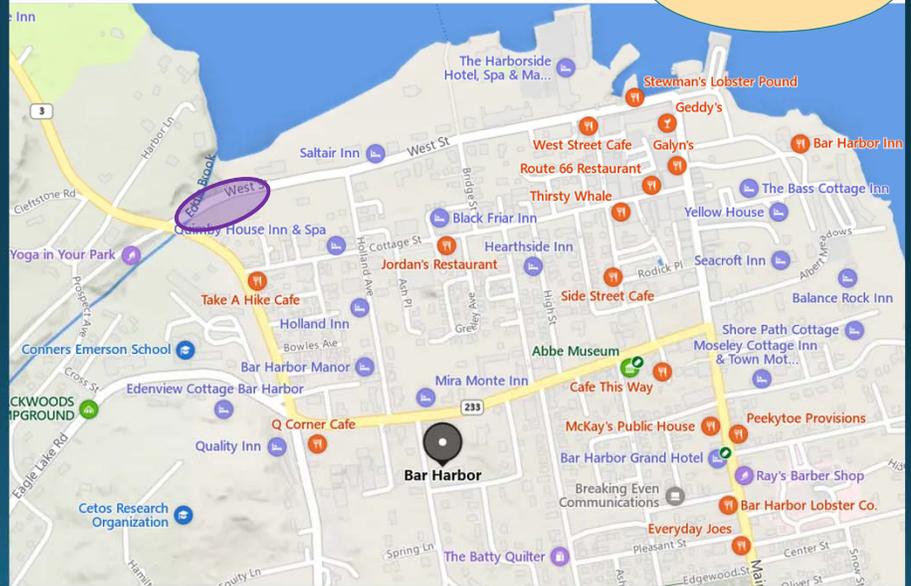
The preliminary schedule is broken out by project element. The West Street PS upgrade and CSO Storage Tank has a regulatory deadline of December 31, 2024. That means this portion of the work must be substantially complete (beneficial use) by this date. As we further the design of the project elements, the schedule will be updated.

West Street Gateway Project

Preliminary

Maintenance of Traffic (MOT) considerations:

- West Street temporary road closure
- Truck deliveries and turning radius
- Tour buses and turnarounds
- Pedestrian access
- Parking



This slide identifies some preliminary MOT considerations to be addressed during the project design process.

MOT – Maintenance of Traffic

Priority Infrastructure Projects – Grouped by Location or Project Type

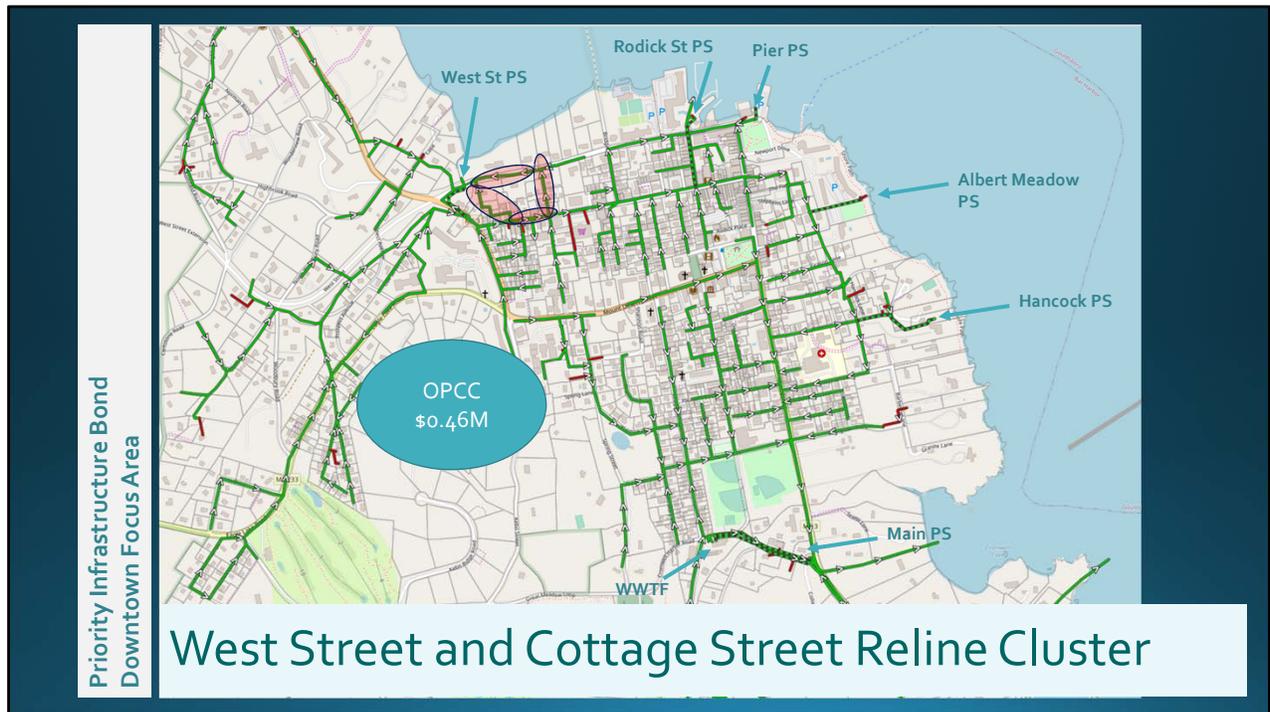
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- **West Street and Cottage Street Reline Cluster**
- Rodick Street Projects
- Cottage Street Projects
- Atlantic Avenue and Hancock Street Projects
- Trunk Line Relief Sewer Projects
- Mount Desert and Main Street Rehab Project
- Downtown I/I Removal Project (Eden and Park)
- Route 3 (Hulls Cove) Sewer Project
- Up Island Water Storage Tank

- ✓ West Street Sewer Reline
- ✓ Holland Avenue (lower) and Cottage Street Sewer Reline (not the main sewer pipe)
- ✓ Cadillac Street Sewer Reline

Legend:
Regulatory Compliance
Aging Infrastructure/Service Life
Priority Project Synergy

West Street and Cottage Street Reline Cluster...

All of the project elements are driven by 1 category: Regulatory Compliance.



These reline projects are clustered along a short section of West Street, lower Holland Avenue, Cottage Street and Cadillac Avenue. The OPCC for the project is \$0.46M.

OPCC – opinion of probably construction cost

West Street and Cottage Street Reline Cluster

Project Elements:

- West Street Sewer Pipe Reline
- Holland Avenue (lower) and Cottage Street Sewer Pipe Reline
- Cadillac Avenue Sewer Pipe Reline

Council Priorities supported:

- Housing development
- Infrastructure resiliency
- Tourism sustainability

Drivers:

- Regulatory Compliance (CSO Program)
- Environmental Stewardship
- Reduce CSOs to Eddie Brook
- Replace aging infrastructure (sustainability and longevity)
- Increase system capacity

These sewer pipes are tributary to the West Street Pump Station. Relining the inside of the sewer pipes and repairing several sewer manholes will reduce I/I from the West Street Sewer System and help eliminate CSO discharges to Eddie Brook. All three Council Priorities are supported by these projects.

I/I – Infiltration / Inflow (extraneous groundwater and surface water entering the sewer pipes and manholes that needs to be excluded through pipe and manhole repairs)

West Street and Cottage Street Reline Cluster

Preliminary
Schedule

Holland Avenue and Cottage Street Relining (Regulatory Deadline 12/31/22)

Project Identified
Dec 2021

Bidding
July 2022

Reline Work
Sept 2022 – Dec 2022

Cadillac Avenue and West Street Relining (Regulatory Deadline 12/31/23)

Project Identified
Dec 2021

Bidding
July 2023

Reline Work
Sept 2023 – Dec 2023

The preliminary schedule is broken out by project element due to the different regulatory deadlines. The Holland Avenue and Cottage Street reline project has a regulatory deadline of December 31, 2022. The Cadillac Avenue and West Street reline project has a regulatory deadline the following year (December 31, 2023).

Priority Infrastructure Projects – Grouped by Location or Project Type

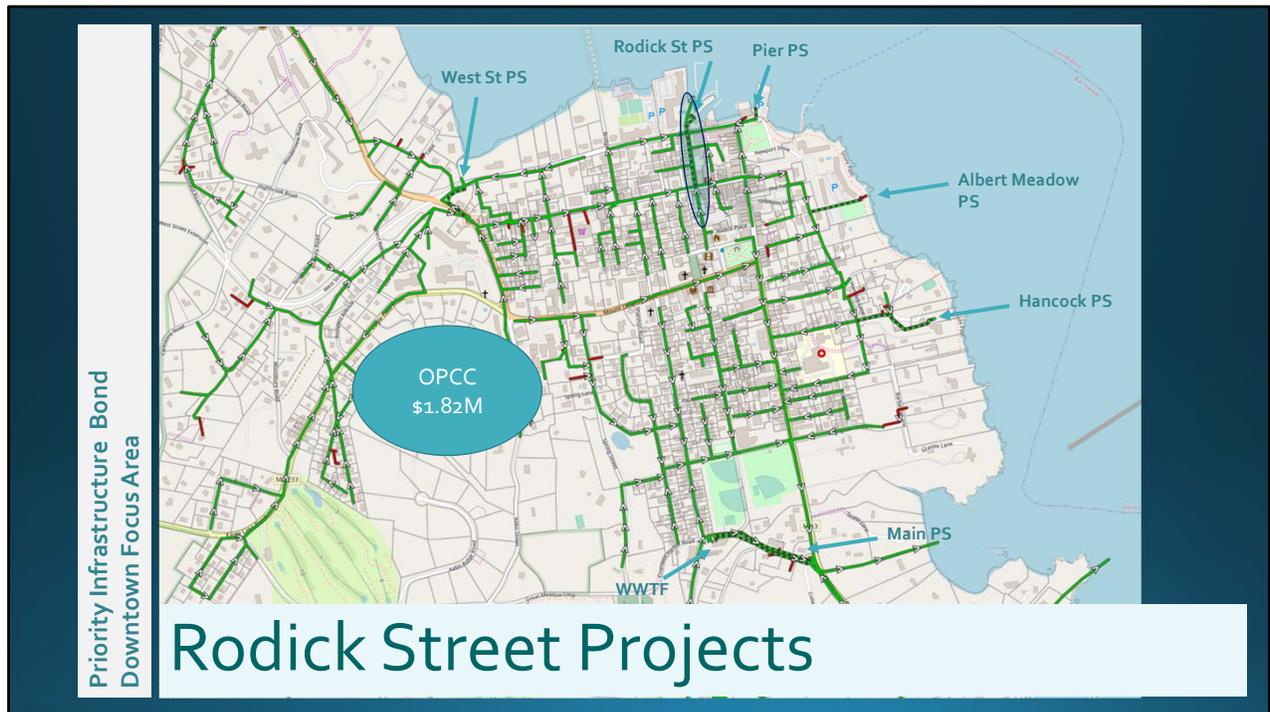
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- Downtown I/I Removal Project (Eden and Park)
- Route 3 (Hulls Cove) Sewer Project
- Up Island Water Storage Tank

- ✓ Rodick Street Pump Station
- ✓ Rodick Street Utility, Pedestrian Path and Undergrounding

Legend:
Regulatory Compliance
Aging Infrastructure/Service Life
Priority Project Synergy

Rodick Street Projects...

The project elements are driven by 2 categories: Aging Infrastructure / Service Life and Priority Project Synergy.



These projects are located in a driveway off of West Street, lower Rodick Street and a portion of upper Rodick Street. The OPCC for the project is \$1.82M.

OPCC – opinion of probably construction cost

Rodick Street Projects

Project Elements:

- Rodick Street PS upgrade and Force Main
- Rodick Street Water and Stormwater Replacement
- Expand sidewalk with for pedestrians

Council Priorities supported:

- Infrastructure resiliency
- Tourism sustainability

Drivers:

- Replace aging infrastructure (sustainability and longevity)
- Increase system capacity
- Address safety issues
- Facilitate pedestrian access
- Allows sections of Cottage Street to be underground

These projects were identified to address aging infrastructure, to increase system capacity, address safety issues with utility poles located in the sidewalk, condition of the sidewalk, to expand the width of the sidewalk, and to begin the process of undergrounding portions of the utilities on above ground poles. Two Council Priorities are supported by these projects.

Rodick Street Projects

Preliminary
Schedule

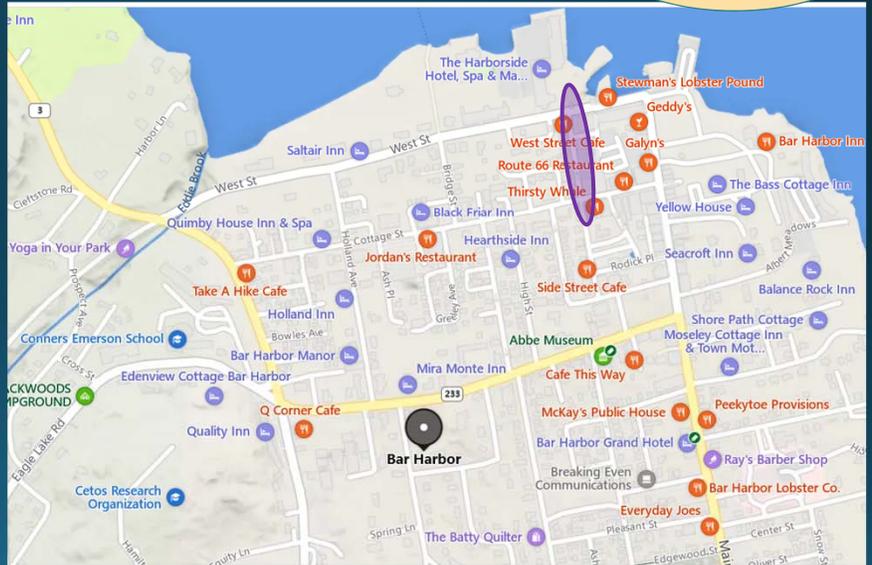
The project elements and schedule for this project has changed since it was initially presented to Council. We are continuing to work with Versant to lay out the schedule.

Rodick Street Projects

Preliminary

Maintenance of Traffic (MOT) considerations

- Address temporary road closures
- Truck deliveries and turning radius
- Tour buses and turnarounds
- Business access
- Pedestrian access



This slide identifies some preliminary MOT considerations to be addressed during the project design process.

MOT – Maintenance of Traffic

Priority Infrastructure Projects – Grouped by Location or Project Type

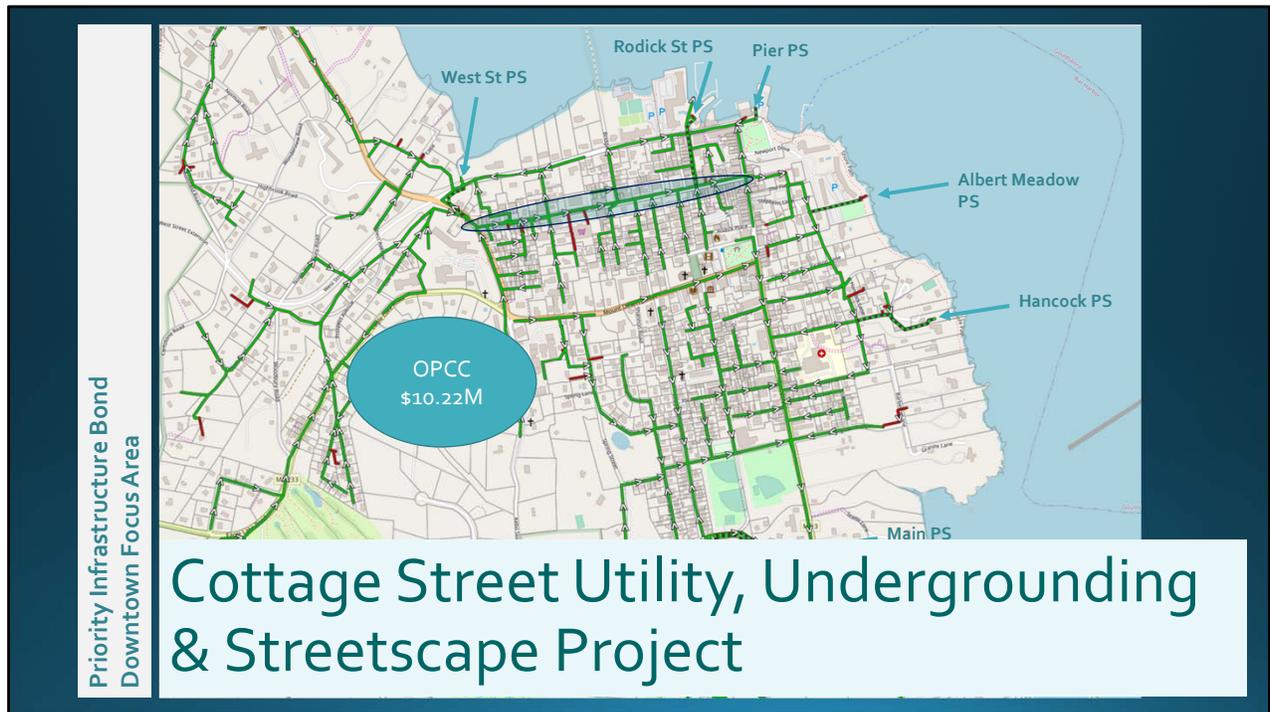
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- **Cottage Street Projects**
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- Downtown I/I Removal Project (Eden and Park)
- Route 3 (Hulls Cove) Sewer Project
- Up Island Water Storage Tank

- ✓ Cottage Street Sewer Only Upgrades
- ✓ Cottage Street Sewer Only Upgrades
- ✓ Cottage Street Utility, Streetscape and Undergrounding

Legend:
Regulatory Compliance
Aging Infrastructure/Service Life
Priority Project Synergy

Cottage Street Projects...

The project elements are driven by all 3 categories: Regulatory Compliance, Aging Infrastructure / Service Life, and Priority Project Synergy.



These projects are located along the entire length of Cottage Street, expect undergrounding would end at the intersection of Rodick Street. The OPCC for the project is \$10.22M.

OPCC – opinion of probably construction cost

Cottage Street Utility, Under-grounding & Streetscape Project

Project Elements:

- Sewer, Stormwater and Water Main Replacements
- Undergrounding (if approved by TC)
- Streetscaping and other surface improvements, including ADA compliant sidewalks

Council Priorities supported:

- Housing development
- Infrastructure resiliency
- Tourism sustainability

Drivers:

- Regulatory Compliance (CSO Program)
- Environmental Stewardship / Address SSOs on Cottage Street
- Replace aging infrastructure (sustainability and longevity)
- Increase system capacity
- Address safety issues
- Adapt to climate change

These projects were identified to address the need to convey additional flow in the Cottage Street Sewer from the West Street Pump Station, to address aging infrastructure, to increase system capacity, to address safety issues with the condition of the sidewalk and ADA compliance, to implement the Streetscape improvements, and to underground the utilities on above ground poles. All three Council Priorities are supported by these projects.

Some of the infrastructure on Cottage Street survived the fire of 1947...

A failure of the infrastructure on Cottage Street would have catastrophic impacts to the residents, businesses, and visitors, as well as, reputational impacts to the Town of Bar Harbor.



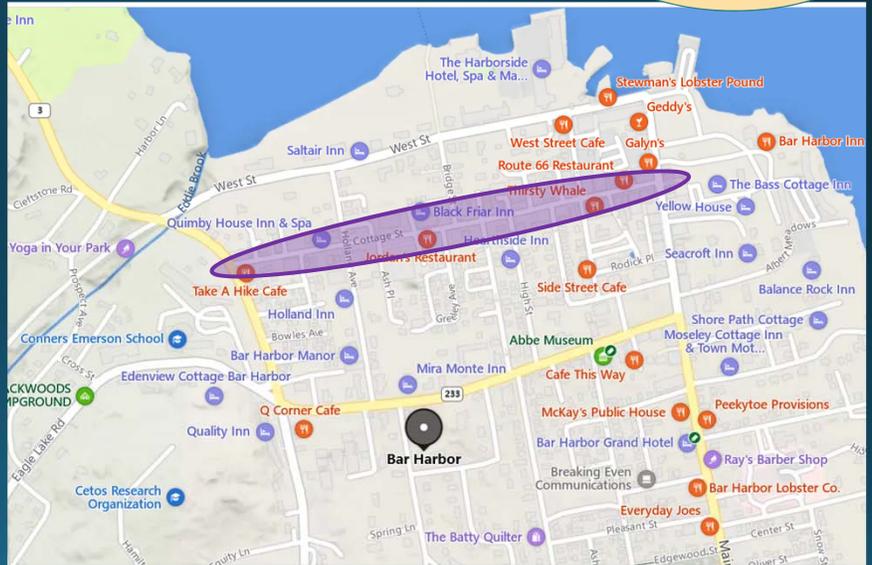
The preliminary schedule is broken out by project element. The Cottage Street Sewer improvements should be done by December 31, 2024 to meet the CSO goals for the West Street PS and CSO Storage Tank project. That means this portion of the work must be substantially complete (beneficial use) by this date. As we further the dialogue with the community about the project elements and design the elements, the schedule will be updated.

Cottage Street Utility, Undergrounding & Streetscape Project

Preliminary

Maintenance of Traffic (MOT) considerations

- Address temporary road closures
- Truck deliveries and turning radius
- Business access
- Pedestrian access
- Parking



This slide identifies some preliminary MOT considerations to be addressed during the project design process.

MOT – Maintenance of Traffic

Priority Infrastructure Projects – Grouped by Location or Project Type

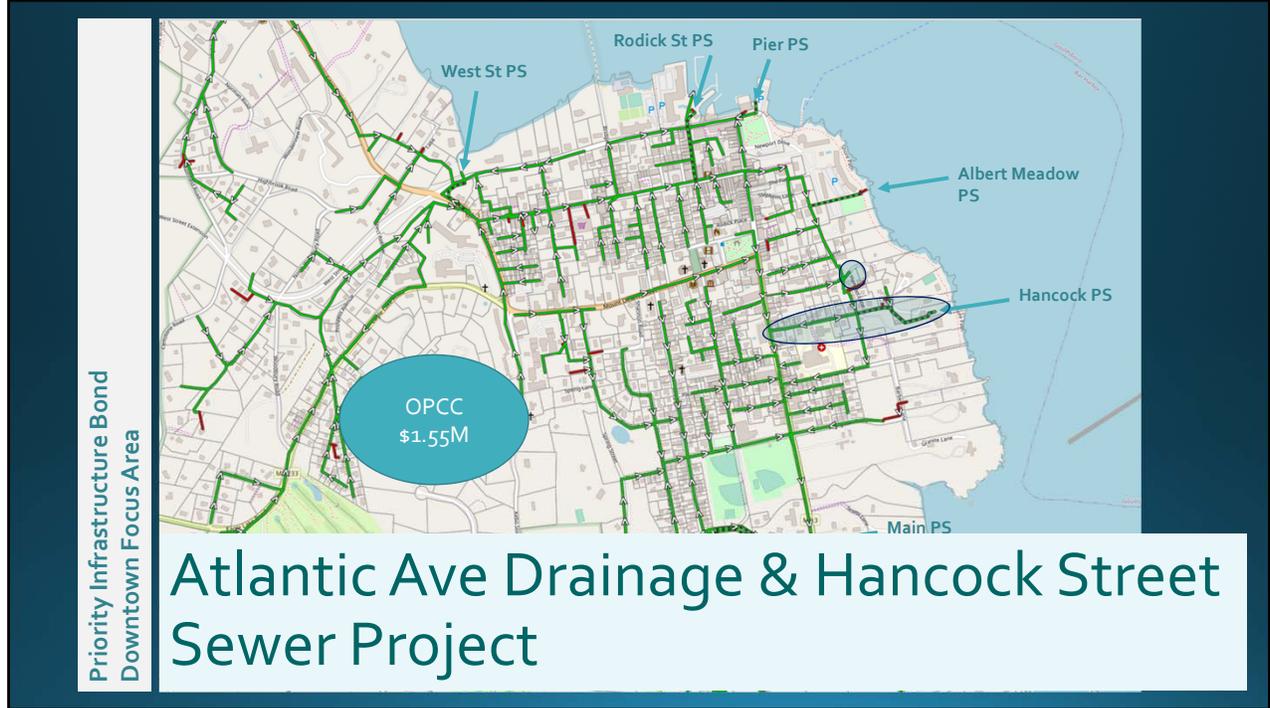
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- Downtown I/I Removal Project (Eden and Park)
- Route 3 (Hulls Cove) Sewer Project
- Up Island Water Storage Tank

- ✓ Hancock Street Sewer Rehabilitation
- ✓ Hancock Street Pump Station Upgrade
- ✓ Atlantic Avenue Stormwater Project
- ✓ Hancock Street Storm Drain Outfall

Legend:
Regulatory Compliance
Aging Infrastructure/Service Life
Priority Project Synergy

Atlantic Avenue and Hancock Street Projects...

The project elements are driven by all 3 categories: Regulatory Compliance, Aging Infrastructure / Service Life, and Priority Project Synergy.



These projects are located along Atlantic Avenue (lower portion), Hancock Street and private portions of Hancock Lane and Devilstone Way. The OPCC for the project is \$1.55M.

OPCC – opinion of probably construction cost

Atlantic Ave Drainage & Hancock Street Sewer Project

Project Elements:

- New Storm Drain system on lower Atlantic Avenue through Hancock Lane
- Sewer, Stormwater and Water Main Replacements on Hancock Street
- Hancock Street PS Replacement with new generator
- Road and sidewalk restoration

Council Priorities supported:

- Support Year Round Community
- Infrastructure resiliency
- Tourism Sustainability

Drivers:

- Regulatory Compliance (CSO Program)
- Solve an ongoing water issue for peace of mind of residents and address safety issues
- Replace aging infrastructure (sustainability and longevity)
- Reduce I/I entering the sewer system; thereby reducing CSOs
- Address safety issues
- Adapt to climate change

These projects were identified to address a neighborhood need to control surface water and ground water impacting properties on Atlantic Avenue, as well as the need to rehabilitate all the below ground and surface infrastructure along Hancock Street. Additionally, the Hancock Street Pump Station is beyond it's service life and needs to be replaced. A new storm drain outfall is planned to convey the stormwater from Atlantic Avenue to the ocean. Two Council Priorities are supported by these projects. These projects also help support the year round community and livability of a neighborhood.

Atlantic Ave Drainage & Hancock Street Sewer Project

Preliminary
Schedule

Atlantic Avenue Project through Hancock Lane (Storm Drain Outlet required before project can be hooked into the system)

Concept Plan
Nov 2021

Detailed Design
Aug 2022

Bidding
Sept 2022

Construct
Oct 2022 – May 2023

Hancock Street Pump Station and Storm Drain Outlet Pipe on Devilstone Way property

Concept Plan
June 2022

Detailed Design
Aug 2022

Bidding
Sept 2022

Construct
Oct 2022 – May 2023

Hancock Street Stormwater, Sewer, Force Main, Water, Road and Sidewalk Restoration (Regulatory Deadline of 12/31/2024)

Preliminary Design
Dec 2022

Detailed Design
August 2023

Bidding
September 2023

Construct
Oct 2023 – Dec 2024

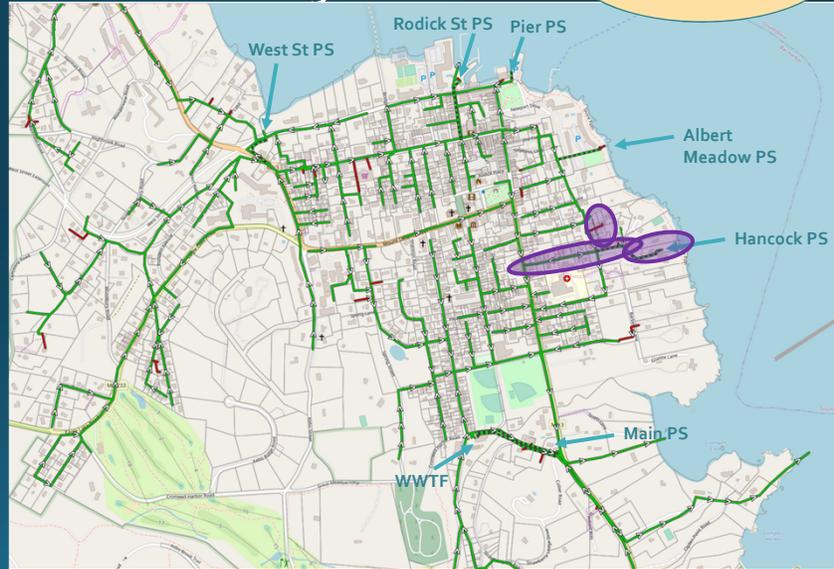
This is a complex issue; however, many aspects of the work has been completed and design is underway on some elements. The preliminary schedule for these projects will be advanced if feasible.

Atlantic Ave Drainage & Hancock Street Sewer Project

Preliminary

Maintenance of
Traffic considerations

- Temporary road closures
- Truck deliveries and turning radius
- Residential Access
- Summer rentals
- Permit parking



This slide identifies some preliminary MOT considerations to be addressed during the project design process.

MOT – Maintenance of Traffic

Priority Infrastructure Projects – Grouped by Location or Project Type

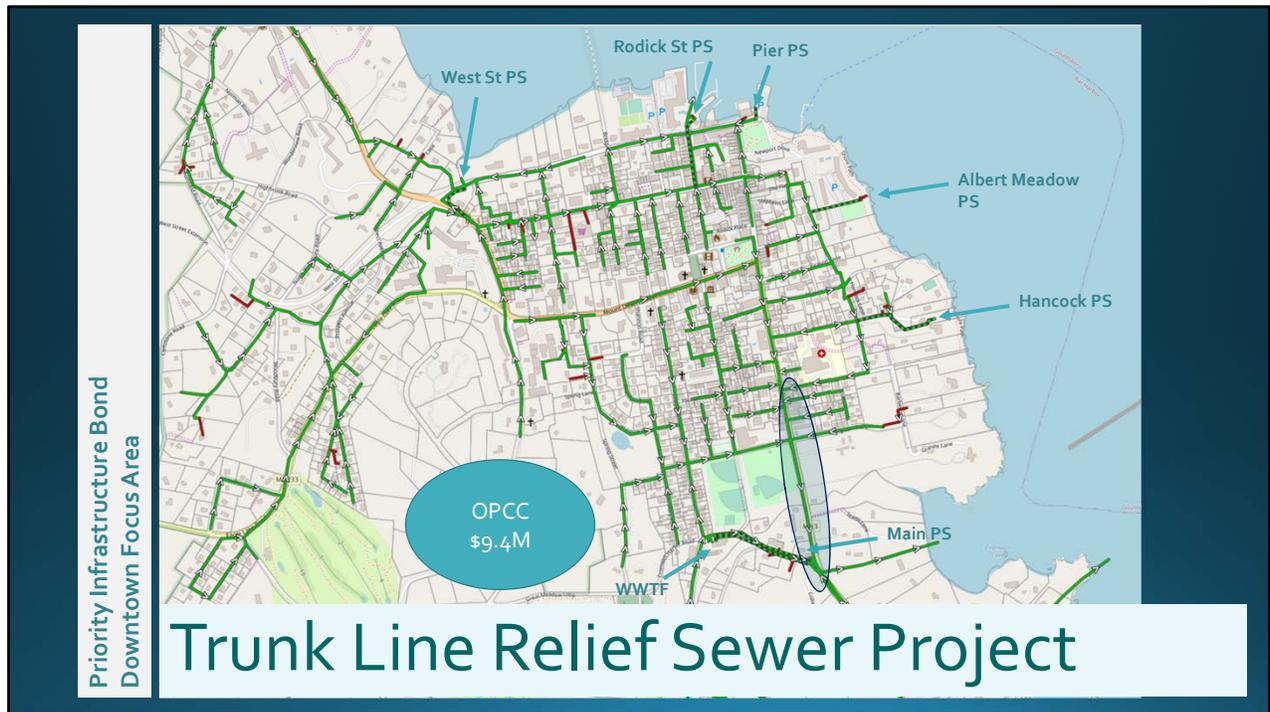
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- Mount Desert and Main Street Rehab Project
- Downtown I/I Removal Project (Eden and Park)
- Route 3 (Hulls Cove) Sewer Project
- Up Island Water Storage Tank

✓ Trunk Line Relief Sewer
(options are under
development)

Legend:
Regulatory Compliance
Aging Infrastructure/Service Life
Priority Project Synergy

Trunk Line Relief Sewer Projects...

The project elements are driven by 1 category: Aging Infrastructure / Service Life.



The Trunk Line Relief Sewer project is located along Main Street. Additional relief sewer projects will be identified through on-going in-system sewer flow metering and hydraulic modeling. The OPCC for the project is \$9.4M.

OPCC – opinion of probably construction cost

Trunk Line Relief Sewer Project

Project Elements:

- Sewer and Water Main Replacements on Main Street
- Stormwater replacement contingent upon DOT/Town partnership
- Road restoration

Council Priorities supported:

- Housing development
- Infrastructure resiliency
- Tourism Sustainability

Drivers:

- Solve an ongoing sewer capacity issue for residents and businesses
- Address sanitary sewer overflow issues
- Reduce I/I entering the sewer system; thereby reducing CSOs to Atlantic Ocean
- Replace aging infrastructure (sustainability and longevity)
- Increase system capacity
- Adapt to climate change

A few presentations have covered the goal for this project already, so I will only briefly say that we need to lower the water level in the Trunk Line so businesses and residents can use their water during intense rain events. All three Council Priorities are supported by this project.

Trunk Line Relief Sewer Project

Preliminary
Schedule

Main Street Sewer Replacement from Wayman Lane to Cromwell Harbor Road

Concept Plan
April 2022

Detailed Design
Aug 2022

Bidding
Sept 2022

Construct
Oct 2022 – May 2023

Additional Trunk Line Relief Sewer projects

Concept Plan
June 2023

Detailed Design
Aug 2024

Bidding
Sept 2024

Construct*
Oct 2024 – May 2025

*Schedule is dependent on the project(s) selected

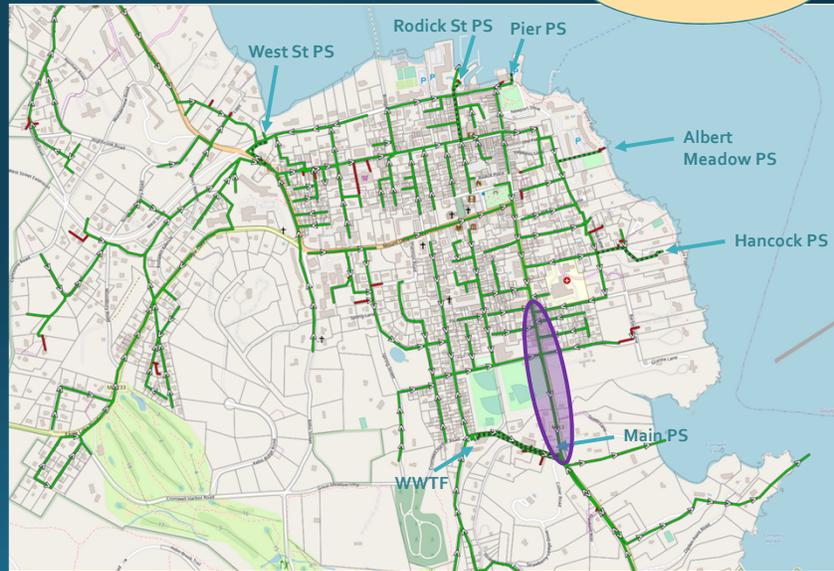
The preliminary schedule is broken out by project element. See “Our Commitment” slide for our approach to working with the businesses and residents that will be impacted by this specific project.

Trunk Line Relief Sewer Project

Preliminary

Maintenance of Traffic considerations

- Temporary road closures
- Truck deliveries and turning radius
- Business Access
- Residential Access
- Ball Field Access
- Parking impacts



This slide identifies some preliminary MOT considerations to be addressed during the project design process.

MOT – Maintenance of Traffic

Priority Infrastructure Projects – Grouped by Location or Project Type

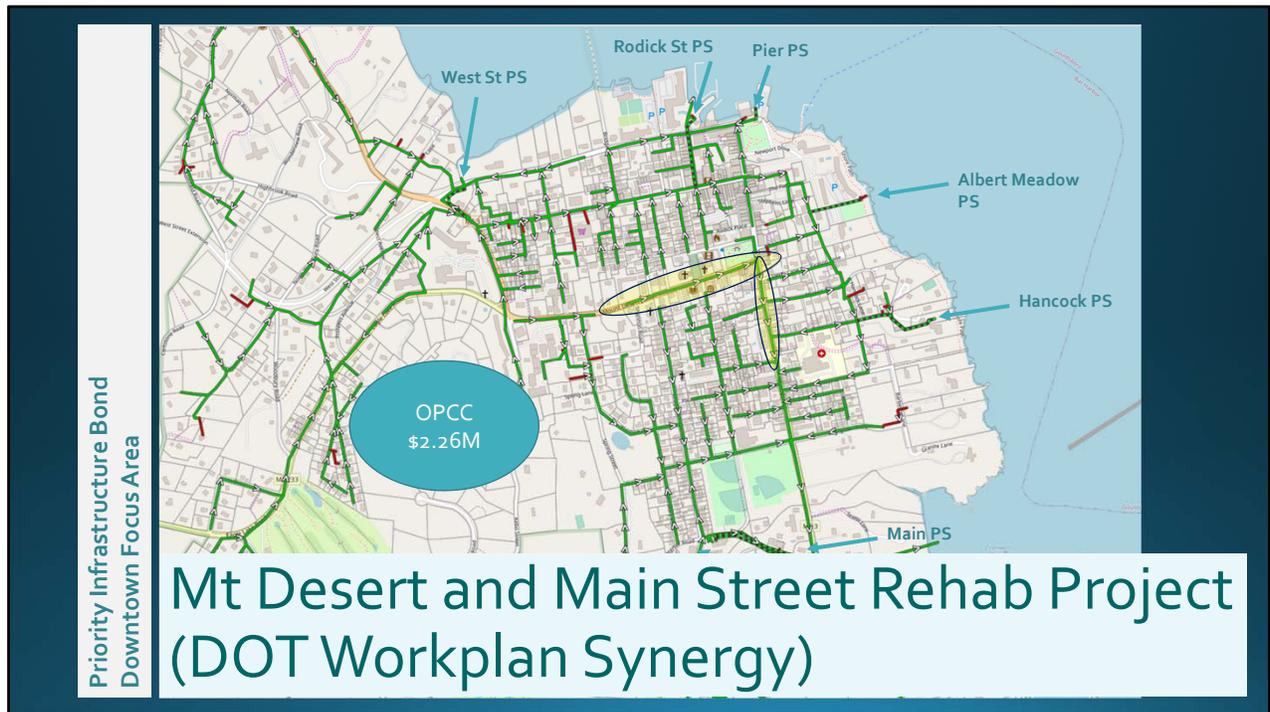
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- Atlantic Avenue and Hancock Street Projects
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- **Mount Desert and Main Street Rehab Project**
- Downtown I/I Removal Project (Eden and Park)
- Route 3 (Hulls Cove) Sewer Project
- Up Island Water Storage Tank

- ✓ Mount Desert and Main Street Sewer Rehabilitation Project
- ✓ Maine DOT drainage system project

Legend:
Regulatory Compliance
Aging Infrastructure/Service Life
Priority Project Synergy

Mount Desert and Main Street Rehab Project...

The project elements are driven by 2 categories: Regulatory Compliance and Priority Project Synergy.



These projects are located along Mount Desert Street and Main Street (headed south). Both of these roads are under the jurisdiction of Maine DOT. Maine DOT also owns the storm drain system and plans to repair their pipes. The OPCC for the project is \$2.26M.

OPCC – opinion of probably construction cost

Mt Desert and Main Street Rehab Project

Project Elements:

- Sewer and Water Main Replacements on Main Street
- Replace Water isolation valve at Mt Desert and Main Street intersection
- Stormwater system replacement through Maine DOT funding
- Road and sidewalk restoration, including intersection improvements

Council Priorities supported:

- Housing development
- Infrastructure resiliency
- Tourism Sustainability

Drivers:

- Replace aging infrastructure (sustainability and longevity)
- Increase sewer system capacity
- Address vulnerable assets (Water valve)
- Address failed storm drain system
- Adapt to climate change

Maine DOT intends to repair the storm drain system in this area. Our projects capitalize on the DOT's need to fix the storm drain infrastructure and will upgrade the existing sewer and infrastructure on Mount Desert and Main Streets with the goal of increasing conveyance capacity of the sewer pipes. Critical Water infrastructure will be replaced as part of this project. All three Council Priorities are supported by the project.

Mt Desert and Main Street Rehab Project

Preliminary
Schedule

Mount Desert Street Sewer Replacement

Concept Plan

Detailed Design

Bidding

Construct

Main Street Sewer Replacement

Concept Plan

Detailed Design

Bidding

Construct

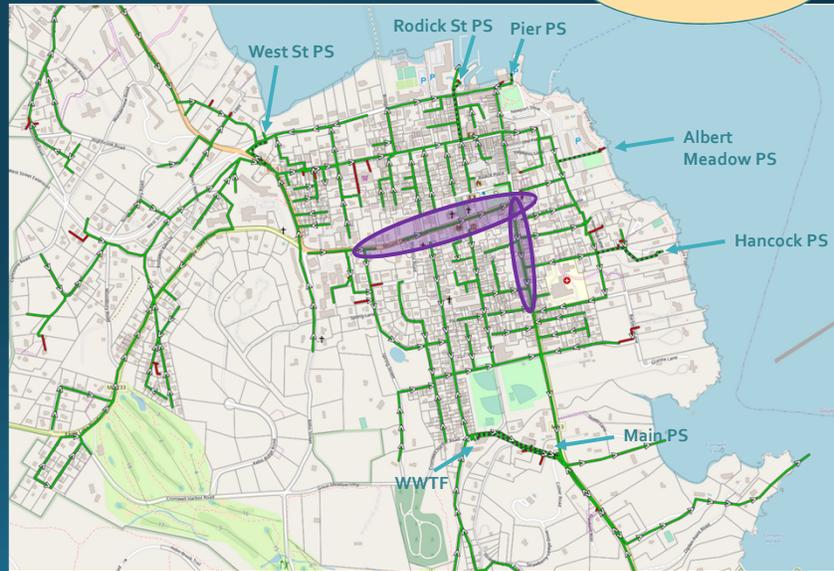
The project schedule has not taken shape yet. Please see “Our Commitment” slide for additional information of schedule updates.

Mt Desert and Main Street Rehab Project

Preliminary

Maintenance of Traffic considerations

- Temporary road closures
- Truck deliveries and turning radius
- Island Explorer Routes
- Business Access
- Residential Access
- Park Access
- Parking impacts



This slide identifies some preliminary MOT considerations to be addressed during the project design process.

MOT – Maintenance of Traffic

Priority Infrastructure Projects – Grouped by Location or Project Type

- West Street Gateway Project
- West Street and Cottage Street Reline Cluster
- Rodick Street Projects
- Cottage Street Projects
- Atlantic Avenue and Hancock Street Projects
- Trunk Line Relief Sewer Projects
- Mount Desert and Main Street Rehab Project
- **Downtown I/I Removal Project (Eden and Park)**
- Route 3 (Hulls Cove) Sewer Project
- Up Island Water Storage Tank

✓ Downtown I/I removal project based on flow metering data – Eden and Park Streets

Legend:
Regulatory Compliance
Aging Infrastructure/Service Life
Priority Project Synergy

Downtown I/I Removal Project...

The project elements are driven by 1 category: Regulatory Compliance.

I/I - Infiltration / Inflow



These projects are located along sections of Eden Street and Park Street. The OPCC for the project is \$0.2M.

OPCC – opinion of probably construction cost

Eden Street and Park Street I/I Removal Projects

Project Elements:

- Flow metering indicates there is excessive I/I in these areas of the sewer system.
- Additional flow metering is needed to determine the mitigation project

Council Priorities supported:

- Infrastructure resiliency
- Tourism Sustainability

Drivers:

- Replace aging infrastructure (sustainability and longevity)
- Reduce I/I entering the sewer system; thereby reducing CSOs to Eddie Brook and Atlantic Ocean
- Environmental Stewardship

Initial in-system sewer flow metering indicates that there is excessive I/I in the Eden Street and Park Street areas of the sewer system. The current assumption is that a small amount of sewer pipe relining will mitigate the issue. Additional information is needed and will come from the flow metering and hydraulic modeling effort already underway. Two Council Priorities are supported by these projects.

Eden Street and Park Street I/I Removal Projects

Preliminary
Schedule

Eden Street I/I Removal Project

Concept Plan

Detailed Design

Bidding

Construct

Park Street I/I Removal Project

Concept Plan

Detailed Design

Bidding

Construct

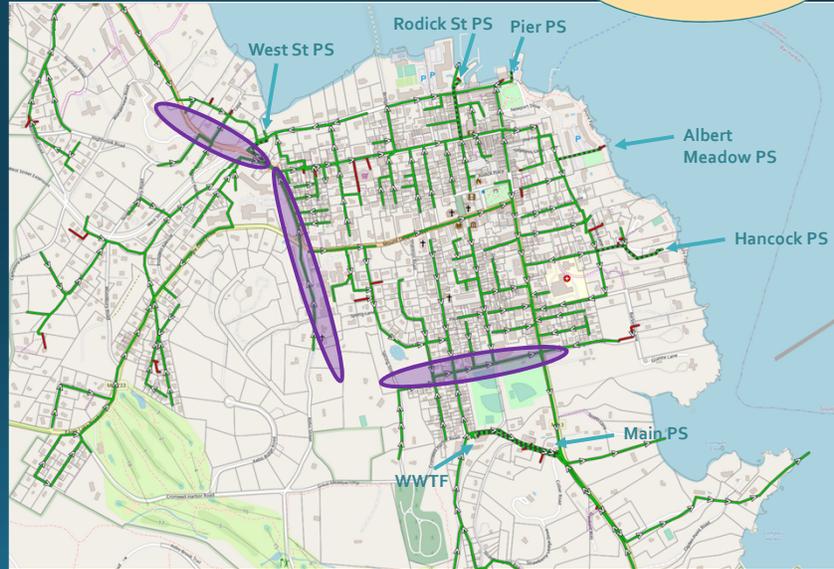
The project schedule has not taken shape yet. Please see “Our Commitment” slide for additional information of schedule updates.

Eden Street and Park Street I/I Removal Projects

Preliminary

Maintenance of Traffic considerations

- Truck deliveries and turning radius
- Bike Express Route
- Island Explorer Routes
- Business Access
- Residential Access
- Ball Field Access
- Parking impacts



This slide identifies some preliminary MOT considerations to be addressed during the project design process.

MOT – Maintenance of Traffic

Priority Infrastructure Projects – Grouped by Location or Project Type

- West Street Gateway Project
- West Street and Cottage Street Reline Cluster
- Rodick Street Projects
- Cottage Street Projects
- Atlantic Avenue and Hancock Street Projects
- Trunk Line Relief Sewer Projects
- Mount Desert and Main Street Rehab Project
- Downtown I/I Removal Project (Eden and Park)
- **Route 3 (Hulls Cove) Sewer Project**
- Up Island Water Storage Tank

✓ Route 3 (Hulls Cove)
Sewer Project

Legend:
Regulatory Compliance
Aging Infrastructure/Service Life
Priority Project Synergy

Route 3 (Hulls Cove) Sewer Project...

The project elements are driven by 1 category: Regulatory Compliance.



The project is located along Route 3 in Hulls Cove. The OPCC for the project is \$5.11M.

OPCC – opinion of probably construction cost

Route 3 (Hulls Cove) Sewer Project

Project Elements:

- Sewer and Water Main Replacements on Route 3 in Hulls Cove

Council Priorities supported:

- Housing development
- Infrastructure resiliency
- Tourism Sustainability

Drivers:

- Replace aging infrastructure (sustainability and longevity)
- Increase sewer system capacity
- Address vulnerable assets (Water)

This project was identified to further mitigate I/I in the Hulls Cove area of the sewer system as well as increase the sewer system capacity. All three Council Priorities are supported by this project.

I/I – Infiltration / Inflow

Route 3 (Hulls Cove) Sewer Project

Preliminary
Schedule

Route 3 Sewer and Water Replacement

Concept Plan
Spring 2024

Detailed Design
Spring 2025

Bidding
Summer 2025

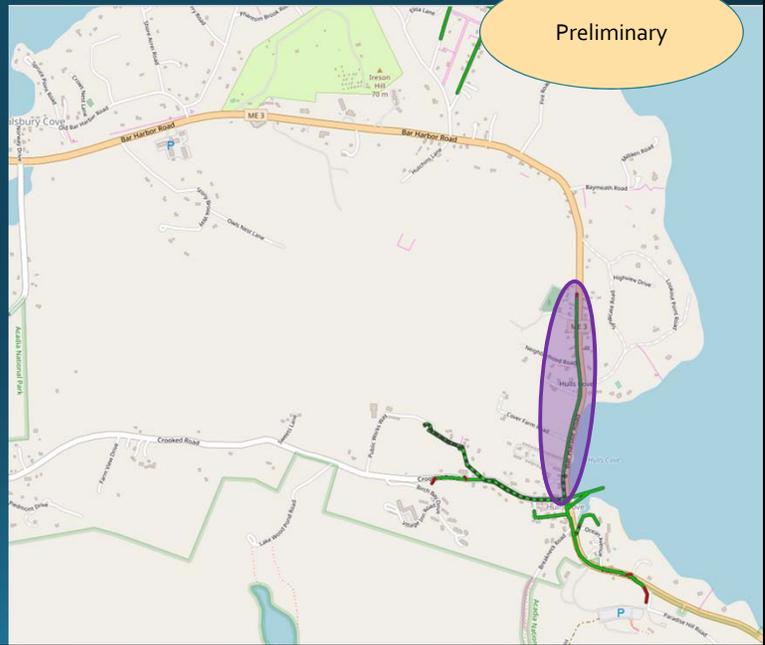
Construct
Fall 2025 – Spring 2026

The preliminary schedule is set up in part to allow adjustments to the project as a result of the current Comprehensive Planning efforts.

Route 3 (Hulls Cove) Sewer Project

Maintenance of Traffic considerations

- Temporary road closures
- Truck deliveries and turning radius
- Business Access
- Residential Access



This slide identifies some preliminary MOT considerations to be addressed during the project design process.

MOT – Maintenance of Traffic

Priority Infrastructure Projects – Grouped by Location or Project Type

- West Street Gateway Project
- West Street and Cottage Street Reline Cluster
- Rodick Street Projects
- Cottage Street Projects
- Atlantic Avenue and Hancock Street Projects
- Trunk Line Relief Sewer Projects
- Mount Desert and Main Street Rehab Project
- Downtown I/I Removal Project (Eden and Park)
- Route 3 (Hulls Cove) Sewer Project
- **Up Island Water Storage Tank**

✓ New Up Island Water Storage Tank (Water System Master Plan recommendation)

Legend:
Regulatory Compliance
Aging Infrastructure/Service Life
Priority Project Synergy

Up Island Water Storage Tank Project...

The project elements are driven by 1 category: Priority Project Synergy.



The up-island Water Storage Tank is located in the Ireson Hill area of Bar Harbor. The OPCC for the project is \$3.13M, which includes some money for hydrant replacements in the Hulls Cove area.

OPCC – opinion of probably construction cost

Up-Island Water Storage Tank Project

Project Elements:

- Add Water Storage and Fire Suppression Capacity in Hulls Cove

Council Priorities supported:

- Housing development
- Infrastructure resiliency
- Tourism Sustainability

Drivers:

- Provide additional water storage to meet the needs of the customer base for peak daily demands
- Enhance fire suppression capability

This project was identified through the Comprehensive Water System Master Plan that was presented to the Town in 2020. A new water storage tank in this area of Town provides benefits to both increasing peak day demands for water and fire suppression enhancements. All three Council Priorities are supported by this project.

Up-Island Water Tank Project

Preliminary
Schedule

Up-Island Water Tank Project

Concept Plan
Fall 2023

Detailed Design
Spring 2024

Bidding
Summer 2024

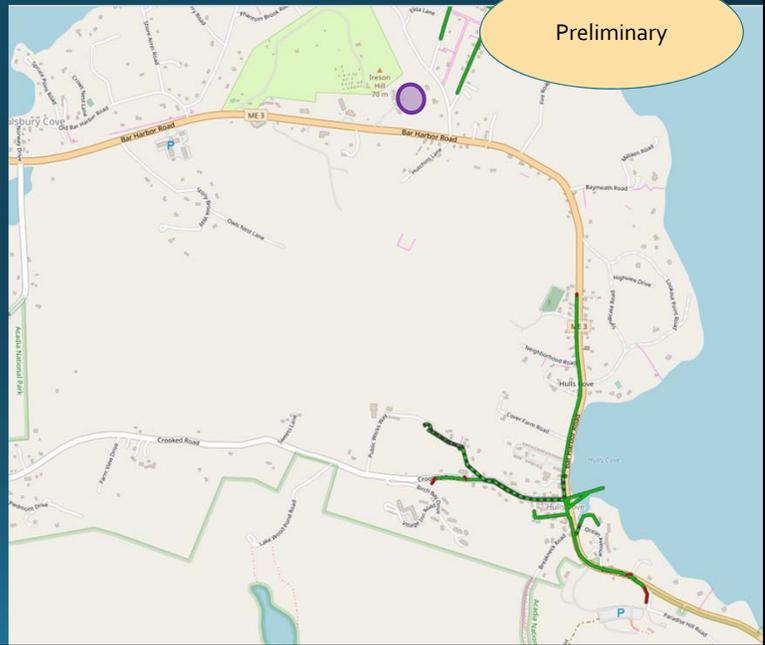
Construct
Fall 2024 – Fall 2025

The preliminary schedule is set up in part to allow adjustments to the project as a result of the current Comprehensive Planning efforts.

Up-Island Water Storage Tank

Maintenance of Traffic considerations

- Minimal impacts anticipated
- Construction vehicles entering/leaving the site will impact Route 3 traffic
- Temporary lane closure may be required for certain deliveries



This slide identifies some preliminary MOT considerations to be addressed during the project design process.

MOT – Maintenance of Traffic

Priority Infrastructure Bond - Why Now?

- **We're playing catch up to address these issues (sewers are 100 plus years old)**
- Much of the buried infrastructure and pumping equipment still in use is obsolete and beyond its performance life
- Aging infrastructure needs to be replaced to eliminate Infiltration and Inflow
- Frequency and Intensity of Storms are impacting our infrastructure
- **Opportunities to obtain federal funds is achievable at this time**

This is the perfect storm. There is infrastructure money available and we should be chasing it down, we have seen the impacts of climate change and it's not going to be getting less intense and we are experiencing unexpected break downs of the infrastructure.

An unplanned failure costs 3 times as much to fix than a planned replacement. For every \$1 we spend now to prepare for climate change, is \$5 saved in future disaster repairs.

Priority Infrastructure Bond - Financial Impacts

- Sewer Rate Payers (30 years, 3%)
\$ 1,560,000
- Water Rate Payers (30 years, 3%)
\$278,000

While this is a large increase due to debt service, the Town is seeking federal infrastructure bond money and other available grant opportunities and low interest loans to help reduce the final impact to rate payers. With approval of the bond, the Town will be exploring different rate structures to help minimize the impacts to year round residential customers.

Priority Infrastructure Bond - Financial Impacts

- Tax Payers (20 year 3%)
\$530,000
- \$0.25 added to mill rate

Multiple ways to reduce the impact to the mill rate. For instance, the Town Manager, working with the Council will be looking at increasing the cruise ship fees, utilizing more of the parking fees, and seeking voluntary contributions from the business community to reduce the impact.

Priority Infrastructure Bond - Benefits

- All residents, business, and visitors will benefit from these improvements for many years to come
- Our environment will also benefit

Rate Payers

- Reliable assets that perform as expected
- Reduced outages due to unplanned failures
- Ability to expand
- Additional fire suppression
- Health and life safety improvements

Tax Payers

- Street scape improvements increase the value of the downtown
- The higher valuation of the water and sewer service areas helps stabilize the mill rate and reduces the tax burden of residential property

By design of the Priority Infrastructure Projects, all residents, businesses, and visitors will benefit from these improvements and the benefit will last for many years to come, whether it is through the safety improvements, reductions in CSOs, the enhancements to the shared use path, pedestrian pathways, sidewalks, roads, water infrastructure or sewer infrastructure resiliency. It's also important to note that our environment will also benefit from the reduction in CSOs and our community will be stronger and healthier when our infrastructure operates as designed.

Our Commitment ...

- To apply for grants and low interest loans to reduce the overall cost of the priority infrastructure improvements
- To identify cost effective solutions to help lower the impacts to tax and rate payers
- To minimize impacts to residents, visitors, and businesses without impacting the longevity of the investment
- To acknowledge and support the individual businesses and residents who will be impacted more than others
- To approach the projects in as fair a way as possible
- To do our best to keep water and sewer rates at or under the “affordability limits” (2% of MHI)

Kevin Sutherland will talk to this slide.

How are we going to do it?

- Engage Stakeholder Groups
 - Input on mitigating construction impacts of individual projects and traffic detours
- Provide regular updates to Town Council during the Design Process to obtain feedback (project element and schedule updates)
- Utilize Neighborhood Meetings and Business Platforms to inform and engage
 - Example: Streetscape design still relevant? And should it change any?
- Utilize the new communications coordinator to communicate the status of these projects

Thank you for considering the
Priority Infrastructure Bond