



The Eastern Trail Management District

Arundel • Biddeford • Eastern Trail Alliance • Eliot • Kennebunk • Kittery • North Berwick
 Old Orchard Beach • Saco • Scarborough • South Berwick • South Portland • Wells
 Stephen Huntress, President • Jim Gailey, Vice President • Dan Fleishman, Secretary • Bruce Gullifer, Treasurer

Board of Directors Meeting Notes Wednesday, January 11, 2006 Kennebunk Town Hall

Attendees:

John Andrews, ETA; Harry Tomah, Wells; Dan Fleishman, Arundel; Tom Daley, ETA; Dan Blanchette, Eliot; Bob Hamblen, Saco; Terrence Parker, South Berwick; Mike Claus, Kennebunk; Stephen Huntress, Kittery; Joe Kline, OOB; Brandon Gillard, ETA; Steve Workman, Consultant

Notice given - unable to attend: Mac Sexton, legal; Dan Letellier, Biddeford; Bruce Gullifer, Scarborough

7 voting members needed for a quorum

I. Welcome & Introductions

- Stephen Huntress called the meeting to order at 8:37am

Minutes taken and prepared by: Steve Workman
Board Approved: _____

II. Presidents Report

- No Report

III. December 14, 2005 Meeting Minutes

- Minutes accepted by consensus.

IV. Agenda Items

A. Construction Projects

1. Scarborough Project

- CPM has completed all remaining work on the project. By modifying the bollards and attaching them directly to the concrete bridge abutments we were able to decrease the space between bollards to app. 36 inches which will help stop ATV access, provide enough strength to the bollards so that short of being rammed they won't move and not interfere with the gas pipeline. The gaps between the bridge railings and the bridge approach railings have been closed to meet the six inch maximum. CPM will return in the spring when the weather is warm enough to paint the railing modifications and restore the trail surface where it has been disturbed. With the completion of this work Steve will begin project close-out negotiations with CPM and WSA. Steve expects to maintain a small retainer until the cleanup work is completed in the spring.

- While onsite December 21, 2005 Steve observed that the topcoat on the bridge has begun to fail. Steve observed what appears to be stress cracks in the coating and in many sections the coating has actually peeled off. He was not able to inspect the section of the bridge over the water, but it appears that the failure is limited to the first truss section on the south - west side and does not include the braces. CPM has been notified and in turn has notified the bridge

company. Steve is waiting to hear how they intended to address the problem. The ETMD has not signed off on the project nor the bridge so this problem rests completely with the contractor. This will impact project close-out and Steve will retain significant money until this is corrected. While corrective action has not yet been identified Steve warned the Board that the fix would probably be complicating because of environmental considerations.

- Tom Daley suggested that the gates be painted bright yellow to improve visibility from a distance and when dark. Steve agreed with this, but said he would have to find out what type of paint can be used over the current galvanized topcoat.

2. OOB Project

- Steve reported that the project is about two months behind schedule primarily because 50% submission was held in order to let GSGT review and provide comment on the design. GSGT still has not responded with design comments or cost estimates for relocating its pipe, but is in the process of doing a team review of the entire project (agreement and plans) for more information see IV-C. Efforts are being made to still make a June or July construction start.
- Andy MacDonald at MDOT is in the process of reviewing the 50% design package from Milone & MacBroom. Steve reviewed the 50% design report which contains cost estimates with the board [See Attachment IV-A-2](#). A design option for Mill Brook/Old Cascade Road will have to be selected in the near future. Steve is in the process of scheduling the final public hearing, meetings and revising the timeline for moving the project to construction.
- Steve advised that based on the cost estimates put together by Milone & MacBroom there will not be enough funds to fully construct the project. Steve is looking at the possibility of re-allocating projects funds to allow the project to move forward and will provide the board with a recommendation in February.

3. South Portland Connector Project

- WSA is in the process of completing the cost estimates for each of the identified options. There had been a steering meeting scheduled for last week, but it was cancelled once we realized that we had got ahead of the project schedule and time needed to complete the work. Overall the project is on schedule and we will be selecting the date for the final public hearing in late February. WSA will attend the March board meeting and a final determination of the route will be made. The final report should be completed by the end of March.
- Stephen Huntress raised concern that unless both Scarborough and South Portland have paid their ETMD dues finding construction funds for this project should not be a priority.

4. Desfosses Project

- No Change, project is in winter shutdown.

5. Saco River Crossing Project

- MDOT Project Agreement is in place and funds for preliminary engineering have been allocated. Steve will be putting the engineering RFQ package together and sending to MDOT for review over the next month. In order to make this happen Steve will need aerial photographs with tax map overlays for the corridor, a list of town owned sites along the river and a list of any current or planned spur connections to the ET from both Biddeford and Saco.

B. MDOT Project Deferment List

- Dale Dowdy, MDOT Planning, confirmed that MDOT did not have the authority to re-allocate funds committed to a specific project by the federal government. This means that the one million earmark is still in tact. He said that the Turnpike Crossing Project should have stated that construction funds were deferred, but preliminary engineering will continue. Unfortunately, the announcement left off that part of the sentence and our constituents (and ETMD)

believed that MDOT was deferring the entire project. The Turnpike Project has been assigned a PIN number and \$300,000 has been allocated for preliminary engineering. Steve will request that MDOT issue a project agreement and will start preparing the RFQ for engineering services for release at the end of winter. The schedule may change if the process for securing engineers for the Saco River Project slows because logistically it is not feasible to be advertising and selecting for two projects at the same time.

- The overall way in which the deferrals were handled is disappointing. Not only was municipal and public notice made over the holiday, but it appears that the left hand did not know what the right hand was doing at MDOT. This was a public relations nightmare for the ET, ETMD and ETA because we did not receive any notice and were caught unprepared with incorrect information. As it turns out, the ETMD should have received notice, but while the municipal letters came from the planning office through highway deferrals they did not send to us because they believed that Dan Stewart's office would issue our letter. Additionally, I found out that the deferrals were in the works back to a point before John Balicki left. Steve W agrees with MDOT's decision to defer the construction funds for the Turnpike Project as it will not be ready to construct until '08 or '09, but it would have been helpful if this had been discussed with ETMD. If you have an opportunity to discuss this process or to provide feedback to MDOT please advocate for better communication with ETMD.

- Overall Transportation Enhancement Funds received a higher percentage of funding cuts. John Andrews and Steve Workman expressed concern that trail funding is starting to lose ground. Steve asked if it might be prudent to resurrect the Bicycle Pedestrian Trail Day at the Hall of Flags in an effort to bring trail organizations together to highlight concerns for the future of trails in Maine. The consensus of the board was that something did have to be done and if that means investing in the Trail Day it would be considered. In the interim it was suggested that the ETMD should send a letter to state and municipal officials about the cut to TE funding.

- Steve Huntress and Bob Hamblen made a motion to send a letter from the board to express concern over the higher percentage of cuts to transportation enhancement projects.

All Approved (11)

- Steve will draft the letter and send to the board for review. Courtesy copies of the letter will be sent to each municipality, the Governor, the legislative delegation, the transportation committee and MDOT Commissioner.

C. GSGT Master Co-Location Agreement Update

- There has been little progress to report on until this past Friday, January 6 when Steve was contacted by a new independent land agent named Patti Quinn who has been hired by GSGT to review land issues associated with the OOB Project and then to begin looking at the land on other projects such as the Turnpike Crossing. Prior to this GSGT has had preliminary design plans for OOB, a final draft co-location agreement for the OOB Project and a draft for a master co-location agreement for the remainder of the trail, but no outward progress had been made. Patti informed me that GSGT held a large conference call meeting on January 6 and reports that tasks have been divided up and that they seem to be attempting to make some real progress to resolve these pending issues. GSGT has directed Patti to us for help in assessing the ownership of the corridor as the past work that Mac Sexton and others have done is the most comprehensive to date on an otherwise murky list of landowners. Patti will be meeting with Steve on January 17 to review land documents and issues that both GSGT and ETMD have or have identified.

D. Finances

1. Finance Report for December 2005

- The December 2005 Finance Report was accepted by consensus. [\[See Attachment IV.D.1 for the Report\]](#)

2. 06-07 Membership Fee

- It was the consensus of the board to re-open the tabled motion from December 2005 as follows: Terrence Parker and Dan Fleishman moved that the Board set the membership fee for fiscal year 06/07 to \$6,000 and to produce materials that will explain and support the increase.
- Steve presented the board with a draft 2005 year end report for the trail. [See Attachment IV.D.2 for the draft report](#). The board provided suggestions to make the report clearer and more complete. It was determined that the Steve would send out the report electronically to the board so that additional input can be given.
- The board discussed the impact of raising the dues to \$6,000 at length. The following are some key issues raised during the discussion:
 - Steve Workman reported that the primary reason for the increased membership fee is to begin to meet current and future maintenance needs. Each section of trail that opens for public use brings maintenance obligations that the ETMD (and municipalities) are contractually and ethically obligated to meet. Steve used the washout of the Black Point box culvert this past summer to illustrate this point. If the Town of Scarborough had not stepped in and made that repair immediately and at their own expense there would have been an endangering condition for both users and buried utilities. Plus, the total repair was approximately \$10,000 which was roughly 9 times what the ETMD had budgeted for trail maintenance this year. The ETMD will not be able to meet maintenance obligations until maintenance is funded at a reasonable level. Steve is advocating for an immediate establishment of a maintenance reserve account to begin to address long term maintenance needs and to soften the annual impact of emergency maintenance.
 - The impacts of LD-1 on several ETMD communities that are at or near the limits imposed by this legislation could shift support for the payment of the membership both at the current rate and at any increased rate out of real or perceived necessity.
 - The ETMD is currently viewed by most of the municipalities as an outside agency when in fact it is not. Efforts have to be made to educate new councils, boards and residents that the ETMD was incorporated by municipalities to plan, construct and maintain the trail on their behalf. This is similar to the purpose of a water or sewer district. The problem with being viewed as an outside agency is that when budget times are tight decision makers view outside agencies like Red Cross, etc. as well intentioned extras that must be eliminated during tough times. This effect is magnified to a greater extent when the ETMD is delivered as a stand-alone warrant item at a town meeting. If the ETMD was categorized appropriately by a municipality it would be with all of the other interlocal and cooperative agreements that towns fund as a matter of continued operation.
 - The question was asked what the ETMD would do with a town that supported the ETMD and ET, but felt it could only appropriate the current \$5,000. Article 4.7 of the ETMD Bylaws states the following: *The failure of a Member to appropriate or pay the annual membership fee by the annual due date, as outlined in the membership agreement, shall result in the temporary forfeiture of the member's right to participate in any and all votes taken by the Board of Directors.* Steve clarified that this does not mean that the member cannot take part in discussions or that it is no longer obligated by the contractual obligations that bind each member. This scenario did happen once before with the Town of Kittery.
- Motion to move the Question
- Vote that the Board set the membership fee for fiscal year 06/07 to \$6,000 and to produce materials that will explain and support the increase.
 - Request to vote by roll call

Arundel, Dan Fleishman - **Yes**
 Saco, Bob Hamblen - **Yes**
 South Berwick, Terrence Parker - **NO**
 ETA, John Andrews - **No**
 ETA, Tom Daley - **No**

ETA, Brandon Gillard - **Yes**
 Wells, Harry Tomah - **No**
 Kennebunk, Mike Claus - **No**
 OOB, Joe Kline - **Yes**
 Kittery, Stephen Huntress - **Yes**

Approved: 5
Opposed: 5
Motion does not pass

- Mike Claus and Harry Tomah moved that the Board maintain the membership fee for 06/07 at the current amount of \$5,000.
- Request to vote by roll call

Arundel, Dan Fleishman - **Yes**
 Saco, Bob Hamblen - **No**
 South Berwick, Terrence Parker - **Yes**
 ETA, John Andrews - **Yes**
 ETA, Tom Daley - **Yes**

ETA, Brandon Gillard - **No**
 Wells, Harry Tomah - **Yes**
 Kennebunk, Mike Claus - **Yes**
 OOB, Joe Kline - **Yes**
 Kittery, Stephen Huntress - **No**

Approved: 7
Opposed: 3
Motion passes

E. Proposed Trail Rules #1-6 – Tabled to February Meeting

V. ETA Report

- Steve Workman, Stephen Huntress and Dan Blanchette attended the January ETA meeting. Steve W presented the trustees with an update on ET projects and discussed ways in which the ETA and ETMD can work better toward the ultimate goal of a complete ETA.

VI. Consultant Report

- Steve announced that NHDOT will be holding a public hearing on the proposed rehabilitation to the Memorial Bridge on January 17, 2006 starting at 7pm at Portsmouth High School. Both he and Steve Huntress will be attending and he asked that anyone else that is able attend. Steve expressed concern that despite efforts to get NHDOT to include ETMD in all notices and briefings same as the two towns he only learned of this meeting by reading the local paper.

VII. Next Meeting: February 8, 2006

VIII. Adjourn – 11:00am

**PRELIMINARY DESIGN REPORT
Eastern Trail - Old Orchard Beach Section**

**MDOT PIN: 10226.30
Federal Aid Project No.: STP-1022(630)X**

December 12, 2005

PROJECT DESCRIPTION

The Eastern Trail Management District (ETMD) is proceeding to develop plans and specifications to extend the Eastern Trail southerly from the recently completed section over the Scarborough Marsh, a distance of approximately 2.6 miles. This section would extend the trail from Pine Point Road in Scarborough to Route 98 (Cascade Road) in Old Orchard Beach. As in the previous section, the trail would follow the old Eastern Railroad rail bed and require development of a method of crossing Mill Brook and Old Cascade Road.

Existing Conditions

For discussion purposes, the trail can be divided into sections:

Route 98 to Milliken Mills Road – Station 10+00 to Station 42+40

This section contains the crossing of Old Cascade Road and Mill Brook. Previously, the railroad had crossed Old Cascade Road via a bridge, whose superstructure has since been removed, leaving the concrete abutments which still stand, although severally weathered. At Mill Brook, the old culvert has been washed away leaving an open stream with steep banks, which are being eroded by the use of four-wheelers and snowmobiles

As is the case throughout the old railroad bed, the Granite State Gas Transmission gas line runs along the proposed trail. In the area of Old Cascade Road and Mill Brook,

the gas line runs through a series of offsets as it winds under Old Cascade Road and Mill Brook. In addition, between Route 98 and Old Cascade Road, there is an above-ground valve station.

The remainder of this section travels along the old railroad bed with a CMP transmission line on one side and Mill Brook on the other. As the trail approaches the Milliken Mills Road crossing, several of the homes on the west side have installed fences and sheds which encroach on the railroad ROW. This area is relatively flat and tends to accumulate runoff in the wet season.

Milliken Mills Road to Blue Point Road - Station 42+40 to Station 97+35

This section runs along the CMP transmission line on the west and along the rear of recently built homes on the east. At Station 63+50, the CMP transmission line angles off to the west and the remainder of this area is wooded with many sections of wetlands along each side of the trail. Due to the use of off-road vehicles, the trail is lower than the surrounding ground and tends to accumulate runoff and, eventually, drains toward Blue Point Road. At approximately Station 85+00, an old quarry will either accept runoff or discharge an overflow back on the trail, depending on the amount of runoff and time of the year.

Blue Point Road to Pine Point Road - Station 42+40 to 127+79.64

This section was previously designed in the Scarborough section and bid as an alternate, which was not constructed.

Proposed Trail Development

The project was initiated by a field walk with the client, surveyor, soils scientist and engineer to determine the limits of work, areas of special interest and discuss the scope of

work. A field determination of wetlands was undertaken and a topographic survey was performed. Field location of the Granite State Gas Transmission line was performed by the gas company.

Concept plans

Alternatives for crossing Old Cascade Road and Mill Brook were developed using combinations of new pedestrian bridges and/or culverts. In addition, the concept of removing the concrete abutments and lowering the grade to the level of Old Cascade Road from Route 98 to the Mill Brook crossing was developed.

A public hearing was held to present the concept plans. Comments were favorable. The property owners on the east side of the trail at the location of the trailhead parking were concerned about people trespassing on their property.

Granite State Gas Transmission

A field meeting with representatives of the gas company was held to discuss the options of the crossings and possible relocation work by GSGT. Subsequent discussions were held with officials of the gas company and plans have been submitted for their review.

Preliminary indications from GSGT do not seem to favor Alternates 1 or 2 due to the either the high bridge over Mill Brook or the culvert and additional fill required.

Preliminary plans

For the preliminary design submission, we have included a set of 1" = 40' drawings and 20-scale drawings of the alternative drawings for Alternates 1, 2, and 3.

The alternates include the following:

Alternate 1 - Maintain the old railroad grade by installing a single span pedestrian bridge on new short abutments over the old abutments, and installing a 3-span pedestrian bridge over Mill Brook with two piers and two abutments.

Alternate 2 - Maintain the old railroad grade by installing a single span pedestrian bridge on new short abutments over the old abutments, and installing a box culvert with necessary fill slopes to pass the Mill Brook under the trail.

Alternate 3 - Remove the old concrete abutments, regrade, and lower the trail to enable an at-grade crossing of Old Cascade Road and install a shorter and lower 3-span pedestrian bridge over Mill Brook.

The balance of the trail will be a more traditional construction as shown on the plans. Highlights include a trailhead parking with access of Old Cascade Road, a viewing platform of Mill Pond at approximately Station 29+50, trail head parking off Blue Point Road and an access path to Peterson Field at approximately Station 122+00. It should be noted that from Station 72+00 to Station 97+20, additional fill will be required to provide drainage away from the trail.

Items to be addressed in final design include signage, gates and permitting.

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PRELIMINARY COST ESTIMATES

**EASTERN TRAIL MANAGEMENT DISTRICT - PHASE II
 SCARBOROUGH OLD & ORCHARD BEACH, MAINE**

State Project No. 10226.30 - Fed. Project No. 1022(630)X

December 21, 2005

Description	Unit	Unit Price (\$)	BASE TRAIL Sta. 18+50 to 127+80		ALTERNATE 1 Sta. 10+00 to 18+50		ALTERNATE 2 Sta. 10+00 to 18+50		ALTERNATE 3 Sta. 10+00 to 18+50	
			Quan.	Amount (\$)	Quan.	Amount (\$)	Quan.	Amount (\$)	Quan.	Amount (\$)
MOBILIZATION	LS	LS	1	25,000.00	1	4,000.00	1	4,000.00	1	4,000.00
CLEARING AND GRUBBING	LS	LS	1	50,000.00	1	9,000.00	1	11,000.00	1	11,000.00
WATER POLLUTION CONTROL	LS	LS	1	10,000.00	1	2,000.00	1	3,500.00	1	2,000.00
REMOVALS	LS	LS	1	10,000.00					1	4,000.00
CONSTRUCTION STAKING	LS	LS	1	20,000.00	1	2,500.00	1	2,500.00	1	1,500.00
EXCAVATION /GRADING	LS	LS	1	60,000.00	1	3,200.00	1	4,200.00	1	3,500.00
STRUCTURE EXCAVATION	CY	15.00		-	600	9,000.00	300	4,500.00	200	3,000.00
MAINTENANCE & PROTECTION OF TRAFFIC	LS	LS	1	7,500.00	1	500.00	1	500.00	1	1,500.00
FORMATION OF SUBGRADE	SY	1.00	14,500	14,500.00	1,500	1,500.00	1,750	1,750.00	1,600	1,600.00
GEOTEXTILE	SY	1.50	30,000	45,000.00						
CRUSHED STONE SUBBASE	TN	20.00	3,500	70,000.00						
8" PROCESSED AGGREGATE PAVING	TN	18.00	6,350	114,300.00	650	11,700.00	760	13,680.00	690	12,420.00
GRANULAR FILL	CY	30.00		-	70	2,100.00	45	1,350.00	30	900.00
PREVIOUS STRUCTURE BACKFILL	CY	30.00		-	100	3,000.00	250	7,500.00	50	1,500.00

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			Quan.	Amount (\$)	Quan.	Amount (\$)	Quan.	Amount (\$)	Quan.	Amount (\$)
REINFORCED CONCRETE	CY	550.00		-	175	96,250.00	90	49,500.00	120	66,000.00
BITUMINOUS CONCRETE APRON	SY	35.00	85	2,975.00	14	490.00	14	490.00	42	1,470.00
TOPSOIL AND TURF ESTABLISHMENT	SY	5.00	12,500	62,500.00	1,400	7,000.00	2,100	10,500.00	2,200	11,000.00
LANDSCAPING & PLANTINGS	LS	LS			1	7,000.00	1	14,000.00	1	13,000.00
VIEWING PLATFORM	EA	2000.00	1	2,000.00		-		-		-
ACCESS GATE	EA	2500.00	5	12,500.00	1	2,500.00	1	2,500.00	1	2,500.00
REMOVAL BOLLARD	EA	1000.00	10	10,000.00	2	2,000.00	2	2,000.00	4	4,000.00
FIXED BOLLARD	EA	500.00	7	3,500.00	3	1,500.00	3	1,500.00	5	2,500.00
EMERGENCY ACCESS GATE	EA	2500.00		-	1	2,500.00	1	2,500.00		-
ROUND RAIL WOOD FENCE	LF	12.00	600	7,200.00	800	9,600.00	1,150	13,800.00	900	10,800.00
STEEL PIPE RAIL FENCE	LF	50.00		-	130	6,500.00	65	3,250.00	65	3,250.00
TRAIL ENTRANCE INFORMATION SIGNS	EA	500.00	5	2,500.00	1	500.00	1	500.00	1	500.00
INFORMATION KIOSK	EA	2000.00	1	2,000.00	1	2,000.00	1	2,000.00	1	2,000.00
PAINTED CROSS WALKS	SF	5.00	440	2,200.00		-		-	110	550.00

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December 21, 2005

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			Quan.	Amount (\$)	Quan.	Amount (\$)	Quan.	Amount (\$)	Quan.	Amount (\$)
SIGNAGE	SF	40.00	80	3,200.00	30	1,200.00	30	1,200.00	55	2,200.00
PRE-FABRICATED PEDESTRIAN BRIDGE ONE 54' SPAN	LS	LS	1	65,000.00	1	65,000.00	1	65,000.00		
PRE-FABRICATED PEDESTRIAN BRIDGE THREE 60' SPANS	LS	LS	1	220,000.00	1	220,000.00				
10' X 10' BOX CULVERT	LS	LS					1	40,000.00		
HANDLING WATER	LS	LS	1	2,500.00	1	2,500.00	1	6,000.00	1	2,500.00
PRE-FABRICATED PEDESTRIAN BRIDGE THREE 50' SPANS	LS	LS							1	180,000.00
TOWN ROAD RECONSTRUCTION	SY	50.00		-		-		-	200	10,000.00
LOWER GRADE OF TRAIL	CY	10.00		-		-		-	3,100	31,000.00
SUBTOTAL			\$	536,875.00	\$	475,040.00	\$	269,220.00	\$	390,190.00
5% INCIDENTALS			\$	26,843.75	\$	23,752.00	\$	13,461.00	\$	19,509.50
7% CONTINGENCY			\$	39,460.31	\$	34,915.44	\$	19,787.67	\$	28,678.97
ROUNDED TOTALS			\$	610,000.00	\$	534,000.00	\$	303,000.00	\$	439,000.00



Kennebunk Savings Bank
MEMBER FDIC

104 Main Street, P.O. Box 28
Kennebunk, ME 04043-0028
207-985-4903 or 1-800-339-6573

Attachment IV.D.1

PAGE 1

*264742932*****5-DIGIT*03904

EASTERN TRAIL MANAGEMENT DIST
PO BOX 840
KITTERY ME 03904-0840

30
0
6

BUSINESS ADVANTAGE



ACCOUNT: 66452956

12/01/05 THRU 12/30/05

=====

BUSINESS ADVANTAGE ACCOUNT 66452956

=====

LAST STATEMENT 11/30/05 8,937.59
2 CREDITS 14,500.00
6 DEBITS 22,564.11
THIS STATEMENT 12/30/05 873.48

*Agrees w/ Q.B
1/10/05 JMW*

REF #.....DATE.....AMOUNT REF #.....DATE.....AMOUNT REF #.....DATE.....AMOUNT

✓ 12/16 2,500.00

OTHER CREDITS

DESCRIPTION	DATE	AMOUNT
660168 Kenn-e-banking Transfer from BUSINESS PREMIUM MM	12/20	12,000.00
✓ 24144856 ON 12/20		

CHECKS

CHECK #..DATE.....AMOUNT	CHECK #..DATE.....AMOUNT	CHECK #..DATE.....AMOUNT
✓ 1182 12/08 660.00	✓ 1184 12/21 164.84	✓ 1186 12/27 17,685.37
✓ 1183 12/15 1,205.00	✓ 1185 12/30 440.00	✓ 1187 12/23 2,408.90

DAILY BALANCE

DATE.....BALANCE	DATE.....BALANCE	DATE.....BALANCE
12/08 8,277.59	12/20 21,572.59	12/27 1,313.48
12/15 7,072.59	12/21 21,407.75	12/30 873.48
12/16 9,572.59	12/23 18,998.85	

EASTERN TRAIL MANAGEMENT DISTRICT 1182

DATE 12/18/05

PAY TO THE ORDER OF TYLIN International \$466.00

FOR DEPOSIT ONLY

Signature: Daniel J. Hamblitt

⑆001182⑆ 42212745024 66 452956⑆ ⑆0000066000⑆

Paid 12/18/2005 Check #1182 \$660.00

EASTERN TRAIL MANAGEMENT DISTRICT 1183

DATE 12/15/05

PAY TO THE ORDER OF Wyckona Country One Stop and Spa \$1,205.00

FOR DEPOSIT ONLY

Signature: Daniel J. Hamblitt

⑆001183⑆ 42212745024 66 452956⑆ ⑆000120500⑆

Paid 12/15/2005 Check #1183 \$1,205.00

EASTERN TRAIL MANAGEMENT DISTRICT 1184

DATE 12/21/05

PAY TO THE ORDER OF Portland Press Should \$164.84

FOR DEPOSIT ONLY

Signature: Daniel J. Hamblitt

⑆001184⑆ 42212745024 66 452956⑆ ⑆000016484⑆

Paid 12/21/2005 Check #1184 \$164.84

EASTERN TRAIL MANAGEMENT DISTRICT 1185

DATE 12/30/05

PAY TO THE ORDER OF TYLIN International \$440.00

FOR DEPOSIT ONLY

Signature: Daniel J. Hamblitt

⑆001185⑆ 42212745024 66 452956⑆ ⑆000044000⑆

Paid 12/30/2005 Check #1185 \$440.00

EASTERN TRAIL MANAGEMENT DISTRICT 1186

DATE 12/27/05

PAY TO THE ORDER OF Wilson of Pine Bluffs \$17,685.37

FOR DEPOSIT ONLY

Signature: Daniel J. Hamblitt

⑆001186⑆ 42212745024 66 452956⑆ ⑆001768537⑆

Paid 12/27/2005 Check #1186 \$17,685.37

EASTERN TRAIL MANAGEMENT DISTRICT 1187

DATE 12/23/05

PAY TO THE ORDER OF Wyckona Country One Stop and Spa \$2,408.90

FOR DEPOSIT ONLY

Signature: Daniel J. Hamblitt

⑆001187⑆ 42212745024 66 452956⑆ ⑆002408900⑆

Paid 12/23/2005 Check #1187 \$2,408.90

Eastern Trail Management District Reconciliation Detail Checking Account, Period Ending 12/30/2005

Type	Date	Num	Name	Clr	Amount	Balance
Beginning Balance						8,937.59
Cleared Transactions						
Checks and Payments - 6 items						
Check	11/25/2005	1182	TY Lin International	X	-660.00	-660.00
Check	12/13/2005	1184	Portland Press Herald	X	-164.84	-824.84
Check	12/13/2005	1186	Milone & MacBroom	X	-17,685.37	-18,510.21
Check	12/13/2005	1185	TY Lin International	X	-440.00	-18,950.21
Check	12/13/2005	1183	Workman Consulting	X	-1,205.00	-20,155.21
Check	12/21/2005	1187	Workman Consulting	X	-2,408.90	-22,564.11
Total Checks and Payments					-22,564.11	-22,564.11
Deposits and Credits - 2 items						
Deposit	12/16/2005			X	2,500.00	2,500.00
Transfer	12/20/2005			X	12,000.00	14,500.00
Total Deposits and Credits					14,500.00	14,500.00
Total Cleared Transactions					-8,064.11	-8,064.11
Cleared Balance					-8,064.11	873.48
Uncleared Transactions						
Checks and Payments - 3 items						
Invoice	12/13/2005	06-14	MDOT		-8,597.88	-8,597.88
Invoice	12/13/2005	06-14	MDOT		-7,906.31	-16,504.19
Invoice	12/13/2005	06-14	MDOT		-9,087.49	-25,591.68
Total Checks and Payments					-25,591.68	-25,591.68
Deposits and Credits - 1 item						
Deposit	12/16/2005				25,591.68	25,591.68
Total Deposits and Credits					25,591.68	25,591.68
Total Uncleared Transactions					0.00	0.00
Register Balance as of 12/30/2005					-8,064.11	873.48
New Transactions						
Checks and Payments - 4 items						
Check	1/4/2006	1188	Workman Consulting		-1,535.00	-1,535.00
Check	1/5/2006	1190	RHR Smith & Comp...		-2,300.00	-3,835.00
Check	1/5/2006	1189	White Sign		-39.96	-3,874.96
Transfer	1/10/2006				-12,000.00	-15,874.96
Total Checks and Payments					-15,874.96	-15,874.96
Total New Transactions					-15,874.96	-15,874.96
Ending Balance					-23,939.07	-15,001.48

Agrees w/ Statement
1/10/05
SM



Kennebunk Savings Bank
MEMBER FDIC

104 Main Street, P.O. Box 28
Kennebunk, ME 04043-0028
207-985-4903 or 1-800-339-6573

PAGE 1

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EASTERN TRAIL MANAGEMENT DIST
PO BOX 840
KITTERY ME 03904-0840

67
0
0

BUSINESS PREMIUM MM



ACCOUNT: 24144856

10/01/05 THRU 12/30/05

=====

BUSINESS PREMIUM MM ACCOUNT 24144856

=====

INTEREST THIS STATEMENT	72.84	LAST STATEMENT 09/30/05	13,546.32
INTEREST PAID 2005	262.63	4 CREDITS	22,072.84
		1 DEBITS	12,000.00
		THIS STATEMENT 12/30/05	<u>23,619.16</u>

- - - - - OTHER CREDITS - - - - -

Agrees w/ QB 1/10/06 emf

DESCRIPTION	DATE	AMOUNT
876694 Kenn-e-banking Transfer from BUSINESS ADVANTAGE 66452956 ON 10/12	✓ 10/12	22,000.00
INTEREST	✓ 10/31	21.52
INTEREST	✓ 11/30	29.23
INTEREST	✓ 12/30	22.09

- - - - - OTHER DEBITS - - - - -

DESCRIPTION	DATE	AMOUNT
660168 Kenn-e-banking Transfer to BUSINESS ADVANTAGE 66452956 ON 12/20	✓ 12/20	12,000.00

- - - - - DAILY BALANCE - - - - -

DATE.....BALANCE	DATE.....BALANCE	DATE.....BALANCE
10/12 35,546.32	11/30 35,597.07	12/30 23,619.16
10/31 35,567.84	12/20 23,597.07	

12:00 AM

01/11/06

Eastern Trail Management District Reconciliation Detail Money Market, Period Ending 12/30/2005

Type	Date	Num	Name	Clr	Amount	Balance
Beginning Balance						13,546.32
Cleared Transactions						
Checks and Payments - 1 item						
Transfer	12/20/2005			X	-12,000.00	-12,000.00
Total Checks and Payments					-12,000.00	-12,000.00
Deposits and Credits - 2 items						
Transfer	10/12/2005			X	22,000.00	22,000.00
Deposit	12/30/2005			X	72.84	22,072.84
Total Deposits and Credits					22,072.84	22,072.84
Total Cleared Transactions					10,072.84	10,072.84
Cleared Balance					10,072.84	23,619.16
Register Balance as of 12/30/2005					10,072.84	23,619.16
New Transactions						
Deposits and Credits - 1 item						
Transfer	1/10/2006				12,000.00	12,000.00
Total Deposits and Credits					12,000.00	12,000.00
Total New Transactions					12,000.00	12,000.00
Ending Balance					22,072.84	35,619.16

*Agrees w/ Statement
1/10/06
SM*

Eastern Trail Management District

Attachment IV.D.2

State of the Trail • December 2005

The ETMD is in its fifth year of operation. It is charged with planning, constructing, operating and maintaining the ET on behalf of the 12 municipalities in which the trail is located.

FY 05/06 Trail Analysis	Length (miles)	Designated (miles)	Analysis
On-Road Trail Route	68	68	100%
Signed	100%		
Completed on-road improvements	3		
In Construction improvements	1.8		
Trail Guide	Published in 2005 by ETA		
Off Road Trail Route in 2006	55.3	41.8	76%
Completed as of Spring 2006	7.6		14%
In Construction	2.6		
In Engineering	11.6		
Gap Studies	13.5		
Net impact on Trail mileage	35.3		64%
In easement negotiations	33		60%
Trail Guide	South Portland Greenbelt Map and Off-road segments defined in 2005 ETA Trail Guide		
Funding through December 05/06	Allocated	App. Spent to date	Analysis
Administrative (ETMD Dues)	\$ 237,500.00	\$ 209,500.00	88%
Construction (engineering)	\$3,653,371.00	\$ 1,461,104.00	40%

Construction

There are currently three construction projects that are at various stages of development (engineering or construction.)

Desfosses Project: Approximately .8 miles – Nonesuch River south to Old Eastern Rd, Scarborough

Construction is substantially complete and will open to the public in Spring 2006. The project cost approximately \$280,000. This project is the result of a Contract Zoning Agreement between the Desfosses Family (State Manufactured Home, Inc.) and the Town of Scarborough. The Town of Scarborough provided \$260,000 of which \$60,000 was required from the Desfosses Family under the Contract Zoning Agreement. DeLuca-Hoffman Associates, Inc. is the engineer and Dearborn Construction, Inc. is the contractor.

Old Orchard Beach Project: App. 2.6 miles – Pine Point Rd, Scarborough south to Old Cascade Rd., OOB

Engineering is a little over 50% complete. Construction is targeted for June 2006. Cost estimates place the project at approximately 1,000,000. The project is being funded by \$660,000 state/federal Transportation Enhancement Funds with no required local match. This deficit will require the allocation of additional or construction will stop before the Mill Brook/Old Cascade Road Crossings. Milone and MacBroom, Inc. is the engineer.

Saco River Crossing Project: App. 4.8 miles - Cascade Road, OOB to South Street, Biddeford

ETMD and MDOT have recently completed a project agreement. The selection process for an engineering consultant is underway. Consultant selection is targeted to be completed by March 2006. The engineering phase will take

approximately one year. The project has \$250,000 allocated and will require additional funds for construction of approximately \$2,000,000.

On-Road Improvements to Dennett Rd.: App. 1.8 miles - Dennett Rd, Compact Line to Eliot/Kittery Town Line

The ETMD has received a state/federal transportation enhancement award in the amount of \$170,000 to construct paved shoulders and provide better markings for the long-term, on-road ET Route. The ETMD will administer the project and the Kittery Public Works Department will do the construction work.

Turnpike Crossing Project: App. 6 miles – West Cole Rd., Biddeford to Alfred St., Kennebunk

The ETMD and MDOT will be completing a project agreement during February. The selection process for an engineering consultant is targeted to begin in March 2006. The ETMD received a state/federal transportation enhancement award in the amount of \$375,000 which was deferred in November 2005 by MDOT. A \$1,000,000 federal designation secured by Rep. Allen and Senators Collins and Snowe and a donation of a pedestrian/cyclist bridge over the turnpike from the Maine Turnpike Authority is still in place, allowing the project to move forward. Preliminary cost estimates put the total project at approximately 2.6 million dollars.

Gap Studies

Scarborough – South Portland Connector: Nonesuch River, Scarb. to Wainwright Fields, South Portland

The gap study is approximately 60% complete. Wilbur Smith Associates is the engineer. The final report with a recommended route is targeted for March 2006. Funding was secured through a \$32,000 planning grant from PACTS, \$6,500 of which was a required 20% match from ETMD.

Kittery, Eliot, South Berwick, York Gap Study

The following section is not revised and is in very preliminary form

Corporate Administration

A Strategic Plan that addresses all aspects of the ETMD mission was created. The plan is reviewed quarterly and updated as needed.

A Construction Work Plan was developed through 2008. This plan determines how and where resources will be used.

Policies have been created and adopted that guide how certain tasks are managed.

Funding

The ETA & all municipal members except North Berwick and Eliot are members in good standing (paid the membership fee) for a total of \$55,000 this year.

Approximately 1.8 million dollars in new federal and state aid was announced this year for ET construction; however, \$375,000 was deferred by MDOT in November 2005.

Until the trail is completed the ETMD will be paying project planning and management, construction and maintenance costs; costs that exceed the municipal contribution. The ETMD does not have any surplus accounts therefore any deficit that occurs will be addressed through successful grant applications, donations or ultimately by delaying construction. It will not be possible for the ETMD to continue to operate under a zero percent increase in future years.

Trail Management & Maintenance

Components of a Trail Management Plan have been developed and will be updated as new sections come online.

Unauthorized use of the trail by ATV's and snowmobiles has caused damage, raised concerns with utility companies that expressly forbade their use on the trail and proved challenging to police and physically block.

As new sections of trail come online, maintenance costs present the most significant cost increase so the ETMD will be working on a management plan that will better address increased funding for maintenance and shared maintenance responsibilities between municipalities. This process will allow us to better predict future costs; however, efforts must be made to develop a reserve account that will allow us to maintain the trail to the standards our users expect and state and federal regulations require.