

Archeological and Historic Resources

Purpose::

The purpose of this section is to identify the town's archeological and historic resources and to identify strategies that will preserve the distinctive archeological and historic characteristics of the town. The task of preserving the places, buildings and memories of the past is important for the legacy of the community. The remaining evidence of our ancestors whether it consists of cemeteries , old homes, records and books, or prehistoric sites, all contributes to the individuality and identity of our town.

Brief History of Clinton:

The following information on Clinton's history was obtained from History of Clinton, Maine written by Major General Carleton Edward Fisher in 1970.

The area which is now known as Clinton was obtained in the 1700's by the Kennebec Purchase Company. In 1763 the Company offered settlers 200 acres lots if they settled on the land, built a house to certain specifications, worked the land, and lived there for at least seven years. This was done with the hope that homesteading some of the land would make the remaining land worth more money. The town ultimately benefitted from this method of settling the land since it grew in an orderly, systematic fashion.

The first settlers who arrived before 1782 were poor but industrious and daring, as evidenced by their leaving well-established towns in Massachusetts and New Hampshire and entering the wilderness. The area was inhabited with Indians and the white settlers were beyond the protection of Fort Halifax. It was not until after the war of 1812 that the settlers felt safe from Indian threats. The first white settler in Clinton was Ezekiel Chase JR. Who settled at some point between 1761 and 1768 before the Kennebec Purchase Company claimed the area.

The area was officially incorporated by the Commonwealth of Massachusetts in 1795. Captain Samuel Grant, a highly respected citizen of the town, was in the revolutionary war under General Clinton, whom he deeply admired, and chose the name Clinton to honor him. The town began a system of annual town meetings. The first Clinton Town hall was built in 1893.

Prior to 1795, there was no formal education available for the children in Clinton. However, in 1795, the townspeople began to appropriate money for schools. One man school committees were set up for various districts within the town and classes were held in private homes until some of the districts constructed their own school houses. There are no records to determine when the first school houses were built. By 1856 the town realized the need for consolidation and established a system of three school supervisors to oversee education in the town. The Clinton High School was established in 1873; the building was closed in 1967 and burned in the early 1970's. Five students graduated from the first class in 1902. In 1965 Clinton joined with Benton and Fairfield to establish School Administrative District 49.

Mills were a major part of Clinton's economy from the first fifty years of the town's history. The first mills were sawmills which provided lumber and shingles to build cabins. The first sawmill was established by Jonathan Philbrook who settled in the town in 1773. Eventually gristmills were set up, followed by manufacturing mills for furniture, coffins, doors and other products.

Water was the primary method of transportation in Clinton before the first railroad came to town in 1855.

Goods were brought up the Kennebec River and some early settlers also arrived by boat. A map in 1796 show one road located along the east bank of the river. More roads were built after 1798 when the town began to appropriate money for this purpose.

In 1900 the Brown memorial Library was opened to the public. The library was given to the town by William W Brown, a Clinton native. Between 1877 and 1909, the Clinton Advertiser, the town's first newspaper, was established by Benjamin T. Oster. The first Clinton Post Office was erected in 1811 and the first telephone system in town was Independent Telephone Company. The Sebasticook Lodge No. 146 A.F.& A.M. is the oldest fraternal body still active in the community.

Prehistoric Archeological Sites

Prehistoric archeological sites reveal information about native American inhabitants which did not leave any written records. The following four types of sites are significant:

- Habitation/workshop sites are next to canoe-navigable waters.
- Lithic quarries are places where stone raw materials are gathered.
- Cemeteries are found on well-drained sandy or gravelly sand soils usually near a river or lake.
- Rock art sites are found immediately next to canoe-navigable waterways on bedrock outcrops.

The Maine Historic Preservation Commission has identified four prehistoric archeological sites, one on the banks of the Sebasticook River, one on the bank of the Kennebec River and two on Carrabasset Stream. Professional archeological survey in Clinton has been limited to new powerline/gas pipeline corridors. The Maine Historic Preservation Commission has supplied the map titled "Areas Sensitive for Prehistoric Archeology."

A prehistoric archeological site survey could reveal additional locations and would be a worthy project for the town to undertake. The Historic Preservation Commission has recommended a professional archeological survey in advance of ground disturbance on the banks of the Kennebec and Sebasticook Rivers, Carrabasset Stream, and on sandy outwash soils near small streams and hill tops.

If a survey cannot be performed in a timely manner then finding other ways to protect potential sites is important. The State Subdivision law and the Shoreland Ordinance both require that a review of existing records be conducted to determine whether any archeological or historic sites will be affected by the proposed development. The Shoreland Zoning Ordinance also requires a 75 or 100 foot setback from waterbodies which already provides some protection for potential sites that may be located adjacent to waterbodies. The town needs to make sure that the Code Enforcement Officer and the Planning Board are properly applying these existing protection measures in order to provide some level of site protection. An additional level of oversight would be requirement that all development check available data for potential archeological or historic sites prior to development, and a requirement that mitigation be required if a site is identified. The Maine State Historic Preservation Commission can provide data and predictive maps showing those areas that require attention.

Historic Archeological Sites

The Maine State Historic Preservation Commission has identified the Clinton Iron Foundry as a historic

archeological sites in the community. The site is identified as an American ironwork. The potential for locating additional sites is possible. Professional survey for historic archeological sites has not been conducted in Clinton. Future fieldwork could focus on agricultural, residential and industrial sites relating to the earliest Euro-American settlement of the town beginning in the 1770s.

Historic Buildings/Structures and Objects

The Maine State Historic Preservation Commission has identified the Brown Memorial Library as the only building listed on the National Register of Historic Places. A comprehensive survey of the town's above-ground historic resources would be beneficial to identify other properties that could be eligible for nomination to National Register of Historic Places.

Local Historic Sites and Places

The following is a partial list of significant places in the town .

- 1 Brown Memorial Library
- 2 Former Town Hall
- 3 Former Clinton Mill Site
- 4 Cemeteries:
 - Potter Cemetery
 - Town House Hill Cemetery
 - Evergreen Cemetery
 - Joy Cemetery
 - New Village Cemetery
 - Village Cemetery
 - Nobles Ferry Cemetery
- 5 Museum located at the Fairgrounds
- 6 Clinton Gore (Achieved fame during the Clinton presidency)
- 7 Clinton Fairgrounds
- 8 Barns and other agricultural structures
- 9 Civil War Statue
- 10 A group of Victorian homes in the village.
- 11 Grange hall
- 12 Baptist Church on Route 23 and the River Road
- 13 Church Meeting House
- 14 Former High School
- 15 Town Hall (The storage site of many historic town records. The records are not currently cataloged.)
- 16 Site of a former Axe Handle Factory
- 17 Site of the Former Fastland Woolen Mill
- 18 Railroad

Clinton Historical Society

The Clinton Historical Society has a long record of promoting the town historic resources. They maintain historic artifacts and records at the Brown Library . The society would take a lead role in implementing

policies recommended in this plan to promote and preserve archeological and historic resources.

Scenic Resources

Although scenic resources may not traditionally be considered as historic resources, they nevertheless can be highly valued by citizens. Often scenic vistas are viewed by residents as part of their towns identity. The following is a partial list of some scenic areas. The scenic areas identified are only those which can be viewed from public locations or roads.

- Two scenic views along the Hill Road
- Battle Ridge Road
- Upper Bellsqueeze Road,
- Holt Road
- Lions Club Fairgrounds
- Golf Course
- View from the Dam
- Old barns and other agricultural structures.
- Views of farms and pasture from roadways.

Issues

- 1 The town needs to conduct surveys to determine locations of archeological and historic sites. How should these surveys be funded?
- 2 What additional steps should the town take to protect archeological and historic sites from development?
- 3 Are the existing provisions in the Subdivision and Shoreland Ordinances adequately used to identify potential archeological and historic sites prior to development?
- 4 How can the town continue to support the efforts of the Historic Society?
- 5 How should the town maintain its historic records and artifacts?
- 6 How should the town deal with its scenic resources? Should these areas be afforded some protection?

Recreation and Cultural Resources

Purpose

The purpose of this section is to inventory all of the town's recreational and cultural facilities and

programs and to identify current and future needs.

Public Facilities for Clinton and the Region

Name of the Facility	Location and Brief Description
Clinton Elementary School	Facilities include a gym and playground
MARA recreational area	Ball Fields
Lake George	Located on Route 2 in Canaan it offers swimming and boating.
Clinton Fairgrounds	Lion’s Club Fairgrounds located on Route 100
Sebasticook River access	Boat launch along the Sebasticook River
Cindy Blodget Park	Park located behind the Town office
Kennebec River boat access	A boat launch is located in Hinckley along Route 23 in Fairfield

Youth Recreation Programs

The Clinton Parks and Recreation Board and PAL operates the majority of the youth recreation programs. Activities take place at the MARA Sports Complex and the Cindy Blodget Park. Activities include: baseball, softball, basketball, volleyball and soccer.

Private Recreational Facilities

The following table shows some of the local private recreational and cultural facilities. Clinton residents may also take advantage of recreational opportunities in neighboring communities especially Waterville.

Private Recreational Facility Table

Facility	Description
Snowmobile Trails	Trails maintained by the Town and Country Trailriders.
Clinton Golf Course (Nine Hole Course)	Clinton Golf Course (Other area golf courses are located in Albion, Belgrade, Waterville, and Vassalboro)

Private Use of Public Lands

A great deal of outdoor recreation including hunting, fishing, hiking and trails occurs on private land with the generous permission of individual landowners. Maine has a strong tradition of access to private lands for recreation and a similar tradition for how the public should respect the land. Unfortunately in some

situations people have abused this privilege and caused property damage. Landowners often feel they must post their land to stop further abuses. The result is that many areas are off limits for public recreation. Another reason for the reduction of public access is residential development into rural areas. Currently there appears to be ample land available for public access, however, this situation should be monitored by the community.

Walking and Biking Trails

Both walking and biking are popular activities for many residents. The village area offers some sidewalks and roads with a lower speed limit than the state and rural roads.

The Hinckley Road has paved shoulders and is also suitable for safe bike and pedestrian traffic. Other roadways with gravel shoulders are less desirable for bike traffic but are suitable for walking depending upon the shoulder width.

The Recreation Board is currently working on a trail connection between the Sebasticook River landing and the MARA recreational area.

Recreational Programs for Adults and the Elderly

A variety of outdoor recreational opportunities can be found in Clinton and surrounding towns including: walking, snowmobile trails, hunting, fishing, and boating. Likewise active recreational activities such as bowling can be found in Waterville. Targeted activities for the elderly are available through regional groups such as Senior Spectrum. It will become increasingly important to address adult recreation due to the increasing number of older citizens.

Water Access for Recreation

A boat access site and adjacent park is available along the Sebasticook River. An annual river boat race takes place along the river between Burnham and Clinton . The town does not have swimming access to any of its waterways. However, public swimming is available at Lake George in Canaan. A boat launch site on the Kennebec River is also located in Hinckley.

Clinton Parks and Recreation Board

The Parks and Recreation Board consists of five members and is responsible for the town's recreation programs and facilities. They also work in cooperation with other groups such as PAL . .

Parks and Recreation Comparison Table

The Bureau of parks and Recreation provides recreation facility standards based upon the bureau's standards and small town averages. The following table has been adjusted to reflect Clinton's population of 3,340 persons. The comparison is only intended to inform a municipality about how their recreational programs and facilities compares with other communities. Each town will identify their own recreational

needs based upon the interest of their citizens.

Activity	Clinton	Small town Average	Bureau Standard
Park acreage		33.8 acres	n/a
Baseball Fields	3	1.5 fields	.56 fields
Softball fields		1.4 fields	1 field
Multi-use fields	1	1.4 fields	.73 fields
Basketball courts	2	1.4 courts	1.6 courts
Tennis courts	0	1.9 courts	1.6 courts
Recreation hall	1 gym/hall	.33 halls	3.3 halls
Playgrounds	1	1.9 playgrounds	1.6 playgrounds
Picnic tables	2	8.3 tables	6.6 tables
Swimming pools	-0-	2,617 square feet	3.3 pools
Boat ramp parking		14.6 spaces	N/A
Nature trails	0	1 mile	3.3 miles
Exercise trail	0	n/a	3.3 miles
Bike route	0	n/a	n/a
X country ski trail	0	3.7 miles	3.3 miles
Ice skating	1 outdoor rink	8,976 square feet	n/a
Sled areas	0	n/a	n/a

Recreation Needs

The following are some of the town's recreational needs: walking trails, multi-purpose trails, band stand, community open space, and river access sites.

The Downtown plan also recommends an establishment of a nature/walking trail connecting existing green spaces in the downtown. Sidewalk improvements along Main Street and other village streets are

also recommended. The plan also recommends additional recreational access and facilities along the Sebasticook River throughout the Downtown including a trail along the river.

Issues:

- 1 Provide additional Kennebec and Sebasticook River boat access.
- 2 Are there ways for the town to cooperate with other communities to provide some recreational programs and facilities.
- 3 What recreational programs will be needed to address the needs of adults and the elderly?
- 4 Should we develop a long term plan with MDOT to pave road shoulders in order to accommodate bike travel?
- 5 Should the town develop a master trail plan for the community?
- 6 What are our recreational needs?
- 7 Improving recreational access such as trails and water access in the Downtown.

Transportation

Purpose

The purpose of this section is to inventory and analyze the town's transportation system, including roads, rail, airports and pedestrian ways.

General Transportation

The town is dependent upon the automobile for access to work, shopping, services and recreation. Most residents work in Waterville which is the major service center for the immediate region. Bangor which is easily accessible by Route 95 provides residents with a wider range of goods and services.

Route 95 extends through the south eastern portion of the town and includes the Hinckley Road Exit which connects Route 23 and Route 100. Route 23 is located in the north western portion of the town and extends only a short distance in Clinton connecting Fairfield and Canaan. Route 100 runs through the southern eastern portion of town and serves our Main Street/Downtown connecting Benton and Pittsfield.

The town has identified a number of transportation priorities including significant recommendations contained in the Downtown plan for improving Main Street, parking, sidewalks, road landscaping, traffic improvements and gateway signs. The following is a list of our major transportation priorities::

- 1 Implement the transportation related recommendations contained in the Downtown Plan to improve the Main Street and surrounding area.
- 2 Improve the sidewalks in the Downtown area and provide trail connections to other parts of the town.
- 3 Include the rail transport in all transportation and land use planning especially relating to commercial and industrial activities.

Road Condition Summary

The town has invested significantly over the past 10 years on a number of road improvement projects Roads are in generally good condition, however, some areas still require attention. On-going road maintenance is an annual expense that always requires attention and sufficient funding. Major road work in previous years was financed largely from the town surplus fund balance. The fund can no longer sustain significant withdraw for future road projects. Future projects will need to be funded from the general fund or bonded. . .

Road Committee

Road projects are planned by the Road Committee and the Town Manager The public works department handles most road maintenance tasks and major road work and snow plowing are performed by contract. The existing process works well and has enabled the town to adequately maintain its road infrastructure..

Road Condition Table

The following table shows all of Clinton's roads and provides milage, and road condition.

Traffic Count

The Traffic Count Table shows the Average Annual Daily Traffic (AADT) which is the average number of vehicles that pass by a given point on a road during a 24-hour period. The Maine Department of Transportation takes these counts typically ever three years.

Road Name	Traffic Count Location	1996	1998	2001	2002	2003
95 south	North, off ramp to Hinckley Road			8,710		9,360

95 south	North, on ramp from Hinckley Road			8,410		8,910
95 north	North, on ramp from Hinckley Road	7,233		8,260		8,510
95 north	North, off ramp to Hinckley Road	7,283		7,770		8,010
Route 11	East of Railroad Street	4,620	5,080	4,460	4,680	
Route 11	West of Pleasant Street	6,390	7,030		6,570	
Route 11	South west of Greenlawn Cemetery			3,260		2,980
Route 11	Northeast of Channing Rd	2,580	2,790	2,480		2,490
Route 23	East of location # 567	2,590	2,550	2,860		2,880
Route 23	At the Fairfield town line	3,640	3,880	4,200		4,330
Baker St.	West of Route 11		4,680	4,420		4,770
Hinckley Rd.	West of Route 95 south bound ramp					2,360
Hinckley Rd.	South east of location # 569	1,340	1,280	1,510		1,330
Hinckley Rd.	North west of location # 569	1,160	1,210	1,310		1,190
Railroad St.	North of Route 11	2,940			3,090	3,320
Pleasant St.	South of Route 11	1,370		1,570	1,390	1,350
Pleasant St.	South of Pearl Street		860			900
Hill Rd.	North west of Mutton Lane	1,540				1,610
Mutton Lane	North of Hill Road	960				990
River Rd.	South of Route 23	1,050	950	990		1,190
Battle Ridge	North east of location # 462	560	550	660		610
Tardiff Rd.	South west of location# 462			980		830
Morrison Av	North west of Route 11					520
Winn Ave.	East of Railroad Ave.					280
Channing Rd.						290

Overall traffic has remained stable or risen modestly throughout the town. Traffic at the Hinckley Interchange on Route 95 has risen at a steady pace since 1996. While The traffic along Route 11 appears to have peaked between 1998 and 2001. The traffic count along Route 11 has declined as per the 2003 data. Traffic on Route 23 has risen modestly and activity along the Hinckley Road has remained stable.

Route 11 is classified as a collector and is the most active corridor through the town. The Route 11 corridor including Baker Streets through the Downtown comprise the most intensively traveled areas of the community. The area along Baker extending to the Hinckley Road should also be included. This area already serves as the civic, commercial and social hub of the town and in deserves special attention by linking land and transportation planning. The Downtown Plan already contains many recommendations to improve the immediate Downtown area and this effort should be expanded throughout this corridor.

Maine Department of Transportation Traffic Access Rules

Traffic access rules govern the design, placement and construction of all driveways and entrances onto all State and State Aid Roads. generally driveways would be used by homes and other low traffic land uses and entrances would be used by commercial and other high traffic activities. All driveways and entrances must met basic standards for sight distance, minimum widths, drainage, distance from road corners, intersection angles radius of edges and provide a turn-around for vehicles. Entrances on arterials and major collectors are also subject to additional requirements.

Traffic access rules are designed to allow vehicles to safely enter and exit the roadway and to allow for the smooth flow of traffic along the road. The following roads in Clinton will be subject to the State Traffic Access Rules: Route 11, Route 23, River Road, Baker Street, Hinckley Road, and Pleasant Street. Land use activities in addition to meeting local zoning and site review requirements will also need to comply with the State Traffic Access requirements.

Local Traffic Access Provisions

The existing Zoning ordinance in the Site Review Section basic traffic access provision which will apply to most commercial and high traffic activities throughout the town. Likewise subdivisions roads must also conform to road construction standards. It would be beneficial for the town to periodically review the effectiveness of its existing traffic access requirements to make sure that proposed driveways, entrances and new roads are safely designed and constructed.

Parking Requirements

The existing zoning ordinance contains minimum parking requirements. The Downtown plan recommends that the Downtown parking requirements be revised to allow greater flexibility, allow for shared parking and be less stringent. These recommendations along with the installation of a public parking lot and related traffic and sidewalk improvements deserve attention.

Sidewalks

The Downtown and some of the adjacent roads have sidewalks in varying condition. The Downtown Plan recommends the following:

- Upgrade existing main Street sidewalks.
- Extend sidewalks on the river-side for Maine Street from the Clinton Variety to the Mill Site.
- Extend sidewalks on the following roads: Pleasant Street, Silver Street, Church Street, Cornshop Road, Spring Street and Morrison Avenue.
- Construct new sidewalks on Lamb and Winn Avenues.
- Ensure that all sidewalks are ADA compliant.

- Install Crosswalks in appropriate places.

Improvements to Downtown sidewalks will also connect to plans for recreational trails and providing exercise opportunities for adult and elderly residents. Sidewalk and trail connections could tie the Sebistock River and outlying rural portions of the town..

Downtown Plan

Some specific elements contained in the Downtown Plan which is included as an appendix to the comprehensive plan are discussed throughout the Transportation Section. The plan contains many recommendations and are included as policies in this plan.

Traffic and Road Problem Locations

The following is a list of traffic and road problem areas including high accident locations. Some areas will require co-operation with MDOT because it involves a State Route and others will require local solutions.

- The map on the preceding from the MDOT page shows High Crash locations and scheduled for repair.. The Sebasitcook River bridge is scheduled to be rebuilt in 2006.
- Portions of Route 11/100 through the village .
- Railroad tracks and road crossings through the village area need attention.
- Goodridge Road near the Canaan town line need pavement work.
- Speeding is an issue along Route 11/100 from the water tower through the downtown.
- Water flooding occurs on the Johnston Flats Road near the Pittsfield town line.
- Speeding is an issue on Peasant Street.
- There is poor sight distance at the intersection of Water and Pleasant Streets.
- Goodridge road needs to be paved.
- Whitten Road needs to be paved.
- A portion of the Upper Bellsqueeze Road needs to be paved.

Alternative Transportation Resources

The principal mode of transportation in a rural community is the automobile. Nevertheless other modes of transportation such as rail, air ,and bus service both directly and indirectly impact the community. The following is a discussion of other transportation modes.

- 1 The Maine Central Rail Line, owned by the Guilford transportation Industries, runs through Clinton's urban area. This is a main trunk line extending from Portland to Northern Maine. The railroad carries freight mostly consisting of paper, pulp. Lumber and wood products. Future transportation and land use planning should include the rail line's potential for growth. The location of the Intermodal facility in Waterville, increased trade with Maritime Canada and rising transportation and fuel cost may improve the viability of the rail line.

- 2 International and scheduled domestic airport service is available in Bangor, Portland and Manchester New Hampshire. Connections from these airports and from ground services such as bus are also available into Logan Airport in Boston. Airport services are also available in Waterville, Norridgewock, and Pittsfield for private planes..
- 3 Interstate bus service is available from Waterville. .Service is provided into Boston and points south. Local bus service is not available.
- 4 Other public transportation services are provided by private taxi cab companies and from the Kennebec Valley Community Action Agency which offers income eligible residents rides for shopping and other appointments. .
- 5 Pedestrian modes of travel such as walking and biking are somewhat limited due the rural nature of the community. However, a limited sidewalk system in the downtown area allows village residents to walk to services along Main Street. Bike travel especially along rural roads and state roads is limited to the extent paved shoulders are available. The State Bicycle route map does not show routes through Clinton due to inadequate shoulders.
The recreation section of the plan also discusses pedestrian travel and recommends the creation of trails and improved bike routes..

Transportation Issues

- 1 The sidewalk and roadways through the Downtown need to be improved.
- 2 The Downtown plan will improve the main street area.
- 3 Are the town current road design and construction standards adequate?
- 4 The town should participate in corridor planing with MDOT and neighboring communities?
- 5 Is the existing road planning and maintenance policy working adequately?
- 6 Does the town appropriate adequate funds toward road maintenance and improvement?

Public Services

Purpose

The purpose of this section is to examine all of the public services currently offered by the town and to identify areas for improvement or the creation of new services.

Town Government

Clinton has a Town meeting form of government with five Selectmen and a Town Manager. Other significant municipal committees, employees and board include the following:

Office Manager, Town Clerk and Deputy Clerk
One F/T and One P/T highway employees
Police Chief and two Officers

Fire Chief and 3 firefighters
Librarian and Library Clerk
Animal Control Officer

Three Transfer Station employees
Five member Planning Board
Four member Cemetery Committee
Civil Constable
Nine member Community Development Committee
Five member Economic Development Committee
Three member Personnel Advisory Board
Code Enforcement Officer
Assessing Agent

Five member Board of Appeals
Ten member Budget Committee
Five member Recreation Board
Three member Road Committee
Three MSAD #49 School Directors
Three Library trustees
Sealer of Weights and Measures
Health Officer

Town Hall

The town constructed a new town office building and hall in 1993 . The building is occupied by the police department and town staff. The building also has two meeting rooms including a large room with kitchen facilities. A town park including ball fields and ice rink are located adjacent to the building.

Fire Department and Emergency Medical Services

The department responds to approximately 500 call per year. Nearly 80% are for emergency medical calls and the balance are fire related and vehicle accidents. The fire station is located on Church Street and was recently expanded..

The department has a Fire and EMS Director and three firefighter/EMT's in addition to Volunteers. Mutual aid agreements are in place with the neighboring communities and Delta also provides back-up for the town.

The department 's major equipment includes a 1968 pumper, 1798 pumper, 1995 tanker, 1989 brush truck, and a 2002 ambulance. The town received a Fire Service grant in 2005 for a new fire vehicle.

Volunteer staffing is an on-going concern for small departments throughout Central Maine. Training requirements, time commitments and jobs located outside of town all make finding and keeping volunteers difficult. Greater regional cooperation among departments will need to be developed in order to compensate for a decline in volunteers.

Police Department

The Clinton Police Department is staffed by a Chief and two Officers and provides the majority of police protection for the community. Service is not completely around the clock coverage due to staffing levels. The State Police and the Kennebec County Sheriff Department provides the necessary coverage as necessary.

The department responds to over 2000 calls per year which is significant for a town of our size. The

department equipment includes two police vehicles which are replaced on a regular cycle. Dispatch is provided by Kennebec County.

The police department is located in the town hall and does not have adequate space for its activities. The town will need to explore increased space requirements for the department.

Brown Memorial Library

The library building was donated to the town in 1900 and is listed on the National Register of Historic Buildings. The building is granite with a slate rook and is in very good condition. The library has 14,000 volumes and serves at least 700 patrons a month. The library is supported by a Board of Trustees and operates with a librarian and a clerk. The library is currently opened 25 hours a week and also provides broadband internet connection. The town supports the library with an annual appropriation of approximately \$30,000.

Highway Department

The town highway department is staffed by a foreman and one laborer. The department is responsible for road maintenance and public buildings. Major road work and snow plowing is contracted to private companies.

Major equipment includes a one ton truck, Back Hoe and a tractor. Capital needs include a new garage to store equipment and perform maintenance.

The town constructed a new salt and sand shed in 1991.

Transfer Station

The transfer station collects waste and recycling items for Clinton and Benton. The facility sends its waste to the MSW/ Waste Penobscot Energy Recovery Company and items that can be recycled including metals. Paper and plastic are sold to various sources. The 2004 recycling rate as reported by the State Planning Office is 30.69%

Schools

Clinton along with the towns of Fairfield, Benton, and Albion are part of MSAD # 49. Clinton students from grades K through 6 attend the Clinton Elementary School located on Morrison Avenue. Middle school grades and high school students attend school in Fairfield located on High Street. The District is responsible for all school buildings and has their own infrastructure improvements plan.

The following table Clinton's school enrollment in the District for the Years 1997 and 2005.

Year	Total school enrollment	Elementary school enrollment	Secondary school enrollment
2005	615	426	189
2004	620	435	185
2003	616	427	189

2002	610	420	190
2001	616	432	184
2000	615	428	187
1999	654	443	211
1998	661	447	214
1997	670	451	219

Between 1997 and 2005 total school enrollment decreased by 55 students. The projection is for school enrollments to continue to decline..

The Water System

The Clinton Water District is a quasi-municipal corporation that owns and operates the water system that serves the village area. It was formed in 1945 when the system was first built. The district serves a mix of both residential and commercial customers. A service map shows the general service area.

Water is supplied by two gravel wells which is protected by a well protection ordinance. Water storage is provided by a 600,000 standpipe located on Gospel Hill of f of Route 11/100. The water distribution system is maintained and upgraded by the district and is system is capable of additional expansions. A community source water protection map and the following page shows the district wells and the accompanying aquifer.

Sewage Treatment System

The Clinton Water District also operates the sewage collection and treatment system which also serves the village area.. The collection system is a combination of both gravity and pumping stations. The treatment facility was put into operation in 1989 and is adequate to serve the community. Between 1985 and 1989 significant improvements were made in the collection system. The system is separate from the stormwater collection system. The service area map shows the area served by the treatment district. The district is capable of further system expansion.

Issues

- 1 What is the status of town communications such as web site, newsletter etc?

- 2 What are the future facility and equipment needs of the town?
- 3 Does the water and sewer departments`have the capacity to accommodate new growth?
- 4 Can the town increase regional or interlocal agreements for some public services?

Fiscal Capacity

Purpose

The purpose of this section is to describe the town's fiscal situation and to find out whether the town can meet future growth and development.

Tax Base

The property tax is the main source of revenue for the town. All property and structures in the town are assigned a value based as closely as possible upon current market conditions. Certain forms of personal property such as business and industrial equipment are also assigned a value for taxation. The total value of all taxable property including land buildings and personal property is called the valuation. The money required to finance town government is called the tax commitment. The town also receives other sources of income from state and federal grants and programs.

The valuation for the town consists of many taxable categories. The following table shows the valuation listed in each category for the 2003 tax year.

Valuation Category Table

Source: 2003 Municipal Valuation Return Statistical Summary

Category	Amount	Percent of total valuation
Total Municipal Valuation	101,477,700	100%
Land Values	37,613,700	37%
Building Values	58,658,400	57.8%
Production Machinery	5,091,100	5%
Business Equipment	114,500	0.1%
Other Personal Property	-0-	0%

Land and buildings account for 94.8% of the town's total; valuation and machinery and business equipment accounts for 5.2% of the total.

Other types of property including Federal, State, municipal, and nonprofit organizations are exempt from taxation. Their property is assigned a value, but taxes are not assessed. The following is a list of the major non-taxable categories in Clinton. The total of all the various exemptions amounts to 2,017,800.

State	9,500	Municipal Corporations	183,600
Fixtures, Hydrants.	205,300	Charitable	193,400
Literary & Scientific	157,700	Churches	683,100
Fraternal	137,600		

Residential properties and provides most of the town's tax base.

Municipal Revenue and Expenditures

Municipal Revenue Table: 1999- 2004

	2004	2003	2002	2001	2000	1999
Taxes	2,290,149	2,217,222	2,109,708	2,220,121	2,198,066	2,070,512
Inter-gov	458,393	496,916	467,975	533,426	547,335	353,133
Interest	12,248	44,074	93,161			43,977
Service charge	590,526	281,749	278,587			189,007
Misc.	21,059	25,627	34,583	266,098	388,484	34,067
Property sale		51,102				
Total	3,372,461	3,116,690	2,984,014	3,019,645	3,133,885	2,690,696

Municipal Expenditure Table: 1999 - 2004

	2004	2003	2002	2001	2000	1999
General Gov.	273,267	243,943	197,227	226,317	228,721	219,942
Public safety	472,603	487,525	394,575	339,077	297,254	357,361
Public works	352,291	561,623	476,505	254,782	301,997	265,959
Health & sanitation	595,253	315,633	351,633	269,306	316,701	333,851
Special assessment	1,680,632	1,605,333	1,517,779	1,405,217	1,373,968	1,292,045
Leisure services	56,341	56,189	65,394	45,693	81,855	37,644
Unclassified	47,841	32,462	26,262	18,811	20,833	7,519
Debt Service	58,383	37,639	62,072	50,526	51,675	57,896
Capital outlay	13,280	444,769		60,410		
TIF District				58,325	44,705	
Library				30,131		32,915
Total	3,549,891	3,785,420	3,091,447	2,758,595	2,717,709	2,605,132

Budget Process

The budget is developed for Town Meeting consideration by the Town Budget Committee which works with the Town Manager. The town has tried to balance its infrastructure and on-going expenses with the ability of citizens to pay for these services. Over the past years a significant amount of the surplus fund balance was used for long term road work. The town is now planning to keep at least three months of working/operating capital in the fund.

Revenue Analysis

- The special Assessment Budget category includes funding for the County and the School District.
 - Schools account for 42% of the budget (2004 budget)
 - County Tax accounts for 3.6% of the budget (2004 budget)
 - Municipal Spending accounts for 54.9% of the budget (2004 budget)
- School spending as percentage of the total budget varies from a high of 46% in 1999 to a low of

38% in 2003. The breakdown is as follows:

- 1999 school percentage is 46%
 - 2000 school percentage is 46.9%
 - 2001 school percentage is 47%
 - 2002 school percentage is 44%
 - 2003 school percentage is 38%
 - 2004 school percentage is 42%
- Between 1999 and 2004 total spending increased by \$944,759 (36%).
 - School spending increased by \$308,586 (25.7%)
 - County tax increased by \$32,324 (34%)
 - Municipal spending increased by \$603,849 (42%)

Capital Investment Plan

Over the past 15 years the town has undertaken many capital investment projects including the following: constructed a town hall, constructed a salt and sand shed, expanded the fire station, purchased a fire vehicle, library repair, and recreational improvements.

Currently municipal infrastructure is in fairly good condition and the following capital investment plan table only list a few items that will deserve attention over the next decade.

Capital Investment Plan

Capital item	Estimated Cost	Funding Source	Funding Range in Years
Highway garage	\$189,000	General fund	2006 - 2010
Historic and Archeological surveys	\$20,000	Grants	2006- 2020
Recreation (trails and other items)	\$50,000	Grants	2006 - 2015

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