

Infrastructure Committee  
Tuesday, January 17, 2012  
City Hall Council Chambers

**Councilors:**

Susan Hawes

Benjamin Sprague

James Gallant

Charles Longo

Geoffrey Gratwick

Joseph Baldacci

**Staff:**

Art Morgan

Brad Moore

Dana Wardwell

**Guests:**

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The Committee convened at 5:00 p.m.

1. **Sewer Abatement: 6 Clinton Street, Account #317601**  
(Copy of Memo from WWTP Superintendent Brad Moore & Abatement Attached)

Brad explained this requested exceeded \$500.00, thus requiring the Committee approval. The request for \$1,164.33 and met the requirements for abatement and Staff recommended approval.

Councilor Sprague asked Brad to explain what was different about this abatement, as it was the first one since he was elected that had Staff recommendation.

Brad explained the cause to grant abatements could be inadvertent water usage. Examples were vandalism, plumbing problems, burst from frozen pipes when no one was at the structure. Any non planned water usage and when due care was used to correct the problem abatements could be granted. This case did meet the criteria based on circumstances.

Councilor Blanchette urged information and explanation of the policy be provided to newly elected Councilors.

*Vote: Unanimous Passage.*

2. **Amending Code of the City of Bangor, Vehicles and Traffic, Chapter §291-29, Schedule XVII**  
(Copy of Memo from Public Works Director, Dana Wardwell, Council Order, Council Action, and Copy of Schedule Attached)

Dana explained typically in spring orange "Posted Road" were placed to avoid heavy loads from utilizing certain roads. He was contacted by "Local Road" who provided an updates of the posted roads for truckers. He realized when looking at the schedule it was outdated, last

revision in 1998. Currently the schedule listed eighteen streets however, only seven were posted. Roads such as Birch Street no longer needed to be listed as it is no longer a truck route. Other streets/roads had since been taken over by the Maine Department of Transportation, such as Pushaw Rd., Hudson Rd., and outer Union St. Consequently, the list needed to be revised. The revision would give the ability to post other roads as the need arose such as development, construction in residential areas. Typically contractors were pretty good about contacting him for such roads.

(Councilor Gallant introduced Councilor Gratwick who joined the meeting.)

Councilor Longo asked for an explanation of posted roads for public information.

Dana explained the weight limit not to exceed 7,000 pounds on roads that were not frozen.

Councilor Gratwick asked about the criteria for posting the roads.

Dana stated they needed reason to post, such as logging, development anywhere heavy vehicles such as concrete or dump trucks would be traveling.

Councilor Gratwick asked about posting roads before there was any potential of damage to the road.

Art explained the City had records of how roads were constructed. Some roads were not to the modern standard and potential for heavy vehicles to use the route, those they would post in an attempt to not damage the road. This would modify the schedule. However, there were inconsistencies in the Ordinance. The inclusion should provide for emergency and maintenance vehicles. This modification request would come at the next Infrastructure Meeting.

Councilor Gratwick moved and it was seconded.

*Vote: Unanimous Passage.*

(Councilor Gallant introduced Councilor Baldacci)

3. Amending Council Order 07-036, Accepting Streets in Phase 1 of the Edgewood Suidivision as Public Ways and Streets  
(Location Map, Council Order and Council Action Attached)

Art explained Edgewood Subdivison Phase 1 was accepted Councilor Order #07-036. This revision would correct the outdated plan on record.

Councilor Gratwick moved it was seconded.

*Vote: Unanimous Passage.*

4. Accepting Streets in Phase 2 of the Edgewood Suidivision as Public Ways and Streets  
(Location Map, Council Order and Council Action Attached)

Art explained this was Tamarack Trail and the developer had requested the City accept. The Planning Board had approved it on January 18, 2011. The improvements were complete and recommended acceptance.

Councilor Longo asked how the standards for roadways differed from in the past. He also asked about streets labeled "A", "B", "C" could they be given different names.

Art explained there were improved standards for roads requiring thicker material. Several streets were never accepted as a public way. Some of the roads were publically owned private ways, not built to the same standard, functioning more as a driveway.

Councilor Blanchette asked about streets being plowed that weren't accepted roadways.

Art stated according to Maine statute the City was required to maintain for emergency vehicles, to provide access to structures. Private roads were privately maintained and the responsibility of home owner type associations. Examples provided were Orchard Hills and Kathryn Lane.

Councilor Blanchette stated she knew where Walden Parke was but asked where Edgewood was located.

Art responded on Essex Street, Edgewood was the name of the subdivision and Walden Parke Way was the road.

Councilor Hawes asked about streets in Birch Hill Estates, labeled A, B, etc. – were they plowed.

Art stated Judson Boulevard and other accepted City streets were, however, Birch Hill Estates mobile home park was private and the responsibility of the park owner.

Councilor Gratwick expressed his concern with the standards of roads in new development. He felt they were overbuilt and too wide. He was concerned for future maintenance and care of roads that were 32 foot wide and built like freeways. He would vote yes, but with reservations and looked forward to amendment of the road plan standards that Art explained would be forthcoming.

It was moved and seconded by Councilor Blanchette

*Vote: Unanimous Passage.*

5. Acceptance of Land at Maine Avenue and Godfrey Boulevard as Public Way for MDOT Project #17321.00  
(Copy of Council Order, Council Action, Location Map, and Description Attached)

Art explained the issue involving the traffic and traffic signals in the Maine Avenue and Godfrey Boulevard intersection. He mentioned the already existing roundabout on Maine Avenue near Vermont. This project would involve a 10% match to construct. The City currently owned the property, but needed to dedicate two triangular sections on approach

and departure (on Maine Avenue) for public right-of-way and the construction of the roundabout.

It was moved and seconded by Councilor Gratwick.

Councilor Gratwick noted Bangor's adopting the "complete streets" concept. This project would offer a drive slower, get there quicker approach and be more efficient.

Councilor Blanchette was leery at first with the first roundabout, but stated needed more roundabouts. It provided safety and with less pollution from carbon. She also asked that Art talk with the Director of the Airport regarding changing their ugly sign at Godfrey and Union Street. She would like a yes or no answer.

Councilor Longo offered his personal experience with roundabouts and was in favor.

Councilor Gallant asked Dana to explain the location of the roundabout for the public.

Dana explained Godfrey Boulevard was between Union Street and the Airport. The roundabout location was half way up Godfrey Boulevard heading to the Airport.

*Vote: Unanimous Passage.*

6. Discussion: Coombs Street, Revision to the Code of the City of Bangor, Chapter 291-28, Schedule XVI  
(Memo from the Director of Public Services, Art Morgan and Location Map Attached)

Art explained this was a two block section of street between Forest Avenue and Parkview Avenue alongside Chapin Park. Residents were interested in re-orientating the direction of traffic flow. Reversing the direction of traffic would provide for more parking and more efficient snow removal. Snow removal would be diverted away from the residential driveways and catch basins if the flow of traffic direction was reversed. There was concurrence with the Police Department, The Commuter, and School Department that it would not deter their operations. A public hearing would be scheduled to provide for citizen feedback.

Councilor Baldacci wanted to be sure folks on the Parkview Avenue side would be included in the public meeting.

Art assured him, they would be.

Councilor Gratwick moved and it was seconded.

*Vote: Unanimous Passage.*

There was no further discussion and the meeting moved by Councilor Gratwick and seconded to adjourn at approximately 5:33 p.m.