

INFRASTRUCTURE COMMITTEE
Tuesday, December 9, 2014
City Hall Council Chambers

Agenda

1. **Sewer Abatement Request – 170 Randolph Drive – Account #8449001**
(Copy of Memo Provided by Superintendent of WWTP, Brad Moore as well as back up information Attached)

2. **Sidewalk Plowing**
(Copy of Memo Provided by Public Works Director, Dana Wardwell as Attached)

3. **POSTPONED TO NEXT MEETING Essex Street Paved Shoulder**
(Copy of Memo Provided by Public Works Director, Dana Wardwell as Attached)

4. **POSTPONED TO NEXT MEETING Update: Broadway Corridor Study**
(Copy of Memo by City Engineer, John Theriault and Public Informational Meeting Notice as Attached)

5. **Future Upgrades of Private Sanitary and Stormwater Connections to City Owned Systems**
(Copy of Memo by City Engineer, John Theriault as Attached)

MEMO

December 3, 2014

To: Infrastructure Committee
Fr: Brad Moore

Re: Sewer User Fee abatement request
170 Randolph Drive, Account #8449001

This past summer, Mr. Birkel had his lawn professionally treated to control crabgrass and insects. There was a misapplication that resulted in his lawn dying. The lawn was rebuilt which required a lot of water. No water used on the lawn reached the sewer collection system. The superintendent does not have the authority to abate user fees for unmetered water used outside the home so Mr. Birkel is requesting the Committee grant his request for an abatement. Supporting material demonstrates that the property has historically used 10 HCF or less water each quarter.

If the Committee decides to grant the request, staff recommends the following.

Last four quarters average water usage: 9.25 HCF (minimum 12 HCF)
High use quarter: 24 HCF

Staff recommends billing the minimum of 12 HCF (\$73.20)

Consumption History

Account : 8449001

Report showing readings in units of : 1 cu ft.

Meter	Neg	Bill Date	Previous	Current	Consumption
1	N	09/17/2014	136	146	10
1	N	06/18/2014	127	136	9
1	N	12/19/2013	110	119	9
1	N	12/02/2013	101	110	9
1	N	11/05/2013	93	101	8
Total Consumption:					45
Total Negative Consumption:					0



Green Thumb Lawn Service

64 Stevens Road, Brewer, Maine 04412
 207-989-1433 comments@gtlawnservice.com

Prepay Today and Save!

5%

Expires March 23, 2014!

CHARLES BIRKEL
 170 RANDOLPH DRIVE
 BANGOR, ME 04401

1. **Review** your scheduled services for the coming year. Notice the savings you can receive.
2. **Check** the boxes on the lower return portion to indicate the additional beneficial services you wish to add.
3. **Total** the recommended services you wish to add to your program and place the total in the added services total box on the bottom return portion. Then, simply add your currently scheduled services with your additional added services and place the total in the final box.

Your 2014 Lawn Care Schedule

287-1433 Spring Start 3 2014

Service Description	Price	Prepay
* Crabgrass Preventer 5/13/14	\$48.42	46.00
* Magic Carpet 1 5/13/14	\$31.20	29.64
* Grub Control (Acelepryn) 5/13/14	\$59.70	56.72
* Magic Carpet 2 7/8/14	\$31.20	29.64
* Magic Carpet 3	\$31.20	29.64
* Magic Carpet 4	\$31.20	29.64
* Magic Carpet 5	\$31.20	29.64

Totals: 264.12 \$250.92

By Prepaying Today You Save: \$13.20

Spreader system
 every 6/12 then =
 4/16



530 MAINE AVE.
BANGOR, MAINE 04401
TEL: 207/992-4501

PUBLIC SERVICES DEPARTMENT – OPERATION and MAINTENANCE

Dana R. Wardwell, Director

To: Infrastructure Committee
From: Dana Wardwell
Subject: Sidewalk Plowing
Date: December 9, 2014

For many years Public Works has plowed about 60 miles of sidewalks utilizing 3 Municipal Tractors (with 2 spare MT's) and 2 small front end loaders in the downtown area. The sidewalks we plowed provided a network of sidewalks that connected downtown, businesses and schools. Residential sidewalks were generally not plowed although we did maintain an alternate sidewalks list where we would plow sidewalks not on the priority list upon request by residents. This system worked well and we were generally able to clear the sidewalks within 3 days after a storm.

Recently I have received more requests to plow more residential sidewalks. In response to these requests please see the attached list of proposed sidewalk plowing for FY15. This list contains about 85 miles of sidewalks including the same 60 miles of priority 1 sidewalks with the addition of 25 miles of priority 2 sidewalks, one side of residential streets based on the odd even system. FY 15 is an odd year so we would plow the odd side of residential streets. I have the following concerns and or comments:

1. Plowing sidewalks is very difficult and hard on equipment. The new proposal includes a 42% increase in the amount of sidewalks plowed. We can expect a corresponding 42% increase in repairs, wear and tear on equipment.
2. Municipal tractors are very expensive, about \$140,000 each fully equipped. We currently replace one every other year to keep the fleet dependable to do the very difficult work. With 42% more work we may need to replace them more often.
3. In the past with 2 spare municipal tractors there have been times when both were necessary. Moving to a system utilizing only 1 spare will mean there will be times we will fall behind on plowing sidewalks. The proposed spare small front end loader does not perform well on city sidewalks.
4. If we receive back to back moderate to heavy snowfalls, it is very likely we will be unable to maintain the priority 2 sidewalks.
5. With another pending difficult budget do we want to increase a service?
6. If we are going to plow a sidewalk we should do so from the beginning of the year. Opening a sidewalk mid-season can damage equipment due to debris that may be under the snow.

Staff feels the present system has worked well but if council wishes to expand sidewalk plowing we could implement the proposed plan for FY 15 and evaluate its success before next winter.



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PUBLIC SERVICES DEPARTMENT – OPERATION and MAINTENANCE
Dana R. Wardwell, Director

To: Infrastructure Committee
From: Dana Wardwell
Subject: Essex Street Paved Shoulder
Date: December 9, 2014

On May 13, 2014 I recommended to the infrastructure committee that we not widen three streets as planned as part of our FY 15 paving program. The 3 streets were outer Ohio Street, Davis Road between Union Street and Ohio Street and outer Essex Street. The estimated savings by not widening these three streets was \$350,000. The Infrastructure Committee approved my recommendation. Ohio Street and Davis Road have been paved and Essex Street has been shimmed with the surface layer to be applied in the spring.

A group of residents have requested we reconsider this decision and widen outer Essex Street. Since Essex Street has only been shimmed it is possible to accommodate this request. Before the surface layer is applied, staff recommends we mill and pave a seven foot wide strip on edge of pavement and shoulder of the inbound lane. This will create a 2-3 foot wide paved shoulder for pedestrians and bicycles on the inbound lane. The additional cost for this is estimated to be \$72,432. The residents making this request will be invited to this meeting and I will be at the IC meeting to answer any questions you may have.



Engineering Department
John M. Theriault, P.E.
City Engineer

To: Infrastructure Committee
From: Engineering Department
Date: December 9, 2014
Re: Broadway Corridor Study Update

The Engineering Department will provide a brief update of the status of the Broadway Corridor Study. The first meeting of the advisory committee was held on November 24, 2014 and the first public informational meeting is scheduled for December 11, 2014.

The attached notice will be posted on the City's website and the government channel.



Broadway Corridor Study Public Informational Meeting

A public informational meeting to discuss the Broadway Corridor Study will be held at Husson University on December 11, 2014 in the Conference Room of the Richard E. Dyke Center for Family Business. The meeting will begin at 7:00 PM.

The Corridor Study is funded through the Bangor Area Comprehensive Transportation System (BACTS) and will evaluate the Broadway Corridor from the I-95 Ramps to Grandview Avenue. The intent of the study is to investigate methods to reduce congestion and improve safety along this busy corridor for vehicles, pedestrians, and bicyclist.

Business owners, residents of Bangor, and users of Broadway are strongly encouraged to attend this meeting to provide valuable input and comments concerning the issues typically encountered along this major corridor within Bangor.



Engineering Department
John M. Theriault, P.E.
City Engineer

To: Infrastructure Committee
From: Engineering Department
Date: December 9, 2014
Re: Future Upgrades of Private Sanitary and Stormwater Connections to City Owned Systems

Residences and businesses in the City are connected to the City's sewer system by private sewer laterals. A private lateral is the pipe running from the building's plumbing system to the City's sanitary sewer main. According to the City Code, private sewer laterals are the responsibility of the resident or business from the building to, and including, the connection to the sanitary sewer main.

As you are aware, the City is in the process of negotiating a consent decree with the federal Environmental Protection Agency (EPA) and the Maine Department of Environmental Protection (DEP) dealing with sewer and stormwater issues. As part of this consent decree, EPA and DEP are requiring the City to reduce the amount of stormwater inflow and infiltration that is entering the City's system from these private services. In order to accomplish this, these private laterals will need to be inspected and, in some cases, repaired or upgraded. In many cases in which a sanitary upgrade connection is required, a foundation drain connection to the storm water system may be required as well.

One approach to meeting this federal and state mandate would be for the City to require residents and businesses to inspect their private laterals and make any repairs or improvements necessary by a certain date. This, however, could be a very significant expense for which property owners have not budgeted.

A second option would be to have the City pay for inspections and improvements. This would require significant funding in the form of a sewer fee or tax increase, which would affect all sewer users or taxpayers, respectively. It would also, in effect, mean that property owners who have kept their systems in good condition would have to pay for repairs to the faulty laterals of others.

A third option would be to require private laterals to be inspected and, if necessary, repaired or improved to meet standards when there is a change in ownership of the property the lateral serves. Communities elsewhere in the nation have adopted this approach, and at least one Maine

community, Rockland, is considering it. This approach may prove less objectionable to property owners than forcing them to complete this work on an arbitrary time table.

Of course, if a sewer or stormwater project is occurring along a street where updated connections are required, the property owner may have an opportunity to have this work completed at the same time, at their expense but likely at a reduced cost.

The Engineering and Sewer Departments wish to receive input from the Infrastructure Committee on a direction to pursue with regards to future required upgrades to private service lines that connect to the City's system.