

# **INFRASTRUCTURE COMMITTEE**

**Wednesday, February 18, 2026  
Immediately Following Government  
Operations Committee  
City Hall, Council Chambers  
Agenda**

- 1. Sewer Use Abatement Summary for Calendar Year 2025 – Amanda Smith**  
(Materials attached)
- 2. Abatement Request – Amanda Smith**  
**68 Mount Hope and 479 Stillwater Avenue**  
(Materials attached)
- 3. Water Quality Management Biosolids Review – Amanda Smith**  
(Materials attached)
- 4. MaineDOT Over Weight Agreement – Jefferson Davis**  
(Materials attached)
- 5. Draft SS4A Demonstration Project – Jefferson Davis**  
**Hammond and Union Street Intersection**  
(Materials attached)
- 6. Public Infrastructure Discussion – Jefferson Davis & Amanda Smith**



CITY OF BANGOR

# Memo

**To:** Finance Committee

**From:** Amanda Smith, Director of Water Quality

**Date:** January 7, 2026

**Re:** Sewer Use Abatement Report – 2025

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In accordance with Chapter 252 Sewers and Drains, this report covers January 1 through December 31, 2025 and is being provided to Infrastructure Committee for review. Please note this report includes all sewer use abatement requests, even those that were denied.

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## ABATEMENT SUMMARY FOR CALENDAR YEAR 2025

As of December 31, 2025, the Department received sixty-one (61) requests for sewer use abatements. Five (5) requests were denied for reasons outline in the sewer use ordinance. All other accounts were satisfied within the necessary time and the requests were approved. Four (4) abatements were brought to Infrastructure Committee for approval.

Reasons for abatements (approved and denied amounts) are as follows:

<b>PROPERTY OWNER</b>	<b>REASON</b>	<b>DETAILED</b>	<b>ABATED PRINCIPAL</b>
KEH Realty, LLC	Plumbing	Leaking Toilet Valve	\$1,086.12
Coleman, Valerie	Plumbing	Leaking Toilet Valve	\$913.72
Coleman, Valerie	Plumbing	Leaking Toilet Valve	\$198.25
Majestic Properties	Plumbing	Leaky Shower Head	\$1,206.80
JM Investment Group	Plumbing	Leaking Sink	\$1,008.54
Swan Village Inc	Plumbing	Leaking Toilet Valve	\$680.98
Swan Village Inc	Plumbing	Leaking Toilet Valve	\$415.92
Timothy Rudolph	Plumbing	Leaking Sinks	\$150.85
Timothy Rudolph	Plumbing	Leaking Sinks	\$159.47
LEWCHI Properties	Plumbing	Leaking Toilet Valve	\$930.96
John Moscone	Plumbing	Leaking Toilet Valve	\$258.60
Spring Street Bangor LLC	Plumbing	Leaking Toilet Valve	\$491.34
Spring Street Bangor LLC	Plumbing	Leaking Toilet Valve	\$189.64
BR Holdings	Plumbing	Leaking Toilet Valve	\$870.62
Louie Lewis Properties LLC	Plumbing	Frozen Pipes burst	\$1,068.88
Hall, Richard	Plumbing	Leaking Water Heater	\$456.86
Queen City Properties	Plumbing	10 Leaking Toilet Valves	\$793.04

Queen City Properties	Plumbing	10 Leaking Toilet Valves	\$1,008.54
C&M Investment Group	Plumbing	Leaking Faucet	\$1,853.30
C&M Investment Group	Plumbing	Leaking Water Heater	\$2,422.22
Caliendo, Barbara	Plumbing	Leaking Toilet Valve	\$439.62
Acadia Realty Partnership	Number of Reasons	Leaking Toilet Valve, shower,	Denied
Whitlock, Ivy	Sewer Pipe overflow	Usage not affected by sewer overflow	Denied
Nunziato, Ashley	Leaking Toilet Valve	Outside of 90 days	Denied
Violette, Beatrice	Plumbing	Leaking Toilet Valve	\$689.60
McLaughlin, Gary	Plumbing	Leaking Toilet Valve	\$112.06
Canoe Creek, LLC	Plumbing	Leaking Toilet Valve	\$94.82
Hope, Judi	Plumbing	Leaking Toilet Valve	\$862.00
N2B, LLC	Plumbing	Leaking Toilet Valve	\$1,879.16
Richway Associates	Plumbing	Leaking Tub Faucet	\$517.20
Wadman, Shari	Plumbing	Leaking Toilet Valve	\$1,801.58
Burger, Richard	Plumbing	Leaking Toilet Valve	\$344.80
Brigham Investment Properties	Outdoor Spigot Malfunctioned	Eliminated spigot	\$189.64
Hodson, Jessica	Plumbing	Water Heater & Toilet	\$405.14
Richway Associates	Plumbing	Leaking Toilet Valve	\$749.94
Richway Associates	Plumbing	Leaking Toilet Valve - average usage - greater than usage for requested quarter	Denied
Hope, Judi	Plumbing	Leaking Toilet Valve	525.82
Moore's Investments LLC	Plumbing	Leaking Toilet Valve	2,262.50
Cross Insurance/COB	Plumbing	Faulty pressure valve on boiler	6,266.74
Colonial Pines, LLC	Plumbing	Broken water line	7,249.42
DES Properties	Plumbing	Leaking Expansion Tank	13,412.72
DES Properties	Plumbing	Leaking Expansion Tank	543.06

Bolduc, Melissa	Plumbing	Leaking Toilet Valve	275.84
Bolduc, Melissa	Plumbing	Leaking Toilet Valve	163.78
Phan, Jimmy	Plumbing	Leaking Toilet Valve and shower	491.34
Phan, Jimmy	Plumbing	Leaking Toilet Valve and shower	488.70
Swan Village Inc	Plumbing	Leaking Toilet Valve	1,474.02
Winchenbach, Connor	Plumbing	Leaking Toilet Valve	1,882.40
88 Walter Street, LLC	Plumbing	Leaking Toilet Valve	1,420.85
65 Second Street, LLC	Tenant	Left water running	Denied
Majestic Properties	Plumbing	Leaking Toilet Valve	1,049.80
Moore's Investments LLC	Plumbing	Leaking Toilet Valve	452.50
Haskell, Brenda	Plumbing	Leaking Toilet Valve	60.34
Haskell, Brenda	Plumbing	Leaking Toilet Valve	43.10
Light, Joe	Plumbing	Leaking Toilet Valve	117.65
Halvorson, David	Plumbing	Leaking Toilet Valve	126.70
Fairfield County Painting & Drywall, LLC	Plumbing	Leaking Toilet Valve	1,619.95
Garland Street LLC	Plumbing	Leaking Toilet Valve	479.65
Viola, Nicholas	Plumbing	Leaking Toilet Valve	4,063.45
Hart, John	Plumbing	Faulty shut off valve	986.45
SE White Rentals, LLC	Plumbing	Leaking Toilet Valve	724.00



## CITY OF BANGOR

# Memo

**To:** Infrastructure Committee

**From:** Amanda Smith, Water Quality Director

**Date:** January 6, 2026

**Re:** Request for Large Sewer Abatement Approval, 68 Mount Hope Ave.

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In accordance with the City of Bangor's Sewer Use Ordinance, Chapter 252-25 (F), "Any abatement exceeding \$3,000 must be reported to and confirmed by the appropriate Committee of the City Council prior to final approval and the processing of a correction or credit."

In November 2025, the owner of 68 Mount Hope Ave. was notified of high- water consumption by Bangor Water District. The owner hired a plumber to inspect several toilets that they found were running non-stop. Appropriate supporting documentation demonstrates that the repairs were made and the water consumption has returned to normal.

The excess consumption was limited to one billing cycle with a consumption of 453 HCF (hundred cubic feet) vs. average consumption of 68 HCF. The total sewer abatement is \$3,484.25.

This request satisfies the requirements of the City Code, Chapter 252 Sewers and Drains §252-25 Abatement of and discounts to sewer use charge.

Staff recommends approval of this abatement request.

PLEASE RETURN FORM TO:  
City of Bangor  
Department of Water Quality  
760 Main St.  
Bangor, ME 04401



CITY OF BANGOR

Abatement Amount  
3,484.25

Sewer Fee Abatement Request Form

Name: Milamber, LLC Account Number: 67

Service Address: 68 Mt Hope

Phone Number: 478 2515

Mailing Address: 212 Garland St

Billing Date(s): 6/18-9/16 Amount of Abatement Requested (\$): 4099.00

When and how did the water loss come to your attention? Water bill was high.

What steps were taken to determine the cause of water loss? We hired a plumber to address several toilets that were running 24/7. they are older toilets w over 3 gallon capacity.

Water loss caused by (please check):

- |  |                                      |
|--|--------------------------------------|
| <input type="checkbox"/> Furnace                       | <input type="checkbox"/> Frozen Pipe |
| <input checked="" type="checkbox"/> Toilet             | <input type="checkbox"/> Broken Pipe |
| <input type="checkbox"/> Water Heater                  | <input type="checkbox"/> Vandalism   |
| <input type="checkbox"/> Other (Please explain): _____ |                                      |

Where was the water discharged (interior floor, outside, drained to sewer ...etc.)? no

What steps were taken to repair the cause of the water loss? no repairs for water damage - just excessive water usage

Date(s) repairs were made: \_\_\_\_\_

Please attach the following documentation, as applicable (please check):

- |   |  |
|---|--|
| <input type="checkbox"/> Photos                   | <input type="checkbox"/> Police Report                   |
| <input checked="" type="checkbox"/> Plumbing Bill | <input type="checkbox"/> Bangor Water District Abatement |
| <input type="checkbox"/> Parts Receipt            | <input type="checkbox"/> Other (Please describe): _____  |

Signature: [Handwritten Signature]

Date: 12/23/05

**JMD Plumbing**  
 735 Main Street  
 Bangor, ME 04401

# INVOICE

No 748

207-735-5218

DATE 11/5/2025	ORDER NO
SHIP TO	

TO Milander  
68 Mount Hope ave  
Bangor, ME

SALESPERSON	DATE SHIPPED	SHIPPED VIA	F.O.B. POINT	TERMS
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QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
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11/5/25	Removed & disposed of Rotten 1 1/4" tubular Chrome P-trap under low sink.		
	Installed New 1 1/4" Chrome tubular P-trap under low sink.		
	Removed & replaced both flapper & flush handle on Kneppen area toilet.		
	Desired okay		
	Wkr & materials		\$ 355.00
	paid C.C		

Thank you for your business!

**JMD Plumbing**  
 735 Main Street  
 Bangor, ME 04401

# INVOICE

No 750

207-735-5218

DATE 11/11/2025	ORDER NO
SHIP TO	

TO  
 Milliner,  
 68 Mont View Ave  
 Bangor

SALESPERSON	DATE SHIPPED	SHIPPED VIA	F.O.B. POINT	TERMS
QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL	
	Removed 3 Leaked old Style 308 Mansfield Flush Valve Seat San1			
	Installed New Mansfield Sonic Flush Handle clip			
	Desired Price			
	labor & materials	\$	142	00
	Paid C.C.			

*Thank you for your business!*

**Consumption History**

Account : 67

Meter	Neg	Reading	Units	Bill Date	Previous	Current	Consumption
1	N	1		12/12/2025	495	948	453
1	N	1		07/11/2025	353	495	142
1	N	1		04/11/2025	285	353	68
1	N	1		01/10/2025	237	285	48
1	N	1		10/15/2024	222	237	15
1	N	1		10/11/2024	173	222	49
1	N	1		07/12/2024	105	173	68
1	N	1		04/12/2024	87	105	18
1	N	1		01/12/2024	74	87	13
1	N	1		10/13/2023	68	74	6
1	N	1		07/14/2023	64	68	4
1	N	1		04/14/2023	60	64	4
1	N	1		01/13/2023	54	60	6
1	N	1		10/14/2022	48	54	6
1	N	1		07/15/2022	41	48	7
1	N	1		04/15/2022	35	41	6
1	N	1		01/14/2022	29	35	6
1	N	1		10/15/2021	28	29	1
1	N	1		08/24/2021	22	28	6
1	N	1		07/16/2021	14	22	8
1	N	1		04/16/2021	4	14	10
1	N	1		01/15/2021	0	4	4
1	N	0		11/16/2020	1294	1299	5
1	N	1		10/16/2020	1282	1294	12
1	N	1		07/17/2020	1258	1282	24
1	N	1		04/17/2020	1240	1258	18
1	N	1		01/17/2020	1214	1240	26
1	N	1		10/18/2019	1176	1214	38
1	N	1		07/19/2019	1148	1176	28
1	N	1		04/19/2019	1124	1148	24
1	N	1		01/18/2019	1115	1124	9
1	N	1		11/08/2018	1072	1115	43
1	N	1		10/19/2018	1066	1072	6
1	N	1		07/20/2018	1063	1066	3
1	N	1		04/20/2018	1059	1063	4
1	N	1		01/19/2018	1055	1059	4
1	N	1		10/20/2017	1051	1055	4
1	N	1		07/21/2017	1048	1051	3
1	N	1		04/21/2017	1045	1048	3

3,484.25

453 - 68 = 385  
9.082

68

\* - Indicates a read was Estimated

### Consumption History

Account : 67

Meter	Neg	Reading Units	Bill Date	Previous	Current	Consumption
1	N	1	01/20/2017	1042	1045	3
1	N	1	10/21/2016	1034	1042	8
1	N	1	07/15/2016	1030	1034	4
1	N	1	04/15/2016	1024	1030	6
1	N	1	01/15/2016	1017	1024	7
1	N	1	10/16/2015	1007	1017	10
1	N	1	07/17/2015	1000	1007	7
1	N	1	04/17/2015	995	1000	5
1	N	1	01/16/2015	960	995	35
1	N	1	10/17/2014	891	960	69
1	N	1	07/18/2014	853	891	38
1	N	1	04/18/2014	810	853	43
1	N	0	01/17/2014	756	810	54
1	N	0	10/15/2013	698	756	58
1	N	0	07/19/2013	658	698	40
1	N	0	04/19/2013	627	658	31
<b>Total Consumption:</b>						<b>1620</b>
<b>Total Negative Consumption:</b>						<b>0</b>

\* - Indicates a read was Estimated

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**RE: 68 Mount Hope & 479 Stillwater Ave**

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**From** Kevin Luttrell <kevin.luttrell@bangorwater.org>  
**Date** Mon 1/5/2026 10:03 AM  
**To** Bickford, Erika <erika.bickford@bangormaine.gov>

**WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.**

Good morning  
68 Mt Hope shows nothing leaking  
I don't list a 479 Stillwater but I have a 477 Jersey mikes??

kevin

---

**From:** Bickford, Erika <erika.bickford@bangormaine.gov>  
**Sent:** Friday, January 2, 2026 2:16 PM  
**To:** Kevin Luttrell <kevin.luttrell@bangorwater.org>  
**Subject:** 68 Mount Hope & 479 Stillwater Ave

Hi Kevin!

Hope you had a great vacation.

Could you let me know if these addresses have returned to normal' usage?

Thank you in advance!



**CITY OF BANGOR**

**Erika Bickford**

*Administrative Assistant*

*Water Quality Management*

Phone: 207-992-4475

Fax: 207-947-3537

<http://www.bangormaine.gov>



CITY OF BANGOR

# Memo

**To:** Infrastructure Committee

**From:** Amanda Smith, Water Quality Director

**Date:** January 13, 2026

**Re:** Request for Large Sewer Abatement Approval, 479 Stillwater Avenue

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In accordance with the City of Bangor's Sewer Use Ordinance, Chapter 252-25 (F), "Any abatement exceeding \$3,000 must be reported to and confirmed by the appropriate Committee of the City Council prior to final approval and the processing of a correction or credit."

In July 2025, the owner of 479 Stillwater Ave. was notified of high-water consumption by the Bangor Water District. A plumber was hired to inspect the premises. A number of corrections were performed but it did not fix the issue.

In December 2025, the owner hired a plumber to inspect the premises. The plumber found a leaking toilet and broken valve for the sink in one of the bathrooms. Appropriate supporting documentation demonstrates that the repairs were made and the water consumption has returned to normal.

The excess consumption was not limited to one billing cycle but the original request fell out of the 90-day period to grant both quarters of the request. Abatement request is for one billing cycle with a consumption of 550 HCF (hundred cubic feet) vs. average consumption of 69 HCF. The total sewer abatement is \$4,353.05

This request satisfies the requirements of the City Code, Chapter 252 Sewers and Drains §252-25 Abatement of and discounts to sewer use charge.

Staff recommends approval of this abatement request.

Abatement Amount

PLEASE RETURN FORM TO:  
City of Bangor  
Department of Water Quality  
760 Main St.  
Bangor, ME 04401



12/12/25 - 4,353.05

CITY OF BANGOR

Sewer Fee Abatement Request Form

Name: Nick Murphy Account Number: 1807601

Service Address: 479 Stillwater Ave Bangor, ME 04401

Phone Number: (843) 743-9582

Mailing Address: 295 Seven Farms Drive C-147 Daniel Island, SC 29492

Billing Date(s): 07/11/2025, 12/12/2025 Amount of Abatement Requested (\$): \$6,128.46

When and how did the water loss come to your attention? July 11th, 2025

What steps were taken to determine the cause of water loss? Our mechanic found our toilet running nonstop and a broken valve on the sink

Water loss caused by (please check):

- Furnace
- Toilet
- Water Heater
- Other (Please explain): \_\_\_\_\_
- Frozen Pipe
- Broken Pipe
- Vandalism

Where was the water discharged (interior floor, outside, drained to sewer ...etc.)? \_\_\_\_\_

What steps were taken to repair the cause of the water loss? Our in-house mechanic fixed the toilet flapper and a replacement foot valve for the hand sink in July. We thought that fixed the issue but it didn't.

It was finally fixed on 12/12. The future invoice will be affected as well and I will apply for another credit.  
Date(s) repairs were made: 7/17/25, 12/12/25

Please attach the following documentation, as applicable (please check):

- Photos
- Plumbing Bill
- Parts Receipt
- Police Report
- Bangor Water District Abatement
- Other (Please describe): \_\_\_\_\_

Signature: *Nick Murphy*

Date: 12/30/2025

# RECEIPT

**From: Tim's Plumbing**

**Bill To: Phil Jersey Mikes**  
479 Stillwater Avenue, Bangor,  
ME, USA

**Job: Mens room toilet - repair**  
fill valve

Item	Quantity	Tax
Found mens room toilet not filling. Replaced existing fill valve & closet supply line. Tested, no leaks.	1	

Subtotal \$187.50

**Total \$187.50**

Payment Method	Date	Amount
Credit Card Tony	12/12/2025	\$187.50

**Consumption History**

Account : 1807601

Meter	Neg	Reading	Units	Bill Date	Previous	Current	Consumption
1	N	1		12/12/2025	5404	5954	550
1	N	1		07/11/2025	5134	5404	270
1	N	1		04/11/2025	5059	5134	75
1	N	1		01/10/2025	5005	5059	54
1	N	1		10/11/2024	4921	5005	84
1	N	1		07/12/2024	4860	4921	61
1	N	1		04/12/2024	4803	4860	57
1	N	1		01/12/2024	4750	4803	53
1	N	1		10/13/2023	4692	4750	58
1	N	1		07/14/2023	4633	4692	59
1	N	1		04/14/2023	4574	4633	59
1	N	1		01/13/2023	4521	4574	53
1	N	1		10/14/2022	4465	4521	56
1	N	1		07/15/2022	4402	4465	63
1	N	1		04/15/2022	4390	4402	12
1	N	1		02/08/2022	4346	4390	44
1	N	1		01/14/2022	4311	4346	35
1	N	1		10/15/2021	4289	4311	22
1	N	1		07/16/2021	4289	4289	0
1	N	1		04/16/2021	4289	4289	0
1	N	1		01/15/2021	4288	4289	1
1	N	1		10/16/2020	4288	4288	0
1	N	1		07/17/2020	4288	4288	0
1	N	1		04/17/2020	4152	4255	103
1	N	1		04/13/2020	4255	4288	33
1	N	1		01/17/2020	4109	4152	43
1	N	1		10/18/2019	4054	4109	55
1	N	1		07/19/2019	3997	4054	57
1	N	1		04/19/2019	3941	3997	56
1	N	1		01/18/2019	3897	3941	44
1	N	1		10/19/2018	3838	3897	59
1	N	1		07/20/2018	3793	3838	45
1	N	1		04/20/2018	3711	3793	82
1	N	1		01/19/2018	3463	3711	248
1	N	1		10/20/2017	3307	3463	156
1	N	1		07/21/2017	3231	3307	76
1	N	1		04/21/2017	3155	3231	76
2	N	1		04/21/2017	0	0	0
1	N	1		01/20/2017	3069	3155	86

4,353.05

69 = 481 x 95

69

\* - Indicates a read was Estimated

**Consumption History**

Account : 1807601

<b>Meter</b>	<b>Neg</b>	<b>Reading Units</b>	<b>Bill Date</b>	<b>Previous</b>	<b>Current</b>	<b>Consumption</b>
2	N	1	01/20/2017	0	0	0
1	N	1	10/21/2016	2968	3069	101
2	N	1	10/21/2016	0	0	0
1	N	1	07/15/2016	2896	2968	72
2	N	1	07/15/2016	0	0	0
1	N	1	04/15/2016	2890	2892	2
2	N	1	04/15/2016	0	0	0
1	N	1	04/06/2016	2892	2896	4
2	N	1	04/06/2016	0	0	0
<b>Total Consumption:</b>						<b>3064</b>
<b>Total Negative Consumption:</b>						<b>0</b>

\* - Indicates a read was Estimated

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**RE: 68 Mount Hope & 479 Stillwater Ave**

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**From** Kevin Luttrell <kevin.luttrell@bangorwater.org>  
**Date** Mon 1/5/2026 12:08 PM  
**To** Bickford, Erika <erika.bickford@bangormaine.gov>

**WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.**

Erika  
Yes Jersey Mikes is back to normal

---

**From:** Bickford, Erika <erika.bickford@bangormaine.gov>  
**Sent:** Monday, January 5, 2026 10:04 AM  
**To:** Kevin Luttrell <kevin.luttrell@bangorwater.org>  
**Subject:** Re: 68 Mount Hope & 479 Stillwater Ave

Yes, it's Jersey Mikes.

Thanks 😊



**CITY OF BANGOR**

**Erika Bickford**

*Administrative Assistant*

*Water Quality Management*

Phone: 207-992-4475

Fax: 207-947-3537

<http://www.bangormaine.gov>



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**From:** Kevin Luttrell <kevin.luttrell@bangorwater.org>  
**Sent:** Monday, January 5, 2026 10:03 AM

To: Bickford, Erika <[erika.bickford@bangormaine.gov](mailto:erika.bickford@bangormaine.gov)>  
Subject: RE: 68 Mount Hope & 479 Stillwater Ave

**WARNING: EXTERNAL EMAIL - DOUBLE CHECK THE SENDER'S ADDRESS BEFORE OPENING LINKS OR ATTACHMENTS.**

Good morning  
68 Mt Hope shows nothing leaking  
I don't list a 479 Stillwater but I have a 477 Jersey mikes??

kevin

---

From: Bickford, Erika <[erika.bickford@bangormaine.gov](mailto:erika.bickford@bangormaine.gov)>  
Sent: Friday, January 2, 2026 2:16 PM  
To: Kevin Luttrell <[kevin.luttrell@bangorwater.org](mailto:kevin.luttrell@bangorwater.org)>  
Subject: 68 Mount Hope & 479 Stillwater Ave

Hi Kevin!

Hope you had a great vacation.

Could you let me know if these addresses have returned to normal' usage?

Thank you in advance!



**CITY OF BANGOR**

**Erika Bickford**

*Administrative Assistant*

*Water Quality Management*

Phone: 207-992-4475

Fax: 207-947-3537

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CITY OF BANGOR

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# Memo

**To:** Infrastructure Committee  
**From:** Amanda Smith, Director of Water Quality  
**Date:** February 11, 2026  
**Re:** Water Quality Management Biosolids Review

## **An Introduction to Biosolids**

The City of Bangor protects the Penobscot and Kenduskeag rivers from 9.5 million gallons per day of raw sewage through a biological process at the wastewater treatment plant. Part of the treatment involves separating solids from liquids. These solids are known as “bio-solids” or “sludge”, a nutrient-rich byproduct of the treatment process.

In 1987, the EPA 40 CFR part 503 established standards for the use and disposal of biosolids to protect public health and the environment. Under these regulations, the disposal options for biosolids are land-application, landfill disposal, and incineration, with the preferred pathway being beneficial reuse through land-application.

To minimize risk to human health and the environment, biosolids are strictly regulated for pollutant limits through rigorous monitoring, recordkeeping and reporting. Regulations have been amended over the past 40 years as emerging contaminants have been identified and new best practices become available.

## **New Challenges**

Over the past 15-years, perfluoroalkyl and polyfluoroalkyl compounds, commonly referred to as “PFAS” or “forever chemicals” have emerged as concerning because they do not easily breakdown, having a superior ability to resist heat, water, oil and grease. Some have been in use for over 80 years and are common in many every-day personal, household and industrial uses. PFAS were also used in firefighting foams (AFFF) where petroleum-based fires needed to be quickly and effectively extinguished.

Scientists throughout the world have been working to understand this diverse class of compounds and, although there is not a scientific consensus, research suggests that exposure to certain PFAS may be of concern.

PFAS sources are prevalent in our everyday environment and, as part of the waste stream, ultimately end up in biosolids and landfills. This has led to a thorough examination of how society manages these wastes.

### **Maine Leads the Way**

Regions throughout the world, including many policymakers in the United States have responded in vastly different ways to the PFAS concerns.

In 2022, Maine enacted one of the strictest bans on biosolids. H.P. 1417 – L.D. 1911 “An Act To Prevent the Further Contamination of the Soils and Waters of the State with So-called Forever Chemicals” banned land application of all biosolids, regardless of the levels of PFAS.

With a lack of incineration options in Maine, this law resulted in landfilling of biosolids being the only option. Maine landfills, already facing a looming capacity crisis, were suddenly the only disposal outlet for approximately 88,500 wet tons of biosolids per year, most of which is disposed of at the state-owned Juniper Ridge Landfill. This landfill is projected to reach capacity within the next few years unless a proposed expansion is approved. Even with the proposed expansion, final capacity is anticipated to be used within a decade.

### **Bangor’s Biosolids**

Compared to other municipalities throughout the state, Bangor’s biosolids contain elevated levels of some PFAS compounds. In 2023, Bangor was the first community to volunteer to partner with the Maine Department of Environmental Protection (MEDEP) to perform a limited study that would determine how elevated levels of PFAS were entering the sewer system. Due to the size and complexity of Bangor’s sewer system, the City then went on to self-fund a more in-depth study of PFAS sources.

PFAS is known to accumulate from the waste in landfills as well as in firefighting training areas. The City’s sewer system conveys leachate (liquid that has percolated through a landfill) from Pine Tree Landfill for treatment. The City’s sewer system also conveys flow from the former Dow Air Force Base area, which now consists of the Bangor International Airport, Bangor Air National Guard, Bangor Army National Guard and others. This is a known, long-term AFFF firefighting training area.

The data from our PFAS study reflected elevated levels from the landfill leachate and the Dow Air Force Base area, with the highest PFAS concentrations entering the sewer system from the old base.

### **Bangor’s Disposal Options**

There has been a frenzy of public and private activity, including significant financial investments, that have explored a variety of ways to reduce the stresses that biosolids impose on Maine’s landfill capacity. These options have included everything from PFAS destruction pilot studies to digesting and drying biosolids prior to disposal.

There have been multiple state-funded studies to evaluate biosolids management, including “An Evaluation of Biosolids Management in Maine and Recommendations for the Future”, by Brown & Caldwell in 2024 and “Waste Bulking Study” by TRC Companies in 2025.

At this time, there is no viable option other than landfill disposal. The impact of the changes to biosolids management is filling the state’s remaining landfill capacity and the new cost of biosolids disposal is pulling resources away from investing in aging infrastructure.

<b>Fiscal Year</b>	<b>Biosolids Disposal</b>
2021	\$385,519
2022	\$478,683
2023	\$747,269
2024	\$887,866
2025	\$710,326

This Department will continue to discuss the evaluation of short and long-term options with the Committee. Bangor must continue to remove biosolids from its wastewater and finding an economical and sustainable disposal option is imperative to protect human health and the environment.





## **CITY OF BANGOR ORDER**

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02/23/2026

Date: 02/23/2026

Item No:

Assigned to Councilor:

Authorizing City Manager to Execute an Agreement with the Maine Department of Transportation, Overweight Construction Vehicles - 029428.00 US Route 2, Cyclical Pavement Resurfacing

Be it Ordered by the City Council of the City of Bangor that,

the City Manager is hereby authorized and directed to execute an agreement with Maine Department of Transportation for transporting of construction equipment that exceeds legal weight limits over municipal roads for the resurfacing project on Route 2.



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Janet T. Mills  
GOVERNOR

Dale F. Doughty  
ACTING COMMISSIONER

Lisa Goodwin, City Clerk  
Re: City of Bangor  
73 Harlow Street  
Bangor, ME 04401

1/27/2026

**Subject:** Cyclical Pavement Resurfacing  
**Project No.:** 029428.00  
**Location:** Bangor  
**Roadway:** US Route 2

Dear Ms. Goodwin:

The Maine Department of Transportation will soon solicit quotes for the subject project for construction, and pursuant to 29-A MRSA § 2382 (7) we have established a "Construction Area." A copy of 29-A § 2382 is enclosed for your information. Also included is an agreement, **which requires signature by the municipal officers**, and additional background documents.

The agreement stipulates that the municipality will issue a permit for a stated period of time to the MDOT contractor for transporting construction equipment (backhoes, bulldozers, etc.) that exceed legal weight limits, over municipal roads. The agreement acknowledges the municipality's right to require a bond from the contractor to "guarantee suitable repair or payment of damages" per 29-A MRSA.

29-A MRSA § 2382 (7) states that "*the suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers.*" In other words, municipal officers determine the suitability of repairs on municipal ways and bridges.

The State cannot force municipalities to allow overweight vehicles to travel on posted municipal roads. Municipal postings supersede overweight permits. However, the agreement requires municipalities to make reasonable accommodations for overweight vehicles that are operated by contractors and the MDOT in connection with the construction project.

The specific municipal roads involved are not necessarily known at present, as the contractor's plan of operation won't be known until just prior to the start of work. If the municipality plans to require a bond; the amount of the bond should be determined prior to the start of work. If the project number administratively changes, you will be notified, and the agreement modified accordingly. Please return the completed agreement to my attention. Should you have any questions, please contact me at 207 624-3410.

Sincerely,

George M.A. Macdougall, P.E.  
Contracts & Specifications Engineer  
Bureau of Project Development

***Please return this AGREEMENT, when completed, to:***

Maine Department of Transportation  
ATTN.: George Macdougall, Contracts & Specifications Engineer  
#16 State House Station, Child Street  
Augusta, Maine 04333-0016

**Project No.:** 029428.00  
**Location:** Bangor

Pursuant to 29-A MRSA § 2382, the undersigned municipal officers of the City of Bangor agree that a construction overlimit permit will be issued to the Contractor for the above-referenced project allowing the contractor to use overweight equipment and loads on municipal ways.

The municipality may require the contractor to obtain a satisfactory bond pursuant to 29-A MRSA § 2388 to cover the cost of any damage that might occur as a result of the overlimit loads. If a bond is required, the exact amount of said bond should be determined prior to the use of any municipal way. The MaineDOT will assist in determining the amount of the bond if requested. A suggested format for a general construction *overlimit bond* is attached. A suggested format for a construction *overlimit permit* is also attached. This construction overlimit permit does not supersede rules that restrict the use of public ways, such as posting of public ways, pursuant to 29-A MRSA § 2395.

The maximum speed limit for trucks on any municipal way will be 25 mph (40 km per hour) unless a higher speed limit is specifically agreed upon, in writing, by the Municipal Officers.

**CITY OF BANGOR**  
By the Municipal Officials

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**SPECIAL PROVISION 105**  
**CONSTRUCTION AREA**

**Construction Areas** located in the City of Bangor have been established by the Maine Department of Transportation (MDOT) in accordance with provisions of 29-A § 2382 Maine Revised Statutes Annotated (MRSA).

*The sections of highway under construction in Penobscot County:*

*Project 029428.00 is located in the city of Bangor along Route 2. Segment 1 begins 0.12 of a mile east of Doane Street and extends southeast 1.1 miles to Odlin Road. Segment 2 begins 0.45 of a mile north of Interstate 395 and extends north 0.34 of a mile to Hammond Street.*

Per 29-A § 2382 (7) MRSA, the MDOT may “*issue permits for stated periods of time for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The permit:*

*A. Must be procured from the municipal officers for a construction area within that municipality;*

*B. May require the contractor to be responsible for damage to ways used in the construction areas and may provide for:*

*(1) Withholding by the agency contracting the work of final payment under contract; or*

*(2) The furnishing of a bond by the contractor to guarantee suitable repair or payment of damages.*

*The suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers;*

*C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and*

*D. For construction areas, carries no fee and does not come within the scope of this section.”*

The Municipal Officers for the City of Bangor agreed that an Overlimit Permit will be issued to the Contractor for the purpose of using loads and equipment on municipal ways in excess of the limits as specified in 29-A MRSA, on the municipal ways as described in the “Construction Area.”

As noted above, a bond may be required by the municipality, the exact amount of said bond to be determined prior to use of any municipal way. The MDOT will assist in determining the bond amount if requested by the municipality.

The maximum speed limits for trucks on any city way will be 25 mph (40 km per hour) unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

## **GENERAL GUIDANCE**

### **CONSTRUCTION OVERLIMIT PERMIT AND BONDING**

The Maine Bureau of Motor Vehicles (BMV) establishes requirements and standards for the permitting of non-divisible over dimensional and overweight vehicles and loads (collectively overlimit loads) on state roads. These state motor vehicle permits are available on-line. 29-A MRSA and Secretary of State Administrative Rules Chapters 155-157 apply. Additionally, municipalities and county commissioners may issue overweight permits for travel on municipal and county ways maintained by that municipality or county. These permits are typically single trip permits requiring vehicle registration data, intended route etc.

**However, in this case we're dealing with *Construction Permits*** involving overlimit loads in support of construction projects. According to 29-A MRSA § 2382 (7), a Construction Permit is a permit "*for a stated period of time that may be issued for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation*". According to 29-A § 2382 MRSA, the construction overlimit permit must be procured from the municipal officers for overweight loads on a municipal way in support of a construction project within that municipality.

**By signing the attached agreement, the municipality agrees to issue construction overlimit permits to the MDOT construction contractor.**

#### **Frequently Asked Questions:**

**A. Why sign the document in advance of the actual construction contract?**

**Response:** There are three primary reasons: First, to comply with 29-A § 2382. Second, to ensure that there are no surprises regarding the use of municipal roads by the Maine DOT contractor (to reasonably reduce risk and thus keep the cost of construction down) and third, to ensure the town is aware of its rights to control its own roads, and its rights to require a separate contractor's bond. (This is in addition to the Payment Bond and the Performance Bond the Maine DOT requires of the contractor).

**B. Different roads may require different levels of scrutiny. How is a posted road handled?**

**Response:** Despite the general construction overweight permit, the contractor cannot exceed the load limit on a posted municipal road without specific municipal permission. 29-A § 2395 MRSA notes that any ways requiring special protection (such as posted roads) will continue to be protected and overweight permits are superseded by such postings. In such a case the contractor would have to use an alternate route.

C. Is there any reason why the contractor cannot be held to indemnify and hold harmless the Municipality beyond the simple posting of a bond?

Response: The objective of our standard letter is to deal with overweight equipment and trucks on municipal ways during construction of a Maine DOT construction project. The bond merely provides a measure of protection against damage to municipal ways as a direct result of construction activity. Other areas of risk and indemnification are beyond the scope of our letter.

D. Are we required to obtain a bond?

Response: No. In fact, few municipalities have required a construction bond. It is a matter of risk management.

E. If used, what amount should be required on the bond?

Response: Previous MDOT letters used to speak about a maximum bond amount of \$14,000 / mile (\$9,000 / kilometer ) of traveled length, however 29-A § 2382 sets no maximum. The amount of the bond (if any bond is required at all) is based on the individual situation. The MDOT will assist in providing a bond amount estimate if so requested.

F. Why the blanket approval?

Response: The blanket approval we seek is the reasonable accommodation by the municipality to allow the Maine DOT contractor to use town ways (if required ) to haul overweight construction equipment and trucks. This theoretically gives the municipality and the MDOT time to discuss exceptions to a blanket approval. In general, this avoids unnecessary risks and saves money for all concerned in the long run.

G. Who determines the suitability of repairs?

Response: For municipal ways, the suitability of repairs may be determined by municipal officers. The MDOT will assist.

H. What is a non-divisible load?

Response: Per Chapter 157 (The Administration of Over-Dimension and Overweight Permits) under the Secretary of State administrative rules (See Rule Chapters for the Department of the Secretary of State on line), a non-divisible load is defined as: A load which, if separated into smaller loads or vehicles, would:

- 1) make it unable to perform the function for which it was intended;
- 2) destroy its value or;
- 3) require more than eight work hours to dismantle using appropriate equipment. Sealed oceangoing containers, spent nuclear materials in casks, and government-controlled military vehicles and their loads will be considered non-divisible

I. What is the standard for Overweight trucks and equipment?

Response: Overweight means a weight that exceeds the legal limits established in 29-A MRSA Chapter 21.

J. This is an unorganized township with no county or municipal roads. Why should I respond?

Response: Because of limited staff, we send out a standard letter to cover contingencies and minimize risk to the construction process. From time to time the letter may not have a practical application. In most cases of unorganized territories, the agreement is signed and returned as a matter of routine. This ensures that surprises will not be encountered after the start of construction regarding travel over municipal and county ways.

Additional tips:

False Information - Permit are invalidated by false information. A permit is invalidated by the violation of any condition specified by the terms of the permit or by false information given on the application. On evidence of such violation of falsification, the permittee may be denied additional permits.

Proper Registration - Overload permits do not relieve the registrants of vehicles from their obligations to properly register their vehicles in accordance with Motor Vehicle Laws.

Agent's Power of Attorney - If you do require a contractor's bond, make sure you have a copy of the Surety Agent's power of attorney authorizing the surety agent to sign for the surety. Keep the power of attorney with your duplicate original bond at the municipality. The contractor will also have a duplicate original.

Other bonds - The Maine DOT requires a payment bond and a performance bond of the contractor which is held against unsatisfactory performance on the part of the contractor for all construction projects over \$100,000. (The Miller Act (40 U.S.C. 270a-270f) normally requires performance and payment bonds for any federal aid construction contract exceeding \$100,000. 14 MRSA § 871 provides a similar requirement for state funded construction projects.) These bonds cover the proper performance of the contract and the payment of all employees, suppliers and subcontractors.

**SPECIAL PROVISION 105**  
**OVERLIMIT PERMITS**

**Title 29-A § 2382 MRSA Overlimit Movement Permits.**

**1. Overlimit movement permits issued by State.** The Secretary of State, acting under guidelines and advice of the Commissioner of Transportation, may grant permits to move nondivisible objects having a length, width, height or weight greater than specified in this Title over a way or bridge maintained by the Department of Transportation

**2. Permit fee.** The Secretary of State, with the advice of the Commissioner of Transportation, may set the fee for single trip permits, at not less than \$6, nor more than \$30, based on weight, height, length and width. The Secretary of State may, by rule, implement fees that have been set by the Commissioner of Transportation for multiple trip, long-term overweight movement permits. Rules established pursuant to this section are routine technical rules pursuant to Title 5, chapter 375, subchapter II-A.

**3. County and municipal permits.** A county commissioner or municipal officer may grant a permit, for a reasonable fee, for travel over a way or bridge maintained by that county or municipality

**4. Permits for weight.** A vehicle granted a permit for excess weight must first be registered for the maximum gross vehicle weight allowed for that vehicle.

**5. Special mobile equipment.** The Secretary of State may grant a permit, for no more than one year, to move pneumatic-tire equipment under its own power, including Class A and Class B special mobile equipment, over ways and bridges maintained by the Department of Transportation. The fee for that permit is \$15 for each 30-day period.

**6. Scope of permit.** A permit is limited to the particular vehicle or object to be moved, the trailer or semitrailer hauling the overlimit object and particular ways and bridges.

**7. Construction permits.** A permit for a stated period of time may be issued for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The permit:

A. Must be procured from the municipal officers for a construction area within that municipality;

B. May require the contractor to be responsible for damage to ways used in the construction areas and may provide for:

(1) Withholding by the agency contracting the work of final payment under contract; or

(2) The furnishing of a bond by the contractor to guarantee suitable repair or payment of damages.

The suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers;

C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and

D. For construction areas, carries no fee and does not come within the scope of this section.

**8. Gross vehicle weight permits.** The following may grant permits to operate a vehicle having a gross vehicle weight exceeding the prescribed limit:

A. The Secretary of State, with the consent of the Department of Transportation, for state and state aid highways and bridges within city or compact village limits;

B. Municipal officers, for all other ways and bridges within that city and compact village limits; and

C. The county commissioners, for county roads and bridges located in unorganized territory.

**9. Pilot vehicles.** The following restrictions apply to pilot vehicles.

A. Pilot vehicles required by a permit must be equipped with warning lights and signs as required by the Secretary of State with the advice of the Department of Transportation.

B. Warning lights may be operated and lettering on the signs may be visible on a pilot vehicle only while it is escorting a vehicle with a permit on a public way.

With the advice of the Commissioner of Transportation and the Chief of the State Police, the Secretary of State shall establish rules for the operation of pilot vehicles.

**9-A. Police escort.** A person may not operate a single vehicle or a combination of vehicles of 125 feet or more in length or 16 feet or more in width on a public way unless the vehicle or combination of vehicles is accompanied by a police escort. The Secretary of State, with the advice of the Commissioner of Transportation, may require a police escort for vehicles of lesser dimensions.

A. The Bureau of State Police shall establish a fee for state police escorts to defray the costs of providing a police escort. A county sheriff or municipal police department may establish a fee to defray the costs of providing police escorts.

B. The Bureau of State Police shall provide a police escort if a request is made by a permittee. A county sheriff or municipal police department may refuse a permittee's request for a police escort.

C. A vehicle or combination of vehicles for which a police escort is required must be accompanied by a state police escort when operating on the interstate highway system.

**10. Taxes paid.** A permit for a mobile home may not be granted unless the applicant provides reasonable assurance that all property taxes, sewage disposal charges and drain and sewer assessments applicable to the mobile home, including those for the current tax year, have been paid or that the mobile home is exempt from those taxes. A municipality may waive the requirement that those taxes be paid before the issuance of a permit if the mobile home is to be moved from one location in the municipality to another location in the same municipality for purposes not related to the sale of the mobile home.

**11. Violation.** A person who moves an object over the public way in violation of this section commits a traffic infraction.

Section History:

- PL 1993, Ch. 683, §A2 (NEW).
- PL 1993, Ch. 683, §B5 (AFF).
- PL 1997, Ch. 144, §1,2 (AMD).
- PL 1999, Ch. 117, §2 (AMD).
- PL 1999, Ch. 125, §1 (AMD).
- PL 1999, Ch. 580, §13 (AMD).
- PL 2001, Ch. 671, §30 (AMD).
- PL 2003, Ch. 166, §13 (AMD).
- PL 2003, Ch. 452, §Q73,74 (AMD).
- PL 2003, Ch. 452, §X2 (AFF).

**MUNICIPAL OVERLIMIT PERMIT FOR CONSTRUCTION**

MUNICIPALITY: \_\_\_\_\_

Phone: 207-\_\_\_\_\_; fax: 207-\_\_\_\_\_

**APPLICATION FOR OVERLIMIT PERMIT TO MOVE CONSTRUCTION EQUIPMENT AND LOADS IN EXCESS OF LEGAL LIMITS ON MUNICIPAL WAYS**

Construction Time Period:

Per 29-A § 2382 (7) MRSA, application is hereby made to the MUNICIPALITY OF \_\_\_\_\_ for An Overlimit Permit to move construction equipment, material, objects or loads in excess of legal limits over ways maintained by the MUNICIPALITY in support of construction operations for the following Maine DOT project

Project Description:

Project Identification Number (PIN):

NAME OF PERMITTEE (Construction Company):

STREET/P.O. BOX:

CITY:

STATE/PROV:

ZIP / POSTAL CODE:

PHONE:

FAX:

This object or load cannot be readily reduced to the legal limits.

Signed by:

(name & title)

Permit is granted. A copy of this signed permit will be provided to the permittee as prove of permit. This permit will automatically expire at the physical completion of the above construction project. The original permit will be held on file at the municipality.

Signed:

Municipal Official

**MUNICIPAL OVERLIMIT PERMIT FOR CONSTRUCTION**

MUNICIPALITY: \_\_\_\_\_

Phone: 207- \_\_\_\_\_; fax: 207- \_\_\_\_\_

**APPLICATION FOR OVERLIMIT PERMIT TO MOVE CONSTRUCTION EQUIPMENT AND LOADS IN EXCESS OF LEGAL LIMITS ON MUNICIPAL WAYS**

Construction Time Period:

Per 29-A § 2382 (7) MRSA, application is hereby made to the MUNICIPALITY OF \_\_\_\_\_ for An Overlimit Permit to move construction equipment, material, objects or loads in excess of legal limits over ways maintained by the MUNICIPALITY in support of construction operations for the following Maine DOT project

Project Description:

Project Identification Number (PIN):

NAME OF PERMITTEE (Construction Company):

STREET/P.O. BOX:

CITY:

STATE/PROV:

ZIP / POSTAL CODE:

PHONE:

FAX:

This object or load cannot be readily reduced to the legal limits.

Signed by:

(name & title)

-----  
Permit is granted. A copy of this signed permit will be provided to the permittee as prove of permit. This permit will automatically expire at the physical completion of the above construction project. The original permit will be held on file at the municipality.

Signed:

Municipal Official



The Surety hereby waives notice of any alteration or extension of time made by the Municipality.

Signed and sealed this ..... day of ....., 20.....

WITNESS:

SIGNATURES:

CONTRACTOR:

Signature.....

.....

Print Name Legibly .....

Print Name Legibly .....

.....

.....

WITNESS:

SIGNATURES SURETY:

Signature.....

Signature.....

Print Name Legibly .....

Print Name Legibly .....

NAME OF LOCAL AGENCY: .....

ADDRESS .....

TELEPHONE .....

NAME OF SURETY

SURETY ADDRESS:.....

BOND # \_\_\_\_\_

BOND # \_\_\_\_\_

Date:

**MUNICIPAL CONSTRUCTION BOND**

KNOW ALL MEN BY THESE PRESENTS: That (name of construction firm) \_\_\_\_\_  
 \_\_\_\_\_ and the Municipality of \_\_\_\_\_, as  
 principal, and.....  
 , a corporation duly organized under the laws of the State of ..... and having a  
 usual place of business .....  
 as Surety, are held and firmly bound unto the Treasurer of the Municipality of  
 \_\_\_\_\_ in the sum of  
 \_\_\_\_\_ and 00/100 Dollars (\$ )  
 to be paid said Treasurer of the Municipality of \_\_\_\_\_ or  
 her/his successors in office, for which payment well and truly to be made, Principal and  
 Surety bind themselves, their heirs, executors and administrators, successors and assigns,  
 jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in  
 the Contract to construct Project Number \_\_\_\_\_ in the Municipality of  
 \_\_\_\_\_ promptly and faithfully performs the Contract,  
 without damage to the municipal ways, other than normal wear and tear; then this  
 obligation shall be null and void; otherwise it shall remain in full force and effect.

However, if the Principal designated as Contractor causes damage to any municipal way  
 beyond normal wear and tear, in the construction of the above project through the use of  
 legal weight, legal dimension trucks or equipment; or overweight or over-dimension  
 equipment or trucks (as defined in 29-A MRSA) on the municipal ways, then this bond  
 may be used to guarantee that the contractor either repairs or pays for the damage caused  
 by the use of its equipment or trucks. The degree of damage beyond normal wear and  
 tear will be determined by municipal officials with the assistance of the Maine  
 Department of Transportation.

The Surety hereby waives notice of any alteration or extension of time made by the Municipality.

Signed and sealed this ..... day of ....., 20.....

WITNESS:

SIGNATURES:

CONTRACTOR:

Signature.....

.....

Print Name Legibly .....

Print Name Legibly .....

.....

.....

WITNESS:

SIGNATURES SURETY:

Signature.....

Signature.....

Print Name Legibly .....

Print Name Legibly .....

NAME OF LOCAL AGENCY: .....

ADDRESS .....

TELEPHONE .....

NAME OF SURETY

SURETY ADDRESS:.....

BOND # \_\_\_\_\_



CITY OF BANGOR

JEFFERSON DAVIS, PLA  
DIRECTOR OF ENGINEERING

## DEPARTMENT OF ENGINEERING

To: Infrastructure Committee  
From: Jefferson Davis, PLA Director of Engineering  
Date: February 18, 2026

Re: Draft SS4A Demonstration Project – Hammond and Union Street Intersection

Dear Councilors,

The City of Bangor, the Bangor Area Comprehensive Transportation Systems (BACTS), and the Maine Department of Transportation is proposing a demonstration project for the summer and fall of 2026 to enhance safety for all roadway users at the intersection of Hammond and Union Streets. This project is driven by a desire to make design changes that will support the reduction of both vehicle and pedestrian crashes at this location by reducing conflict points and speeds.

The proposed installation includes lane and curb extensions, enhanced with flexposts, and closing 4th Street with barricades in order to simplify and calm the intersection geometry. The project will have a significant community engagement component including before and after surveys. It will also involve the collection of volume, speed, and crash data before and after the installation. The project is temporary and all elements will be removed in early November 2026 to accommodate snow removal.

Attached is the draft proposal.

# DRAFT SS4A Demonstration Project Proposal: Bangor: Hammond and Union Street Intersection

December 31, 2025



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## Summary

The City of Bangor, in partnership with the Bangor Area Comprehensive Transportation Systems (BACTS), is proposing a demonstration project for the summer and fall of 2026 to enhance safety for all roadway users at the complex intersection of Hammond and Union Streets. This project is driven by a desire to make design changes that will support the reduction of fatal and serious injury crashes at this location by reducing conflict points and speeds. These changes are consistent with the goals of the Draft BACTS regional Complete Streets Policy and supported by a Safe Streets for All (SS4A) grant.

The proposed installation includes lane extensions, enhanced with flexposts, and closing 4th Street with barricades in order to simplify and calm the intersection geometry.

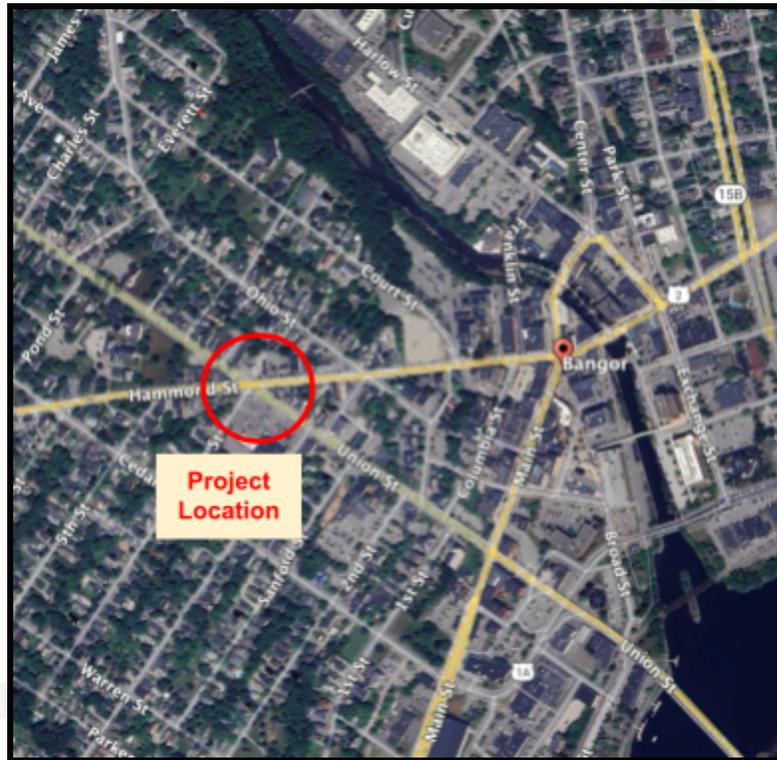
This project is intended to test whether improved road design can improve safety, reduce speeds, and reduce crashes. The project will have a significant community engagement component including before and after surveys. It will also involve the collection of volume, speed, and crash data before and after the installation.

The project is temporary and all elements will be removed in early November 2026 to accommodate snow removal, but may be reinstalled in years to follow if the project is deemed successful.

This project requires approval by the Bangor Municipal Government and the MaineDOT Regional Engineer prior to installation.



## Project Overview

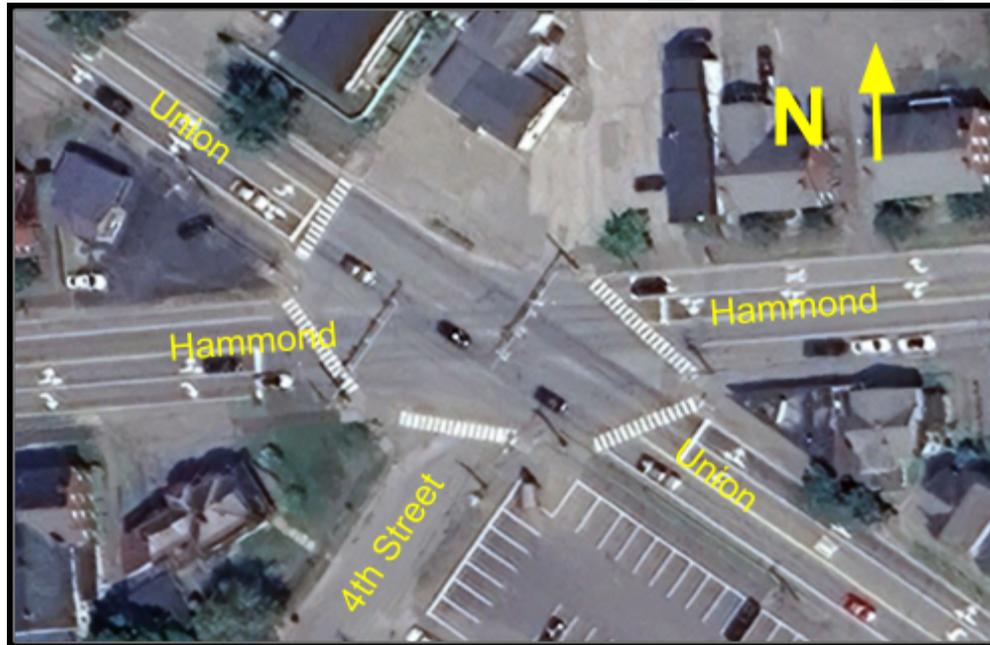


### ***Project Location***

At this location, Hammond Street, which is also a state highway, Route 2, consists of a three lane cross section at the intersection, with shared thru/left and separate right turn lanes on each approach. Hammond Street runs east-west and carries an AADT of approximately 5500 vehicles per day (vpd). It has a federal functional class designation of “minor arterial”, and is ranked as Highway Corridor Priority 2 by the MaineDOT.



At this intersection, Union Street consists of three lanes at the intersection, with separate left turn lanes and shared thru/right on each approach. The road travels in a northwest/southwest direction where it crosses Hammond, and is a state highway, Route 222. Union Street at this location has an AADT of approximately 9000 vpd, a federal functional class of “other principal arterial”, and is ranked as Highway Corridor Priority 1 by the MaineDOT.



4th Street forms a fifth, southwest leg of the intersection formed by Hammond and Union and is a residential street without traffic markings on it. 4th Street has an AADT of approximately 500, a federal functional class of “local”, and is ranked as Highway Corridor Priority 5 (lowest) by the MaineDOT.



Except for the southeastern approach of Union Street, which is posted at 30mph, the speed limit on all roadways leading to the intersection is 25mph. Under the MaineDOT's speed setting policy, it may be possible to reduce the posted speed of the last leg of Union to 25mph, which would make all the approaches have the same contextually appropriate speed of 25mph.

There are crosswalks of more than 40 feet (one is 60 feet) in length on each of the five legs.

The intersection is 187 feet wide on Union from stop bar to stop bar, and 170 feet wide on Hammond. There is a business on the northern corner of the intersection opposite 4th Street with two openings of more than 30' into a single parking lot. Traffic entering and leaving this business, as well as on to/out of 4th Street, further increases conflicts at this large and complex intersection.

***Project Need–Crashes***

*Crashes in the Project Area*



The Hammond/Union intersection has been the site of approximately 69 crashes since 2015, including five that resulted in a serious or minor injury, and three pedestrian crashes. There are no reported bicycle crashes in the MaineDOT data set, which may be attributable in part to the fact that the intersection presents operational challenges to persons on bicycles, and may not see many riders.

Reducing turning speeds and improving lane discipline are stated objectives for this project. Simplifying this intersection may reduce the frequency and severity of rear end and sideswipe crashes. Both Hammond and Union are on the High Injury Network identified in the data analysis for the Bangor Safety Action Plan.

This location was selected by the municipality with BACTS support as a demonstration project location, consistent with the data analysis and identification as on the High Injury Network, and in response to community concerns.

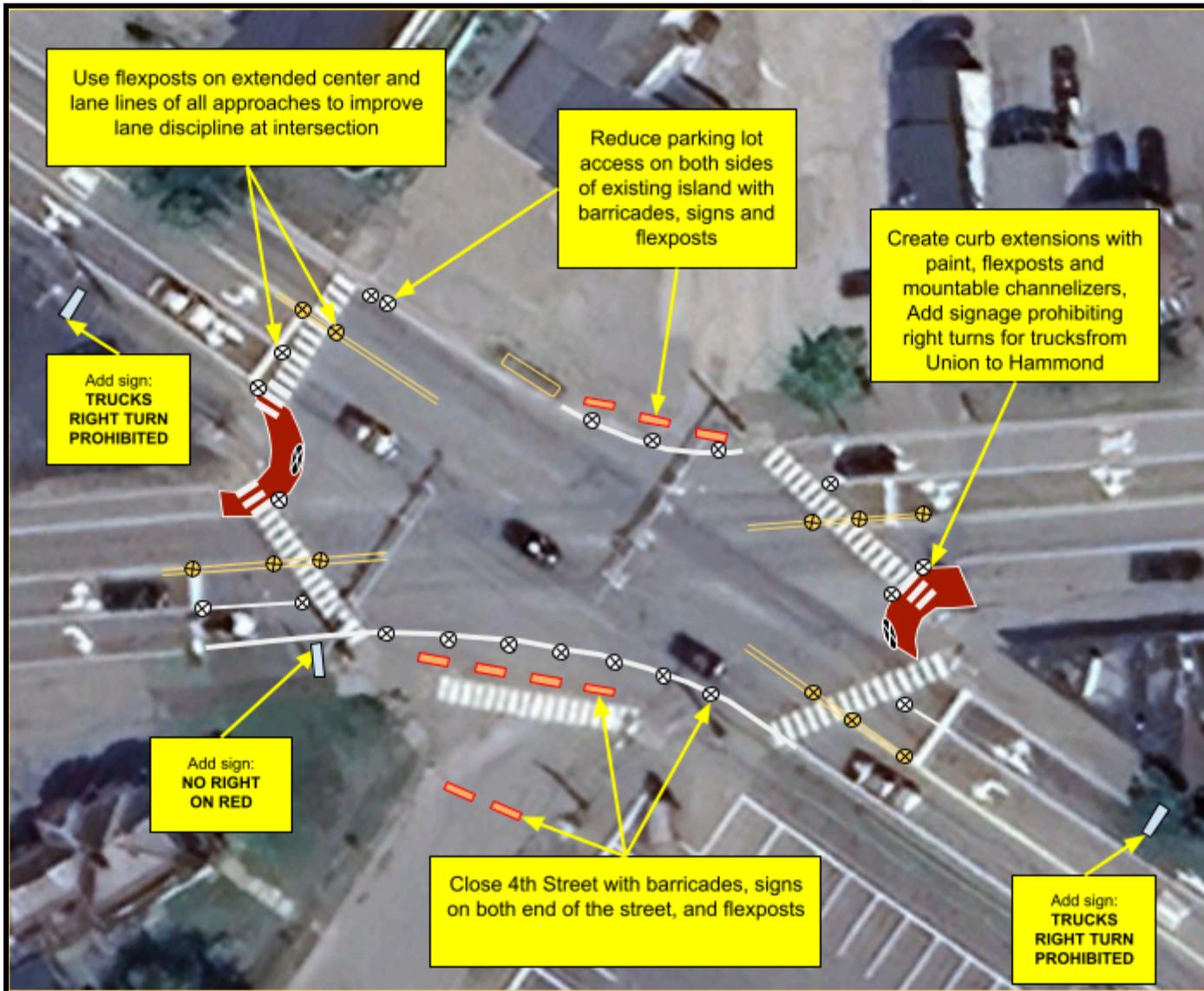
### ***Project Purpose***

This project is intended to test:

- Whether design changes can reduce vehicle speeds, especially turning vehicle speeds, at this location. Lower speeds reduce the severity of crashes for all users.
- Whether design changes can reduce crashes along this intersection. Less complex intersections have fewer crashes.
- Whether abutters are significantly impacted by the reduction of access directly at the intersection
- Whether there is community support for a safer intersection, designed to reduce crashes.



## Conceptual Project Design



**Goal: Intersection Simplification, Lane Discipline, Turn Speed Reduction**

The proposed design includes a number of changes to the intersection, including:

- The closure of 4th Street using signage (Traffic Pattern Change, Dead End, Road Closed, etc) on both ends of the street, flexposts and barricades (barricades may be jersey barriers, fences, barrels or other standard materials for this application, provided by Bangor)
- The reduction of access openings into the abutting business on the north of the intersection
- Curb extension at the eastern and western corners of Hammond and Union
- Adding signs that inform truck traffic that certain acute turning movements are not permitted (e.g. from Union NB to Hammond EB, or from Union SB to Hammond WB).
- Mountable channelizing elements used at apex of curb extensions
- Channelizing flexposts at crosswalks to improve crossing conspicuity and create friction
- Extend center and lane lines to improve lane discipline
- No impact on lane widths

**Materials**

- Flexposts used shall be 30 white or 20 yellow (where appropriate) 42" Pexco DP 232 surface mount posts with reflective tape.
- Mountable elements shall consist of 4' black and white speed bumps mounted on edges of travel lanes
- Flexposts shall be secured to the roadway using 8x8 butyl pads.
- 4" Striping shall be created with retroreflective paint or equivalent.
- Curb extension infill paint shall be Sherwin Williams Concrete paint



**Traffic Safety During Installation and Removal**

Bangor DPW staff will create temporary traffic control (TTC) zones as per MUTCD Part 6 guidance using cones and signs. Signage and channelizers shall include OSHA approved "Road Work" signs in advance of the project area, and cones as needed to transition traffic away from any area where people are working. A DPW truck with safety

lights will be parked upstream of any personnel near travel lanes. All persons on site during installation or removal will wear high visibility vests. Police will support and direct traffic as needed and available. Every effort will be made to minimize impacts on traffic. All on-site personnel who are not experienced or trained on working in the roadway shall attend a safety training prior to installation.

## Timeframe

The installations would occur after May 1, 2026 and removed no later than November 15, 2026.

## Metrics

The project will be measured by whether it met the goals outlined in the Project Purpose.

- *Whether design changes can reduce vehicle speeds along this corridor.*
  - Speed data will be collected before (May) and after (TBD) at this location and compared.
- *Whether design changes can reduce crashes along this corridor.*
  - Crash rate for the same months in years prior will be compared to crash rate while the installation is in place.
- *Whether design changes can reduce/prevent fatal and serious crashes along this corridor.*
  - Fatal, severe injury, and injury crashes for years prior will be compared to crashes while the installation is in place.
- *Whether abutters are significantly impacted by the reduction of access at the intersection*
  - Survey answers from post-installation survey will be reviewed and targeted outreach will occur.
- *Whether there is community support for a safer intersection, designed to reduce crashes, property damage and injuries.*
  - Survey answers from the pre-installation and post-installation survey will be compared.



## **Maintenance Plan**

The project will be monitored on a daily basis by local DPW staff and volunteers, and any knocked down delineators will be removed or replaced by project team members within 48 hours of a report. Elements that are regularly getting hit/damaged may be removed.

## **Project Removal**

The project will be removed no later than November 15, 2026.

## **Public Notification**

The City of Bangor, with BACTS, may release information via social media, press release, and posters in advance of the install day, with specifics about how traffic will be impacted, how to navigate the new features, and how input on the project can be provided.

A public survey will be opened to gather feedback on the installation.

## **Authorization Process**

Installation will not proceed until written permission is received from both an authorized representative of the municipal government of Bangor and the MaineDOT Regional Engineer; a sign off letter is included with this proposal.

## **Liability**

The project described above shall be understood as a planning exercise undertaken by the City of Bangor with the full permission and approval of City government. All relevant indemnifications for municipal projects are understood to apply to this project. The City of Bangor, BACTS, VHB and James Tassé Consulting, their employees, officers, volunteers and agents are exempted from any and all claims, including claims of negligence, resulting in



any physical injury or death, property damage or economic loss, which may be suffered or which may be perceived as resulting from use of this facility. Installation of the project affirms agreement with these terms.

## Project Contact

Madeline Jensen

Planner

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[www.bactsmmpo.org](http://www.bactsmmpo.org)

DRAFT



## Authorization Form

### Approved by Bangor

I hereby confirm that the municipal government of Bangor

- has reviewed and approves this project for installation as described in the attached proposal
- is willing to assist with the installation and maintenance of this project.

Signed: \_\_\_\_\_

*Name and Title, Printed* \_\_\_\_\_

Date: \_\_\_\_\_

### Approved by MaineDOT

I hereby confirm that the Maine Department of Transportation has reviewed and approved this project for installation as described in the attached proposal.

Signed: \_\_\_\_\_

*Name and Title, Printed* \_\_\_\_\_

Date: \_\_\_\_\_

