

INFRASTRUCTURE COMMITTEE MEETING

MONDAY, AUGUST 22, 2011

6:00 P.M.

HAMPDEN TOWN OFFICE

A G E N D A

1. Minutes of July 25, 2011 meeting
2. Old Business
 - a. Water District – Preparation for semi-annual meeting
3. New Business
 - a. Coldbrook Road Speed Limit
4. Public Comment
5. Committee Member Comment

INFRASTRUCTURE COMMITTEE MEETING MINUTES
Monday, July 25, 2011

Attending:

Councilor William Shakespeare	Mayor Janet Hughes
Councilor Jean Lawlis	Public Works Director Chip Swan
Councilor Tom Brann	Town Manager Sue Lessard
Councilor Shelby Wright	

1. Minutes of 6/27/2011 – The minutes were accepted as presented with no changes or alterations.
2. Old Business
 - a. Bid Results – One Ton Trucks – Motion by Councilor Brann, seconded by Mayor Hughes to recommend to the full council the purchase of two four wheel drive one ton trucks from Darlings for the price of \$61,690 after trade-in. Unanimous vote.
 - b. Papermill Road Culvert replacement – Motion by Councilor Lawlis, seconded by Councilor Brann to recommend to the full council the authorization of repairing the Papermill Road Culvert for a total of \$10,000, with the award of the contracting portion to Harriman Brothers for \$4,500 to be paid from Public Works Reserve. Unanimous vote.
3. New Business
 - a. Urban/Rural Initiative Program funds – Motion by Mayor Hughes, seconded by Councilor Brann to recommend to the full Council the acceptance of URIP funds for 2011/2012. Unanimous vote.
 - b. Use of Town Sewer system for Chevron effluent – Motion by Councilor Brann seconded by Councilor Lawlis to recommend to the full council to allow the Town Manager to negotiate with the City of Bangor and Chevron for use of the Town sewer for transmitting treated water from their site to the Bangor Treatment facility. Unanimous vote.
 - c. Sidewalk Grant – MDOT – The Committee discussed this item and had several questions related to the costs of the sidewalk that has been proposed. The Town Manager was instructed to get information related to engineering costs and total construction costs and to see if a representative from Woodard and Curran can attend the Finance Committee meeting on Monday, August 1st.
4. Public Comment - None
5. Committee member comments
 - Mayor Hughes - Next agenda should include discussion of Water District options

- Councilor Wright – Asked that the Public Works Director check the intersection of Meadow Road and Route 69 and notify MDOT of safety concerns at that location.
- Councilor Shakespeare – Noted that a town line sign will be put up on North County Road to better define where the line is between towns.
- Public Works Director Chip Swan reported that the No Engine Braking Signs had been received and would be put up on entrances to Town.
- Public Works Director Chip Swan reported that the updated sidewalk installation price for the upcoming Route 1A MDOT project is estimated at approximately \$60,300.

The meeting was adjourned at 7:15 p.m.

Respectfully submitted,

Susan Lessard
Town Manager



Susan Lessard <manager@hampdenmaine.gov>

Coldbrook Road Speed Zone Review

1 message

Allen, Andrew <Andrew.Allen@maine.gov>

Wed, Aug 10, 2011 at 12:22 PM

To: manager@hampdenmaine.gov
Cc: "Mattson, Bruce" <Bruce.Mattson@maine.gov>

Dear Susan Lessard,

Thank you for meeting with me this morning to discuss the findings of the speed zone review on State-aid Coldbrook Road in the towns of Hermon and Hampden. The following changes will be established on Coldbrook Road in Hampden:

- 1) A 45 MPH speed zone in Hampden, 1.39 mile long, (0.10 miles north of State Route 202 to 0.04 miles south of the I-95 northbound off-ramp) and
- 2) a shortened 40 MPH, 0.76 mile long, (0.04 miles south of the I-95 northbound off-ramp in Hampden to 0.03 miles north of Littlefield Avenue in Hermon).

The results of this review is based on an engineering analysis completed on 7/20/11 that includes:

- Test runs
- Radar analysis (multiple locations)
- Crash history (3 year)
- Geometry (lane width, shoulder width, vertical curves, horizontal curves, etc)
- Access points (residential, commercial & public roads)
- Engineering judgment

This change will better reflect the existing speeds of the traveling public. This should also alleviate some driver frustration with the small percentage of drivers adhering to the posted speed limit (these frustrated drivers often pass in unsafe areas/manners) as they are agitated and making less rational decisions.

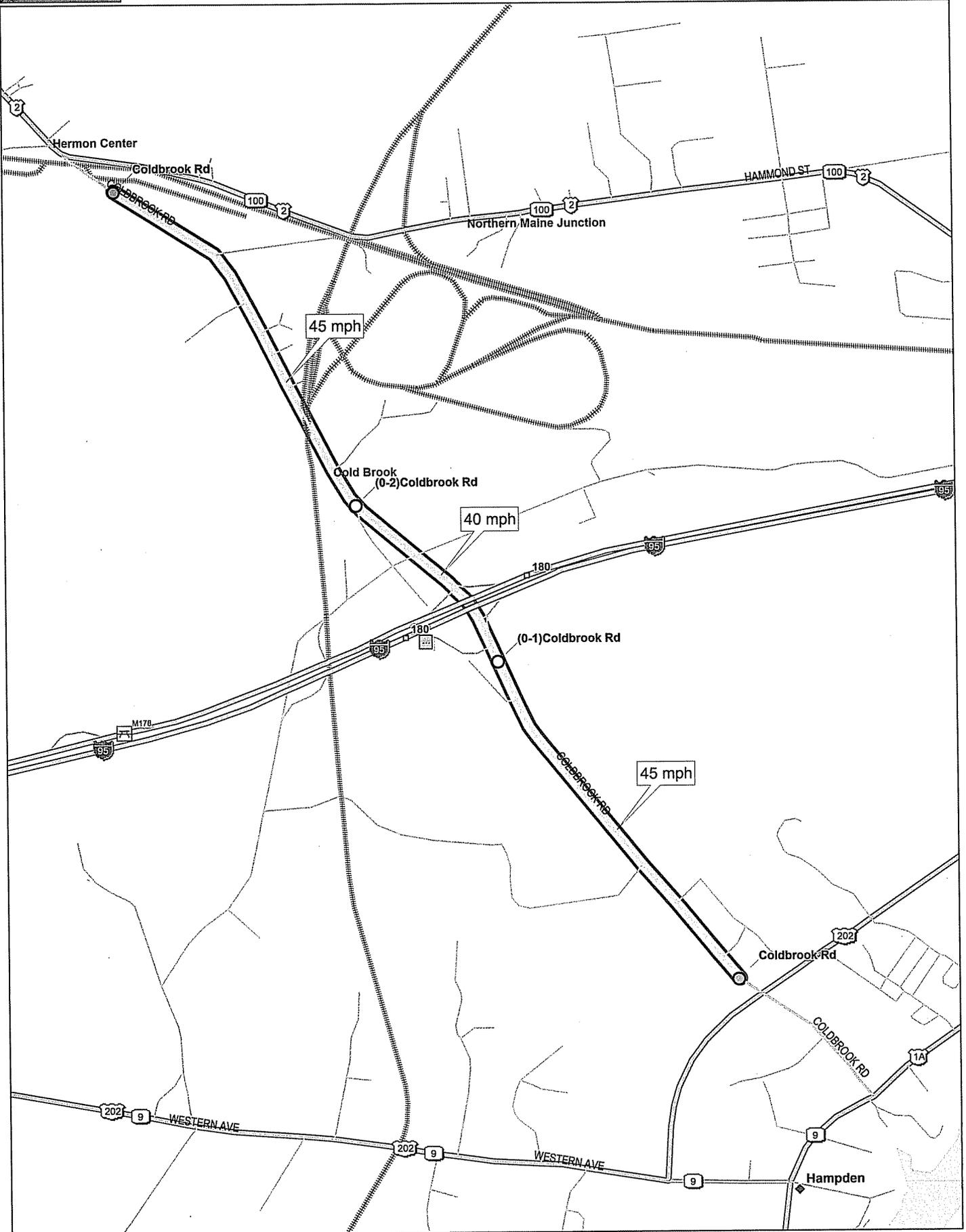
These changes will not physically take place until after this has been processed through a Commission Record and then scheduled for installation, 4 to 8 weeks.

If you have any additional questions please feel free to contact me. We look forward to working with you in the future to improve the safety of our roads.

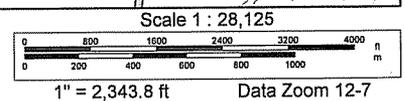
Andrew Allen

Eastern Region, Traffic Department

941-4500



Data use subject to license.
 © 2004 DeLorme, Street Atlas USA © 2005.
 www.delorme.com



SPEED INVESTIGATION OF OHIO ROUTE 835 IN THE CITY OF BEAVERCREEK 1992-1993

by Duke P. Ganote, P.E. (touched up by Kevin Atkinson)

May 27, 1993

SUMMARY

As I discussed in the newsletter first posted in this topic, the posted speed limit on Ohio 835 is now 50-mph [it use to be 35-mph].

Using a radar gun, I collected five sample of "before" speed data. I'm in the process of collecting five samples of "after." The "before" and the to-date "after" data is presented next.

DATA SUMMARY

[I] took eight (8) bidirectional spot speed samples of 200 vehicles each on the mainline section of SR 835. Samples were taken under favorable conditions: dry pavement, temperature from mid-50s to 70s (F), overcast to sunny weather, and no permanent enforcement presence. Summary data is shown below.

SPEED	BEFORE [1]					AFTER [2]		
STATISTICS	_____					_____		
90th%tile (mph)	57	55	58	55	56	57	56	58
85th%tile (mph)	55	54	55	54	54	56	55	56
67th%tile (mph)	52	50	51	50	49	53	52	53
50th%tile (mph)	49	48	49	47	48	49	50	51
15th%tile (mph)	43	43	42	42	42	45	44	46
Pace [3] (mph)	53.0	53.0	52.5	52.0	53.0	54.0	56.5	55.0
% in Pace	57.5	66.0	59.0	63.5	63.0	67.0	70.5	71.0
Mean (mph)	49.3	48.3	48.9	47.8	48.0	50.1	50.4	51.0
% exceeding 65mph	1.5	0.5	1.0	1.0	1.5	1.0	0.5	2.0
% exceeding 60mph	5.5	2.5	5.0	2.5	3.0	4.0	3.0	6.0
% exceeding 55mph	15.0	8.5	12.5	9.5	13.0	15.5	14.0	15.5
% exceeding 50mph	43.0	31.0	36.5	27.5	28.5	44.0	46.0	50.5
% exceeding 45mph	68.5	66.0	66.5	62.0	62.5	81.0	81.5	86.5
% exceeding 40mph	94.0	91.0	92.0	88.5	88.0	95.5	97.0	99.0
% exceeding 35mph	100.0	100.0	99.5	98.5	99.0	99.0	100.	100.

[1] April 22, May 3 & 16, June 10 & 20, 1992

[2] May 9, 13 & 27, 1993

[3] Upper limit of 10-mph pace (10-mph grouping with

largest number of vehicles).

My preliminary conclusion: speeds may have increased 1- or 2-mph since the posted limit was changed from 35-mph to 50-mph. Most of the increase seems to be due to slower drivers getting "up to speed" and into the pace (the percentage of drivers in the pace is up from about 60% to about 70%).