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<b>Brief description.</b>	
<ul style="list-style-type: none"> <li>Information from MaineDOT and FHWA regarding light capital paving (LCP)</li> </ul>	
<b>Estimated duration</b>	20 minutes

<b>Contact</b>	Elizabeth Roberts, staff
<b>Recommended action</b>	Recommend approval of the list of additional prioritized projects. Direct staff to work collaboratively with MaineDOT to review and validate cost estimates of selected segments.
<b>Attachments</b>	none

At the June 15<sup>th</sup> meeting, the PACTS Collector Paving Working Group asked PACTS staff to explore the possibility of using light capital paving (LCP) as part of the PACTS Collector Paving Program (CPP). MaineDOT has two programs that fall under LCP: 1) Cyclical Pavement Resurface (CPR), which is a thin shim and ¾” overlay; and 2) ultra-thin bonded wearing course, which applies an emulsion layer immediately followed by an aggregate layer.

PACTS staff reached out to FHWA regarding whether federal funds could be used for preventative maintenance. On August 5, 2022, PACTS staff had a conversation with Rachel Levee, Maine’s FHWA Division Deputy Administrator. She said that federal funds can be used for preventative maintenance which would include pavement overlays.

Staff from MaineDOT will be in attendance to answer questions regarding how MaineDOT uses light capital paving, some of the challenges with LCP, and how it might work for PACTS.

***Recommended action: Discussion and a vote on whether PACTS staff, working in conjunction with MaineDOT, should develop alternatives to incorporate LCP into the PACTS CPP.***

Members of the public are welcome to provide up to three minutes of public comment on this item. Opportunity for comment will be provided after staff’s report, prior to the panel’s discussion.