

PACTS Collector Paving Working Group Meeting Notes

Wednesday, April 13, 2022

11:00 AM -12:00 PM

Remote Meeting

In Attendance:

Committee Members	Affiliation	Attendance
Craig Chekan	Biddeford	Y
Jay Reynolds	Cape Elizabeth	Y
Bill Shane	Cumberland	Y
Justin Early	Falmouth	Y
Adam Bliss	Freeport	Y
Tom Poirier	Gorham	Y
LaRay Hamilton	MaineDOT	Y
Ryan Hodgman	MaineDOT	Y
Clark Baston	North Yarmouth	N
Chris White	Old Orchard Beach	N
Lauren Andersen	Portland	Y
Travis Moore	Saco	Y
Angela Blanchette	Scarborough	N
Doug Howard	South Portland	N
Katherine Kelley	Westbrook	N
Mark Arienti	Windham	Y
Erik Street	Yarmouth	Y
Guests		
Tom Milligan	Biddeford	
Terry Deering	Gorham	
Ken Capron	Public	
For GPCOG		
Elizabeth Roberts, Harold Spetla, Teagan Betori		

1. Public Comments

There were no public comments.

2. Approval of the February 16, 2022 Meeting Notes

There were no comments on the February 16th meeting notes and they were approved with no objections.

3. Selection of the 2025 PACTS Collector Paving Projects

In 2021 PACTS adopted a new Collector Paving Program (CPP) policy which realigned the municipalities into 3 CPP Subregions. The CPP would select road segments from 1 subregion per year on a 3-year rotating basis. Staff introduced a proposed list of segments from the Northern CPP Subregion for paving in the 2025 calendar year. Typically, the PACTS CPP is allocated \$2.198 million annually, however, staff have proposed a list that exceeds the annual allocation because the segments will be reviewed by GPCOG and MaineDOT and segments could be removed if they are deemed to be too deteriorated for preservation (requiring rehabilitation/reconstruction) or PACTS may receive additional funding.

The list presented included grey rows that would be excluded from funding selection, because they were either ineligible due to condition or were previously selected for PACTS funding (Municipal Partnership Initiative or CPP). Segments highlighted in blue rows were suggested by staff to be included in the 2025 PACTS CPP. Other segments were highlighted in yellow, orange, and red to indicate they were shorter segments that could be paved along with other existing projects. Staff made an effort to pair short segments (under 1,200 feet) with longer segments (there is no maximum length). The list is prioritized using Overall Ranking, based on condition, AADT, and the presence of transit.

The following CPWG member comments were made regarding the presented list:

- There was a discussion initiated by Tom Poirier (Gorham) about Saco Street in Westbrook (Scarborough TL to Spiller Dr) concerning Gorham's planned project at the intersection of Saco Street and Brackett Drive. Ultimately, it was determined the projects would be far enough apart that they would not affect one another.
- Mark Arienti (Windham) suggested removing the Windham Ctr Rd segment (Gray Rd to Albion Rd) as the Town believes the segment should be rebuilt. Ryan Hodgeman (MaineDOT) also expressed the road was not a good candidate for pavement preservation.
- LaRay Hamilton (MaineDOT) identified Yarmouth's Route 115 segment (Marina/Main Intersection to Route 88) as being paired with an existing Route 88 paving project (MaineDOT WIN 024999) that has been pushed out to 2025. This will provide some cost savings for both projects.
- Adam Bliss (Freeport) spoke in support of Mallett Drive (Main St to Durham Rd), which currently sits just beyond the \$2.198 million limit. The Mallett Drive project would coincide with the Exit 22 bridge replacement and a multi-use path construction. Jay Reynolds (Cape Elizabeth) also expressed his support for paving Mallett Drive. Elizabeth Roberts (GPCOG) noted that with the bridge replacement the segment would actually be shorter than the listed 3,075 feet, which could reduce the price.

The cost estimates attached to the list are planning level in nature and subject to fluctuations in the bidding market.

Adam Bliss moved to present the list with the changes made at the meeting today, Bill Shane seconded the motion. There were none opposed.

4. Draft Request for Proposals for Pavement Management Program

PACTS will be posting a Request for Proposals (RFP) for a pavement condition assessment in 2022-2023—staff attached a draft RFP to the meeting agenda and sought feedback from the group. PACTS will also assemble a selection committee in the future.

The previous assessment method was done by VHB, conducted by selecting a sample of the roadway deemed representative of the entire segment length and then analyzing rutting, cracking, and other deterioration.

Lauren Andersen (Portland) noted Portland has had good success with Streetlogix assessment tool. This tool stores data on a cloud and provides regular software updates with reportedly good customer service. Streetlogix uses a vehicle that analyzes conditions using detection equipment and records a video.

Adam Bliss (Freeport) suggested asking MaineDOT to use their condition detection equipment and shortening the PACTS scope to include mostly database management.

Bill Shane (Cumberland) suggested excluding roads from the assessment scope if they have already fallen well below the condition eligibility range.

Tom Milligan (Biddeford) added Biddeford uses StreetScan and they are generally satisfied with the product.

Adam Bliss (Freeport) volunteered to be a part of the RFP process, refining the RFP and evaluating the proposals.

Jay Reynolds (Cape Elizabeth) brought up the possibility of using PAVER as a pavement management software option. This is software that could possibly be used in conjunction with the condition assessment to prioritize and select segments within the region.

5. Other Business

GPCOG and MaineDOT staff will be conducting field visits to the segments selected as part of the 2024 PACTS CPP, later this month. These site visits will refine the scope and cost estimates for those 2024 projects.

6. Adjourn.

The meeting adjourned at approximately 12:05 PM.