

PACTS Collector Paving Working Group Meeting Notes

Wednesday, June 15, 2022
11:00 AM -12:00 PM
Remote Meeting

In Attendance:

Committee Members	Affiliation	Attendance
Craig Chekan	Biddeford	Y
Jay Reynolds	Cape Elizabeth	
Bill Shane	Cumberland	Y
Justin Early	Falmouth	
Adam Bliss	Freeport	Y
Tom Poirier	Gorham	Y
LaRay Hamilton	MaineDOT	Y
Ryan Hodgman	MaineDOT	
Clark Baston	North Yarmouth	
Chris White	Old Orchard Beach	Y
Lauren Andersen	Portland	Y
Travis Moore	Saco	Y
Angela Blanchette	Scarborough	
Melissa Hutchins	South Portland	Y
Katherine Kelley	Westbrook	Y
Mark Arienti	Windham	
Erik Street	Yarmouth	Y
Guests		
None		
For GPCOG		
Elizabeth Roberts, Harold Spetla		

1. Public Comments

There were no public comments.

2. Approval of the April 13, 2022 Meeting Notes

There were no comments on the April 13th meeting notes and Erik Street (Yarmouth) moved to approve the minutes, Travis Moore (Saco) seconded the motion. All those present voted in favor, Bill Shane and Lauren Andersen were not present for the vote.

3. Staff Report

PACTS and MaineDOT met with Portland and South Portland to perform field reviews of the 2024 PACTS Collector Paving Program (CPP) projects to develop refined cost estimates. Staff have scheduled the 2025 PACTS CPP project field reviews through July.

Staff have drafted the RFP for PACTS Collector Pavement Management and it has been reviewed by MaineDOT. The RFP will go through the competitive solicitation process, which means it will be sent to at least 3 prequalified firms for pavement management data and/or pavement management technical support. MaineDOT has 2 prequalified firms on their list – Applied Pavement Technology and Michael Baker International. Collector Paving Working Group members were encouraged to send PACTS contact information for any pavement management firms they would like to recommend. The firms would need to be approved by MaineDOT before PACTS could award a contract to those firms. Later in the meeting, Katherine Kelley noted that Westbrook used StreetScan and Tom Milligan added that Biddeford uses Streetscape.

Commented [HS1]: I googled this, but couldn't find the company.

4. Updated Central CPP Subregion Projects and Cost Estimates

At the February 16th meeting, the Collector Paving Working Group recommended the approval of the prioritized list of CPP projects in the Central CPP subregion and directed staff to work collaboratively with MaineDOT to review and validate cost estimates. PACTS staff, MaineDOT staff, and staff of respective municipalities have field reviewed those prospective 2024 Collector Paving Program (CPP) projects in the Central Subregion during three days in April and May.

MaineDOT has provided some rough cost estimates based on those reviews. The updated project cost estimates are in Attachment 4A of the [June 15th CPWG meeting packet](#). Projects with the same color row would be advertised together. The annual allocation for PACTS CPP is \$2,198,192. Staff factored in a 7%-10% contingency to account for potential high bid prices.

Tom Milligan (Biddeford) asked what factors went into calculating the estimates. Elizabeth Roberts (GPCOG) noted that the preliminary engineering and construction engineering estimates were approximately 6% and 15% of the construction cost, respectively, based on recent construction costs of MaineDOT projects. LaRay Hamilton (MaineDOT) added that he tried to make these estimates reflective of the most recent bid environment.

Katherine Kelley (Westbrook) added that she has been sending out projects with a 10% contingency to ensure the funding is available.

Tom Milligan moved to recommend the updated projects and cost estimates for selection and approval by a PACTS Governing Board for construction in 2024, Erik Street (Yarmouth) seconded the motion. There were 11 votes in favor and 0 opposed.

5. PACTS 2025 Allocation

PACTS sets aside 40% of the annual allocation of federal funds to collector paving projects and the

remaining 60% to fund complex projects. There are currently no complex projects that are far enough along with a Preliminary Design Report (PDR) to receive construction funding for 2025. Staff is proposing to allocate nearly all funding to collector paving this year, and all funding to complex projects next year. The following table shows how the annual allocation could be distributed for 2025 and 2026 with this option.

The allocation of \$3,297,287 from the 2025 MPO Allocation to the Collector Paving Program would be used to fund road segments in the North and South subregions for paving in 2025. (The Central subregion segments will be paved in 2024 using the 2024 MPO Allocation.)

Bill Shane (Cumberland) expressed concern about the PACTS CPP's ability to pave 15+ miles per year, which was the projected need to maintain the network conditions based on the [2019 PACTS Collector Pavement Condition Study Executive Summary](#).

Travis Moore (Saco) asked how much the pavement management contract would cost. Elizabeth Roberts (GPCOG) did not have the exact amount on hand, but estimated \$75,000.

Bill Shane suggested that moving towards lighter treatments (as opposed to mill and fill) could alleviate some of the burden and pave more mileage. Ryan Hodgman (MaineDOT) noted that an issue could arise given PACTS funds are intended for "capital improvements" and light capital pavement falls under the umbrella of maintenance. Ryan added that PACTS could meet the "10-year useful life" requirement by focusing on roads with a higher PCI and using the lighter treatment. MaineDOT has two such programs: 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.

Adam Bliss (Freeport) asked for clarification about the proposed shifting allocation. Elizabeth Roberts clarified that there would not be additional funding, but instead any projects slated for 2026 construction would be accelerated to 2025. Elizabeth stated this gives a slight advantage to the Southern CPP subregion. Adam asked if the Southern CPP subregions have indicated they will have funding for these projects in 2025. Elizabeth noted this is a new topic and she had not asked any municipalities yet. Elizabeth also clarified that this scenario arose because there are currently no PACTS Complex Projects that have completed PDR and would be ready for 2025 construction.

Katherine Kelley (Westbrook) moved to support the option to move the Southern CPP subregion's 2026 projects to 2025, Bill Shane (Cumberland) seconded the motion. There were 11 votes in favor and 0 opposed.

6. Other Business

Tom Milligan (Biddeford) requested that staff present alternatives for pavement preservation at the next meeting—initiated by the low-mileage treated in the past several years of the program. Harold Spetla (GPCOG) suggested the possibility of staff trying to fast-track that shift to apply it

towards the Southern CPP subregion roads for 2025 (previously 2026), because that would be start of the three subregion cycle under the PACTS CPP policy. Elizabeth Robert (GPCOG) pointed out that this would require staff redrafting the policy and having it approved by a PACTS Governing Board prior to selecting the roads for funding. Elizabeth also noted that PACTS had still not received a specific funding allocation from MaineDOT.

7. Adjourn.

The meeting adjourned at approximately 12:05 PM.