

## PACTS Collector Paving Working Group Meeting Notes

Wednesday, August 10, 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	
Justin Early	Falmouth	
Adam Bliss	Freeport	Y
Tom Poirier	Gorham	Y
LaRay Hamilton	MaineDOT	Y
Ryan Hodgman	MaineDOT	Y
Clark Baston	North Yarmouth	
Chris White	Old Orchard Beach	
Lauren Andersen	Portland	Y
Travis Moore	Saco	Y
Angela Blanchette	Scarborough	
Melissa Hutchins	South Portland	Y
Katherine Kelley	Westbrook	Y
Mark Arienti	Windham	Y
Erik Street	Yarmouth	
<b>Guests</b>		
Scott Bickford		
<b>For GPCOG</b>		
Elizabeth Roberts, Harold Spetla		

### 1. Public Comments

There were no public comments.

### 2. Approval of the June 15, 2022 Meeting Notes

There were no comments on the June 15<sup>th</sup> meeting notes and Melissa Hutchins (South Portland) moved to approve the minutes, Travis Moore (Saco) seconded the motion. All those present voted in favor, Katherine Kelley was not present for the vote.

### 3. Staff Report

PACTS sent out the RFP for PACTS Collector Pavement Management on Tuesday, August 2<sup>nd</sup>. The RFP was sent to two firms on the MaineDOT prequalified list, Applied Pavement Technology and Michael Baker International, as well as Gorrill Palmer and Streetscan, based on recommendations from municipalities.

Staff have met with municipalities and MaineDOT to conduct field reviews for the Northern Collector Paving Program (CPP) Subregion for projects scheduled for 2025. Refined cost estimates from those fields reviews are not available yet.

#### **4. 2025 Southern CPP Subregion Projects and Cost Estimates**

At the June 15<sup>th</sup> Collector Paving Working Group (CPWG) meeting, the group voted to support shifting the 2026 Southern CPP funding allocation to the 2025 calendar year. In July, the PACTS Policy Board voted to approve the shifting of funds to the PACTS CPP, moving the Southern subregion projects from 2026 to 2025.

Staff compiled a list of recommended projects for funding with the 2025 Southern CPP allocation, included in Attachment 4A of the August 10<sup>th</sup> CPWG meeting. The prioritized list shows all roadway segments in the Southern CPP Subregion with an expected Pavement Condition Index (PCI) of 59 or less. The following describes the color codes for the row in the list:

- The gray rows are those segments that either falls into needing reconstruction, rehabilitation, or have been recently selected for a project.
- The green rows are those segments that can be selected for a 2025 project independently of other projects
- The yellow rows identify project pairings. Any segments in a project pairing that are less than 1200 feet cannot be paved independently.

Tom Milligan (Biddeford) asked for the total value of the yellow and green segments, which was identified as \$3.45 million. Elizabeth Roberts (GPCOG) noted that without the Scarborough segments the total was \$2.85 million. This is relevant because Scarborough has previously turned down the highlighted projects when previously selected. Elizabeth also clarified that the Gorham, School St 1 segment would be prioritized over the Biddeford projects, unless the Gorham, School St 1 cost is too high. In that scenario, the Biddeford projects would be funded instead.

Mark Arienti (Windham) asked if the Gorham, School St 2/Fort Hill Rd segment could be paved as a shorter segment. Elizabeth Roberts confirmed this would be an option if Gorham requested it, as long as the segment meets the minimum length requirement of the PACTS CPP Policy.

Travis Moore (Saco) asked if the preliminary estimates have accounted for inflated bids. Elizabeth Roberts confirmed the estimates have accounted for the high bidding environment and the field reviews will further refine the estimates.

Adam Bliss moved to recommend the approval of the list of prioritized CPP projects and to direct staff to work collaboratively with MaineDOT to review and validate cost estimates of selected segments, Erik Street (Yarmouth) seconded the motion. There were 10 votes in favor and 0 opposed.

## 5. Information Regarding Light Capital Pavement

At the June 15<sup>th</sup> CPWG meeting, the possibility of using light capital paving (LCP) was suggested as a cost effective treatment to extend the miles paved each year. Elizabeth Roberts (GPCOG) reached out the Rachel LeVee, the Deputy Division Administrator of Maine for the Federal Highway Administration and confirmed the LCP was eligible for funding under the PACTS CPP. Elizabeth also introduced Scott Bickford from MaineDOT, who attended the meeting to answer any questions regarding LCP.

Elizabeth Roberts opened the questioning for Scott Bickford by asking how MaineDOT uses LCP. Scott responded that MaineDOT uses LCP on Priority 4 and Unbuilt roads—which have lower traffic volumes and focus on longer segments (3-20 miles). MaineDOT usually avoids urban areas and night work for LCP. MaineDOT lets the contractor focus purely on paving—the department addresses everything necessary for the contractor to just show up and pave. MaineDOT’s goal is to pave these roads every 7 years. LCP treatment averages about 5/8 of an inch of new pavement.

Katherine Kelley (Westbrook) asked about the use of ultra-thin bonded wearing course on higher volume roadways. Scott Bickford (MaineDOT) responded that MaineDOT might use that if a roadway is in good condition with just rutting. Scott also added that he was not definitively stating these treatments don’t work on higher volume roads, because MaineDOT has not used LCP treatments on many higher volume roads. Tom Milligan (Biddeford) mentioned that LCP treatments were used on Route 111 in Biddeford last year and so far the treatment has held up.

Harold Spetla (GPCOG) asked how MaineDOT defines high and low volume for roadways to clarify if there are any roadways that in the PACTS CPP with too high a traffic volume to warrant LCP. Scott clarified that he did not think 15,000 AADT was too high for LCP.

Tom Milligan (Biddeford) asked if it would be worth it to use LCP treatments on all PACTS CPP segments to cover more miles. Scott Bickford noted that it would also require adjustments to ADA accommodations every treatment. Even breaking the ADA into a separate contract has not saved MaineDOT very much money.

Katherine Kelley voiced her opinion that LCP treatments don’t make sense for urban corridors since there would be minimal cost savings and the treatment is “like a band-aid.”

LaRay Hamilton (MaineDOT) suggested that LCP could be a viable alternative on road segments that are Unbuilt and would otherwise not be good candidates for mill and fill treatments.

Adam Bliss (Freeport) made the motion to not pursue LCP for the PACTS CPP at this time, Katherine Kelley (Westbrook) seconded the motion. There were 10 votes in favor and 0 votes opposed.

## **6. Other Business**

LaRay Hamilton (MaineDOT) reminded municipalities to pay any outstanding invoices to MaineDOT.

## **7. Adjourn.**

The meeting adjourned at approximately 11:55 PM.