

PACTS Collector Paving Working Group Approved Meeting Notes

Wednesday, February 8, 2022

11:00 AM -12:00 PM

Remote Meeting

In Attendance:

Committee Members	Affiliation	Attendance
Tom Milligan	Biddeford	Y
Jay Reynolds	Cape Elizabeth	Y
Bill Shane	Cumberland	
Justin Early	Falmouth	
Adam Bliss	Freeport	Y
Terry Deering	Gorham	Y
LaRay Hamilton	MaineDOT	Y
Ryan Hodgman	MaineDOT	Y
Clark Baston	North Yarmouth	
Chris White	Old Orchard Beach	
Lauren Andersen	Portland	Y
Patrick Fox	Saco	Y
Angela Blanchette	Scarborough	
Melissa Hutchins	South Portland	Y
Katherine Kelley	Westbrook	Y
Mark Arienti	Windham	
Erik Street	Yarmouth	
Guests		
Bob Malley	Gorrill Palmer	
For GPCOG		
Elizabeth Roberts, Harold Spetla, Ron Landis		

1. Public Comments

There were no public comments.

2. Approval of the December 14, 2022 Meeting Notes

There were no comments on the December 14th meeting notes. Tom Milligan moved to approve the December 14th meeting notes, Jay Reynolds seconded. Adam Bliss abstained. There were no objections.

3. StreetScan Pavement Management Contract

StreetScan was awarded the Pavement Management contract on January 9, 2023. The price proposal we received from StreetScan is \$91,458. We had originally budgeted for \$70,000. It has been proposed, as a cost-saving measure, that a re-evaluation of roads recently evaluated by StreetScan may not be needed. According to StreetScan, four municipalities have had roadways evaluated in 2022.

GPCOG staff proposed that roads with an predicted PCI value of 75 or greater would not be evaluated as a part of this road condition assessment. Instead, the PCI would be reduced by 3 points per year.

Additionally, road segments that had a predicted PCI value of 40 or less would not be assessed, because they would be assumed to have deteriorated beyond eligibility. If a municipality had paved a road segment in that predicted PCI range, they could inform GPCOG staff and have it included in the assessment.

Segments that were programmed for 2023-2025 were suggested to not be assessed, assuming their conditions would be near 100.

Adam Bliss asked how many road miles need to be eliminated to bring the cost proposal to \$70,000. Elizabeth clarified that PACTS' budget is \$70,000 but there are funds available to match the cost proposal, if necessary. Staff are exploring options to reduce cost. Adam noted the group would need to remove about 15 miles of roadway from the assessment to meet the budget constraint.

Patrick Fox encouraged the group to pursue a full assessment of the entire PACTS collector paving network. Patrick stated that the intent is to establish a baseline to show allocation of funds and roadway degradation, suggesting that if the assessment is broken up then the case for more funding to paving is weakened.

Tom Milligan, Katherine Kelley, Terry Deering, and Jay Reynolds also voiced their support for scanning all the road segments.

LaRay Hamilton stated he could see the benefits of saving some money by not assessing roads that are sure to be outside of the range to be selected for paving, but also that he could see the benefits of establishing a baseline PCI for the entire network.

Lauren Andersen noted that Portland uses StreetScan for their roads on a 2-year cycle and wondered if the Portland roads in the PACTS database could be updated with the numbers from the Portland cycle. Elizabeth noted that it was a good question and one that could be discussed at a future meeting. Elizabeth also noted six of the PACTS municipalities use StreetScan, but ten municipalities do not.

Adam Bliss moved to recommend to scan all 228 lane miles of road under the contract with StreetScan with additional funding to be identified by GPCOG staff, Tom Milligan seconded. All those present were in favor.

4. Updated 2025 Southern CPP Subregion Projects and Cost Estimates

Staff presented updated cost estimates for the 2025 Southern CPP Subregion paving projects, provided by MaineDOT. The total estimates exceeded the PACTS Collector Paving Program (CPP) budget, so staff also presented four alternatives for consideration.

- The first alternative gives partial funding to Gorham School Street/Fort Hill Road with no contingency to the three projects in Scarborough and Saco.
- The second alternative gives partial funding to Biddeford Hill Street; no funding to Gorham School Street/Fort Hill Road; and no contingency to the three projects in Scarborough and Saco.
- The third alternative gives funding and a 7% contingency to the three projects in Scarborough and Saco. \$401,192 would go to the Holding WIN.
- The fourth alternative gives funding to the three projects in Scarborough and Saco and would require MaineDOT, PACTS staff, and respective municipalities to field review additional roadway segments that could then be selected for programming in 2025.

Terry Deering initially expressed that he would not be interested in paving only half of the Gorham project. Adam Bliss commented that he would recommend not leaving funds on the table when they're available. Terry added that he was requesting paving funds in the Gorham budget and could probably use those to complete the full length.

The group was reminded that funding had been moved up from 2026 to 2025 for the Southern CPP Subregion, so CPP funding would not be available for the Southern CPP Subregion until 2029 (selected in 2026).

Ryan Hodgman put together an alternative treatment estimate for a $\frac{3}{4}$ " overlay (shim and ultrathin bonded wearing course), which would use about half the material with a bonding layer and enable paving approximately half of the School Street/Fort Hill segments using PACTS funds. This treatment is not usually recommended for PACTS CPP projects because they are frequently shorter in length—this Gorham segment is nearly 1.5 miles, which is more feasible for this treatment. The quick estimate was for approximately \$511,000, including construction, preliminary engineering, construction engineering, and potential night work.

Elizabeth noted there is time to table the discussion until the April PACTS Collector Paving Working Group meeting.

Adam Bliss requested any available CPP funds be allocated to covering the shortfall in the Northern CPP Subregion, related to Freeport, Mallett Drive.

Terry Deering moved to table the vote on updated 2025 Southern CPP Subregion projects until April to await more information on funding and a revised cost estimate, Jay Reynolds seconded. All were in favor.

5. Adjourn.

The meeting adjourned at approximately 12:10 PM.