

PACTS Collector Paving Program Policy

Overview

The Portland Area Comprehensive Transportation System’s (PACTS) Collector Paving Program (CPP) is intended to preserve the PACTS region’s collector roads network using a 75%/25% federal and local contribution. The PACTS CPP is designed to focus on prolonging the functional lifespan of collector roads through preservation paving treatments, such as “mill and fills” or “shim and overlays.” PACTS CPP projects are selected three (3) years in advance on a three-year rotating schedule by PACTS CPP Subregions (in 2021 PACTS will select projects for 2023 and 2024. Construction is administered by MaineDOT.

All PACTS CPP projects must comply with the Americans with Disabilities ACT (ADA) requirements and other MaineDOT policies and procedures. ADA compliance will be fulfilled through a separate MaineDOT contract one year after scheduled paving. If at a future time it becomes feasible, guardrail work that is required by MaineDOT could be fulfilled through a separate contract, as well.

PACTS CPP Subregions

In late 2020, the PACTS Collector Paving Working Group (CPWG) tasked PACTS staff with developing CPP Subregions that would accommodate the three-year rotating paving schedule in an equitable manner, based on lane miles, while adhering to contiguous geographies. It was felt that this subregional approach will help municipalities plan for the future. Staff divided the PACTS region into the CPP Subregions shown in Table 1:

North CPP		Central CPP		South CPP	
<i>Municipality</i>	<i>Lane Miles</i>	<i>Municipality</i>	<i>Lane Miles</i>	<i>Municipality</i>	<i>Lane Miles</i>
Cumberland	23.76	Cape Elizabeth	30.33	Biddeford	31.84
Freeport	25.33	Falmouth	40.35	Gorham	23.13
North Yarmouth	10.38	Portland	50.78	Old Orchard Beach	20.80
Raymond	3.93	South Portland	30.91	Saco	38.80
Westbrook	25.25			Scarborough	53.27
Windham	33.13				
Yarmouth	31.37				
<i>Total</i>	153.15	<i>Total</i>	152.37	<i>Total</i>	167.84
<i>2020 Avg Overall Ranking</i>	25.41	<i>2020 Avg Overall Ranking</i>	25.46	<i>2020 Avg Overall Ranking</i>	26.21
<i>2020 Avg PCI (for reference)</i>	77.25	<i>2020 Avg PCI (for reference)</i>	77.16	<i>2020 Avg PCI (for reference)</i>	76.48

Table 1

The CPWG suggested that the Subregion with the lowest average PCI would be selected first and then the Subregion with the next lowest PCI would be selected for the following year. Beginning in 2021, with the South CPP Subregion, PACTS will select road segments for paving in 2023 and 2024 according to the *PACTS Project Selection* parameters outlined later in this document. The selection process for 2021-2029 is outlined in Table 2.

PACTS Collector Paving Program Schedule		
<i>Selection Year</i>	<i>CPP Subregion</i>	<i>Paving Year</i>
2021	South	2023
	Central	2024
2022	North	2025
2023	South	2026
2024	Central	2027
2025	North	2028
2026	South	2029
2027	Central	2030
2028	North	2031
2029	South	2032

Table 2

PACTS CPP Road Condition Assessments

The PACTS Collector Paving Working Group (CPWG) recommended that PACTS staff consider new road condition assessment methods for the next pavement assessment. The CPWG recommended moving toward an objective assessment method, such as automated technologies. However, any significant discrepancies from previous pavement condition rankings, will be manually checked in the field. A significant discrepancy is defined as an increase in pavement condition when no maintenance was done or a decrease in pavement condition that is at least twice the expected rate of degradation. Roads will not be allocated funding until they have undergone a field review by MaineDOT, PACTS, and municipal staff.

The PACTS CPWG will convene in Fall 2021 to select the next road condition assessment method, as directed by the PACTS governing board (Executive and/or Policy boards).

PACTS CPP Requirements

- **Field Review:** All projects must be reviewed by a team of MaineDOT, PACTS, and municipal staff prior to official funding allocation by PACTS. Neither MaineDOT or PACTS staff will have the ability to remove a project due to the findings in the field review. Removing a PACTS CPP project will require consideration and a vote by a PACTS governing board (Policy or Executive).
- **10-Year Useful Life:** The work included must be considered a capital improvement with a minimum 10-Year useful life.
- **Multiple Party Agreements:** The municipality and all involved parties must be willing to enter into an agreement whereby the PACTS federal funds contribution is capped based on project estimates prior to construction.

Funding

The PACTS CPP's annual federal funding is \$2,198,192. Funds allocated to paving projects that are not used will be allocated back to the Collector Paving Holding WIN. Additional projects can be selected when sufficient funds are available in the Collector Paving Holding WIN. The following are the project funding parameters:

- Minimum local funding match: 25%

PACTS Project Selection

PACTS CPP road segments are filtered to focus pavement treatments on road segments over 1,200-feet long and exceeding 2,000 daily trips (AADT). Road segments that do not meet these parameters are not excluded from treatment consideration, but will need to be paired with nearby projects that do meet the length and traffic count requisites. Municipalities should make note of this filtering process and be aware that while PACTS staff will make an effort to pair short segments with longer segments, the municipality should also share the responsibility of bringing short segments to the attention of PACTS staff prior-to and during the selection process.

PACTS CPP projects are ranked (factoring for Pavement Condition Index, average annual daily traffic, and transit), then municipalities are contacted to gauge their ability to meet the 25% funding match requirement.

Collector Paving Overall Ranking Methodology

The formula used to determine the overall rank for a collector paving road segment is the following:

$$R = (100 - PP) * A * T$$

Where:

R is the overall ranking

PP is the predicted Pavement Condition Index (PCI) for the paving year

T is the Transit Factor which is 1 for a road with no transit; 1.1 for a road with a transit route

A is the Annual Average Daily Traffic (AADT) Factor shown in Table 3 and based on the roadway segment's AADT

AADT range	AADT Factor
AADT < 1,000	1
1,000 <= AADT < 2,000	1.025
2,000 <= AADT < 4,000	1.05
4,000 <= AADT < 6,000	1.075
6,000 <= AADT < 8,000	1.1
8,000 <= AADT < 10,000	1.125
10,000 <= AADT < 12,000	1.15
12,000 <= AADT < 14,000	1.175
14,000 <= AADT < 16,000	1.2
AADT >= 16,000	1.225

Table 3

For future allocation, the CPWG recommended that PACTS staff research the viability of incorporating freight traffic.

As of 1/1/2021, under the current road condition assessment methods, PACTS selects road segments with a PCI of 30 or greater. In December 2020, the CPWG recommended, pending the selection of a new road condition assessment method, that the minimum PCI requirement be increased to a PCI of 40 or greater. The maximum PCI value for CPP road segments will also be increased, from a PCI of 75 to a PCI of 85. This change will occur when PACTS selects a new condition assessment method and conducts a full network assessment in 2022.

Exclusions

The following pavement treatments and construction projects are not eligible for funding under the PACTS CPP:

- Crack sealing
- Ultrathin overlay
- Rehabilitation
- Reconstruction
- Substantial drainage
- Relocating poles
- Sidewalks or Pedestrian pathways (not including ADA ramp adjustments, which are eligible under a separate WIN)
- Guardrail work that is not required by MaineDOT's policies and procedures

Project Approval Timeline

1. January – March: PACTS staff will review available road condition data and prepare a list for committee review.
2. March - April: The PACTS Region Transportation Advisory Committee (RTAC) will review the recommended CPP list.
3. May - June: PACTS governing board (Policy or Executive) will vote on recommended CPP list.
4. June - July: PACTS will deliver a final list for inclusion in the workplan to MaineDOT.
5. Every 3rd Year: Between April 1st and October 31st, PACTS will conduct a road condition assessment of the full collector roads network.

Performance Review

The PACTS CPWG recommended that the Collector Paving Program should be regularly reviewed to assess the program's limitations and opportunities. As such, the PACTS CPP will be reviewed by the PACTS RTAC following each three-year CPP subregional cycle. The PACTS RTAC may review the CPP, as needed, at any time during the CPP subregional cycle.

At the March 9th 2021 Technical Committee meeting, the Technical Committee made a strong recommendation that municipal engineering and public works employees are involved in selecting collector paving road segments.