

MAINE LOCAL ROADS NEWS

A Newsletter to Assist Maine Towns
in Dealing with Local
Transportation Concerns
www.maine.gov/mdot/csd/mlrc

From the Maine Local Roads Center
Community Services Division
MaineDOT
16 State House Station, Augusta, ME 04333

SUMMER 2013



Toll Free Number!
1-800-498-9133
email: local.web@maine.gov
Feel free to contact us
with your road questions.



U.S. Department of Transportation
Federal Highway Administration

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Paving this summer?

Inspection is crucial

The key factors in a good paving job are:

- 1) Have specifications.....good ones!!
- 2) Prepare the surface properly
- 3) Hire a professional to inspect it while they are paving
- 4) Allow paving only in the right conditions
- 5) Compact, compact, compact



Recent so-called “final” paved surface

We hear from many towns who have just paved roads and “it doesn’t look right”. They are looking for an “independent analysis” before any payments are made for a substandard job. Our response is that it is not our role as the Center to provide inspection services and it would be wise to hire a testing/inspection company. A number of consulting and testing firms are available in Maine to provide these services. They are a small price to pay to ensure a quality job for very expensive work that is visible to every driver in town. Consider it insurance that the right job gets done at the right time.



Within 24 hours of paving

Even if consultants aren’t used, buying a few temperature gauges could be a great tool to measure the mix temperature as it is going down. Another inexpensive tip is simply grabbing samples from the paver with shovel and a bucket. By collecting, naming and dating samples, it shows that the municipality cares about the job and can refer to the mix for that particular job, if needed in the future. Without any form of testing, municipalities are actually gambling that the job gets done correctly.

For a lot of municipalities, paving budgets are a large percent of the overall highway budget. And it does not take long to spend thousands of tax dollars on paving, whether on resurfacing or a part of a reconstruction job. It is important to protect municipal investment on paving by

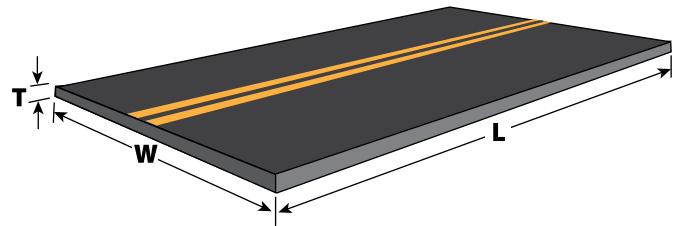
(continued on Page 2)

(Paving..., continued from page 1)

better understanding the industry in Maine and how to do the job right the first time. If your community would like more information on paving, or how to create a pavement management system, please contact us here at the Center.

The formula for calculating how many tons of asphalt needed for a job is;

Length (ft) x Width (ft) x Thickness (in) x .0061



For example, a 1 mile paving job that calls for 2” of pavement would calculate as follows: 5280(L) x 20(W) x 2(T) x .0061 = 1,288 tons

Local Road Assistance Program (LRAP)



The term “URIP” is officially gone. It has been replaced, in name only, by its former name..... the Local Road Assistance Program.

Since 1982, every Maine town and city, plus 10 counties and 3 Indian reservations, receive local road funding from the state for capital improvements of its local roads. It is not “maintenance money” (unless your town is one of the 47 urban compact communities). The majority of towns receive anywhere from \$5,000 to over \$60,000 per year with some towns receiving much less or much more than those averages. The amount per town is dependent on that town’s total mileage plus the size of the annual “pie” of money from the Highway Fund. That “pie” is typically 9-10% of the entire DOT Highway Budget every year.

In 2013, that total amount was just over \$23 million which is just over \$350,000 less than last year. That is because the total DOT Highway Budget is less than last year.

The 2 main changes in 2013 are that:

- 1) Payments will now be made in one full lump sum payment by December 1 rather than 4 quarterly payments.
- 2) The “hold harmless” provision is now gone which means that almost 300 towns will no longer be guaranteed their FY 99 minimum amount. Rather, ALL towns will

now receive the same statutory rates-per-lane-mile rather than higher amounts. Simply put, most former “hold harmless” towns will now receive less funds.

The remaining 200 +/- non-hold harmless municipalities will see increases in their LRAP payments.

All the details can be found at <http://www.maine.gov/mdot/csd/lrap/index.htm> .

Feel free to contact Peter Coughlan for particular details at 624-3266 or peter.coughlan@maine.gov



***Workshops are very popular...
to all levels of municipal government***

Whether it’s learning about how to maintain small bridge structures, or becoming aware of “roadway fundamentals” in Maine, or setting up proper traffic control around a work zone, the Center offers many workshops that are of value to highway workers up to town/city managers and selectmen. If you haven’t attended one yet, you’re missing out on some good information that can help save time and money on local road work.

Future workshop subjects will be advertised by separate mailings to each town plus they can be found on our website at: <http://www.maine.gov/mdot/events.htm>

“New” Road System Management Software



How can your town manage miles of roadways on a limited budget? Your town could use a pavement preservation program.

Since 2011, the Maine Local Roads Center has offered a new version of the **Road System Management Software (RSMS11)**. Well over 120 towns/cities, consultants, and regional planning commissions in Maine and several other states have purchased the software and are using it to plan for future road work plus keep track of recent road work. It was designed for nontechnical local road officials yet it is a very powerful tool to manage your local road budget. If anything, it provides any town with the ability to summarize all its road conditions and then use that information to support your road budget in front of the Budget Committee, Town Council, or at Town Meeting.

RSMS11 allows the user to enter road condition information gathered from a windshield survey and then the program gives you the information to make choices to determine the proper treatment.

RSMS11 will provide the municipality with a set of tools to assist in planning roadway improvements by correctly matching the maintenance and rehabilitation methods with the pavement condition. The key to spending your roadway dollars efficiently is to know the difference between when overlaying a roadway will extend its life significantly and when it will be a waste of money. RSMS11 gives

you the information to make those choices confidently, thus spending your tax dollars in the most effective way possible.

The 5 steps in using RSMS11 to develop a cost effective road maintenance plan are:

- Inventory
- Road Condition Survey
- Analysis
- Planning
- Budgeting

and once those steps are completed the municipality can use the information to assist in developing a road plan that

- identifies which roads are in need of routine, preventive, rehabilitation and reconstruction
- schedules when and how much repairs may cost
- justify roads chosen for overlays
- plans for future road improvements

If you would like more information on how to obtain your own copy of RSMS11, you can visit www.rsms.info or please call Jerry Douglass at the Center, 624-3290 or email jerry.douglass@maine.gov



P.U.C. “Dig Safe” Interpretation on Milling Pavement

Is milling or partially removing the top inch or so of a thicker pavement layer considered an “excavation” by the “Dig Safe” law?

A recent ruling by the PUC says “no”.

Legal Definition of Excavation

“Excavation” means any operation in which earth, rock or other material below the ground is moved or otherwise displaced, by means of power tools, power equipment or explosion and including grading, trenching, digging, ditching, drilling, augering, tunneling, scraping, and or pipe driving, except tilling of soil and gardening or displacement of earth, rock or other material for agricultural purposes.

On March 23rd 2013, the Maine Department of Transportation filed for an advisory ruling regarding the interpretation (understanding) of the terms “excavation” and “below ground” as they are used in 23 M.R.S.A. § 3360-A (1)(C). Specifically does partial penetration or removal of the upper layers of pavement (milling), which does not move or displace any portion of the ground below the pavement, qualify as an “excavation,” thus triggering a call to “Dig safe?”

Ruling

Based on the definition of “excavation”, the PUC concluded that work contained entirely within the horizontal and vertical layers of the pavement (millings) is not considered an excavation and does not trigger the notice requirements under the dig safe law. It is also noted under the ruling that it is the agency’s responsibility to determine whether the activities it intends to undertake may extend below the lowest surface of the pavement thus triggering the notice requirement under the Dig Safe Law.



“O-N-L-Y”... does your town or city paint these on roads?

In the more urban areas in Maine, it is typical to see left turn arrows plus the word “ONLY” painted in the dedicated left turn lanes. That has been typical practice for years by MaineDOT and the larger towns in Maine. That practice is about to change this year.

The use of all pavement markings is guided by the Manual on Uniform Traffic Control Devices (MUTCD). It is the national and state “bible” of all traffic-related subjects. Every Maine municipality should have a copy of it and use it to answer any question related to pavement markings, traffic signs, work zones, and school areas.

In Section 3B.20 of the MUTCD, it says that the use of the word “ONLY” is optional as a supplement to the left turn arrows. MaineDOT has recently decided to eliminate many of these “ONLY’s” in dedicated turn lanes. For the sake of creating consistency for drivers who are driving through state or locally-maintained turn lanes, your municipality may want to consider adopting the same policy. At least two turn arrows should be used. At a minimum, it will obviously save money in painting costs.

Another important detail to remember is that the word “ONLY” must never be used in a lane that is shared by more than one movement (left, through, or right).

The MUTCD can be found online at <http://mutcd.fhwa.dot.gov/> or you can order a copy at a much discounted price from the Center for \$40.

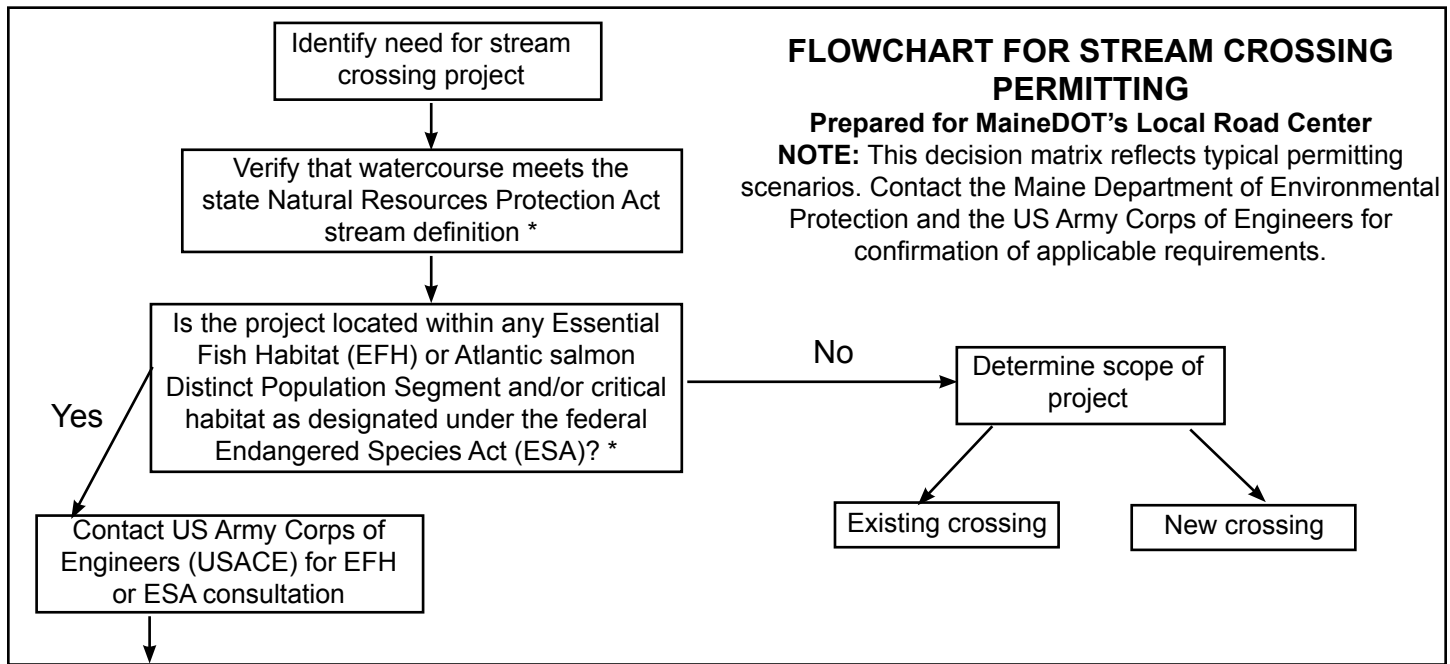
Culverts...

replacing any this summer?

If so, does that stream or brook have fish (or aquatic organisms) in it?



Trying to stay aware of the laws relative to culverts in streams is difficult at best...in fact, it can be downright murky. However, the Center has developed an easy-to-follow “flow chart” (no pun) that can help any municipal official navigate through the laws and permits relative to providing proper fish passage through culverts. The top part of it is here and the remainder can be downloaded from our website at <http://www.maine.gov/mdot/csd/mlrc/technical/drainerode/index.htm>



Maine law (**Title 38 §480-Q**) says that a permit is **not** required for the following activities if the activity takes place solely in the area specified below:

2-D. Existing crossings. A permit is not required for the repair and maintenance of an existing crossing or for the replacement of an existing crossing, including ancillary crossing installation activities such as excavation and filling, in any protected natural resource area, as long as:

- A. Erosion control measures are taken to prevent sedimentation of the water;
- B. The crossing does not block passage for fish in the protected natural resource area; and
- C. For replacement crossings of a river, stream or brook:

(1) The replacement crossing is designed, installed and maintained to match the natural stream grade to avoid drops or perching; and

(2) As site conditions allow, crossing structures that are not open bottomed are embedded in the stream bottom a minimum of one foot or at least 25% of the culvert or other structure's diameter, whichever is greater, except that a crossing structure does not have to be embedded more than 2 feet.

For purposes of this subsection, “repair and maintenance” includes but is not limited to the riprapping of side slopes or culvert ends; removing debris and blockages within the crossing structure and at its inlet and outlet; and installing or replacing culvert ends if less than 50% of the crossing structure is being replaced.

June 6, 2013 “Highway Congress” “Time-Out for Training” Prize Winners

| NAME | ASSOCIATION | PRIZE | DONOR |
|--------------------|-----------------|--|--|
| Adam Daigle | Portland | Dinner for 2 restaurant of choice | Advanced Drainage Systems, Inc. |
| Scott lamb | Portland | \$25 Dunkin Doughnuts Gift Certificates | AEBI New England, LLC |
| Lonnie Berry | Portland | \$25 Dunkin Doughnuts Gift Certificates | AEBI New England, LLC |
| Michael Gervais | New Gloucester | \$300 Value LED Light Bar | Bangor Truck Equipment |
| Aaron Cowing | Augusta | Hand Tools | Beauregard Equipment, Co. |
| Curt Lunt | Monmouth | \$25 Hannaford's Gift Certificates | C.N. Wood Company |
| Roger Morrisette | Winslow | \$25 Hannaford's Gift Certificates | C.N. Wood Company |
| Chuck Cimp | Sabattus | CMP Bag & Coffee Mug | Central Maine Power Company |
| John Berryman | MDOT | CMP Bag & Coffee Mug | Central Maine Power Company |
| Dan Libby | Freeport | CMP Bag & Coffee Mug | Central Maine Power Company |
| Harold Labrecque | Portland | CMP Bag & Coffee Mug | Central Maine Power Company |
| Doug Morin | Portland | CMP Bag & Coffee Mug | Central Maine Power Company |
| Richard Chapman Jr | Winslow | CMP Bag & Coffee Mug | Central Maine Power Company |
| Ben Wheaton | MDOT | Shovel Kit | DJ's Municipal Supply |
| Charles Winslow Jr | Augusta | \$25 Gift Certificates to Wal-Mart/Sam's Club | DJ's Municipal Supply |
| Mark Jolin | Auburn | \$25 Gift Certificates to Wal-Mart/Sam's Club | DJ's Municipal Supply |
| Brian Coombs | MDOT | First Aid Kit | DJ's Municipal Supply |
| Bob Boulay | MDOT | Drop light | DJ's Municipal Supply |
| Forrrest King | Cape Elizabeth | \$50 LL Bean Gift Certificates | E.J. Prescott, Inc. |
| Duncan Day | Lsibon | \$50 LL Bean Gift Cards | E.J. Prescott, Inc. |
| Michael Cuva | Pownal | Leather Bombardier Jacket | Eastern Salt Company |
| Mike Lamb | Portland | Leather Bombardier Jacket | Eastern Salt Company |
| George Johnston | MDOT | Leather Bombardier Jacket | Eastern Salt Company |
| Robert Monfils | Houlton | Leather Bombardier Jacket | Eastern Salt Company |
| Isaiah Lary | Lewiston | Leather Bombardier Jacket | Eastern Salt Company |
| Moe Labbe | Winslow | Leather Bombardier Jacket | Eastern Salt Company |
| Roger Kellett | MDOT | Leather Bombardier Jacket | Eastern Salt Company |
| Warren Smith | Livermore Falls | Leather Bombardier Jacket | Eastern Salt Company |
| Sean Mccue | Cape Elizabeth | Leather Bombardier Jacket | Eastern Salt Company |
| Keith Frost | Winthrop | Golf Shirt | Eastern Salt Company |
| Del Lee | Augusta | Golf Shirt | Eastern Salt Company |
| Ed Aceto | Portland | Golf Shirt | Eastern Salt Company |
| Wendy Burr | Cumberland | Leather Portfolio and bag | Enterprise Trenchless Technologies Inc (ETTI) |
| Leigh Stilwell | Houlton | Leather Portfolio and bag | Enterprise Trenchless Technologies Inc (ETTI) |
| Greg Scott | MDOT | changed gift to Leather Portfolio and bags (3) | Enterprise Trenchless Technologies Inc (ETTI) |
| Jason Arbour | Augusta | \$50 Home Depot Gift Certificate | Franklin Paint Co., Inc. |
| Alton McKenney Sr | Augusta | \$50 Home Depot Gift Certificate | Franklin Paint Co., Inc. |
| Alton McKenney Jr | Augusta | \$50 LL Bean Gift Certificate | Freightliner & Western Star of Maine |
| Kevin Thomas | Portland | Gagne & Son Hat | Gagne & Son |
| Jim McCormick | Cape Elizabeth | CB Radio and Antenna | Heavy Machines, Inc. |
| Scott Ballard | Portland | Free memberships, Hat | Maine Antique Tractor Club |
| Scott Stevens | Auburn | Free memberships, Hat | Maine Antique Tractor Club |
| Cam Holbrook | MDOT | Gym Bag with wellness theme gifts inside | Maine Municipal Employee Health Trust Wellness |
| Dan Burr | Cumberland | \$50 Hannaford Gift Certificates | Maine Water Works Supply Corp. |
| Beau Bosivert | Auburn | \$50 Hannaford Gift Certificates | Maine Water Works Supply Corp. |
| Frank Poussard | Auburn | 4 Box Seats to Portland Sea Dogs | Messer Truck Equipment |
| Mike Orr | Bath | 4 Box Seats to Portland Sea Dogs | Messer Truck Equipment |
| Matt Jackson | Augusta | Milton Cat Tool Bag | Milton cat |
| Ryan Theberge | Augusta | Northland JCB Bag with scale model of machine | Northland JCB/Nitco |
| Trevor Tucker | Winslow | Northland JCB Jacket | Northland JCB/Nitco |
| Harold Stevens | MDOT | Onspot Golf Shirt | Onspot Automatic Tire Chains |
| Ted Shane | New Gloucester | Onspot Golf Shirt | Onspot Automatic Tire Chains |
| Steve Colby | MDOT | Onspot Golf Shirt | Onspot Automatic Tire Chains |
| Kelley Dyke | MDOT | Onspot Golf Shirt | Onspot Automatic Tire Chains |
| Doug Carlson | MDOT | \$25 Home Depot Gift Card | Redi-Rock of Central Maine |
| Leonard Crocker | Monmouth | \$25 Home Depot Gift Card | Redi-Rock of Central Maine |
| Mark White | Augusta | \$100 LL Bean Gift Card | Road Recycling Council New England Region |
| Jerry Goss | Portland | \$50 Tractor Supply Gift Card | Trask-Decrow Machinery, Inc. |
| Ryan Campbell | MDOT | \$50 Tractor Supply Gift Card | Trask-Decrow Machinery, Inc. |
| Dylan Antone | Auburn | \$50 Home Depot Card | Viking Cives of Maine |



Maine Roads Scholar Program

In an effort to recognize local road officials for their desire to learn and improve their skills, the Maine Local Roads Center established the “Maine Roads Scholar Program” in 1992. The goal of this program is to provide an opportunity for municipal officials to achieve a solid foundation in local road technical and management skills. These skills will help municipalities save tax dollars through more cost effective techniques and practices. While this is not a degree or certification program, it’s a recognition program for municipal employees and offered at a low cost.

For more information on the Maine Roads Scholar Program and its requirements please visit <http://www.maine.gov/mdot/csd/mlrc/eventsed/rsp.htm>

Most Recent Maine Road Scholars



Jeff Benner
Rockland



Clayton Pierce
Clinton



Alan Seames
Greenwood



Jason Emery
Cape Elizabeth



James Green
Cape Elizabeth



Dave Cote
Brewer



Joe Bishop
Norridgewock



Glen Ricker
Milo



Jim Scott
Former Poland Road
Commissioner



Jeff Buxton
Falmouth



Tim DePerrio
York



Matt Pelletier
Easton

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MaineDOT
Community Services Division
16 State House Station, Augusta, ME 04333

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THIS IS A NEWSLETTER ABOUT LOCAL ROADS. IT IS WRITTEN TO ASSIST MAINE MUNICIPALITIES IN DEALING WITH TRANSPORTATION-RELATED CONCERNS.

STAFF
Peter M. Coughlan, Director
Jerry Douglass, Program Manager
Bob Stevens, Technical Assistant
Sandy Noonan, Program Assistant
Phil Curtis, "Road Ranger"

The Maine Local Roads Center is part of the Local Technical Assistance Program (LTAP)- a nationwide effort jointly funded by the Federal Highway Administration (FHWA), the various state departments of transportation, and state universities. Its purpose is to decode technical information on roads, streets, bridges and public transportation and put it into a form that is useful to local government personnel.

The Maine Local Roads Center is sponsored by the Maine Department of Transportation (MaineDOT) and FHWA. This newsletter is intended to keep you informed about training opportunities in the form of workshops and seminars and about publications, techniques or products that might help you in your work. It will also provide a place where useful information can be exchanged among Maine towns on whatever road and street related topics are of interest to you.

Other resources which are available from the Center include:

- Statewide workshops on a wide variety of subjects
- The Maine "Roads Scholar" program
- A large library of videotapes and publications which are either free or available at a very nominal cost
- Practical advice and technical support by phone, email, or website
- A traveling "Road Ranger" who can provide local training or advice
- Several software programs for managing road maintenance, equipment maintenance, or sign maintenance.

Any findings, conclusions or recommendations presented in this newsletter are those of the authors and do not necessarily reflect those of FHWA or MaineDOT.

Maine Local Roads Center