

Bangor Area Comprehensive Transportation System
Technical Committee Meeting
EMDC Boardroom
One Cumberland Place, Suite 300
Bangor, Maine
Tuesday, June 3, 2004
9:30am

MINUTES

Present: Charles Heinonen, Old Town; Aron Larson, Bangor; Frank Higgins, Brewer; Bob Osborne, Hampden; Jim Ring, Bangor; Ted Trembley, Bangor; Kyle Jackson, MDOT; Jerry Douglass, MDOT; Matt Philbrick, MDOT; Rob Kenerson, BACTS, Don Cooper, BACTS; Sue Morse, BACTS

1. After introductions, the meeting was called to order at 9:40am.
2. Pavement Management.

Susan Morse made a brief presentation regarding the results of her research on various pavement management programs. After explaining concerns with the current process, she recommended the PCI process developed by the Army Corp of Engineers and the purchase of their MicroPaver software program.

It was moved by Charlie Heinonen, seconded by Frank Higgins, and unanimously APPROVED,

To authorize the purchase of the MicroPaver software.

3. BTIP.

The committee reviewed the listing of projects and assigned categories as determined by the pre-scoping ride.

Aron Larson provided a more detailed scope for the projects submitted by the City of Bangor. (See attached memo.) Bangor is looking for improved system detection on three (3) of its larger corridors. He suggested that engineering might be appropriate for these corridors as well. Aron also described the Aries software that is in place on several systems in the BACTS area. The software is used to monitor system performance and can also be used to obtain volume information. This list will replace the original project requesting aerial detection on numerous intersections.

Other intersection requests came from Orono and Brewer. The Kelley Rd./Rt. 2 intersection is currently unsignalized. BACTS staff will confirm that the necessary warrants are met in order for this intersection to be signalized. The last intersection

project is located in Brewer. This project, Wilson St./Greenpoint Rd. would be a substitute project if the widening of Wilson St. is not approved. If the widen is approved, this project would not be necessary. The project would involve replacing the current span wires with a better configuration, as well as realigning the bowling alley entrance with Greenpoint Rd.

There was much discussion about MDOT's arterial preservation program and whether BACTS should turn over all the arterials in the region over to this program. There were many concerns raised, such as maintenance costs if they are not repaired in a timely manner, the ability to know what is on the list, and are reconstruction projects eligible for this program.

It was decided that more information was needed before a decision could be made. Jerry Douglass asked that all questions be put in writing and he would arrange a meeting with appropriate MDOT personnel to discuss our concerns.

The individual projects were then discussed and scopes reviewed. There were no major changes to the projects, however some were clarified and are contained within the notes for each project.

Kyle Jackson discussed the problem of putting both PE and construction into the same BTIP. MDOT has discovered that they are losing time between PE and actual construction; therefore the cost for the actual construction is much higher than estimated. They are suggesting that PE and construction projects be separated out. It was suggested that the Stillwater Avenue project in Bangor would be a good candidate for this. Jim Ring advised the Committee that he would give this some thought and come back with a decision.

A discussion of Stillwater Avenue ensued in order to clarify what the current development on Stillwater would be addressing. Jim advised that the study recommendations would be addressed down to Penn Plaza. The BTIP project would cover the remaining recommendations to Hogan Rd.

The Committee also discussed the PE on Rt. 1A in Hampden. It was suggested that the currently funded project money be put toward the completion of PE on that corridor, then work on the construction part of the project.

Bennoch Road was discussed briefly. PE on that project is done and construction will begin short in small segments.

It was also noted that the federal government requires that a project be constructed within 5 years of the PE being done. They don't want to spend money on PE if the project never gets constructed.

During discussion of these projects, a flaw in our new rating system was discovered. There is concern that overlays, intended to hold a road until reconstruction can ensue,

will improve the PCR of a road, thereby lowering it in the rating system. This will need to be addressed.

Rob Kenerson advised the Committee that the previously reported dollar amount for this BTIP included on Federal monies. There will be approximately 20% more money, making our allotment just shy of \$5 million.

It was determined that another meeting was needed in order to develop a short list for presentation to MDOT. At this time, Jerry Douglass advised the Committee that MDOT would estimate 125% of our allocation.

A meeting was set for Tuesday, June 15, 2004 at 9:30am.

Charlie Heinonen moved, it was seconded by Jim Ring and the meeting was ADJOURNED.

Respectfully submitted,

Susan C. Morse
Clerk Pro-tem