

MAINE LOCAL ROADS NEWS

A Newsletter to Assist Maine Towns
in Dealing with Local
Transportation Concerns

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

SUMMER 2012



Same Toll Free Number!
1-800-498-9133
Feel free to call us with
your road questions.



U.S. Department of Transportation
Federal Highway Administration

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“New”

Road System Management Software



Paved Road Survey Form

Road Name: _____
 Section ID: _____
 From Road: _____
 To Road: _____
 From Milepost: _____ To Milepost: _____
 Width (ft): _____
 Shoulder Width (if paved): _____
 Importance (1-9): _____
 Traffic (1-9): _____

Alligator Cracking		Extent		
		<10%	10-30%	>30%
Severity	none	low	med	high
	low			
	med			
	high			

Long/Tran Cracking		Extent		
		<10%	10-30%	>30%
Severity	none	low	med	high
	low			
	med			
	high			

Edge Cracking		Extent		
		<10%	10-30%	>30%
Severity	none	low	med	high
	low			
	med			
	high			

Patches/Potholes		Extent		
		<10%	10-30%	>30%
Severity	none	low	med	high
	low			
	med			
	high			

Roughness		Extent		
		<10%	10-30%	>30%
Severity	none	low	med	high
	low			
	med			
	high			

Rutting		Extent		
		<10%	10-30%	>30%
Severity	none	low	med	high
	low			
	med			
	high			

Roadside Drainage		Extent		
		<10%	10-30%	>30%
Severity	none	low	med	high
	low			
	med			
	high			

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

The Maine Local Roads Center is pleased to announce a new version of the **Road System Management Software (RSMS11)**. Over the last 2 years, the Center has been working on a new program and it is now available to purchase for \$75.00. 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. You can actually give it a free test run online for up to 10 roads. 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. RSMS gives you the information to make those choices confidently, thus spending your tax dollars in the most effective way possible.

Workshops have now been scheduled for August and September.

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

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

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Software, continued from page 1)

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
- justifies roads chosen for overlays
- plans for future road improvements

Scheduled 2012 Workshops:

August 29	Bangor
September 5	Wells
September 12	Lewiston
September 19	Presque Isle

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 Maine Local Roads center, 624-3290 or email jerry.douglass@maine.gov



The Maine Local Roads Center has moved to Maintenance and Operations!

MaineDOT's Maine Local Roads Center has been a part of the Bureau of Planning for many years. As MaineDOT makes its operations more efficient we believe it is a good time to consolidate some units in an effort to better align people and their skills with the units performing similar work. Many look at the Bureau of Maintenance and Operations as one big statewide public works entity and that the training programs offered to towns by the Local Roads Center are more closely associated with the work performed by the Bureau. Dale Doughty, director of M&O says "there is more synergy between the role of M&O and the work of the Local Roads Center. By having them as part of our Bureau we felt there would be better opportunities to merge training programs, sharing resources and technical expertise rather than duplicating efforts."

The Maine Local Roads Center staff is excited about the move because M&O is often on the cutting edge of new technology and the main purpose of the Maine Local Roads Center is to share that technology with Maine municipalities. The center has been providing workshops and technical assistance to Maine towns since 1986 and we look forward to working more closely with M&O in our day to day operations.

Meet the Maine Local Roads Center Staff

Peter Coughlan is the Director of the Community Services Division and can be reached by phone at 207-624-3266 or by e-mail: peter.coughlan@maine.gov



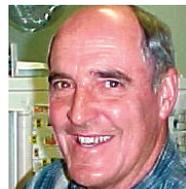
Bob Stevens is the Technical Assistant for the Local Roads Center. Bob can answer technical questions and provide you with information on Publications, our Video Library and Workshops... Bob can be reached at 207-624-3263 or by e-mail: robert.stevens@maine.gov



Jerry Douglass is the Center's Program Manager and coordinates the training workshops and other programs of the Center. He also provides technical assistance for the following programs (RSMS11, MEMS & SIMS). Jerry can be reached at (207-624-3290) or by jerry.douglass@maine.gov



Phil Curtis is the Center's "Road Ranger" and is available for on site municipal training, technical assistance, or field assistance. He can be reached by calling the Center and we will put you in direct contact with him.



2011 New Laws

LD 333 – Resolve, Directing the DEP To Evaluate and Amend Its Rules Regarding Snow Dumps. Resolves 2011, c. 44 This Resolve directs the DEP to review its rules regarding the licensing of municipal snow dumps and evaluate: (1) the provisions that require certain municipalities to obtain a waste discharge license for the storage of snow; (2) the state’s obligations and interests under the federal Water Pollution Control Act to be delegated to issue permits for snow dump operations; (3) how the existing rules can be amended to expedite the licensing process for municipalities that cannot be exempted from the waste discharge licensing requirement, including by establishing a general permit process or a permit-by-rule process; and (4) municipal licensing fees. The DEP is further directed to amend its snow dump rules in accordance with its evaluation in such a way that the rules will not conflict with the federal Water Pollution Control Act.

LD 1387 (“culvert law”) – An Act To Restore Exemptions in the Natural Resources Protection Act. PL 2011, c. 205 This Act amends the general exemption provided in the state’s Natural Resources Protection Act (NRPA) when repairing or replacing a road culvert carrying a stream that qualifies for NRPA protection. Under the Act, an exemption from NRPA permitting is provided as long as: (1) certain erosion control measures are taken; (2) the repaired or replaced culvert does not block fish passage; (3) if a replacement, the culvert is installed to match the natural stream grade to avoid drops and perching; and (4) if a replacement, the culvert is embedded by the greater of one foot or 25% of the culvert’s diameter, as site conditions allow. This Act also clearly separates the road crossing standard in NRPA from the “maintenance and repair” standard regarding structures (i.e., piers, wharves, permanent docks, etc.)



LD 477 – An Act Relating to Noise Violations by Motor Vehicles, Including Motorcycles. Emergency Enacted; PL 2011, c. 158 (5/26/11) This Act establishes a defense that can be used in response for a summons for noise violations for both motor vehicles and motorcycles. The defense is based on the determination of the vehicle’s decibel outputs according to certain thresholds and as tested at participating certified inspection stations.

LD 520 – An Act To Allow a Waiver for On-premise Signs. PL 2011, c. 115 This Act allows the Commissioner of the Department of Transportation to waive a general restriction on placing “on-premises” business signs within 20 feet from the outside edge of the paved portion of any public way that has more than two travel lanes and a total paved portion greater than 24 feet if a majority of the on-premise signs within 1,000 feet of the proposed location are already located within that 20-foot zone or the proposed on-premise sign is replacing an existing on-premise sign within the 20-foot zone. The Act stipulates that the owner of such an on-premises sign does not gain any permanent property rights within the right-of-way, and the Department of Transportation is not responsible for loss or damage to such signs and may remove them at any time without compensation to accommodate highway uses.

LD 736 – An Act To Prohibit Texting while Driving. PL 2011, c. 207 This Act provides that a person may not operate a motor vehicle while engaging in text messaging.

2012 New Laws

LD 1635 – An Act Regarding Inmates on Public Works Projects. Emergency enacted as PL 2011, c. 506 (3/16/12)

This Act allows inmates of jail facilities to participate in public works-related projects in any county, not only the county where the inmates' jail facility is located, provided the sheriff of the county where the public works-related project is being conducted provides the necessary supervision.

LD 1803 – An Act To Implement the Recommendations of the Dig Safe Work Group. Emergency Enacted; PL 2011, c. 588 (4/04/12)

This Act amends the so-called dig safe law in four ways. First, the Act clarifies that the law and associated penalties apply to state agencies and departments. Second, the Act exempts from dig safe requirements notifications for grading activities undertaken on private roads where the grading activities are limited to the shaping, maintaining or scraping of a road surface or road shoulder to allow for proper drainage and the depth of the grading activities is no deeper than six inches. Third, the Act establishes special allowances after an excavator notifies private property owners who are not members of dig safe (e.g., a homeowner who technically owns the sewer lines running to the house from the main trunk) of the excavator's intention to excavate. For these types of excavations, the excavator can either wait the three day period for the private property owner to mark the location of the underground facilities, whereby the excavator's liabilities for damage become limited, or proceed to excavate without waiting the three day period, thereby assuming liability for any damage.

Finally, the Act directs the Public Advocate to convene a 22-member dig safe working group to facilitate the creation of a centralized one-call system to notify operators of underground facilities of pending

excavations. The "one-call" system would result in municipalities, which are currently not mandatory members of the Dig Safe system, becoming mandatory members and subject to all membership dues and penalty assessments. Generally, municipal and public utility membership is not mandatory throughout the New England Dig Safe system. With respect to the 2012 Dig Safe working group, the Act calls for the Public Advocate to "consider fair representation of members and nonmembers of the damage prevention

system." For municipal and quasi-municipal appointments, the working group consists of two municipal public works officials, two persons representing quasi-municipal water or sewer utilities, and two municipal officials or persons representing municipal officials.



LD 1596 – Resolve, To Review Laws and

Policies Related to Discontinued and Abandoned Roads. Resolves 2011, c. 120

This Resolve directs the Department of Conservation to convene a stakeholder group to review laws and policies related to discontinued and abandoned roads. The stakeholder group is charged with examining issues related to access over public easements, road damage caused by abutting property owners and the general public, methods to address problems of road damage, maintenance of a public easement where there is no municipal duty to maintain the road, and ways to maintain access to intermittent users who require road access. The stakeholder group must include representatives from the Department of Transportation, residents who own property on discontinued roads with public easements, municipal representatives, small woodlot owners, producers of forest products, and snowmobilers. The report and recommendations of the stakeholder group must be reported to the Legislature by January 15, 2013.

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29192 New Laws, continued from page 4)

LD 1367 – An Act To Restore Maine’s Secondary Roads. PL 2011, c. 652

This Act establishes the Secondary Roads Fund as a dedicated account within the MaineDOT for the purpose of providing state funds to match local funding for capital improvements to the state’s minor and major collector roads. (this is NOT the same as the current Municipal Partnership Initiative (MPI)). The Secondary Roads Fund is capped at \$4 million. Under the terms of the Act, the state share of a collector road project is determined by DOT and would range from a low of 50% to a high of 80%. Projects qualifying for the higher state match rate would have to meet one of three criteria: (1) address an existing and potentially high crash location; (2) create a substantial number of new jobs for the region; or (3) have a greater regional or statewide benefit relative to other similarly classified roads. In determining the municipal share, DOT may take into consideration in-kind services and materials, an agreement from the municipality to assume year-round capital and maintenance responsibilities on the improved collector road, or reductions in future local road assistance program distributions.

The Act also renames the Urban-Rural Initiative Program (URIP) to the Local Road Assistance Program.

LD 1753 – An Act To Improve Transportation in the State. PL 2011, c. 610

This Act makes a number of changes and establishes certain goals within the transportation statutes. Amendments of the transportation laws with a municipal impact include: (1) removing the MaineDOT’s role as the collector and re-distributor of the excise taxes that apply to aircraft and instead require those taxes to be paid directly to the municipality where the airport is located or to the county in the case of county-owned airports; (3) requiring the DOT to classify the state’s public highways according to six-tier prioritization system; and (4) establishing deadlines running from 2017 through 2022 for the variously-prioritized roadways to be improved to at least the “Fair or better” serviceability customer services levels.

Anyone own an airplane in your town?



Up until this year, the MaineDOT registered and collected excise tax for all non-commercial registered aircraft including helicopters, experimental, and homebuilt craft. The amounts are based on the formula as directed in MRS Title 6: AERONAUTICS (<http://www.mainelegislature.org/legis/statutes/6/title6ch0sec0.html>).

Effective with the recently passed legislation PL 2011, chapter 610 the state registration requirement is repealed and the collection of excise tax will be the



responsibility of each respective municipality where an aircraft is hangared except in Hancock, Knox or

Oxford counties. Owners of currently registered aircraft will be notified in September of this law change and directed to contact their municipality or county for future excise tax payments.



For more information, please contact Nina Fisher, MaineDOT’s Manager of Legislative and Constituent Services at 624-3002 or Nina.A.Fisher@maine.gov.

Local Bridge Maintenance Workshop for Town Officials



Ben Foster, MaineDOT's Assistant Bridge Maintenance Engineer, inspects a minor span culvert in western Maine in April for municipal local road officials and employees.

Four workshops and field trips were held for local officials in April. Over 100 municipal and county officials from over 50 towns/cities attended these sessions. The morning was spent in the classroom with MaineDOT's Ben Foster and the afternoon was spent inspecting a local bridge or minor span and discussing possible repairs or preventive treatments. Ben explained Maine bridge law, DOT bridge inspection reports, low cost preventive maintenance techniques, and local bridge weight posting. More sessions for local officials are planned for late Spring 2013!

U.R.I.P. to L.R.A.P.

What goes around, comes around. The term "U.R.I.P" is about to be replaced with L.R.A.P just like it used to be 12 years ago. As part of recent legislation, the name of the Program that provides annual state funding to all 502 towns, cities, counties, and Indian Reservations, is returning to its former name.....the **Local Road Assistance Program (LRAP)**. It is solely a name change and nothing else and we will transition to it during 2013.

Attention Experienced and Wanna-Be Tractor/Loader Backhoe Operators!

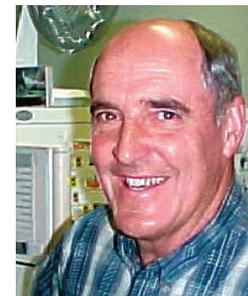
Many municipalities, both large and small, have a loader/backhoe with maybe just one operator who learned how to operate that piece of equipment by just climbing in the machine and doing their best.



What happens if that one operator is on vacation or home sick? Having more than one person on your public works crew who knows the basics of operating the equipment is good practice and

makes good sense.

That's why the Center is sending our Road Ranger Phil Curtis on the road to several municipalities across the State to provide training on the Safety, Maintenance and Operations of the Tractor/Loader Backhoe. All three topics are very important and safety is always a concern with backhoe operations. Some of the safety discussion will include defining a competent person, dig safe and overall job site safety. In the afternoon there will be a small skills course set up for all participants and everyone will be involved in a "hands on team contest".



Class size is limited to 10 minimum, 16 maximum and is \$25.00 per person. Lunch is on your own! Brochures with registration information will be mailed out to the towns or you can call the Center at 1-800-498-9133 or 624-3270 to inquire and sign up. Lunch is on your own!!

Schedule Workshops

Aug 21	Thomaston
Aug 23	Winslow
Aug 28	Camden
Aug 30	Newport
Sept 06	Wells
Sept 11	Saco
Sept 13	Poland

Traffic Counting

The MaineDOT Traffic Engineering Division has a limited number of traffic counters available for free loan to Maine towns and cities. If your town wants to borrow a set, you can have the equipment for up to 2 weeks and count traffic on as many roads as you want to within that 2 week period. All counts have to be done on weekdays for a minimum of 24 consecutive hours. If you're interested, contact Debbie Morgan at 624-3606 or Deborah.morgan@maine.gov. You'll have to come to Augusta to get it and Debbie will explain how/where/when the equipment is to be installed on your local roads. After the data



is collected, her office will process the data and send you the finished "annual average daily traffic" counts (AADT's) in an Excel spreadsheet.

Announcing the.....



This mapping tool is available at www.maine.gov/mdot/mapviewer/index.html ("search" for your town and then go to the "DATA" tab for most of the following data:)

Use it to:

- ⊕ Create maps of any town or region in Maine with public roads only
- ⊕ Identify Federal road classifications such as arterials, major and minor collectors, and local roads
- ⊕ Identify State jurisdictions such as State Highways, State Aid roads, and townways
- ⊕ Highway Corridor Priorities (1-6)
- ⊕ State Compact Area boundaries in Maine's 47 compact communities
- ⊕ See Federal Urban boundaries
- ⊕ Bridge and minor span locations and their I.D. numbers
- ⊕ Identify road names and node numbers at all intersections
- ⊕ Use it to switch between a map layout and actual aerial photography
- ⊕ Link to GoogleStreetview
- ⊕ and other features

This tool is very easy to use even for novice computer users. There are additional features and updates that will become available in the future.

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MaineDOT

Community Services Division

16 State House Station, Augusta, ME 04333

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