

York County Public Works Group

December 09, 2010

8:00 – 9:30 AM

Sanford Town Hall

Draft Meeting Notes

Committee Members: Norman Albert (Kittery); Charlie Anderson (Sanford); Mike Clause (Kennebunk); Mary Ann Conroy (Kittery); Dean Lessard (York); Terry Merrill (Arundel); Roger Taschereau (Arundel); Terry Oliver (Wells)

Guests and Staff: John Cannell (MaineDOT); Tim Cusick (MaineDOT); Myranda McGowan (SMRPC)

1) Welcome and Introductions

2) Update on Regional Training Coordinator

Myranda contacted John Waterbury from the MMA (Maine Municipal Association) and he did not believe that our proposal to use grant funds for the regional training coordinator position would qualify for either grant program. MMA offers two grants, one related to the purchase of safety equipment and the other related to attendance at safety-related training.

- Only municipalities that participate in the MMA Workers Compensation program are allowed to apply for grants. Most municipalities do participate in their program.
- Can SMRPC apply for these grants? If so, SMRPC should apply for grants to purchase software equipment for the group to use. Mary Ann mentioned one particular software group located in Scarborough. The software costs \$500 and is used for training and tracking training records.
- Sanford suggested that MMA create a model training program for municipalities that helps them track/record trainings.
- While MMA does not worry about Bureau of Labor issues, they are responsible for Worker's Compensation insurance and this program might help reduce liability.
- Mark Green is the new President of the MMA Executive Committee.
- Myranda will send the draft Regional Training Coordinator job description to the group for one last review.
- MMA has a safety checklist that is available to municipalities and Public Works departments.

The MaineDOT Region 1 has similar concerns/issues related to training coordination:

- They participate in voluntary inspections with The Maine Department of Labor which allows them a 6-month period with no follow-up inspections. This review includes an audit of the training records, discussion with employees, and a physical review/inspection of the facility. Each inspector has different specialties and strengths and as a result, every inspection looks at different aspects of the facility.
- The MaineDOT has a new initiative called SHEDSS. They have collected that last 3-5 years of training data for MaineDOT employees.
- Region 1 staff created job safety audits that outline expectations for each position. Region 1 staff will send information for the group to review.

3) Discussion with MaineDOT Region 1 Staff

a. Salt Brine: Overview of MaineDOT use of salt brine and locations in York County – MaineDOT has salt brine available in Alfred, Berwick, North Berwick, Scarborough, Topsham, Yarmouth, and York but not available in Fryeburg due to colder temperatures.

- The Topsham facility includes an automatic salt brine maker.
- Some facilities use a mixture of salt brine and Ice B'Gone, they have one tank full of salt brine and another with Ice B'Gone.
- Salt brine is temperature sensitive; it does not work well in temperatures less than 15 degrees.
- All MaineDOT maintained roads are sprayed with salt brine and/or Ice B'Gone. However they do not pre-treat roads before every storm. The major roads are sprayed most often, they include the interstate, routes 111 and 236.
- Depending on the temperature of the road 8-10 hours prior to the storm determines if the road is pre-treated with salt brine and/or Ice B'Gone. When temperatures are warmer, they will pre-treat roads and if temperatures are colder, they will not pre-treat the roads.
- Bridge decks can be problems during the winter so they try to spray these several times per week in the winter.

Municipal Public Works Departments are allowed to exchange salt for pre-made salt brine.

- For each ton of salt that a municipality provides to MaineDOT, they will receive 1,000 gallons of salt brine that is tracked throughout the season.
- Municipalities can deliver the salt at the end of the year.
- They will not deliver salt brine to municipalities and can only be picked up.
- There tends to be a problem mixing salt brine and calcium. It is important to make sure that tanks have been completely flushed.
- Is it possible to use salt brine for dust control on dirt roads? Yes, but water works just as well.

- They use 60 gallons of salt brine per lane mile on the interstate.
 - Using salt brine has many advantages over using sand. Salt brine costs less, is better for the environment, but the public still needs to be educated on the pre-treating process.
- b. Discussion on town/state winter maintenance agreements, including existing and future agreements – York has an agreement with MaineDOT but has never been written down. MaineDOT is in the process of writing down all the agreements that they have with municipalities. Contact Region 1 staff if you have winter maintenance agreements that need to be written down.

4) Other Discussions

- a. Public Works Week – Kittery has begun planning efforts for their activities. One suggestion is to create a t-shirt for each department to pass out, could we get the APWA to sponsor? MaineDOT Region 1 offers something for their employees related to safety. Last year, they provided their staff with Class III Jackets when they attended one day long training.
- b. Narrowband Conversion – Myranda wanted to remind everyone that time is running out to convert radios to narrowband. The York Public Works Department has installed push to talk. The group would like to discuss at the January meeting.
- c. Cameras/Security – The Kittery Public Works has installed cameras at their location because of people stealing diesel fuel from their vehicles. They are also installed at the Town Hall and Recreation Department and will be installed at the Transfer Station. This will be included on the agenda for the January meeting.
- d. DEP Culvert Proposals – The last stakeholder meeting is December 17 in Hallowell from 9am-12pm. The proposal would need to allow fish passage that would be adequate during a 50-100 year storm. This would include all undersized culverts and any future culvert replacements. The culvert would also need to be imbedded 12 inches into the ground which then requires a larger culvert. That would then trigger the need for a wetlands permit because of embankment enlargement. If these proposed are not approved, they might use the MaineDOT fish passage rules. Please send comments to Mike or Charlie.

NEXT MEETINGS –

January 27 – Kittery Public Works Department, 9:00am

February 24 – Location to be determined.

March 24 – Meeting with GPCOG group?