

CITY COUNCIL SPECIAL MEETING NOTICE AND AGENDA

Notice is hereby given that the City Council of Caribou will hold a City Council Special Meeting on Monday, November 20, 2017 in the Council Chambers located at 25 High Street, 6:00 pm.

- 1. Roll Call**
- 2. Pledge of Allegiance**
- 3. Public Input**
- 4. Declaration of Potential Conflicts of Interest**
- 5. Consent Agenda**
- 6. Bid Openings, Awards, and Appointments**
- 7. Formal Public Hearings**
- 8. New Business & Adoption of Ordinances and Resolutions**
 - a. Discussion and Possible Action Regarding T-Hanagar Project Change Order
 - b. Discussion Regarding Limiting Heavy Truck Traffic on Roads
- 9. Old Business**
 - a. 2018 Draft Budget Discussion
- 10. Reports of Officers, Staff, Boards and Committees**
- 11. Reports and Discussion by Mayor and Council Members**
- 12. Executive Session** (May be called to discuss matters identified under Maine Revised Statutes, Title 1, §405.6)
- 13. Adjournment**

If you are planning to attend this Public Meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City ten or more hours in advance and we will, within reason, provide what assistance may be required.

Certificate of Mailing/Posting

The undersigned duly appointed City official for the municipality of Caribou City hereby certifies that a copy of the foregoing Notice and Agenda was posted at City Offices and on-line in accordance with City noticing procedures.

BY: _____ Jayne Farrin, City Clerk

**CARIBOU ADMINISTRATION
25 HIGH STREET
CARIBOU, ME. 04736**



MEMO

TO: Caribou City Council Members
FROM: Dennis Marker, City Manager
RE: T-Hangar Project Change Order
DATE: November 17, 2017

The attached change order has been prepared by Stantec to address the design issue found during construction.

The change includes two parts; 1) **increases the project cost by \$205,675** (35.8% increase) with the total project cost being \$780,724, and 2) **adds forty-five days** (total of 165 days) if approved.

Stantec acknowledges their responsibility to cover the costs of this change order. Seth Lovely, the project manager for Stantec, provided the following comments.

Dennis,

We have received approval on our end to move forward with the change order to lift the finish floor elevation of the proposed hangar so that the surrounding paved infrastructure can be graded to meet FAA criteria. We are willing to cover the costs associated with the change order as currently presented and we will also have to swap a standard mutually acceptable release to bring it to resolution. I have attached a copy of the change order for your review. Please let me know if you have any questions or comments or if you need any additional information. Thanks,

Seth

Seth Lovley, PE
Project Manager
Stantec
25 Sweden Street Suite B2 Caribou ME 04736-2503
Cell: (207) 631-8976
seth.lovley@stantec.com

For airport design insights, visit [The Airports Hub](#)



It is recommended that the Council approve the change order. This will allow Buck Construction to continue moving forward with the project with an anticipated completion in early summer.

P.S. Buck Construction has provided examples of work methods they've used in cold weather conditions to allay any concerns about the quality of work. (see attached pictures).

CHANGE ORDER

NO. 2 (Two)

DATED: November 13, 2017

OWNER'S PROJECT NO.

AIP No. 3-23-0012-19-2017

ENGINEER'S PROJECT NO.

195210969

PROJECT: Construct 6 Bay T-Hangar

OWNER: Caribou Municipal Airport, 12 Airport Drive, Caribou, Maine 04736

CONTRACTOR: Buck Construction, Inc.

CONTRACTOR FOR CONSTRUCTION OF: 6 Bay T-Hangar

CONTRACT DATE: May 22, 2017

CONSTRUCTION STARTING DATE: September 5, 2017

TO: Buck Construction, Inc.

CONTRACTOR

YOU ARE HEREBY DIRECTED TO ACCOMPLISH CHANGES IN THE CONTRACT AS DESCRIBED BELOW.

OWNER: CARIBOU MUNICIPAL AIRPORT

BY:

DATE:

DESCRIPTION OF CHANGE:

See Attached

JUSTIFICATION FOR CHANGE:

See Attached

ENCLOSURES/ATTACHMENTS WHICH ARE INCLUDED AS PART OF THIS CHANGE ORDER:

Change Order No. 2: Description, Justification and Cost Analysis and Acceptance

Change Order Cost Estimate

Cost Proposal for Lump Sum Costs

THE CHANGES RESULT IN THE FOLLOWING ADJUSTMENTS OF CONTRACT PRICE AND CONTRACT TIME:		
CONTRACT PRICE PRIOR TO THIS CHANGE ORDER	\$575,049.00	
NET INCREASE FOR CHANGE ORDER	\$205,675.00	
CURRENT CONTRACT PRICE INCLUDING THIS CHANGE ORDER	\$780,724.00	
CONTRACT TIME PRIOR TO THIS CHANGE ORDER	120	CALENDAR DAYS
NET INCREASE FOR CHANGE ORDER	45	CALENDAR DAYS
CURRENT CONTRACT TIME INCLUDING THIS CHANGE ORDER	165	CALENDAR DAYS
CURRENT DATE FOR COMPLETION OF ALL WORK WILL BE		

THIS DOCUMENT WILL BECOME A SUPPLEMENT TO THE CONTRACT AND ALL TERMS AND PROVISIONS WILL APPLY HERETO.
THE ABOVE CHANGES ARE APPROVED:

STANTEC CONSULTING SERVICES INC.

BY:

DATE:

THE ABOVE CHANGES ARE ACCEPTED:

BUCK CONSTRUCTION, INC.

BY:

DATE:

CHANGE ORDER NO. 2
Construct 6 Bay T-Hangar
Caribou Municipal Airport
Caribou, Maine

AIP Project No. 3-23-0012-19-2017

Part 1 – Description of Changes:

This change order includes the construction costs required to raise the finish floor elevation of the proposed 6 Bay T-Hangar by 18 inches so that the adjacent apron areas can be regraded to meet the minimum gradient required by FAA standards. The costs include the lump sum cost to form and place 18 inch stub walls and piers on top of the existing concrete structure, to place and compact 12 inches of structural fill on the interior of the foundation and then to place a new 6 inch slab including all rebar, bondouts, and imbeds as required. There will also be costs associated with the increase of item quantities including unclassified excavation, pavement removal, subbase course, base course, hot mix asphalt pavement, and bituminous tack coat as additional quantities will be required to regrade the apron areas as well as the turf safety areas. These quantity estimates include the removal of 100 feet of the existing taxilane east of the hangar required to accommodate grades meeting FAA standards.

Part 2 – Justification for Changes:

Upon placing concrete for the haunched slab foundation for the proposed hangar it was noted that the slab appeared to be too low (or, alternatively, the surrounding apron to the west appeared too high.) After further review it was found that at the current elevation the surrounding apron and taxilane areas could not be graded to meet the maximum gradient of 2% as required by FAA standards. After analysis of several alternatives, it was found that raising the existing foundation 18 inches was the most suitable solution to enable the regrading of the surrounding pavement to meet grading criteria. This also requires the removal of pavement, regrading, and repaving of the northern most 100 feet of the existing east taxilane.

Part 3 – Engineer's Cost Analysis and Acceptance:

As presently constructed, the hangar foundation has been placed, sawcut, and sealed. Approximately one fourth of the building steel has been erected. All design pavement removal, unclassified excavation, and subbase gravel work has been completed. No base gravels or pavement have been placed. No topsoil, seeding, or mulching has been completed.

The proposed technical fix requires the placement of 18 inch stub walls and piers, the placement of structural fill, and the placement of a 6 inch slab as well as the removal and regrading of 100 feet of existing taxilane.

The attached quantity estimates for the technical fix include the quantity of subbase course required to regrade the apron areas to match the new finish floor elevation, the quantity of unclassified excavation required to build up the turf areas surrounding the apron and taxilanes, as well as the quantity of pavement removal, unclassified excavation, subbase course, base course, pavement, and tack coat required to regrade the 100 feet of east taxilane. No cost analysis was necessary for these quantities as the unit prices from the original contract have been maintained.

The lump sum cost associated with the foundation work to increase the finish floor elevation 18 inches from 619.25 feet to 620.75 feet includes all labor, materials, and equipment required to install forms, rebar, bondouts, imbeds, etc as required to construct 18 inch stub walls and piers. This lump sum cost also includes all labor, equipment, and materials required to place and compact 12 inches of structural fill and to place all rebar, imbeds, and concrete for a new 6 inch slab. This cost does not include heating for slab placement as this is anticipated to occur in the spring of 2018. The cost and breakdown of this item is attached. This also includes all labor, materials, and equipment required to modify anchor bolts per the structural engineer's recommendations and to furnish and place imbeds for the hangar doors.

Change Order No. 2
Construct 6 Bay T-Hangar Caribou Municipal Airport
Page 2 of 2

The lump sum cost associated with breaking down the erected building steel, inventorying, and re-erecting includes all labor, materials, and equipment and can also be found attached.

It is anticipated, due to the time of year, that the 18 inch stub walls and piers will be placed during cold weather requiring tenting and heating prior to, during, and after the concrete placement. The lump sum cost for this includes all labor, materials, and equipment and the proposal is included with the attached documents.

After review, the Engineer finds the lump sum costs to be fair and reasonable for the work being changed as described herein. Therefore, the Engineer finds the Contractor's proposal acceptable and approval of this change order is recommended. The total costs associated with this change order will not be eligible for reimbursement through the AIP grant for this project.

Engineer's Final Opinion of Probable Construction Cost

Construct 6 Bay T-Hangar - Redesign - 18" Raise Caribou Municipal Airport, Caribou, Maine

As of: November 8, 2017

ITEM NO.	DESCRIPTION OF ITEM:	UNIT	UNIT PRICE	QUANT	AMOUNT
M-659-2.1	Mobilization	LS	\$11,650.00	0	\$0
P-152-5.1	Unclassified Excavation	CY	\$5.00	450	\$2,250
P-152-5.2	Pavement Removal	SY	\$2.00	310	\$620
P-156-5.1	Erosion and Siltation Control	LF	\$3.00	0	\$0
M-304-5.1	Aggregate Subbase Course, Gravel	CY	\$18.00	955	\$17,190
M-304-5.2	Aggregate Base Course, Crushed	CY	\$30.00	52	\$1,560
M-401-5.1	Hot Mix Asphalt Pavement	TON	\$110.00	59	\$6,490
P-603-5.1	Bituminous Tack Coat	GAL	\$10.00	20	\$200
P-605-5.1	Pavement Saw-Cutting and Sealant	LF	\$10.00	0	\$0
T-901-5.1	Seeding	MSF	\$30.00	0	\$0
T-905-5.1	Topsoil, On-site	CY	\$10.00	0	\$0
T-908-5.1	Mulching	MSF	\$20.00	0	\$0
S-100-3.1	Tear down and re-erect steel already in place	LS	\$13,480.00	1	\$13,480
S-100-3.2	18 inch stub walls and piers, structural backfill, 6 inch slab	LS	\$146,270.00	1	\$146,270
S-100-3.2	Tenting and heating for stub walls and piers placement	LS	\$13,695.00	1	\$13,695
E-100-3.1	6 Unit Nested T-Hangar Electrical Service, Distribution and Equipment	LS	\$0.00	1	\$0



Redesign Construction Costs: \$205,675.00

Buck Construction Inc.

645 Mapleton Road
Mapleton, Maine 04757

Telephone 207 764 - 1857
Fax 207 764 - 8590

Stantec
25 Sweden Street, Suite 82
Caribou, Maine 04736
Attn: Seth Lovely

19 Oct 2017

T-Hangar Options to raise slab elevation 18"

Option #1:

Form and pour 18" high 8" curb wall with (14ea) exterior piers 12" wide x 16" long and (14ea) 16" x 16" interior piers.
Drill, grout, and pin #5 rebar (4ea) pieces in all piers with #3 rebar wraps and hair pins at slab height.
Drill and pin #5 rebar 12" O.C. with (2ea) rows horizontally.
Place new anchor bolts in piers.
Place panel notch on edge of wall with wall to be dropped 8" at (6ea) 45'-0" door openings.
Place new crushed aggregate gravel 12" deep on existing slab inside of new walls to underside of new slab elevation. Gravel to be compacted in 6" lifts.
Pour and finish 6" slab with 6 mil poly vapor barrier and #4 rebar matt at 16" O.C. both ways. Tie to hair pin at piers.
Form (6ea) 45' doorways with same notch as walls. To be poured 3' inward with reinforcing.
Place (6ea) steel plate door latch slots at mid span of doors.
The 3' slab to be poured between doors on the 160'-0" side walls.
Place (6ea) steel plate winch hooks.
Slab to be sealed and saw cut. (700LF +/-)

Base Bid for Option #1

\$146,270.00

Option #2:

Place 2' wide locking forms around perimeter of existing slab. Forms to be back braced with concrete jersey barriers 3'-0" away from wall around perimeter.
Pour 18" thick concrete slab with 6mil poly vapor barrier on existing slab.
Place #4 rebar matt 16" O.C. both ways elevated to 3"-4" from top of slab with concrete blocks 5'-0" O.C. both ways.
Place matt of #5 rebar at (28ea) anchor bolt locations.
Set (28) sets of anchor bolts at column locations.
Place panel notch on perimeter of slab.
Place imbeds for (6) winch hooks and (6) mid door latch plates.
Slab to be sealed and saw cut (700LF +/-)
Jersey barriers to be slightly backfilled against with earth or recessed 6" +/- to serve as ballast to support load from 18" of concrete slab against forms.

Base Bid for Option #2

\$168,860.00

Buck Construction Inc.

645 Mapleton Road
Mapleton, Maine 04757

Telephone 207 764 - 1857
Fax 207 764 - 8590

Both options will require steel which is presently in place to be disassembled, stockpiled, and prepared for re-erection after concrete work is completed.

Base Bid for this Scope:

\$13,480.00

Option #1 is the best choice for (2) reasons:

1. It costs considerably less money.
2. It allows Buck Construction to continue work by performing all work related to forming and pouring curbs and backfilling the interior to within 6" of finished slab at which point the entire building could be erected and electrified before year end of 2017.

It will be too late in the season to pour slab which could be poured by the end of April 2018 when frost is gone.

By pouring the 3'-0" slab on the 160'-0" wall allows for the exterior site work to be backfilled and possibly the binder to be completed. (This would allow access to the building by tenants with a rap at the tire locations possibly.)

Option #2 would not be able to be performed at this time due to the inclement weather projected ahead. There is a strong chance of freezing, snow, etc. and Buck Construction prefers not to be responsible for an inadequate concrete project. Work could commence in April 2018 and would not be complete to same point as option 1 until the end of June 2018.

Option #2 also requires the building to set on the ground through the winter months which is not a strong recommendation and Buck Construction prefers not to be responsible for any winter damage.

In the event it is determined the elevation change is 12" vs, 18" the scopes of work for option 1 & 2 are the same with Option #1 being the preferred and recommended method due to the time of year we are at.

Base Bid for Option #1 to raise slab grade 12"

\$127,220.00

Base Bid for Option #2 to raise slab grade 12"

\$140,040.00

Note: Not only from a cost savings standpoint Option 1 for a 12" or 18" elevation change is the best option but should be started as soon as possible. Please review these options and prices as soon as possible and let us know so we can schedule our work accordingly. Buck is available to start concrete work 10/24/17 as well as removing the existing steel on 10/24/17.

Buck Construction Inc.

645 Mapleton Road
Mapleton, Maine 04757

Telephone 207 764 - 1857

Fax 207 764 - 8590

If award of this is not immediate Buck will be starting another project with its steel and concrete work forces which would delay the restart approximately 3 weeks which would require the possibility of constructing temporary shelters to enclose and provide heat which has not been budgeted for in the above mentioned proposal costs.

Sincerely,

Greg Clark

Buck Construction Inc.

645 Mapleton Road
Mapleton, Maine 04757

Telephone 207 764 - 1857
Fax 207 764 - 8590

Stantec, Inc.
25 Sweden Street
Suite 82
Caribou, ME 04736

November 6, 2017

Attn: Seth Lovely

Re: T-Hangar Option to Raise Slab Elevation 18"

Bid Breakdown of Costs for Proposed Bid of: \$146,270.00

Labor, equipment, and material to form and pour curb walls and interior piers with rebar and bolts:

\$ 57,360.00

Labor, equipment, and material to provide winter concrete and poly/blanket covering:

\$ 6,910.00

Labor, equipment, material, and subcontract work to pour and finish slab with rebar, dowels, sealer, saw-cutting, and imbeds:

\$ 61,530.00

Provide 12" of crushed stone within curb walls in (2) lifts compacted and fine graded:

\$ 20,470.00

Total: \$146,270.00

Buck Construction Inc.

645 Mapleton Road
Mapleton, Maine 04757

Telephone 207 764 - 1857
Fax 207 764 - 8590

Stantec
482 Payne Road Scarborough Court
Scarborough Maine, 04074

Attn: Seth Lovely

10 Nov 2017

In the event, due to the time of year forming and pouring the proposed 18" curb walls and interior piers requires full enclosures by means of tenting and heat:

Heat to be provided by 600,000 BTU kerosene heaters and fans to move air.

Winter concrete costs for hot water plus 2% polarset are included in proposal.

Note: This proposed method versus planned method in 11/6/17 breakdown doubles the concrete workscope time due to accessibility, managing heaters, pour time, and moving tents.

Total Add:	\$13,695.00
11/6/2017 Breakdown:	\$146,270.00
Revised Total:	\$159,965.00

Added days for work proposed in 11/6/17 breakdown, covering/heating, re-pour slab, re-erect building, and spring site work is 45 days. (This does not include weekends or holidays).

CALENDAR DAYS, VERIFIED VIA PHONE W/ ANDY MARTIN ON 11/13/2017 @ 12:55 PM

SL

Sincerely,

Greg Clark
Buck Construction, Inc.

Caribou T-Hangar Project

Proposed Schedule

Concrete

Approved by Stantec	11/15
Remobilize and Prep	11/15/ - 11/17
Build Shelters	11/16 – 11/17
Form Curb (one half of bldg.) w/ bar	11/20 – 11/22
Turn on heat and prep for pour	11/20 – 11/22
Pour curb (one half of bldg.)	11/22 Heat as needed
Break ties and leave heated	11/24 – 11/25
Remove shelters and reset (leave covered with insulated blankets)	11/27 – 11/28
Form curb w/bar and interior piers (remaining half of bldg.)	11/28 – 11/30
Pour curb and piers	12/1
Strip Panels and clean up	12/4 – 12/6
Remove shelters	12/7 – 12/8
Backfill Interior	12/12 – 12/13

Steel Work

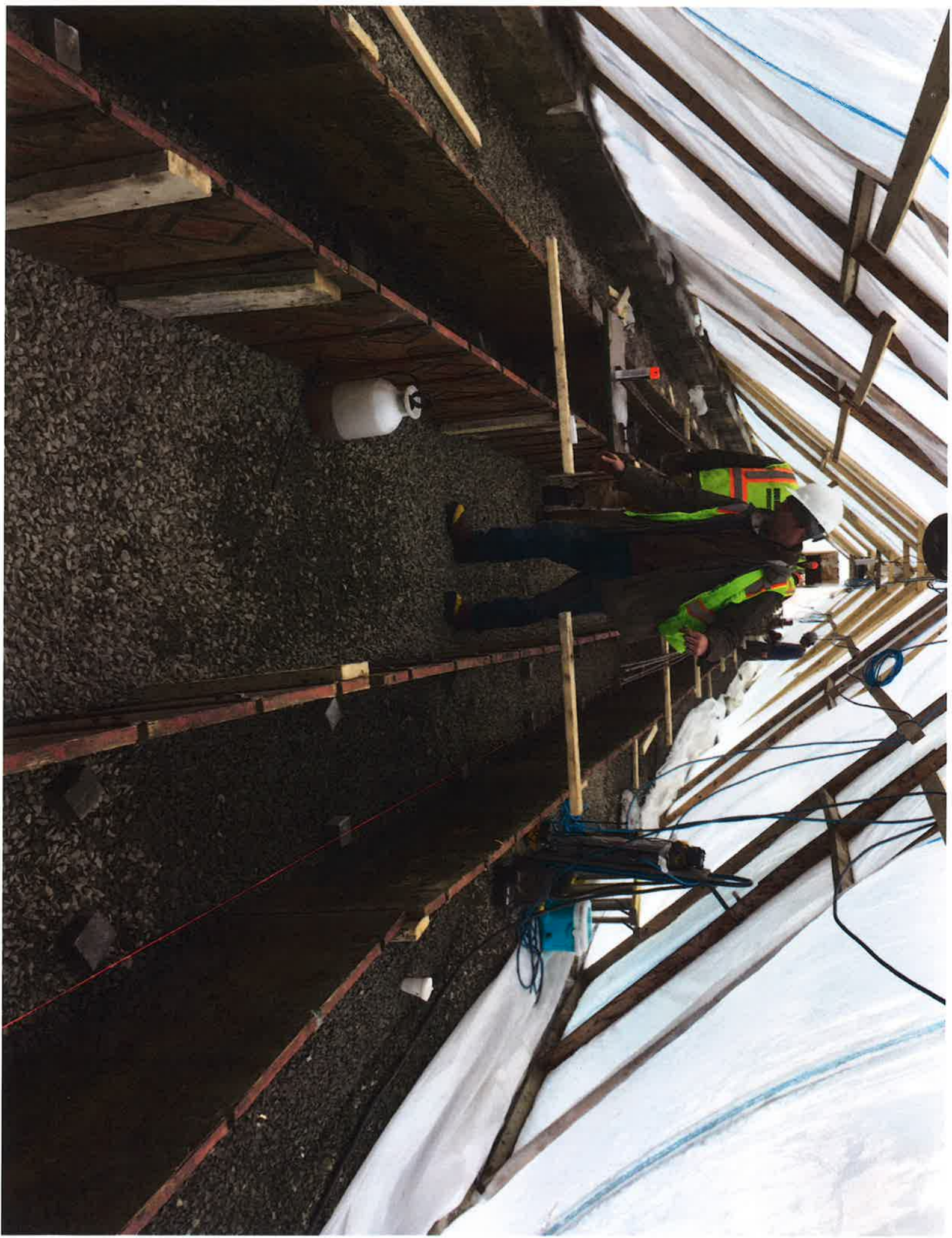
Start re-erection of steel	12/13 – 12/29 <12/25>
Sheet Roof	1/2 -1/8
Sheet Walls	1/9 – 1/19
Frame doors and sheet	1/15 – 1/26
Stop work until slab is poured	
Need slab to install interior partitions and to place liners on walls.	
These scopes to be determined as to date of actual work.	

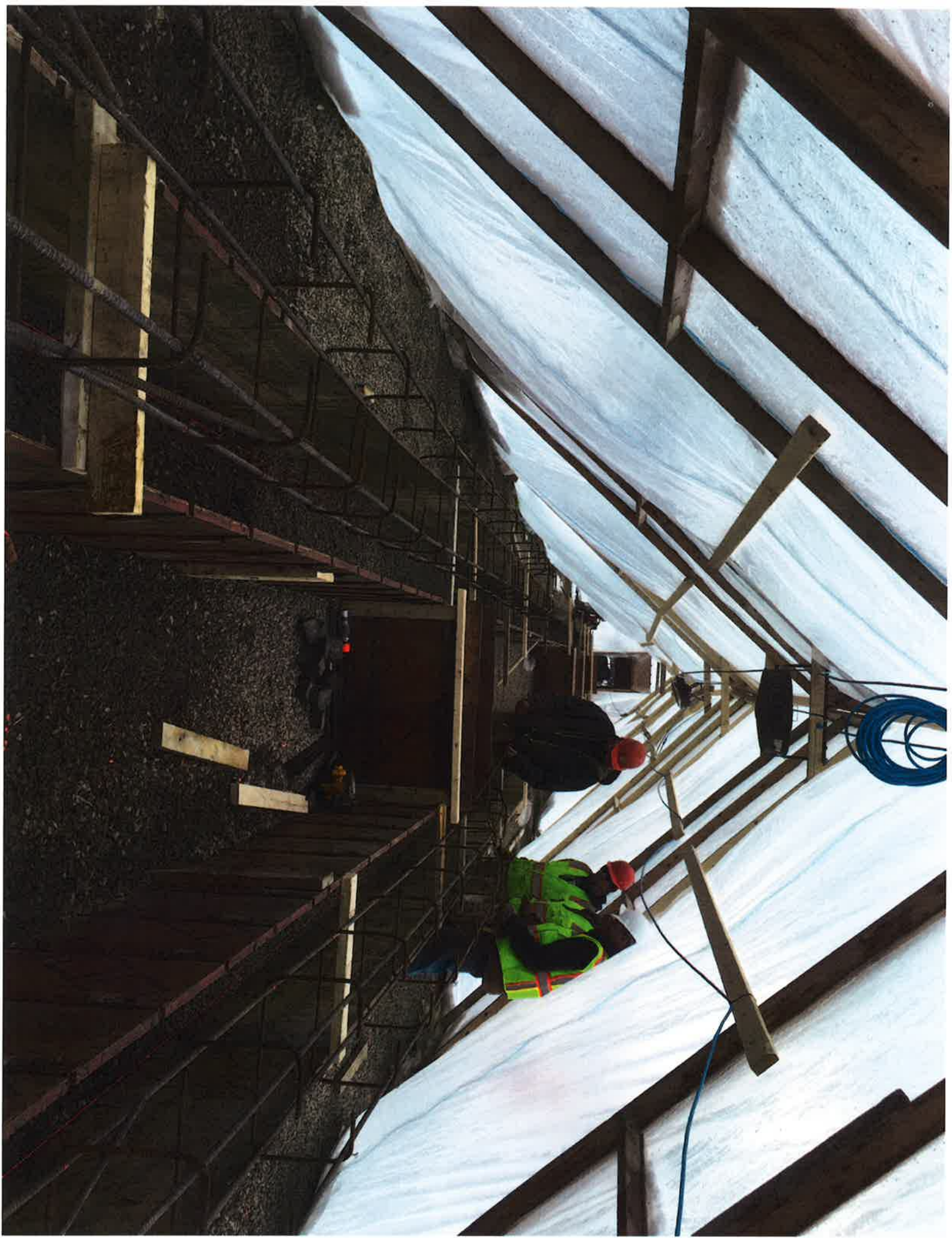






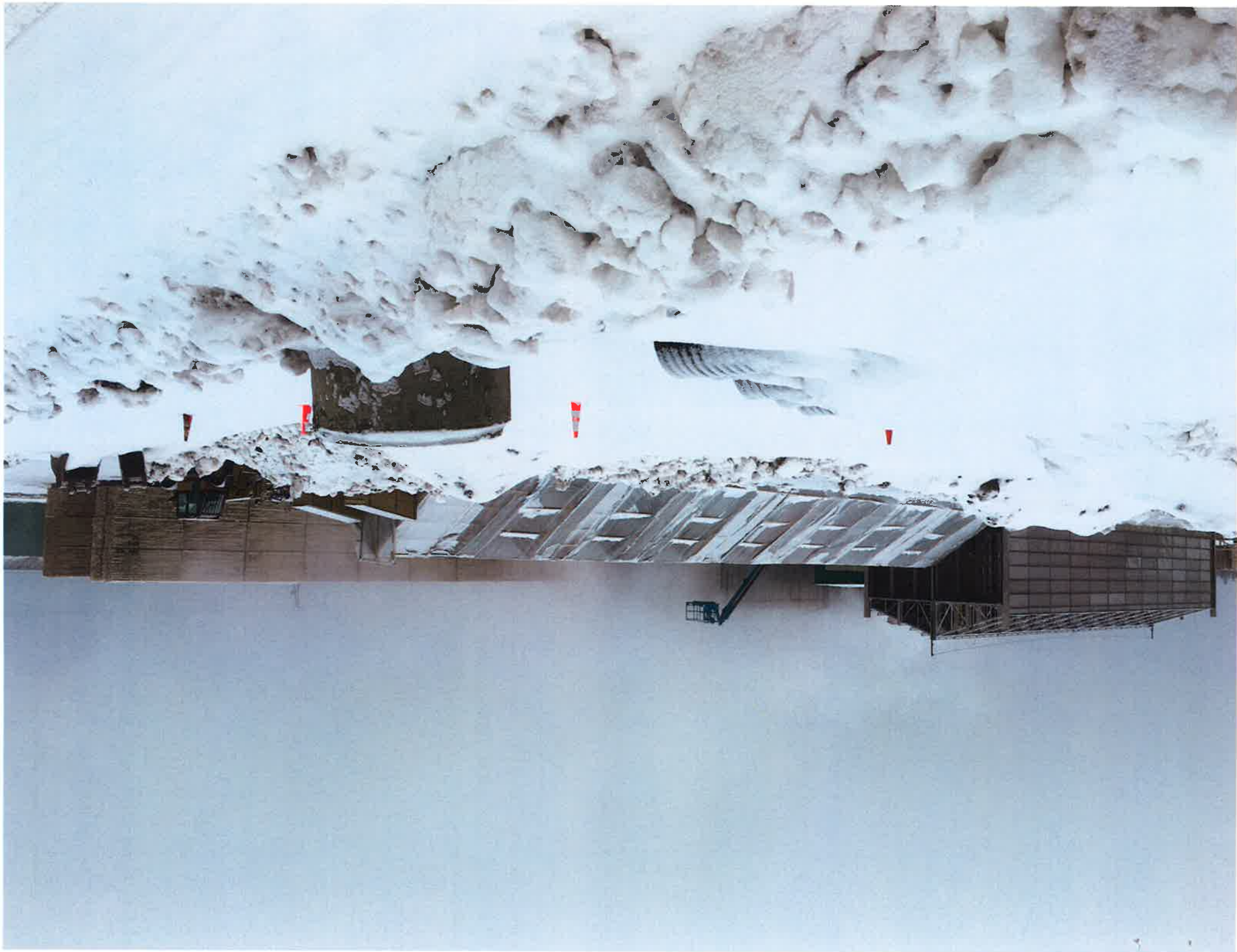












Legend

- | | |
|--|--|
| | EXISTING PAVEMENT EDGE |
| | EXISTING FENCE |
| | EXISTING MAJOR CONTOUR |
| | AIRPORT PROPERTY LINE |
| | EXISTING MINOR CONTOUR |
| | PROPOSED MAJOR CONTOUR |
| | PROPOSED MINOR CONTOUR |
| | PROPOSED ELECTRICAL SERVICE |
| | PROPOSED UNDERDRAIN/
PERIMETER DRAIN |
| | PROPOSED EROSION
CONTROL BARRIER |
| | PROPOSED CONSTRUCTION LIMITS |
| | BUILDING LIMIT LINE |
| | PROPOSED SAW AND SEAL |
| | EXISTING AIRPORT BUILDING |
| | PROPOSED T-HANGAR |
| | PROPOSED HANGAR APRON |
| | REGRADED AND REPAVED
PER CHANGE ORDER 2 |
| | PROPOSED CONTRACTOR STAGING AREA |
| | PROPOSED FRENCH DRAIN |
| | PROPOSED CONTRACTOR HAUL ROUTE |
| | TEST PIT |

2	RAISE HANGAR SLAB BY 18 INCHES	EPL	SML	17.11.17
1	REVISED FOR CONSTRUCTION	EPL	SML	17.08.28
Revision		By	Appd.	YY.MM.DD
2	ISSUED FOR BID	EPL	SMM	17.04.06
1	PRELIMINARY BID SET	EPL	SMM	17.03.09
Issued		By	Appd.	YY.MM.DD

File Name:	10669C-102_GrdPln_18inRise.dwg	EPL	SMM	EPL	17.03.09
		Dwn.	Chkd.	Dgdn.	YY.MM.DD

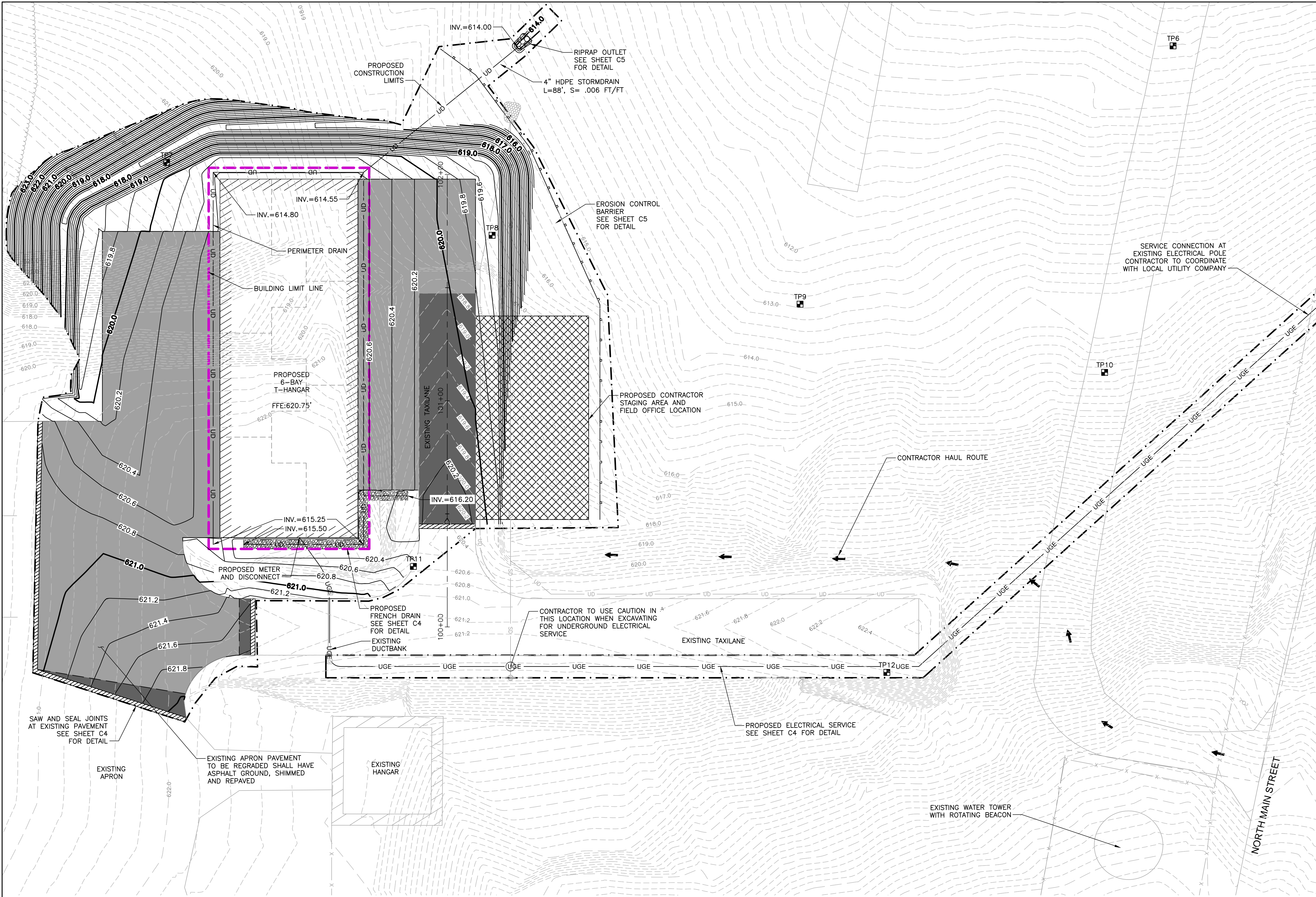
Permit-Seal

Client/Project
CARIBOU MUNICIPAL AIRPORT
A.I.P. PROJECT NO. 3-23-0012-19-2017

CONSTRUCT 6 BAY T-HANGAR
(APPROX. 150'x60')
CARIBOU, MAINE

Title
GRADING AND DRAINAGE PLAN
RAISE SLAB ELEVATION BY 18 INCHES

Project No.	Scale	
195210969	AS NOTED	
Drawing No.	Sheet	Revision
C2	4 of 10	2



PLAN
SCALE: 1"=20'
0 20' 40'

DIG SAFE NOTE:
UTILITIES ARE PLOTTED FROM FIELD LOCATION AND ANY RECORD INFORMATION AVAILABLE, AND SHOULD BE CONSIDERED APPROXIMATE. OTHER UTILITIES MAY EXIST WHICH ARE NOT EVIDENT OR FOR WHICH RECORD INFORMATION WAS NOT AVAILABLE. CONTRACTORS MUST CONTACT ALL UTILITY COMPANIES BEFORE EXCAVATING AND DRILLING. ALSO, CALL "DIG SAFE" AT 1(888)344-7233 [1(888)DIG-SAFE] IN MA, ME, NH, RI, AND VT. WEBSITE: WWW.DIGSAFE.COM

**DRAFT
FOR REVIEW ONLY**
NOVEMBER, 2017

CARIBOU ADMINISTRATION
25 HIGH STREET
CARIBOU, ME. 04736



MEMO

TO: Caribou City Council Members
FROM: Dennis Marker, City Manager
RE: Heavy Truck Traffic on Local Roads
DATE: November 17, 2017

Mr. Josh Collins is involved with an effort to petition national delegates to not allow heavy trucks on local roads. If the Council would like to add its support to Mr. Collins' effort, we can prepare a resolution for the next Council agenda (Nov. 27th).

He's provided the following letter and information for the Council to consider.

Dear Mr. Marker and City Council –

I hope this finds you well. My name is Josh Collins, and I am an organizer with the Coalition Against Bigger Trucks. Our non-profit serves to push back against federal mandates that would put even longer double-trailer and heavier commercial 18-wheelers on our local roads, which is both a danger to motorists on the road as well as our roads, bridges and infrastructure in towns and cities where deliveries are being made and goods are being picked up.

I wanted to send you a copy of this new nationwide letter we are composing, which asks Congress to reject these proposals (again – they were defeated in 2015 on a bi-partisan vote) if they come up again during this legislative calendar year. I would love to have the support of you and your board for this initiative, whether individually or as a group, and invite you all to discuss this Letter to Congress at your next meeting. We cannot do this work without the support of local elected officials, and nobody knows better the hazards to local roads, bridges, sidewalks, and other local infrastructure better than those at the local level – especially in Northern New England with old, narrow roadways and much smaller clearances in many towns.

I have attached some basic documents to this emails, but to see a full list of our partners as well as some in-depth studies regarding additional damage to roads and bridges, as well as motorist safety, **please visit our research center:** <https://cabt.box.com/v/information>

Please reply to this email and let me know if you would be willing to add your name to this letter (you won't go on any list) – we are on our way to 1,000+ supporters nationwide – both elected officials and local government administration that oppose even bigger trucks around the country. Please see the attached USDOT study white papers for reference. The National League of Cities, National Association of Counties, as well as the International City/County Management Association all have policy positions against federal mandates for allowing bigger trucks, as well as the Truck Carriers Association of America (TCA), which represents about 700 trucking carriers across the U.S. And Canada.

Thanks again and let me know if you have any questions. **I am more than happy to answer questions via phone or e-mail.**

Respectfully,

Josh Collins
Regional Director
Coalition Against Bigger Trucks (CABT)
(202) 271-9887

(Date)

Bigger Trucks: Bad for America's Local Communities

Dear Members of Congress,

Representing local communities and Americans across the nation, we are concerned about our transportation infrastructure. We strongly oppose proposals in Congress that would allow any increase in truck length or weight—longer double-trailer trucks or heavier single-trailer trucks would only make our current situation worse.

Local communities and our residents are what drive this country. We work every day to make sure the needs and safety of our residents are met. Allowing heavier and longer trucks will most certainly set us back in our efforts. Much of our transportation infrastructure that connects people to jobs, schools and leisure is in disrepair, in part because local and rural roads and bridges are older and not built to the same standards as Interstates. Many of us are unable to keep up with our current maintenance schedules and replacement costs because of underfunded budgets.

The impacts of longer or heavier tractor-trailers would only worsen these problems. Millions of miles of truck traffic operate on local roads and bridges across the country, and any bigger trucks allowed on our Interstates would mean additional trucks that ultimately find their way onto our local infrastructure. Longer and heavier trucks would cause significantly more damage to our transportation infrastructure, costing us billions of dollars that local government budgets simply cannot afford, compromising the very routes that American motorists use every day.

On behalf of America's local communities and our residents, we ask that you oppose any legislation that would allow any increase in truck length or weight.

Sincerely,

Please print your title and name here to be added to the list for this letter – thank you.

Heavier Trucks Endanger Motorists and Damage Infrastructure

Prepared by CABT, January 2017

Congress voted in 2015 to reject a proposal to increase truck weight limits from 80,000 pounds to 91,000 pounds¹. Those companies who would profit from bigger trucks can be expected to renew their efforts in this Congress. Yet, a two-year Comprehensive Truck Size and Weight Limits Study completed by USDOT in 2016 recommended that Congress not approve any heavier or longer trucks². As explained below, there is compelling evidence that heavier trucks would add new dangers to our roads and damage our infrastructure.

Heavier Trucks Have Dramatically Higher Crash Rates

The 2016 USDOT study found that heavier trucks with six axles—both 91,000-pound and 97,000-pound configurations—had higher crash rates in the three states where there was sufficient data³:

Idaho	-	99 percent higher crash rates for six-axle trucks up to 97,000 pounds
Michigan	-	400 percent higher crash rates for six-axle trucks up to 97,000 pounds
Washington	-	47 percent higher crash rates for six-axle trucks up to 91,000 pounds

USDOT noted that the consistency of the higher crash rates added validity to these findings, but more data would be needed to draw national conclusions. However, these findings are consistent with earlier studies that have found higher crash rates are associated with increases in gross vehicle weight^{4,5}.

The Problems with Heavier Trucks

More severe crashes. The severity of a crash is determined by the velocity and mass of a vehicle. If its weight increases, so does the potential severity of a crash⁶. Any increase in crash severity increases the likelihood of injuries becoming more serious, or resulting in fatalities.

More likely to roll over. Heavier trucks tend to have a higher center of gravity because the additional weight is oftentimes stacked vertically. Raising the center of gravity increases the risk of rollovers⁷.

Increased wear and tear. Increasing the weight of trucks causes additional wear and tear on key safety components. The 2016 USDOT study found that trucks weighing over 80,000 pounds had higher overall out-of-service (OOS) rates and **18 percent higher brake violation rates** compared to those at or below

¹ On Nov. 3, 2015, an amendment offered by Rep. Reid Ribble (R-Wis.) to the Transportation Reauthorization Act was defeated on a bipartisan vote, 236 to 187.

² USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*.

³ Ibid.

⁴ USDOT; 2013. *Highway Safety and Truck Crash Comparative Analysis, Final Draft Desk Scan*; “Crash rates tend to increase with increases in GVW.” 1995 University of Michigan Transportation Research Institute (UMTRI) study summary; and “The study also noted an increase in fatal crash rates at higher GVWs.” 1988 UMTRI study summary.

⁵ Marshall University, 2013. *An Analysis of Truck Size and Weight: Phase I – Safety*.

⁶ Ibid.

⁷ USDOT; 2000. *Comprehensive Truck Size and Weight Study*.

80,000 pounds⁸. This is especially important because a 2016 study by the Insurance Institute for Highway Safety found that trucks with any out-of-service violation are **362 percent more likely to be involved in a crash**⁹.

Heavier Trucks Would Cause Significant Infrastructure Damage

USDOT found in its 2016 study that thousands of Interstate and other National Highway System bridges could not accommodate heavier trucks¹⁰. These bridges would need to be reinforced or replaced, costing billions of dollars. USDOT estimates the following:

- The 91,000-pound, six-axle configuration would negatively affect more than 4,800 bridges, costing \$1.1 billion
- The 97,000-pound, six-axle configuration would negatively affect more than 6,200 bridges, costing \$2.2 billion

NOTE: USDOT only studied 20 percent of the nation's bridges for this analysis. The remaining 80 percent are likely to be the most vulnerable to heavier trucks. In fact, only 1,360 of the bridges considered by USDOT are currently "structurally deficient" (i.e., likeliest to need repair and/or replacement with heavier truck weights), while 70,427 of total bridges are classified as "structurally deficient."

Experts Agree that Bigger Trucks Are More Dangerous

Congress rejected bigger-truck proposals in 2015 in large part because of opposition from national and local law enforcement, including the National Troopers Coalition and the National Sheriffs' Association:

"The bottom line is bigger and heavier trucks make our roads and highways unsafe due to, among other things, greater stopping distances and higher risk of rollover." (Sept. 23, 2015 National Troopers Coalition letter to Congress)

"We are united nationwide in our opposition to both heavier and longer trucks. Please stand with the National Sheriffs' Association and its members and reject heavier and longer truck provisions." (Oct. 20, 2015 National Sheriffs' Association letter to Congress)

The Truckload Carriers Association (TCA), representing over 700 trucking companies, opposes heavier trucks¹¹.

Patchwork Exceptions Undermine Enforcement and Compliance

Some bigger truck proponents have sought to remove the federal weight limits for individual states. USDOT has criticized this kind of piecemeal approach for our Interstate Highway system, finding that it makes enforcement and compliance more difficult, contributes little to productivity, and may have unintended consequences for safety and highway infrastructure¹².

⁸ USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*.

⁹ Insurance Institute for Highway Safety; 2016. *Crash Risk Factors for Interstate Large Trucks in North Carolina*.

¹⁰ USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*.

¹¹ Truckload Carriers Association; September, 16, 2015. Letter to Rep. Reid Ribble (R-Wis.).

¹² USDOT; 2004. *Western Uniformity Scenario Analysis: A Regional Truck Size and Weight Scenario Requested by the Western Governors' Association*.

Longer Double-Trailer Trucks Endanger Motorists and Damage Infrastructure

Prepared by CABT, January 2017

A few large trucking companies are pushing Congress to force states to allow longer double-trailer trucks, or “Double 33s.” These longer double-trailer trucks would replace not only today’s shorter, 28-foot double-trailer trucks, but also many 53-foot single-trailer trucks that commonly operate on the road today. Longer double-trailer trucks would add new dangers for motorists and damage our infrastructure.

Double 33s are 91 feet in length—that is 10 feet longer than the current doubles they are intended to replace and 17 feet longer than current single-trailer trucks. Congress in 2015 rejected these longer double-trailer trucks¹, and USDOT in its 2016 Comprehensive Truck Size and Weight Limits Study, recommended that Congress not approve these or any other longer or heavier trucks².

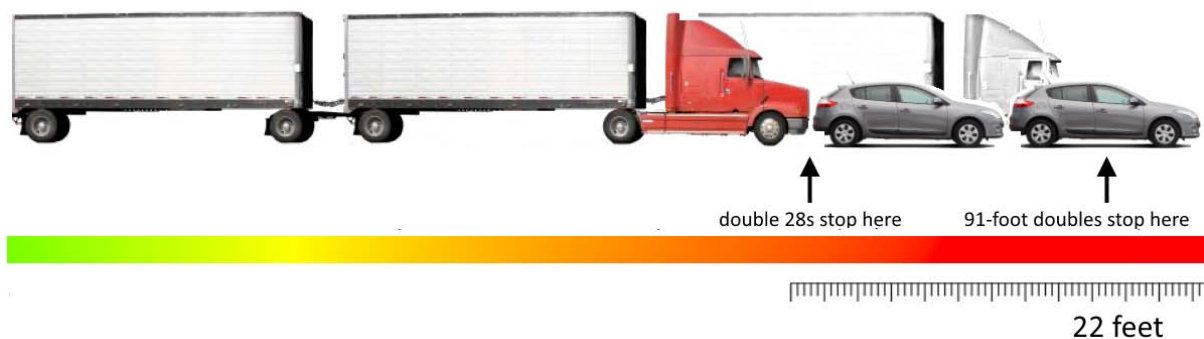
Double 33s Would Replace Single-Trailer Trucks

Double-trailer trucks represent a relatively small percentage of trucks operating on our roads today. The majority of combination trucks in operation are 53-foot single-trailer trucks. If Congress requires states to allow the longer doubles, today’s truck traffic would change dramatically. Since Double 33s have 24 percent more capacity than 53-foot trailers, market forces would push companies currently operating single-trailer trucks to replace their fleets with Double 33s. According to a 2015 analysis, this would incur a massive shift from single-trailer trucks to Double 33s, resulting in approximately **42 to 101 billion additional miles of double-trailer truck travel on our nation’s highways**³.

Longer Double-Trailer Trucks Would Add New Dangers to the Highways

An influx of double-trailer trucks on the highway would have severe safety implications for motorists. Studies have consistently shown that multi-trailer trucks—doubles and triple-trailer trucks—are more dangerous than single-trailer trucks. A 2013 Marshall University-led study⁴ found that double-trailer trucks have an **11 percent higher fatality rate** than single-trailer trucks. This finding is consistent with findings made by USDOT in a 2000 study⁵. Below are several reasons these trucks are more dangerous:

1. Longer stopping distances. Double 33s take 252 feet to stop—that is 17 feet longer stopping distance than today’s single-trailer trucks and 22 feet longer than today’s twin-trailer trucks⁶.



¹ On Nov. 10, 2015, the Senate rejected increasing the length of double-trailer trucks as part of the surface transportation reauthorization bill on a 56-31 floor vote; and on Nov. 18, 2015, the U.S. Senate rejected increasing the length of double-trailer trucks on the omnibus spending bill on a voice vote.

² USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*.

³ Mingo, Roger D., and Mark L. Burton, Mark L.; 2015. *Mandated Twin 33 Trailers Produce Costly Shifts in Freight Movement*.

⁴ Marshall University, 2013. *An Analysis of Truck Size and Weight: Phase I – Safety*.

⁵ USDOT; 2000. *Comprehensive Truck Size and Weight Study*.

⁶ USDOT; 2015. *Comprehensive Truck Size and Weight Limits Study, Highway Safety and Truck Crash Comparative Analysis Technical Report*.

2. Increased rollover propensity and rearward amplification. Double 33s experience increased rollover vulnerability, poorer stability and compromised avoidance maneuver compared to single-trailer trucks⁷.

3. More wear and tear. Double-trailer configurations have 58 percent higher out-of-service violation rates than single-trailer trucks⁸. This is especially important because a 2016 study by the Insurance Institute for Highway Safety (IIHS) found that trucks with any out-of-service violation are 362 percent more likely to be involved in a crash⁹.

Double 33s Would Cause Significant Infrastructure Damage

According to its 2016 USDOT study, Double 33s would increase pavement damage by 1.8 percent to 2.7 percent¹⁰, which translates to **\$1.2 to \$1.8 billion in estimated pavement damage every year**¹¹.

Also, USDOT found that nearly 2,500 Interstate and other National Highway System bridges would need to be strengthened or reinforced to handle the longer double-trailer trucks, costing taxpayers up to **\$1.1 billion**¹². The study accounts for only 20 percent of bridges—the other 80 percent of bridges on state and local roads would be more vulnerable to the longer trucks.

Many Trucking Companies Oppose Double 33s

The Truckload Carriers Association (TCA), representing over 700 trucking companies, strongly opposes longer double-trailer trucks. In fact, TCA wrote to Members of Congress in 2015 to express their concerns over increasing the length of double-trailer trucks, stating that these trucks would increase costs of delivering freight, decrease fuel efficiency, incur additional expenses to train or retrain drivers, increase the potential for driver injuries while coupling and decoupling trailers, and exacerbate truck parking problems¹³.

The Double 33s Mandate Would Override State Laws

This legislation would preempt state laws and require every state to allow longer double-trailer trucks on their roads, even if they determined that their roadways were not capable of safely accommodating the longer trucks or that they would damage their pavement and bridges.

⁷ Ibid.

⁸ Ibid.

⁹ Insurance Institute for Highway Safety; 2016. *Crash Risk Factors for Interstate Large Trucks in North Carolina*.

¹⁰ USDOT; 2015. *Comprehensive Truck Size and Weight Limits Study, Volume 1: Technical Reports Summary*.

¹¹ R.D. Mingo and Associates; 2015. Analysis of 2012 FHWA Highway Statistics and selected Cost Allocation studies.

¹² Ibid.

¹³ Truckload Carriers Association; October, 20, 2015. Letter to House Transportation and Infrastructure Committee Chairman Bill Shuster and Ranking Member Peter DeFazio.

**CARIBOU ADMINISTRATION
25 HIGH STREET
CARIBOU, ME. 04736**



MEMO

TO: Caribou City Council Members
FROM: Dennis Marker, City Manager
RE: 2018 Budget Discussion
DATE: November 17, 2017

This is on the agenda to address the issue raised by the NEPBA (see attached) and how it might be addressed financially in the draft budget.

Because this was raised as a point of negotiation/bargaining with the NEPBA, this may be discussed in executive session under Maine Revised Statutes, Title 1, §405.6D, before deciding what action to take.

Our Finance Director provided a memo outlining some of the financial and contractual details of this issue (see attached).



November 16, 2017

TO: City Manager Dennis Marker

Cc: Chief Michael Gahagan

RE: Demand to Bargain

Dear Manager Marker,

Maine State Labor Law, requires you provide to the Union advance notice and opportunity to bargain prior to effecting a change in an established condition of employment that affects a mandatory subject of bargaining. It is our opinion that Maine Municipal Employee Health Trust is an extended arm of The City of Caribou as caribou had contracted with them for services. As stated by MMEHT, in 2018 they will implement the following:

- Increase annual in-network coinsurance out of pocket maximum from \$1,000 single/\$2,000 family to \$1,500 single/\$3,000 family
- Increase RX copays from \$4/\$10/\$30/\$50/\$60 to \$8/\$15/\$35/\$60/\$80
- Increase the Primary Physician Copay from \$15 to \$20

Though The 80%/20% premium payment formula has not changed, the new way for Maine Municipal Association to raise rates has now shifted most, if not all the burden onto the employees rather than the previous across the board plan increases that we historically were accustomed to negotiating.

In 2009 city employees sat down with the City of Caribou and decided that the POS-C plan everyone was under had become too costly. The majority of employees agreed to go to the POS 200 Plan with the PPO-500 Plan as an alternate option providing the city accepted ½ of the Coinsurance out of pocket.

The city agreed to provide HRA funding in the amount of \$600.00 for a single coverage per year and a \$1,200 single with children, or family Coverage for the POS-200 Plan. The agreed too funding for the HRA was a midpoint for both parties and satisfied the equal to or better insurance we had Been previously on, which was the POS-C Plan. However, because of Maine Municipal Health Trust's upcoming changes, it is our opinion that this drastic change in plan rate calculations constitutes a change in an established condition of employment that affects a mandatory subject of bargaining.

The Union hereby requests that the city fulfill their obligation to bargain with the union concerning such drastic changes. If the city fails to do so, the union intends to file an Unfair Labor Practice (ULP) And take any other legal action deemed appropriate. Please contact me so we can set up mutually agreeable dates and times to meet on this issue.

Respectfully Submitted,

Keith K. Ouellette

President, N.E.P.B.A.

**CARIBOU ADMINISTRATION
25 HIGH STREET
CARIBOU, ME. 04736**



MEMO

TO: Caribou City Council Members
FROM: Wanda L. Raymond, Finance Director
RE: Union Demand to Bargain, HRA
DATE: November 17, 2017

Out of pocket maximums for 2018 were increased by Maine Municipal Employees Health Trust as follows:

POS 200

Single Plan from \$1200 to \$1700

Family Plan from \$2400 to \$3400

PPO 500

Single Plan from \$1500 to \$2000

Family Plan from \$3000 to \$4000

Currently the City is funding 50% of this out of pocket maximum. If the City were to continue to provide 50%, the cost to increase the HRA's for 2018 would be \$28,750.

The current balance in the HRA Reserve account is \$27,781.49.

Current contract language reads as follows:

Police:

The City will provide HRA funding in the amount of \$600.00 for a Single coverage per year and \$1,200.00 Single with Children, or Family Coverage for the POS-200 Plan

The City will provide HRA funding in the amount of \$900.00 for a Single coverage per year and \$1,800.00 Single with Children, or Family Coverage for the PPO-500 Plan

Employees may choose, during the open enrollment period, from the above listed plan options. Any unused HRA Funding amount in a calendar year can be rolled over in the HRA to the following year up to the maximum out of pocket cost for the selected plan. The maximum amount available in the HRA at any time will be the maximum out of pocket cost for the selected plan.

Fire:

Health Reimbursement Arrangement (HRA): Applies to deductibles and Co-Insurance only. The City will provide HRA funding in the amount of \$600.00 for a Single coverage per year and \$1,200.00 Single with Children, or Family coverage for the POS-200 Plan. The City will provide HRA funding in the amount of \$900.00 for a Single coverage per year and \$1,800 Single with Children, or Family coverage for the PPO-500 Plan. Starting 2014 any unused HRA Funding amount in a calendar year can be rolled over in the HRA to the following year up to the maximum out of pocket cost for the selected plan. The maximum amount available in the HRA at any time will be the maximum out of pocket cost for the selected plan.

Public Works:

For 2017, 2018, 2019 the Plan shall be by the Maine Municipal Employee Health Trust POS-200 or PPO-500. The City shall offer a Health Reimbursement Account (HRA) with both plans. The Health Reimbursement Account (HRA) applies to deductibles and Co-Insurance only. Each year the city will provide HRA funding in the amount of \$900 per year for single coverage and \$1,800 per year for Single with Children, or Family Coverage for the POS-200 Plan. Each year the city will provide HRA funding in the amount of \$1,125 per year for single coverage and \$2,250 per year for Single with Children, or Family Coverage for the PPO-500 Plan. Employees may choose, during the open enrollment period, from the above listed plan options.