Town Council Public Works Committee at 6:30 PM on November 19, 2012
Town Council Chambers

(Power Point Presentation from Vanasse Hangen Brustlin, Inc. entered into the record of minutes)

Present:	Chairman Ed Harrington Councilor Michael Smart Councilor Francis Burke Councilor Kenneth DiFazio
Absent	Council President Arthur Mathews
Also present:	Jeff Bina, Director of Department Works Jim McGrath, Assistant Town Engineer

Recording Secretary: Diane T. Hachey

Chairman Harrington called the Public Works Committee meeting to order at 6:30 PM.

Pavement Management Systems
-Analysis of existing pavement and sidewalk conditions
-Gordon Daring, Director of Pavement Engineering Svcs.

Chairman Harrington noted that this issue was referred on November 13, 2012 to the Public Works Committee. The study came about as a result of Mr. Bina soliciting RFP's from engineering firms and chose this firm as they have completed numerous projects on the East Coast. Mr. Daring, of Vanasse Hangen Brustlin, Inc. noted that 10% of the towns' roads were evaluated and inclusion is town roads only (those paved within the past five years were excluded); state and private roads are also excluded from the study. Roads total 150 miles and sidewalks the same.

Councilor Smart noted that he and Council President Mathews are strong advocates for utility companies returning roads to the same condition they were, prior to road work being performed. He further noted the importance of compacting beneath pavement to ensure street longevity.

Mr. Daring explained that pavement management is defined as the planning for the maintenance and rehabilitation of sidewalks and roads, in order to maximize the life of the pavement.

He reviewed the process which includes inventory, identification and quantification, defining treatment options and associated costs. A PCI (pavement condition index) has been established, which rates roads/sidewalks on a scale from 20-100:

20-50 means base rehabilitation is necessary
50-70 means structural improvements are warranted
70-80 means preventative maintenance is needed to maintain condition of roads
80-90 requires routine maintenance
90-100 warrants no immediate maintenance

It was noted that the average roadway in town is 73, which is a "C" in terms of grading. Numerous pictures of roads in town were shown, ranging from no immediate maintenance scenarios to base rehabilitation conditions.

Mr. Daring highlighted sidewalk and curb data which he gathered in conjunction with both the Town Engineer and GIS individual. He noted that the majority of our sidewalks are composed of bituminous concrete.

Current roadway pavement backlogs indicate that performing routine maintenance will cost the town $183,000, preventative maintenance $3,169,000 structural improvement $6,151,000 and base rehabilitation $19, 338,000 for a grand total of rehabilitation of 148.7 miles at a cost of $28,841,000.

The cost to miles ratio for the aforementioned are as follows:

Routine maintenance is 1% of the total cost and includes 17% of the total miles; preventative maintenance represents 11% of the total cost and includes 26% of the total miles; structural improvement equates to 21% of the total cost and represents 15% of the total miles; and base rehabilitation is the majority of the total cost at 67% and encompasses 30% of the towns' road mileage.

The three funding scenarios presented were current funding ($1.14 M per year for 10 years) which would result in PCI decreasing to 61, maintaining PCI (73) would cost $2.6 M per year for 10 years, and improving the PCI (to 83) would cost $3.6 M per year for 10 years. Mr. Daring recommends that roads of the highest benefit are based on high traffic volume, lower repair cost, longer repair life expectancy and poorer road conditions. Mr. Daring additionally recommends identifying pavement condition goals, budgeting adequately in an effort to reach these goals, utilizing the correct tool on a timely basis, implementing full spectrum of treatments to pavement, continuance of maintaining updated pavement management data, and continuing to utilize the PMS to aid in the long term planning of optimal roads in the town.

Highlights of the presentation were as follows:

-software has not yet been installed but intent is to in the future

-12% roadway cost allows you 43% remediation

-funding goes further if maintenance is included as part of funding

-town officials/ administration needs to ascertain priorities and define a funding source-the engineering division will track both progress and funding

Chairman Harrington asked if the software incorporates bonding necessary to fund the project. Mr. Daring confirmed that the software will determine funding (bonding) needed to maintain a certain PCI that the town would need to determine.

Chairman Harrington thanked all for the informative presentation and believes that this is a great approach to bringing all roads up to par in the town.

A discussion ensued as to roads/sidewalks being prioritized and a listing available for viewing by the public and Town Council. Councilor Smart is an advocate of having this priority list readily available.

With no further business to attend to, Chairman Harrington entertained a motion to adjourn at 7:29 PM-motion seconded by Councilor Smart and voted unanimously.

Respectfully Submitted by: Diane T. Hachey

Approved by: Chairman Ed Harrington

Attachment (power point presentation)