

***Town Council Meeting
November 19, 2012
Town Council Chambers
(Power Point Presentation from Vanasse Hangen Brustlin, Inc. entered
into the record of minutes)***

Present: Arthur Mathews, President
Francis Burke
Robert Conlon
Kenneth DiFazio
Jane Hackett
Ed Harrington
Brian McDonald
Patrick O'Connor
Michael Smart

Absent: Thomas J. Lacey
Michael Molisse
George Lane, Town Solicitor
Richard Swanson, Town Auditor

Also Present: Kathy Deree, Town Clerk
William McKinney, Chief Financial Officer
Jeff Bina, Director of Department of Public Works
Jim McGrath, Assistant Town Engineer

Recording Secretary: Diane Hachey

Vice President O'Connor called the Town Council Meeting to order at 7:34 PM.

Following the Pledge of Allegiance, Kathy Deree conducted roll call with Council President Mathews, and Councilors Lacey and Molisse not present. Vice President O'Connor explained that Council President Mathews is attending a wake and Councilors Lacey and Molisse had prior commitments and are unable to attend this evening.

Announcements:

Councilor Harrington announced that the Weymouth Wildcats are boasting a record of 8-2, he further noted that the Thanksgiving Day game is scheduled for 10 am on Thursday, against Walpole.

Next Tuesday begins the playoffs, with a home game starting at 7:30 PM. Tickets can be purchased ahead of time for a discounted rate, at the Weymouth High School Athletic Office.

Councilor Conlon announced the importance for the public to attend an upcoming Public Safety Meeting, scheduled on Monday 26 November at 6:45 PM, on the second floor in Town Council Chambers.

Communications and Reports from the Mayor, Town Officers and Town Boards

12 118-FY 2013 Tax Classification

William McKinney presented on behalf of the Mayor's Office and requests that the town of Weymouth approve a classification tax rate shift of 1.48 for commercial, industrial, and personal property taxes with no residential exemption for fiscal year 2013.

Councilor Smart motioned for referral to the Budget/Management Committee, motion seconded by Councilor Harrington and voted unanimously.

12 119-Special Purpose Stabilization Fund-Pond Plain Improvement Association Building Repairs

William McKinney presented on behalf of the Mayor's Office and requests that the town of Weymouth raise and appropriate \$75,000 from the special purpose stabilization fund for capital projects for funding the costs associated with improvements to the Pond Plain Improvement Association Building.

Councilor Smart motioned for referral to the Budget/Management Committee, motion seconded by Councilor Harrington.

Councilor Smart noted that he requested funding for this project as part of the 2004 Host Community Agreement mitigation list from the Council. The location is the Pond Plain Improvement Association building, located at 330 Pond Street and houses Cub Scouts, Boy Scouts, Girl Scouts and several town events. The building is in need of repair, especially the roof; a building study was performed which supports this fact.

Councilor Hackett suggests equipping the building with handicap accessibility, possibly through CDBG funding.

Councilor Harrington noted attendance in the audience of Bill Taylor, Phil Barthel, and Tim Barry, who are in support of the renovations. He further noted that due to his affiliation with the Pond Plain Improvement Association, he will be abstaining from the vote on this matter.

Motion to refer to the Budget/Management Committee voted unanimously.

Reports of Committees

Public Works Committee Chairman Ed Harrington

Pavement Management Systems

Analysis of existing pavement and sidewalk conditions

Gordon Daring, Director of Pavement Engineering Services

Councilor Harrington introduced Gordon Daring of Vanasse Hangen Brustlin, Incorporated, Jeff Bina/DPW Director, and Jim McGrath/Town Engineer. The presentation will discuss the assessment value and scientific approach for use as a management tool to ascertain road conditions in the town.

Councilor DiFazio leaves here at 7:55 PM.

Councilor Smart noted his concerns with 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 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, with a score of 20 meaning base rehabilitation is necessary, and a score of 100 indicating no immediate maintenance is required.

An analysis, in conjunction with the town engineer indicates that the average roadway has a PCI of 73, which is a "C" in terms of grading. Numerous pictures of roads in town were shown on the power point, ranging from no immediate maintenance scenarios to base rehabilitation conditions.

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:

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.

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.

Councilor Conlon suggests initially investing funding into the roads which have a PCI-pavement condition index of higher than 90% for upkeep and maintenance insurance then disbursing funding to roads which have the lower PCI.

Councilor Harrington asked if it is typical for towns to go out to bond for this type of funding. Mr. Daring confirmed that bonding is a viable option, as it is highly unlikely that annual funding can sufficiently address all road improvements.

Council President Mathews arrives here at 8:20 PM.

Councilor O'Connor applauded the presentation and noted that it sets the standard and brings planning and identification of roads/sidewalks together.

Councilor Burke believes that the overall assessment is a great first step but impressed upon all that priorities need to be set and funding determined. He is concerned that software measures both life of roadways and funding expended, but is concerned that the smaller roads will fall through the cracks. Mr. Daring assured the committee that the software takes this element into consideration, as side roads deteriorate at a slower pace than main.

Council President Mathews requested that this presentation be loaded to the town website for the public to access.

With no further business to attend to Vice President O'Connor motioned to adjourn at 8:31 PM, motion seconded by Councilor Smart and voted unanimously. It was noted that the next Town Council Meeting will be held on December 3rd.

Respectfully Submitted by: Diane T. Hachey

Approved by:

Vice President Patrick O'Connor and Council President Arthur Mathews

Attachment (power point presentation)

