

CITY COUNCIL
PAVEMENT MANAGEMENT WORKSHOP
OCTOBER 5, 2015 – 6:00 P.M.

Councilors Pepin, McCallion, Messier, Soldati, Tapscott, Dumont, Sprague and Collins were present.

Joe Ducharme, contracted engineer from CMA Engineering, shared a PowerPoint presentation of the condition of the pavement throughout the City and a Pavement Management Plan. He explained that the pavement conditions were recorded by laser imaging in 2014.

Based on this laser imaging, the City of Somersworth's city-wide average PCI (Pavement Condition Index) is 53, which is fair condition. Based on the chart in the presentation, the city should strive for PCI of 70 or higher – good/satisfactory pavement conditions.

Mr. Ducharme stated that he worked closely with members of the Public Works Department, Public Works Director, and other City staff, to map out all of the data to show the condition of the roads throughout the city. He discussed how traffic patterns, weather, and other factors affect the condition of the roads. He also showed which roads were higher priorities based on condition.

Mr. Ducharme went on to discuss the different methods of pavement repair, average life expectancy, and costs associated with each.

City Manager Belmore asked which methods of repair have already been used within the city.

Mr. Ducharme replied, all methods have been used at some point. There was some crack sealing done in 2009-10 on High Street. A section of High Street was repaired in 2013 with mill and overlay. A section of Interstate Drive was repaired with mill and overlay. Blackwater Road and Whitehouse Road was a reconstruction method; a reclaim with an asphalt injection into the base, which creates a tighter bond with the gravel materials that are just below the pavement, and then an overlay. On the south end of High Street was a mixture of resurfacing and reconstruction.

Mr. Ducharme continued by explaining how the cost of asphalt affects the cost of paving.

Councilor Sprague, asked if the budgeted amounts on the chart for the PCI took into account the increase in the cost of asphalt over the next 20 years, or if that was based on today's numbers.

Mr. Ducharme said this is based on today's numbers and projected over 20 years, but most communities work on a 3 to 5 year window for their actual planning because things happen. You might get a water main break on a section of road and other things can happen which can shift priorities. The pricing will fluctuate; the trend is that it will go up, not down.

Mr. Ducharme continued with the presentation and showed proposed scenarios of which roads could be improved and repaired over the next several years based on funding amounts. The city is at a point where it needs to think about an annual program and not one project every 2-3 years. The next step for the city would be to determine a budgeting plan.

Councilor Sprague asked if the list of roads on the 2016-2021 Road Improvements Chart was based on the city funding at \$1.35M, with 25% going towards preservation and the remainder being used for repair and reconstruction. When he first started, the budget was \$250,000. If we don't move our budget up to \$1.35M and keep it there, most of these roads would drop out.

Mr. Ducharme said some of the roads were listed on the CIP. If utility work is needed, then the road repairs should happen at the same time.

Councilor Sprague went on to say that if we don't fund these roads at \$1.35M than the image of the barns (a slide from the presentation) comes into effect. If we don't take care of things then the roads will get worse and worse. The costs will be extrapolated to a point of no return.

Councilor Dumont said it would be great to just have the number, for whatever reason that we just decide to do everything this year. What's the cost? We can project it out based on the current cost of materials today. Then we can work within a plan. He has a concern that it has been a number of years since any of those residential roads have received any attention and some of them are starting to get sink holes. The Public Works Department tries to do their best, but after a while, a cold patch just doesn't last. We are coming into the winter season and what we saw last year on those roads will be worse this year. So, just a number that we can work from.

Councilor McCallion asked if Mr. Ducharme has seen in other communities, if there are restrictions on roads.

Mr. Ducharme said he can't think of a community that has laid out a plan, but there are certain roads that he knows of with weight restrictions because of a culvert crossing, bridge crossings, or because of neighborhood classification. He has not worked with a community that has made a map to do that. You could look at load restrictions in the winter time. When they go through the freeze thaw cycle, the roads really take a beating. That would be a good time to create load limits.

The workshop ended at 6:52pm.

Respectfully submitted,

Trish Harris, City Clerk