



TOWN OF MAYNARD
Department of Public Works

MUNICIPAL BUILDING
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Justin DeMarco
Director of Public Works

<i>Administration</i>	<i>Cemetery & Parks</i>	<i>Facilities</i>	<i>Highway</i>	<i>Water & Sewer</i>	<i>WWTP</i>
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Memorandum

To: Select Board
From: Justin DeMarco, DPW Director
Wayne P. Amico, PE, Town Engineer
cc: Greg Johnson, Town Administrator
Date: April 26, 2022
Subject: FY22 - 23 Pavement Management Plan

Recommended Action:

Motion to accept the Department of Public Works FY22 Pavement Management Plan:
Scenario 2 – A & B (\$787,000), as presented

Assabet Street
Great Road (Sudbury Town Line to Parker)
Old Marlboro Road (Parker St to Tobin Dr)
Old Sudbury Road
***Allan Drive**
***Fletcher Street**
***Heights Terrace**

Acceptance of Scenario 2 – A & B is contingent upon two (2) subsequent approvals*. One, under the authority of the Selectboard, and another under the authority of the Massachusetts Department of Transportation (MassDOT) chapter 90 division.

Subsequent Motion #1 Process

Motion to proceed with initiating Eminent Domain Taking and Acceptance of Roadways as Public Ways by conducting a road lay out process pursuant to G.L c 82, & 21 per formal process outlined in the attached letter from Blatman, Bobrowski & Mead, LLC dated August 12, 2012, including utilizing local funds to conduct survey of boundaries by Vanasse Hangen Brustlin (VHB) under town contract services (#1216), estimated cost \$20,000.00. For the Following Roads.

Allan Drive – Town unaccepted – Chapter 90 accepted
Fletcher Street – Town unaccepted – Chapter 90 accepted
Heights Terrace – Town unaccepted – Chapter 90 accepted

***Note:** Denial of paving plan submitted to MassDOT for preapproval of **Scenario 2 – A & B** or **Scenario 1 A & B** will result in a request to proceed with **Scenario 1 A** only.

Denial of the motion to proceed with Eminent Domain Taking and Acceptance of Roadways as Public Ways will result in request to proceed with **Scenario 1 A & B** contingent upon MassDOT approval.

Purpose:

Acceptance of the presented plan will formally acknowledge that through the use of Chapter 90 funds, and other Fiscal appropriations, the Department of Public works will continue to systematically inventory, develop and address in a comprehensive manner, a yearly roadway pavement recommendation list for repair and/or replacement in an attempt to proactively manage the Town of Maynard's pavement assets.

Background:

As you are aware, the Maynard DPW has an ongoing contract arrangement with our Pavement Management Consultant, BETA Inc. (BETA) to provide as needed Pavement Management Services to the Town of Maynard. BETA previously performed a Townwide Roadway and Pavement Inventory and rated each road with a Pavement Conditions Index (PCI). Each year the DPW requests that BETA review our Roadway Pavement Management database and provide engineering recommendations for Town's **Accepted** streets that should be repaved that year, based on (1) available Town funding for our yearly paving program, and (2) the PCI of the streets and which streets are recommended to be mill and overlaid or reconstructed (reclaimed) based on the overall street PCI in the Town Roadway Database. An entire roadway re-inventory will be required in the next few years, as the existing roadway conditions change on a yearly basis, and deteriorate over time.

You may recall that a roadway's pavement life has a direct correlation to the amount of roadway degradation that each road experiences. The most cost-effective approach to preserving the Towns roadway infrastructure, is to mill and overlay the roadway (or provide some other surface treatment) prior to the roadway completely failing and requiring reclamation. Replacing the top course of pavement preserves and extends the overall life of the roadway and saves money over the inevitable pavement reclamation process when that is required.

Unaccepted Streets

The Department of Public Works has completed an exhaustive amount of research compiling, auditing, and confirming Town of Maynard accepted roads (adopted by Town meeting), compiling several years of research and data for accurate confirmation of approved Town accepted roads. This is referred to as the Town of Maynard Accepted and Unaccepted Streets, which also includes MassDOT chapter 90 program accepted roadways. In Summary, there are 174 Accepted Streets in the town of Maynard and 48 Unaccepted Streets.

In order for the Town to Accept the 48 Unaccepted Streets that currently exist in the town of Maynard. The town would need to follow the formal process outlined in the attached letter from Blatman, Bobrowski & Mead, LLC dated August 12, 2012. At the current time, the Department of Public works believes that the Town does not have the adequate financial or personal

resources to follow this procedure for all of the current 48 Unaccepted Streets. As an option to this, the Department of Public Works requests that the Select Board consider acceptance of recording these roadways into our pavement management plan, allowing them to receive an analytical analysis (PCI rating) an evaluated against all roadways in the Town of Maynard for equal opportunity to receive future funding for replacement as they are identified through our pavement plan in accordance with our current practice. As these roadways are identified within a given year, we would perform Eminent Domain process accordingly in a manner as currently presented.

Why must we proceed in this manner? According to the Town of Maynard's By-Laws, Chapter 18 General, Section 3: A.

That such repairs shall include only the filling of holes in sub-surface of ways and repairs to the surface materials thereof with such materials as are similar to or the same as existing materials whenever practical. And shall allow leveling of the traveled way by mechanical means or otherwise and shall not include the resurfacing, permanent construction or reconstruction or any altering of existing grade beyond reasonable tolerances.

Maynard's Town By-Laws prohibit the Department of Public Works from performing these recommended processes on any of the 48 unaccepted roadways within the town limits. Eminent Domain or an amendment of Maynard's By-Law are the only means to remediate the issue we continue to encounter with extreme deterioration on these well-traveled community roadways.

2022 Pavement Plan:

In the early part of 2022, DPW met with BETA, and developed a recommended list of roads to be paved in the 2022 - 2023 Calendar Year. Based on BETA attempting to keep the Town ahead of pavement failures, they provided a list which may exceed our available funding, but the recommended list is what is required to stay ahead of the pavement degradation curve. The roads they recommended for paving improvements this year are the following roadways. These have also been shown on the attached Scenario 1 and Scenario 2 Street Listing and associated Maps.

Per the request of the Department of Public Works, utilizing implementation of unaccepted roads data. The proposed list of Roadways has been categorized into two scenarios this year, both scenarios are based on Roadway PCI and BETA's Pavement Management Recommendations:

Scenario 1

- **Chapter 90 Eligible Accepted Roadways (MassDOT)**
- **Town accepted Roadways**

Scenario 2

- **Chapter 90 Eligible Accepted Roadways (MassDOT)**
- **Town accepted Roadways**
- **Town unaccepted Roadways**

Under both Scenario 1 and Scenario 2, the roadways have been broken down further to represent 3 levels of potential funding categories:

- a. Roads based on Chapter 90 Funding for FY 2022 – **Yearly Chapter 90 Funding only**
- b. Additional Roads to be added to list (a) based on additional Chapter 90 or Local funding amount – **Wish List Funding 1**
- c. Additional Roads to be added to list (a) & (b) based on additional Chapter 90 or additional Local funding amount – **Wish List Funding 2**

Scenario 1:

a. **Yearly Chapter 90 Funding only**

- Assabet Street (Dead End to Riverview) – Mill & Overlay – approx. cost =\$23,000
- Great Road (Sudbury Town Line to Parker) – Mill & Overlay – approx. cost =\$140,000
- Assabet Street (Riverview to Stow Town Line)– Reclamation – approx. cost =\$85,000
- **Estimated Subtotal = \$248,000**

b. **Wish List Funding 1**

- Durant Avenue (Summer St to Dana Rd) – Reclamation – approx. cost =\$281,000
- Old Marlborough Road (Parker St to Tobin Dr) – Reclamation – approx. cost =\$261,000
- Old Sudbury Road (Sudbury Town Line to Acton Town Line) – Reclamation – approx. cost =\$115,000
- **Estimated Subtotal = \$657,000**

c. **Wish List Funding 2**

- B St (Parker St to Old Marlboro) – Mill & Overlay – approx. cost =\$20,000
- Dix Rd (Summer St to Dana Rd) – Mill & Overlay – approx. cost =\$121,000
- Marlboro St (Old Marlboro Rd. to Great Road) – Mill & Overlay – approx. cost =\$60,000
- North St (Parker St to Marlboro) – Mill & Overlay – approx. cost =\$22,000
- Reo Rd (Dix Rd to Sunset Rd) – Mill & Overlay – approx. cost =\$90,000
- South St (Marlboro to Parker St) – Mill & Overlay – approx. cost =\$30,000
- Walnut St (Parker St to Main St) – Mill & Overlay – approx. cost =\$73,000
- Dana Rd (Durant Ave to Dead End) – Reclamation – approx. cost =\$137,000
- Elm Court (Orren St to Acton St) – Reclamation – approx. cost =\$93,000
- Hillside St (Walnut St to Parker St) – Reclamation – approx. cost =\$111,000
- Maple Street (Concord St to Brooks St) – Reclamation – approx. cost =\$127,000
- Reo Rd (Durant Ave to Dix Rd) – Reclamation – approx. cost =\$112,000
- Sunset Rd (Dana Rd Ave to Reo Rd) – Reclamation – approx. cost =\$204,000
- **Estimated Subtotal = \$1,200,000**

Total Scenario 1 = \$2,105,000

Scenario 2:

a. Yearly Chapter 90 Funding only

- Assabet Street (Dead End to Riverview) – Mill & Overlay – approx. cost =\$23,000
- Great Road (Sudbury Town Line to Parker) – Mill & Overlay – approx. cost =\$140,000
- Assabet Street (Riverview to Stow Town Line)– Reclamation – approx. cost =\$85,000
- **Estimated Subtotal = \$248,000**

b. Wish List Funding 1

- *Allan Drive (Great Road to Cul-De-Sac) – Reclamation – approx. cost =\$68,000
- *Fletcher Street (Great Rd to Assabet St) – Reclamation – approx. cost =\$55,000
- *Heights Terrace (Riverview St to Stow Town Line) – Reclamation – approx. cost =\$40,000
- Old Marlboro Road (Parker St to Tobin Dr) – Reclamation – approx. cost =\$261,000
- Old Sudbury Road (Sudbury Town Line to Acton Town Line) – Reclamation – approx. cost =\$115,000
- **Estimated Subtotal = \$539,000**

c. Wish List Funding 2

- Durant Avenue (Summer St to Dana Rd) – Reclamation – approx. cost =\$281,000
- Dana Road (Durant Ave to Dead End) – Reclamation – approx. cost =\$137,000
- Elm Court (Orren St to Acton St) – Reclamation – approx. cost =\$93,000
- Euclid Avenue (Florida Road to bend) – Reclamation – approx. cost =\$35,000
- Hillside Street (Walnut St to Parker St) – Reclamation – approx. cost =\$111,000
- Maple Street (Concord St to Brooks St) – Reclamation – approx. cost =\$127,000
- Old Marlboro Road (Puffer Rd St to Parker St) – Reclamation – approx. cost =\$237,000
- Reo Road (Durant Ave to Dix Rd) – Reclamation – approx. cost =\$112,000
- Sunset Road (Dana Rd Ave to Reo Rd) – Reclamation – approx. cost =\$204,000
- **Estimated Subtotal = \$1,337,000**

Total Scenario 2 = \$2,124,000

***Note: Unaccepted Town Roads**

In summary, the following represents the options available for the Town of Maynard to proceed with a Paving Program for the 2022 - 2023 Calendar Year. Furthermore, the Department of Public Works and the Select Board should determine the amount of Chapter 90 Funding and other Fiscal Appropriations that they would like to allocate to the 2022 – 2023 Paving Program.

Scenario 1 – Chapter 90 Eligible Accepted Roadways:

- a. Yearly Chapter 90 Funding only = Estimated Subtotal = \$248,000
- b. Wish List Funding 1 = Estimated Subtotal = \$657,000
- c. Wish List Funding 2 = Estimated Subtotal = \$1,200,000

Total Scenario 1 – Chapter 90 Eligible Accepted Roadways = \$2,105,000

Scenario 2 – Chapter 90 Eligible Accepted Roadways, Plus Town Unaccepted Roadways:

- a. Chapter 90 Funding only = Estimated Subtotal = \$248,000
- b. Wish List Funding 1 = Estimated Subtotal = \$539,000
- c. Wish List Funding 2 = Estimated Subtotal = \$1,337,000

Total Scenario 1 – Chapter 90 Eligible Accepted Roadways = \$2,124,000

Available Funding:

Chapter 90 Funds:

As confirmed by the Department of Public Works through correspondence request, and receipt of 10-year funding balance confirmation from MassDOT State Aid Engineer. Maynard's current availability of Chapter 90 Funds for eligible projects is \$915,983.06. See attached letters and MassDOT District 3 confirmation of this amount.

Summary:

In summary, the Department of Public Works requests that the Select Board move to adopt one of the above Scenario's as the Town of Maynard's Paving program for 2022 - 2023, based on the available Chapter 90 Funding and other Fiscal Appropriations that they would like to allocate to the 2022 - 2023 Paving Program.