

Simsbury Public Works

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December 10, 2012

Thomas J. Roy, PE
Director of Public Works
Simsbury, CT



History

- Simsbury had historically spent \$632,500 on our annual roadway maintenance
 - \$475,000 General Fund \$157,500+/- LOCIP
- In the summer of 2009, Simsbury began a process of evaluating and rating all of our roadways into a pavement management plan
- Plan was presented to the BOS fall of 2009
- 2010 Referendum vote for \$2.4M paving bond to improve the overall quality of our roadways
- 2010-2012 Spent an average of \$1.4M per year on roadways



What is Pavement Management

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- Systematic approach to roadway maintenance
- Determines which roads should be repaired first – not always the worst roads first
- Uses various roadway repair techniques, to maintain/repair different roadway conditions

Roadway Inventory

Inventory and Inspection Form

GIS ID: 1182
Street: ADAMS ROAD
Segment Name: ADAMS ROAD-01
From Street: LINCOLN LANE
To Street: HARDING DRIVE

RSR: 77
Length Feet: 453.78
Length Miles: 0.09
Plow Route: 5
Owner: Town
Accepted:
Pilot:

Inspection Data
Inspector: EN
Inspection Date: 7/13/2009
Alignment: Acceptable
Ride: Acceptable
Pavement Material: BC Width: 26.00

Notes

Detailed Distresses

	Severity	Extent (%)	Notes
Edge Cracking:			
Alligator Cracking:	Moderate	10	
Linear Cracking:	Moderate	50	
Potholes:			
Patching:			
Rutting:			
Depressions:			
Drainage:	Low	20	
General Notes:			

Curb Data
Odd Curb Type: Asphalt Even Curb Type: Asphalt Avg. Reveal: 6

Sidewalk Data
Sidewalk Odd: No Sidewalk Even: No

Refresh RSR

Record: 1 of 1192

Why Pavement Management

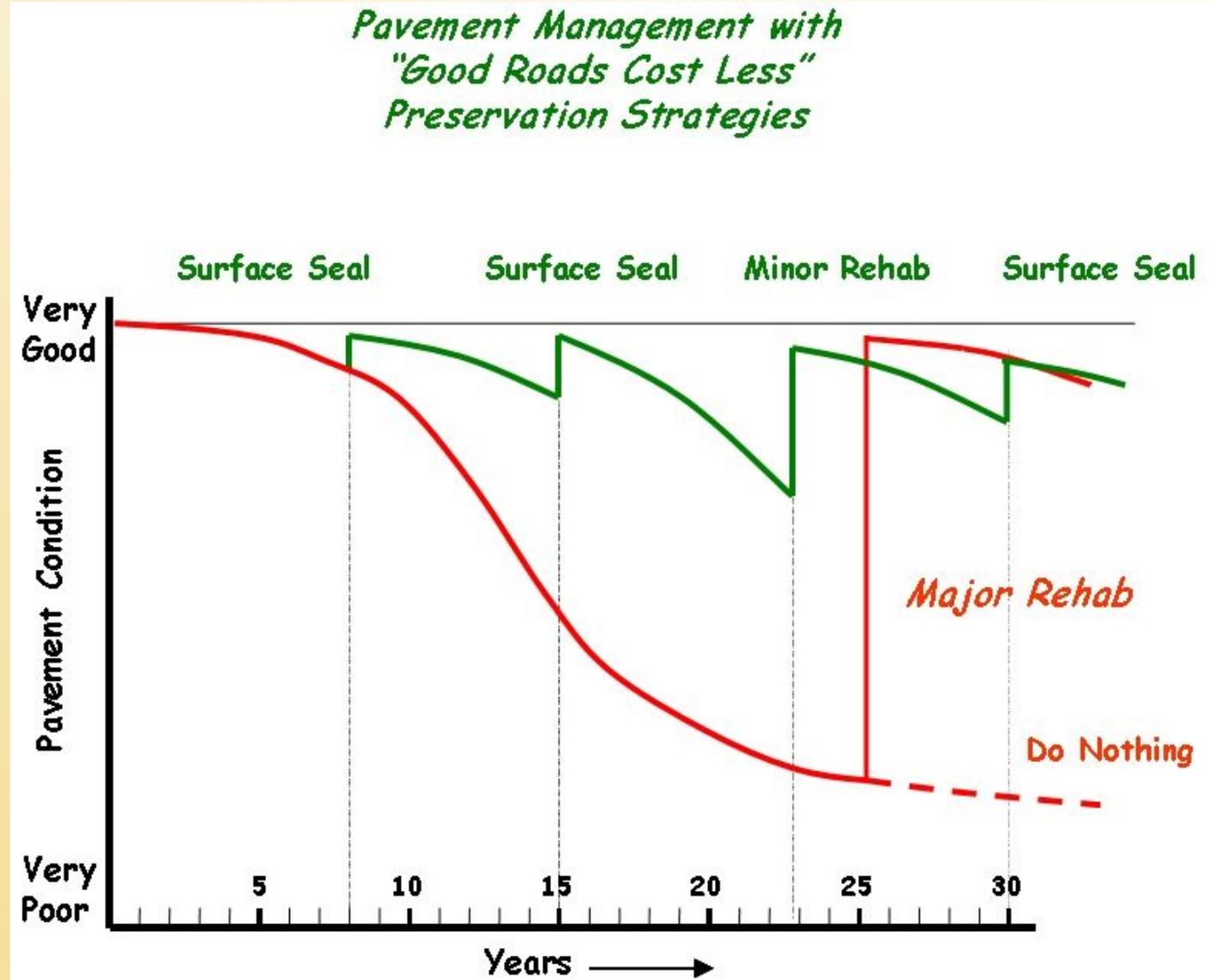
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- Evaluate and measures the current condition of our roadway
- Determines:
 - which roads should be repaired
 - when they should be repaired
 - recommends a repair technique
 - Provides a cost estimate
- Can project the long-term consequences if we delay or defer repairs
- Planning tool



Pavement Deterioration

Proper
Maintenance
over time,
results in
better roads
at a lower
cost!



Goals and Objectives

- Maximize Available Funding
- Reduce long-term maintenance costs
- Short and long range repair plan
- Better roads for less money



Proactive

VS.

Reactive



\$2.4M Paving Bond

- Between 2010 and 2012, Simsbury spent an average of \$1.4M on our roadway preservation program....
- What were the results?

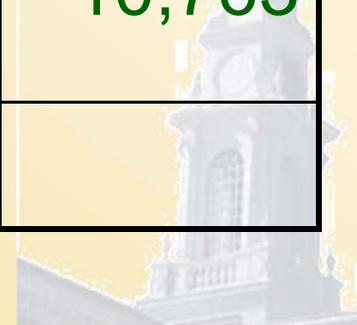


Work Completed 2010-2012

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Year	Overlay <i>Miles</i>	Crack Seal <i>Miles</i>	Catch Basins <i>Each</i>	Drainage Pipe <i>Feet</i>	Curb Repair <i>Feet</i>
2010	9.91	33.65	110	200	674
2011	13.62	23.07	105	700	374
2012	19.36	9.17	148	1,800	9,688
Total	42.9	65.9	363	2,700	10,763
%	26%	40%			

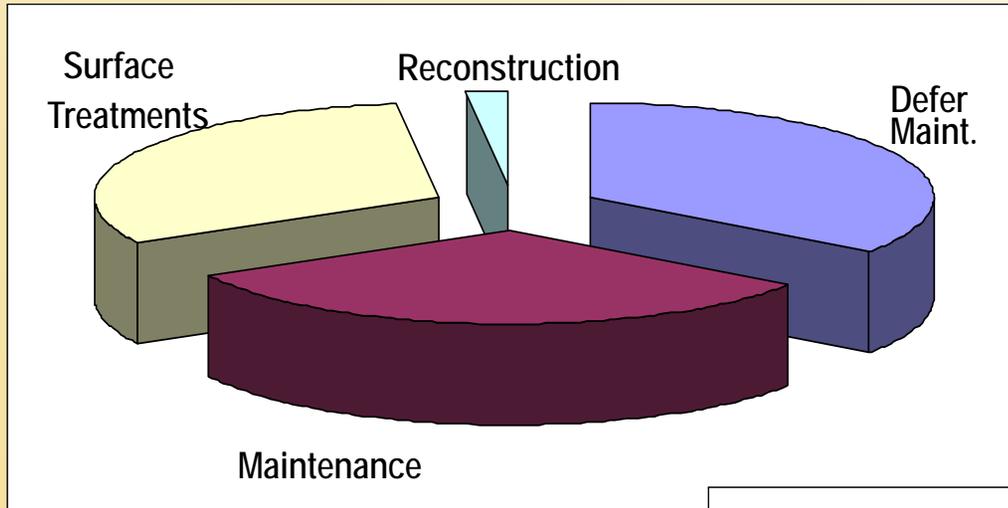
*Not show is 0.4 miles of reconstruction in 2010



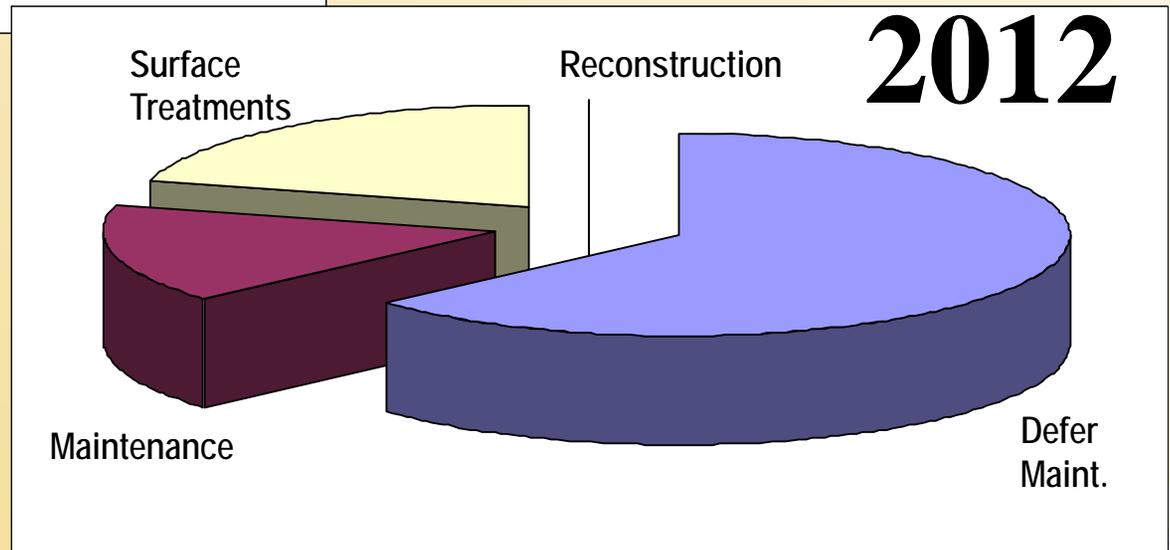
Condition Summary

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2009



	2009	2012
Defer Maint.	35%	64%
Surface Treat	32%	16%
Maintenance	31%	21%
Reconstruct	2%	0%



Repair Costs

- Maintenance \$ 2.25 /SY
 - Crack Seal

- Surface Treatments \$ 7.50 /SY
 - Shim and Chip Seal \$2.32
 - 2" Overlay \$7.64
 - Heat Scarification \$8.80
 - Mill and Overlay \$9.71

- Reconstruction \$34.00 /SY

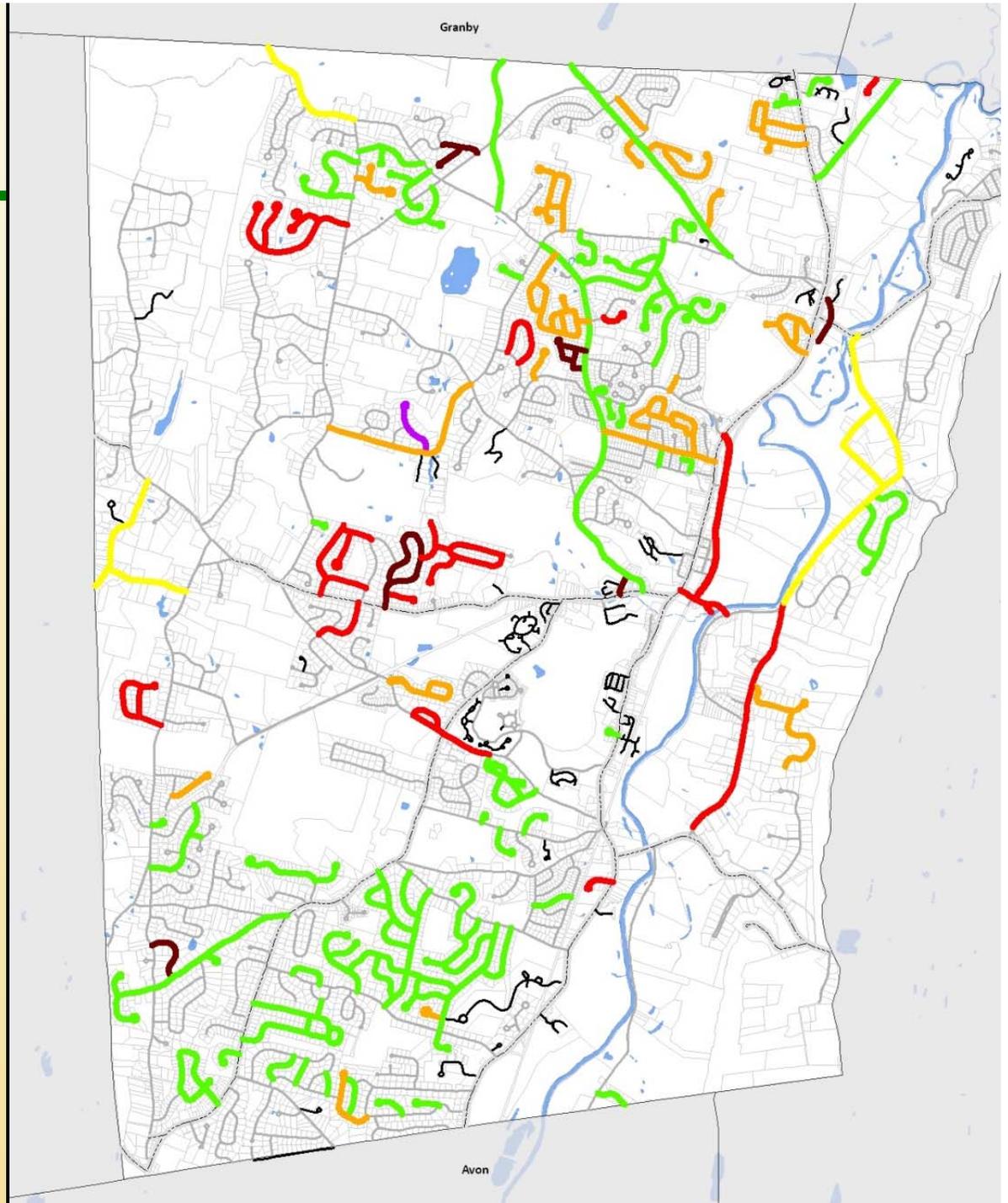
Costs are going up and the future of State funding does not look good!



2010-2012 Road Work

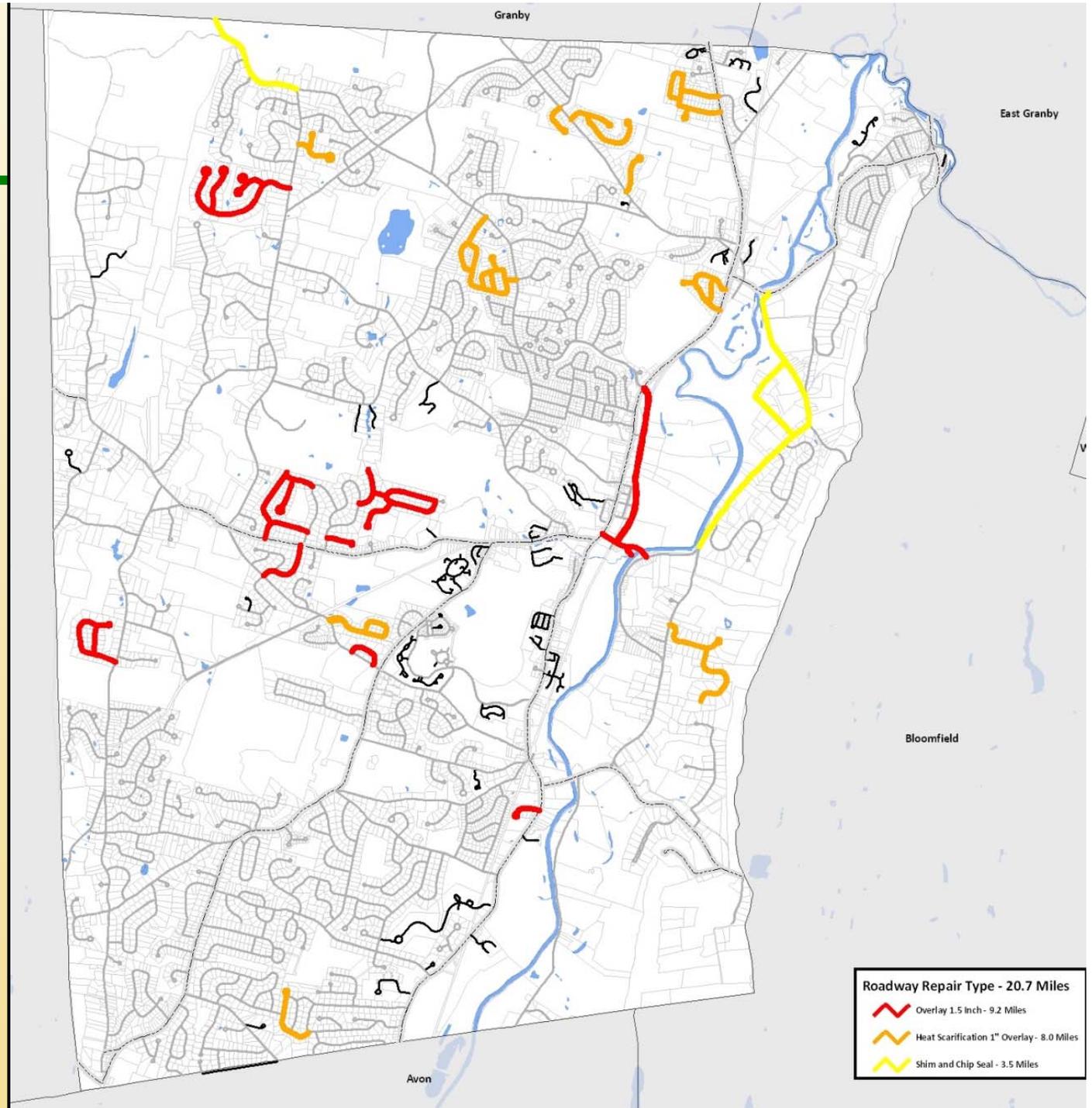
Approx.
109 miles
of
Road
Work

Overlay = 43miles
Crack Seal = 66 mi



2012 Paving

Approx.
20 miles
of
New
Road
Surface



Moving Forward -New Techniques

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The “best” engineering solutions, may not be the best for the community...

- Thin overlays and slurries for developments
- Try new methods – track performance history
 - Slurry Seal, Cape Seal, “Nova” Chip
- Curb restoration vs. replacement
- Infrared, Small batch recycling (hot-patch)
- Roadway cut ordinance



Looking to the Future

- Spending for FY 2014:
 - \$425,000 request for the operating budget
 - \$156,000 from LOCIP is Questionable
- Six year Capital Plan calls for another paving bond in FY 2015 to allow for a \$1.3M annual paving program



Thank You

