

2016 ANNUAL TOWN MEETING
APRIL 2, 2016

ARTICLE 23:

To see if the Town will vote to raise and appropriate, transfer from available funds, borrow, or otherwise fund \$500,000 in improvements to Private Roads including all costs necessary and related thereto, consistent with the provisions of Chapter 112 of the Acts of 2012 as signed by the Governor in June 13, 2012, or take any other action relative thereto.

ROADS ADVISORY COMMITTEE



TOWN OF PLYMOUTH

Department of Public Works
Engineering Division
11 Lincoln Street
Plymouth, Massachusetts 02360

TO: ADVISORY AND FINANCE COMMITTEE

FROM: SID KASHI, P. E. *S.K.*
TOWN ENGINEER

Through: Jonathan Beder, Director of Public Works

CC: Melissa Arrighi, Town Manager
Roads Advisory Committee

DATE: January 29, 2016

**SUBJECT: 2016 SPRING ANNUAL TOWN MEETING – ARTICLE EXPLANATION –
ARTICLE 23 - \$500,000. FUNDING FOR UNACCEPTED ROADS
IMPROVEMENT PROGRAM.**

Over half of the roads in Plymouth are unaccepted AS PUBLIC WAY. There are approximately 200 miles of unaccepted roads, and 33% of these roads are unpaved. A large percentage of requests to the DPW for road repairs involve unaccepted roads, and many of them being used as Town-Wide connectors, which are located in areas with significant build-out potential.

Many residents living on unaccepted roads expect that the Town should be doing more to maintain or improve unaccepted roads.

There are not any funding sources available to support adequate levels of Town maintenance on unaccepted roads. The DPW and the Roads Advisory Committee (RAC) have been exploring various options to create a program to help fund desired improvements to unaccepted roads. To accomplish this goal the RAC recommended to the Board of Selectmen (BOS) to place an article in the Town Meeting Warrant requesting that the Board of Selectmen petition the Legislature to file for a Special Act authorizing the Town of Plymouth to make improvements on unaccepted roads with public funds. Several years ago, an Article was placed on Town Meeting Warrant. The Special Act was passed by State Legislators and signed by the Governor on June 13, 2012.

Funding to repair/maintain unaccepted roads has been authorized in the past by Town Meeting. Several years ago at a Special Town Meeting on November 1, 1994, the Town Meeting members voted to "appropriate the sum of \$170,000.00 from free cash for the maintenance of unaccepted roads". The funding continued through the 1998 construction season.

In the past three (3) years the Town Meeting appropriated \$500,000 each year for improving and maintaining of unaccepted paved and gravel roads.

The following is a list of projects which were either completed or on-going utilizing funds:

1. Crack Seal

- Bruce Road (South Meadow Road to Montgomery Drive)
- Ashbury Street (Montgomery Drive to Pimental Way)
- Cox Lane (Montgomery Drive to Knoll Road)
- Donna Drive (State Road to Andrews Way)

2. Overlay

- Bruce Road (South Meadow Road to Montgomery Drive) – 1800 feet
- Shore Road (Pond Road to Valley Road)
- Pond Road (Valley Road to the End)
- Little Sandy Pond Road (portion of) – approximately 1,800 feet

3. Full Depth Re-Construction

- Little Sandy Pond Road (portion of) – approximately 1,000 feet
- George Street
- Queen Drive

4. Pavement Management Program – Assist with inventory and development of a long term maintenance program for unaccepted gravel and paved roads.

5. Spreading and grading Recycled Asphalt (material) for improving gravel roads

6. Field Survey and Design – Conducted field survey and office work for Birch Street and Curtis drive watershed areas in order to design drainage system, and roadway.

This article asks that the Town Meeting to fund \$500,000.00 to improve unaccepted roads. The funding will allow the Public Works Department to improve the condition and safety of these unaccepted roads. Improvements needed to keep these roads maintained and safe.

The \$500,000.00 funding will be utilized in the following areas by generating a pavement management program:

Surface Treatment \$200,000.00	Reconstruction \$100,000.00
Mill & Overlay \$120,000.00	Crack Seal \$30,000.00
Gravel Road Upgrade \$50,000.00	

Representatives of the Engineering Division and the Roads Advisory Committee will be available on February 10th to present the materials and answer any questions that you may have.

The D.P.W. recommends that the ADVISORY AND FINANCE COMMITTEE Members vote to approve and support Article 23 as presented.

Encl: Special Act passed by Legislators and signed by Governor
Report prepared by "BETA" (a pavement management firm)

S 1149

Chapter 112

THE COMMONWEALTH OF MASSACHUSETTS

In the Year Two Thousand and Twelve

AN ACT AUTHORIZING THE TOWN OF PLYMOUTH TO MAKE IMPROVEMENTS OF UNACCEPTED ROADS.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

SECTION 1. Notwithstanding section 58A of chapter 40, any other general or special law or charter provision to the contrary, the town of Plymouth may transfer money from available funds or borrow money to implement a road improvement program to prepare road layout or make improvements to unaccepted roads and to conduct studies associated with such layouts or improvements.

SECTION 2. This act shall take effect upon its passage.

House of Representatives, June 5, 2012.

Passed to be enacted,

[Signature] Speaker.

Senate, June 6, 2012.

Passed to be enacted,

[Signature] President.

13 June 2012.

Approved,

at 1 o'clock and 10 minutes, P. M.

[Signature] Governor.



Town of Plymouth
Department of Public Works

PAVEMENT MANAGEMENT PROGRAM
UNACCEPTED ROADWAYS



BETA
BY PRODUCT TECHNOLOGY

Roadway Inventory and GIS

Plymouth Roadway Profile

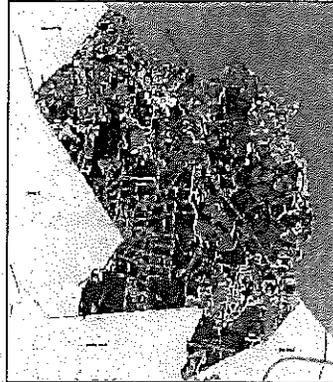


Classification	Miles
Town - Accepted	218.9
Town - Unaccepted	152.5
Town - Private/Exclusion	125.7
Total	497.1



Roadway Inventory and GIS

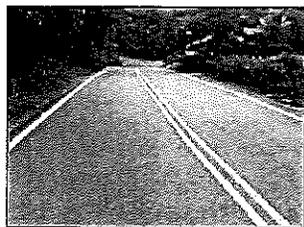
Plymouth Unaccepted Roadway Profile



Road Type	Miles
Unaccepted – Asphalt	87.5
Unaccepted – Gravel	65.0
Total	152.5



Pavement Management



Maintenance

- Crack Seal
- Pothole/Utility Patching

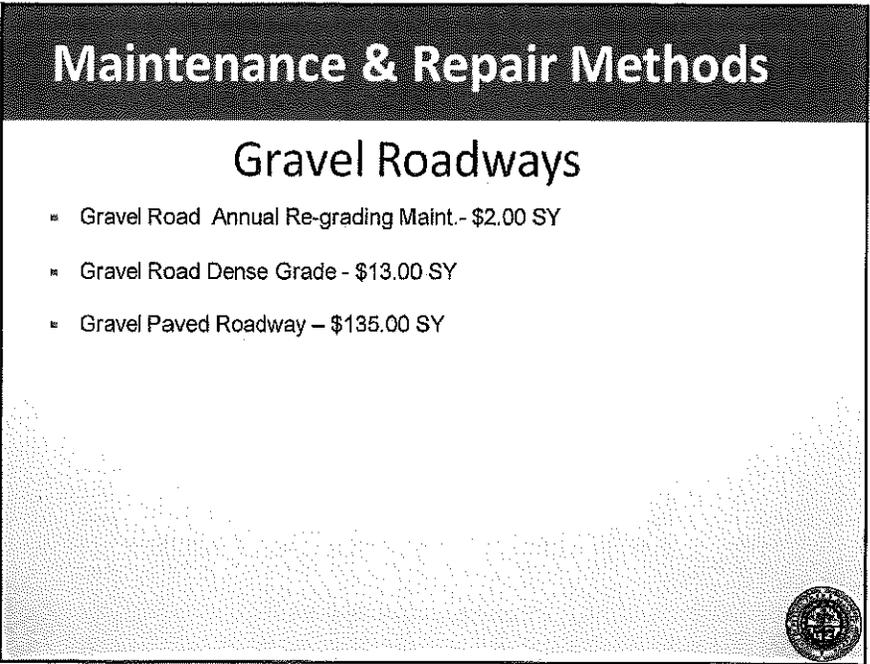
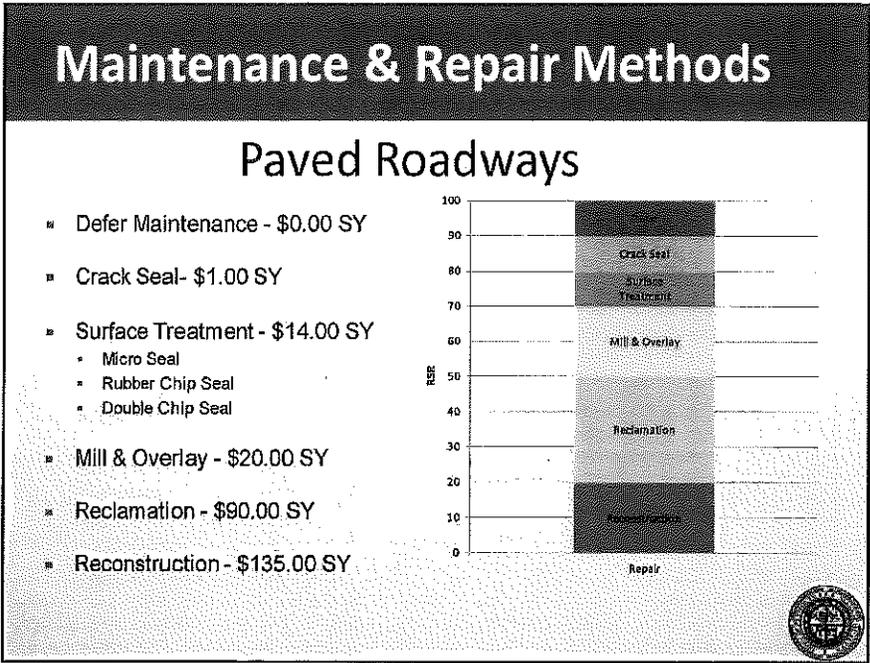
Surface Treatment

- Microsurfacing
- Rubber Chip Seal
- Double Chip Seal

Structural Repair

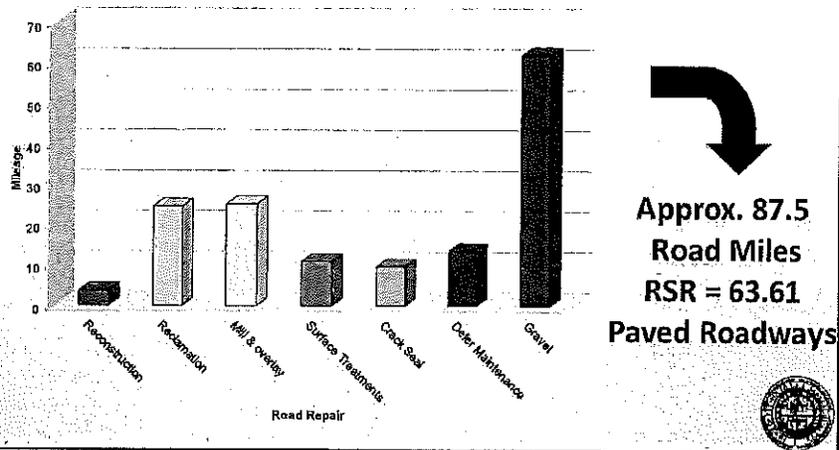
- Mill and Overlay
- Reclamation
- Reconstruction





Existing Conditions Summary

General Rating by Mile – Unaccepted Roads



Existing Conditions Summary

Breakdown by Repair Method*

Repair Method	Length (Miles)	Est. Cost	% By Repair
Reconstruction	3.7	\$5,156,726	4.3%
Reclamation	24.5	\$29,353,354	28.0%
Mill and Overlay	25.1	\$7,152,040	28.6%
Surface Treatment	10.9	\$1,960,430	12.5%
Crack Seal	9.7	\$114,501	11.1%
Defer Maintenance	13.6	\$0	15.5%
TOTAL:	87.5	\$43,737,048	100.0%

➔ **Backlog* = Approx. \$43.7 Million**

*Excludes Gravel Roads

Construction History - Unaccepted



2013 Construction

- Bruce Road – Overlay/Crack Seal
- Ashbury Street - Overlay/Crack Seal
- Cox Lane – Overlay/Crack Seal
- Donna Drive – Crack Seal
- Little Sandy Pond Road – 1,000ft
 - Full Depth Reconstruction



Anticipated Construction

2015 Unaccepted Roads

- George Street
 - \$510K (Money Allocated)
- Queen Drive
 - \$165K (Money Allocated)
- Birch Street
 - \$225K (Money Not Allocated)

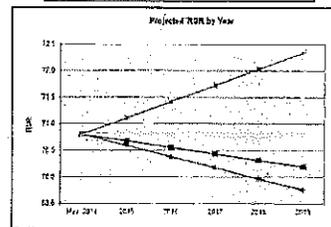
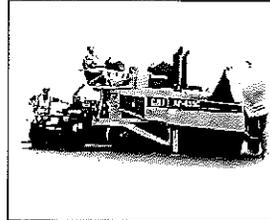


*Asking for \$500K at Town Meeting FY2016



Next Steps

- Determine target funding levels
- Identify funding sources
- Prioritize Roadway Construction
- Installation and Train of Town Staff



Town of Plymouth
Department of Public Works

PAVEMENT MANAGEMENT PROGRAM
UNACCEPTED ROADWAYS

