In conjunction with an engineering firm the East Bridgewater DPW has created its first ever Pavement Management Program.  The program is a valuable tool in determining the appropriate repair methods for every street in town as well as prioritzing which roads shoudl be addressed first.  There are many factors to consider when prioritizing road work.  Funds available, age of the road, primary functional class (local, collector or arterial), the average daily traffic, the amount of heavy vehicle traffic, drainage issues, residential population and town road acceptance are all considered through this program when we decide on which roads to repair every year.

    Here's how it works.  Each road in town is visually inspected by qualified engineers. Every road is divided into sections, depending on the length of the road.  Defects in the road are noted and the amount of each defect is recorded.  Defects consist of potholes, cracks (both linear and longitudinal), ruts, crown height, shoulder condition, shoving, and heaves.  After the defects are recorded a Road Surface Rating (RSR) is given to each road section and an overall RSR is produced by a weighted average for each road. Then we assign repair methods based on the RSR.  An RSR of 40 or below requires that road (or road section) to be reclaimed and repaved with typically 4"of new asphalt.  An RSR between 40 and 55 requires that a mill and overlay should be done.  (To learn more about the diffferent road repair methods please see the article titled "highway road repairs"on the Highway and land management division page). A town road with an RSR between 55 and 70 requires a leveling course of asphalt then a second "wearing"course of asphalt.  A surface treatment is done on roads with an RSR between 70 and 80.  Between 80 and 90 the program suggests crack sealing.  An RSR of 90 or above means that we defer any maintenance until greater wear and tear is shown.  We had an inspection done in the fall of 2013 and the average RSR for the whole town is 71.

    After determining the appropriate repairs for every road in town we take into account the factors mentioned above.  One of the biggest factors is our funds available.  Currently in our operating budget the Highway and Land Management division allocates $90,000 for road maintenance.  This is the highest amount in any line item in the general expenses section of our budget.  We typically do not use any funds from the operating budgte for major road work because it is so costly and it would use up all of this line item that is also needed for our other road work.  For instance road reclamation costs about $150,000 for a half mile section of road.  Road milling costs about $95,000 per half mile.  So you can see that if we used our operating budget supplied by tax revenue we would not be able to address a lot of roads and we would not have any money remaining for potholes, guardrail and catch basin repair and all the other jobs we perform throughoput the year.

     In years past it has been our philosophy to address the entire length of a road even though sections of that road may not require the same repair method as the worst section of the road.  We have adjusted this philosophy so that we are focusing more on the worst sections of roads in town and will not necessarily repair the whole road if it does not require it.

     The majority of the major road work we do is funded through the money we get from the State department of Transportation currently referred to as our Chapter 90 allocation.  The Chapter 90 program reimburses towns up to a specified amount for most road projects that are done on town accepted roads.  The amount of money available for reimbursement is based on a formula, is different for every town in the state and is based on 3 factors.  The biggest factor (58%) is the amount of town accepted road miles.  The second factor is population (21%) and the final factor is the number of people you employ within your town (21%).  When any of these factors increase, you receive more Chapter 90 money.  As of today, East Bridgewater receives $376,438 every year.

      Additionally, the residents, with the support of the finance and capitol planning committees voted to appropriate $555,000 for roadway improvements at the 2015 annual meeting.  These funds will be used to continue to repair our roughest roadways and maintain what we have already repaired using the pavement management system.

    If you have any questions about this program please dont hesitate to contact us. 508-378-1620