

## **Longmeadow Ad Hoc Committee Meeting – 1/10/17**

Members Present: Bob Andrews, Craig Baldwin, John Bergendahl, John Dilorio, Lisa Semancik, Greg Short, Glen Warner, Sharon Verrilli

Location: Pomfret Town Hall, Conference Room

Summary: Craig Baldwin handed out an agenda and asked that we go to agenda item #1, “Recap UMass visit”. Craig asked for each person that had attended the 12/8/16 tour of the UMass laboratory to give their impressions. Following is a summary of comments:

(SV): I like the sustainability of the products and the tour was very interesting but I am concerned about the fact that the product is something new.

(GW): I understand a similar product was tested in Wellsley Mass, but it is not the same as the product being proposed. I wonder why nobody is using this product, even for DOT testing. The lab is one thing, real application is different (not clean).

(JB): I agree with the previous comments. I would want to see it proven in a lab first then apply. The Board of Selectman must make the final decision but we need the best information to make the best decision. I believe we should consult one of several experts in the field who do not have a vested interest in the project.

(BA): What more can be said, I too was impressed by the lab and the expertise of the experts but I am concerned that this product is another experiment and would want to look at additional options before making a decision.

(CB): I am in agreement with all of you and I do not believe the thin coat is the way to go. I am very interested in studies such as the Cornell study that show that there are methods to greatly extend the life of roads by saving the topcoat, and that some of these methods are sustainable, but I think we need to consider other options.

CB then suggested we move on to agenda item #2, a “Discussion of options and rationale going forward”.

Options:

- 1) Do nothing based on the road condition index rating of 8 out of 10.
- 2) Put down 2.5” overlay
- 3) Grind in place and repave
- 4) Other options

CB stated that in his opinion, the 2<sup>nd</sup> and 3<sup>rd</sup> options need to be investigated. He went on to say that 1” overlay without rubber added has been used successfully in New York, but the proposed thin coat product is different.

SV related a discussion she had with Steve Krukoff of Krukoff Paving in Ashford in which he mentioned a Willington Ct road in which 2# asphalt with recycled asphalt shingles in the mix had failed. SV later spoke with the Willington Public Works Director, Daryl Dimmock, who explained that the above mentioned road crumbled in the winter and needed full replacement. They will no longer use this type of product in their town.

JD asked CB if the experimental UMass product was off the table to which CB answered “yes”.

When asked about dust control in the grinding process prior to a grind in place, repave process, CB stated that the contractor would use a solution of calcium chloride. Once ground the material would be laid down and compacted to form the new road base which would support the asphalt roadway.

CB mentioned that Paul Montenegro, the consultant contracted by the Town, will be inspecting the road. Dr. Walla of UMass will no longer be part of the inspection. CB stated that with either the 2.5" overlay, or the grind/replace option, all catch basin tops would be raised and replaced, and new curbs would be installed.

CB has a call in to Steve Krukoff and would like him to return to Longmeadow to inspect the road to attain his recommendation and future proposal. SB has been in contact with Mr. Krukoff and he is scheduled to return to Connecticut later in January.

JD stated that we obviously want an option that is cost effective, but in order to make a decision, we will need information on the condition of the existing road base.

SV recommended that we get recommendations and quotes from several contractors and have Paul Montenegro review and give his opinion on each. SV said we should also consider the longevity of the road in our decision as this also impacts cost over the road's lifetime.

JD gave his opinion that an overlay including saw cutting, curbs, catch basins, etc. would cost in the vicinity of \$250-350k. A full grind/repave including curbs and catch basins would be in the range of \$500-700k. CB was in agreement with these numbers. There was some discussion on utilizing density testing equipment as a method to determine the condition of the road base.

CB has attained one proposal from Allstate paving and Allstate has said if we can move quickly they can schedule the work for May/June at which time they could assign the project to their top supervisor and best crew. If we wait until after this time frame, their crews will most likely be assigned and a subcontracted crew would do the work.

GS asked how the road rating went from a "4" prior to any work being done last year, to becoming an "8". CB stated that it was a combination of profiling, replacement of bad areas, crack filling, and the rejuvenator.

GW stated that he is aware that the Longmeadow roads were built in several phases over several years so the base may be different from section to section.

JB said he believes many of the problems of the base can be corrected by varying the thickness of the overlay. He went on to mention his concern that the crack filler is pulling away in the areas where it is in contact with PDC which demonstrates poor adhesion. This reinforces concerns about adherence of a top coat to the PDC. A full reclaim is probably best unless experts can guarantee proper adhesion.

CB stated that Paul Montenegro is also concerned about adhesion due to the crack filler problem. He would like to lay down test patches of asphalt as he is unsure if the adhesion problem was caused by the crack filler going over uncured PDC.

JB said that two experts have said not to use a tack coat for adhesion and that the proper way is to scarify the surface. Paul Montenegro thinks asphalt can go right over the PDC without preparation.

SV read a statement from New England Asphalt Services in which it was stated "it is impossible to overlay due to reflective cracking". SV related that Allstate Paving had stated that we can expect

cracks to transmit in 1.5 years for every 1" of overlay, therefore a 2" overlay would show reflective cracking within 3 years.

JB stated that the thickness of the topping makes a big difference on covering existing cracks.

LS asked if the committee would meet each expert.

CB said he would like to keep two options open, a 2.5" topcoat, and a full grind/repave. He asked if we need the island and stated that it creates much more work as well as a hazard for the plow operators. He said without the island, perhaps a turning lane could be added. He asked if we as residents can get the pulse of the residents to find out if this is needed. It was decided that it was best to approach the immediate neighbors at this time. We also need to consider the sign as well as the large rock in the island. SV agreed to speak with the immediate neighbors.

CB stated that the town will solicit all bids and the bids are to include the following:

- The expected life of the project
- The Pros and Cons of each proposed method
- Detailed specifications

JB stated that he still thinks an independent person without a vested financial interest should be attained to write the specifications. There was some discussion about the contractors that are being considered centering around their years of expertise, trustworthiness, value, etc.

CB said that this job is considered "small" in the grand scheme of things and that we basically have to beg contractors to do a job like this as they want long stretches of highway as projects.

GS asked about funding for this work and CB stated that there are funding options that will not involve bonding. He discussed how money has been placed in a separate account for Longmeadow for several years and that there are funds in the undesignated account.

Going forward:

- CB to inform the committee when Mr. Montenegro will be visiting to inspect the road.
- Our next meeting will be after CB has attained the proposals.

Submitted by: R. Andrews