

## **Longmeadow Ad Hoc Committee Meeting – 4/12/17**

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

Guests: Paul Magyar P.E.

Location: Pomfret Town Hall, Conference Room

Time: 6:30 PM

Summary: A draft copy of an engineering study completed by Paul Magyar P.E. of Lenard Engineering Inc. of Glastonbury, Ct. dated April 4, 2017, had been emailed to committee members for review earlier in the week. This meeting was an opportunity to meet Mr. Magyar, listen to his presentation of the draft report, and to ask questions.

Mr. Magyar was tasked with considering options for remediation of the PDC and considering the risk to health and the environment of each option, determine a cost estimate of each, and to make a recommendation based on his findings. The report describes four options:

Option 1: Mill 1" and overlay with hot mix asphalt (HMA)

Option 2: Shot blast and overlay with stress absorbing materials (SAM)

Option 3: Shot blast and overlay with hot mix asphalt (HMA)

Option 4: Full reclamation

After a brief discussion of each option, Mr. Magyar stated that he recommends either option 1 or option 3. The reasons for ruling out options 2 and 4 are as follows:

Option 2: SAM is essentially a glorified chip seal, and while it is the lowest cost option, it will not result in a roadway that meets the goal of achieving a life of at least 15 years and will need further work in coming years.

Option 4: Full reclamation is the highest cost option and due to the destructive nature of the work, would result in dust. The existing roadway would be ground and reused as a base under the new asphalt. While the PDC is not removed in this option, Mr. Magyar stated that since the product would now be encapsulated under the new road surface, he felt the PDC would be "locked-in" and not harmful.

The group was in agreement with the assessment of the options and there was further discussion on Option 1 and Option 3.

Option 1: Dust control is key, and would be accomplished by the contractor using water to control the dust generated during the milling operation. There was also concern about this water now running into the catch basins and entering the environment. Mr. Magyar stated that there would be "silt sacks" placed under the CB grates to filter particulate. The group further questioned the effectiveness of the filtering media being able to catch fine particulate. Mr. Magyar agreed to investigate this further and include this information in the final report. Mr. Magyar stated that due to the concern of proper dust control, he recommends a pilot test on another town road to allow us to witness the process and assess the ability to control dust. It was also suggested that another option might be to visit a job site where the contractor is using this equipment. Sharon Verrilli stated that

Tom Ennis of Austin TX., the engineer who successfully spearheaded the effort to create the first municipal coal tar ban, had also recommended milling as a practical option but did caution that dust control is important. The committee recommended that careful wording regarding dust control be added to the contract language.

Craig Baldwin described feedback from Allstate Paving regarding dust control and stated that greater quantities of water would be used during the milling operation and that a sweeper would closely follow the milling equipment cleaning dust, debris, and water. Craig stated that he has attained a proposal from Allstate that is substantially lower cost than the estimate in this report. Mr. Magyar described that he utilized a DOT estimating program and stayed on the conservative side of the estimate as well as adding a 10% contingency due to the unknowns.

Option 3: Mr. Magyar stated that dust is controlled more effectively during the shot blast operation as the equipment has a HEPA filtered vacuum system. A concern of this option is the fact that the shot blast operation would penetrate a maximum of 1/4" which may not remove all the PDC based on the manufacturer's claim of a product penetration of approximately 3/8". Since some PDC would likely remain under the new top coat, it would have to be addressed at some time in the future if the road is ever reclaimed. Furthermore, it is unclear at this time if there are contractors in the area that have large scale shot blasting equipment. Mr. Magyar was asked if he could work to identify any shot blast contractors and to include this in his final report. Mr. Magyar agreed to research this.

Craig Baldwin asked that the group compile all questions and forward them to him as soon as possible. Lisa Semancik offered to compile the questions. Craig stated that he would like to keep this process moving as he would like to see this work started in May. Assuming the questions are received quickly, Mr. Magyar agreed to have the answers included in the final report and be ready to present the report to Craig by Thursday 4/20.

A meeting for the committee to review the final report along with Mr. Magyar is scheduled for Friday 4/21/17 at 6:30 PM at the Town Hall.

Submitted by: R. Andrews