

4/1/2014



TOWN
OF
BERWICK

MULTI-YEAR ROAD MAINTENANCE PLAN

Priority Listing & Estimated Cost | Berwick Town Manager

Introduction & Funding Sources

Town of Berwick maintains over 60 miles of public roads and this figure grows each time the municipality accepts, by Town Meeting vote, new public ways upon completion of subdivisions or other development. Maintenance is funded through a variety of sources including annual appropriations of State aid in the form of the Local Road Assistance Program (LRAP)—from which the Town received \$62,444.00 in December 2013 as authorized by Town Meeting—potentially excise tax amongst other sources. In FY 13 the Town received \$1,099,488.48 in excise tax revenue, but it was used to offset general operating expenses of the Town (and thereby keep necessary taxation to a minimum). The Town has instead been drawing upon available amounts within its fund balance (essentially, an accumulation of year-to-year savings) to invest in its road network since at least 2006 as shown below:

Year	Appropriation	Purpose
FY 06	\$200,000.00	Road, bridge, sidewalk construction/repair
FY 07	\$200,000.00	Road, bridge, sidewalk construction/repair
FY 08	\$200,000.00	Road, bridge, sidewalk construction/repair
FY 09	\$200,000.00	Road, bridge, sidewalk construction/repair
FY 10	\$200,000.00	Road, bridge, sidewalk construction/repair
FY 11	\$200,000.00	Road, bridge, sidewalk construction/repair
FY 12	\$250,000.00	Road, bridge, sidewalk construction/repair
FY 13	\$250,000.00	Road, bridge, sidewalk construction/repair
FY 14	\$250,000.00	Road, bridge, sidewalk construction/repair

In the last nine years, the Town has funded \$1,950,000.00 in road improvement expenses. That's an average of \$217,000.00 per year. As of today, following a series of expenditures, a balance of approximately \$634,000 remains ready and available for use on future roads projects.

The enclosed spreadsheet lists a series of ten public ways and/or Town-owned parking areas which are intended to serve as a roadmap to strategic investments in Berwick's overall street network based on need, impact, estimated cost and available funding.

Serious needs which may not be met by available funding may be paid for by bonding (borrowing), but this comes at an added cost in the form of interest payments over time.

Explanation of Priority Rankings

The enclosed rankings reflect the consensus of all Public Works Plow Truck Drivers in the second column, the Police and Fire Chiefs' ranking of the same road list in the third and fourth columns, respectively, and then an average of all three lists in the fifth column.

Other Important Factors to Consider

The applicable ranking scale is 1-10 with 1 representing the highest perceived priority based on perceived need (worst condition) alone. Other factors of importance to consider when ranking roads for actual investment include traffic volume (which bears upon the degree of public impact any improvements will have), as well as cost (which bears upon the feasibility of any given project). Traffic volume is based on estimates by the Berwick Police Chief, who oversees the department most closely associated with monitoring traffic. Estimated costs stem from the input of Pike Industries, which assisted the Town with rough budget estimates of various approaches to project implementation over the winter. Also important to consider are external factors including construction timelines and traffic disruptions caused by other area projects undertaken by extra-municipal entities, including the State DOT. These are listed under the eighth column, titled "Notes."

Town of Berwick Multi-Year Road Maintenance Priority List - FY 15

Total Presently Available Funding: \$634,544.00

Total Projected Available Funding in FY 15: \$739,544.00 (assumes FY 15 Town Meeting appropriation)

Road Name	DPW Needs Assess	PD Needs Assess	FD Needs Assess	Avg. Needs Rank/avg	Est. Traffic Volume	Avg. Needs + Volume Rank	Est. Cost	Notes
Sullivan Street	3	1	2	FIRST	2	SECOND	\$50,320.00 Shlm & overlay	Reclaimed approx. 10 years ago. Subject to Bridge Detour Traffic.
Wilson Street	2	2	4	SECOND	1	FIRST	\$31,270.00 Shlm & Overlay OR \$65,249.00 for Reclamation	Subject to Bridge Detour Traffic throughout FY 15 Construction season.
Pine Hill Road	5	3	1	THIRD	3	THIRD	\$165,760.00 Shlm & Overlay OR \$336,202.00 for Reclamation	
Diamond Hill (paved)	1	7	5	FOURTH	7	SIXTH	\$322,688.00 Shlm & Overlay OR. \$509,690.00 for Reclamation	
Long Swamp Road	8	5	3	FIFTH	4	FOURTH	\$120,275.00 combined Reclamation & Shlm OR \$82,110.00 Shlm AND \$159,869.00 Reclamation	Pertains to Litter River Rd. to House #67 (Reclaim) and #67 to "S" Curve (Shlm & Overlay)
Wentworth Road	6	4	7	SIXTH	5	FIFTH	\$294,968.00 for Reclamation	Old Rte. 4 to Rte. 9
Logan Street	4	9	8	SEVENTH	6	SEVENTH	\$44,065.00 Shlm & Overlay OR \$84,092.00 Reclamation	Cost savings available for combining Logan/Wilson/Sullivan
Diamond Hill (dirt)	7	8	6	EIGHTH	8	EIGHTH	\$78,000 New Pavement	Excludes Unknown Cost of base Construction. Engineering Complete.
Police Department	10	6	10	NINTH	10	TENTH	\$34,000 New Pavement	Parking Lot
Tall Timbers Drive	9	10	9	TENTH	9	NINTH	\$179,211.00 Reclamation	Whole development = \$673,662.00