

## BUCKS COUNTY CONSORTIUM

Thursday, October 6, 2016

### Meeting Minutes

#### **1. Call to Order:**

A meeting of the Bucks County Consortium was held at 9:00 a.m. at Newtown Township on October 6, 2016 and called to order by Consortium President William Wert.

#### **2. Roll Call, Introductions and Community Updates:**

The following Bucks County communities were represented at the meeting:

David Capponi, Bristol Township  
Nick DeMeno, Buckingham Township  
Sandra Zadell, Chalfont Borough  
Shawn Curran, Chalfont Borough  
Stephanie Mason, Doylestown Township  
Scott Mitchell, Langhorne Borough  
Bill Wert, Dublin Borough  
John McMenamin, Lower Southampton Township  
Stephanie Teoli Kuhls, Middletown Township  
Scott Sadowsky, Middletown Township  
Angela Benner, New Britain Township  
Cathie Thomas, New Hope Borough  
Kurt Ferguson, Newtown Township  
Micah Lewis, Newtown Township  
Jamie Gwynn, Northampton Township  
Gary Crossland, Northampton Township  
Carolyn McCreary, Plumstead Township  
Andrew DeColli, Plumstead Township  
Sherry Masteller, Rieglesville Borough  
Mark Fournier, Telford Borough  
Alison Smith, Tullytown Borough  
Judy Collings, Tullytown Borough  
Herb Schoell, Upper Southampton Water & Sewer Authority  
Joseph Golden, Upper Southampton Township  
Vivian Bell, Warrington Township  
Gail Weniger, Warwick Township  
Kyle Seckinger, Warwick Township  
John Boyle, Yardley Borough

#### **Sponsors:**

Jeff Hugo, InR Advisors  
Chris Tomlinson, InR Advisors  
Dan O'Brien, RBC Capital Markets  
Jim Gray, RBC Capital Markets  
Sal Urbano, Virtual Towns and Schools

#### **Community Updates:**

The local managers went around the room and introduced themselves and briefly shared "Front Burner" issues affecting their community. Sponsors in attendance also shared updates or current issues in their field of expertise.

### **3. Approval of Minutes – September 1, 2016:**

Upon motion by Sandra Zadell, seconded by Mark Fournier, the Minutes of September 1, 2016 were approved as presented.

### **4. Treasurer's Report and Payment of Bills:**

Vivian Bell reviewed the treasurer's report for September 2016. Upon motion by Sandra Zadell, seconded by Stephanie Mason, the Treasurer's Report for September 2016 was approved.

### **5. Presentations:**

#### **Presentation: John Krafczyk, PennDOT.**

Mr. Wert introduced John Krafczyk, PennDOT Assistant District Executive for Maintenance

Mr. Krafczyk thanked the Consortium for having him speak at the meeting. Mr. Krafczyk also introduced Bucks County Maintenance Manager Cal Morrison and Highway Maintenance Manager, Kevin Herdin.

Mr. Krafczyk stated that District 6 is the most urban District and has the only Class 1 City (Philadelphia) within the state. Our geographic location presents many challenges in terms of the volume and complexity of the maintenance work that we perform. District 6 has by far the most daily vehicle miles travelled (DMVT). It has more than double the DMVT of District 11, the next most urban District.

**Overall Pavement Index:** District 6 adopted the District 11 OPI Pavement Management System. The overall pavement index (OPI) looks at both roughness as well as pavement distress. For bituminous pavement, OPI considers pavement cracking as well as edge deterioration, patching, raveling/weathering and rutting. The current pavement conditions in the District include 442 segment miles in excellent condition, 1,201 segment miles in good condition, 1,899 segment miles in fair condition, and 701 segment miles in poor condition. Mr. Krafczyk stated that on the surface it doesn't seem too bad until you realize that those 1,899 segment miles of fair OPI will become and continually add to our poor OPI segment miles over the next several years, effectively doubling our poor OPI segment miles.

Mr. Krafczyk shared GIS maps that illustrated the current situation regarding poor OPI throughout the District. This showed that approximately 45% of the poor OPI is on BPN2 (NHS: Non-Interstate) also known as the betterment network. Another 40% of the poor OPI is on BPN3 (Non-NHS with AADT greater than or equal to 2000) also known as the resurfacing network. The map also showed that approximately 15% of the poor OPI is on BPN4 (Non-NHS with AADT less than 2000) also known as the sealcoat network. Mr. Krafczyk stated that this is a good news/bad news situation in that it's good they don't have extensive poor OPI on BPN4, however, these roads will require a lot of work (i.e., base repair and leveling) to bring them up to an acceptable condition for sealcoat.

**Network Preservation:** Mr. Krafczyk stated that PennDOT is in the process of establishing an operationally efficient and cost effective network preservation program District-wide. The underlying concept of network preservation is to keep water from penetrating the surface (via crack sealing, seal coat, novachip/micro surfacing) and away from the roadway (via shoulder cutting). Mr. Krafczyk presented a worksheet that is being used to figure out how to go about developing and costing out PennDOT's crack sealing program. This worksheet is based on a standard "cycle maintenance" crack sealing program. In the past, PennDOT averaged 650 lane miles per year (using 5 Year Avg.). Mr. Krafczyk is proposing to do approximately 1750 lane miles per year.

Another slide showed a worksheet that Mr. Krafczyk used to figure out how to go about developing their shoulder cutting program. Shoulder cutting allows surface water to sheet off and away from the road into the drainage system. Standing water will saturate into the sub-base of the shoulder and the roadway causing instability and the progressive failure of the roadway's edge. Shoulder cutting is an inexpensive maintenance activity because it doesn't require much in the way of materials. Given the relatively low number of foreman days for this activity in some of the Counties; with proper planning PennDOT should be able to share equipment between Counties within the District.

One of the first things PennDOT did to save money was re-evaluate their high/low level networks. In doing so, they used 2,500 average annual daily traffic as our threshold. Mr. Krafczyk stated that this will effectively enable them to better

leverage their limited maintenance funds, since pavement cycles on the high-level network is 10 years at a resurfacing cost of \$300K/segment mile (2 lanes) and is 20 years on the low-level network at \$150K/segment mile (2 lanes) for a 180 lb. leveling and seal coat. So in other words, it's half the cost. Overall, they increased their low-level network (District-wide) by 362 segment miles. They went from 415 to 777 segment miles. Long-term (20 years) estimated costs savings are approximately \$64M in today's dollars.

In analyzing their seal coat program PennDOT determined that it was more cost effective to contract it out.

**Prep Work:** Mr. Krafczyk stated that although prep work includes crack sealing, shoulder cutting, tree trimming, etc. he wanted to discuss base repair and pipe replacement as these activities account for a significant share of the County's operating budget and also have the greatest overall impact on pavement useful life. In other words, they are going to bring the road up to 100% before they pave them. PennDOT has over half a million pipes statewide and District 6-0 has the second (2<sup>nd</sup>) largest pipe inventory in the state and ranks third (3<sup>rd</sup>) in terms of linear feet of pipe. Approximately 25% (260,000 feet) of PennDOTs cross pipe is metal. Metal pipe when installed years ago does not have the same life characteristic of present-day metal pipe and subsequently needs to be replaced. PennDOT will need to do on average \$1.3M/year in overall pipe replacement to keep up with their Surface Improvement Program. Pipe replacement will be performed a minimum of 2 years ahead of the Surface Improvement Program (preferably done 3-4 years ahead) to account for any pipe settlement prior to resurfacing.

**Financial Analysis:** Mr. Krafczyk presented slides with the County Maintenance Budget stating that maintenance funding in A-582 has been flat historically and for the foreseeable future. This will be problematic as inflation consumes more of the operating budgets each fiscal year. All of PennDOTs "must fund" activities such as personnel (salaries), equipment (repairs/fuel), facilities (utilities), winter services, pothole repairs, etc. are funded from A-582. As well as "network preservation" (crack sealing, seal coat, etc.) and "prep work" (pipe replacement, base repair, etc.). So then, whatever funds are still left would go towards resurfacing. So therefore, the Expanded Highway Maintenance Appropriation (A-409) becomes our primary resurfacing budget.

**Five Year Surface Improvement Plan:** Mr. Krafczyk presented everyone with the 5 year surface improvement plan showing what A-582 (Highway Maintenance) and A-409 (Expanded Highway Maintenance) funds are buying PennDOT for resurfacing purposes. PennDOT will be able to resurface on average - approximately 165 segment miles (2 lanes) per year. It's largely driven by the Poor OPI across our entire business plan network (primarily BPNs 2,3,4) and is also balanced legislatively speaking.

Kurt Furguson asked how municipalities should handle the complaints they receive in regards to PennDOT roads, specifically about street sweeping and weeds. Mr. Furguson also asked who municipalities should contact about maintenance. Mr. Krafczyk stated that they have revamped the program and sub-contractors will now be required to stick to their contract. In 2017, municipalities should see an improvement. The weed and brush program will take place every two years. Cal Morrison stated that municipalities can contact him directly about maintenance on PennDOT roads.

Stephanie Mason inquired about medians covered in debris and if there are programs to clean them up or a plan to make them more appealing. Mr. Krafczyk stated that they have in the past replaced concrete medians with grass, but then they become a maintenance issue. Mr. Krafczyk also stated that the mowing program allows mowing three times a year and PennDOT will be pushing for an agreement with municipalities to take care of the mowing.

Herb Schoell asked if PennDOT can start providing advanced notice on the roadways that they plan on paving to the Authorities. Mr. Schoell stated that if an authority has advance notice about a road being replaced they can make sure that they perform any pipe repairs and / or replacements prior to the paving project instead of coming in after the roads have been paved. Mr. Krafczyk stated that is one of the reasons that they have created the 5 year plan and he intends to have meetings with Authorities and Utility companies.

Allison Smith asked if Mr. Krafczyk will also be handling municipal services. Mr. Krafczyk stated that municipal services is under a different division of PennDOT but he is currently working on bringing that department under him as part of a whole reorganization.

**6. Discussion:** There was no Discussion at this time.

**7. Other Business:**

ICMA: Mrs. Mason announced that the ICMA 2017 Northeast Regional Summit will be held April 6-7 at the Hyatt Regency in Newport, Rhode Island.

**9. Adjournment:**

The meeting was adjourned at 11:10 a.m.

The next meeting was scheduled for November 3, 2016 as the holiday luncheon at the Doylestown County Club.

Submitted,

Angela P. Benner  
Consortium Coordinator

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