

Roads Work Group
Of TANG
Courthouse Conference Room
320 N Tioga St, Ithaca, NY
April 18, 2011
Meeting notes

Attendees:

Town of Caroline – Don Barber

Town of Danby – Kathy Halton, Ric Dietrich, Carl Seamon, Laura Shawley

Town of Ithaca – Herb Engman, Bill Goodman

Tompkins County Staff - Darby Kiley, Jonathan Wood, Joe Mareane, Bill Sczesny

TG Miller – David Herrick

- I. Introductions.
- II. Purpose of the meeting – to search for commonalities in the road preservation process
- III. Why are we discussing road preservation?
 - a. Roads could be threatened by big development projects;
 - b. Do not want to raise taxes to pay for the damages of development;
 - c. How to enforce what actions the governments want to take;
 - d. What are the legal issues;
 - e. Property tax cap could limit municipalities' ability to raise taxes;
 - f. Trucking loads are getting heavier but the roads are not stronger;
 - g. County and all Towns would ideally be aligned with a common approach;
 - h. Align costs and benefits – what is ordinary use, what is extraordinary use;
 - i. Roads cannot be shut down unless it applies to all heavy truck traffic.
- IV. What is road preservation (restoration)?
 - a. Want to maximize road life;
 - b. High-frequency, high-volume traffic decreases road life;
 - c. You break it, you own it;
 - d. Designate haul routes;
 - e. What percentage of road life are municipalities willing to give away to development projects;
 - f. Restore road to the condition it was before the project;
 - g. Keep roads in good shape *during* and after project;
 - h. How to determine differences along the entire length of the road.
- V. Road performance facts/observations.
 - a. Heavier trucks do more damage than lighter trucks;
 - b. Roads have seasonal differences in strength;
 - c. Sub-base integrity is important;
 - d. Repetition (paper clip analogy);

- e. Road classification is determined by how the road was built;
- f. There are different types and degrees of road failure;
- g. Routine maintenance does not take care of all problems;
- h. Failure of the surface layer is manageable if the sub-base is intact; If the sub-base fails, everything fails;
- i. There is a lack of uniformity of load carrying capability across the county – differences for state, county, and town roads.

VI. Government actions – what can we do?

- a. Pass a local law;
- b. Designate haul routes, but one shoe does not fit all;
- c. If deviate from haul route, subject to a fine;
- d. Road use agreements – a contract between parties;
- e. Post roads with weight limits – issue with selective enforcement;
- f. Zone out heavy industrial uses but still need road regulations/agreements;
- g. Law that requires a RUA, with consistency across the municipalities;
- h. Determine thresholds of what roads can handle;
- i. Implementation of an RUA;
- j. Driveway permit – the application should be signed by the landowner and the developer;
- k. Work with Emergency Services on 911 addressing.

VII. Engineering steps - *The information below was discussed but there was no consensus on this action step outline to either endorse or work to refine.*

- a. Municipalities produce the following information for several typical roads (so that we can provide basic information to developers for haul routes; we have background to evaluate and infill detailed info developed below; we can objectively defend decisions in development RUR/RUA)
 - i. Baseline truck traffic – preferably in three parts of town that currently have some amount truck traffic;
 - ii. Pavement Surface Analysis (PSA) that is updated every X years;
 - iii. Structural Number (SN) determination for a rough load carrying capability to help choose haul routes;
 - iv. Determine historical acceptable heavy weight traffic thresholds, if there have been large projects on roads within a municipality – there are only a couple per decade.
- b. Municipalities develop road use regulation or policy
 - i. Determine exemptions and exclusions;
 - ii. Determine thresholds for permit or RUA (which is easy if Part a info is available);
 - iii. Engineering part of RUR/RUA for haul route to determine if roads can carry projected loads; the amount of life used on road section; Developers liability/amount of bond;
 - 1. Pre-development PSA
 - 2. Baseline traffic
 - 3. Accurate and specific SN (Core samples or FWD needed)

- 4. Time of year
 - iv. Develop road re-construction specifications for road types within municipality (County has/could put this together);
 - v. Develop road construction bid specifications – put out to bid to determine bond amount;
 - vi. Develop post construction engineering data and analysis for release of bond and release of RUA.
- VIII. Next steps
- a. Bill Sczesny will contact and meet with Highway Superintendents and get back to this group with feedback.
 - b. What does a model look like?
 - i. Do individual municipalities contract with engineering firms?
 - ii. Develop a model and ask for input.
 - iii. Needs to be simple.

Notes submitted by: Darby Kiley