BMTS

Municipal Road Maintenance Spending Report

Approved by the BMTS Policy Committee on
March 5, 2015

This study was funded by the Federal Highway Administration (FHWA) Metropolitan Planning Program. The views expressed herein are solely those of the Binghamton Metropolitan Transportation Study, and do not represent an official position of the FHWA.

BMTS BINGHAMTON METROPOLITAN TRANSPORTATION STUDY

Edwin L. Crawford Bldg. / 5th Floor / 60 Hawley Street / PO Box 1766 / Binghamton, New York 13902

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
POLICY COMMITTEE
RESOLUTION 2015-05 Resolution accepting the ***Municipal Road Maintenance Spending Report*** *as complete*

WHEREAS the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Binghamton Urban Area, and

WHEREAS Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Unified Planning Work Program which shall annually describe all urban transportation and transportation related planning activities anticipated within the next one or two year period, and will document the work to be performed with technical assistance provided under the Federal Highway Administration metropolitan planning (PL) program and the Federal Transit Administration Section 5303 program, and

WHEREAS the approved 2013-2014 Unified Planning Work Program included a task to complete the ***Municipal Road Maintenance Spending Report***, and

WHEREAS the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and

WHEREAS this task was completed in December 2015, and accepted by the BMTS Planning Committee as complete on February 12, 2015, and recommended approval by the BMTS Policy Committee, and

NOW THEREFORE BE IT RESOLVED THAT the BMTS Policy Committee accepts the ***Municipal Road Maintenance Spending Report as*** complete.

CERTIFICATION OF RESOLUTION 2015-05

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2015-05, adopted by consensus this 5th day of March, 2015.

Michael Marinaccio 3/5/15

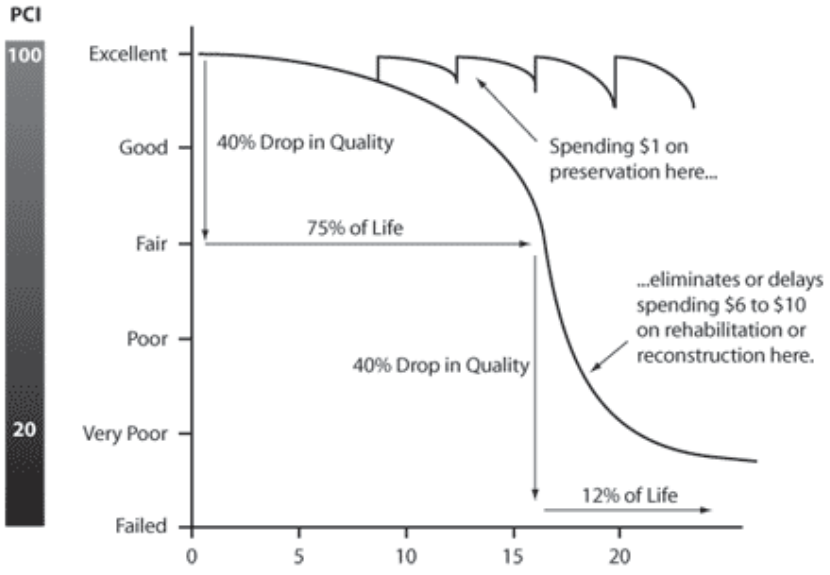
Michael Marinaccio, Chair Date

Phone: 607-778-2443 Fax: 607-778-6051 Email: BMTS@co.broome.ny.us Website: www.bmtsonline.com

Maintaining roads is an important and costly task that all municipalities must do. Year after year, funding from Federal, State and Local sources is less, and municipalities must use the resources that they do have wisely. Many are expected to do the same amount of upkeep and maintenance with less money. The initial purpose of this report was to inventory the preventive maintenance practices employed by the local municipalities and also attempt to quantify the amount of money that they typically spend on these activities on an annual basis. As initial data was collected, it became apparent that many of the municipalities that were surveyed did not have a comprehensive well-planned and implemented preventative maintenance program / plan in place. Clearly preventative maintenance has not been a priority for many local municipalities. Reasons for this deficit vary, but typically stem from a lack of funding due to budgetary constraints as well as the overall less than good condition of many local road networks. Preventive maintenance, as described below, is a treatment that is typically applied to pavements that are in good condition. Justifying the use of funds for these types of projects can be difficult when there are many roads in a more deteriorated condition.

Preventive maintenance, as defined by AASHTO, is "a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system (without significantly increasing the structural capacity)." Preventive maintenance is typically applied to pavements in good condition having significant remaining service life. Preventive maintenance is a strategy of extending the service life by applying cost-effective treatments to the surface or near-surface of structurally sound pavements. Examples of preventive treatments include asphalt crack sealing, chip sealing, slurry or micro-surfacing, thin and ultra-thin hot-mix asphalt overlay, concrete joint sealing, diamond grinding, dowel-bar retrofit, and isolated, partial and/or full-depth concrete repairs to restore functionality of the slab; e.g., edge spalls, or corner breaks. Although there are many different preventive maintenance treatments, it is very important to apply the right treatment to the right pavement at the right time.

The graph below from the Federal Highway Administration (FHWA) shows how preventive maintenance can save money over the life-cycle of pavement. (PCI = pavement condition index)



BMTS inventoried the preventive maintenance/paving practices employed by the local municipalities within the BMTS planning area and also attempted to quantify the amount of money that they typically spend on these activities on an annual basis. Consolidated Local Street and Highway Improvement Program (CHIPS) is a NYSDOT program that provides funding to local

municipalities for certain paving projects. Another goal of this survey is to see how much money, in addition to CHIPS money, is being spent to extend the life of/or improve the condition of the pavement.

The following charts below *(Figure 3-Figure 8)* show what was reported by the municipalities and data collected from NYSDOT files. The data includes dollar amounts spent for resurfacing, reconstruction, patching, crack sealing and other pavement maintenance/betterment projects. The dollar amounts given were also compared with the amount of centerlane miles that each municipality is responsible for maintaining. Figure 1 shows the number of centerlane miles by municipality and Figure 2 shows the average dollar amount spent per centerlane mile.

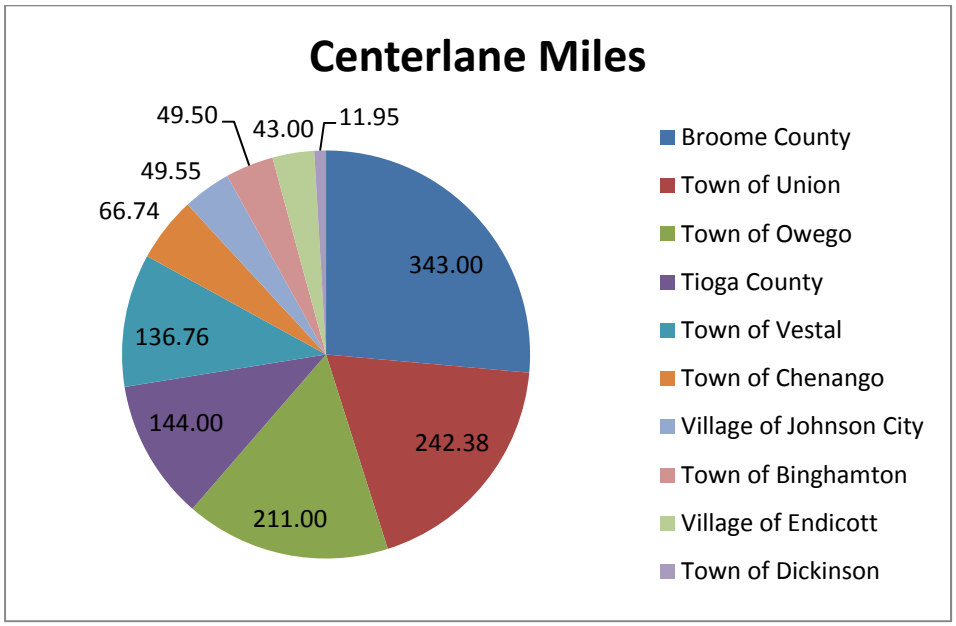


Figure 1: Centerlane Miles by Municipality

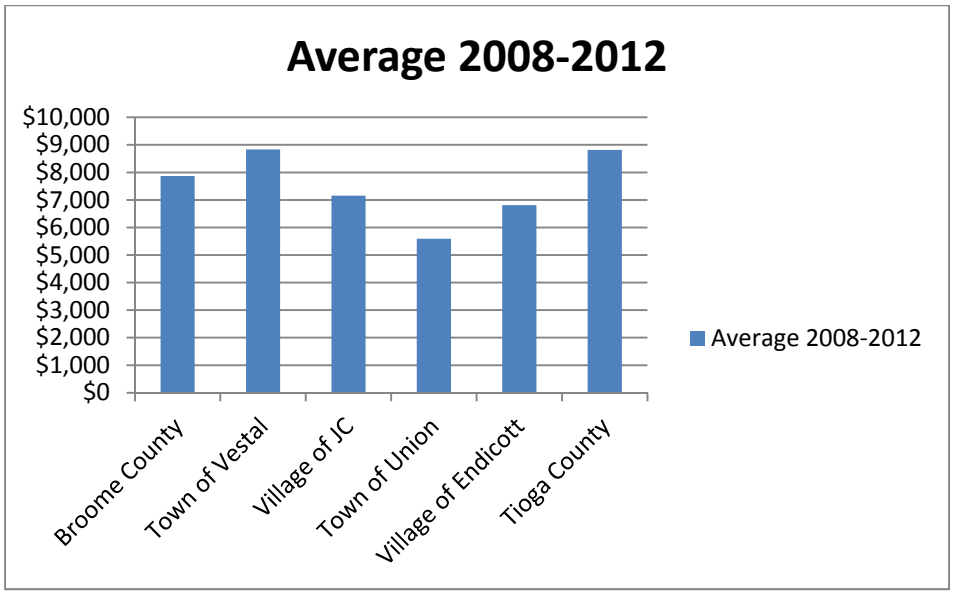
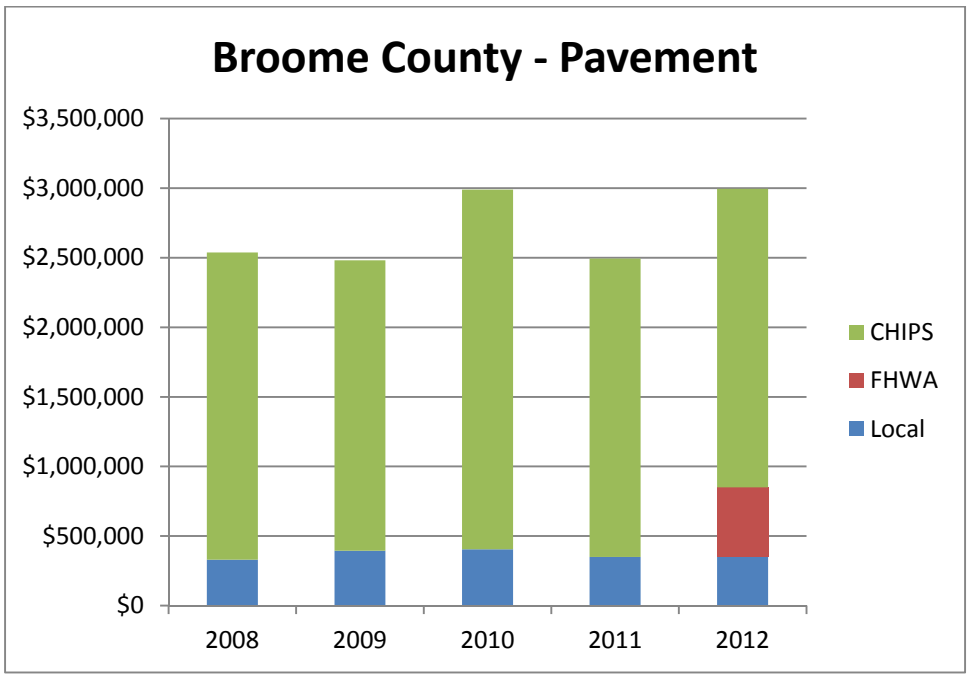


Figure 2: Average Dollar Amount Spent by Municipality per Centerlane Mile (2008-2012)



*Dollar amounts represent all of Broome County, not just what was spent in the BMTS Urban Area

Figure 3: Broome County Pavement

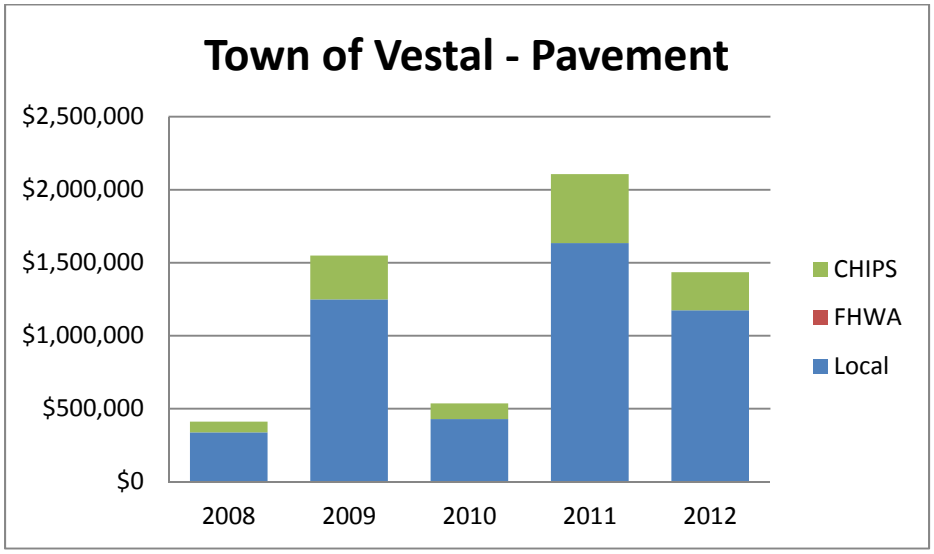


Figure 4: Town of Vestal Pavement

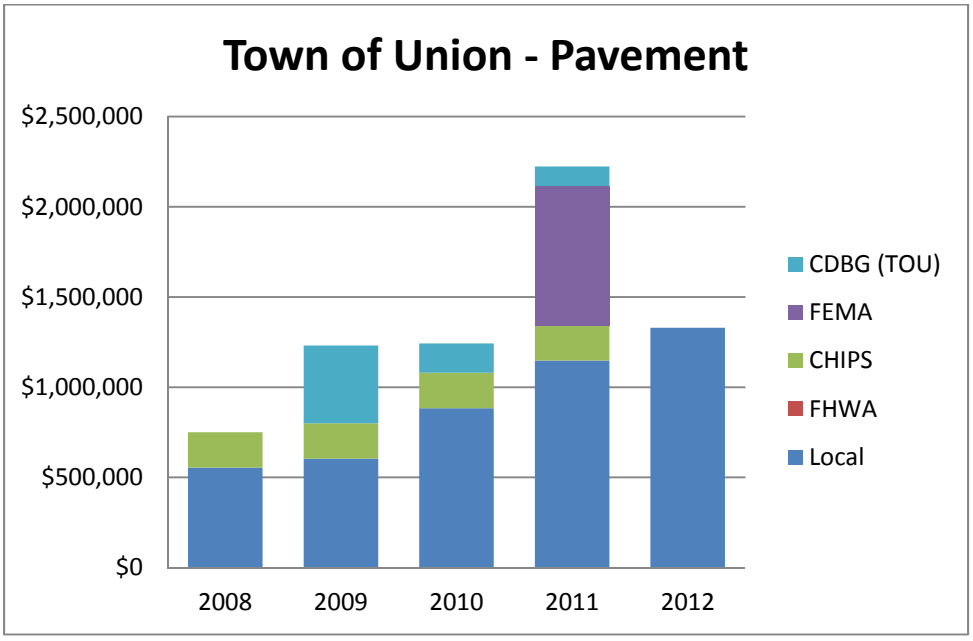


Figure 5: Town of Union Pavement

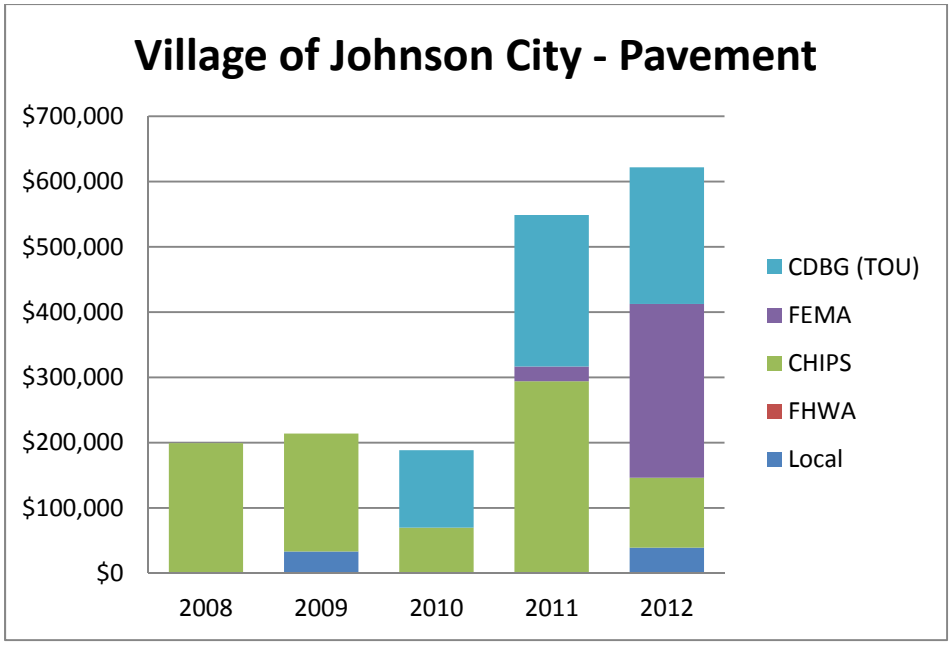


Figure 6: Village of Johnson City Pavement

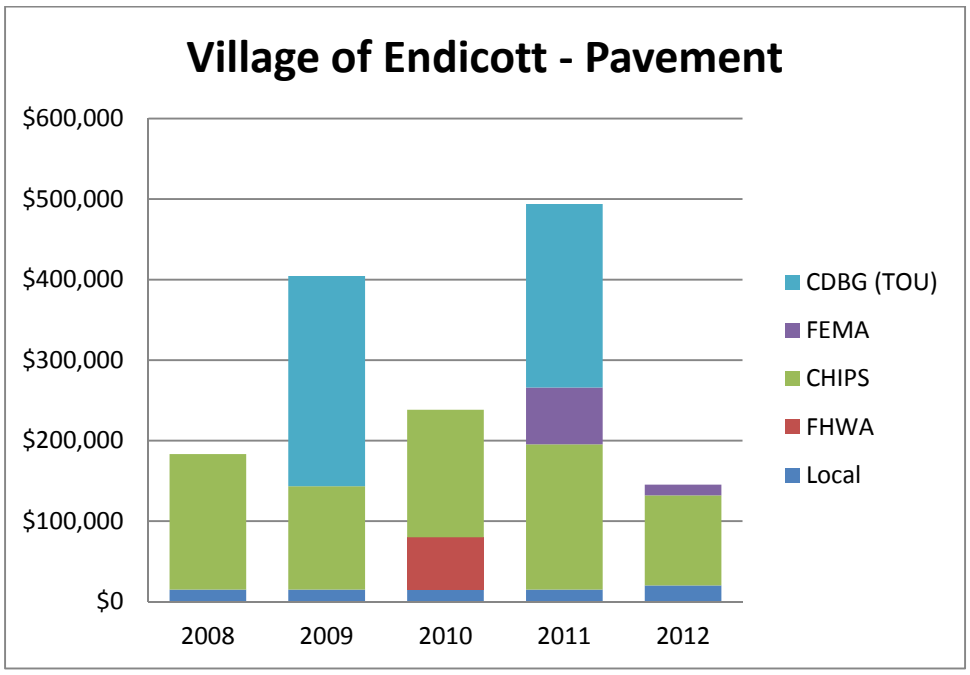
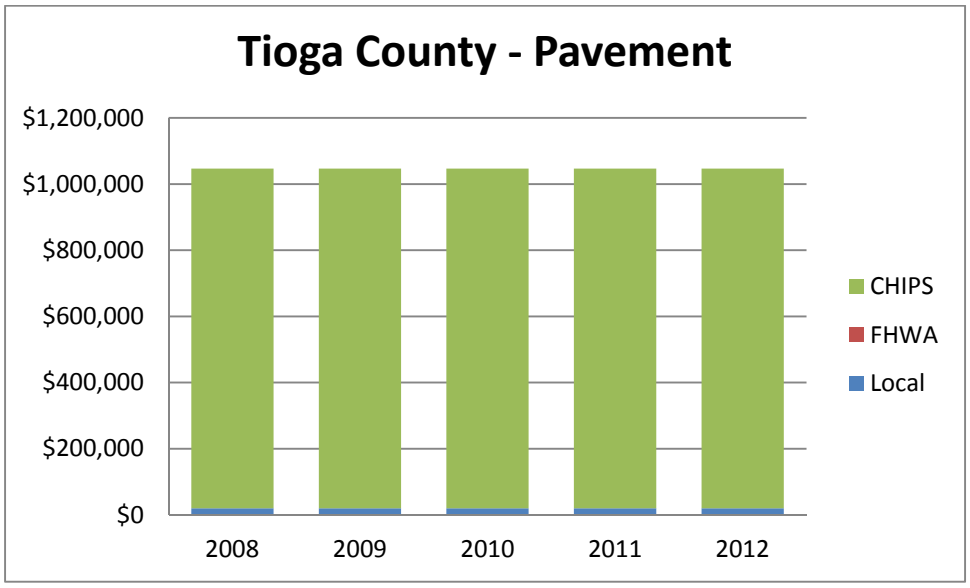


Figure 7: Village of Endicott Pavement



*Dollar amounts represent all of Tioga County, not just what was spent in the BMTS Urban Area

Figure 8: Tioga County Pavement