

PHEASANT RUN ROAD MAINTENANCE ASSOCIATION, INC.
BOARD OF DIRECTORS
MEETING SUMMARY
December 17, 2008
5:00 p.m.

I. A special meeting of the Pheasant Run Road Maintenance Association, Inc. Board of Directors was held at the Administration Building, Leisure Services Conference Room on December 17, 2008.

Members Present: Ann Conklin, Canton Township, Tom Casari, Canton Township, Mark Waldbauer, Pheasant View, Laura Gitre, Fairway Pines, Craig Stephens, Fairways

Members Absent: None

Others: Tim Kljun, Roadway Manager, Deborah Dooley, Canton Township, Phil Loud, Spalding DeDecker Associates, Inc., Joseph Muller, Spalding DeDecker

Ann Conklin called the meeting to order at 5:00 p.m.

Mr. Loud and Mr. Muller from Spalding DeDecker Associates, Inc. presented a presentation on Pavement Management.

A pavement deterioration curve will be implemented as a model to help PRRMA maintain it's pavement in the 7-10 range and repair it in the 6-7.5 range according to the PASER System.

The approach to "worst first" places priority on pavements that are in the worst condition. The cost to repair lower rated pavement is higher, i.e. total reconstruction; therefore less pavement is rehabilitated with available funding.

The disadvantage to this approach is that the pavements that are in good to fair condition will further deteriorate such that their rehabilitation costs will be higher to achieve the desired results and pavement rating. Using this method usually results in always trying to "catch up" on repairs.

To approach the "best first" means to place a priority on rehabilitating pavements that are in better condition and demonstrate higher pavement ratings. The cost of repair is less; therefore more pavement in the network can be programmed for repair. This strategy prevents those pavements targeted from further deteriorating, thus maintaining at minimum, an equal or slightly higher rating after the repairs are made.

The disadvantage to this approach is that higher operational costs are associated in maintaining poorer pavements until sufficient funds can be allocated for repair. The cost of

delaying repairs to very poor pavement increases much less than the cost of allowing fair pavement to become very poor.

Spalding DeDecker, Associates, Inc. proposes to create a model where all roads existing pavement conditions will be inventoried, inspected and documented. A working plan from these documents will be created. Pavements will be prioritized within the network. Collected data will be analyzed and budget scenarios will be prepared. Spalding DeDecker will prepare short-term/long-range maintenance and capital repair programs.

Spalding DeDecker's goals and objectives for this model will be to increase pavement life cycle performance, define pavement network by uses, predict pavement deterioration rates, maximize repair areas with available funds, develop maintenance and capital budgets and plan for the future.

The purpose of developing program goals and client specific attributes is to not let the pavement reach below a minimum condition, create cost effective management, extend life of the roads at the lowest cost, monitor network OCI (Overall Condition Index), and backlog maintenance. Based on a goal, develop the programs specific criteria and data structure, determine uses, develop prioritization and develop a cost estimate. Pavement surfaces are prioritized based upon possible impact to customer safety, aesthetics, and operations.

Spalding DeDecker utilizes E-Builder to organize and provide easy access to all documentation for clients. E-Builder reduces the cost required to compile and distribute information. It allows the client to manage multiple projects with user-specific, exception-based reports. E-Builder identifies cost and schedule issues early in the development process. It improves accountability by identifying the person responsible and status of all tasks. E-Builder improves operations by providing easy access to historical information. This program is a pipeline for management to input their opinions and ideas.

II. Adjournment

Motion by Gitre, supported by to adjourn at 7:30 p.m. Motion carried by all members present.