



**TOWN COUNCIL
WATERTOWN, CONNECTICUT
MONDAY, OCTOBER 17, 2022
REGULAR MEETING - 7:00 P.M.
MINUTES**

1. Call Meeting to Order.
Chair Jonathan Ramsay called the meeting to order at 7:00 p.m.
2. Pledge of Allegiance.
Chair Jonathan Ramsay led the pledge of allegiance.
3. Roll Call.

PRESENT: Jonathan Ramsay, Chair
Ken Demirs
Robert Desena
Gary Lafferty
Robert Retallick
Rachael Ryan

ABSENT: Mary Ann Rosa, Vice Chair
Anthony DiBona
Denise Russ

OTHERS PRESENT: Mark Raimo, Town Manager

4. Public Comment.
Katherine Camara, 31 Cottage Place: Ms. Camara commented on topics of discussion under Executive Session.
5. Minutes
 - a. Regular Meeting – October 3, 2022

Motion: Ken Demirs seconded by Rachael Ryan: I move to approve the Regular Meeting minutes dated October 3, 2022 as presented.

Aye: 5 Ramsay, Demirs, Desena, Lafferty, Ryan
Nay: 0
Abstain: 1 Retallick

Motion passes

6. Chairman's Report
a. Correspondence

Chair Jonathan Ramsay: We received a letter from Linda Parker, 456 Hamilton Avenue related to the road conditions on Hamilton Avenue. Mainly caused by large trucks and complaints of no sidewalks, no street lights and overall conditions of the roads.

7. Town Manager's Report

Mark Raimo reported:

Thank you, Chairman and members of the Town Council.

1. Wilson Street Bridge – no new information, we are working on getting that ready to go out to bid.
2. Guernseytown Road Project – the project was before the Inlands & Wetlands Commission having approval to move that project forward. There were some small changes to the plan, the Engineering Department are making those changes to that scope of work that will be sent back to the company that designed it and then it will go out to bid I assume by early November.
3. Steele Brook Greenway – we are continuing with discussions with the company regarding the scope of work. We finalized our scope of work and we are working on determining the estimate hours needed to complete this.
4. Naugatuck River Greenway – No additional updates at this time.
5. A project was presented to Inland & Wetlands regarding property in the area of 262 on Echo Lake Road Extension. Hillwood New Haven group is working to develop an application for approximately 350 to 600 thousand square foot industrial warehouse on the Frost Bridge Road 262 area. This site is adjacent to Route 8 with direct access to the highway. The proposed use is expected to generate between \$750,000 and 1 million dollars in property tax revenue with minimal impact on our town services. Hillwood New Haven Group is meeting informally with Inlands/Wetlands which occurred last Thursday looking for feedback from the commission to move that project forward.

6. We did enter into contract for 37 DeForest Street with an anticipated closing by the end of October. We did receive the deposit and they finalized all of their documents.

8. Subcommittee Report – none.

9. New Business.
 - a. Consider appointments to boards and commissions.

Motion: Ken Demirs seconded by Robert Retallick: I move to appoint Alan Mickel, 95 Woodvine Avenue, Oakville as a member of the Park and Recreation Commission to fill the expired term of Amanda Manforte to expire January, 2025.

Motion passed unanimously

- b. Presentation from Beta on Pavement Management program and recommendations.

Mark Raimo, Town Manger: Mr. Raimo introduced Peter and Tony from Beta and noted Mr. Spina our past Public Works Director is in the audience and our new Public Works Director Mr. Lukowski and encouraged them to ask any questions as we move through the change for an easy transition.

Anthony Garro, Senior Vice President of Beta Group: Mr. Garro also head up our GIS Management Division, I have worked for Beta for over 30 years. With me tonight is Peter Daddario he is the Project Manager for this project he specializes in assets management with a focus on pavement management He has been overseeing data collection, data development and coordination with the community thus far on the project. With that I will move into the presentation.

Attached presentation

Questions from council:

Rachael Ryan: You mentioned something about training, can you talk a little bit more about, training for our Highway Department and that sort of thing and how much contact do we have with you going forward?

Anthony Garro: Peter gets call all the time with something that is happening whether it's through a phone call or teams or zoom or here in person. We are always available; we are very responsive on that. We want you to be successful with the program and we want it to be used, we want you to be self-sufficient in using the program. The training program is one of the more important aspects moving forward. Again, we have that investment made

to now develop this program. We will be doing the training as needed. You would need one full season to go through it.

Peter Dadarria: You would need one or two full season to go through it. To update the program, we want to be involved, we want to see progress made.

Gary Lafferty: When you did your study for the roads, are you just looking at the surface of the roads or is there a way you can tell how the base of the roads are or the thickness of the asphalt and all that.

Anthony Garro: The inspections were based on a surface evaluation. We can do paving bores once you have that plan in place there are roadways where you want to confirm the depth of pavement.

Robert Desena: Thank you very much for the presentation, some of us on the council were aware of the program within the past year, was presented to us by a previous Public Works Director. Mr. Spina who explained to us the success of this program in Cromwell. In Cromwell they have also have state roads in and out of the town, local roads and the way I look at this it is forecasting. To prioritize the immediacy or not of remedial action. What scale does a given road fall under is very important. Can you explain a little bit more about frequency of complaints of a given area received by the Public Works Department, for example there is a group here tonight obviously from the same general area and if they were making complaints would that go into the format?

Anthony Garro: Is it a Q alert program, or is it something recorded as a call and identified as location. What we can do is we have done this in other towns, where we can take that Q alert data and we can use that as overlay and see it almost like heat map generating and you can see a cluster of calls that came in. With the Q alter data you need to be careful with the location. Sometimes it is located to where the call came from the house rather than the actual location of the issue. That is something we need to be careful of but we can use that information.

Robert Desena: The way that I look at it also sir, this takes away from a given complaint happening with Public Works saying for example this road where I live on hasn't been paved an x number of years, I want something done. It can determine the immediacy or not of remedial action, correct?

Anthony Garro: The idea is to use the science behind all this, to prioritize which roadways should be repaired. The information you are receiving the complaints that are coming in are identifying issues that they see in the roadway whether it is a pothole or a series of potholes. It is good to record that information and apply it. You can see the clusters possibly and it might identify something that the system we developed didn't clearly identify, so it is another layer. I believe in brining in as much information as we can and use it as a tool.

Robert Desena: The data end is always important, thank you sir.

Chair Jonathan Ramsay: When you talk about updating the software as far as road conditions, is that something that is kind of done as we go. We pave one road we update it or is that something that is more done at the end of the year, we have ten roads and then we get something updated.

Peter Dadarria: At the end of the year, it is just quicker to take all the roads you paved and generally we present this service to the town. We could do it in a matter of a couple of hours, refresh the software. We can show based on last year did it go up; did it go down. If it is going down, what can we do differently next year to improve the road score. Generally, we have done it both ways we will update roads as they are paved. It is more efficient to update it once or twice a year.

Chair Jonathan Ramsay: As far as the car driving around with the radar, how often do you recommend that process be done?

Anthony Garro: That would be done typically in 3 years. Typically, you can use the data for 3 years and then you are going to do another data capture at that point. Some towns what they will do is they break it up and do inspections every year but they will do 50 percent of the network.

Peter Dadarria: The model will be sufficient over time that is why we rank them every 3 years to get new scans.

Chair Jonathan Ramsay: Just to confirm that the work that you have done just gives the ranking of the roads as of a set day. It does not include any of the why, one road is a lot worse than the road next to it type of thing, your analysis is just current conditions is that accurate?

Anthony Garro: Current conditions but you will know why it is worse because it would be based on the stresses that the lidar identified. If the road is 50 years over here and this road is a 45 there is definitely there would be some distinct difference that will trigger that lower score.

Gerald Lukowski: Good evening, I like to thank the town for commissioning this study and helping out the Public Works and Engineering Departments for the town to figure this out. I know 45 million is a big number but I like your five-year plan and like the 3 years that is locked in and then you added two additional years as its coming up. Are you looking at the way you spend the money, the worst is first and preservation at the same time? So, you are not always bringing the roads that are worst in and you are not capturing like you had the saw tooth, you had 5 or 7 seven years, is that going to be part of the study?

Anthony Garro: It depends on the funding score, so if there is a bond in place, typically the bond is going to require a 15-year improvement money. The bond money has to be minimum, a mil and pave. The other money could be spent anyway, it could be a blend, it could be a balance.

Gerald Lukowski: Is it the best way to do worse first but also preservation of the other roads.

Anthony Garro: I would like to see a balance plan, where you are taking care of the worst roads especially on those heavily traveled roads. Those would get programmed first and then you blend in your surface treatments and preservations.

Gerald Lukowski: I also noticed it was pretty small, but if you extend the state, it would be 2 million dollars a year. To keep it at 60, it would be 2 million dollars a year. I know we would probably want to go a little bit more than that to increase the 60 that we have. Would it be 2 and a half, would it be 3 and a couple different courses of action so we know where that number is going to in the long run. With Beta, I know we have different funding sources that come in and we are using ARPA for part of it. Do you see any other state or federal funds that are coming in for the road networks for the municipalities?

Anthony Garro: There is always LOCIP, we are very familiar with that and can help you with that. There is a new LOCIP program that I just learned of a few weeks ago called the Rural LOCIP program as well. I think we want to look and target roads that would be good candidates for that program, and kind of peel those off and move forward those. Then of course ARPA you have your town aide fund, which is limited. There is some other federal money out there but it's really more geared to regional applications. Safe street for everyone that is there. We are very familiar with some grants now with some towns. Some to consider you do have 142 road miles that might be considered.

No action taken

Mark Raimo, Town Manager: Mr. Chairman, during my Manager's Report I left something out. I was asked to do a little research, there has been a lot of communications in our town regarding the ATV operation throughout town. I was just asked to give an update on our Police Departments response on that. The Chief is not available, so I will do my best, just to make sure everybody is aware. The Police Department not only operates under general statue they also work under general order. The state statute does not give much leeway for the pursuit. Specifically, regarding the pursuit of offenders that operates ATV's, dirt bikes or quads. They are basically committing infractions and law enforcement does not have any authority based on that infraction to pursue. What our Police Department and most police departments throughout Connecticut, what they are doing is identifying these offenders by taking body camera footage or cruiser footage and then they take that information and they distribute it to other police departments to try to identify and through investigation identified who the operator was. Watertown has one

successful arrest. They were able to identify somebody though using different types of media and we ultimately made an arrest. Although it does appear the Police Department is not doing their job they are actually abiding by their rules and they are working within the laws of the state and until we get our laws changed through that Police Accountability act that is where we are with that.

- c. Consider a resolution authorizing an appropriation of \$6,619 for tax refunds.

RESOLUTION

WHEREAS, taxpayers have applied for Tax Refunds pursuant to Section 12-129, Refund of Excess Payments; and

WHEREAS, the Tax Collector recommended that the refunds be made in accordance with the provisions of Section 12-129; and

WHEREAS, in order to refund taxpayers who have been approved for their refunds, monies must be appropriated into the budget line items to expend the funds.

NOW THEREFORE BE IT RESOVED, that the Town Council appropriates \$6,619 to line item 010-50341-043-0102 from the General Fund for tax refunds.

Dated at Watertown, Connecticut this 17th day of October, 2022.

Jonathan Ramsay, Chairman
Watertown Town Council

Motion: Ken Demirs seconded by Robert Retallick: I move to approve the resolution authorizing an appropriation of \$6,619 from the General Fund for tax refunds.

Discussion: none.

Motion passed unanimously

- d. Consider a resolution authorizing tax refunds.

RESOLUTION

WHEREAS, taxpayers have made applications for property tax refunds in accordance with C.G.S. Section 12-129 *Refunds of Excess Payment*:

WHEREAS, the Tax Collector recommends that the refunds be made in accordance with the provisions of Section 12-1298;

NOW THEREFORE BE IT RESOLVED, that the Town Council approves the attached listing of tax refunds.

Dated at Watertown, Connecticut this 17th day of October, 2022.

Jonathan Ramsay, Chairman
Watertown Town Council

See attachment

Motion: Ken Demirs seconded by Robert Retallick: I move to approve the resolution authorizing tax refunds.

Discussion: none.

Motion passed unanimously

10. Executive Session Time in 7:50 p.m.

a. Pending Litigation

Motion: Ken Demirs seconded by Robert Retallick: I move to enter into executive session with the Town Manager and the Town Attorney to discuss Pending Litigation cases as follows:

- (1) Biello vs. Town of Watertown
- (2) Camara vs. Town of Watertown
- (3) Camara vs. Raimo
- (4) City of Waterbury vs. Town of Watertown/Water and Sewer Authority

Discussion: none.

Motion passed unanimously

Time out 8:46

11. Adjournment.

Motion: Ken Demirs seconded by Robert Retallick: to adjourn the Regular Meeting at 8:46 p.m.

Motion passed unanimously

Jonathan Ramsay, Chair
Watertown Town Council

Approved: _____
Susan King, Clerk

Town of Watertown, CT

Pavement Management Program

Summary of Findings

October 17, 2022



Town of

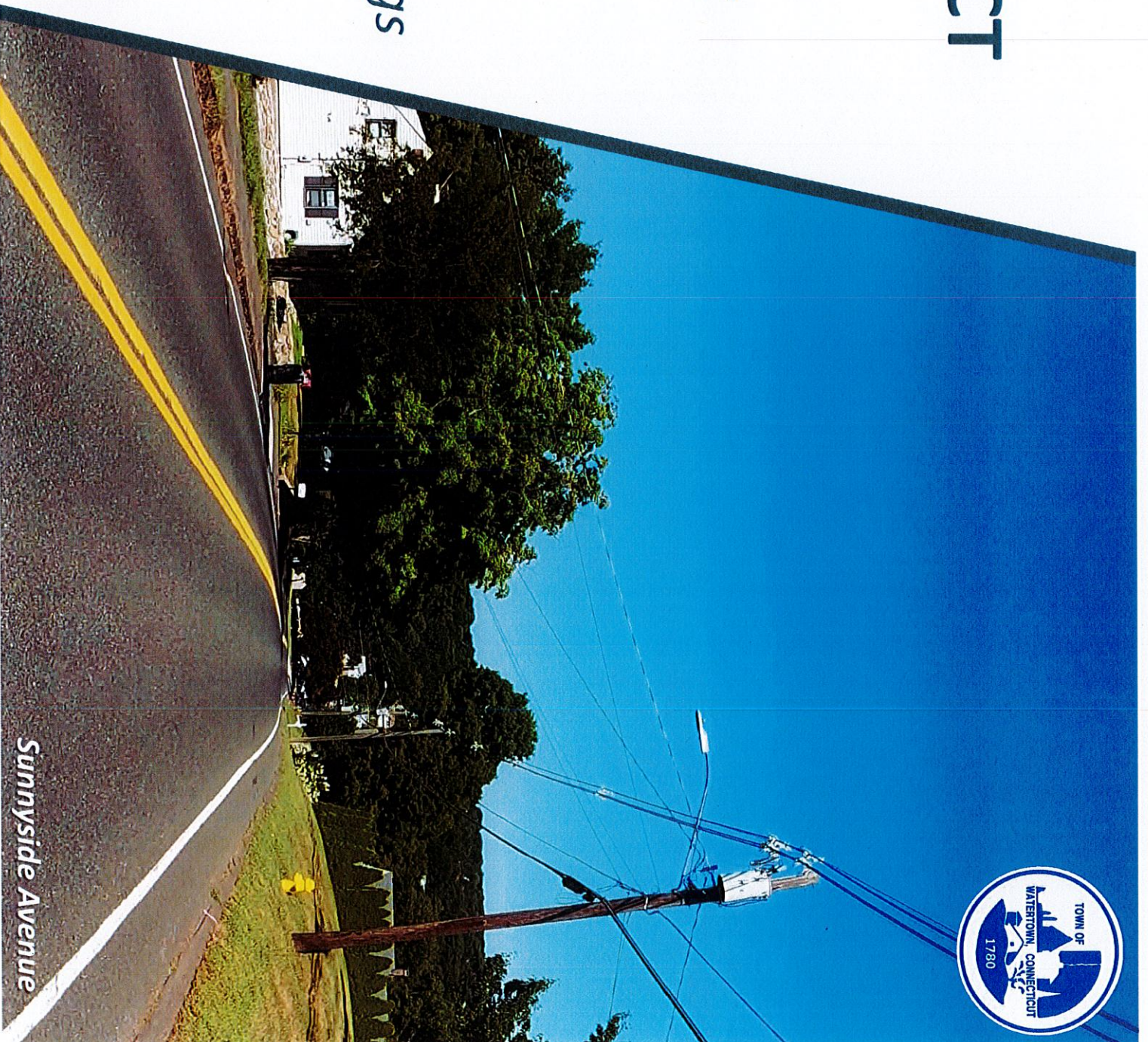
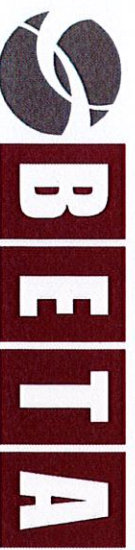
Watertown, CT



***Pavement
Management
Program***

Summary of Findings

October 17, 2022



Sunnyside Avenue

Benefits of Pavement Management

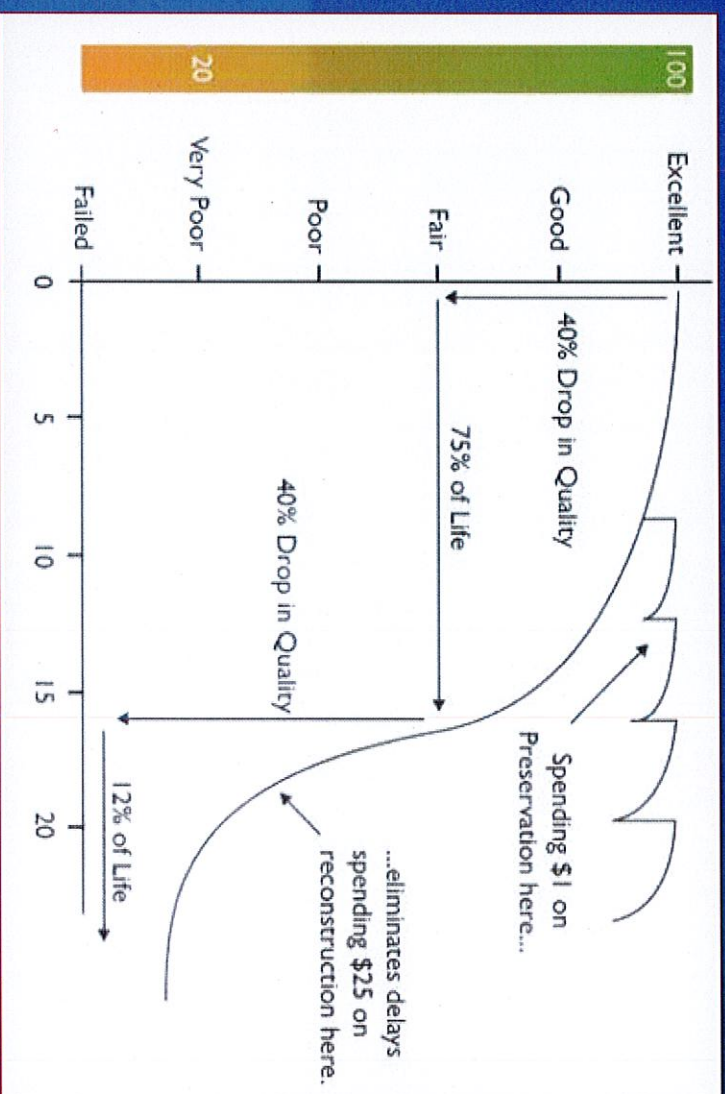


- Protects a community's investment by maximizing the life span of the roadway network
- Provides the ability to plan-ahead and predict budgetary needs (minimize costs while maximizing value)
- Apply the appropriate treatment at the correct location and time
- *Provides foundation for decision making*

Proactive VS. **Reactive**

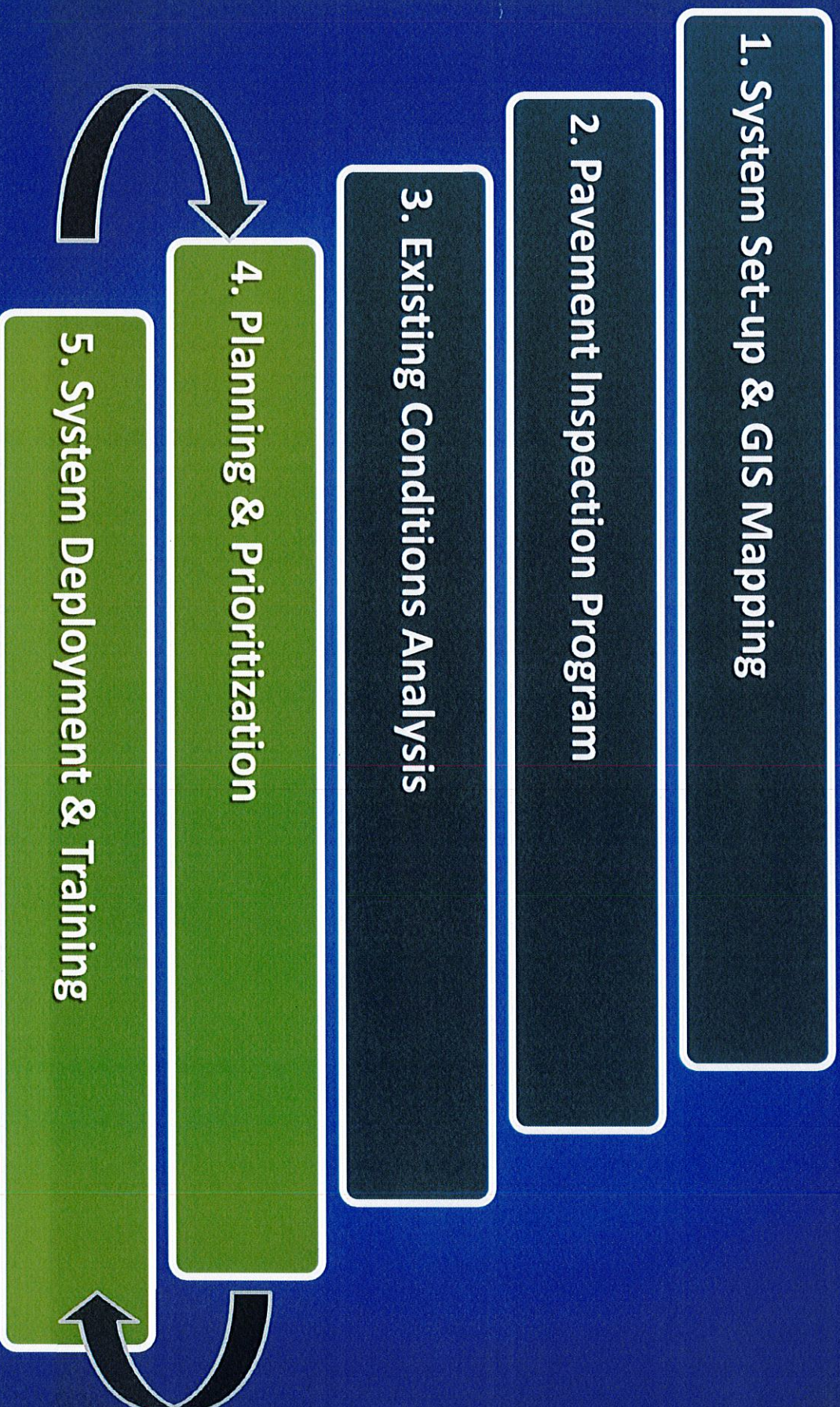
Program Goals & Objectives

- ✓ Conduct Pavement Condition Assessment
- ✓ Understand Roadway Conditions & Needs
- ✓ Evaluate Repair Strategies & Benefits
- ✓ Establish Estimated Backlog of Improvements
- ✓ *Develop Prioritized Plan*



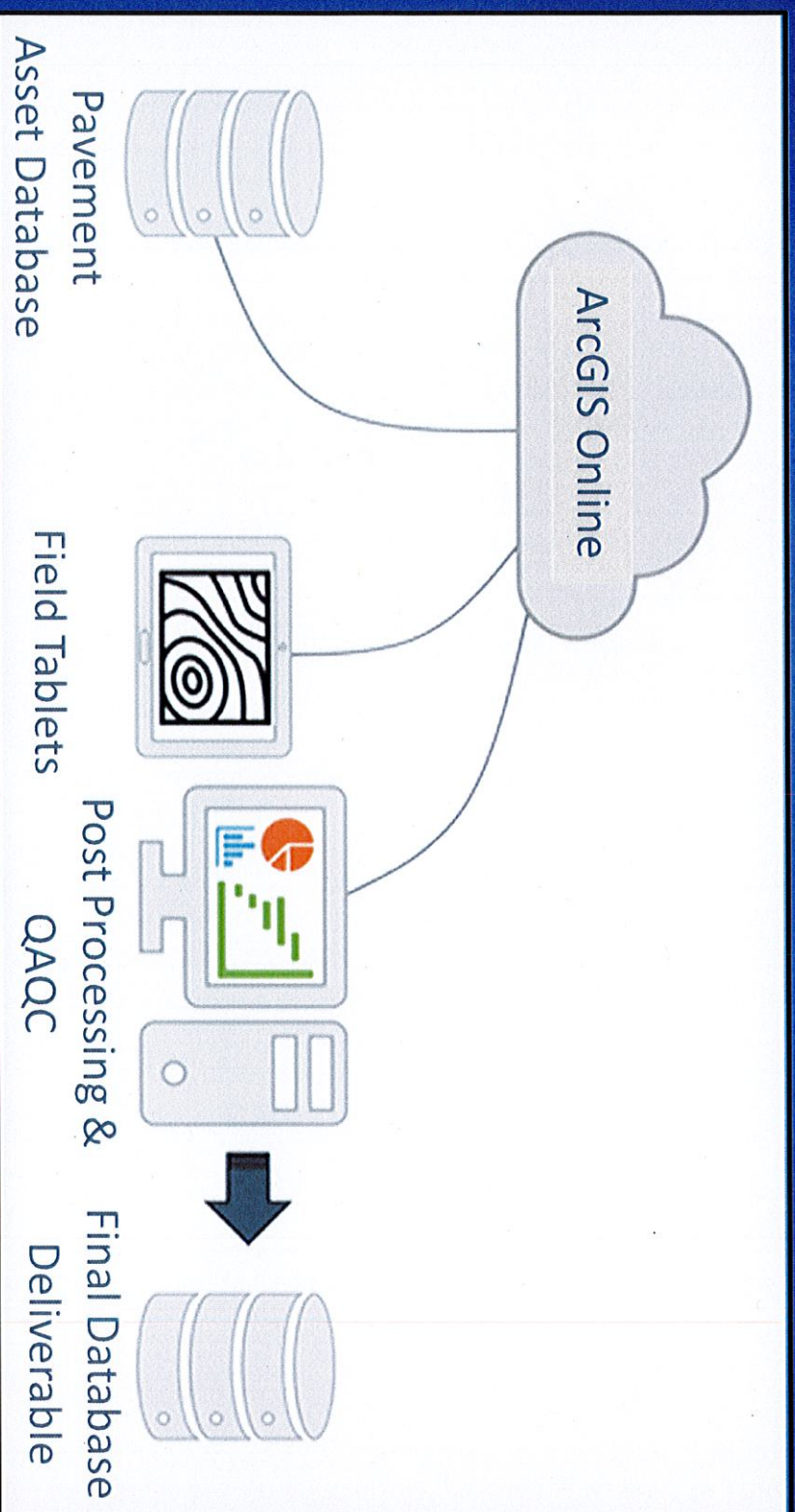
CIP Tool

Five-Step Project Approach



System Configuration & Mapping

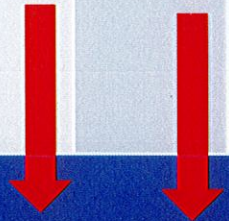
GIS Centric Approach



System Configuration & Mapping

Roadway Profile

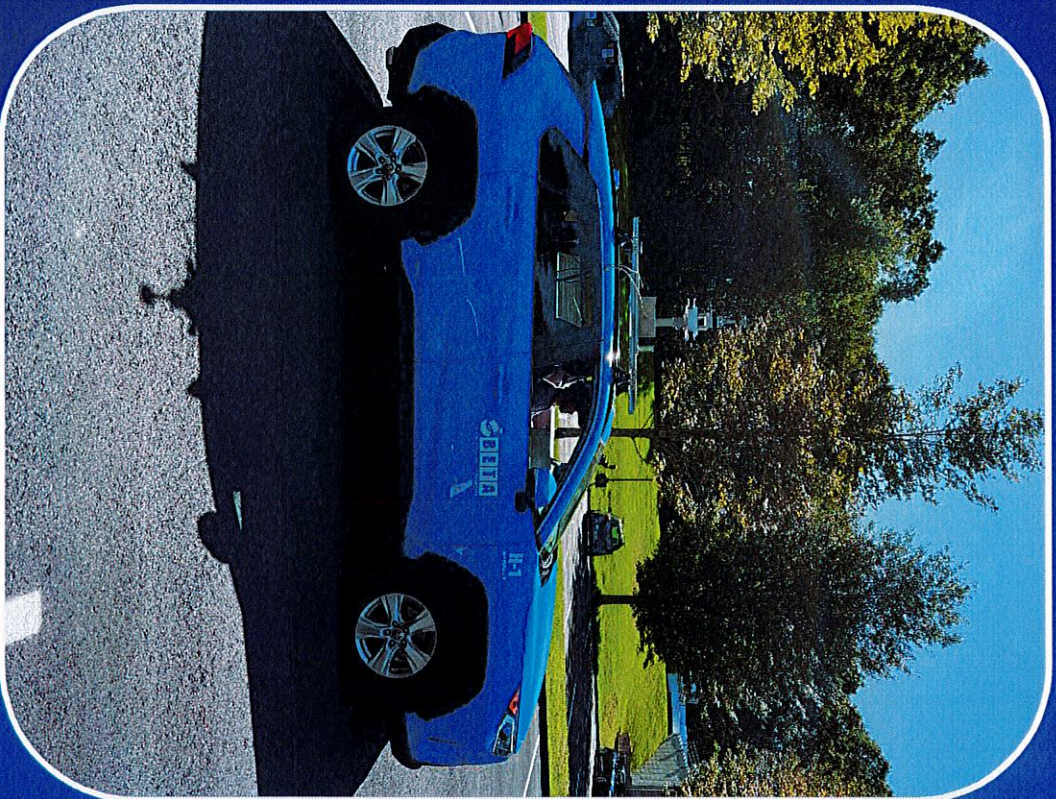
Roadway Type	Miles
Municipal	Asphalt: 140.86
	Gravel: 1.88
Municipal-Other	Asphalt: 1.12
	Gravel: 0.46
Private	Asphalt: 6.97
	Gravel: 1.16
State	Asphalt: 32.76
	Gravel: 0.23
Total	185.43



Paved Roadways Inspected By BETA

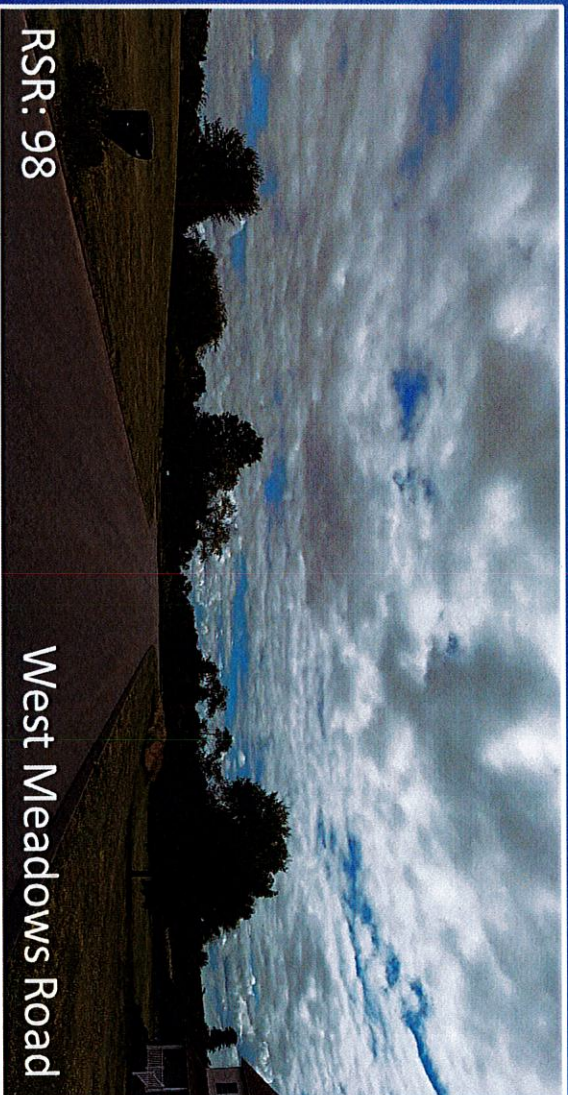
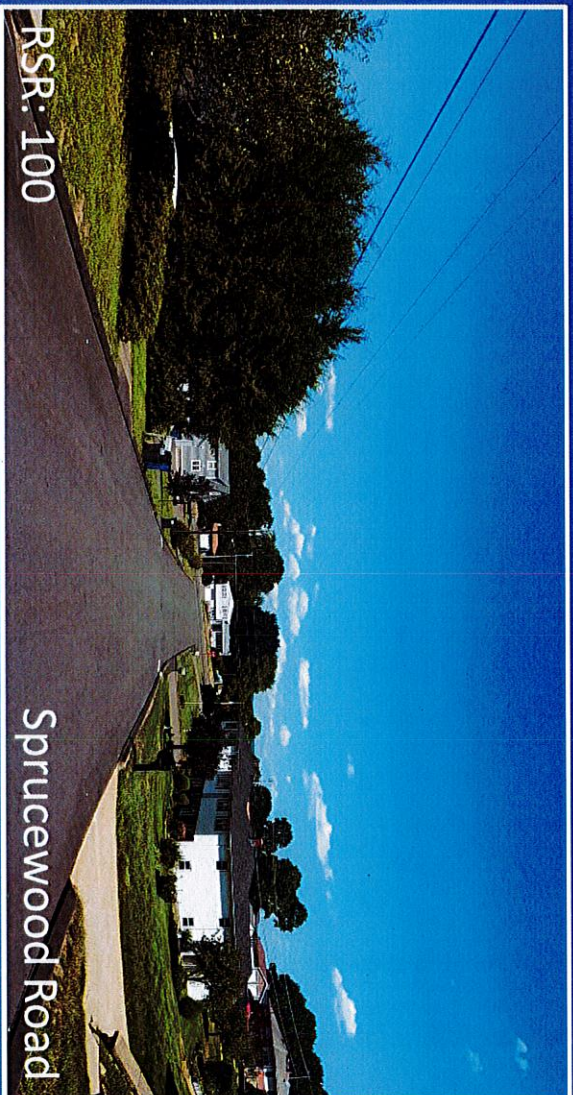
Pavement Inspection Program

Automated Approach

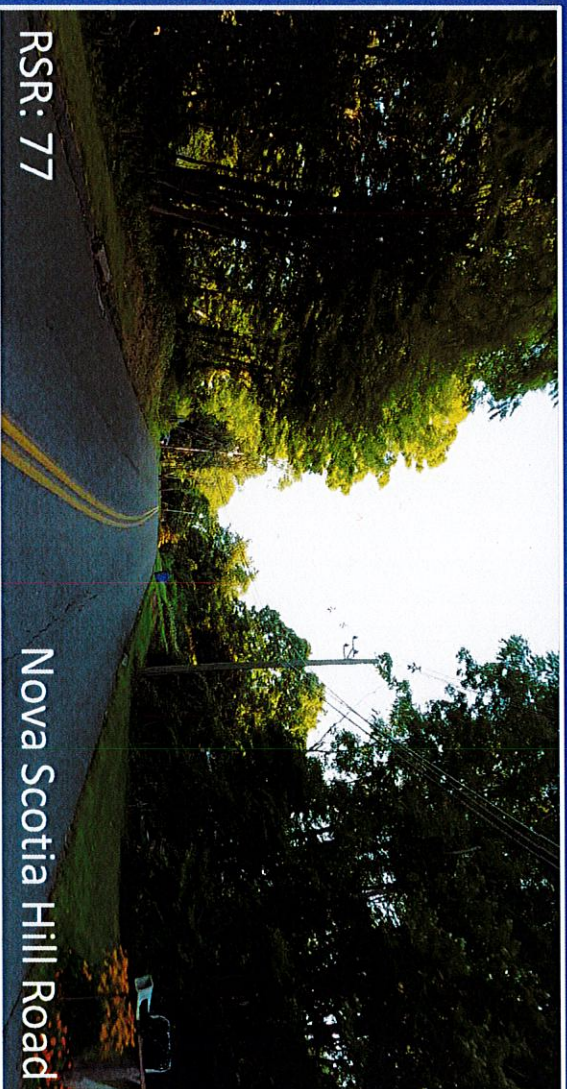


- LIDAR Technology:
- Data Captured in August 2022
 - Pavement distresses identified utilizing a LIDAR sensor mounted to vehicle which ultimately generates 0 - 100 Road Surface Rating (RSR)
 - High resolution photographs located every 20' are available for viewing via BETA's ArcGIS Online based platform

RSR-- Representative Examples (Good)



RSR-- Representative Examples (Fair)

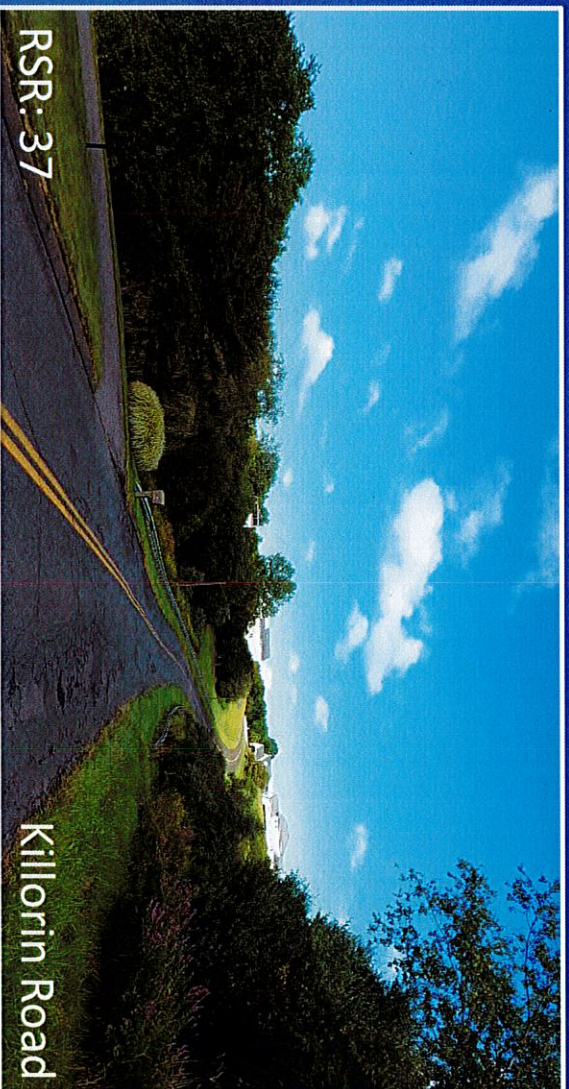


RSR: 77



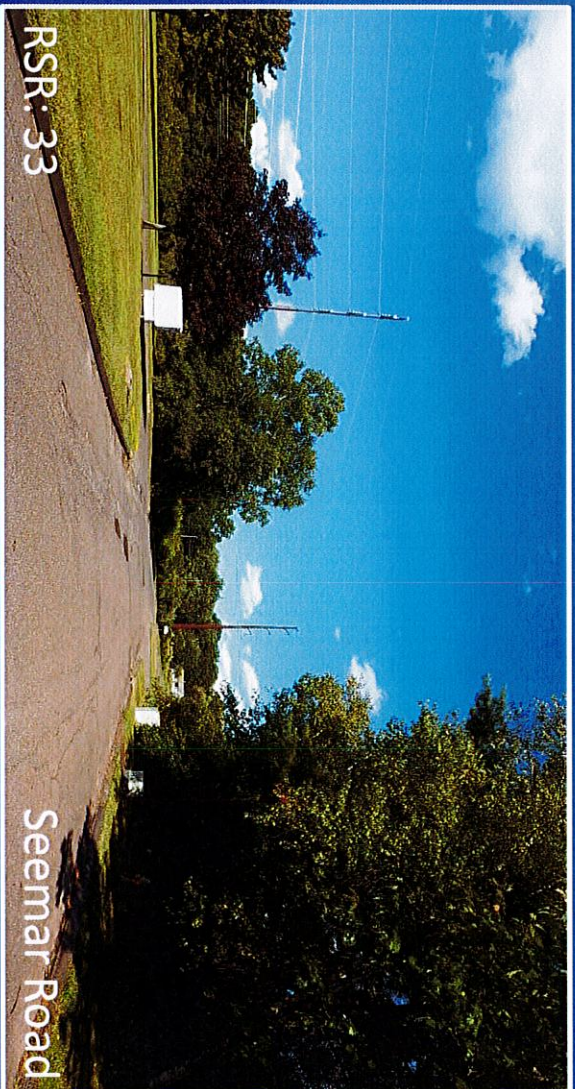
RSR: 61

RSR-- Representative Examples (Poor)



RSR: 37

Killorin Road



RSR: 33

Seemar Road

Pavement Inspection Program

Repair Bands & Conditions

Repair Band	RSR Range	Repair Band Description	Repair Method Examples
Defer Maintenance	94 - 100	Excellent Condition – Pavement needs no immediate repairs or maintenance.	- N/A
Routine Maintenance	80-94	Good Condition – Pavement may need crack sealing/fog sealing or minor localized repairs.	- Crack Sealing - Fog Sealing - Rejuvenators
Preventative Maintenance	65-80	Fair Condition – Pavement surface needs a surface seal or thin overlay	- Chip Seal - Microsurfacing - Shim & Overlay
Minor Rehabilitation	50-65	Poor Condition – Pavement surface structure needs added strength for existing traffic. Typically, an overlay or mill & overlay for these roads.	- Mill & Overlay - Cold In-Place Recycling (RSR) - Level & Overlay
Major Rehabilitation	0-50	Deficient Condition – Typically, the base layers of the pavement need to be rebuilt. The implementation of a reclamation or full depth reconstruction is needed.	- Reclamation - Reconstruction - Full Depth Reclamation (FDR)

Existing Conditions Analysis

Estimated Costs of Improvements (Accepted)

Repair Method	Average Unit Cost (\$/SY)	Length (Miles)	Square Yards	Percent Repair	Estimated Cost
Major Rehabilitation	\$48.00	41.59	589,704.15	29.30%	\$28,305,799.40
Minor Rehabilitation	\$19.20	42.30	642,118.88	29.80%	\$12,328,682.45
Preventative Maintenance	\$9.60	31.41	494,842.91	22.12%	\$4,750,491.91
Routine Maintenance	\$0.75	12.83	193,615.94	9.04%	\$145,211.95
No Maintenance Required	\$0.00	13.84	202,293.17	9.75%	\$0.00
Total		141.97	2,122,575.04	100%	*\$45,530,185.71

Network Rating = 60.79

*Based on curb-to-curb improvements only, does not include sidewalk, curb ramp or utility improvements. Estimated costs as shown are for planning purposes only and do not reflect fluctuations in liquid asphalt or other pavement mix components

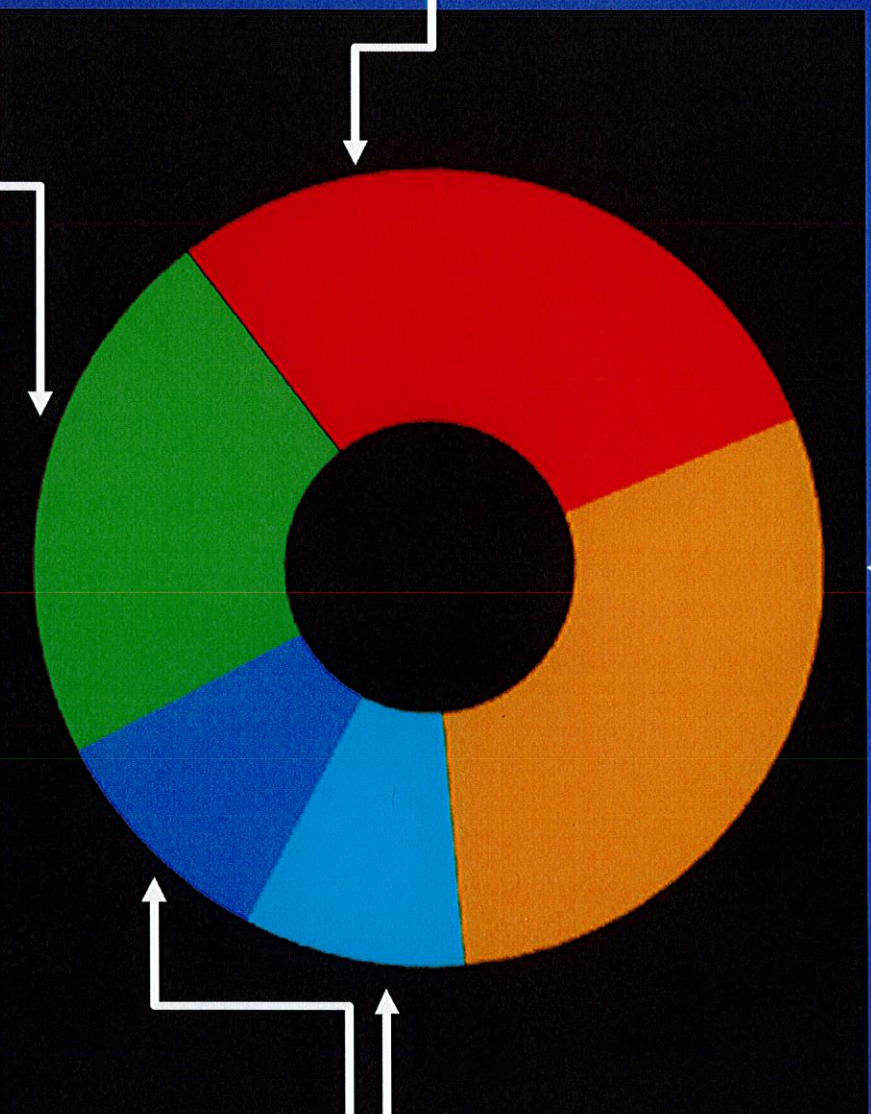
Existing Conditions Analysis

Roadways Broken Out by Repair Method

Minor Rehabilitation—
42.30 miles
(29.80%)
Est. Cost: \$12.3M

Major Rehabilitation—
41.59 miles
(29.30%)
Est. Cost: \$28.3M

Preventative Maintenance—
31.41 miles
(22.12%)
Est. Cost: \$4.75M



Routine Maintenance—
12.83 miles
(9.04%)
Est. Cost: \$145K

No Maintenance Required—
13.84 miles
(9.75%)
Est. Cost: \$0

*Estimated Costs are established by \$ per square yard unit pricing, based on New England Industry Standards.

ManageMyRoads Platform

Town of Watertown, CT

ManageMyRoads by BETA

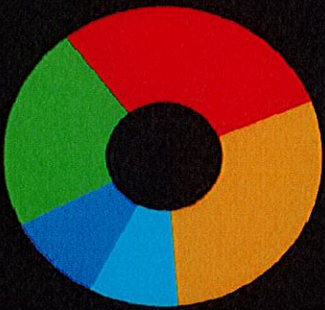
BETA

Est. Cost of Improvements
\$45.53M

Centerline Miles
141.97

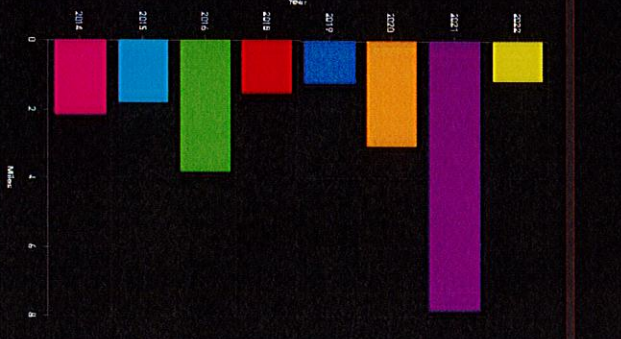
Square Yards
2.12M

Roadway Repair
Categories (Miles)



Street Name	Street Segment	From Street	To Street	Length	Mile	Wash	Input Method	RSR	Estimate Value	Square Yards	Cost	Pavement Typ	Lenq	Class Code	Lenq
ACADRY HILL RD	ACADRY HILL RD	WOODRUFF AVE	ECCHO END	800.76	0.11	29.00	Preventive Maintenance	91	10.99	2,510.22	1,935.17	Asphalt	Local	Local	Local
ADAMS RD	ADAMS RD-01	EGHO LAKE RD	WOODCOCK CR	248.01	0.01	30.00	Minor Rehabilitation	56	6.98	800.04	15,340.67	Asphalt	Local	Local	Local
ADAMS RD	ADAMS RD-02	WOODKENT DR	MALLOW RD	648.84	0.11	30.00	Minor Rehabilitation	60	5.31	7,297.46	47,805.58	Asphalt	Local	Local	Local
ADAMS RD	ADAMS RD-03	MALLOW RD	EDGE RD	649.40	0.09	30.00	Minor Rehabilitation	63	5.20	1,564.67	30,061.73	Asphalt	Local	Local	Local
ALDOBRIO ST	ALDOBRIO ST-01	DALTON ST	FLAME ST	439.80	0.08	26.00	Preventive Maintenance	76	4.80	1,270.79	11,190.58	Asphalt	Local	Local	Local
ALDOBRIO ST	ALDOBRIO ST-02	FLAME ST	NARBES ST	297.40	0.05	21.00	Preventive Maintenance	72	5.05	692.14	4,463.78	Asphalt	Local	Local	Local
ALDOBRIO ST	ALDOBRIO ST-03	NARBES ST	BUCHANAN ST	189.00	0.04	21.00	Preventive Maintenance	77	4.73	441.19	4,255.40	Asphalt	Local	Local	Local
ANN AVE	ANN AVE-01	TURNER AVE	SUPERVALE	423.77	0.08	25.00	No Maintenance Required	100		1,174.37	0.00	Asphalt	Local	Local	Local
ANN AVE	ANN AVE-02	SEPPER AVE	HUNNY AVE	56.18	0.01	26.00	No Maintenance Required	100		970.15	0.00	Asphalt	Local	Local	Local
APPLE HILL RD	APPLE HILL RD	BASSETT RD	CIL DE SAC	1,977.28	0.26	30.00	Minor Rehabilitation	64	3.03	6,370.88	123,764.80	Asphalt	Local	Local	Local
ARCADE AVE	ARCADE AVE	RIVERSIDE ST	BRIDGEWOOD AVE	644.36	0.09	29.00	Major Rehabilitation	45	4.81	1,656.27	71,820.84	Asphalt	Local	Local	Local
ARTILLERY RD	ARTILLERY RD-01	MORCH RD	HAMILTON AVE	3,807.84	0.24	19.00	Minor Rehabilitation	64	5.10	8,228.78	151,942.64	Asphalt	Local	Local	Local

Road Network Rating
60.79
Last Updated: 10/7/2022



BETA



ManageMyRoads Platform

Town of Watertown, CT

ManageMyRoads by BETA

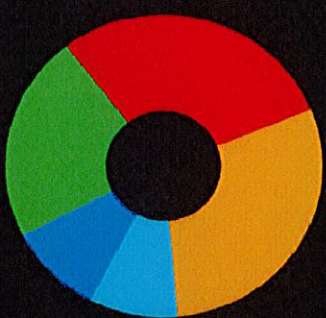


Est. Cost of Improvements
\$45.53M

Centerline Miles
141.97

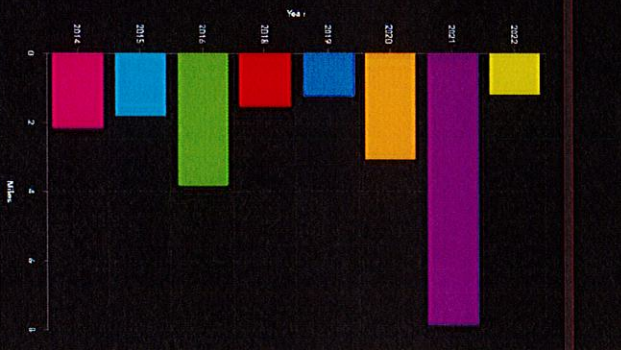
Square Yards
2.12M

Roadway Repair
Categories (Miles)



Street Name	Street Segment	From Street	To Street	Length	Miles	Width	Repair Method	RSR	Revised Value	Square Yards	Cost	Pavement Type	Length	Class Code
DALTON ST	DALTON ST 01	END ST	FRENCH ST	795.80	0.15	23.00	Rehabilitation Required	98	4.73	2,210.26	0.00	Asphalt	Local	
DALTON ST	DALTON ST 02	FRENCH ST	ALDORF ST	502.90	0.10	20.00	Preventive Maintenance	74	10.94	1,564.82	10,022.27	Asphalt	Local	
FLAGG AVE	FLAGG AVE	FRENCH ST	HILLCREST AVE	935.36	0.16	20.00	Major Rehabilitation	10	10.94	2,133.02	101,304.83	Asphalt	Local	
FRENCH ST	FRENCH ST 14	SALMERS AVE	FLAGG AVE	246.84	0.05	34.00	Preventive Maintenance	70	26.34	932.90	8,355.81	Asphalt	Collector	
FRENCH ST	FRENCH ST 15	FLAGG AVE	TUCKER AVE	226.64	0.04	24.00	Preventive Maintenance	66	27.52	856.18	8,219.95	Asphalt	Collector	
FRENCH ST	FRENCH ST 16	TUCKER AVE	TABELL AVE	213.91	0.04	34.00	Preventive Maintenance	74	24.53	897.22	7,254.13	Asphalt	Collector	
FRENCH ST	FRENCH ST 17	TABELL AVE	DALTON ST	283.23	0.05	34.00	Preventive Maintenance	72	22.32	1,069.93	10,271.81	Asphalt	Collector	
FRENCH ST	FRENCH ST 18	DALTON ST	FRENCH ST	227.70	0.04	34.00	Preventive Maintenance	72	23.12	860.21	8,238.08	Asphalt	Collector	
TABELL AVE	TABELL AVE 01	END ST	FRENCH ST	816.66	0.15	23.00	Rehabilitation Required	96	7.72	2,037.01	0.00	Asphalt	Local	
TABELL AVE	TABELL AVE 02	FRENCH ST	HILLCREST AVE	998.43	0.19	20.00	Major Rehabilitation	27	7.72	2,318.72	106,438.77	Asphalt	Local	
TUCKER AVE	TUCKER AVE 01	HILLCREST AVE	FRENCH ST	969.57	0.18	18.00	Major Rehabilitation	24	8.48	1,935.13	92,388.39	Asphalt	Local	
TUCKER AVE	TUCKER AVE 03	FRENCH ST	DEAD END	306.41	0.06	24.00	Rehabilitation Required	96	8.17	817.11	0.00	Asphalt	Local	Cell Dr. Start/Dead End

Road Network Rating
60.79
Last Updated: 10/13/2022



Payment Portal

Payment Resource Center

BETA Group, Inc.



Existing Conditions Analysis

Community RSR Comparison

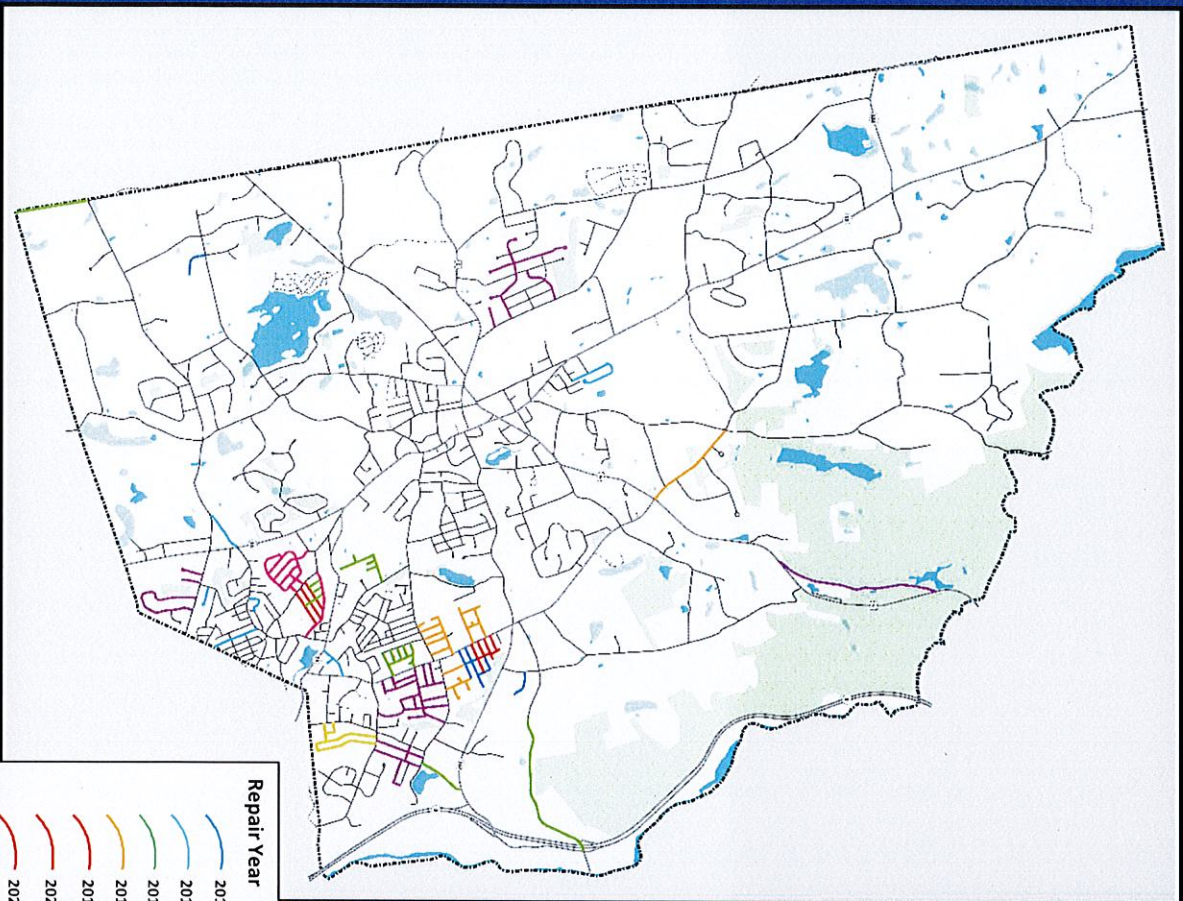
Community RSR Comparison		
Community	Mileage	AVG. RSR
A	170	84.83
B	232	80.10
C	108	73.40
D	93	70.99
E	211	69.73
F	151	67.83
Watertown	142	60.79
G	75	60.32
H	55	56.25

Average New England Community RSR Rating = 72



Existing Conditions Analysis

Roadway Improvement Tracking



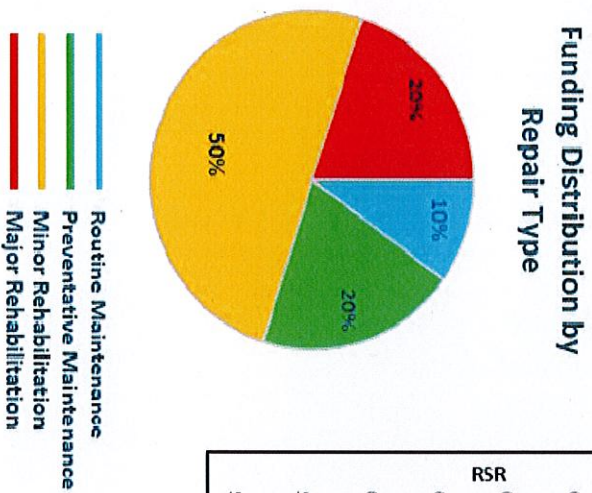
Repair Year	Miles
2014	2.14
2015	1.80
2016	3.78
2018	1.50
2019	1.21
2020	3.04
2021	7.82
2022	1.16
Total:	22.45

Planning & Prioritization

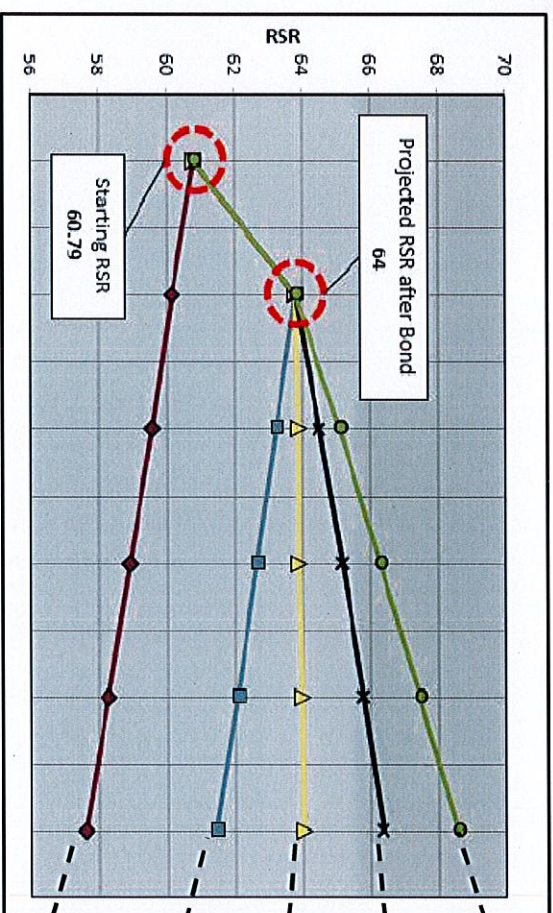
5-7 Year RSR Forecast – Bond Model

Roadway Forecast Model Watertown, CT

Manage My Roads by BETA



Community Profile
Road Miles = 141.97



Funding Scenarios

Scenario 1	\$800k Annually (No Bond)
Scenario 2	Bond + \$800k Annually
Scenario 3	Bond + \$2M Annually
Scenario 4	Bond + \$3M Annually
Scenario 5	Bond + \$4M Annually

Estimated Amount Per Year*

Bond + \$4.0M Annually

Bond + \$3.0M Annually

Bond + \$2.0M Annually

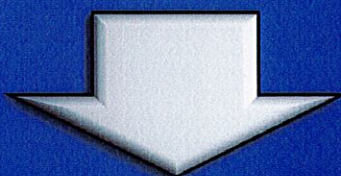
Bond + \$800K Annually

\$800K Annually (No Bond)

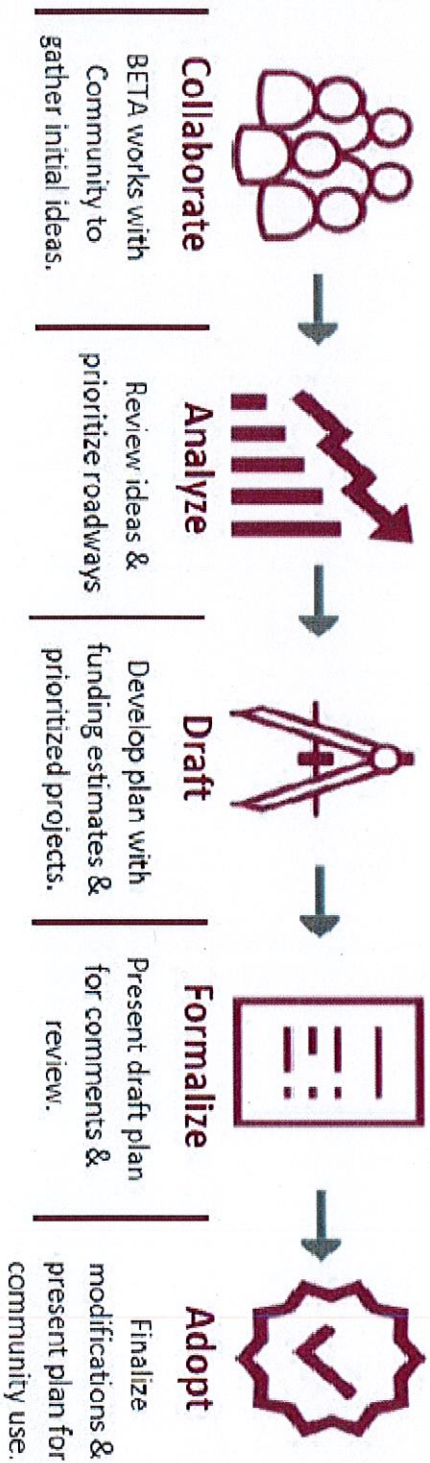
*Assumes \$5.0 M of the assumed \$6.5 M Bond to be spent on paving improvements over the next 2 years

Next Steps

Capital Planning & Prioritization



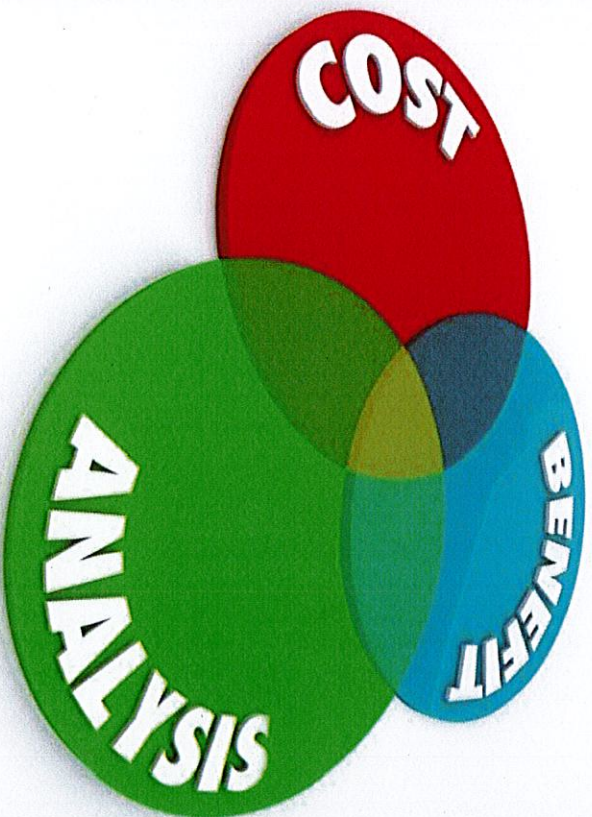
Capital Improvement Planning Timeline



Next Steps

Capital Planning & Prioritization

Analysis Considerations



Roadway Condition (Good, Fair, Poor)

Roadway Functional Classification

Cost Benefit Value (CBV)

Repair Costs

Life Improvement

Sub-Surface Utilities

Sidewalks & Curb Ramps

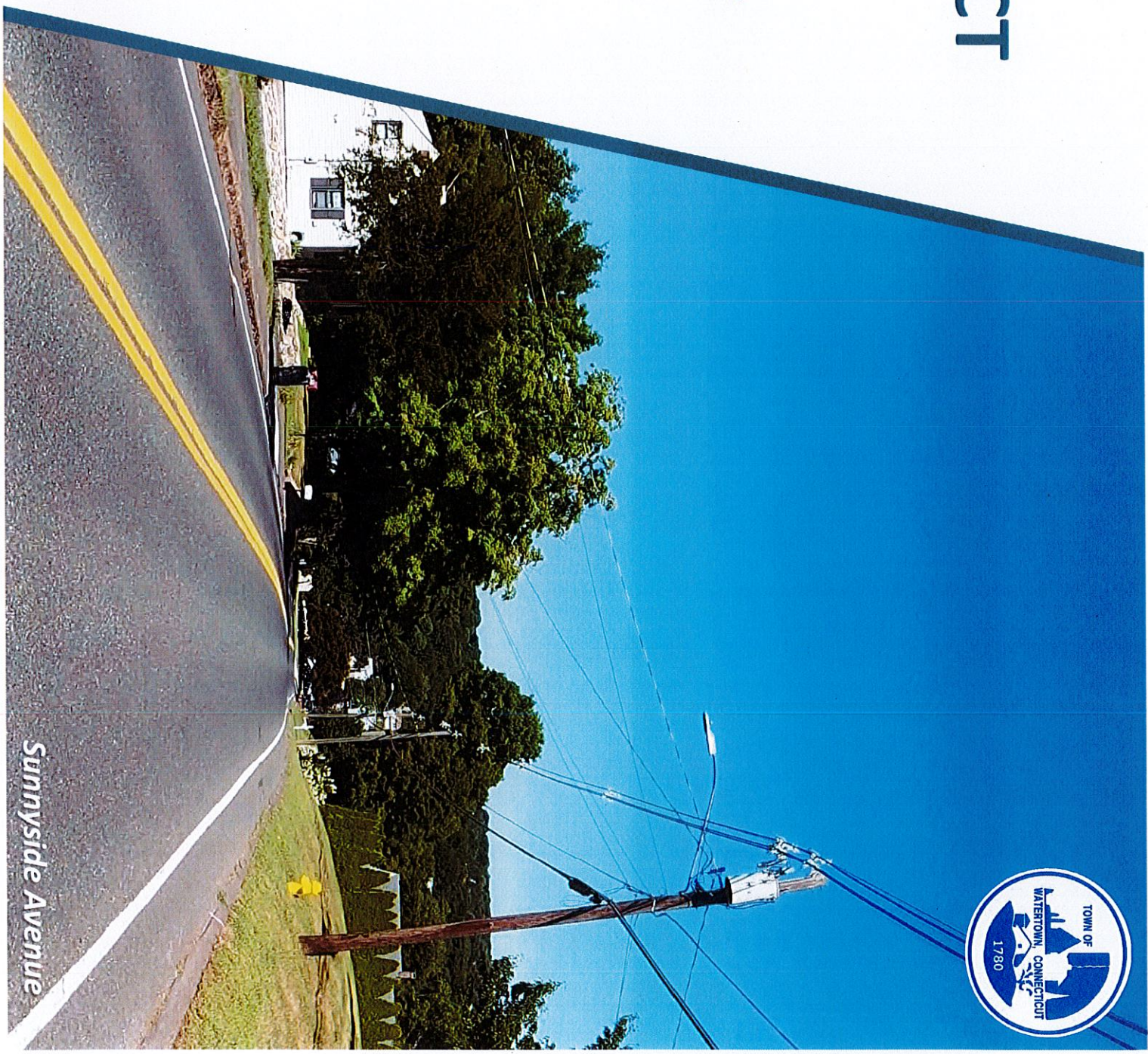
Concluding Remarks

1. Comprehensive Inventory has been created for Town maintained roads, their condition, & the most effective way to prioritize maintenance and repairs.
2. Designed to better manage limited dollars allocated to road work in Town
3. Capable of assessing the different types of repair strategies necessary to maximize the lifecycle of the roads

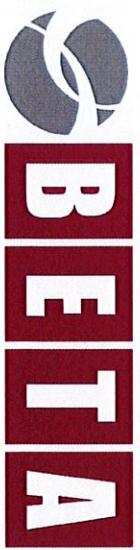
Town of Watertown, CT

Pavement Management Program

Thank You



Sunnyside Avenue



Name	Address	City/State/Zip	Prop Loc/Vehicle Info.	Reason	Tax	Int	Fees	Refund
CLEMENTE RONALD A	5485 CRANE FEATHER DR	PORT ORANGE, FL 32128	2008/1FTR14WXBFC4991	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	17.79	-	-	17.79
EAN HOLDINGS LLC	8 ELLA GRASSO TURNPIKE	WINDSOR LOCKS, CT 06096	2019/JA4AD3A39KZ045368	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	290.40	-	-	290.40
EAN HOLDINGS LLC	8 ELLA GRASSO TURNPIKE	WINDSOR LOCKS, CT 06096	2020/ZCARC1GG2LR107309	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	746.87	-	-	746.87
EAN HOLDINGS LLC	8 ELLA GRASSO TURNPIKE	WINDSOR LOCKS, CT 06096	2020/1N4AA6DVL3C360590	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	499.29	-	-	499.29
EAN HOLDINGS LLC	8 ELLA GRASSO TURNPIKE	WINDSOR LOCKS, CT 06096	2020/1N4AA6DVL3C360590	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	428.20	-	-	428.20
EAN HOLDINGS LLC	8 ELLA GRASSO TURNPIKE	WINDSOR LOCKS, CT 06096	2020/1FTEW1E431KE07910	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	477.76	-	-	477.76
FINANCIAL SER VEH TRUST	5550 BRITTON PKWY	HILLIARD, OH 43026	2018/WBXV15C31FE76533	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	732.95	-	-	732.95
GURGE ALLISON J	45 HILLCREST AVE	OAKVILLE, OH 43026	2000/1GCCT19W078199534	Sec. 12-129 Refund of Excess Payments - Board of Assessment Appeal	48.69	-	-	48.69
JP MORGAN CHASE BANK NA	P O BOX 901098	FORT WORTH, TX 76101	2019/JF2SKAG5CKH507555	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	268.84	-	-	268.84
JP MORGAN CHASE BANK NA	P O BOX 901098	FORT WORTH, TX 76101	2019/JM3KFBM6K0686736	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	48.76	-	-	48.76
JP MORGAN CHASE BANK NA	P O BOX 901098	FORT WORTH, TX 76101	2020/JE2SKAIC1LH546508	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	598.66	-	-	598.66
LAWTON CHARMAINE	146 SHAW FARM RD	OAKVILLE, CT 06779-1467	2008/4T1BF46K08U196905	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	12.49	-	-	12.49
NISSAN INFINITI LT LLC	TAX OPERATIONS	DALLAS, TX 75265-0214	2018/5N1A2ZMH2JN193712	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	290.03	-	-	290.03
PISTEL KATHERINE G	30 ORIENT AVE UNIT 2	NEWTON, MA 02459	2013/2HGFB2556D8577623	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	21.07	-	-	21.07
PLATT PAULA F	123 COLONIAL ST	OAKVILLE, CT 06779-2156	2007/1J8FT47W67D119301	Sec. 12-129 Refund of Excess Payments (DUPLICATE PAYMENT)	95.05	-	-	95.05
RIDOLF RENATA B	139 TUCKER AVE	OAKVILLE, CT 06779-1562	2012/1G4GD5E37CF196938	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	80.37	1.94	-	82.31
RINALDI SILVIO	105 SWING CT	RAEFORD, NC 28376	2014/KNAGM4AD2E5074250	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	18.11	-	-	18.11
SALZER JEFFERY J	105 SWING CT	RAEFORD, NC 28376	2014/KNAGM4AD2E5074250	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	78.45	15.30	-	104.75
SPINO JOSEPH C 3RD	109 BUNCKER HILL RD	WATERLOO, CT 06795-3304	2014/1CARJ166EC329519	Sec. 12-126 Tangible Personal Property Assessed in more than one M	12.64	-	-	12.64
TATARANOWICZ DAVID E	633 PARK RD	WATERLOO, CT 06795-1686	2004/1FDW37P14ED99180	Sec. 12-129 Refund of Excess Payments - Board of Assessment Appeal	549.85	16.50	-	571.35
TATARANOWICZ DAVID E	633 PARK RD	WATERLOO, CT 06795-1686	2012/6G1MKSU24CL608607	Sec. 12-129 Refund of Excess Payments - Board of Assessment Appeal	97.38	-	-	97.38
TATARANOWICZ DAVID E	633 PARK RD	WATERLOO, CT 06795-1686	2006/1FTVX30PX6ED42507	Sec. 12-129 Refund of Excess Payments - Board of Assessment Appeal	32.46	-	-	32.46
VAILT TRUST	PO BOX 9001951	LOUISVILLE, KY 40029-1951	2017/1C6RR7GT7HS644169	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	97.38	-	-	97.38
VCFS AUTO LEASING CO	1800 VOLVO PL	MAHWAH, NJ 07430-2032	2019/LVVA22RL1KB233808	Sec. 12-129 Refund of Excess Payments - ACCOUNT PRORATED	587.87	-	-	587.87
WOODWARD WILLIAM H JR	20 EDITH ST	OAKVILLE, CT 06779-1904	2015/1N2UT0917FG002044	Sec. 12-129 Refund of Excess Payments.	431.10	-	-	431.10
					5.96	-	-	5.96
					6,568.42	33.74	16.00	6,618.16