



**OFFICE OF COMMUNITY DEVELOPMENT
TOWN OF BELMONT
19 Moore Street
Homer Municipal Building
Belmont, Massachusetts 02478-0900**

Telephone: (617) 993-2650 Fax: (617) 993-2651

Building Division
(617) 993-2664
Engineering Division
(617) 993-2665
Planning Division
(617) 993-2666

Pavement Management Program Fact Sheet

What is the Pavement Management Program?

The Pavement Management Program is how the Town of Belmont reconstructs roads. All public roads are graded based on condition and they are classified based on Average Daily Traffic (ADT) volume. Major roads, the current focus of the program, are all roads with an ADT volume greater than 1000. Local, or neighborhood, roads have an ADT volume less than 1000. The program is administered by the Office of Community Development – Engineering Division.

How do you decide which roads are repaired?

The current policy set by the Board of Selectmen is to focus solely on the major roads. This focus will shift in the next couple of years when all of the major roads have been reconstructed.

Why are the roads in such bad condition?

Over the last 20 years or so the town has been unable to properly maintain the roads because of a lack of funding. In the 1980's the lack of funding wasn't obvious because the roads were still in relatively good condition. However, over the last 15 to 20 years many roads have exceeded their lifecycle but the town lacks the resources to fix them.

How long should a road last before it requires reconstruction?

More heavily traveled roads should last 20 -25 years while neighborhood roads should last 25 - 30 years or more. After this time a grinding of the surface (milling) and an overlay is an appropriate treatment for most roads. Since many of our roads have exceeded this timeframe, a full-depth reconstruction is usually required.

The quality of workmanship seems to be inconsistent, why?

We are at the mercy of whichever contractor is the lowest bidder. Some do it better than others. Ensuring a quality job can be difficult because asphalt is time and temperature sensitive and there is rarely an opportunity to make adjustments during a paving operation. We often require the contractor to make repairs after paving is completed to improve the final product.

Is anyone inspecting the contractors as they work?

The town has a full-time Resident Engineer on staff inspecting road reconstruction work. In addition, recently we have stepped up our inspection program to include having an inspector at the asphalt plant to make sure the quality of materials meets our standards. We also require

testing of the new roadway subgrade material to make sure design standards are met. Town personnel are also present during paving operations checking the temperature and placement of the asphalt.

Can routine maintenance extend the life of a road?

Yes. We have an active cracksealing and patching program that we feel defers reconstruction of a road for at least 5 years.

How come reconstruction no longer includes sidewalks and curbing?

Sidewalks and curbing can account for as much as 40% of the total cost of reconstructing a road. The current funding level does not allow money to be spent on sidewalks and curbing and still allow enough money to reconstruct new roads while also properly maintaining roads that have been reconstructed in the past 10 years or so. Something had to give. For now curbing is only added for drainage purposes and sidewalks are repaired if they are disturbed during road reconstruction.

Why do roads end up being cut after they are reconstructed?

While we make every effort to address problems with the utilities under the road prior to reconstruction sometimes things happen after reconstruction. The gas company may discover that a leak they originally thought was minor is now so severe it can't be ignored. The sewer or storm drain may have looked fine before construction but ultimately a portion was unable to survive the heavy vibration of reconstruction and requires repair.

Are new road cuts inspected to make sure the trench patching is done properly?

Absolutely. The Department of Public Works is responsible for all street openings and restoration. There is a staff position dedicated solely to this issue. It is important to understand that patching a road is a three step process. The first step is providing the best possible compaction of the roadway subgrade. Step two is the application of a temporary asphalt patch. Many people confuse this temporary patch with the final patch and think the restoration was done poorly. The final step is the application of the permanent patch.

Top 50 Worst Roads by PCI
Office of Community Development - Engineering Division

Name	From	To	Class	PCI
SOMERSET ST	PLEASANT ST	SHADY BROOK LANE	Local Road	20
WELLINGTON LN	CONCORD AVE	SOMERSET ST	Local Road	23
FRANCIS ST	CREELEY RD	WILSON AVE	Local Road	29
COUNTRY CLUB LN	WINTER ST	240' N OF WINTER ST	Local Road	29
CAMBRIDGE ST	WAVERLEY ST	HAWTHORNE ST	Local Road	30
ELM ST	SCHOOL ST	PAYSON RD	Local Road	31
KNOWLES RD	HOLT ST	WALTHAM TOWN LINE	Local Road	32
WHITCOMB ST	LEXINGTON ST	WATERTOWN TOWN LINE	Local Road	32
TROWBRIDGE ST	CONCORD AVE	HITTINGER ST	Local Road	33
DUNBARTON RD	COMMON ST	ROYAL RD	Local Road	34
NEW CASTLE RD	HOITT RD	STATLER RD	Local Road	34
OAK ST	SCHOOL ST	CONCORD AVE	Local Road	34
CREELEY RD	BEECH ST	SLADE ST	Local Road	34
HAMILTON RD	240' N OF MERRILL AV	CAMBRIDGE TOWN LINE	Local Road	35
POPLAR ST	BELMONT ST	TRAPELO RD	Local Road	35
WINTHROP RD	COMMON ST	CHARLES ST	Local Road	35
BARTLETT AVE	WHITE ST	HARRIET AVE	Local Road	36
BARTLETT AVE	HARRIET AVE	TRAPELO RD	Local Road	36
CLAIREMONT RD	RUTLEDGE RD	RADCLIFFE RD	Local Road	36
HOLT ST	LEXINGTON ST	25' E OF KNOWLES RD	Local Road	36
LAMBERT RD	COMMON ST	DEAD END	Local Road	36
ORCHARD ST	127' E OF GODEN ST	COMMON ST	Local Road	36
RICHMOND RD	PROSPECT ST	LEICESTER RD	Local Road	36
GRANT AVE	WHITE ST	C ST	Local Road	36
BRIGHTON ST	304' N OF SIMMONS AV	CUL-DE-SAC	Local Road	37
EDGEMOOR RD	CONCORD AVE	LOUISE RD	Local Road	37
HARRIET AVE	BARTLETT AVE	BELMONT ST	Local Road	37
PALFREY RD	GILBERT RD	COMMON ST	Local Road	37
PAYSON TER	PAYSON RD (E)	PAYSON RD (W)	Local Road	38
WARWICK RD	COMMON ST	CARLETON RD	Local Road	38
CREELEY RD	SLADE ST	HAMMOND RD	Local Road	39
HORNE RD	WILLISTON ST	POPLAR ST	Local Road	39
OAKLEY RD	CUSHING AVE	WASHINGTON ST	Minor Collector 2	39
PARK RD	BELMONT ST	GROVE ST	Local Road	39
RIDGE RD	BELMONT ST	WHITE ST	Local Road	40
WINSLOW RD	HAMMOND RD	PALFREY RD	Local Road	40
SPRINGFIELD ST	BELMONT ST	FAIRVIEW AVE	Local Road	40
DALTON RD	WASHINGTON ST	GROSVENOR RD	Local Road	41
SYCAMORE ST	WHITE ST	TRAPELO RD	Local Road	41
GORHAM RD	PALFREY RD	HAMMOND RD	Local Road	42
FAIRVIEW AVE	PAYSON RD	SCHOOL ST	Local Road	42
GARDEN ST	WASHINGTON ST	LONG AVE	Local Road	42
GODEN ST	SCHOOL ST	WASHINGTON ST	Minor Collector 2	43
MIDDLECOT ST	28' N OF COWDIN ST	CLAFLIN ST	Local Road	44
NEWTON ST	BELMONT ST	FAIRVIEW AVE	Local Road	44
BRETTWOOD RD	COMMON ST	HORACE RD	Local Road	45
CLAIREMONT RD	PROSPECT ST	RUTLEDGE RD	Local Road	45
HOITT RD	WESTLUND RD	DEAN ST	Local Road	45
RADCLIFFE RD	SCOTT RD	LAWRENCE LN	Local Road	45
VILLAGE HILL RD	PARK AVE	WELLESLEY RD	Local Road	45
	- Requires Water Main Replacement			