



## East Haddam Town-Wide Roadway Assessment

### Infrastructure Planning Summary

#### Findings from BETA Group Report (July 2025)

##### Background

- The Town of East Haddam commissioned BETA Group, Inc. to conduct a comprehensive pavement management study of all town roadways and private owned roads in some communities where the town provides plowing services.
- Using GIS-based and image-assisted inspections powered by machine learning, BETA evaluated pavement conditions in real time.
- The study provides a strategic framework for long-term capital planning, optimized maintenance scheduling, and efficient resource allocation.
- Road conditions were rated using the Roadway Surface Rating (RSR) scale (0–100), where higher scores indicate better pavement health.

##### Key Findings

- **Average RSR across the network: 59.27** — indicating overall **Fair to Poor** condition.
- Of the **1,082,000+ square yards** assessed:
  - **37.5%** of roads require **Major Rehabilitation** (RSR < 50)
  - Only **7.4%** of roads require **no maintenance**
- **Estimated cost to restore all roads to Good/Excellent condition: \$25.2 million** (*Excludes sidewalks, drainage, and utility upgrades*)

##### Repair Needs by Category

Repair Category	RSR Range	Estimated Cost	% of Roads
Major Rehabilitation	0-50	\$19.8 M	37.57%
Minor Rehabilitation	50-65	\$2.77 M	13.79%
Preventative Maintenance	65-80	\$2.52 M	24.23%
Routine Maintenance	80-92	\$171,975	16.99%
No Maintenance	92-100	\$0	7.42%

## Recommendations

- The assessment provides a **data-driven roadmap** for prioritizing road repairs and capital investments.
- A **5-Year Forecast Model** was developed to guide annual spending between **\$400,000 and \$2.25 million**, balancing urgent repairs with long-term maintenance.
- Immediate next steps include:
  - Deploying the **ManageMyRoads GIS platform**
  - Create a 5 -10 year Road plan and Implement based on funding
  - Developing sustainable **funding strategies**

## Conclusion

East Haddam's roadway network is at a critical tipping point. Without immediate and sustained investment, the percentage of roads in disrepair will continue to grow—leading to higher long-term costs, emergency repairs, and increased safety risks. The few roads currently in good condition must be maintained now to avoid costly reconstruction later. This report makes clear: **essential funding is not optional—it is urgent.** Proactive investment today will prevent exponential costs tomorrow and preserve the integrity of our transportation infrastructure for years to come.