

**TOWN MANAGER'S REPORT**  
**FOR THE MAY 12, 2015 TOWN COUNCIL MEETING**

➤ **Business Insurance Renewal**

On April 24<sup>th</sup> the Finance Director and I met with David Lyons, President and CEO of Lyons Insurance Company. The purpose of the meeting was to review the Town's commercial insurance package for the period 05/07/15 to 05/07/16. The majority of the coverage will remain with the current carrier which is Selective.

The Police Professional Liability coverage will remain with Darwin National Assurance Company. The Public Officials, including Employment Practices, was marketed to six companies. Five declined to quote based on the Town's claim experience. Therefore, the coverage will be moved to Western World. The Umbrella coverage will be moved to the Indemnity Insurance Company.

Through the Selective Plan, the Town will continue to participate in the Safety Dividend Program. Selective will aggregate the group loss experience of the municipalities and fire departments that they write in DE, MD, Ohio, and PA, which will determine the dividend payout. The average dividends have been between a 2% to 4% payout over the last ten years.

The initial Selective 2015 renewal price came in at \$33,565. After amending property values the revised premium is \$32,983. Selective provides a blanket limit for Building and Personal Property on a guaranteed replacement cost basis, with a \$5,000 deductible. They have required a 2% increase across the board for all their accounts.

The FY16 budget includes \$67,100 for insurance. The actual cost for the above coverage is \$67,899.

➤ **Assawoman Canal Trail - Update**

On April 23<sup>rd</sup>, I joined the Assawoman Canal Trail Team and walked Phase I of the trail. The majority of the work has been completed north of Town Road. The restroom and bridge are ordered and should be installed in May.

➤ **Temporary Traffic Signals**

At the request of council, a letter was sent to DelDOT requesting that the two temporary traffic signals be converted to permanent traffic signals. Mr. Tom Banez and Mark Luszcz of DelDOT have agreed to collect additional traffic data at the subject intersections over the next few weeks to reassess the decision to remove the temporary traffic signals as of May 15, 2015.

Three possible outcomes of the reassessment are possible:

1. Reaffirmation of our previous decision to remove the signals on May 15, 2015.
2. Maintain the temporary signals until the SR 26 construction project is complete, and then remove the signals.
3. Convert the temporary signals to permanent traffic signals.

There could also be other variations (e.g., put the signals on flash mode during construction phases that are expected to have less impact on the SR 26 traffic flow). The current policy is that they do not run signals green-yellow-red part of the day and in flash mode for another part of the day. Research has shown that this leads to higher than expected crash rates.

We do have some school signals throughout the state that still are "part-time" but we are updating them to full-time green-yellow-red as time and resources allow.

DeIDOT stated that the signals were solely installed to accommodate the detoured SR 26 traffic while the bridge work was being conducted. The temporary nature of the signals was well publicized. Furthermore, the design of the signals is temporary in nature (wood poles), and conversion to permanent traffic signals would require significant expense (upgrade to steel poles at a minimum).

➤ **FY2013 Micro-surfacing Project – Update**

On April 24<sup>th</sup> a meeting was held with Asphalt Paving Systems. In attendance were Alan Kercher, Dennis Schrader, Walt Curran, Charles McMullen, and two representatives from Asphalt Paving and myself. Alan Kercher distributed a Field Performance Evaluation of the 2013 micro-surfacing project. The report indicates that the micro-surfacing has failed to meet any reasonable minimum performance expectations and must be corrected.

Given the degraded condition of the micro-surfacing in question, the Town made the following requests, all of which is to be at the sole cost of Asphalt Paving Systems, Inc.:

- 1) Sweeping of the streets shall be done prior to Memorial Day 2015 and again within one month after Labor Day 2015.
- 2) Kercher Engineering, Inc. will conduct an evaluation/condition survey in March 2016 to determine whether or not the re-surfacing may proceed that Spring. If Kercher gives the approval to proceed, then a final sweeping of the affected streets will be done within two days of the resurfacing.
- 3) If approval to proceed is given by Kercher, Asphalt Paving Systems, Inc., at their sole cost, will re-micro-surface all streets included in the Y2013 contract.
- 4) Should the streets not be ready to resurface in March 2016 as per Kercher's evaluation then Asphalt Paving Systems, Inc. will agree to an extension of the existing warranty and the existing Maintenance Bond for at least one year.

The Town plans to place all future micro-surfacing work on hold until this is resolved.

On April 27<sup>th</sup>, Asphalt Paving Systems sent a letter to the Town agreeing to comply with all of the Town's requests except for the extension of the maintenance bond for one year as this may not be possible that the bonding company will allow it. Asphalt Paving will reapply the micro-surfacing on all roads included in the 2013 project regardless of when he maintenance bond runs out and will abide with Kercher Engineering's decision as to when this should occur.

➤ **Osher Life Long Learning Institute**

The fall semester in Ocean View will begin on September 9<sup>th</sup> and end on November 18<sup>th</sup>. Classes will again be held on Mondays and Wednesdays. Osher plans to hold an Open House in Town Hall on September 2<sup>nd</sup> from 10:00 am until noon. All are welcome to attend.

➤ **Transpotation Alternative Program – Phase III**

The Town has received a letter from DeIDOT regarding Phase III of Streetscape Improvement Program. The project must have the full support of the community and

