

Underhill Roads Committee
Meeting No. 34 – Video Meeting

5/18/20

Members present: Kurt Johnson, Mike Weisel, Rick Hey, Andy Rowe, Nate Sullivan, Clarke Elliott

Guests: Tyler Billingsly, Cricket McKusker

Corbett Road bridge

- Cricket reviewed the bid results and recommends we proceed with the low bidder, Tremblay Construction, based on their bid of \$218,955.
- Tremblay will likely substitute a cast-in-place deck for the precast deck in the bid documents. Cricket has no problem with this.
- She noted that the beaver conditions found at the site at the start of construction must be maintained throughout
- There may be other ways to slightly reduce the cost
 - Modify the by-pass road
 - Utilize some used guardrail parts
- Kurt will present this recommendation to the SB on Thursday

Pleasant Valley Road paving

- A grant application for \$175,000 was submitted last week, but the financial situation caused by the virus may make it unlikely that we will get a grant
- We have roughly \$140,000 set aside in the Town budget for this. We may want to spend it elsewhere if we don't get the grant
 - N. Underhill Station Road is a possibility
 - Nate will be installing a second 48" culvert there this summer, after which we would be in a position to pave.
 - Paving may be a combination of shim/overlay and reclaim
 - We have \$15,000 in the budget for paving on this road (repair over the culvert area)
 - Combined with the PV Road funds, that would give us about \$155,000 to work with
- Mike and Kurt previously inspected all the culverts on PV Road in the proposed paving segment and found that they are all in good shape and can be left unreplaced for up to 10 years

East Engineering projects

- Park St.
 - Segment C – good shape
 - Segment B – riser problems, sediment, drywell across from store needs to be replaced and connected to pipe system
 - Segment A – Bad pipe leading into Town of Jericho – full of sediment and partially collapsed
 - Estimate is \$73,000
- Town Hall lot
 - Test pits indicate poor subbase depth and thin pavement

- Tyler recommends full depth excavation and reconstruction with some minor tweaking of the exterior to better define spaces and lanes
- We may want to pave a narrow strip to the back door for ease of plowing
- Estimate is \$78,000
- Poker Hill Road/N. Underhill Station Road
 - The cost of an additional pipe to relieve the drainage overflow is deemed too expensive and still won't cure the 100 year overtopping event
 - Tyler suggests rock armor on inlets and outlets to minimize slope erosion
 - Nate noted that there has been recent settlement there. Tyler will go see it with Nate

Pleasant Valley Road/Harvey Road intersection

- The projected cost we have obtained is around \$8,000 for a radar sign that can be used to indicate the presence of oncoming traffic. There is about \$6,000 in the budget
- We need to develop a more detailed specification for this project and get additional quotes
- We should also go over this concept with our Town Agent who can touch base with the Town attorney to see the extent of any liability we may incur by doing this – Mike will follow up on this

Gravel road reconstruction

- Irish Settlement
 - Tatro wants to start right after Memorial Day
 - Kurt will seek SB approval for this on Thursday
 - Spoil will go to Butler Road, New Road and to the Butlers and the Bakers
 - The road will be closed to through traffic during the day for roughly 3 weeks
- Poker Hill
 - Dirt Tech hopes to begin in late June or early July
 - Nate will replace culverts before they begin
- English Settlement
 - Nate thinks this Town job may be pushed off until next spring

Bridge 8/Stevensville bridge

- Both projects are complete
- Bridge 8 was estimated at \$179,000 and came in at \$200,000 because of additional pavement, more deck deterioration and wing wall damage
- Stevensville was approved for up to \$19,000 and ended up at \$16,500

River Road Study

- If we want to pursue our idea of a hybrid reconstruction (rebuild the edges and reclaim the center), the consultant would like some parameters defined
 - Width of saved center
 - Total width of road with shoulders
 - Travel lane and shoulder width
 - Depth of reconstructed edges
 - We should consult with VRB and/or the RPC as to how narrow we can make the travel lanes before making our choice on the above dimensions

- Mike and Kurt will take some typical measurements on the road this week to help in these decisions

Meeting adjourned at 6:30