

12/11/23

Road committee work session: 16 August 2023

Mike Wright and Charlie Smith viewed Indian Pond road from route 25A to Archertown road. Archertown road to route 10 and Grimes Hill road from Route 10 to the unpaved roadway.

Indian Pond: Ditching (use of grader, then excavator) prior year, remove trees to open to sunlight, grind, overlay. Observe culverts, replace as needed.

Archertown road: Indian pond road to High Bridge (use of grader, then excavator) prior year, grind, overlay. Observe culverts, replace as needed.

Archertown road: Jacob's Brook Bridge to Route 10. Depends on Jacob's Brook bridge by FEMA, complete ditching and observe culverts. Complete road repair after bridge installed or start from Townshed road to Route 10, prior to bridge install

Grimes Hill road: prior to grinding and overlay, complete ditching and repair of water runoff near Gendron driveway. Observe culverts (appears 3 need to be replaced and/or cleaned out, lower end of Grimes Hill road.

NOTE: Would not recommend grinding flat of Archertown road and injecting calcium Chloride, IF, at the surface, the material is 20% or higher of fines (200 mesh) and with a PI (Plastic Index 4-9) -Unified Soil Classification System-ML (Fine Silt).

Without "sealing" the road or paving, what will occur is water absorption and moderate to high susceptibility to heaving, rutting and washout with heavy vehicle trafficking.

This all occurs due to the voids, where water can become trapped.

IF, the unpaved road matrix is compacted using a 20 ton vibratory compactor to greater than 128 PCF, voids would be removed, therefore reducing future road damage effect.

Also a crown of at least 2-1/2 inch for a 20 foot traveled road is necessary for water runoff, in either case.

Would recommend the use of Block Grant Aid to be used as a contract for ditching and culverts. This would alleviate the town, as it is short handed now to prepare for Archertown Road and misc maintenance and operations to start preparing for winter. The Block Grant Aid could also be used for "change of contract" to include 300 yards West of Camp Ground to Jacobs Brook Bridge for grinding and paving

Mike estimates \$4K per mile of ditching. If a designated road determines a culvert to be replaced, this would need to be added to estimate.