

Disclaimer: This document is a working draft to inform planning around annual road maintenance, capital projects/budgets, special projects, and grant management. It is a work in progress, and as such certain content is intended as a place holder for further work. Feedback, comments should be provided to the Selectboard via email.

DRAFT – TOWN HIGHWAYS STRATEGIC PLANNING

For initial review - June 3rd 2024

Updated June 17th 2024

Purpose – To advance Road Maintenance goals, including...(to be completed)

1. Support.... (to be completed)
2. Invest.... (to be completed)
3. Ensure... (to be completed)

Key Questions: What does Success look like?
 What are key milestones/indicators of success?

Montgomery Highway Classification

Class II –	6.68 mi.
Class III –	34.68 mi.
	<i>41.36 mi subtotal</i>
Class IV –	8.77 mi.

****Note – all proposed scheduling is based on “regular” weather and is subject to change pending emergent weather events and impacts which necessitate re-ordering prioritization and work flow***

I. GRADING

Description of work: Work includes pulling shoulders in with loader to steal material back to building up and re-crown before final grading. Weather dependent and scheduling beginning, 2024 work beginning the week of May 13th. Chloride application to follow

Process: what informs the sequencing of this? what would necessitate second of third passes? What informs the timing of them?

Schedule: (to be completed)

II. CULVERT REPLACEMENT and DITCHING

Description of work: Culverts would be replaced at the same time that the ditch work is being done (efficiencies of having the machine on site, etc). Prioritization of work will be based on a combination of infrastructure replacement and road condition.

Planning:

Process: Due to cost and requirements of moving excavator around, this is not as simple as “starting at one end of town working our way up and down all roads”. We need to hit priority areas, which will mean bouncing around to some extent. *Prior to work team needs to get Dig Safe approval*

Cost factors: Average cost for changing an 18” culvert is around \$2,800; adding time and material cost is around \$3-3.5k

Ditching cost calculation - \$11k per mile (both sides of the road); this accounts for running 2 trucks, plus the excavator. **Future budget consideration:** acquiring a rubber tired excavator for inhouse work and ease of movement.

Schedule:

Black Falls – first section started May 2024

Specifically next on Black Falls – work at bottom completed; after July have culverts (#?) to replace just above Jessie’s garage; all remaining culverts on the road will be inspected, noting any other culverts which are in need of replacement. No additional ditch cleaning planned other than adjacent to culverts which are replaced.

Vincent’s Bridge Road – completed May 2024 (beaver activity, etc).

West Hill – late April/early May (where?); already replaced culvert above Creager

Hill West Road x2 – first above Van Gieson’s driveway; second Charlie Carpenters camp replacement; additional cleaning of culvert by Marijke Dollois; Planned for May 2024 (completed?); while excavator is on road May 2024 ditch establishment and cleaning in “trouble spots” (completed?)

Deep Gibou May/June 2024 – replace culvert right at beginning of Deep Gibou; last ¼ mile of Deep Gibou work to re-establish ditches (4-5 days). As works along these sections of Gibou/Deep Gibou, all culverts will be checked (cross drainage and driveway culverts); Note re: Gibou by Locher, check for potential culvert collapse issue

After Gibou, headed to Rushford Valley and Regan Road – ditch work and 3 culverts which are failed (June 2024?)

Following the work outlined above, crew will PAUSE and ASSESS what we have left in FY24 budget; what is left in culvert inventory (materials)

After Regan Road head up Rt. 58 for ditching work/culvert cleaning (crew will work with FD to flush with Fire Truck – this will save changing). Just past Amidon Road priority ditching. Every culvert will be checked while on Road/flushed and cleaning.

Next - Amidon Road (after July 1st). Numerous areas with ditch priority (242 side needs loads of work – this received most material this past spring).

Culvert replacement needed just past Fuller Covered Bridge; swap 18” with 24”; need to get the 24” culvert, not in stock (may have to wait for FY25 budget).

III. VEGETATION MANAGEMENT

Mowing – target completion prior to 4th of July

Roadside trees – target rental (of what?) this fall – last fall Fuller Bridge Road and Green Mountain Road were completed; targeted Amidon Road but wasn't able – Amidon is a priority for summer 2024; Fisher Road; Hill West portions as well.

Ash Management

Town needs to develop plan for ash management along all roads in light of Emerald Ash Borer and impending mortality.

Future Action: develop budget considerations around this work for FY26

GRANTS

Grants-in-Aid (GIA) FY23 Grant Ends: 09/30/2024

Total Award: Grant award-\$31,000.00, Local Share- \$7,750.00, Total Project (award plus match)= \$38,750.00

Road: Black Falls Road

Segment(s): 9359, 9360 and 9361

Current Status:

- Project completed.
- NRPC recorded that the segments have been upgraded in the [Vermont MRGP Implementation Portal](#) in fall 2023. The segments now show as fully meeting the MRGP standards.
- The Town has created an invoice for \$33,994.

GIA FY24 Grant Ends: 09/30/2024 (FY23 was extended and ends the same time as FY24)

Total Award: Grant award-\$21,000.00, Local Share- \$5,250.00, Total Project (award plus match)= \$26,250.00

Road: Black Falls Road

Segment(s): 9356 and 9357

Current Status:

- The Town used FY24 funds to upgrade two road segments immediately uphill from the FY23 project site.
- Once the portal is updated to show these two segments meet the MRGP standards, submit your FY24 invoice. (Note, the FY 24 invoice looks good except the Town provided \$16,828.80 local match, not \$7,565.76).

GIA FY25 Grant Ends: Anticipated end date 9/30/2025. (I don't know if contracts have been issued yet)

Total Award: Final offers have not been posted on VTrans website, but the Town will be awarded at least Grant award-\$14,750, Local Share- \$3,687.50, Total Project (award plus match)= \$18,437.50.

Road: TBD

Segment(s): TBD

Current Status (my understanding):

- Now that the legislature is adjourned, anticipate VTrans will finalize offers and start preparing FY25 contracts.
- NRPC will be reaching out soon (before July 1) to see which towns need assistance for FY 25. This assistance includes help identifying a project site and preparing the pre-construction site summary. NRPC is still figuring staffing for this support because a key staff person for the program has been on extended leave.
- Mark and Scott, if you already know where you want to use the FY25 funds, Bethany can probably produce one rather easily if it is a road segment that has already been inventoried.

FY25 Class II - Paving – Fuller Bridge Road (submitted, pending response from State)

Aquatic Organism Passage (AOP) Black Falls Box Culvert just past Lee's culvert – state grant – what's the status? Ask Bethany. Need temp bridge, what's the status of this?

MAP RESOURCE

- Road Erosion Inventory Results
- Culvert Inventory
- Hydrologically Connected Roads map

LONG RANGE PLANNING/BUDGET CONSIDERATIONS

Measurements and Classifications – priority in establishing location of transition of Rushford Valley Road; what's the cost and who's the contractor?; also Cota Camp Road.

Future Equipment Considerations

- Excavator, rubber tired (see above)
- Mulching head.
- Chipper 12" w/ winch

Training

Status of additional grader training (scheduling, cost)

Financial Planning

- Question – how is State Aid funding applied/tracked, and in what level of detail?
- How are we tracking the application of these funds?
- How does Town expenditure re: Rt. 58 maintenance compare to State financial support?

Route 58/Hazen's Notch Road Notes, future considerations

- Grade, rank, chloride cost \$5,800 (using state's hourly rate structure); we do this 2-3 times a year
- Total December – Spring Rt. 58 has cost us \$30,160. This does not include any winter maintenance
- Plowing/Sanding/Labor around \$18k annually
- The state gives the town \$30,160 annually for maintenance/management

Policy Question re: Maintaining Driveway Culverts

- Currently once installed the town takes ownership. We're the only town in the State with does this. Is this a written policy? Historical practice? Is this something that the Town wants to reconsider?

Regular Practice – Communications

- Can we develop a weekly "Road Crew Update" informing the community what is planned for the coming week (in addition to publishing long-range plan)?
- Can we develop a portal where residents can report issues (or does email suffice)?

Request for public forum on mitigating the impacts of sap trucks on Town Roads in the spring. Opportunities to work collaboratively with producers to better ensure both the transport of sap, as well as the condition of roads to public transport – *pending scheduling*