

Town of Bradford
Special Town Board Meeting
Wednesday, January 10, 2018 at the Bradford Town Hall at 6:00 p.m.
Minutes

1. Call to Order and Roll Call

Town Board Chair Sharon Douglas called the Special Town Board Meeting to order at 6:14 p.m. at the Bradford Town Hall. Also present were Supervisors Sarah Pope, Loren Bobolz, Ron Duffy and Ben Wellnitz and Clerk Sandra Clarke.

2. Adoption of the Agenda

Motion to adopt the agenda. (Ron Duffy/Ben Wellnitz) The motion carried by voice vote with no negative vote.

3. Discussion and action on appointment of Election Inspectors for two-year term 2018-19

Clerk Sandra Clarke presented the following list of Election Inspectors for the 2018-19 term for appointment: Jill Bier, Jo Wetmore, Myrna Carter, Sharon Hargarten, Sharon Douglas, Carol Esselman, Kaye Niquet, Vicky Duoss, Carie McGinnis and Donna Mullooly.

Motion to the approve list of Election Inspectors for the 2018-19 term. (Sarah Pope/Ron Duffy) The motion carried by voice vote with no negative vote.

4. Discussion and action on guide beams (guard rails) for the new Emerald Grove Road Bridge

Chair Sharon Douglas reported she had received a call from Duane Jorgenson that the State wants to know if since they will not require guard rails and therefore won't pay for them, if the Town wants guard rails. Sharon and Wayne Douglas measured and there is about 100 feet there now. Ron Duffy stated that if they mean the rails on the bridge they would be acting in violation of the DOT standards. Sharon Douglas stated that she would call Duane Jorgenson back and see if it is just the approaches or the entire guard rail. It was asked if the State is saying the guard rail is not needed wouldn't it be the discretion of the Town Board how long they should be? Ron Duffy noted that for the Carvers Rock Road Bridge they widened the approach for the beam guards.

5. Discussion and action on 2018 road work projects

Chair Sharon Douglas reported that she had not heard anything about the TRID Project application submitted for approval for the Creek Road culvert just west of Carvers Rock Road. She added that Ron Duffy had done so much to put together information for areas that need work.

Ron Duffy presented information packets with photos, drawings, information on work needed and estimates on the following areas:

1. Reid Road-Surface- Reid Road was reconstructed several years ago by replacing all the culverts, tree and brush removal and extensive ditching. A year later the road was full depth pulverized and double chip sealed. Maintenance required is periodic single chip seal applied every 4-6 years and it is due for that now.
2. Junction of Creek Road and Reid Road-significant breakdown is present. The area has been marked and recommended correction is to core out, rebase and overlay with HMA.
3. Reid and Creek Road Junction-turn area from the east on to Reid Road has been broken down at the junction of the shoulder and main road surface by equipment passage. Prior to chip sealing Reid a should skim here would lessen the breakage of this turn radius and the skim would be covered by the chip seal.
4. Creek Road at junction of Reid Road-The road surface breakdown suggests water infiltration from the base as the cause. If this area is cored out and open it would be simple to install a culvert at that time to get the water away that is damaging the road.
5. If the above 2, 3 & 4 are done at the same time there may be a discount. Ron Duffy stated that if you want to repair Creek Road you need to look at why the damage is happening.
6. E. Waite Road-really breaking down. Full depth pulverization, increase the turn radius and widen the turn in area form Carvers Rock Road, remove and replace the culvert, new stop sign post and repave with 4" of HMA for 626 feet, shoulder the new asphalt area.
7. The surface of B-C Townline Road immediately east of the new culvert near State Road 140 is in very poor shape. Coring out the area east of the new asphalt, rebasing and widening the transition and placing new asphalt would help protect the recent project.
8. B-C Townline Culvert west of Carver Rock Road- The culvert is failing. This culvert would be a shared project with the Town of Clinton.
9. B-C Townline at Dunn Road-The reconstructed area needs crack filling. Sharon Douglas reported that Scott Herling from Crack Filling Service had recommended that area be crack filled this year.
10. Inman Road-The Board in 2017 elected to have approximately $\frac{3}{4}$ mile of the southern part of Inman Road pulverized, graded and rolled returning it to gravel. When this surface is not frozen and plowed for snow removal the stone is displaced from the road bed. The southern approach presents ongoing problems including rutting, traction loss and water stasis due to poor drainage. The gravel approach is lower than the paved surface of Larsen Road and there is no mid-road crown to provide runoff. The longer lasting, strongest and most stable solution considering cost would include regrading, adding crushed limestone to bring grade up and create a mid-road crown and 2 inches of HMA surfacing.

11. Turn radius on B-C Townline Road on west side of Highway 140-The turn radius on the northeast corner of the intersection is a problem. Traveling south and 140 and then turning west on B-C Townline the turn is very tight. Staying on the asphalt almost causes you to cross the centerline. Riding on the asphalt/shoulder a lot will cause premature breakdown. The solution would be to install a 6-foot culvert extension, minor ditch reconstruction, core out, rebase and pave with 3 inches HMA.
12. Scott Street-The surface breakdown is easily seen as attributable to water infiltration of the road base. The ground surface on the east side is all higher than the pavement surface. In some areas this can be up to 6 inches. There is no ditching on the east side. The approach radii from Avalon Road need to be increased. Where the current traffic is flowing there is an 8 inch to 12 inch difference between the Avalon Road asphalt surface and the Scott Street surface with Avalon Road being higher. There is no culvert under High Street which runs east perpendicular to Scott Street. The rutting and elevation of the mid-road indicates a poor sub base. If pulverized a minimum of 10 tri-axle loads of road rock would be needed to buildup and stabilize the surface. That would be approximately 200 ton.

The board discussed the drawing which included four areas of repair or reconstruction of the whole road which is needed but there is not money for or double chip sealing which would require pulverizing, base buildup and the road width varies from 17 feet to 21 feet. Ditching is needed.

Ron Duffy stated that the approach definitely needs to be fixed.

13. Milner Road was discussed. Ron Duffy suggested they consider double chip seal. It has ditches and the road surface is higher so it drains. It was noted that the traffic volume is very low.

Chair Sharon Douglas and Ron Duffy will attend the Town of Clinton Board meeting on Monday night January 15th to present the shared projects for B-C Townline Road to their board.

Ron Duffy stated that if they were going to pulverize it was better to have the projects coordinated so they can be done at the same time because of the cost for bringing the machine out.

Ron Duffy stated that they needed to also think about surface sealing the good roads that have been reconstructed since many of these miles are at the age of needing surface sealing to extend their life expectancy. He added that over the last decade between 15-20 miles of new asphalt has been placed in the Town of Bradford. Many of these miles are at the age of needing surface sealing. He stated that 1.7 miles of Creek Road between Highway 140 and Carvers Rock Road done in 2010 is now a candidate for surface sealing and has been crack filled. He added that slag sealing has the benefit of promoting more rapid road clearing in the winter.

The Clerk presented road work cash flow sheets with the routine known costs included already for the Board to consider when deciding which projects were a priority and which could be done in 2018.

The Board discussed possibly holding another special roadwork meeting in February when the Board knows if the TRID Project is approved.

6. Adjournment

Motion to adjourn. (Ron Duffy/Loren Bobolz) The motion carried by voice vote with no negative vote. The meeting was adjourned at 7:53 pm.

Respectfully submitted,

Sandra Clarke, Clerk