

RIGHT OF WAY IMPACTS

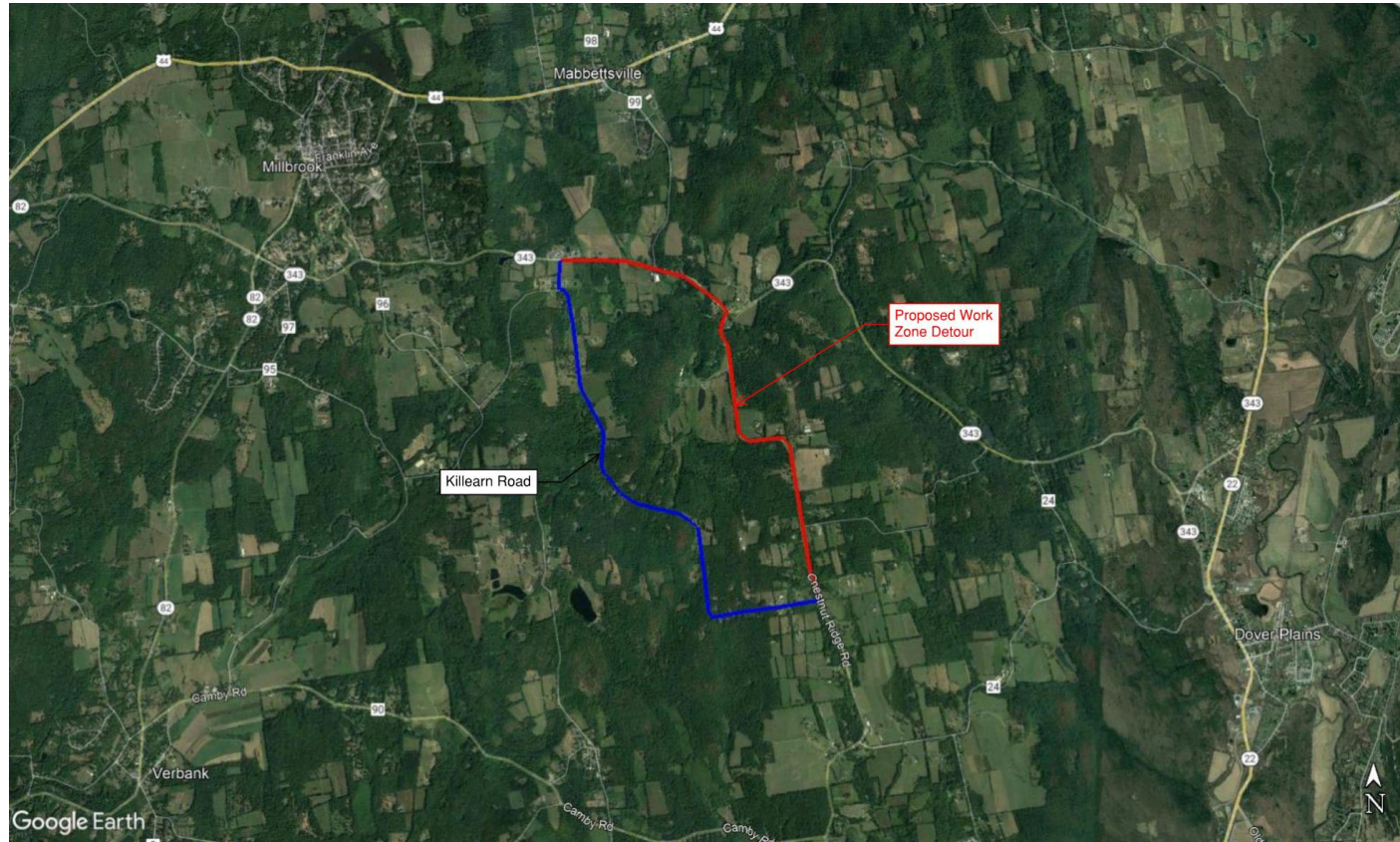
A Right of Way Survey was performed by C.T. Male in 2023. The survey found numerous areas of monumentation indicating property lines along most of Killlearn Road. However, it is noted the right of way width is narrow and that there are sections along Killlearn Road that appear to be "user roads". User road bounds may only extend to the edge of the gravel road. The Town may explore property acquisitions or easements to install roadside drainage in select areas of the corridor.

IMPACTS TO TRAFFIC DURING CONSTRUCTION

An offsite detour is the recommended method of traffic control for the project, utilizing State Route 343 and Chestnut Ridge Road. Traffic going eastbound on SR 343 may continue East to the intersection of Chestnut Ridge Road and turn South. Traffic going northbound on Chestnut Ridge Road may continue North before turning West onto SR 343. The road would remain open to local traffic and residents along Killlearn Road.

Coordination should occur with local emergency services to ensure response times will be acceptable during construction. The local school district, postal service, and local residents will all be contacted to coordinate bus routes, postal delivery, and residential access during the road closure. The details for the work zone traffic control should be prepared and evaluated during final design.

Proposed Vehicular/Truck Detour Routes



COMMENTS

Further questions, comments, or concerns can be addressed to:

Joseph Spagnola
Town of Washington Highway Department
10 Reservoir Drive
Millbrook, NY 12545
Phone: (845) 677 - 3419 ext. 110
Email: hwydept@washingtonny.org



TOWN OF WASHINGTON HIGHWAY DEPARTMENT

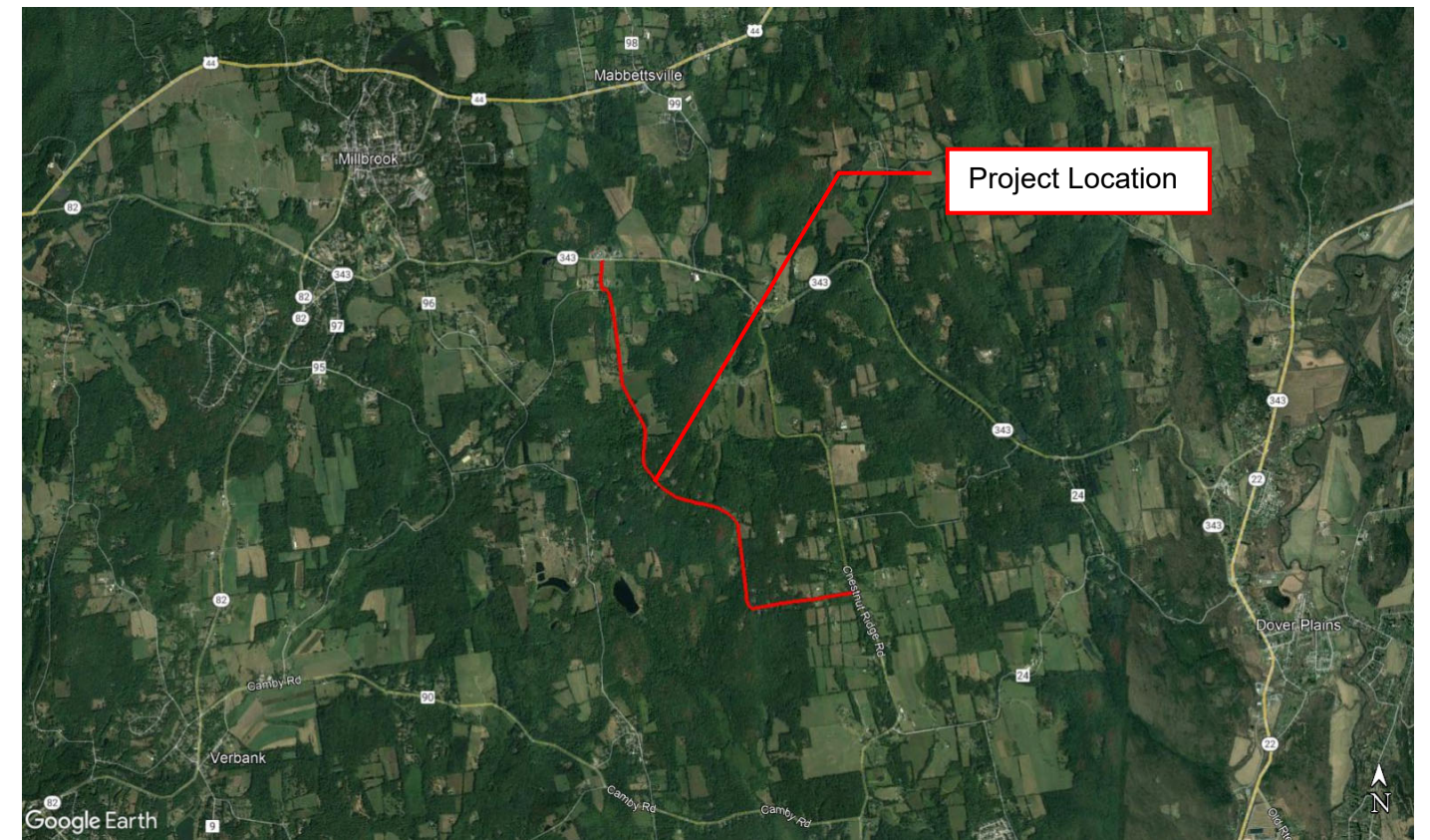
Joseph Spagnola - Superintendent, Town of Washington Highway Department

PUBLIC INFORMATION MEETING

Topic: Killlearn Road Reconstruction & Drainage Updates

**Place: Millbrook Firehouse
20 Front Street
Millbrook, NY 12545**

Date: June 5, 2024 – 5:30 PM



MEETING PURPOSE

The purpose of this informational meeting is to provide an opportunity for interested individuals to become acquainted with the project and express comments to the Town of Washington staff and the project team. There will be a short presentation, after which feel free to review the exhibits provided and to ask questions of the staff.

PROJECT DESCRIPTION & LOCATION

This project involved the study of Killearn Road, which is a 3.25-mile-long gravel “dirt” road in the town of Washington. Killearn Road is technically a one-lane access road with existing roadway width varying from 16 feet to 25 feet. The cross slope of the road has variable crown and poor drainage. Proposed construction of any repairs includes the entirety of Killearn Road, from Chestnut Ridge Road to Hoxie Road. Recommendations to the Town Board for repair options ranged from spot repairs in select areas, to full reconstruction and paving the road. Colliers primary recommendation is described below as Alternative 3, which includes gravel reclamation (sometimes called “Mill & Fill”) and drainage improvements.

ROADWAY HISTORY & NEED FOR THE PROJECT

The existing Killearn Road is a deteriorating gravel road, which has multiple geometric and roadway deficiencies for the full length of the road. The existing road exhibits a varying cross slope throughout the corridor, with a majority of the areas exhibiting little to no crown. The lack of a sufficient crown has likely led to numerous potholes and erosion rutting throughout the corridor from surface water ponding on the road within the travel way.

Various horizontal and vertical curves existing along the road appear to be non-conforming to current AASHTO design standards. There is limited sight distance available for the majority of the curves and the numerous driveways along the road. Many of the driveways on either side of the road are moderately to severely sloped, approach Killearn Road at sharp angles, further reducing sight distance for motorists leaving the driveway, and motorists along Killearn Road unable to see a car coming down the driveway slope that is nearly parallel to the roadway.

The road also experiences transverse rutting (sometimes called “Washboarding”) from heavy truck tires. The heavy construction vehicles, and frequent trips back and forth, appear to be overloading road section for Killearn Road, and is resulting in severe distress to the subgrade and surface course. This would exacerbate the deterioration of the gravel road and promote the drainage issues that the road is experiencing.

PROJECT OBJECTIVES

- Improve the roadway condition by providing a stable roadway section that has the load carrying capacity for the larger delivery trucks and agricultural equipment that frequent the existing Killearn Road.
- Improve the roadside drainage along the Killearn Road corridor, to prevent the introduction of surrounding surface water to the roadway.
- Improve the drainage on the roadway by reestablishing the cross slope on the roadway and optionally adding underdrains on the shoulders of the roadway.
- Complete the project with minimal disruption to the surrounding residences and natural resources.

PROJECT SCHEDULE

Engineering Study	2022-2023
ROW Survey	2023
Public Information Meeting	Today
Selecting a Repair Option	Summer 2024

PROJECT ALTERNATIVES

Five (5) alternatives and a Hybrid option for the project were studied in 2022-2023, described below.

Alternative 1 – Basic Repairs

Alternative 1 would involve repairing and improving the existing roadway section in limited areas, determined by the Town. In the repair areas, the existing gravel surface would be excavated to subgrade to allow for the new gravel wearing course install along the same roadway profile. In more severe areas of roadway and slope failure, the roadway subgrade could be undercut or over excavated to improve the underlying soils that may have caused the failure. This alternative also includes the repair of existing cross culverts that have either been crushed or clogged to the point that they have lost their function.

Alternative 2 – Basic Repairs with Drainage Improvements

Alternative 2 would include all repairs mentioned in Alternative 1, and also include the installation of roadside ditches to improve the roadside drainage. Since there is minimal roadside drainage on the current Killearn Road corridor, new drainage ditches would be installed on a majority of the corridor. The proposed drainage ditches would be cut adjacent to the proposed roadway shoulders, consisting of a 3-foot-wide grassed bottom, approximately 1.5 feet deep. These drainage ditches would intercept surface water that drains from surrounding properties prior to reaching Killearn Road, and therefore stopping additional surface drainage across Killearn Road.

Alternative 3 – Gravel Reclamation with Drainage Improvements

Alternative 3 would include all repairs described in Alternatives 1 and 2, but also revitalize the existing road without the expansion of a full reconstruction. This improvement to Killearn Road would include a gravel reclamation, which strengthens the road by digging up the wearing surface and base, mixing it with new gravel material, reapplying the combined mixture, and compacting the gravel to create a new wearing surface. The depth of the gravel reclamation can be as little as 8 inches (partial) to 24 inches (full), depending on the existing need along the corridor. A full depth reclamation may be the most useful for the areas that have had continued failures. CED will recommend a minimum of 12 -inches of reclamation. The new wearing surface would be shaped to a 4% crown each way, and compacted.

Alternative 4 – Reconstruction with Gravel Road

Alternative 4 would include the reconstruction of Killearn Road with a new gravel road section and drainage ditches for the full length of the road, from Hoxie Road to Chestnut Ridge Road. The proposed roadway would be uniformly widened to include two (2) 10-foot-wide travel lanes with 2-foot-wide shoulders. The existing roadway would be reclaimed in place to become the new roadway subbase and additional subbase would be placed where the road is widened. After the subbase is compacted throughout, a new 6 inch wearing surface would be applied, shaped to a 4% crown each way, and compacted.

Alternative 5 – Reconstruction with Paved Road

Alternative 5 would involve the reconstruction of Killearn Road with a new asphalt road section and drainage ditches for the full length of the road, from Hoxie Road to Chestnut Ridge Road. The proposed roadway would be uniformly widened to include two (2) 10-foot-wide travel lanes with 2-foot-wide shoulders. The proposed section for the two travel lanes would be sloped 2% in each direction and include the excavation down to subgrade, the installation of new subbase, 3” of asphalt base course, 2” of asphalt binder course, and 1.5” of asphalt top course. Gravel shoulders would be installed at the edge of the travel lanes and compacted to a 6% slope away from the travel lane.

Hybrid Option

Any combination of the above 5 Alternatives that may be phased over time or applied to only certain areas of the roadway, as deemed necessary by the Town.