



Town of Rhinebeck Highway Department

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Kathy Kinsella, Superintendent

Bob Wyant, Foreman

2011 Year End Summary

The Town of Rhinebeck Highway Department is responsible for 57.35 miles (that is 114.7 lane miles) of town roads and an additional 6.27 miles (12.54 lane miles) of county roads for winter snow and ice control. Our on-going maintenance and repair work includes:

Maintenance and Repairs

- pothole repair
- road patching
- crack filling
- re-grading dirt roads
- curb restoration
- shoulder maintenance and restoration
- repair/replacement of drainage infrastructure (culverts, basins, pipes, ditches, swales)
- road sweeping

Storm/Emergency Response

- snow and ice control
- flooding
- downed trees

Safety

- maintenance and replacement of road signage
- pavement striping (6.4 miles)
- maintenance, repair and replacement of guiderail
- clearing traffic or visual obstructions

Roadside Vegetation

- mowing
- pruning
- removal of hazardous trees or limbs

Fleet, Equipment, and Facility

- maintenance and repair

The Highway Department also regularly provides assistance to other departments and committees of the town (e.g. cemetery, transfer station, buildings and grounds department, building inspector, and more.)

In addition to our general work described above, several Highway Department projects or events that took place in the past year deserve specific mention. Following, is a summary of highlights from 2011.

Highlights

Road Projects

- **White Schoolhouse Road:** We resurfaced just under a mile of this road, from Hilltop Road south to Slate Quarry Road (CR19), with a 1.5 inch, Type 6 asphalt overlay with a 1% crown. Prior to the topcoat application, the road was shimmed, crack-filled, and tack-coated. Post re-surfacing shoulder restoration included gravel, topsoil, and seeding, where appropriate. The OTPS cost for this project was approximately \$78,000.
- **Ackert Hook Road:** The section of Ackert Hook Road from Primrose Hill (CR84) to the town line is just over a 3/4-mile in length. This road-resurfacing project included addressing several drainage issues, including culvert replacement, and shimming, re-crowning (1.5%), and the installation of an oil and 3/8- inch stone surface topcoat. The OTPS cost for this project was approximately \$27,000.
- **Lower Hook Road:** Over a 1/2-mile in length, this road runs between River Road (CR 103) and the intersection with Hook and Upper Hook Roads. The project consisted of drainage improvements, including the installation of 6-inch, perforated under-drain, shimming and patching, and a 1.5-inch, Type 6 asphalt overlay with a 1.5% crown. Post resurfacing work included driveway tie-ins and shoulder restoration. The OTPS cost for this project was approximately \$25,000.

Rhinecliff Drainage

- New and replacement catch basins (5 in all) were installed with new pipe to an outlet on Grinnell Street replacing an old, failed outlet across from Butler Street on the west side of Grinnell.
- A new catch basin was installed on Grinnell Street at Tewkesbury with a day lighting outlet on the west side of Grinnell.

Wey Road Culvert

The replacement of this large, 36-inch diameter culvert required a partial road closing over several days. We reduced traffic to one lane as the culvert was replaced with three separate sections. We also installed heavy riprap reinforcement on the outlet to mitigate bank erosion.

Road Re-striping

The town has 6.4 miles (center lane) of road striping. In addition to double yellow centerlines, white shoulder lines are applied in striped areas. Due to the harsh weather experienced over the 2010-2011 winter, and the effects of frequent plowing and applied abrasives, all striping was replaced in 2011. Our striped roads are:

- Charles Street
- Kelly Street
- Mill Road
- Mount Rutsen Road
- Stone Church Road

Weather Events

2011 was a devastating year for our town in terms of weather. We experienced everything from blizzards to hurricanes, high winds and severe floods, and a freak October snowstorm. It was one of the worst years in recent history in terms of road, shoulder, bridge, and culvert damage.

- January 2011 started with extensive clean up from the December 2010 blizzard. That storm resulted in numerous trees down.
- That event was followed by another significant storm in mid January that left over a foot of snow in some Rhinebeck locations.
- Approximately one week after that, we were hit again with a storm that brought 6"- 8" of new accumulation.
- February brought another storm in excess of 6" of snow that then changed over to sleet and ice, causing treacherous conditions. The new accumulation added to the previous accumulations, which had not dissipated, due to consistently low temperatures. The department commenced shelving operations to clear shoulders for sightline and road departure safety and to have room to plow additional snowfall. We also removed snow from cul de sacs, narrow areas, and catch basins.
- In March, we were again hit with a significant storm in which freezing rain built up ice that brought down several trees and power lines. Two days later, heavy rain and melt caused significant flooding, resulting in several shoulder washouts.
- A late May storm took down several trees in the southeast part of town, requiring several days of cleanup.
- A severe storm with heavy winds at the end of June brought down several more trees and power lines.
- A severe August windstorm resulted in more trees down.
- At the end of August, Hurricane Irene hit our area. Although it was downgraded to a tropical storm, Irene still packed a wallop for our area, resulting in a federal disaster declaration. Flooding caused numerous road closings throughout town. The highway department took part in several rescue measures, including cutting an emergency access road for flood-trapped residents and removing people from trapped vehicles. Storm damage included severe washouts, trees down, bridge and culvert damage, shoulder loss, sheered pavement, and more. Debris removal, repairs, and restoration began immediately and will continue into 2012.
- In September, approximately 10 days after Irene hit, we experienced Tropical Storm Lee, more flooding, and more damage. Most of September was spent repairing damage from both tropical storms.
- September 29th brought yet another storm that yielded significant flooding in our area. Although new damage was not extensive, there were again trees down and debris from those trees and several new washouts.
- In October, we were hit with a freak autumn snowstorm of wet, heavy snow. The weight of the snow on trees that had not yet shed their leaves resulted in numerous trees down, snapped limbs, trees leaning into the roadway under weight they could not bear, many blocked roads resulting in several road closings, and felled power lines and service outages. Damage once again led to weeks of cleanup to clear shoulders of limbs and trees we pushed off to the side to open roadways. We dealt with debris removal well into November.

Other Maintenance

- Guiderail: In June, we conducted a complete inspection and maintenance program for all guiderail, making any necessary repairs, painting, or replacements.
- Signage: In August, we conducted a complete inspection of all town traffic signs making sure that all were in good condition and visibility was acceptable.

Equipment

In addition to our general vehicle and equipment maintenance, we sometimes do a complete overhaul of equipment that has aged/worn significantly and can benefit from refurbishing. This includes replacement of parts, body restoration, cleaning, sanding, painting and whatever else the mechanic deems appropriate to extend the life expectancy of that piece. In 2011, we did three projects that deserve special mention for the extensive scope of the work they each required.

- rehab of our 1995, 6-ton roller
- rehab of our 1993 conveyor
- rehab of our 1990 Ford L-8000 AWD, heavy-duty plow truck (R-11)

Garage Facility

- Removal of attic insulation that was causing condensation and resulting in mold in the garage ceiling.
- Roof caulking and sealing of all fasteners in preparation for the installation of solar panels

Assistance to other Departments

In addition to highway department duties, the department offers aid to other departments/projects of the town.

- Replaced landfill road culvert for maintenance department
- Assist in the maintenance of the old landfill area
- Assist maintenance department in debris removal from the Rhinecliff Landing
- Assisted in roof installation of the community garden shed at Thompson-Mazzarella Park
- Provided wood chips for the community garden
- Provided traffic control devices for Sinterklaas events
- Provided parking area for Sinterklaas events
- Assisted transfer station with snow plowing
- Provided traffic control devices for the summer recreation program

Miscellaneous

- In April, there was a rash of catch basin grate thefts throughout the town. The matter was reported to the police, but remains unsolved. To prevent additional theft, we soldered some of the grates in more remote locations so that they could not be removed without significant time and effort.
- In June, we picked up two 55-gallon drums that had been dumped on Mill Road. They were full of old oil filters. DEC Police were notified and opened an investigation. That also remains unresolved.

Crew Training

- AED and CPR: Our entire crew is certified in these lifesaving techniques.
- OSHA/PESH: The department regularly receives refresher training to keep certifications current. 100% of our crew is trained in occupational safety and hazard mitigation.
- Two crewmembers attended a Cornell sponsored full day training on roadwork site safety and flagging techniques.

Permitting

In the year 2011, the department issued the following permits:

- *Driveway Construction*: 4
- *Road Work*: 2
- *Activity Permits*: 1 (for social activities such as the Mad Dash)
- *Buried Utilities*: 2

Budget

In the face of challenging economic times, the Highway Department tried to do its part to keep expenses down and increase efficiency.

- *Equipment*: Part of our savings was attained by yet again holding off on large equipment replacement, deferring those purchases in the face of a challenging economic climate.
- *Fee, Program, and Grant Income*: The department brought in \$27,188.40 through the various applications that we process, our scrap metal and used oil programs, and a FEMA grant reimbursing a percentage of our costs related to the December 2010 blizzard. The below table summarizes highway department income for 2011.

	<u>Repentance</u>	<u>2011</u>
Driveway Applications		\$ 400.00
Underground Buried Utilities - Fees		\$ 600.00
Road Closures		\$ 50.00
Scrap Metal		\$ 1,980.50
Used Motor Oil		\$ 187.50
FEMA		<u>\$ 23,970.40</u>
Total		\$ 27,188.40

- *Collaborative Reimbursements*: The Highway Department works collaboratively with other town departments and other governments (County, Village, School, and Fire) for material purchasing and shared services. We provide the central purchasing for material such as sand, salt, gas, and diesel. Those departments reimburse us for their usage. We also sometimes provide specialized equipment and skilled labor service to other departments. Total reimbursements in 2011 for provided material, labor, and equipment was \$125,743.40.
- *Unexpended funds*: The Highway Department estimates that we will turn back somewhere around \$150,000 in unexpended 2011 funds. The final figure can be calculated after the town bookkeeper closes the 2011 books. This savings will help offset future budgets by contributing to fund balances.

Teamwork

Work at the Highway Department does not happen in a vacuum. I would like to take this opportunity to thank the following:

- The Rhinebeck Highway Department crew: Tony, Bob R., Brian, Ricky, Ray, Mike L., Frank, and Mike K. for their skill and dedication, and especially Bob Wyant, department Foreman, for his leadership and commitment
- Highway Department Secretary Catherine Kelly-Skeen for her support, reliability, patience, and professionalism
- Floating Laborer Dan Rushton for his help and reliability with numerous projects
- Members of the Town Board for their support
- Professional consultants Pam Richardson of Gellert and Klein, Attorneys to the Town, and Tom Mannix, Engineering Consultant, for their good counsel.
- Town Hall staff, especially Town Clerk Barbara Cunningham and Deputy Clerk Joan Winnie, Shelly Day, Town Office Manager and Town Bookkeeper, and Kim Russell, Bookkeeping Clerk for their assistance
- Rhinebeck's residents, The residents of the Town for their cooperation and support

I hope this summary of the Highway Department's 2011 activities has been informative. Please do not hesitate to contact me with any questions related to this report or any Highway Department matter.

Respectfully submitted,

Kathy Kinsella
Highway Superintendent

January 12, 2012