

Frederick County Roads Board  
Minutes of Monday, September 12, 2011

Present

Roads Board Members

Leroy Hansberger, Vice Chairperson  
Paul Fitzgerald, AIP  
Steve Haller  
Peter Pearre, AIA

Staff Members

Commissioner Kirby Delauter  
Thomas J. Meunier, P.E.  
Robert Shen, P.E.  
William Routzahn  
Dave Olney  
Linda Lee Smith

I. Call To Order

A. The Frederick County Roads Board met on Monday, September 12, 2011, at 7:00 p.m. for their quarterly public meeting. The meeting was held in the Commissioner’s Hearing Room, Third Floor, of Winchester Hall, 12 East Church Street, Frederick, Maryland. The meeting was called to order by Board Vice Chairperson, Leroy Hansberger.

B. Pledge of Allegiance

C. Introduction of Roads Board Members and Staff

1. Mr. Hansberger asked each Roads Board and County staff member to introduce themselves.

II. Public Comments -- Full discussion can be viewed at <http://www.frederickcountymd.gov/media/>

A. Mr. Hansberger asked for public comments.

1. Phil Olsen, 13033 Tower Road, Thurmont, Maryland 21788:

- Mr. Olsen advocates rural roads.
- He is a 10-year resident and he chose his house because it was on a rural road and more particularly a dirt stretch of a rural road.
- There have been some efforts to pave it. He does not know what stage the road is in.
- He has received several petitions over the years from the new roads board member. He is quite surprised about how things are turning around.
- He is concerned with the procedure for changing back from a rural road to a County-maintained or a non-rural road in the County.
- He has several questions but is not sure who to direct them to, probably to staff rather than at a meeting.
- He hopes that all will continue to support rural roads and at least maintain an open mind about the state of our roads.

2. Pepper Scotto, 3879 Point of Rocks Road, Point of Rocks, Maryland 21777:

- She is attending as a friend of the Rural Roads program.
- She welcomed Mr. Haller and thanked him for his service.
- Ms Scotto lives on a State road, Route 464. The posted speed limit is 50 mph but traffic travels more then 70 mph, which makes it unsafe.
- She grew up on a gravel road. It was noisy, but you could hear traffic coming. People traveled much slower, but everybody seemed to get where they were going on time.

Ms. Scotto ~ Continued ~

- She would like to encourage everybody to continue with the rural roads of Frederick County. Keeping the historical aspects of the County.
- She understands that Montgomery County has no rural roads left everything is paved.
- She stated that when you want to have the Frederick County rural/agricultural experience it is usually not on a road where people are traveling 50, 60 to 70 mph.

3. Susan Hanson, 3205 Poffenberger Road, Jefferson, Maryland 21755:

- Mrs. Hanson thanked Mr. Hansberger for chairing the meeting.
- She lives on a beautiful gravel road.
- She invited Mr. Haller to visit Poffenberger Road to see what the County has done to demonstrate because it is the County's demonstration road. Gravel is affordable and they do serve a very important function in this County, which is the linear park. They allow for better drainage for the creeks, Catoctin Creek is right next to Poffenberger Road.
- When she first started a petition to save Poffenberger Road about 10 years ago there were people from of all walks of life, all political persuasions, and all age groups. All supporting the idea that gravel roads do have a place in this County
- She requests her additional time to comment on the proposals on Shoemaker Road.

4. David Fitzgerald, 12314 Shoemaker Road, Taneytown, Maryland 21787:

- He has been attending these meetings for a long time. It is interesting that most all of speakers are talking about dirt roads.
- Concerned about the maintenance of the road. The ditches have not been pulled and they are filling in and they are almost non-existence.
- The water does not have anywhere to go, ditches are caving in and the potholes come back
- Question why it is not being done.
- Mr. Meunier said it comes down to cost. And the situation that we have on Shoemaker is the competing interest between the property owners that live on the road. We try to compromise between the people that want to keep it gravel versus those that want to pave it.
- If water is lying in the road and ditches then it is definitely time to get up there to do something as far as pulling the ditches out. (Mr. Meunier asked Mr. Routzahn to put in a work order to schedule for maintenance).
- Mr. Fitzgerald, I have not heard of anyone wanting to pave it or tar and chip. In the Rural Roads program it states that the road is to be maintained.
- Mr. Meunier, when the ditches are pulled we are accused of widening the road.
- Commissioner Delauter asked if he was opposed to tar and chip.
- Mr. Fitzgerald, he would not be opposed to anything as long as it is good to drive on. If the ditches were cleaned out it would stay good longer. Most people talk about the maintenance or the lack of it.
- Commissioner Delauter asked what is the cost to maintain, add stone, rollers, compactions or tar and chipping a portion of it.

Mr. Fitzgerald ~ Continued ~

- Mr. Fitzgerald, not pushing for anything except maintaining.

III. Old Business

A. Approval of minutes of June 6, 2011.

1. Upon a motion by Peter Pearre seconded by Paul Fitzgerald the minutes of June 6, 2011, were approved as presented.

IV. New Business

A. Request for Paving Shoemaker Road -- Full discussion can be viewed at

<http://www.frederickcountymd.gov/media/>

1. Mr. Olney and Mr. Meunier presented the brief. See attached discussion paper.
  - a. Staff was asked to develop a cost estimate to stabilize or pave portion of Shoemaker Road. At this time the area in question is surfaced with gravel.

The area of interest begins at the end of the existing tar and chip surface, approximately 920 feet from Bollinger School Road and ends at a point approximately 1,910 feet from Bollinger School Road. The portion of the road to be improved is approximately 990 feet long. At this time the road is approximately 14 feet wide. The Department's typical practice is to widen a gravel road to a minimum of 16 feet wide when it is stabilized with tar and chip.

After the discussion it was decided that the ditches will be maintained by the Office of Highway Operations during the week.

V. CIP and Other Project Updates

A. Mr. Shen presented the following information regarding current projects:

1. Ijamsville Road, Phase I
  - a. Due to few remaining right-of-way acquisitions to be completed north of Prices Distillery Road, Phase I project was split into Phase 1A and Phase 1B. Phase 1A will cover road work from the MD 80 intersection to approximately 1,000 feet north of Ball Road. Phase 1B will include the road work from 1,000 feet north of Ball Road to the northern limits near the CSX crossing. BoCC approved the bid award for Phase 1A construction on July 14, 2011. The construction NTP was September 8, 2011. Phase 1B will proceed to bidding process after resolving remaining right-of-way negotiations.
2. Ijamsville Road, Phase II
  - a. Design is complete. Staff continues right-of-way negotiation process. Construction funding is programmed for FY'13.
3. Boyers Mill Road Bridge
  - a. Final design for the bridge project is currently underway with the anticipation of advertising for construction in spring 2012. Staff anticipates holding a public informational meeting to update residents on bridge project progress on October 20, 2011 at Deer Crossing Elementary School. In addition, staff is working with the consultant on final design scope and price proposal for road project.
4. Reichs Ford Road Bridge
  - a. The construction was complete and the warranty period started on July 6, 2011.

5. Woodville Road Pipe Culvert

- a. The BoCC approved the last remaining r/w acquisition contract on September 1, 2011. Staff will proceed with finalizing the bid documents with the anticipation of beginning construction in spring 2012.

6. Pavement Management Program

- b. **FY'11 Patching:** complete. **FY'11 Surface Coat:** the notice to proceed was June 20, 2011. Construction is 10 percent complete. **FY'11 Full-depth Reclamation:** the notice of proceed was July 11, 2011. Construction is about 90 percent complete. **FY'12 Overlay:** the notice of proceed was August 29, 2011, project is about 5 percent complete.

6. Urbana Satellite Facilities

- a. Bids were received for Urbana site on August 31, 2011. Award recommendation packet is being prepared and routed for review.

VI. Highway Operations Update

A. Mr. Routzahn presented the following information regarding current projects:

1. Snow Removal Coordination and Preparation

- a. We will kick off this season with an interagency pre-snow meeting on October 18, 2011, at the Law Enforcement building. The meeting is with FCC, FCPS, Municipalities, City of Frederick, State Highway Administration, State Police, and the Sheriff's office. We will go over how we will perform snow removal, pre-treat, the equipment we have, and all of the details. All involved can discuss any concerns they have. This is the third year for these meetings.
- b. Salt - we took advantage of last year's contract and ordered salt before the end of the contract. Domes are between 70 to 80 percent filled. We tagged along with the new State bid. The bid is out on the street but the bids have not come in yet. We expect the price to go up. We hope that buying at the end of the contract last year we have saved a lot of money.
- c. Training – we will put our drivers through a snow maze at Harry Grove stadium in mid October. We have all our drivers going through this to get them ready for snow removal.
- d. Fix up Date - Getting our trucks ready will be the first part of October one area at a time. We work on all the plows, hoses, cinder spreaders, liquid tanks, chains, and anything that needs repaired before winter. Because of retirements, we are at the limit of drivers, so we are looking at bringing some part time drivers in for snow emergencies or other emergencies.

2. Sixes Bridge Road Bridge Wingwall Reconstruction

- a. We build the retaining wall this summer. The wall is complete. We have a contractor doing the final paving. When paving is complete a guardrail will be installed and striping completed. The road should be opened within the next week or so.

3. Striping

- a. District 1 is just about complete, except for Sixes Bridge. We need to do the annual roads in District 3. Annual roads are roads with over 3,000 cars per day. We try to do these roads every year. We are just about 1/3 finished in District 2. The other districts Jefferson, Middletown, Urbana, around Frederick City are getting the annual striping. We are a little bit behind because of the rains. We try to get this done before school starts.

VII. Roads Board Issues

A. Mr. Fitzgerald

1. Thanked Highway Operations for the addition of two signs to Albaugh Road.
2. Poffenberger Road complaints of potholes. Thanked DPW/Highway Operations for scraping the road and filling in the potholes.
3. Instead of outsourcing we should franchise some of our work. And advertise our bids with every jurisdiction. Public Works, Transportation, and other departments are doing a great job. Taxpayers are getting their monies worth.

B. Mr. Pearre

1. Clemsonville Road realignment is complete and is open. The work at Unionville is just about complete, being paved this weekend. The folks are very happy with the work.

C. Mr. Haller appreciates the privilege to be on the Roads Board and serve Frederick County.

D. Commissioner Delauter

1. Tower Road – did we receive a petition? Mr. Meunier stated that we did not receive a petition but we did treat the road with calcium.

VIII. Adjournment

A. There being no further business Mr. Hansberger adjourned the meeting at 8:45 p.m.

B. The next meeting will be held, Monday, December 5, 2011, at 7:00 p.m. in the Third Floor Hearing Room of Winchester hall, 12 East Church Street, Frederick, Maryland.

Respectfully submitted,



12-5-11

Linda Lee Smith  
Administrative Aide

LLS

Attachments

cc: Attendees via Email, w/attachments

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**Note:**

The following can be viewed or accessed at:

- Roads Board Meetings (actual) <http://www.frederickcountymd.gov/media/>
- Roads Board Agenda <http://www.frederickcountymd.gov/index.aspx?NID=253>
- Roads Board Meeting Minutes <http://www.frederickcountymd.gov/index.aspx?NID=4483>

**Shoemaker Road**  
September 9, 2011

Staff was asked to develop a cost estimate to stabilize or pave a portion Shoemaker Road. At this time the area in question is surfaced with gravel.

The area of interest begins at the end of the existing tar and chip surface, approximately 920 feet from Bollinger School Road, and ends at a point approximately 1,910 feet from Bollinger School Road. The portion of the road to be improved is approximately 990 feet long. At this time the road is approximately 14 feet wide. The Department's typical practice is to widen a gravel road to a minimum of 16 feet wide when it is stabilized with tar and chips. For the purposes of this estimate we will assume that the road is not widened. The proposed area to be stabilized amounts to approximately 13860 square feet.

Rough cost estimates for the proposed stabilization are as follows:

<b>Option 1:</b> 3" lift Hot Mix Asphalt on 6" GAB		\$18,200
		+ \$10,164
	total =	<b>\$28,364</b>
<b>Option 2:</b> 3 layers Tar and Chip on 6" stone base with CaCl	=	<b>\$14,168</b>

Notes:

1. Option 1 costs based on Ijamsville Phase I unit prices, dated June 30, 2011.
2. Option 2 costs are based on current Office of Highway Operations stone and liquid asphalt contracts.
3. Unit costs based on large quantities and may not be realistic for small projects.
4. Costs do not include shoulder back-up, drainage improvements, mobilization, traffic control, etc.

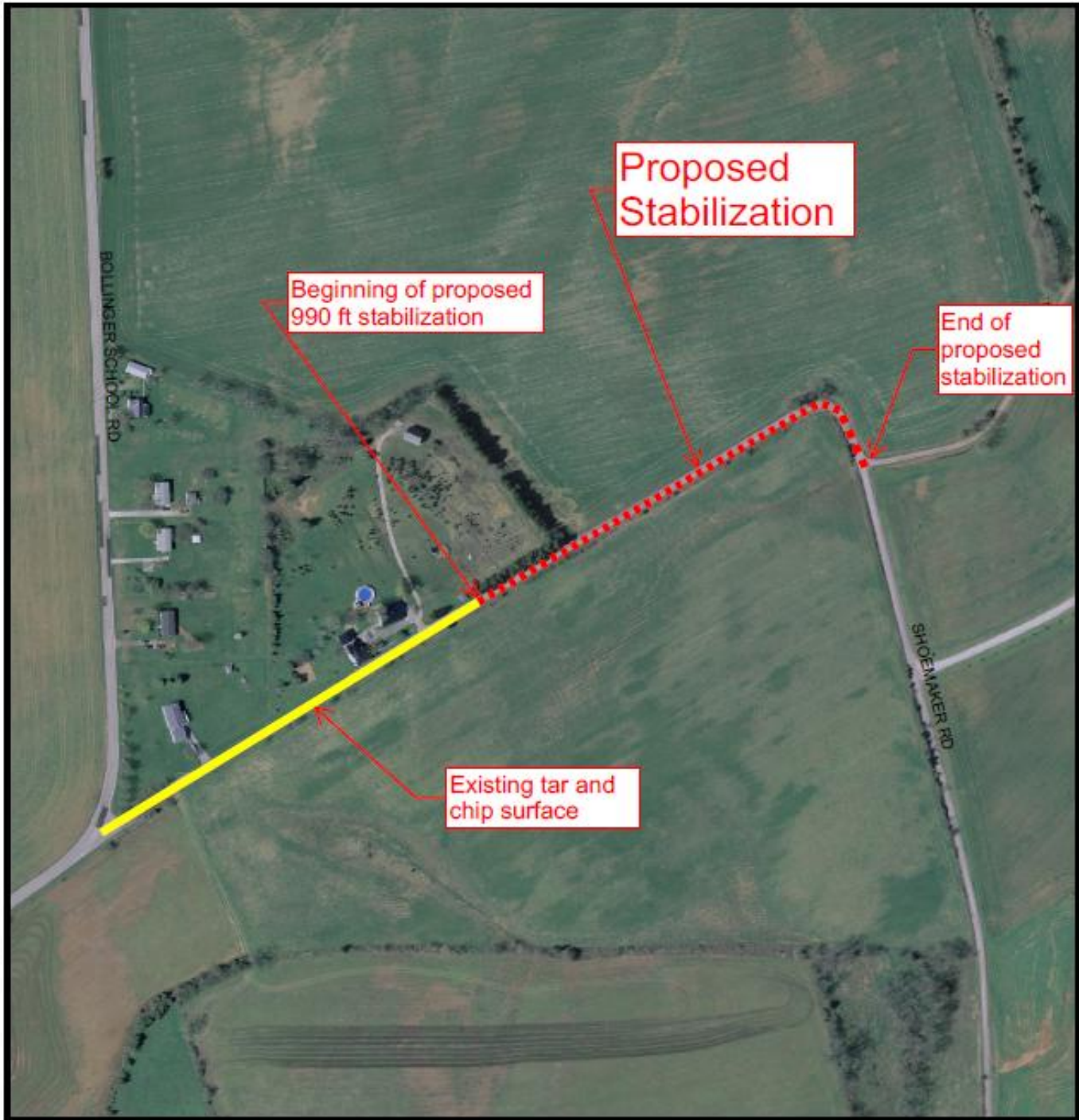
Staff included stone base material in both options to accommodate heavy farm machinery and extend the performance life of the selected surface treatment. The hot mix asphalt price is based on an average of prices for 25 mm superpave base course found in the Ijamsville Phase I bid documents. While generally cheaper than other asphalt mixes, 25 mm base course is not designed to be used as a riding surface mix. The 25 mm mix has larger sized aggregate and a much larger void content compared to finer surface mixes. This results in a rough driving surface that is not adequately sealed from the elements and will not protect the base from water infiltration or frost damage. Typically a coarse base mix is sealed with a finer surface course of asphalt (12.5 mm at a minimum of 2" or 9.5 mm at a minimum of 1½"), or a surface coat of slurry seal or chip seal (tar & chip), to seal and smooth the surface.

Shoemaker Road is currently listed in the Rural Roads Program, which excludes listed roads from stabilization unless the road is removed from the program by a petition process. The program does allow limited improvements to address safety issues or retain road integrity. This portion of Shoemaker Road has generated complaints in the past about drainage and the riding surface that have required significant amounts of staff time to address. Limited stabilization on this part of the road can reduce the number of complaints.

If the work is authorized, a funding source will need to be identified. The remaining balance of the Driving Surface Aggregate Demonstration Project, C29959, could be made available for this work. The amount available is approximately \$22,753 (anticipated remainder after Wildcat Road work is completed).

cc: Ragen Cherney  
Reading file  
File Copy (dso C:\data\roads board\shoemaker road stabilization\roads board – Shoemaker Rd report 9-9-11.doc)

# FREDERICK COUNTY DIVISION OF PUBLIC WORKS



1 inch = 300 feet  
1 inch = 0.1 miles



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