

Bruce Johnson

Subject: FW: Timber Rail on Murray Road

From: Doug Newton [<mailto:newtontechnicalservices@charter.net>]

Sent: Thursday, November 10, 2016 7:46 AM

To: Bruce Johnson

Cc: 'Kris Jurentkuff'

Subject: Re: Timber Rail on Murray Road

Hi Bruce,

That is true; the original plan consisted of using steel 283 lf of steel beam gr together with 4 anchors.

Re: the estimated cost of \$7100, in October AOT updated their 5-year average bid prices; applying those prices to our quantities results in a revised estimated cost of somewhere in the neighborhood of \$7,200.

Hope this helps!

Doug

----- Original Message -----

From: Bruce Johnson

To: 'Doug Newton'

Cc: 'Kris Jurentkuff'

Sent: Wednesday, November 09, 2016 6:31 PM

Subject: RE: Timber Rail on Murray Road

Hi Doug:

Am I correct that the current plan steel rail is projected at 283' with anchors for an estimated cost of just over \$7,100?

Thanks,

Bruce

C. Bruce Johnson
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From: Doug Newton [<mailto:newtontechnicalservices@charter.net>]

Sent: Wednesday, November 09, 2016 1:52 PM

To: Bruce Johnson

Cc: Kris Jurentkuff

Subject: Timber Rail on Murray Road

Hi Bruce,

Per the discussion at Monday night's selectboard meeting, I have investigated extending the gr up around the corner on the right-hand side above the new structure.

Fortunately Kris had picked up some extra data when the original survey was done so he was able to print out another sheet with that information on it, and between the sheet we already had and the new one, I had enough topography to work with.

Even though the existing centerline is still curving around to the right beyond the large poplar tree on the right, the curve isn't as quite as sharp as it is just above the brook so I was able to get the 1 on 8 flare to transition outside of the clear zone.

I also reworked the 2 transitions on the city end of the project and was able to get the 1:8 flare to work there as well; both transitions started asap, i.e. the first post off the structure on that side of the brook. By the time the rail on the upstream side gets outside the clear zone, it extends 20' across the town line; the one on the downstream side stops just short of the town line. The only problem with the upstream side is by the time you construct the 3' wide shoulder behind the face of the rail, we would have to install a 15" culvert to carry the ditch water from the Montpelier side to the brook.

With the one flare that we already had in place, i.e. beyond the brook on the left-hand side, we now have all 4 corners of the project within the design guidelines that the rail was tested under.

The total timber rail needed to do everything is 488 lf, 216' on the left side and 272' on the right side. At an estimated \$71 per foot, that amounts to \$34,648.

On top of that, there would be some additional earthworks quantities to construct a new ditch and backslope on the right-hand side above the culvert; certainly doable but I'm not sure how well it would be received especially when that area doesn't warrant gr to begin with.

Let me know what you think and if you have any questions, etc. Maybe it's something that can be decided prior to your next meeting but if we need to present the facts/drawing at another meeting, that's certainly doable as well.

If you'd like to see the drawing with everything laid out on it, just let me know and I can bring it over.

Thanks,
Doug

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Thank you, Newton Technical Services