

Approved

Town of New Boston Road Committee Meeting June 9, 2021

<u>PRESENT:</u>	Karen Scott	Selectman
	Mark Suennen	Road Committee
	Denis Pinard	Road Committee
	George St. John	Road Committee
	Mark Debowski	Road Committee
	Mark Siemiesz	Road Committee

Guests In Attendance: Road Agent Allen Brown, Highway Department Foreman Charlie Byam, Rick Charbonneau from Continental Paving and Town Engineer Kevin Leonard.

Item 1: CALL TO ORDER: A regular meeting of the Road Committee was called to order by Denis Pinard at 6:00PM with the Pledge of Allegiance.

Item 2: Approval of Minutes of May 12, 2021 and May 27, 2021: Deferred pending review.

Item 3: Old Business:

Perma-Zyme Product

- **Results of Sieve Test**

The Committee is awaiting this information from the Highway Department.

Item 4: New Business:

Coordinate Priority Road Paving Plan with Road Agent

- **Review of Allen Browns' road list**
- **Review of spreadsheet information**
- **Continental Paving Rep to answer questions as needed**

Karen reported she and Mark Debowski met May 29 to drive around town where they measured roads from which Mark prepared a spreadsheet based on the May 27 Road Committee meeting list of priority roads.

Mark Debowski thanked Allen for providing the information for the May 27 Road Committee. Both the Road Agent and the Road Committee are evaluating roads for prioritization. Mark noted the first priority for the Road Committee is to put surface coat on roads that received binder coat such as Old Coach, Bedford Road near Christie Road and Bog Brook Road. These are included on his spreadsheet with measurements and anticipated cost to pave. Hooper Hill Road was next, where Road Agent Allen Brown suggested a shim and overlay for the top section and a complete rebuild for the bottom section. The Road Committee anticipates shim with 3/4"

average thickness and suggested roads receive topcoat this year after receiving the basecoat. The Road Committee is concerned the 2022 liability for topcoat is more than the Road Committee is comfortable with as funding capabilities from town budget and grants is unknown.

Allen and Rick Charbonneau from Continental Paving were present and noted the winter binder proposed to be used as basecoat this year can last two to five years and does not need the topcoat within one year. They noted anticipated reclaim depth is an average and the actual will not be known until the road is worked on.

Rick reviewed the state specifications for liquid asphalt/extraction reclaim limited at 2.8%. He expects Continental Paving will do the best they can with the road conditions they encounter and will prepare the roadbed to help the new pavement last as long as possible. The overall cost will not change. If the town already owns materials that are needed, these will be used and more materials will not be purchased in that case. Rick noted bid requests should include binder content. This did not happen this year, resulting in the bid that was received that included the highest standard of liquid asphalt and NH DOT specifications.

Mark Debowski noted Greenfield Road would benefit from reclaim and binder.

Allen noted Cochran Hill Road will probably not be paved, it will probably receive a short top piece as it will be used as a detour for the Lyndeborough Road project.

Mark Debowski agreed Cochran Hill Road does not need paving but Greenfield Road does. Paved swails need to be redone. Cemetery Road drainage work in preparation for paving looks good. He noted the Road Committee also considered portions of Parker Road and McCurdy Road for paving. The Road Committee also agrees with shim and surface work Allen proposes for a portion of Bedford Road.

Denis asked if the patching machine Rotomill can be used in New Boston to prevent road deterioration, such as Parker Road. Rick noted it can be used, smaller patches cost more for milling than larger areas but the cost per ton of asphalt remains the same. Allen suggested another process can be used for the area Denis suggested as the road is in too bad shape.

- **Review of 2022 and 2023 Recommendations**

Mark Debowski reviewed the list of roads the Road Committee has begun considering to be paved in 2022:

- Lyndeborough Road as the bridge construction project has not yet been put out to bid, possibly causing this project to be delayed to 2022. Allen noted this road is in very bad shape and can be paved up to the bridge on both sides and there is no need to wait until bridge construction occurs. Town Engineer Kevin Leonard was present and noted the bid request is going out tomorrow, responses are due June 24, the bridge is anticipated to be delivered in August and the project will be completed in the fall. Allen noted there is a paving arrangement for the bridge.
- Greenfield Road surface coat as traffic is anticipated to decrease after the Lyndeborough Road bridge construction detour.

1. 2nd NH Turnpike as it is in very bad shape but may be mostly used by out of town travelers. The Road Committee suggested doing more investigation of what this road needs in 2021. Allen prefers paving it in 2021 to prevent further erosion. George asked if shim can be used in the bad patches. Allen and Rick noted this is possible.

Mark Debowski reviewed the list of roads the Road Committee has begun considering Byam and Wilson Hill Road to be paved in 2023.

The group considered paving McCurdy Road from East Carriage Road to Warren Drive. Allen noted there is a culvert pipe that needs to be replaced before the road is paved. It is scheduled for a coming year and paving could take place here in 2022/2023.

- **Engineering Inspection of roads – North Point**

Rick noted Continental Paving has a paving inspector and they also do work in towns who hire a paving inspector. It is expensive. He suggested interested Committee members, Selectmen, etc. visit the asphalt plant to observe the quality control methods and learn the makeup of the asphalt planned to be used in New Boston. He noted the town can also request random tests during the project. He noted Continental Paving has not had a failing test in the last five years causing corrective action. If there is a problem, Continental Paving will fix it. He noted the most important thing in paving is to continuously pave and care for road joints. Cracks are expected but Continental Paving tries to avoid them through proper paving methods that they think are more important than testing.

Mark Suennen asked what priority the New Boston paving job is for Continental Paving as they have many other projects to do this year.

Rick noted Continental Paving is ready with equipment and experienced and trained personnel to pave when New Boston lets them know roads are ready.

Kevin noted he worked with Continental Paving on Lyndeborough Road engineering and whenever there was a problem, Continental Paving fixed it. He has worked with Rick indirectly in other towns over the past ten years. He complemented the Road Committee for helping prepare a long term plan. He noted most towns are not testing, NH DOT is testing extensively. He noted paving yield is also important and testing may not be needed.

Mark Debowski noted his focus is on inspection for temperature and contract compliance not testing.

Allen noted these methods will cost more money decreasing to budget to pave roads.

Mark Suennen noted quality assurance is the town's responsibility.

Rick noted if cores are needed the town can request them randomly at any time and Continental Paving will provide it.

Allen noted Continental Paving will provide the town with load slips at the end of each day.

Kevin noted if his company was asked to provide inspection services, they do not have a lab so would have to subcontract the service to a lab company such as Terracon. He would be reviewing the contract and have a plan for each road.

Rick noted it is normal to encounter changes in the field when roads are being prepared for paving, they have paving methods such as milling each intersection and driveway, if there are any problems they will fix it.

Allen noted this does not affect the price too much.

The Road Committee noted contingencies are available in the budget for irregularities, the budget will be considered during the project and if funds are is not available to pave all roads, some will not be paved this year or some topcoats would not be put on this year.

Mark Suennen noted rigorous testing is required for subdivision roads.

Rick noted in that situation the developer is paying for it not the town and problems are not usually found when working with a high quality contractor.

Mark Suennen suggested considering a budget for testing and asking Kevin how much testing could be done with that budget.

Rick noted 10,000-12,000 tons of paving is anticipated in 2021. This could take three to four weeks accomplish all tasks needed, twelve days of paving, five days of reclaiming.

The Committee thanked all for attending and helping the town plan a long term plan to protect its roads, one of the town's biggest assets.

- **What should be done for each road / where should the focus be**
- **Paving Budget**

The Committee then reviewed the plan with Road Agent Allen Brown and Foreman Charlie Byam from the Highway Department to make recommendations Karen can bring to the Selectboard to determine how the town should move forward on road improvement recommendations.

Allen noted he is awaiting confirmation of the final budget determined by voters yesterday.

The Committee noted \$988,000 is anticipated from information from Town Administrator Peter Flynn.

Mark Suennen noted the schedule needs to be determined. The list was discussed with Continental Paving at this meeting, he suggested 75-80% of the roads be reclaimed, paved, etc. then the work yet to be completed should be compared to the remaining budget available to determine if the remaining roads can be paved in 2021.

Allen agreed as paving rates change throughout the summer according to oil prices. He noted Continental Paving will provide the town with load slips at the end of each day from which he will calculate the tonnage. He wants to start as soon as possible.

Karen noted the Selectboard should approve the plan. She noted there is a priority list that should be reviewed.

Allen noted Hooper Hill Road, Cemetery Road and Meetinghouse Hill Road are planned to definitely be done in 2021, beginning with reclaim as discussed previously.

The Committee noted there is already funding available from previous years for Hooper Hill Road, Cemetery Road and Meetinghouse Hill Road.

Allen noted the first area that he plans Continental Paving to work at Greenfield Road to a small piece of Cochran Hill Road then Lyndeborough Road, then up Hooper Hill Road. A preconstruction meeting will take place tomorrow to make a determination on the Greenfield Road/Cochran Hill Road area due to the planned Lyndeborough bridge project. The bridge is planned for September but the road can be ground and graded now as part of the paving process.

The group then reviewed the priority paving list the Road Committee created at its May 27, 2021 meeting. Karen will bring it to the Selectboard for consideration. The current plan was discussed as follows:

1. Mark Debowski noted he prepared spreadsheets as a result of that discussion and noted he removed Cochran Hill Road and added 2500' on Bedford Road for shimming and surfacing if there is funding and time left in 2021.
2. Greenfield Road reclaim and binder with finish coat in 2022.
3. Cochran Hill Road Mark recommends stop at the intersection and not do Cochran Hill Road at all. Allen will consider this but recommends doing the small area of Cochran Hill Road due to the anticipated use of this area during the Lyndeborough Road bridge project. The Road Committee suggested an option of considering this area if needed when the Greenfield Road binder coat is done in 2022.
4. The Road Committee had not previously recommended Lyndeborough Road be paved in 2021. This is anticipated to cost \$167,000, causing removal of Parker and other roads from the 2021 paving list. The Road Committee does not recommend Lyndeborough Road be paved this year and recommends it be paved after the bridge project is complete. Allen recommends grinding Lyndeborough Road in 2021 to prevent further deterioration.

The group agreed Karen will bring these recommendations forward to the Selectboard for consideration:

- Paving in 2021 as "Tier 1":
 - Meetinghouse Hill Road
 - Greenfield Road
 - Cemetery Road
 - Both sections of Hooper Hill Road
 - Bog Brook Road 1.5" finish coat for an area that recently received the basecoat may be postponed as the basecoat may last two to three more years. However,

Continental Paving did not place the basecoat and this road receives a lot of use. The group agreed it should be done in 2021.

- Old Coach Road should receive 1.5" finish coat in 2021 for an approximate 4,000'/.7 mile section from Route 13 to the Police and Highway Department area that recently received the basecoat to prevent binder deterioration.
- Bedford Road for topcoat 4,800' from McCurdy Road to Christie Road.
- Parker Road east of the bridge to the Goffstown line. The road has been destroyed by a trucking business in the area. They do pay a lot of taxes involved in the business such as fuel and truck purchases.
- Some roads may not receive surface coat if there are budget constraints
- Mark Debowski noted the proposal includes \$25,000 for inspection if this is determined to be done and \$60,000 for contingencies.

Allen noted that to Continental Paving, their reputation is worth more than the potential cost of the inspections, he does not expect them to cheat, if there are any problems they will fix it.

Mark Suennen noted the Committee is not questioning Continental Paving's integrity or capabilities, they are clearly one of the top paving companies in the state as NH DOT trusts them. He also noted the Committee is not anticipating testing as is done on subdivision roads but some funds should be assigned to some inspection protocol such as sending Town Engineer Kevin Leonard to do two operational inspections, temperature tests and gather core samples for testing. The Committee considered asking Kevin for a quote and the qualifications of the person who will be doing the inspections. It is \$85.00 per hour for subdivision paving inspection.

Allen noted he and Charlie can perform and document the temperature tests to save engineering costs. NH DOT material specifications will be included on the daily load slips. Mark Debowski noted specification recommendations are available on the NH DOT website.

- Paving in 2021 as "Tier 2":
 - McCurdy Road
 - 2500' on Bedford Road for shimming and surfacing as discussed in bullet number 1 above.
 - Allen suggested if there is some paving funding left, it could remain available in the budget for other road needs such as emergency needs, drainage shim on Scobie Road that could last five years, or Colburn Road maintenance

All agreed they want to maintain town roads properly to prevent further deterioration. This may involve making a recommendation to increase the road maintenance budget for future years.

Other:

The Committee asked about the 2021 plan for maintenance:

- Line striping: Allen noted the Highway Department will try to get as many roads done with the budget that is available. It typically occurs in the fall after paving is complete.

The Department is able to do some striping and contracts some out. Karen will obtain a list of roads planned for striping in 2021 from Allen.

- Street sweeping: Downtown areas were done by a contractor over three days but some is pending due to available budget. The town no longer owns its own street sweeper and contracts this task out. The town tried to do as many roads as possible when it owned its own sweeper but these machines are unreliable, it broke down often and it was not cost effective to keep it. Allen noted the Department is seeking a broom attachment for the backhoe to help with this task.
- Culvert/drainage projects: The Committee asked what is planned as this will help them determine the long term schedule. Allen noted the Department is working to catalog the condition of all town culverts and hope to have this complete this year. The Department is working on two on McCurdy Road, two are done Lyndeborough Road/2nd NH Turnpike, Cemetery Road and Hooper Hill Road as funds were available and in preparation of paving. Charlie will provide the list to Karen who will send it to the Committee.

ADJOURNMENT: Mark Debowski moved to adjourn the meeting at 7:43 PM. Mark Suennen seconded the motion. All were in favor. The motion carried.

Prepared by Maralyn Segien

**Next Scheduled Meeting: Town Hall Conference Room on July 21, 2021 (6:00 PM)
7 Meetinghouse Hill Road- New Boston, NH 03070
Phone: (603) 487-2500-www.newbostonnh.gov**