

# Approved

## Town of New Boston Road Committee Meeting March 11, 2020

<b><u>PRESENT:</u></b>	Karen Scott	Selectman
	Denis Pinard	Road Committee
	George St. John	Road Committee
	Mark Siemiesz	Road Committee
	Rodney Towne	Road Committee
	Dick Perusse	Road Agent

**A. CALL TO ORDER:** A regular meeting of the Road Committee was called to order by Rodney Towne at 5:32PM.

**Item 1: Approval of Minutes of February 10, 2020:** The Committee reviewed the minutes of February 10, 2020. Denis Pinard moved the minutes of February 10, 2020 be accepted as presented. George St. John seconded the motion. All were in favor. The motion carried.

**Item 2: Develop Maintenance Lists/Plan/Scheduling:** The Committee reviewed Maintenance Priorities and Schedules prepared by Rodney. Dirt road grading, cold patch, crack sealing, line striping surface maintenance were added. The Committee plans to use this information to develop Standard Operating Procedures/Recommendations for Selectmen and Road Agent review and approval for Highway Department operation. Denis suggested preparing a binder to keep the following information and any other updates. The Committee will consider if they would like to prepare a document of the following information for the Selectmen about regular road maintenance and scheduling priorities. Dick noted he received a list of recommendations when he became Road Agent. Dick explained in detail how procedures are currently handled as follows:

- Line Striping: Done yearly for the entire town in two sections, begin one day in early summer and then complete another day in September and according to contractor availability. The paint mixture complies with state specifications. This is billed according to linear foot (with a minimum) with no mobilization fee. The roads do not have to be swept in advance for the center line but do for the white line. This has been postponed some years which caused lines to wear away completely by traffic and sand/salt mix. A section of Lyndeborough Road will not be done this year as work is planned there. RPM pavement markers were discussed as an alternative, but they are temporary and cost prohibitive due to the amount needed at \$1 each.
- Cold patch: The Department does this year-round as time allows and in locations where they are already working. Cutting patches and putting hot mix is done on warm days, mostly summer months. \$115 per ton.
- Hot patch: A 10-wheeler load done by the paving company. \$110 per ton for hand work.

- Road sweeping: The Department owns an airvac sweeper to sweep yearly in spring for most town roads except heavily traveled roads where traffic blows the sand off. A mechanical sweeper is sometimes needed for milling pavement and this is subbed out.
- Catch basins: The airvac sweeper also sucks catch basins in the fall. The Department is careful with this as some catch basins do not have bottoms. The Department has begun installing catch basins with concrete bottoms when needed.
- Cracksealing: This prevents water from getting under the pavement and undermining it. It is done late summer such as August due to availability of outsourced contractor. Dick meets with the contractor to review, the contractor then gives an estimate of time and sets up all needs such as preparing product, providing signage and flaggers. The Department did this task in the past with variable success.
- Road grading: The Department usually handles this but had to sub it out to a contractor that brought in its own equipment in 2019 for reclaiming roads. It is done as needed, mostly in spring and fall. Dick is considering bringing the contractor back this year to complete roads that were unable to be reclaimed in 2019. The Department makes sure leaves, sticks and organic material are removed from the road surface and roads are compacted before grading for best result and grades in a manner to conserve good material already in the roadbed.
- Calcium and rolling: This is done in conjunction with road grading as needed and when the road is dusty. This was done only in front of houses with a different mixture before Dick became the Road Agent, but the Committee prefers the current process.
- Mud season dirt road maintenance: This year the Department is working on this task three to six hours per day at locations as needed. The primary issue is the material in the road with the secondary issue of drainage underneath. Freeze and thaw cycles also affect dirt road condition and the number of times the Road Crew must work on this task per year. Products are available to put under the surface, but Dick has not placed it on New Boston roads due to concerns of cost and the possibility it would be pulled up if not placed properly. The Department uses roadway 9oz fabric subgrade on some New Boston trouble spots including Bedford Road when it was repaved. The Department works to reclaim dirt roads over a three-year cycle to prevent or lessen annual mud issues.
- Culverts: There are approximately 160-180 culverts in New Boston. They are usually marked with white reflective fiberglass markers unless the markers have been damaged. Some are not marked as they are easily identifiable. The Department cleans culverts periodically beginning in the spring with the worst ones and then inspect them in the fall to make sure they have not reclogged. This task is done with water or pipes and hooks in a manner to preserve the pipes as much as possible. The pipes are made with metal, concrete or plastic.
- Ditches: The Department analyses the need when they are working on roads. They use the backhoe excavator or road grader to clean ditches. Some are done on a yearly basis to prevent mud season problems caused by spring runoff.
- Shoulder maintenance: Mostly needed on paved roads while being paved and touched up annually while working in the area. Crushed gravel or reclaimed product with compaction is a preferred method. Some New Boston roads are made with a different material that is not preferred but the Department works to touch these up when possible. The Department has an old "shoulder machine" to deliver material to the area. It is now ineffective, and a machine is rented for this purpose.

- A pothole on Bedford Road was discussed. This is in a section of Bedford Road that was repaved, but a pothole was caused by a logging truck accident. The Department repairs it periodically but has not yet determined a permanent solution.
- Meetinghouse Hill Road has deteriorated pavement. It was graded and repaved in 2008/2009. Dick recommends milling the top layer off, shim to remove pavement voids, do a tack coat and repave with a crown. A Warrant Article is planned on the CIP Schedule for the section from Bedford Road to Joe English Road but the section from Bedford Road to downtown may need to be done this summer if funds are available.
- Bridges: The Department schedules to wash abutments with water over a week's time to do all bridges in July. Gregg Mill bridge is washed and sealed.
- Trees:
  - The committee considered developing a procedure to prevent residents from landscaping or ornamental trees into road right of ways and notify them when it occurs to be removed.
  - Other issues include trees are growing close to road such as Thorton Road and McCollum Road. Their root system often grows under roads and causes undermining.
  - Tree canopies were trimmed by a tree crew that was brought in annually in the past but not in the last two years. Trimming the canopies helps road condition and helps ice on roads melt faster.
  - A schedule for preventative maintenance of hazard trees that could fall in the road could begin. A tree service used to come in annually to identify and remove hazard trees, but this has not been done in recent years.
  - Tree cutting is planned in 2020 at Cochran Hill Road.
- Right of Ways: Christie Road right of ways have been confirmed through a recent survey. The Committee would like to have all right of ways identified and plotted as funds allow. Dick recommended Sandford Surveying as they have a lot of data of town roads from previous projects.

The Committee requested a copy of the ten-year plan prepared by the previous Road Committee for review, discussion and possible updates/creating a new ten-year plan at the next meeting. Dick noted the previous ten-year plan was for upgrading dirt roads to pavement. Rodney noted the current Road Committee may want to create a new ten-year plan including any major road improvements needed. The Committee will also discuss large culvert replacement and bridge replacement/rehab schedule at the next meeting. Some bridges are improved in conjunction with the state who pays 80% of the project. The state inspects bridges annually and sends any findings to Dick. Doherty Lane bridge is currently closed but the Department plans to work on it this summer.

Mark suggested preparing a brochure for public education/information/awareness of all the tasks the Highway Department does.

**ADJOURNMENT:** Rodney Towne moved to adjourn the meeting at 7:17 PM. Denis Pinard seconded the motion. All were in favor. The motion carried.

*Prepared by Maralyn Segien*

**Next Scheduled Meeting: Town Hall Conference Room on June 24, 2020 (5:30 PM)**  
**7 Meetinghouse Hill Road- New Boston, NH 03070**  
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