

Approved

Town of New Boston Road Committee Meeting May 27, 2021

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

Guests In Attendance: None.

Item 1: CALL TO ORDER: A regular meeting of the Road Committee was called to order by Denis Pinard at 5:30PM with the Pledge of Allegiance.

Item 2: New Business:

- Collaborate with Road Agent, Allen Brown, to develop a paving plan that best utilizes the funds allotted to the project and works within the Continental Paving proposed bid.
- Develop a priority road repair list based on review of information.
- Describe what should be done for each road and where the focus should be.

This special meeting was called to discuss the 2021 paving bid with Continental Paving. Road Agent Allen Brown was unable to attend this meeting.

Karen reported on a meeting that took place today by phone at 3:00 PM with Allen, two Selectmen and Town Administrator Peter Flynn as follows:

- She requested the package that will be forwarded to Continental Paving including specifications and roads to be paved for Committee review. The Committee hopes all can come to an agreement on order of priority of roads to be paved with the approximate \$900,000 2021 paving budget. The Committee is an advisory Committee to the Selectboard and presented concerns with the paving bid to the Selectboard May 17.
- Peter indicated Continental Paving will be requested to attend the next Road Committee meeting on June 9 to discuss in detail the paving planned in 2021 and reasonable expectations for 2022 within budget.
- The Selectboard plans to review the recommendations from this Road Committee meeting to come to an agreement.

The Committee reviewed what was submitted to Karen per today's request to make recommendations of road prioritization and specifications for paving to take place in 2021. Mark Debowski noted budgetwise that the most expensive pavement layer is the base coat, then finish coat with shim coat being least expensive.

The Road Agent was unable to attend this meeting but asked George to present information to the Committee as follows:

- Available budget:
 - \$85,000 previously appropriated and carried over for Bedford Road
 - \$85,000 previously appropriated and carried over for Hooper Hill Road
 - \$139,000 raised in 2020 Highway Block Grant
 - \$190,000 encumbered from 2020 paving budget
 - \$289,000 allowed if a default budget passes in 2021 or higher if operating budget is approved
- The bid from Continental Paving totaled \$861,761, for items specified in the bid request. It does not indicate shim, areas that do not need it will not be shimmed. This bid includes all necessary paving tasks such as preparation cutting, sweeping, flaggers, traffic control, etc. A bid from Advanced Paving did not include these items. The town has decided to use Continental Paving for 2021 paving. The date they will arrive is unknown at this time.
- The bid request estimated all roads at 20' wide as an average, some roads are wider and some narrower. Some roads in the request were indicated for reclamation, which includes 2.5" of base coat in 2021. The 1.5" finish coat would have to be done on those roads in 2022. Some roads in the bid request are indicated for the 1.25" finish coat in 2021.
- Road Agent recommendation of order of priority for paving in 2021 that he anticipates to give ten years of life to these roads:
 - Greenfield Road is the Road Agent's top priority for reclaim and basecoat.
 - Old Coach Road to Cochran Hill Road would be reclaimed with 2.5" of base coat
 - Cochran Hill Road from Greenfield Road to the dirt section would get 1.5" finish coat
 - 9,800' at 22' wide of 2nd NH Turnpike:
 - From Lyndeborough Road to Lyndeborough town line 1.5" finish coat
 - From Lyndeborough Road to Mont Vernon town line put bonding coat, shim missing pavement with 1.5" finish coat then place 1.5" finish coat on all of it. He anticipates this to lock everything together and last approximately ten years. Mark Debowski noted he disagrees with this recommendation as reclaim would be better than shim due to his recent assessment of all paved roads in town according to standard practices of evaluating paved roads from the American Society of Testing Materials, ASTM-D-6433 revised in 2020.
 - Lyndeborough Road may be closed for 6-8 weeks for bridge improvements. It is hoped reclaim can be done in this area for 3,465' of Lyndeborough Road, a 75' section on the Cochran Hill Road side of the Lee Murray Bridge and the other side of the bridge all the way to Route 13 in 2021 with a 1.5" finish coat in 2022. The paving contractor will need to know they will be working with the bridge contractor if this procedure is approved. The Committee discussed concerns that joints are not going to line up until the finish coat is completed unless there is a temporary wedge/shim coat or it is paved with the 2.5" base coat over the bridge

so all is the same elevation with no joint dips and surface all including the deck in 2022.

- Hooper Hill Road:
 - From Route 13 to the Wellswood Farm (top of Hooper Hill Road 2,520') is planned to be shimmed for bad spots and then topcoated with 1.5" finish coat.
 - From Wellswood Farm to Cemetery Hill Road, including Cemetery Hill Road and turning onto Meetinghouse Hill Road to the fire station 2,200' is planned to be reclaimed with 2.5" of basecoat. Drainage work needed here is complete.
- Bedford Road is planned to be topcoated with 1.5" finish coat to patch sections that need it from the intersection of Meetinghouse Hill Road to Wilson Hill Road. Mark Suennen noted the bid from Continental Paving notes ¾" shim plus overlay on Bedford Road with different footage estimate compared to the information Karen received from the Road Agent today.
- Wilson Hill Road is planned for 5,255' of reclaim with 2.5" basecoat from Bedford Road to Byam Road. The Committee discussed concerns that the bid request notes only 22' wide roads and the road is 24'. The Road Agent noted that was an average road width that was included in the bid request, some roads are wider and some are narrower and paving width is planned to be appropriate in all areas.
- Byam Road is hoped to be done from Wilson Hill Road to Route 13 with reclaim and 2.5" basecoat if budget and time allows but is not currently planned for paving in 2021.
- Bog Brook Road is planned for 1.5" finish coat as it was paved with basecoat in 2020.

The Committee reviewed the NH DOT paving schedule as they do not reclaim for budget and to prevent closing roads, but they do pave on a set schedule.

The Committee would like the actual cost of what is planned for each road. Mark Debowski began this process with a Menu that he reviewed with the Committee. Shimming may be an extra cost and the Menu includes deteriorated roads that are not listed in the bid package, paving inspection, asphalt price escalation and contingency. He noted the first priority should be to place the finish coat on roads that received the basecoat. He noted this is needed on Bedford Road and Old Coach Road and not included in the Road Agent's presented plan. He noted Continental Paving plans to put down a winter binder that will hold up better than other binders. He also prepared a spreadsheet with estimated costs of \$310,000 for topcoats that are anticipated to be needed in 2022. The Committee is concerned that when Continental Paving gets to roads they will recommend more improvements be done than are currently planned for. George suggested Town Engineer Kevin Leonard be asked to review the currently planned paving recommendations to determine if they are appropriate. The Committee is also concerned the paving may cost more than anticipated and want to ensure the Road Agent and Town Administrator track spending to stay within the budget.

George noted the Road Agent indicated to him that the annual paving budget of \$300,000-500,000 is not going to gain any ground in road improvements as the town is behind and not able to keep

up with roads. The Road Agent recommends an annual paving budget of \$1 million to \$1.5 million for a few years to get caught up on road improvements to cause road maintenance costs to decrease. George noted there are subdivisions that are twenty years old where roads are falling apart and will need to be reclaimed, such as Byam Road where the town has waited too long to repave. He suggested the Road Committee prepare a proposal to bring to the Selectboard and Road Committee to begin planning for road improvements. Mark Suennen noted this is not a CIP Schedule item as it is not a capital improvement. A bond could be used to improve all roads at once but that could cause an issue where a bond would be needed again in approximately fifteen years when it would all need to be done again. The Committee noted this issue was not caused by Road Agents, it was caused by town desire to not increase budgets. The Committee would like to create a ten-year plan for road improvements/paving and wants to present it favorably to taxpayers. The Committee considered presenting an annual budget of \$750,000 to move forward with roads.

The Road Committee considered roads to be paved in order of priority with anticipated costs according to Mark Debowski's Menu and recommends these to be considered by the Road Agent and Selectboard as follows:

- Roads that already have funds set aside for them such as Bedford Road for topcoat 4,800' **\$86,000**, Hooper Hill Road **\$103,000** plus approximately **\$20,000** shim)
- Old Coach Road 1.5" finish coat 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 **\$72,000**
- Bog Brook Road 1.5" finish coat for an area that recently received the basecoat **\$37,000**
- Greenfield Road/Cochran Hill Road as above **\$119,000**
- Meetinghouse Hill Road as above for 1,200' **\$37,000** (fourth to remove from the 2021 paving plan if funds are not available)
- Cemetery Road (third to remove from the 2021 paving plan if funds are not available) as above while in the area doing Meetinghouse Hill Road and Hooper Hill Road **\$60,000**. Pework has been done.
- Parker Road east of the bridge to the Goffstown line **\$128,000** or could be cut and patched (second to remove from the 2021 paving plan if funds are not available)
- McCurdy Road **\$113,000** (first to remove from the 2021 paving plan if funds are not available)
- Contingency **\$23,000-34,000**
- Inspection **\$30,000**. Karen will ask Planning Coordinator Shannon Silver to obtain a quote from Northpoint Engineering for paving inspection per Mark Suennen's recommendation.
- Topcoat on roads receiving basecoat in 2021 except Greenfield Road

Mark Debowski will prepare a spreadsheet of this information that Karen will bring to the Selectboard.

The Committee considered recommending to the Road Agent and Selectmen the following roads for paving in 2022:

- Topcoat \$400,000 or less for roads paved with basecoat only in 2021.

- Lyndeborough Road \$106,000 when Lyndeborough Road is closed for bridge construction only if Article 9 is approved by voters June 8, 2021 and the bridge is completed in time. The Committee discussed concern that the amount being raised may not be enough to cover the cost of the bridge project and also considered this bridge construction project might take place in 2022. Karen will confirm the status of this project.
- 2nd NH Turnpike including reclaim as above. \$225,000 for the project with the shim option.

The Committee considered recommending to the Road Agent and Selectmen the following roads for paving in 2023:

- Byam Road \$214,000. The Committee considered if engineering is needed here for drainage issues before it is paved, but a crown and gravel or drainage work similar to what was done on Old Coach Road might be the solution.
- Wilson Hill Road \$160,000

Gregg Mill Road and Bedford Road from Carriage Road were also discussed.

The Committee discussed the bid process as it seems Continental Paving did not visit the areas to be paved, they just submitted an estimate for paving the areas as specified in the bid request. Several bids were received from the bid request but they were all different and hard to compare to determine the lowest bidder. The Committee plans to consider this again in the fall in preparation for the 2022 bid request, to prepare a proper bid request package/2022 paving plan.

The Committee considered subdivisions that may need to be repaved soon due to pavement life cycle, such as Christian Farm Drive.

The Committee plans to consider a plan to pave the rest of Bedford Road in the future. Denis suggested using a patching machine in this area.

The Committee considered asking the Police Department to use its traffic counting device at 2nd NH Turnpike. Karen recently forwarded an e-mail asking for traffic counts on certain roads to the Police Chief. The Police Department is working on this request, changing the location every other day. This information is expected to help the Committee plan for 2022 paving needs.

The Committee considered paving needs at 2nd NH Turnpike. George noted this is a heavily traveled road, especially for commuters and skiers from other towns. Denis noted he is not in favor of spending town funds on roads that most town residents do not use.

Other:

The Highway Department is in the process of annual road grading and ditching. Travelers have noted concerns about rock left on dirt roads during grading. The Highway Department also noticed Ash trees that have fallen on Cemetery Road and hope to spruce up this road in preparation for the planned paving.

ADJOURNMENT: Mark Suennen moved to adjourn the meeting at 7:42 PM. George St. John seconded the motion. All were in favor. The motion carried.

Prepared by Maralyn Segien

Next Scheduled Meeting: Town Hall Conference Room on June 9, 2021 (6:00 PM)
7 Meetinghouse Hill Road- New Boston, NH 03070
Phone: (603) 487-2500-www.newbostonnh.gov