

Town of Pembroke Roads Committee

311 Pembroke Street, Pembroke, NH 03275

MINUTES

Tuesday, January 7, 2020

Meeting called to order at 6:00 P.M.

1. Attendance: Present: Buddy Curley, Jay Menard, Brian Seaworth, Victor Ranfos, Paulette Malo, Richard Bean
Unavailable: Jim Boisvert, Vincent Greco

2. Old Business:

- a. Culvert Inventory
- b. Review Trench Permit Application and Rules (Chapter 186)
- c. Roads for 2020 paving
 - a. VJ said that it was on hold until summer.
 - b. Paulette has the form in a word document. David Jodoin is looking for the committee to strike out lines and add recommendations so the Board can see the comparison. Some of the items from that Concord rules are good and the committee wants to add to Pembroke's revision. The last revision was in 2004 and State rules have been updated. Work on it will continue.
 - c. Roads on the current list for 2020 include: Buck Street, Cross Country Road, Dudley Hill Road, North Pembroke Road, Ryan Drive and Wellington Way. They discussed North Pembroke Road be used for the test of the emulsion injection process, from Plausawa Hill Road to Cross Country Road. They were concerned that it might use up most of the budget but would be a good test section for that process and would give the Town an idea if this process is worth it. The Committee discussed checking with other towns to get their opinions on this process. They still don't have the budget number yet. They talked about putting off a portion of Buck Street because of the possibility of 12 Condominiums on Wilkens Avenue causing high traffic of big trucks while being built. This project has not yet been approved. Money for culvert replacement/repairs is being put in a capital reserve fund and should not be part of the roads budget. They agreed that if the culverts could be done a year ahead of paving it would be very beneficial.

Motion: Paulette made a motion to stick to the 2020 list and do as much of it as possible

Seconded: Jason

Vote: All in favor

3. Any Old Business:

4. New Business:

a. Bruce Davis, All States Asphalt

- a. Bruce Davis came in to give overview of theory and application of paving services. He mentioned his recollection of 30 years ago, biking on Main Street with minimal cars to today having a traffic count of 18,000 cars a day, indicating that the increased traffic warrants improved driving surfaces. With North Pembroke Road in mind there is more truck traffic heading to Route 106 requiring some sort of improvement in the surface. Reclaiming used in conjunction with stabilization can improve those surfaces. The paving structure and subbase which may be gravel, clay or unknown will determine the best course of action to increase load capacity. After grinding, the plan could be to add stone or increase gravel thickness which could affect the thickness of the asphalt needed. If the road was raised 12" with this additional base what happens to all the egress (driveways, side roads, etc.)? Any time elevation is changed the width will also be increased. There are several stabilization techniques that can be used to provide a better base. He mentioned asphalt injection, cement and calcium chloride. Tests have proved that cement can shatter under high pressure but is very effective in warmer areas like Florida. In New England adding asphalt as the stabilizer has shown to be better because when it starts to fail it will flex and bend rather than shatter. It has the ability to absorb frost heave activity of our area. He continued talking about the technical measures and then said that the process choices are used to work with road budgets. Process would be to set up with a reclaimer, grind up the material, with an average of 6" of pavement, the grinding usually goes down twice the thickness of the pavement. It also depends on the quality of the base material. You don't want to bring up undesirable material into the mix to be stabilized. Pulverize, shape, grade to the specifications and roll it. Then the base is ground a second time and the stabilizer is mixed with that material at that time. Graded out again, then needs to set for 3-5 days to cure. Then lightly sweep before putting down the top coat. He continued to discuss getting started with the process including core samples to be taken to their lab for analysis, including a test to determine the weight that sample will take. He gave an example of road material that did not meet specifications and would not benefit from the process but also said that the samples from Pembroke proved to be a very good candidate for the asphalt injection. Bruce explained that if a town goes forward with the project, the lab costs are put into the cost of the project as a credit instead of being an additional cost. Discussion continued with several questions asked by the committee. Bruce said that good gravel is becoming harder and harder to find and that reusing the material in the roads now is a great alternative to replacing material. He also mentioned that if there are problem spots in the road, they should be addressed before this process is started. Calculations and costs were discussed in detail, including the lab process. There is a video available for viewing. The committee asked if they can go thinner on the top coat. Bruce said some towns have gone thinner but there is not enough data to determine if that is a good choice or not. He feels that the thicker top coat would pay for itself in the long run. More questions, answers and research items were presented by Bruce and the Committee as well as budget restraints will always be a consideration.

5. Any New Business:

- a. Upper Beacon Road.
 - b. TRC major site plan application
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- a. The Board of Selectmen met with Bill Evans but tabled the approval of opening 300 feet of Beacon Hill Road (lower end) for lack of a full board. (96 unit elderly housing proposed) First proposed to open up 300 feet towards Third Range Road. Now they are proposing bringing is all the way down to Route 3. There are legal issues involved, DOT issues, etc..
 - b. Silver Hill Development filed for an amendment to the scale house to show as-built conditions and a proposed paved parking area, special use permit to make site improvements on a parcel that contains wetlands and a Special use permit for new impervious area over the aquifer
 - c. Major Subdivision on behalf of Ellen J. Vermilea, on Cross Road. (4 lots with onsite septic & wells) Paulette will scan plans for the committee. If anyone on the Roads Committee has any concerns let Paulette know by e-mail she will bring any of the concerns from the Committee to the TRC meeting. Any and all e-mails received will be part of next month's meeting minutes.

6. Accept Minutes: November 5, 2019

Motion: Dick accept minutes as written

Seconded: Brian

Vote: All in favor

Next meeting will be February 4, 2020 at 6:00 p.m. at Public Works Building

7. Adjourn: Motion: Brian

Seconded: Dick

Vote: All in favor

Adjourned: 7:35 pm