

Town of Pembroke

Roads Committee

311 Pembroke Street, Pembroke, NH 03275

MINUTES

Tuesday, May 3, 2016

Meeting called to order at 6:05 P.M.

1. Attendance: Present: Oscar Plourde, Buddy Curley, Brian Seaworth, Jason Menard, Paulette Malo, Doc Greco, Selectmen
Unavailable: Jim Boisvert

2. Old Business:

- a. Update on 2015 Roads projects
 - b. Update on Pembroke Hill Project
 - c. Recommended roads for 2016
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- a. Kimball Street and Noyes Street are to get top coated as soon as we hit 70 degree weather. Structures have to be raised and there is a bump on Noyes that has to be addressed. It's on the Route 3 side of Noyes at the transition. May need to be milled to fix.
 - b. Last night the Selectmen approved the bid for Safe Routes to School. That project is now back on schedule. The bid was awarded to American Excavator at \$163,000 (+/-), they got the sidewalks the curbing. There is a punch list that Jim and the engineer are addressing. It includes a hole on Girard by a catch basin that continues to get deeper with the rain. They will be digging up Chappelle Street tomorrow to replace a sewer line that broke in two places. Last fall the repairs were made but this spring the sewer backed up again in to the property owners home. There had been a dispute as to who was to pay for the repairs. The contractor broke the pipe in two places and the repairs did not hold. The contractor did not want to pay because the Town had paid for repairs in another instance so they felt a precedence had been set by the town. The difference being that the other one was fixed and did not break but this one has broken again because the repair was not done properly. The Selectmen decided that the costs will be split between Sewer, Contractor and Town. The Roads Committee felt the final repair bill should be carefully examined to make sure everything is itemized and was taken care of properly. By next meeting we should have an update of the remaining punch list items. The sign that had been part of the holdup of the Pembroke Hill project was approved as part of that project. There are still other items on the punch list that KV partners is supposed to be addressing as the job supervision firm. Another item on that list is the lack of compaction around the structures. Jason wanted to go on record that compaction tests need to be done. He noted that the curbing had sunk 6 inches which indicates that no compaction test was completed

and since the trench is in the road it will likely sink. He expressed his concern again that the project is not being adequately overseen by the engineer.

- c. Micol Road, Ross Road and Melissa Drive ground, top coat, structures are being raised this week and the shoulder work should be done Thursday if it not raining. The final coat will go on next year. Jim found a couple of culverts which needed repair and are being slip lined , a couple that were replaced and a couple of catch basins that are leaking and causing erosion so they are being repaired. A Maine company has been hired to seal these leaks.

3. Any Old Business:

a. Pembroke Loop Road project

a.The Grant request was sent out and the town is waiting to hear if they get any grant money. They hope to know by the end of the month. Jim had told them that the drainage pipes are steel and Jason feels that if we are responsible after construction is complete, that the piping should be plastic. Unless the contractor wants to be responsible for any failed pipes and come back to rebuild the road. Because Jim is not here we will check into that further. Jason was recalling that when Merrill did the work for Associated Grocers, there was an issue with the guard rails. Everett Hodge came through and told them to move the rail back so it would be three feet from the berm to the face of the guard rail. This would allow for a two foot snow shoulder. This plan says the guard rail will tie in and match existing road. However, in reviewing the plans there is no way that this will work as shown. The road needs to be wider and the guard rails need to be pushed back in order to accommodate snow removal. Currently, there is not enough shoulder to do this. There are technical problems with these plans. 'As is' cannot be built this way. Slope distances off the back of the berm or off the back of the rail need a lot of extra material. A detailed discussion continued on the plans and discrepancies in what is on paper and what will work to tie into the current road. Oscar thought that all the items that did not make sense should be put on a list and presented to the engineer. Paulette will put that list on the TIF agenda and make sure that David Jodoin is aware of these items. With list from Jason, Paulette can talk directly to the engineer. The bids have gone out but has not yet been accepted. The apparent low bidder is American Excavator but a decision has not been reached yet. If the plans have to change it will also affect the final costs.

4. New Business:

- a. Five Year CIP
- b. Ten Year CIP
- c. Technical Review Committee, Condo conversion, lot line adjustment

- a. Jason provided everyone with a list of the roads in Pembroke that he rated. The sidewalks are not measured for distance just noted if there was or was not one on that road. The conditions are from 0-3 scale, 0 indicating a road that had asphalt but is now in horrible condition. If the road was long and some areas were better than others, I gave it a range rating. Nixon Road is the only one listed with a 0 rating. It is the only dirt road in town. We handle sidewalks but only when the roads get done and in the area of the road work

only. Jason wanted to know where we were at finding the deed to Nixon. Paulette said that someone had to go the State DOT archives to find that information. It was stated that on an 1850's map, it looks like it was realigned and if that is the case then it is a town road even without a deed. Discussion continued about the history of the road and the realignment of Buck Street and what records need to be examined to verify ownership of the road. In general, the roads that he looked at look pretty good. Center Road was a 1 but only on one section. Part of it is private and not town. They discussed the rating codes used and the descriptions of curbing. 'GR' for granite, 'AS' for asphalt, 'CONCR' for concrete or 'BERM'. He couldn't tell if Smith Avenue was a berm or what. It is swale with berm. The next list update will have the dates that the roads were last done and then a comparison of both lists will help determine the order in which they will likely need to be done again. Jason said he got about half of his list done. Took 8 hours on Sunday. Over all he was pleased with the condition of the roads he covered. Center Road rated as a 1 because one side has failed. Paulette mentioned that the town portion only goes so far and then it is a private road. Discussion continued about Nixon Road. If it goes on the paving list there is a lot of tree work that will have to be done. Jason was amazed that we plow it at all. Paulette will make a list of the 0-2 ratings once the all the data is in, then the roads can become part of the 5 Year and/or 10 Year plans. Church Road just past Cross Road is crack sealed, but one area is caveating in the westbound lane. Was done well when it was done. NYCOM (VT based) usually does crack sealing for the State and Continental. There is another firm out of Pennsylvania but it is for high mileage jobs (10 miles/day) minimum plus days of work. They discussed how the pricing works and that if abutting towns arrange to have work done at or near the same time, the price will come down (ie: work in Pembroke and then are scheduled to go to Allenstown). Discussion continued for presenting a list to the Board of Selectmen annually for roads that should be crack sealed. It would be recommended that we get money on top of the regular paving budget to do the crack sealing. If not, there is a three year loss of road life if they are not kept up. If we present this and the town does not approve the funds, then residents can be informed that the road committee did request funds for the upkeep of the roads and they were not approved. It was suggested that White Sands Road (1) be added to the road list for 2017 because the Bow Lane Station is being redone. There are issues with plowing because it is so bumpy, there are issues at the bottom because it is being undermined. It would be a good idea to grind and reshape the road. Paulette thought it could stay base coat for a couple of years because it is not a heavily travelled road. The station should be completed by next spring. It was noted that the left side needs brush hogged, trimmed back and a snow shelf put in for safe plowing. Also, may want to add berm to keep water out of the station. Where the asphalt ends there is a drop off and it is owned by Eversource. They have a deed for that part of the road so we do not maintain beyond the edge of the current paved area. PSNH (Eversource) put in a gate at White Sands. It is still open for use but you have to walk in.

- b. (part of a.)
- c. The lot line adjustment is for Paul and Joe Drouin on Fourth Range Road. It is just a simple lot line adjustment and has nothing to do with the road.

5. Any New Business:

- a. Jason wanted to know what was going on at the bottom of Whittemore Road. The property owner had the trees cut. The town did do some tree cleanup in another area. The entrance to the golf course was done by the golf course owners. The golf course bought a piece Whittemore's abutting property and are in the process of doing a lot line adjustment in order to realign two holes on the golf course.

6. Accept Minutes:

- a. April 5, 2016

Motion: Paulette motioned to approve minutes

Seconded: Brian

Vote: All in favor

Next meeting June 7, 2016 at 6:00 at the Public Works building

7. Adjourn: 7:20 pm