

# **Town of Pembroke Roads Committee**

311 Pembroke Street, Pembroke, NH 03275

**MINUTES**  
**Tuesday, April 3, 2018**

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

1. Attendance: Present: Brian Seaworth, James Boisvert, Paulette Malo, Jason Menard, Buddy Curley

Unavailable: Oscar Plourde, Doc Greco

Elect Chair: & Vice Chair:

**Motion:** Paulette motioned for Buddy for Chair

**Seconded:** Brian

**Vote:** All in favor

**Motion:** Buddy motioned for Paulette for Vice Chair

**Seconded:** Brian

**Vote:** All in favor

2. Old Business:

- a. Pembroke Loop Road project update
- b. Update CNHRP road inventory project, Mike Tardiff
- c. Status of North Pembroke Road Bridge
- d. 2018 Primary Road Recommendations
- e. The Village at Pembroke Pines subdivision, Whittemore Rd. cul-de-sac, Brian Seaworth

**a.** Jim met with Dave Lewis to discuss and document problems on Kline Way. Going east up the hill, there is heaving and cracking which was not caused by the town. The heaving may have been caused by water which should have flowed into a catch basin where there should have been one. Icing problems, sheeting of water, these have all been documented and will be addressed. They will be meeting to determine if the cracking was caused by a compaction issue. Trucks going into AG are parking for hours on Kline Way. There is no damage on the downhill side where these trucks were parking. CLD was the engineering firm but outsourced that work. Jim has suggested to the Town Administrator that final payment to American should be held until the 'As Builts' are provided and these issues have been addressed. After one year the Town of Pembroke owns all the lights at that intersection and the warranty is up. That time frame started in November for the lights. Jim said that most of the heave has settled but they need to make sure this doesn't become a recurring problem. The area involved is north to south from the shoulder to the cement island. The Sewer Department has a punch list for the State.

**b.** Mike said they (he and his staff) are a little frustrated because of the program delays on the

road inventory project. He stated that Pembroke's data is ready but the program is not. Being a Master Plan year he is hoping that all the data collection should be done this year. Pembroke is on the top of the list. Training and/or turnover of the staff (UNHt2) is part of the problem in finishing this project. Committee asked: Will it be ready by August? He is hoping so. He was asked for an email update by the Roads Committee for their next meeting on May 1, 2018. The committee asked if the data gathering was complete. Mike said no it is not complete. Then asked if any data collected by and provided by the Town could be used to move the process forward, Mike said no because it is not collected the same way. The hope is to have the program ready so that it can be used in the CIP process annually.

c. The bid for the North Pembroke bridge project should be out in November 2018 and the project should be started in April 2019. The section of North Pembroke Road going to the bridge will be closed for eight (8) to nine (9) months. This will cause a lot of traffic on Borough Road into Chichester for that time period. Jim said there is a new person in Concord they will be meeting with for this project.

d. The available funds at this time for Primary roads is \$141,062.92. There was a recommendation from last year that we do another \$60,000.00 crack sealing. If that is still to happen, then the remaining \$81,062.92 is what is available for road work. They discussed postponing paving on Borough Road because of the upcoming bridge work causing the additional traffic. They thought doing crack sealing would hold it over until 2020. However, there is a culvert that needs replacement which should be considered in this year's plans. Specifics of the repair needed and pipe size were discussed further. Paulette requested that the list for crack sealing be ready for the next meeting. Should we complete the crack sealing on Glass Street or hold off until the Main Street project is in the works? Jim suggested the Committee take a look at it before the next meeting. They continued to discuss the primary roads list and Jim hoped they would do the top coat on Pleasant and Sixth Range this year and then determine how much money was left to continue down the list. Jim mentioned issues with several roads that would involve water mains. Jim will be meeting with the Board of Selectmen on April 16, 2018 to discuss a recommendation to do the top parking lot on Union Street. Jim told this Committee that the Facilities and Grounds Committee was apt to make a recommendation regarding additional parking a 6 Union Street and that the funds would be taken from the Roads Committee money. He will know more after their meeting on Wednesday. If they do make that recommendation, Jim mentioned that there is a separate account for 4 Union Street and he felt the funds should come from there for additional parking. Discussion continued on funding and it was explained that the Town Administrator had used a large portion to pay down the Brickett Hill Road project debt leaving only the funds provided by the State Grant money. He did that in preparation for the Beacon Hill project loan request. Prior to loan approval, the bank also needs the Schools debt records.

e. Alan Topliff Planning Board member and a few residents were in attendance to address a couple of items with regards to "The Village at Pembroke Pines" subdivision. The planning board met a couple of weeks ago and they were hoping that the Roads Committee could help them better understand these issues. The first is the intersection of Whittemore Road and Pembroke Street. First idea for Whittemore Road was widen it with two lanes (left and right turn lanes) to enter Pembroke Street. However, this would apparently create a line of site problem. The other was on Pembroke Street itself. Option 1. Leave as is, Option 2. Put in a left turn lane (coming north). This idea was floated to DOT who came back with Option 3. Which was to just

widen the shoulder. The Planning Board asked the applicants engineer to determine if there was enough space to do that. The engineer heard that the left hand turn lane was not viable by DOT. There is a sidewalk, a retaining wall and fire hydrant that would all interfere with the left turn lane. They continued to discuss options and thought that the south bound side could be shifted. However, that could include eminent domain proceedings to allow widening. The additional turn lane would require about 500 feet to accomplish that shift. So the question is: Would any of the treatments proposed be feasible or just be prohibitive? Jim mentioned that the State will be overlaying Rt. 3 from Allenstown to Rt. 106 this year. Someone else mentioned that you wouldn't be able to touch that road for five (5) years after that work is done. In any event now is the time to discuss the possibilities. On the other side of this project is the gate issue. Zoning has since removed the gate largely on the advice of Police and Fire Departments. So at this point there will be an extension of Nadine Road through to Whittemore Road without a gate. At the last meeting it was brought up and there were objections and concerns regarding signage and if it would be sufficient. Then why not dead end both streets. He was asking the Roads Committee to provide an opinion on this issue regarding the restriction of traffic. Planning Board should consider the pros & cons. The Donna Drive neighborhood residents have been heard but on the other side, they have not yet heard from future residents of this development. A left hand turn from Whittemore Road onto Pembroke Street (Rt.3) is apt to be very dangerous. Estimated 80 units with two occupants would have about 150 vehicles entering Pembroke Street (Rt. 3) at peak hours. Planning is concerned about this safety issue. As an example, it was noted that a light like the one at Bow Lane was the only safe way to address this intersection too. It was stated that prohibiting traffic from coming through Nadine Road would increase the risks to drivers entering Pembroke Street and Alan was not comfortable with the Town not considering the safety issue. Jim said the Planning Board commented about the use of a cul-de-sac. Discussion continued on different alternatives for traffic flow. Par Drive dead end to Nadine. Minutes from another board suggested that signage, speed bumps and stop signs should be used on Nadine Road. Ann Bond pointed out that no one stops on Donna Drive for stop signs so there was doubt that they would work on Nadine. Ann has requested the Police to patrol but they have not enforced. If traffic was to come across from Whittemore Road via Par Drive to Nadine and the vehicles came out to the Bow Lane light, there is the issue of the bottom of Bow Lane being narrow. That would create another issue to deal with. Discussion continued and traffic counts were mentioned as being outdated (1500 +/- both a.m. & p.m.) and not accounting for new traffic with this development. Sidewalks are not necessary. The question on the difference between cul-de-sac v. dead ends v. hammerheads was asked and all were suggested for consideration. Also, in the towns plan, there may be money to upgrade lower Bow Lane. Impact fees were mentioned as a way to finance some of the upgrades and yes the town can still request they be paid. As the discussion continued, the criteria for getting stop lights approved was brought up and it was suggested that a report of the accidents on Rt.3 be acquired from the Police Department if possible since that is a major factor in determining need. Finding out what the NHDOT right of way limits are will also help decide what can be done at Whittemore Road. Their engineer was to research this information. The applicants are scheduled to go to the Planning meeting on April 24<sup>th</sup>. No one knows if they will have a new set of plans but it is up to them to propose their ideas and then the Planning Board can accept or reject. Planning is looking for guidance from the Roads Committee as to what their feelings are for best access. It was suggested by others that the Par Drive be open to emergency vehicles only but not open to daily traffic. The safety issue would not only affect the residents entering Pembroke Street but also those already traveling on Pembroke Street. The question was asked about the distance from Whittemore behind the club house over to Kline Way. It was decided that it is quite a distance but someone could check on it. It looks like any

road would go right through AG's property. There is also an elevation change issue which would be prohibitive.

The following email was requested to be read into the minutes by the resident.

Sent to: James Boisvert

Subject: [Town of Pembroke, NH] Possible connection of Nadine Road to development (

Sent by Mark Cioffi)

"Good Afternoon,

My Understanding is there is a public meeting tonight, which I am unable to attend. May I enter this into the record.

We live at 453 Micol Road, which is at the corner of Nadine and Micol. I abut Mr.

MacCormack's property and property which would become an access road for Mr.

MacCormack's development, if the connection to Nadine is made. I am concerned that people would be coming from the development down Nadine to get to Bow Lane and the traffic light at Route 3, but I have no idea how many.

I do not want to lose the dead-end road I've lived on for 28 years, but if it is determined a roadway will be there, I ask Public Works to do their best to limit traffic past my house, using whatever is determined to be the appropriate method.

Thank you.

Mark Cioff

453 Micol Road"

### 3. Any Old Business:

a. Status for Beacon Hill, Eastview & East Meadow project

b. Attorney's letter re: Emerson Mills

a. Briefly mentioned regarding the Town Administrator preparing the loan requests.

b. Representatives for Emerson Mills, Aaron Holts and Doug Thompson, were present to discuss their concerns and felt that the minutes from the Roads meeting were not written to reflect their meaning. The Geo study that the Roads Committee looked at did not prove that the road was to blame for any deterioration of the wall. It suggested that water was running off the road was causing damage. A Committee member noted that it is impossible for the water to go over the curb and cause the suggested damage. The Emerson Mills representatives never met with the Roads Committee. The Roads Committee had commented on information at the Board of Selectmen meeting and after reviewing the Geo study, came to those conclusions. Public Works personnel have not seen any water coming through the wall. The Emerson representatives are developing a comparison of the wall location to see if there is movement in the wall. They had asked the Board of Selectmen for help and were sent to the Roads Committee. The Emerson representatives left and the committee discussed the Geo survey report. It is written in a way that makes it sound like the town road is the cause for any movement in their wall.

### 4. New Business

- a. Mike Tardiff, CNHRP commission, Master Plan
  - b. Wilkens Avenue subdivision
  - c. Richard Berube Seventh Range Road subdivision
  - d. Union Street project
  - e. CNHRPC Traffic count
  - f. NHDOT culvert project
  - g. NHDOT resurfacing project
- a. There are four different Master Plan subcommittees working on this. They will be meeting on Thursday April 19, 2018. He opened an invitation to the Roads Committee members to attend. Topics will include but are not limited to rail trails, range roads, sidewalks, accident locations, etc. They should have 2-3 meetings to cover the topics. The goal on all sides is to have the Master Plan completed in 2018. As noted above in the road inventory project, this is a Master Plan year he is hoping that all the data collection should be done this year and available for the Master Plan. Mike left.
- b. Wilkens Avenue subdivision was tabled here because of no information available.
- c. Richard Berube and Wes were in to discuss the new plans. Back in 2015 they met at Town Hall and got approval to improve the road from Cross Country to his driveway. Richard built the road and that was approved. They are here tonight to extend that road 200 feet, so that he can subdivide a lot off for a family member. They went to Zoning Board to ask for a variance for reduced frontage, that was tabled and they suggested that we take the new plan to the Planning Board and it was their recommendation to meet with the Roads Committee. They also met with the Board of Selectmen two weeks ago, who had no problems or issues with the new plans. Mr. Berube will be paying for these additional upgrades. The section that is along his property will be widened to 50 feet. The Town had allowed for Mr. Berube to construct the current road within the stone walls along his property which varies from about forty-five to fifty feet wide. The Town requires fifty feet width. Jim asked if this is considered a Minor or Major Subdivision. Response was that it is a Minor Subdivision. One lot for his daughter to build a house. But must have 200 feet of frontage. Discussion continued on this point and it was agreed that they would all have to review the rules and regulations to make sure whether it was a Minor or Major Subdivision. They agreed that in any event they would follow the rules and regulations. All seemed to agree that the only real difference was the existence of a road. The Committee looked over the plan presented and determined that a more detailed plan would be needed to show slopes, etc. A more detailed plan would need to go before the Board of Selectmen and Planning. Until then specific questions cannot be answered. The Committee asked when they might see a new plan and were told that Jeff Burd would be doing the remaining engineering to finish the plan. At this point they are not on the Board of Selectmen's agenda for April. There have been legal rulings made recently that require that the frontage be met. The Committee asked about how much further the property goes and would be involved in the upgrades. Of 770 feet approximately 430 feet more extension. Preliminary plan will be filed with the minutes.

**Motion:** Paulette motioned let Mr. Berube move forward with their plans.

**Seconded:** Brian

**Vote:** All in favor

- d. Union Street project was discussed above.
- e. CNHRPC Traffic count was discussed with Mike Tardiff. The Committee suggested that good roads to check would include: Route 3 by Donna Drive and Whittemore Road, as well as North Pembroke Road.
- f. NHDOT culvert project map in package. These are in Pembroke but they are State projects.
- g. NHDOT resurfacing project. The State is going from trailer park in Concord to Rt. 3 to Skyview Terrace south but not overlaying at Routes 106 and 3.

5. Any New Business

6. Accept Minutes:

a. December 5, 2017

b. January 2, 2018

a. & b. Tabled until next meeting

Next meeting May 1, 2018.

**7. Adjourn: Motion:** Paulette Malo

**Seconded:** Brian Seaworth

**Vote:** All in favor

Adjourned: 8:14 pm