

MEETING NOTES

DATE: March 7, 2024

TIME: 10:00 AM – 11:29 AM

LOCATION: Archertown Road
“Top of Hill” of Phase 1 site work area
Orford, New Hampshire

ATTENDEES: John Adams, Chair, Orford Select Board
Kevin Follensbee, Orford Select Board
P. Chase Kling, Orford Select Board

Charles Smith, Jr., Orford Roads Committee

Town of Orford Police

Jo-Anne Fratus, Project Abutter, 277 Archertown Road

Erin Darrow, P.E., Project Engineer
Right Angle Engineering, PLLC

PREPARED BY: Erin Darrow, P.E.

RE: Archertown Road Phase 1 Rehabilitation; Orford, New Hampshire
Joint Meeting with Select Board and Roads Committee

This memorandum has been prepared to summarize the pertinent details to the meeting on Thursday, March 7, 2024, as it pertains to the engineering design and construction of Archertown Road in Orford.

The general discussion is summarized below. It is significant to note that this is not intended to be in chronological order but rather a summary of the key points.

- John Adams took the select board meeting notes and opened the meeting at approximately 10:00 am.
- John introduced Erin to walk through the project and provide an overview.
- The group walked downhill and there was discussion and multiple locations.
 - There are defined ditches on both sides of the road. Prior to this project there was minimal ditching.
 - There was discussion that the asphalt was placed in cold weather conditions. While that was recognized as not the best situation, the alternative was to not pave until Spring 2024.
 - There is some spalling on the asphalt. Erin explained that it appears that most of this is a result of cold weather paving and can be repaired/remedied in the construction season of 2024.

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- Erin explained that Jeff Twarog from R&D Paving came out to look at the asphalt
- Charles introduced himself as from the roads committee and a road design expert with experience at CRREL. He mentioned concerns about the gravel materials used. Erin explained that the materials used were designed to meet NHDOT specifications.
- Charles explained that the soils under the road are frost susceptible and therefore require a subbase gravel gradation with fewer fines that are required for a gravel to comply with the NHDOT specifications. He explained that he has researched the performance of such gravels and feels that the road would be better.
- There was discussion about the gravels and engineering design/construction. John noted that it appeared that many of the roads committee's concerns were more of a basis of difference of design opinion.
- *This was not discussed at the meeting but is an engineering follow-up:*
The road rehabilitation was intended to comply with standard specifications that have been developed and used for the construction of roads in New Hampshire, which includes frost-susceptible materials. It would be very difficult, if at all possible, to source the materials studied by Charles at CRREL.
- There was discussion about the longitudinal cracking that we discussed. Much of this cracking appears to be at the sharper curve where drivers are observed to drive closer to the ditch and the wheelbase is likely on the gravel shoulder.
- It was discussed to widen the road at this area to alleviate the concerns of the road width at the bend.
- Charles brought several pictures that he described as showing failure that were not readily apparent during the field walk.
- The discussion was that the road had not failed, but rather there were punch list items that need to be addressed.

Please contact me with any comments, questions, or edits. Thank you.