



June 27, 2016

Marcia Gasses, Planner and Land Use Administrator
Town of Barrington
P.O. Box 660
333 Calef Highway
Barrington, New Hampshire 03825

Subject: River's Peak – Map 215 / Lot 1
Bankrun Gravel and Binder Pavement Observations
Construction Bond Reduction Estimate

Dear Ms. Gasses:

As requested, DuBois & King performed crushed gravel and bituminous concrete binder course observations of the above-referenced project's subdivision roadway from Boulder Drive to end (approx. Sta. 30+54.85). Observations for crushed gravel were performed on May 12, 2016 (Sta. 0+00 to 11+50) and June 16, 2016 (Sta. 11+50 to end), while bituminous concrete binder course observations were performed subsequent the crushed gravel observations on May 13, 2016 and June 17, 2016. The following were comments recorded during the observations.

1. Based on a sieve analysis provided by John Turner Consulting (JTC), the crushed gravel material met the New Hampshire Department of Transportation (NHDOT) 304.3 Crushed Gravel requirements;
2. The roadway width met the 24-foot travel way and 4-foot shoulder requirement;
3. The roadway's cross-sectional slope was measured and determined to meet the 2% (+/- 0.4%) requirement (in accordance with Section 214 of the NHDOT Standard Specifications for Road and Bridge Construction; dated 2016); and,
4. Compaction test results from John Turner Consulting (JTC) of the crushed gravel layer were submitted on May 6, 2016 and June 22, 2016. Results demonstrated that compaction of the material met the NHDOT requirements.
5. The roadway had been placed with the required 2-binder course pavement, which appeared to be in satisfactory condition with the exception of the following locations:

Sta. 1+25 to 2+75 – 1-inch depth placed.
Sta. 4+75 to 5+75 – 1.50 inch depth placed
Sta. 6+25 to 6+75 – 1.50 inch depth placed
Sta. 8+25 to 8+75 – 1.50 inch depth placed
Sta. 10+00 – 1.50 inch depth placed
Sta. 30+00 to 30+54 – lateral cracking
Sta. 11+20 to 11+50 – does not meet 2% slope

We recommend that the above areas be addressed prior to placing wearing course pavement and road being accepted by the Town.

We have also calculated a construction bond estimate for the items necessary to complete the roadway (see attached – \$214,386).

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If you have any questions or concerns, please do not hesitate to contact us.

Very truly yours,
DuBOIS & KING, Inc.



Scott M. Bourcier, P.E.
Project Manager

SMB/js

cc: Clifford Williams, Ian James, LLC (via email)
Matthew Arel, Better Built Homes (via email)

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