

Town of Barrington
Highway Department
PO Box 660
226 Smoke Street
Barrington, NH 03825



Phone: (603) 664-0166
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www.barrington.nh.gov

BARRINGTON HIGHWAY DEPARTMENT COMPLETED PAVING PROJECTS FOR 2023, AND PROPOSED PAVING PROJECTS FOR 2024

By end of September the Highway department will have completed its yearly paving program. This is also the end of year 2 of the 5-year pavement maintenance program which we implemented in 2022. We have been trying to stick to the adopted pavement management program as much as possible. In some cases, the deterioration of a particular section was more than what was called out in the plan, and required more substantial treatment than the plan called for. Also, there are a few holdovers from years 1 and 2 that will have to be inserted into a later plan year either because they needed nothing at that point, or there were other roads within the plan year that needed substantially more money than was first anticipated.

The completed paving list for 2023 is as follows:

- A. Hall Road, from Beauty Hill Road to Acorn Lane. This is one of the roads that was worse than it was initially thought to be. It was a failed concrete injection attempt from years ago, and was so bad in spots that it was a hazard to plow. Because of this, and the traffic that the road takes, the decision was made to reclaim and add stone, and repave with a binder course. This section took the lion's share of the line item.
- B. Tibbetts Road: crack filled, shimmed and overlaid.
- C. Brewster Road: crack filled last year, shimmed and overlaid. This was one of the holdovers from year 1 of the program.
- D. Waterhouse Road: crack filled, shimmed and overlaid.
- E. Second Crown Point Road: 4,000 feet by Berry River Road and Longshores Drive. Crack filled, and awaiting shim and overlay soon.
- F. Coachmen Drive: From Church Street to Dominic Drive. Crack filled and awaiting overlay soon.
- G. Steppingstones Road: Crack filled last year, awaiting overlay soon. This completes year two of the program.

The holdovers from years 1 and 2 are as follows:

- A. Newtown Plains Road: Condition is good and is awaiting the State overlay of Route 125 to allow a proper match in.
- B. Boyle Lane: Good condition, nothing needed at this time.
- C. France Road, from Mica Point Rd. to Hall Road. Crack seal and overlay. Moved to 2024.

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- D. Pond Hill Road: From Weeks Lane to Strafford line. Crack sealed this year, needs shim and overlay. Moved to 2024.
- E. Second Crown Point Road: from Rachel's Lane to Strafford Line. Needs crack fill, shim, and overlay. Moved to 2024.
- F. Tolend Road: Needs to have a discussion about drainage engineering, Area is quite flat, water is slow to leave the very shallow swales there. Road base stays wet and weak. Road will need reclaiming and added stone in any case. Nothing is lost by holding off on this one.

The list of roads scheduled for year 3 of the pavement management program is listed below:

- A. Coachmen Drive: From Dominic Dr. to Scruton Pond Road. Crack filled this year, needs shim and overlay.
- B. France Road: from Mica Point Rd. to Hall Road. Needs crack fill, shim, and overlay.
- C. Hall Road: Reclaim 2 deteriorated sections totaling 3,500 feet between France Road and Route 4.
- D. Hall Road: from Beauty Hill Rd. to France Rd. Crack filled this year. Needs shim and overlay.
- E. Hall Road: From France Road to the Nottingham Town Line. Crack filled this year, needs shim and overlay.
- F. Pond Hill Road; From Weeks Lane to Dry Hill Road. Crack filled this year, needs shim and overlay.
- G. Pond Hill Road; From Dry Hill Road to Strafford Line. Crack filled this year, needs shim and overlay.
- H. Second Crown Point Road: From Rachel's Lane to Strafford Line. Needs crack fill, shim and overlay.
- I. Greenhill Road: Between Greenhill Bridge and Rt 125. Reclaim, add stone, and binder.
- J. Ham Road: From Wormell Road to Route 9. Plan calls for shim and overlay. Quite possibly is too far gone and needs reclaim.
- K. Hickory Lane: Needs shim and overlay.
- L. Roger's Run: Shim and overlay.
- M. Red Fox Lane: Shim and overlay.

One road that is not on the list, but will need attention soon is Ramsdell Lane. It is deteriorating badly and it is worthy of attention because of the amount of student traffic, and other traffic in general that uses the road for Library, Rec, ECLC, Playground etc. The project will be a complete rehab because of underground water that needs to be diverted away from, or drained safely from underneath the road bed.

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The above list is what is scheduled according to the 5-year program. As always, it is subject to change due to unexpected deterioration of these or other roads, funding, and weather conditions during the paving season. Any work that has been done in the last two years has incorporated the asphalt mix containing only 5 percent recycled asphalt product instead of the normal 40 percent recycled asphalt mixes which have been used previously. This year the premium mix cost the Town \$8.00 more per ton along with the lane joint adhesive which added 60 cents per running foot on all jobs. By the time all of the year's scheduled paving has been completed, these two items will have cost the Town approximately \$64,000 over what it would have cost to use the standard mixes with no joint adhesive. It is my observation and opinion that the increased durability and longevity provided by these two extra items is well worth the difference in cost. This year we were fortunate to not have had any asphalt escalation increases like we had to endure last year, which kept the cost within sight of original expectations.

Even though the pavement maintenance program is far from being a bible to be totally adhered to, it is a valuable tool to be used in conjunction with educated observation to be able to protect the Town's investment before it gets to a point of no return. A different approach than previous years. The method that we are using now, requires a lot more backtracking, recordkeeping, and money and while it seems like we are not progressing as fast as we used to, the ultimate result is that any investment that is being made not only in the last four years, but even prior to that has been protected to the best of our ability. The funding for the 2024 year 3 of the pavement management program will be a combination of the appropriate line item, one or more non lapsing warrant article paving accounts, a non-lapsing SB 401 Road account, and the Registration Fee Capital Reserve. As long as the weather cooperates better than it did this year, and the prices don't spike, we should be able to do a lot more next year.

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Barrington Highway Department 2024 Pavement Crack Sealing Program

The year 2023 was the second year of the crack sealing program which was implemented in 2022. As previously stated, this is one more attempt at pavement preservation contributing to increased longevity and protection of our previous road investments. The process is meant to keep water from intruding into cracks, both from top and bottom, freezing, and then blowing the pavement apart. The theory is that less of the existing cracks will reflect through the overlay because of the crack filling. Slowly, but surely, we will get to a point where the crack filling is more of a maintenance item and will not be paved over. At that point we will be buying time, and extending the intervals that most roads need to be repaved, which will make us more proactive, rather than the reactive mode that we have been in.

The preliminary list of roads scheduled for crack sealing in 2024 are as follows and not limited to:

- A. Lone Pine Circle
- B. France Road (Mica Point to Hall Road).
- C. Second Crown Point Road, from Rachel's Lane to Strafford Line
- D. Hickory Lane
- E. Red Fox Lane
- F. Roger's Run

This is a good representation of where the road program has been, and also where it is headed. We have a lot of miles of road in Town, and it will take quite a few years for us to make any progress on some of the worst ones, but we are heading in the right direction. It is a daunting task that will require a lot of attention, but I believe it will pay off.

Respectfully submitted
Marc Moreau
Barrington Road Agent