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MEMO

Date: August 8, 2011

Project #: 2010-062

To: Residents of Randolph

From: Eric Grenier, EIT

Re: **Randolph Hill Road Reconstruction**

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**RANDOLPH HILL ROAD RECONSTRUCTION
UPDATE #4 – 08/08/2011**

Good Afternoon Folks,

Here is the next installment of the Randolph Hill Road Construction Updates. I hope everyone has been enjoying the summer weather. I know I have!

The Contractor, Nelson Communication Services, has completed all the proposed drainage improvements from High Acres Road to the steep section of road near the sharp corner. Additionally, the underdrain (white, coiled pipe) installation has been completed in this portion of the road. Rock raking, which is the process of removing rocks larger than 5", has been completed in this area as well.

The proposed sediment forebay has been constructed on the inside of the sharp corner within the Dunham easement area. The sediment forebay will have grassed slopes, so it will appear natural. Stormwater will be collected in the proposed catch basins that have been installed on the steep section of the road. The stormwater will be transported to the sediment forebay through a series of drainage pipes. This area will allow any sediment to settle to the bottom of the forebay before discharging into the large wetland complex located on the inside of the sharp curve. Drainage will then be transported under the road and ultimately to the pond located on the Andreas property. The mailboxes for everyone downhill from the corner, including Dunham and Darlington, have yet to be relocated. It has not been necessary to relocate these mailboxes, as the USPS has had mostly uninterrupted access to all of these mailboxes. The Contractor has not had to relocate these mailboxes yet, but I anticipate it happening soon. Please stay tuned!

Last week, the Contractor began installing new crushed gravels, approved by HEB, and conforming to the New Hampshire Department of Transportation (NHDOT) Specifications. Several quality assurance tests were completed on the crushed gravel, prior to delivery and placement, to confirm that the material meets NHDOT Specifications. You may have noticed a slew of dump trucks hauling material back and forth last week. These dump trucks were hauling the new crushed gravel from the Pike Industries Pit (Gorham Sand & Gravel) located in Gorham at the bottom of Route 2.

The reconstructed road will have a very solid and stable base, with a minimum of 18" of good material. If you remember from Update #1, the reclaiming process ground the existing pavement and the material below the pavement. This provides 12" of good material over the existing subgrade. In addition to the 12" of reclaim material, the Contractor installed a minimum of 6" of crushed gravel, totaling the minimum 18" of good material. In most areas, more than 6" of crushed gravel was installed. You may have noticed that the reconstructed road will be higher than the existing road. One of the major problems with the existing road was the lack of drainage capabilities. Water would get trapped and pond on the road because the shoulders were much higher than the paved surface.

Raising the road will allow the water to drain off the road surface either into the woods or into the drainage structures. This will provide longevity and durability for the new road.

Today, Daniels Drilling and Blasting began blasting to remove ledge in the areas where drainage structures and pipes will be installed. Prior to blasting, the Contractor was required to submit information to me, such as, qualifications, certification, etc. Additionally, the Contractor was required to conduct a pre-blast survey of structures within 500' of blasting areas. Blasting operations is being conducted by certified technicians, and will be completed in accordance with applicable regulations and requirements. Sand and tire mats are used to contain any debris generated from blasting activities. Daniels Drilling and Blasting has used loud air horns to signal when the actual blast occurs. Three long signals indicate that a blast will commence in 5 minutes. Two short signals indicate that a blast will commence in 1 minute. One long signal indicates that a blast is complete. Please be mindful of these signals and plan accordingly. There may be short traffic delays during blasting activities, as everything is pretty much contained within the road. The blasting is neat to see, but not as exciting as I have imagined!

The Contractor plans to achieve a major milestone by the end of this week. The base course (2" thick) of pavement from High Acres Road to the beginning of the steep section is scheduled to be installed this Friday, August 12. Pike Industries, from Gorham, will be onsite beginning Wednesday of this week to "fine grade" the road. Fine grading is a process completed by a large machine, which puts the proper crown in the road to allow the water to drain. When this process is complete, the road will be ready for pavement. Pike Industries will also be installing the pavement. This is a big step forward in the completion of the project!

The Contractor and the Town of Randolph have worked together to tackle the dust issue. Calcium chloride was spread on the lower portion of the road, from Route 2 to the steep section of road. The calcium chloride retains moisture when spread on a gravel road surface, which helps keep the dust down. The calcium chloride worked great when all the dump trucks were hauling crushed gravel last week! You may have noticed that this portion of the road appears "wet" for a longer period of time after a rain event. Calcium chloride was not spread on the upper section of the road, in anticipation that pavement would be installed soon.

On a closing note, please remember that this is a construction zone, and there are people and equipment working either in the road or on the side of the road. There are still speed issues, especially on the upper section of the road where the new crushed gravels have been installed. Please drive slowly and cautiously, as someone may not know you are passing by. I don't want to see anyone get hurt.

Until next time (again **THANK YOU** to everyone who has provided goodies!),

Eric Grenier, EIT
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