



Upper Valley Lake Sunapee
Regional Planning Commission

Date: March 15th, 2021

Re: NHDOT Project Review Task Force Comments on City of Claremont Main Street Phase I & II Proposals for the FY 2023 - 2032 Ten-Year Plan

NHDOT comment: *We question the need for full depth reconstruction of the roadway. This section appears to be in fairly good condition and shape. Could a lesser (and much expensive) option be considered? Step box widening with an overlay, or step box widening with a reclaim of existing pavement would be a couple of such options.*

→ **UVLSRPC response:** Full-depth reconstruction of this section of Main Street is proposed by the City of Claremont in response to several issues:

- The roadway suffers significant structural damage every winter due to frost heaving, high water table, aging road base, and poor underdrainage. As such it is a constant maintenance challenge and cost for the City.
- This section of Main Street is anticipated to see increased truck traffic as part of the City's plan to reroute trucks away from Opera House Square. The truck route plan is based upon a 2009 Truck Route Study conducted by UVLSRPC in partnership with the City and NHDOT. Approval of the final truck route is currently pending at the NHDOT Bureau of Traffic. Increased truck traffic will further stress the already-degraded road surface and base materials.
- The roadway is located directly on top of a steep bank of the Sugar River. The City has previously added 50 feet of fill to this bank to restore it due to silt and water seeping up from the under the roadway. Reconstruction will allow for a more resilient and environmentally-friendly roadway design.
- While not the primary purpose of the project, reconstruction of the roadway will allow the City to phase in a needed water line replacement along this section of Main Street.
- The reconstruction of this section of Main Street is identified as a priority project in the City's Master Plan.

NHDOT comment: *Pavement price of \$200/ton seems excessive.*

→ **UVLSRPC response:** Initial unit cost estimation was performed using 2019 NHDOT Weighted Average Unit Prices. Referencing the 2020 prices, the unit cost should be revised to \$100/ton in an updated OPCC.

NHDOT comment: *[Dubois & King] used a pavement structural depth of 18" gravel, 18" crushed gravel and 6" HBP. Typically, the Department would use 12" sand (frost protection), 12" gravel, 12" crushed gravel, and 5.5" HBP. How did D&K develop their base course depths?*



Upper Valley Lake Sunapee
Regional Planning Commission

→ **UVLSRPC response:** As this was a very conceptual level cost estimate, in preparing the OPCC, Dubois & King used structural depths that are typically used in their construction projects in the region. This included a 2.5” base course, 2.5” binder, and 1” wearing course. The OPCC should be revised to reflect 5.5” HBP. The other changes to the subbase materials should be considered during preliminary engineering but should not meaningfully affect this conceptual OPCC.

NHDOT comment: *Typically, the Department would use 6” crushed gravel and 2” HBP for sidewalk construction, D&K used 8” gravel, 2” crushed gravel for sidewalk, and 2” HBP.*

→ **UVLSRPC response:** The OPCC should be updated to reflect 6” crushed gravel for sidewalk construction.

NHDOT comment: *NHDOT review noted what appears to be a 10% management fee for this project for the City. We are not familiar with this approach on these types of projects. Is this intended to be Construction Engineering?*

→ **UVLSRPC response:** This was included in error and should be removed from the OPCC.

NHDOT comment: *In the City narrative there is mention of water line reconstruction work but D&K doesn’t appear to have costs estimated for this work. Is the City going to complete this work independently?*

→ **UVLSRPC response:** Yes, this would be a separate project and cost that would be phased into reconstruction of the roadway.