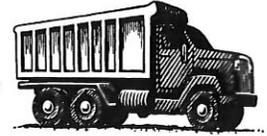




Town of New London
Public Works Department

375 Main Street
New London, NH 03257



PUBLIC WORKS DEPARTMENT MEMO

TO: Planning Board

FROM: Richard E. Lee

DATE: November 28, 2016

SUBJECT: High Pines off Owls Nest Road

I'm writing in reference to a set of plans I received for review of a subdivision off Owls Nest Road. The lot is named High Pine. I have reviewed the plans, conducted an onsite visit on November 28, 2016 and have the following comments.

- 1- An additional cross culvert should be added in the area of station 4+20. This would take the water that comes from approximately the top 100' of ditch. I feel that it is too far to have all this water run 200' alongside the road to the catch basin and cross culvert at station 5+20. Running water that far in an open ditch has the potential to wash out the edge of the road and seep under the road causing soft conditions part of the year.
- 2- After driving and walking the hill, I feel that the section from station 3+40 to 6+40 should have road fabric added as part of the road upgrade. The fabric should be installed between the subgrade and the 12" gravel coarse. This will keep the two materials separate and help with mud season.
- 3- It is recommended that two sections of underdrain be installed on the ditch (east) side of the road. One section would be from station 3+40 to the catch basin and cross culvert at station 5+20. Tie this section into the catch basin. The second section would be from station 5+20 to 6+40 at the bottom of the hill. This section could be brought to daylight at station 6+40. The underdrain should be at least 6" perforated pipe buried in stone with fabric over the stone. This will help with what appears to be water in the subbase of the road.

I make the above recommendations due to what I observed on my site visit. If you drive and walk the road you see a very distinct difference in the wheel ruts on the hill section then on the rest of the road. The wheel ruts on the hill are a good four times worse than on the rest of the road. This is telling me this section of the road is probably wet in the subgrade most of the year and traffic is working the soft material under the gravel travel surface. I feel that adding more traffic on this section of the road will only make it worse. I realize that the road is going to get upgraded but water in the subbase will make this condition show up again over time.