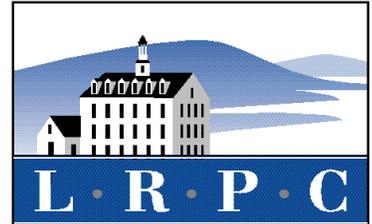


# LAKES REGION PLANNING COMMISSION

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## Transportation Technical Advisory Committee (TAC) Draft Minutes of December 6, 2017

Humiston Building, First Floor Conference Room, 103 Main Street, Meredith NH

### Members Present

Sheldon Morgan, Chair – Gilford  
Rick Ball – Belmont  
Steve Favorite – Bristol  
Jeff Haines – Center Harbor  
Paul Hazelton – Hebron Others  
Malcolm “Tink” Taylor – Holderness  
John Edgar – Meredith  
Robert Ward – Moultonborough  
Robert Pollock – New Hampton  
John Gotjen – Tamworth  
Lloyd Wood – Tuftonboro  
David Ford – Wolfeboro

### Non-Voting Members

Nic Strong – Alton  
Nancy Spaulding – NHDOT District 3

### Guest

Bruce Davis, All States Asphalt

### LRPC Staff

Mike IZard, Principal Planner  
Jeff Hayes, Executive Director  
Tracey Ciriello, Executive Assistant

## 1 Call to Order | Minutes

Chair Sheldon Morgan called the meeting to order at 2:07 PM. A motion to approve the draft minutes of October 4, 2017 was unanimously approved. The Chair opened the floor to public comment and invited anyone in attendance to speak at any time; there was no public comment.

M|S|P Ward|Taylor|Unanimous

## 2 Regional Updates

### Corridor Studies—10-Year Plan

Mike IZard described the possibility of exploring a new public/private partnership program for the Gilford Scenic Overlook as identified in the Scenic Byway Corridor Management Plan. Interested communities are asked to send a letter of intent by January 5, 2018. He reached out to Gilford Town Administrator Scott Dunn to see if Gilford would be interested in making some type of improvement at the Route 11 scenic overlook. He noted that this spot in Gilford has long been identified on our corridor management plan for the scenic byway and on which we’ve worked with the District office over the last 14 years, having it cleared twice. An observation deck or tower was identified as being a possible secondary approach. He said Mr. Dunn presented the idea to the Gilford Board of Selectmen, who were unanimously in favor of requesting a letter of intent to be prepared and submitted by the LRPC.

He further noted that a District 3 Representative asked about land ownership in November, commenting that if the land had been purchased with federal funds, it may pose a hindrance to construction within the right-of-way. Mr. IZard has requested that NHDOT research the question about how the land was acquired.

The group posed questions and discussed technical details such as tree height management, coordination, and issues such as communication with abutters and how the private ownership aspect is handled—both in relation to Gilford specifically and in general terms for any community considering public/private partnerships. Mr. Izard answered questions about Gilford being targeted, indicating the imminent January 5th deadline and how it fits due to its popularity and subject of limited funding. He described the DOT Public-Private Partnership (P3) program as having a charge to identify the possibilities for moving projects forward and prioritize them. Clarification was sought by the Committee whether Gilford was an example or the project. Mr. Izard indicated both, especially due to the program notice being received just at the end of last month with a January 5 due date for responses. John Edgar, Robert Ward, and Paul Hazelton each asked about the potential for other projects. Mr. Izard clarified promotion of the Gilford project does not preclude any other community from submitting a letter of intent. The Chair concurred; and asked for the program information to be distributed to TAC members.

Mr. Izard described another potential opportunity where the GACIT is considering a \$700,000 annual allocation for two corridor studies every year for eight years. He noted that he and Jeff Hayes have talked about the former Laconia State School site on NH106 being studied for repurposing and regional impact on NH106; the Central NH Planning Commission might also be interested in the site and possibly teaming up with the LRPC on a NH106 corridor study. The group discussed past studies and macro versus micro points of view in terms of long-range planning to local impact elsewhere, citing the impact of the I-93 widening project as an example. Mr. Hayes confirmed that corridor studies are exactly the tool needed to help address these issues rather than addressing individual projects one at a time.

### **Road Safety Audits**

Mike Izard provided an update that Alton and Meredith did not have applications to submit for Road Safety Audits through the HSIP (Highway Safety Improvement Program), so this may be something to think about in the future. He noted that recent discussion with Tuftonboro (not eligible for a formal road safety audit) led to a letter suggesting teaming up with NHDOT District 3 to conduct informal audits at two roads of concern. The purpose of the program is to reduce highway fatalities and serious injury accidents. He responded to the question about the next round of the program and confirmed the deadline is December 1, 2018.

### **3 TAC Discussion on Shared Transportation Services (continued)**

Mr. Izard reminded everyone of the email sent asking if TAC members could review catch basins in their areas for the potential transportation-related cost-sharing opportunities. Out of the handful who responded, it was a mix of some towns doing their own catch basin cleaning and others contracting it out annually. The Committee discussed the logistical, transportation-related, and environmental aspects of catch basins, noting the difficulty just in knowing where they all are and documenting them. Jeff Hayes reminded everyone that part of the background for the discussion stemmed from having sent out a survey to member communities asking what items/projects they thought would make good regional sharing/cooperative purchasing opportunities; two of the top items were catch basins and electricity aggregation. The regional electricity supply aggregation bid process was just completed; 16 towns and 6 school districts participated with a projected estimated combined savings of approximately \$110,000. Regarding the environmental and financial impacts of installing/maintaining culverts and catch basins, Mr. Hayes supported thinking ahead about EPA MS4 regulations which will eventually catch up to us. Mike Izard and David Ford suggested putting this on the next meeting agenda; the consensus was unanimous.

#### **4 Presentation on Innovative Paving Techniques, Products, and Services**

Guest speaker and 30-year asphalt industry veteran Bruce Davis of All States Materials Group gave a detailed and technical presentation on pavement management strategies and products. Using a slideshow, Mr. Davis described the most recent technologies and materials his company uses for managing pavement deterioration and treatment timing. He answered questions about the various treatments and processes throughout his talk, describing in detail the actual application process for specific materials and which materials are best suited for particular roads/surfaces. He summed up the continual challenge municipalities face, especially in the northeast, with the observations that all pavements will oxidize, all roads lose a percentage of their surface per year, and all roads are affected by actual traffic—meaning the time of day/duration/vehicle type/season. He emphasized that traffic count determines everything—so accurate, actual counts are crucial (one tractor trailer = 30,000 cars). Additionally, you can't completely stop frost heaves in our area because you can't go down far enough in the ground keep them from happening, so a better strategy is to try to keep the surface flexible. Mr. Davis also cited examples of different materials used in New Hampshire, including the State's adoption of their asphalt rubber method. He encouraged the group to view the case studies on the company's website. He concluded that spending small amounts of money often in order to maintain surfaces will provide the means to reap future benefits/savings as opposed to doing a surface and just leaving/forgetting about it completely until it's time to have to redo the entire surface. His presentation will be posted in the TAC section of the LRPC website.

#### **5 Other Business**

Next Meeting: Wednesday, January 3, 2017, at Holderness Town Hall.

#### **6 Adjourn**

Upon a motion, the Chair adjourned the meeting at 4:10 pm.

M|S|P Ward|Favorite|Unanimous