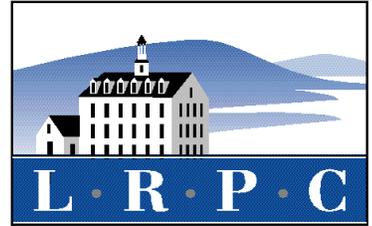


LAKES REGION PLANNING COMMISSION

103 Main Street, Suite #3
Meredith, NH 03253
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Lakes Region Transportation Technical Advisory Committee (TAC) Meeting

Wednesday, November 5, 2014

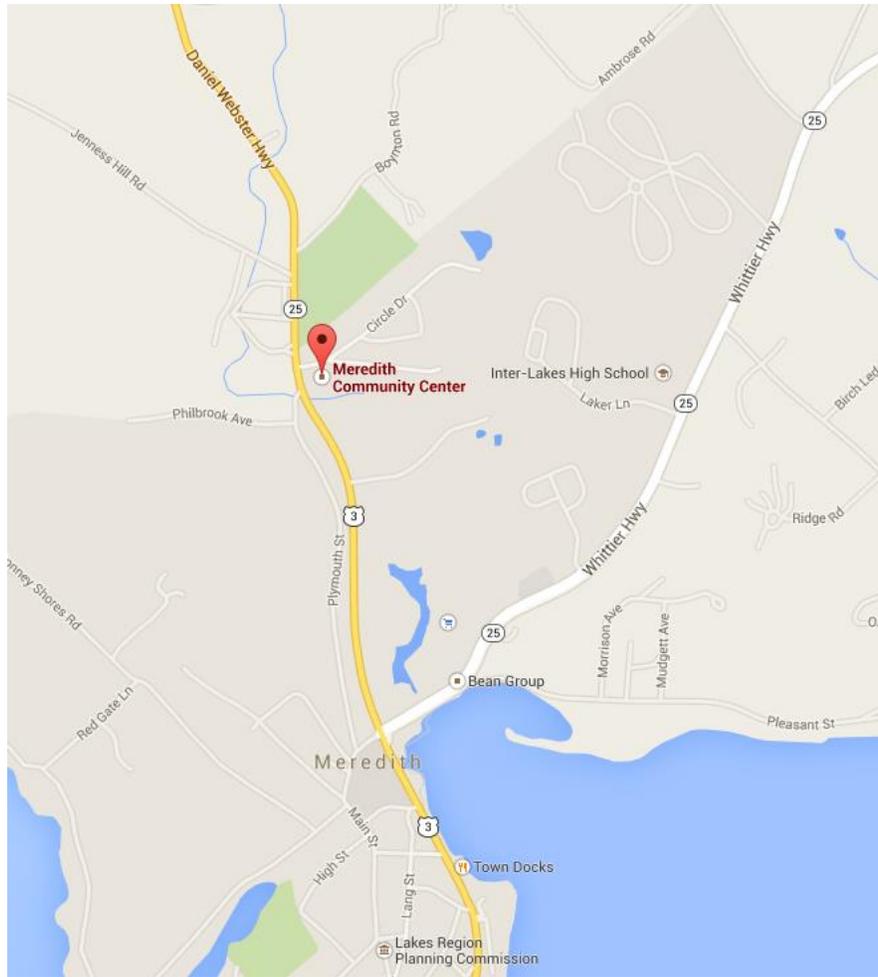
Meredith Community Center
One Circle Drive, Meredith, NH 03253, NH

1:00 – 4:30 PM

AGENDA

- 1:00 Call to Order and Introductions**
Approve Draft Minutes of October 8, 2014 (requires a motion)
- 1:05 Application Evaluation Process Review**
- 1:15 Transportation Alternatives Program (TAP) Presentations**
- 1:15-1:40 Ashland
1:40-2:05 Bristol 1
2:05-2:30 Bristol 2
- 2:30 Break (10 minutes)**
2:40-3:05 Laconia
3:05-3:30 Wolfeboro 1
3:30-3:55 Wolfeboro 2
- 3:55 Finalize TAP Scoring**
- 4:30 Adjourn**

**Did any TAC members
attend the First Annual
NH Salt Symposium on
October 22?**



Road Salt Management Issues

For many road managers and parking lot maintainers the winter maintenance goal is to obtain bare and dry pavements at the earliest practical time following cessation of a storm for effective regular high speed travel and pedestrian safety. Traffic, volume, speed and gradient are the primary factors in determining the level of winter maintenance service for State and municipal roads. Pedestrian travel along with slip and fall liability are the priority for land owners and private sector operators.

A road manager's duty entails awareness of the current and expected weather events, temperatures, equipment capabilities, de-icing chemical inventories, application rates, driving routes, as well as staffing availability for each winter storm event. Expectations from the driving public, property managers and customers along with balancing the environmental effects of de-icing chemicals makes the job of these managers challenging.

Another concern to road managers, property owners, and to citizens is the damage and cost to infrastructure and vehicles associated with road salt use. Corrosion of concrete reinforcing rods in roads, bridges, parking garages along with the cost of corrosion protection practices for highways and the automobile industry cost a staggering \$16 billion-\$19 billion a year. Road salt alternatives that help reduce the cost to infrastructure and limit the environmental impact are critical.