

LAKES REGION PLANNING COMMISSION

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Transportation Technical Advisory Committee (TAC) Minutes of Wednesday, April 6, 2016 Humiston Building, 103 Main Street, Meredith, NH

VOTING MEMBERS PRESENT

Sheldon Morgan, Gilford (Chair)
George Tuthill, Alexandria
John Gotjen, Tamworth
Johnny Van Tassel, Tilton
Glenn Smith, Northfield
Nic Strong, Alton
Dave Ford, Wolfeboro
Robert Pollock, New Hampton
Jeff Haines, Center Harbor
Steve Favorite, Bristol
Malcolm Taylor, Holderness

OTHERS PRESENT

Michael IZard, LRPC Principal Planner
Daniel Callister, LRPC Regional Planner
Tom Morse, Transport Central
David Toth, Ashland (alt.)
Peter Nourse, Gilford (alt.)
William Dowey, Bristol
Warren Hutchins, Laconia
Lisa Morin, Belknap County Conservation
Scott Bartlett, Moultonborough
Doug Gosling, NHDOT Bridge Maintenance

Call to Order – Introductions – Past Minutes

Chairman Morgan called the meeting to order at 2:00. No public comment was provided. Motion to approve minutes of March 2, 2016 - M/S/Passed Ford/Gotjen (Abstaining: Favorite, Haines, Tuthill, Bartlett).

Regional Updates:

March Commission Meeting M. IZard provided highlights and observations from the March 28 LRPC Commission meeting focused on transportation where Leigh Levine, FHWA Planning and Development Manager and Victoria Sheehan, NHDOT Commissioner presented. Others present for the presentations shared their observations: W. Hutchins noted LRPC should track what is coming into the communities for the \$.045 gas tax increase, noting the impact when increase sunsets and the opportunity is great for continued interaction between communities and state representatives; J. Gotjen noted the data driven of NHDOT operations; M. Taylor noted the Commission stated she is not opposed to transit. D. Ford participated in a Public Works meeting where the Commissioner spoke. He expressed concern the near-term funding changes should not obscure the looming issue of inadequate revenues to meet transportation needs.

Highway Safety Improvements Program (HSIP)/Ten Year Plan

The intersection of NH16/Granite Road in Ossipee has been approved for a formal consultant led Road Safety Audit by the HSIP committee. The I93, Exit 23 northbound off-ramp crash diagram submitted in the RSA application clearly illustrated this intersection challenges. The

eastbound slip lane merge with NH104 is where the vast majority of the historic accidents and a motorcycle fatality occurred. The HSIP Committee has requested NHDOT Preliminary Design develop a solution. All indications are that the project is HSIP eligible, but funding must be determined by the committee when a solution has been developed and vetted with the community. A TAC member inquired how the queueing from the ramp onto I-93 would be addressed. B. Pollock noted that this is an infrequent occurrence. M. IZARD noted this issue was mentioned as part of the application. J. Edgar expressed concern that the safety fix does not worsen the queueing issues.

M. IZARD noted NH16/NH41 in Ossipee is being worked on by Preliminary Design. This intersection and NH16/NH25 provided potential linkage between two recreational bicycle loops identified on state bicycle map. A potential solution being reviewed is a traffic light at 16/41. The Whittier Covered Bridge will likely be reset over the river in 2017 – access is across from NH41. A public informational hearing took place in Barnstead a couple weeks ago regarding NH28 at North/North Barnstead Road. Construction may happen as soon as 2019, after Peacham Road in 2017. This will complete the three intersection improvements identified as priorities in the NH28 Corridor Safety Study. While shy of complete reconstruction, the improvements as proposed will stretch beyond the immediate intersections. J. Edgar noted the process is advancing for pedestrian and signal improvements on US3 in Meredith.

LRPC Traffic Counting Program

D. Callister provided a reminder traffic counts are available to communities and requests can be coordinated with the 140 NHDOT counts that will be conducted this year. Types of counts available include speed, volume, vehicle classification and turning movements. The community traffic counts collected are summarized in a report for easy interpretation.

Mobility Challenges for Legally Blind Persons – Tom Morse

Tom Morse lives in Ashland and works at Transport Central in Plymouth, which coordinates rides for elderly and disabled. Tom is legally blind and has guide dog trained to assist him. He is a board member of Guide Dog Users of New Hampshire. Tom shared a number of observations about getting around safely from a blind person's perspective. US Route 3 in Ashland between the covered bridge and downtown is a dangerous corridor for him. Sometimes roadwork or sidewalk maintenance fails to consider the blind, which can create safety hazards that are significant in some cases.

NHDOT Bureau of Bridge Maintenance – Program Overview – Doug Gosling

Doug Gosling is the NHDOT Bureau of Bridge Maintenance Engineer. His department had a budget of about \$10 million in 2015. There are 2,160 bridges owned by the state of New Hampshire, of those 1,455 were cleaned last year. Regular cleaning helps to lengthen the life of a bridge. Work on the state's larger bridges is usually done by contractors. Doug's bureau also oversees lift bridge operations (4 lift bridges in NH). Absent funding for bridge maintenance, many bridges end up being down-posted with weight restrictions.

D. Gosling indicated NHDOT has worked with communities in the past to repair culvert bottoms (inverts) with a cast-in-place concrete, but this work is being phased out due to budget constraints. A concrete invert example was shown in Belmont, with fish ladder, where the rusted bottom portion of a culvert was replaced with a concrete bottom and knee-walls integrated with the side walls of culvert for structural integrity.



Belmont invert repair in progress



Belmont finished concrete invert with fish ladder

While the application is not suitable for all culverts, significant cost savings can be realized over excavating and replacing a failing culvert. Variables that influence potential cost savings include how much fill is over the culvert, the amount of traffic to be diverted and amount of road closure time, amount of pavement to be replaced, etc. D. Gosling noted also that the size of the culvert plays a role in determining if this treatment is feasible, because workers have to enter the culvert to make repairs.

Other Business

M. Iazard noted the Scenic Byway Advisory Committee will meet for the third time this year on April 19. The Committee's goal is outreach to individual organizations in 2016 we should know better after the April meeting how intensive the presentation schedule will be and if it will effect TAC meetings. The proposed TAC schedule is: May 4 and June 1 with no TAC meeting to be held in July and August. Members will be notified if the May or June meeting dates need to be modified. S. Morgan encouraged any community interested in hosting an upcoming TAC meeting contact LRPC.

Motion to adjourn at 3:48

M/S/Passed Favorite/Gotjen