

LAKES REGION PLANNING COMMISSION

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TO: Lakes Region Transportation Technical Advisory Committee

FROM: Michael IZARD, Principal Planner 

DATE: June 1, 2016

**Transportation Technical Advisory Committee (TAC)
Minutes of Wednesday, May 5, 2016**

VOTING MEMBERS PRESENT

Sheldon Morgan, Gilford (Chair)
Brad Harriman, Ossipee (Vice Chair)
Jeff Haines, Center Harbor
Nic Strong, Alton
David Kerr, Barnstead
Malcolm Taylor, Holderness
Paul Hazelton, Hebron
Robert Pollock, New Hampton
John Gotjen, Tamworth
George Tuthill, Alexandria
Rick Ball, Belmont
John Edgar, Meredith
Lloyd Wood, Tuftonboro
Steve Favorite, Bristol

OTHERS PRESENT

Jeff Hayes, LRPC Executive Director
Michael IZARD, LRPC Principal Planner
Daniel Callister, LRPC Regional Planner
Scott Bartlett, Moultonborough
Bill Rollins, NHDOT District 3
Peter Goodwin, Ted Berry Company
Mark Howard, Tuftonboro
Larisa Djuvelek-Ruggerio, MS-RCC/CAPBMCI

Call to Order – Introductions – Past Minutes

Chairman Morgan called the meeting to order at 2:00PM. No public comment was provided. Motion to approve minutes of April 6, 2016 - M/S/Passed Gotjen/Tuthill (Abstaining: Harriman).

Regional Updates:

Scenic Byway Advisory Committee as part of the outreach effort will be meeting with Belknap County Economic Development likely May or June. Working with NHDOT District 3 to get some clearing work done at a scenic overlook on the byway at NH Route 11 in Gilford. District thinks it may be done as soon as the next few months.

CommuteSmart

The CommuteSmart website is administered by the Central NH Regional Planning Commission and includes pages for eight regions in NH including the Lakes Region. The mission of CommuteSmart is to increase transportation options and mobility and the website includes information about regional programs relevant to driving, walking, telecommuting, transit, and bicycling. There is a link on the webpage to NH Rideshare hosted by NHDOT, which helps people connect with each other to form carpools. The online mapping tools shows users where rides exist that match their query. Another feature of the CommuteSmart page is the Trip Logger, which allows users to create a profile as individuals or as members of a team, specific to a region, and log their “smart commute trips”. A display at the bottom of the page reports the total miles saved, trips saved, pounds of CO2 saved and cost savings to date. The website was just launched last week, so they are just beginning to get information out to the public.

NHDOT Public Consultation Process

NHDOT’s draft Public Participation Plan was sent to TAC members by M. Izard. The document outlines the steps that DOT uses to interface with municipal officials as those projects and plans advance. In federal legislation, the Metropolitan Planning Organizations have a formal role in the transportation planning process. NHDOT acknowledges the rural regional planning commissions in a similar way as the MPOs in their municipal participation process. The document is worthwhile to read because it outlines key TAC responsibilities. Feedback on the draft document can be provided to NHDOT before May 27.

LRPC Pilot Projects – Results Summary (D. Callister, LRPC)

The Statewide Asset Data Exchange System (SADES) is an effort to coordinate data collection for various transportation assets throughout the state. Through SADES, data collection is streamlined and the methodology is universal. The ultimate goal is to have SADES data available online for public use and benefit. Assets include culverts, road surfaces, sidewalks, crosswalks, curb ramps, guardrails, and other assets still being considered. So far, LRPC has participated in collecting culvert and road surface SADES data.

SADES Road Surface Management Systems (SRSMS) was conducted as a pilot in the town of Hill late last summer. The data has been collected and mapped to show road surface conditions on paved Class V roads. A total of 29 attributes are collected for each quarter-mile length of road. Attributes include ratings of various surface defects, drainage and traffic and importance provided by the town. The complete assessment process will include a module for forecasting to assist local decision-making and budgeting for repairs. The forecasting element is not yet complete. Data collection for additional communities is anticipated next year after completion of the pilot projects.

Last summer LRPC conducted a town-wide culvert inventory using the SADES methodology in the town of Barnstead. A total of 400 culverts were identified and recorded along town roads. The SADES culvert methodology includes 139 attributes. Attributes originate from NHDOT and NHDES standards which include: material, various measurements, environmental data, as well as photographs. LRPC will conduct another town-wide SADES culvert inventory in the town of Gilford this summer and staff would like to discuss with other communities interested in having this done. This service is provided by LRPC to member communities at 25 percent of the actual cost. Currently SADES is merely a platform for recording and presenting data and does not specifically provide users with recommendations for culvert replacement (such as bigger pipes, etc.) There is opportunity to record

additional information specific to a culvert such as history or other local input either after or during the data collection by adding a note to the record.

Trenchless Rehabilitation of Underground Infrastructure (P. Goodwin, Ted Berry Company)

Peter Goodwin represents the Ted Berry Company which specializes in trenchless pipe rehabilitation and replacement. They use new technologies to rehabilitate underground pipes including cured in place pipe liners (CIPP) which utilize either steam or UV light to cure woven fiberglass pipe liners into place within existing pipe. The woven fiberglass material has an estimated service life of 50 years. They also provide sectional point repairs with a 15 year life expectancy, and can do pipe bursting which is a method of replacing or widening out existing pipes (cast iron, clay tile, concrete, etc.) by forcing a new pipe through it of the same or larger diameter. This method has limitations and may not be a viable option if there are other utilities nearby that could be damaged in the process. The cost varies greatly and is subject to site specifics. Generally, the cost of the trenchless methods reviewed is around 30 – 60 percent the cost of an open cut through pavement.

Other Business

Next meeting - Wednesday, June 1. Possibly to be hosted by Hebron, however that is yet to be confirmed. There are several paving projects in the area, including the restriping that was done last year in Bridgewater on NH 3A. Bristol has been selected to host the legislative bike ride/walk in the Lakes Region on Friday, July 15 from Bristol center to Newfound Lake with a picnic afterwards.

D. Callister will be leaving LRPC after 4 years. He has accepted a job in Oregon as a Transportation Planner. The TAC congratulates him and wishes him best of luck.

Motion to adjourn at 3:54

M/S/Passed Taylor/Gotjen