Central NH Regional Planning Commission
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Transportation Advisory Committee

March 4, 2022

Minutes

9:00 A.M.

Attendees	
Harry Wright, Town of Bradford	Stan Brehm, Town of Chichester
Richard Moore, Town of Chichester	Karen Hill, City of Concord
Donna White, Town of Dunbarton	Betsy Bosiak, Town of Epsom
Dave White, Town of Hopkinton	Carolyn Cronin, Town of Pembroke
Tim Blagden, Town of Warner	Kim Rummo, NHDOT

Commission Staff: Craig Tufts, Matt Baronas, Michael Tardiff, Stephanie Alexander, Steve Henninger

Introductions

The meeting began at 9:01 AM, called to order by Michael Tardiff.

Status update on the NHDOT 2023-2032 Ten Year Plan

Craig Tufts, provided an update on the NHDOT Ten Year Plan (TYP), beginning by outlining the process used to develop the plan. He explained how the process starts with the CNHRPC Regional TIP, which is then folded into the NHDOT draft of the TYP that is presented at GACIT hearings. A total of 21 in person and hybrid hearings took place, however during the meeting stage of the process the infrastructure bill was passed resulting in additions to the TYP. The accelerated projects were added to a new draft that was adopted by GACIT before it was adopted by the Governor. Currently the draft is at the House Public Works and Highways committee for review. The remaining stages involve House and Senate approval and concludes by being signed into law by the Governor.

Craig continued by highlighting projects of note from the process. In Concord the Loudon Road bridge over the Merrimack River had a change in scope to now include sidewalks, a side path, and center median requiring bridge widening. Additional funding due to the infrastructure bill allowed for the altering of the project to ensure the bridge meets the current needs.

The intersection of US 202, NH 9, and NH 127 at the Henniker Hopkinton town line project also is receiving more funding. Craig noted the new allotment is more reflective of the requirements of the project. He also

shared CNHRPC staff is doing land use work for the project. Michael Tardiff included that NHDOT work is currently ongoing and a meeting with the towns and project manager is expected in the next few months.

Next Craig explained the two new projects added from the CNHRPC region. The two top scoring projects from the CNHRPC Regional TIP including the Main Street Complete Streets project in Allenstown and the NH 13, NH 77, and Jewett Rd intersections (Pages Corner) were selected.

Craig explored a full list of the CNHRPC Projects in the TYP. In addition to those examined in greater depth other projects included a traffic signal project in Concord on NH 13 Clinton Street at I-89 Exit 2 northbound intersection where traffic is backing up towards the highway, NH 28 and Main Street in Chichester, NH 106 and South Village Road intersection and NH 106 widening projects in Loudon, a Complete Streets project on King Street in Boscawen, US 3 Manchester Street widening and addition of sidewalks in Concord, and a significant project on I-93 Bow-Concord which will be completed in multiple phases. Craig also mentioned there are many bridge projects that also made it into the TYP.

Richard Moore asked if the scope of the Loudon Road Bridge project accommodated a footpath. Karen Hill described the current design plan as including a 14 foot shared use path on the north side of the bridge, five foot shoulders, a five foot sidewalk, and likely an additional travel lane. Also, Karen shared there are discussions about the proper approach for how to cross bicyclists and pedestrians.

Tim Blagden asked what considerations are being made for bicycle and pedestrian use on Route 3A over I-93. Craig shared in the current preferred alternative plan from NHDOT there are two roundabouts for both interstate intersections. Michael agreed with the safety concerns at these locations and shared that it is expected that there will be much discussion about the NHDOT preferred alternative plans.

Then Craig outlined Transportation Alternatives Program (TAP) projects that were included in the TYP. In the last cycle in Hillsborough the West Main Street NH 149 Sidewalk project was awarded and construction will occur in the coming years. In this round, two projects were included, Rail Trail in Concord from Boscawen at the existing Northern Rail Trail is to be extended to Sewall's Falls Road and in Warner a side path from the downtown village to the Exit 9 commercial area along NH 127 Main Street.

Dave White asked what happens with allocated funds if a project is disapproved by a town. Craig explained that funds often get rolled-over into the next round, but it is important to spend the funds before they expire. Additionally, Michael shared projects may move up and get funded if another higher ranked project is not included.

Richard Moore expressed his belief that Bradford made a strong case for a project that should be included. Michael agreed with the sentiment and highlighted the high level of competition due to so many worthy projects. To conclude Craig highlighted the GACIT Project Story Board as a useful tool for exploring regional projects.

Review and Approve Minutes of the June 4th TAC Meeting

Upon a motion by Donna White, and a second from Dave White, the June 4th Minutes were approved unanimously.

In addition to the June 4, 2021, minutes, informal meeting notes were shared for October 1, 2021, and December 3, 2021, meetings, where there was not a sufficient number of people meeting in person to substantiate a quorum.

Road Surface Management System (RSMS) current use & information

Matt Baronas gave an overview of CNHRPC's RSMS program and highlighted the current stages of use in different towns. Matt began by outlining the process which includes data collection, data aggregation and pavement condition index (PCI), developing a paving plan, forecasting, and continued use.

Matt shared that CNHRPC completed data collection in Bradford during the Summer of 2021 and in Pembroke during the Fall of 2021. To complete the assessment all paved town roads are divided into maintenance sections, then CNHRPC staff drive all the roads collecting data on an iPad that is equipped with a SADES mobile mapping tool produced by the UNH Technology Transfer Center.

Tim asked if the data collected in the process is the same as data collected by NHDOT for their state roads. Matt shared that much of the data especially the categories are similar, but NHDOT uses an automated system that collects their data without human choice so naturally there are some differences.

Matt then detailed the information collected for each road segment in the assessment. The first category included the road's name, surface type, shoulder type, a measured width, and the number of lanes. The next category is the main portion of the assessment. It includes surface defect data on high, medium, low scales for both extent and severity. The defect types observed are traditional cracking longitudinal and transverse, alligator cracking, edge cracking, rutting, and potholes or patching. The final data category includes an assessment of drainage as good, fair, or poor, and a description of the road surface as smooth, noticeably uneven, rough, or very rough.

Next Matt described how the assessment data is aggregated into usable values, most notably PCI. On a scale from zero to 100, which would be a perfectly smooth road, PCI describes the condition of the road and helps determine the appropriate maintenance based on PCI thresholds. Matt explained that the data from the field assessment are combined to calculate PCI values for each road segment and the total Town road network. Matt showed a map of the PCI values calculated in Bradford and explained that a large benefit of the PCI is that it can be shown visually.

In developing a pavement plan, Matt explained that the RSMS process uses a priority rating and a pavement strategy. Priority values are a combination of traffic volume, an importance factor, and the segment's PCI. Matt pointed out that the priority value equation can be modified to reflect which ever factor a Town wants to prioritize most. The paving strategy aids in deciding which treatments are selected for which roads. Matt explained the concept of the preservation strategy, a way of keeping good roads good that is found to be the

most cost efficient way of providing road maintenance. Then Matt again presented a map of Bradford, this time depicting the priority values calculated.

Matt provided an explanation of how the SADES forecasting tool is used in developing the pavement plan. The tool predicts how the road surface is expected to degrade over time. Users can apply different road treatments over a multi-year span and forecast how repairs will impact PCI. Additionally, the forecasted values can be mapped, which Matt provided examples of what the system predicts for Bradford's roads with no repairs and what is expected when using their developed pavement plan. It was also highlighted that the tool is useful for testing different cost scenarios, depicting what will happen under different funding arrangements.

Matt then outlined the stages of continued use in RSMS process, highlighting pavement plans are not set documents, they require revisiting and changes periodically. Continued use in the RSMS process includes revisiting the forecasted data and comparing it to new rounds of data collection, then adjusting the system to create the most accurate projections that help tailor the pavement plan each time it is revisited. Matt shared in Bradford this summer's data collection was the first stage of the process, creating the initial database and pavement plan and will involve a presentation at Town Meeting to educate residents on the process used. Whereas the data collection in Pembroke was an update being used for comparison and pavement plan adjustments.

Matt concluded by highlighting the benefits of the RSMS program including its ability to capture infrastructure information that allow for unbiased maintenance decisions, having a methodology that helps justify the work being done, achieving the ability to be proactive in surface management, developing products that help communicate road network needs, comparing different funding scenarios, and tracking and showing the results of the pavement treatments used.

Donna White asked about how a town can begin the RSMS process. Michael expressed the importance of having buy-in from the town, explaining the collaboration with the highway department or road-agent is key in enacting the service. Tim inquired what the cost was to the town. Michael explained the initial data collection and setup is under CNHRPC's Unified Planning Work Program funding with NHDOT, but additional updates and further analysis requires a small agreement with the town.

Concord Trails Plan Overview

Craig provided an overview of the approved Concord Trails Plan, beginning with why a plan was needed. In Concord the trial network is large, over 80 miles, and is very popular. The network has grown incrementally over time as have by the resources and administrative support needed for the trails. Craig explained the Trails Plan provides a way of taking a step back and develop a strategic way to run the network, how and if the trial network should grow and change, as well as determine what the trails do for the City.

Craig presented a map found in the trail guidebook that depicts the 31 trail areas in the City.

Next Craig highlighted the high level of public outreach achieved in developing the plan including a public meeting with around 70 participants and a survey with around 400 respondents. The outreach helped outline

clear vision statements for the trails plan. Craig defined these visions; first trails are an integral part of the Concord community, the trails are built and maintained sustainability, and the trails are for everyone.

The importance of the trail network connectivity was highlighted by Craig. A section of the trails plan shows the existing trail network and how future additions, and changes can continue to foster connectivity especially to areas where people work and live in the city. An additional map presented showed non-motorized commuter routes that further promote the trail network's ability to connect even beyond the boundaries of the city.

Craig also highlighted the trails plan's section on maintenance and stewardship discussing the various tasks required to keep the trails operating smoothly. The plan's section on planning trails for people and wildlife was also explained. Then Craig described the different recommendations of the plan, especially the final recommendation to combine many jobs under a part-time ranger position, which has occurred in Concord to great success.

Steve Henninger asked about enforcement on trails. Craig gave a description of the chapter in the plan about enforcement, explaining the importance of having presence on the trials but enforcement is only done by the police department.

Tim asked if the West Central Rail Trail Plan had been adopted, to which Michael responded it has not been officially adopted by the Full Commission yet.

Next Meeting Date

May 6, 2022 is the proposed next meeting date.

Any Other Business

Richard asked what is expected for the traffic counting season in Dean's absence. Michael shared that Matt would take on the program and had sent out the request letters to all towns.

Discussion of the Hoit Road roundabout project in Concord ensued. Karen explained it will begin as one-lane roundabout as soon as it can get constructed, then changed to a hybrid roundabout once overhead signage and proper pavement marking can occur.

Stan Brehm shared there is proposed zoning accompanying the NH 28 Main Street project in Chichester that may affect the final design of the project.

Upon a motion by Richard Moore seconded by Dave White the meeting was adjourned at 10:21 AM.