


**DRAFT MINUTES**  
**NRPC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING**  
**March 10<sup>th</sup>, 2021**

**Members Present:**

Natasha Kypfer, Town of Amherst Eric Hahn, Town of Amherst Joan Cudworth, Town of Hollis Mark Chamberlain, Town of Lyndeborough Dawn Tuomala, Town of Merrimack Caleb Cheng, Town of Hudson – NRPC Brian Groth, Town of Hudson Cassie Mullen, Town of Mason – NRPC Dave Morris, Town of Mason Camille Pattison, NTS	Daniel Hudson, City of Nashua Wayne Husband, City of Nashua Julie Chizmas, City of Nashua Matt Sullivan, City of Nashua Pete Kohalmi, City of Nashua Lucy St. John, NH DOT Tim White, NH DES Jeff Gowan, Town of Pelham Joan Cudworth, Town of Pelham
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**Others Present**

Russ Lanoie	Henry Underwood, Southwest Regional Planning Commission
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**STAFF PRESENT**

Gregg Lantos, MPO Coordinator Matt Waitkins, Senior Transportation Planner Andrew Smeltz, GIS Analyst	Derek Stahl, Transportation Planner Mason Twombly, Regional-Environmental Planner Jay Minkarah, Executive Director Sara Siskavich, Assistant Director
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**CALL TO ORDER AND ROLL CALL**

Lantos called the meeting to order at 12:04 pm and went the roll call of attendees by community/organization. The protocol for participation in the virtual meeting was presented.

**APPROVAL OF THE MINUTES FROM THE FEBRUARY 10<sup>TH</sup>, 2021 MEETING**

Lantos referred to the minutes from February 10<sup>th</sup>, 2021 included in the agenda packet as Attachment 1.

***Chamberlain motioned to approve the minutes with a second from Gowan. All were in favor and the motion passed.***

**UNPAVED ROAD MAINTENANCE/PRESERVATION PRESENTATION**

Lanoie began the presentation discussing his background. He has an Associates degree in Soil and Water Technology and has been dealing with unpaved road maintenance in the White Mountains for over 50 years. He stated the main purpose of the presentation is to discuss the importance of water runoff. A properly built unpaved road will create an impervious surface where water cannot penetrate to the base and runs off like it would on a properly built paved road. Drainage is the most important factor when dealing with unpaved roads. It keeps the water out of the base layer of the roadway, it gets water off the surface of the roadway, and it gets water safely away from the roadway. The best way to achieve proper drainage is to treat both sides or lanes of the road as two separate roads when grading. Doing this you can create a pointed crown and avoid creating a “rounded” crown where water can build up in the center which will cause issues. Potholes, washboards, ruts, and washouts are common problems that can occur due to in proper drainage, higher traffic volumes and speeds, etc. The best

way to attempt to fix these issues is to use the front runner or whatever is typically used for grading and get that low enough to get to the bottom of the pothole, rut, etc. He also stated a common question that he has gotten is how often you should grade and his response is that there is no specific answer to that and that it all depends on the specific location/conditions. Lanoie referred to his book, *A Ditch in Time*, that is available on his website that has more in-depth information about the topics discussed today and can act as a manual for all things regarding unpaved roads. Lanoie opened it up for questions and Cheng asked what's the cost of maintaining a dirt/gravel road compared to a paved road. Lanoie responded that it's like comparing apples to oranges and that you can't really compare the two. Smeltz asked if there are certain maintenance methods that you do each year or if you can hold off doing some for 5-10 years. Lanoie answered that it is a case-by-case scenario and it really depends on the specific conditions of the road and what the weather is in a particular year. Chamberlain asked about what he does for cleaning ditches in the spring. Lanoie responded that he tries to get the ditches as clean as he can in the fall to not have to do it in the spring. In the event he does need to clear it out, he has a 4 ft blade that he can attach to the back of his backhoe which he can drag to rake out the leaves in the ditch.

### **ROAD SURFACE MANAGEMENT SYSTEM (RSMS) PRESENTATION**

Smeltz began with an overview of what RSMS is, stating that it's a data-driven approach for managing roads including road condition inventory and comprehensive field sampling. Using that data, future road conditions are forecasted, and you can create a long term (10 year) maintenance program for your roads. The goal of RSMS is to maximize the return on investment for money spend on pavement installation and maintenance, maintain the best possible pavement condition within budget constraints, and provide data that will assist the road maintenance decision-making process. Roads are assessed by the presence of certain defects (cracking, rutting, potholes, etc) and also the extent of those defects. Road importance and traffic volume ratings are assigned to each road which helps with the second phase of the project of forecasting future conditions of roads and building a maintenance plan. Once the data collection is complete, the roads are given a PCI value based on our observations in the field. The next step is to begin to create a maintenance program using either your current budget or a proposed budget to compare the differences. Morris stated that the selectmen were very pleased with this product. He stated that Smeltz had created a plan with their current budget as well as an increased budget and that this was helpful to be able to see that difference. Lantos asked if any towns would have interest in an RSMS project and Chamberlain stated that he would be attending a selectmen meeting and planned on discussing the possibility of doing an RSMS project and would let him know.

### **TEN YEAR PLAN PROJECT UPDATE - PRIORITIES**

Lantos stated that we're passed the stage of project submissions and moving onto project priorities. He stated that there have been discussions since the DOT cost review and that the Brookline project will be dropped from the TYP and have proposed an alternative approach in fixing the guardrail in a more expedited manner rather than waiting in the TYP. Lantos also noted that there has been communication with DOT and Merrimack about the pedestrian bridge over the Souhegan river and that he has modified the language to include the exploration of all possibilities to install the bridge. Given these changes, the state highway traffic signal study was decreased to \$1.35M.

***Gowan motioned with a second from Chamberlain to recommend to the MPO to approve the project list. DOT abstained but all else were in favor, the motion passed.***

### **TRANSPORTATION ALTERNATIVES PROGRAM UPDATE**

Waitkins started by reviewing the scoring and ranking process, which is roughly the same process that has been used in the past. It will consist of a project scoring committee of 3 people who do not have projects submitted for the TAP. Communities who have submitted applications will do a 5-minute presentation at the April meeting

and TTAC members will rank applications 1-7 which will count towards 10% of the total score. Then NRPC will compile the subcommittee scores and incorporate the TTAC rankings and review/finalize the scoring. The executive committee will endorse these final rankings and then will be submitted to DOT for them complete their own scoring process. There were a few adjustments to the scoring criteria which included: a 2% reduction in Financial Readiness (17%), a 2% reduction to Socio-Economic Benefit (10%), and a 4% increase to the TTAC Ranking (10%).

#### **NHDOT, NHDES, FHWA UPDATES**

##### **Municipal - No Updates**

**DOT** – Conducted the webinar on the TAP and that any questions can be directed to Tom Jameson. Lantos stated that we have gotten the approvals for our TYP and MTP update and that all we need is commissioner’s signature on the self-certification before we are able to put it up on the website as official.

**DES** – The latest round of applications to the State Clean Diesel program has been completed and 8 applications were received. There is now a rolling request and another opportunity to submit applications is available and must be submitted by March 29<sup>th</sup>. The 8 applications that were received are being reviewed for completeness and will be passed off to the scoring committee. If anyone has any questions on the program, there is a lot of information on the DES website and can also reach out to White directly.

#### **ADJOURN**

***Cheng motioned with a second from Chamberlain to adjourn the meeting. All were in favor.***

***The meeting adjourned at 1:26 pm.***