

**CITY OF CONCORD
TRANSPORTATION POLICY ADVISORY COMMITTEE
MINUTES OF MARCH 23, 2023**

The Transportation Policy Advisory Committee (TPAC) met at 6:00 pm on March 23, 2023, in the Second Floor Conference Room at Concord City Hall, 41 Green Street.

Members Present: Mayor Bouley (Chair), Councilor Todd, Councilor Brown, Councilor Rice-Hawkins, Gregory Bakos, Dick Lemieux, Ian McGregor, Terri Paige, Boyd Smith, Craig Tufts

Members Absent: None

Guests: None

City Staff: Karen Hill (Transportation Engineer), Alec Bass (Senior Planner), Chip Chesley (Director of General Services), Matt Walsh (Deputy City Manager of Development)

1. Call to Order

The Chair called the meeting to order at 6:10 pm.

2. Approval of Minutes

Approval of Minutes – December 1, 2022

The meeting minutes of December 1, 2022 were approved as amended.

Motion: Todd. Second: Lemieux. Passed.

3. Public Comment

None.

4. New Business

a. Annual Paving Program Presentation – Chip Chesley, PE, Director General Services (handout)

Chesley distributed a handout that described the Neighborhood Street Paving Program which is also available on the City's website. He first described the typical section of a roadway which includes the top layer of pavement consisting of a wearing course and binder course, and then a subbase layer of aggregate/drainage material below the pavement. He explained that below the roadway infrastructure are many utilities, including water, sewer, gas and stormwater/drainage.

He mentioned that the City has approximately 220 miles of paved streets and is one of the largest municipalities, land-wise, in the State. He explained that the challenge is to maintain the pavement of the roadways to get as much life out of them as possible, typically around 25 years. He discussed that it costs about \$39/LF to overlay a roadway, about \$75/LF to cold plane and overlay, and about \$150/LF to reclaim a roadway.

He then discussed General Services approach to deriving/managing the paving program. He mentioned that the City hires interns each summer and every two years they collect pavement condition data. This data is collected in the field on every roadway in the City. The data is entered into a system that calculates the Pavement Condition Index (PCI). This PCI data is used as guidance in selecting roadways for the paving program each year. Other things that are considered are:

- Underground utility condition/upgrades needed
- Geographic location – optimize so paving isn't spread out all over the City, most cost effective to cluster streets.
- Reassessed every budget cycle

Chesley further discussed the paving process, which includes:

1. Pavement Reclamation

Pavement reclamation is the process of rebuilding a road by recycling the existing asphalt. The road is broken up and mixed with the existing base material. The product is compacted to create a stronger base and three inches of new pavement is placed on the new base. The reclamation process includes the lowering of all catch basins and manholes, grinding the road surface to a 1' depth, grading the road, and putting down a base layer of pavement. Then the existing granite curb will be reset and any new requested curb will be installed. Existing sidewalks will then be repaired or replaced, manholes and catch basins will be reset, and then the final pavement overlay is applied.

2. Crack Filling

About 5-10 years later, as the road starts to depreciate, the road may begin to crack. A more cost-effective way to maintain the lifespan of the road is to fill the cracks with hot asphalt to prevent water from filtering through the road and creating further damage.

3. Shim Overlay

After the reclamation process in about 5-10 years, another inch of asphalt is laid over the existing paved surface. This additional layer strengthens the initial three inches of pavement to extend the life of the road. The shim/overlay process involves putting down a shim course of pavement to get the road back to an even surface, raising manhole and catch basin covers, and then putting down a 1" final

overlay of pavement, followed by a 2' wide gravel shoulder where there isn't any curbing in place.

4. Cold Plane & Overlay

5-10 years after that, cold plane and overlay can be placed in part of a process to remove paved areas if necessary. The cold planing and overlay process includes asphalt milling to remove parts of the pavement, shimming with a layer of pavement to fill any ruts that may have developed, raising manhole and catch basin covers, and then placing a 1" final overlay of pavement to maintain the strength of the road for the final 10 years of its life cycle. Finally, a 2' wide gravel shoulder is placed where curbing is not already in place.

b. *Discuss streetscape improvements on Canal Street related to the Canal Street Riverfront Park*

Hill circulated the concept plan for the park and Canal Street improvements prior to the meeting. Matt Walsh discussed the plan and proposed improvements. He explained that the park is being designed as a site cleanup effort under CIP #567, and being designed by GPI. The plans propose a 10-foot side shared-use path along Canal Street from Village to Community Drive, to provide a Village connection to the future MRGT. Walsh also confirmed that the proposed plans depict two 11-foot travel lanes and 8-foot parallel parking on both sides of Canal Street to introduce a character change and traffic calming to vehicles entering the Village area. Paige mentioned that she would like to discuss with the project team a location for a bus stop along this section of Canal Street. She confirmed that the expansion route bus will transfer with the Penacook route bus in this area. Walsh also stated that the park improvements will be funded through the TIF and hopefully a LWCF grant. Construction will hopefully begin this Fall and Canal Street improvements are being coordinated with the GSD Paving Program.

The Committee endorsed these improvements, mentioning that a 10-foot wide shared-use path is a bit narrow against the vertical granite curb.

5. **Old Business**

None.

6. **Consent Reports**

None.

7. **City Council Meeting Update**

City Council 12/12/2022 appointment of Boyd Smith.

8. **TPAC Referrals from City Council, Staff and Chair**

None.

9. Status Report on Subcommittees

a. *Public Transportation Committee (TPAC-PT), Terri Paige*

Paige discussed that the Subcommittee met on March 7th. Paige mentioned that there is statewide advocacy push for transit operating funds to be included in the State budget. She has asked the City of Concord for a letter of support, as well as other communities. Hill will circulate the funding packet to full TPAC.

b. *Bicycle / Pedestrian Committee (TPAC-BP), Craig Tufts*

Tufts mentioned that the Subcommittee met on February 6th and discussed the City's paving program as well as some upcoming private development projects.

c. *Traffic Operations Committee (TOC), Karen Hill*

Hill highlighted some items that TOC has discussed over the past few months.

10. Staff Updates

None.

11. Other Discussion Items

Hill mentioned that the City applied for a CMAQ Grant through NHDOT for CIP#31 McKee Square intersection improvements. Engineering is working with a consultant to update the prior study that was completed in 2012. A public meeting will be held in the near future.

Hill also mentioned that NHDOT is going to begin construction of the improvements to the I-89/Clinton Street Exit 2 intersections. The proposed plans include signaling the ramp intersections per NHDOT public meeting held in October 2021.

Walsh provided a brief update of the status of the City purchasing the Railroad Right-of-Way in regards to the MRGT project.

12. Adjourn

Meeting adjourned at 8:05 pm by unanimous consent.

13. Upcoming Meeting Dates

April 27, 2023