

MEETING OF THE BOARD OF PUBLIC WORKS
July 27, 2023
MEETING MINUTES

A meeting of the Board of Public Works was held on Thursday, July 27, 2023, at 4:03 p.m., at the Department of Public Works Administration Building in the Mine Falls Conference Room, 848 West Hollis Street, Nashua, New Hampshire 03060.

Mayor, James Donchess, Chairman declared the meeting to order at 4:00 p.m. and called the roll.

I. ROLL CALL

Members Present

Chairman, James Donchess, Mayor
Vice-Chairman, Kevin S. Moriarty
Clerk, Lisa Fauteux
Commissioner, Shannon Schoneman
Commissioner, June Lemen

Members Absent

Commissioner, Paul Shea

Also Present:

Patricia Klee, Alderwoman
Lisa Fauteux, Director, Division of Public Works
Patricia Rogers, Executive Assistant, Division of Public Works
Ed Lecius Nashua Lions Club
Martha Ackerman, Vice Present, Nashua Lions Club
Erin Hendrickson-Freda, President, Nashua Lions Club
Jeff Lafleur, Superintendent, Solid Waste Department
David Boucher, Superintendent, Wastewater
Bryan Conant, Superintendent, Parks and Recreation
Dan Hudson, P.E., City Engineer
Lloyd Curtis, President, Teen Challenge New England Inc
Andrew A. Prolman, Esquire, Prunier & Prolman, P.A.
Mr. Hitesh Punjabi, City of Nashua Business Owner
Nate Cote, Liberty Utilities
Chuck Richie, Fieldstone Land Consultants
Morgan Hollis, Esquire, Gottesman & Hollis, P.A.
Eric Jackson, Vice President, Stabile Homes at Caldwell Road, LLC
Ethan Beals, Hayner/Swanson Inc.
Ryan Friedman, Regional Planning Commissioner

II. MOTION TO APPROVE THE AGENDA AS SUBMITTED

Chairman, Mayor Donchess

The first item is a motion to approve the agenda. Commissioner Moriarty.

Motion by Commissioner Moriarty: To Approve the Agenda as Submitted.

MOTION CARRIED: Unanimously.

III. MOTION TO APPROVE THE MINUTES OF THE BOARD OF PUBLIC WORKS MEETING OF JUNE 22, 2023.

Chairman, Mayor Donchess

Next, is a motion to approve the minutes from the last meeting. Commissioner Schoneman.

Motion by Commissioner Schoneman: Approve the Minutes of the Board of Public Works Meeting of June 22, 2023.

MOTION CARRIED: Unanimously.

IV. PUBLIC COMMENT

Chairman, Mayor Donchess

We now have public comment and our first item there is the Nashua Lions are going to—thank you very much--award the employee of the year. We have Ed Lecius, Martha Ackerman, Aaron Hendrickson, Freda. I don't know who is going to speak, but it is your hundredth anniversary, right?

Mr. Ed Lecius, Nashua Lions Club

It is. Thank you Mr. Mayor

Mayor Donchess

Thank you for coming.

Mr. Lecius

Several years ago--

[Nashua CTV—Would you please sit at the table.]

Mr. Lecius

--Oh, thanks. Several years ago Nick Caggiano was a member of the Club and we recognized other city agencies and departments, and Nick suggested including Public Works and it was a great suggestion when we ran with it and I believe this will be our third presentation to the Public Works Employee of the Year. And, we are celebrating 100 years in the City, it's an exciting time we have a big event at the end of September and we're finally pleased to be able to be here to present this year's recipient, and Mayor would you like to tell us a little bit about Jeff and why we're recognizing him.

Mayor Donchess

Well, we're very happy that you've chosen Jeff Lafleur because he has been with the City and been dedicated to our citizens for 25 years, and he's been a hard worker, very dedicated and achieved very much for the City over this period of time. First, well one of his major accomplishments is he led the efforts to license Phase III and then Phase IV of the landfill, which have taken a landfill that would otherwise it would be nearly done and extended its life by

40 to 50 years, which will be a great benefit to the Nashua community in years to come. He's also been a leader, a teacher, and a mentor to many, many people in the Division and certainly those who are at the landfill. He did work his way up. He started as a temp, summer temp, and then became a, he probably regrets leaving that job--

[Group Laughter]

He came, then he became a collection equipment operator and did that for 5 years. And, he helped to initiate/pioneer the automatic collection, the arm collection that we have rather than having three people on the truck now we have one and we avoid a lot of injuries by doing that. More efficiency as well, so thank you very much there. And, he also, then he became a foreman, he continued to work his way up. He worked at the landfill helped with again, the licensing and all of the supervision there, and he put together, was part of the group that put together a 10 year, this is in 2012, he put together a 10 year plan for truck replacement, which served the City very well. And, he implemented the use of the new CNG trucks for the City. Those are saving about 40% of the energy necessary to power those trucks. So, as you can see over the past 25 years he has been a very important part of the Division of Public Works and therefore, is very deserving of the recognition that the Lions Club is giving him.

Mr. Lecius

I can also say that when I was community policing coordinator that he along with the other division directors at the time were very, very helpful to me on the various issues that would come up at Crime Watch meetings and/or just things we were doing in general, so I concur a great selection and if we could interrupt your meeting long enough to get a group picture, I'd like our president—

Mayor Donchess

That'd be great—

Mr. Lecius

--Aaron and our first vice president, Martha to make the presentation, along with you and the Commissioners to Jeff.

Mayor Donchess

Okay, great.

Jeff Lafleur, Superintendent, Solid Waste Department

Great! Where are we going to do this? Where do you want me--

Mr. Lecius

--right over there.

Lisa Fauteux, Director, Division of Public Works

Want me to take the picture--

Mr. Lecius

--no that's okay, Lisa this is their day. I'm the man behind the curtain.

[Laughter]

Mr. Lecius

Thank you very much.

[Applause]

Mayor Donchess

All right. Well, thank you to the Lions Club and thank you for coming.

Lion Club Members

Thank you.

Mayor Donchess

You're welcome anytime. Any other members of the public wish to address the Board of Public Works? Also in addition to the Board, I see Alderwomen, Trish Klee here. I don't know if we have any other members of the Board of Aldermen. Thank you for coming. If there are no other employee or if there are no other public comments we go to Solid Waste.

V. SOLID WASTE

A. Motion: To Approve Change Order No. 2 to the Contract with Charter Contracting Co. LLC, in the Amount not to Exceed \$50,000.00 for Installation of a Down Chute. Funding Through Department 168 Solid Waste; Fund: Bond; Activity: Zig-Zag.

Chairman, Mayor Donchess

Item A. Commissioner Lemen.

Motion by Commissioner Lemen: To Approve Change Order No. 2 to the Contract with Charter Contracting Co. LLC, in the Amount not to Exceed \$50,000.00 for Installation of a Down Chute. Funding Through Department 168 Solid Waste; Fund: Bond; Activity: Zig-Zag.

Mayor Donchess

And, of course, is Mr. Lafleur.

Jeff Lafleur, Superintendent, Solid Waste Department

Jeff Lafleur, Superintendent of Solid Waste. Yes, we're doing a temporary cap which is called the Zig-Zap right now out in the landfill. And with the astronomical rains that we've been having we've been noticing a lot more runoff than typical. We decided to do a field change order and do a down chute, which will run stormwater off of our landfill instead of letting it leach into our landfill. These are the cost, there's some added materials and labor that's needed to do this. We found it prudent to do something like this to help shutoff the stormwaters.

Mayor Donchess

Any discussion questions?

MOTION CARRIED: Unanimously.

VI. WASTEWATER DEPARTMENT

A. Motion: To Approve the User Warrants as Presented.

Chairman, Mayor Donchess

Now we move on to the Wastewater Department. Item A, Commissioner Moriarty.

Motion by Commissioner Moriarty: To Approve the User Warrants as Presented.

MOTION CARRIED: Unanimously.

B. Motion: To Approve the Award of Design Phase Services of the Fire Alarm Upgrade Project to Vertex Companies, LLC From Syosset, NY in the Amount of \$93,500.00. Funding Will Be Through Department: 169 Wastewater, Fund: Wastewater; Activity: Fire Alarm Upgrade.

Chairman, Mayor Donchess

Item B. Commissioner Schoneman.

Motion by Commissioner Schoneman: To Approve the Award of Design Phase Services of the Fire Alarm Upgrade Project to Vertex Companies, LLC From Syosset, NY in the Amount of \$93,500.00. Funding Will Be Through Department: 169 Wastewater, Fund: Wastewater; Activity: Fire Alarm Upgrade.

Mayor Donchess

Mr. Boucher.

David Boucher, Superintendent, Wastewater

Dave Boucher, Wastewater Superintendent. The wastewater facility has an aged fire alarm system. It was installed around 30 years ago. We've made repairs over the years, but some parts are getting hard to get. It also doesn't have an addressable system to it, which means when the fire department shows up they can't really pinpoint where in the facility the problem is. Recently, we've been having a lot of visits from the fire department. A lot of false alarms, which I'm sure is costing a bit of money, so we put out an RFQ to do the design phase services to come up with a good system for our facility. We interviewed Vertex, the Vertex Company, and checked references and they are a reputable company. We'd like to use them for the design phase services.

Mayor Donchess

All right. Any questions or comments? Commissioner Moriarty.

Discussion:

Kevin S. Moriarty, Commissioner

Just, what is your take that there are no other bids on this? I hate to approve something with just a solo bid, it just seems—

Mr. Boucher

--I know there was no, and we reached out to several companies.

Mr. Moriarty

Oh, you did reach out to --okay.

Mr. Boucher

--and the trouble is that there's a lot of companies that do all the repairs and stuff, but there is few companies that actually design them in the facilities in this region anyway. It surprised me too.

Mayor Donchess

Commissioner Schoneman.

Shannon Schoneman, Commissioner

Can you, I know this is not about the construction, but about the design, but can you give me an idea of the scope of the work that's going to cost a million to a million and a half dollars?

Mr. Boucher

That would be the total project, and that is, because the facility is multiple buildings throughout the facility you cannot do wireless fire alarm systems so a lot of it is underground piping that would have to be installed and some of our buildings don't currently have systems, and it is a catacomb of old buildings and new buildings that have to be reached. So, it's not just in one building, it's throughout the entire facility—

Commissioner Schoneman

--okay--

Mr. Boucher

--construction-wise, and there's a lot of rooms, individual rooms as well. That would have to receive. Some will receive smoke detector systems, lighted alarms, horns it all depends on how occupied the place is and what type of equipment. If you want an early alarm system and if you have a section of the facility that has expensive assets in it, you want to be alarmed early, you now the alarm can go off, and sense a certain temperature in the room sooner than later to alarm you. It's expensive equipment in that sense, but I think just the overall construction just getting from room-to-room because everything has been wired in versus wireless.

Commissioner Schoneman

And this is, is it also a fire suppression system? Or is it just--detection?

Mr. Boucher

No, we do have a fire sprinkler system, which it has to marry into this fire sprinkler system as well, so the fire sprinkler system is already in place so this is the detection system, which is independent, somewhat independent. So, if it does go off it does trigger the, there's two mechanisms that trigger the sprinkler system, heat in the room, which would set off the sprinkler heads, but there's also another facet which in some of the rooms the fire alarm system can trigger the sprinkler system so it has to be married in.

Commissioner Schoneman

I see.

Mayor Donchess

Any other questions, comments?

MOTION CARRIED: Unanimously.

C. Motion: To Approve Amendment 4 In The Amount of \$267,700.00 to Extend the Contract for Three Years With Flow Assessment of Auburn, New Hampshire for the Combined Sewer Overflow and Interceptor Monitoring. Funding will be through Department: 169 Wastewater; Fund: Wastewater; Account Classification: 53 Professional Services.

Chairman, Mayor Donchess

Next item, Item C Commissioner Lemen.

Motion By Commissioner Lemen: To Approve Amendment 4 In The Amount Of \$267,700.00 to Extend the Contract for Three Years With Flow Assessment of Auburn, New Hampshire for the Combined Sewer Overflow and Interceptor Monitoring. Funding will be through Department: 169 Wastewater; Fund: Wastewater; Account Classification: 53 Professional Services.

David Boucher, Superintendent, Wastewater

Dave Boucher, Wastewater Superintendent. We have eleven flow meters throughout the city at our combined sewer overflow sites. We also have four meters in our interceptor system to monitor flows there. We also have three rain gauges around the facility and in different parts of the city. This company monitors all those. When we have discharges, CSO discharges we get live feedback that has been activated and when it shuts down. This company takes all that data, reports all the flows to us every month so we can report them to the EPA and DES for regulatory purposes. We've had good luck with this company. We'd like to continue using their services and it's a three year contract.

Mayor Donchess

Okay. Anyone? Commissioner Moriarty.

Kevin S. Moriarty, Commissioner

I was just wondering, the previous contract how does it compare pricewise? Did they jump it?

Mr. Boucher

It is, it did have an increase, a slight increase, but also the last contract we weren't actually, they forgot to add in the rain gauges so we weren't paying for the rain gauges, now we are. But, they said they're not going to backtrack us they're just, it was an error on their end.

Commissioner Moriarty

Thank you.

Mr. Boucher

It's not that much of a jump. I could go over the percentages, but it's not that much of a jump.

MOTION CARRIED: Unanimously.

VII. PARKS AND RECREATION

Chairman, Mayor Donchess

Now we're on to Parks and Recreation. Item A. Commissioner Moriarty.

Motion by Commissioner Moriarty: Motion: To Approve The Purchase and Installation Of a New Playground Structure And Playground Equipment For Sandy Pond With a Total Cost of \$29,280.00, Pursuant to The Sourcewell Contract No.010521. Funding Will Be Through Department 184: Urban Programs; Fund: Grant; Activity: CDBG Sandy Pond.

Bryan Conant, Superintendent, Parks and Recreation

Good evening everyone. Bryan Conant, Superintendent of Parks and Recreation. The current playground right now at Sandy Pond consists of some swing sets, there in good shape, a slide that's in pretty good shape, and octagon climber that's in pretty good, and some very old seesaws. This climber that I'm proposing right now would just replace the seesaws at the current playground that we have. I think it would be, it's going to be a great addition, and I'd be happy to answer any questions that you may have.

Discussion:

Mayor Donchess

Commissioner Schoneman.

Shannon Schoneman, Commissioner

Thirty thousand dollars? For a climber?

Mr. Conant

Yup. Playground equipment is very expensive.

Lisa Fauteux, Director, Division of Public Works

It's one of those very large spider web-type constructions.

Commissioner Schoneman

Oh yeah.

Mr. Conant

You should have a picture of it.

Kevin S. Moriarty, Commissioner

--there was a picture--

Ms. Fauteux

Very popular with kids.

Commissioner Schoneman

And, that includes the equipment and the installation and the disposal of the old seesaws, but my gosh \$30,000.00. That is astronomical.

Ms. Fauteux

When we put in the slide at Roby Park it was just a spot, not a very large slide and that was about \$14,000.00—

Mr. Conant

Replacement slide--

Ms. Fauteux

A replacement slide.

June Lemen, Commissioner

At Roby it was--

Ms. Fauteux

It's great. Playground equipment is really expensive.

It's really expensive.

Mayor Donchess

Commissioner Moriarty.

Commissioner Moriarty

If I read this correctly, Superintendent the funds are not coming from the project--

Mr. Conant

--that's right--

Commissioner Moriarty

--completely from grant--

Mr. Conant

You are completely correct commissioner.

Commissioner Moriarty

All right. Put the taxpayers at ease a little bit.

Commissioner Schoneman

Grant money still comes from somewhere.

Commissioner Moriarty

Yes it does.

Commissioner Schoneman

Somebody pays for it.

Mayor Donchess

All right, well any other questions for the superintendent on this?

Commissioner Lemen

I have a question about Sandy Pond.

Mayor Donchess

Yes, go ahead.

Commissioner Lemen

Is the splash pad working or not?

Mr. Conant

It is.

Commissioner Lemen

It is, okay.

Mr. Conant

It's been going, it's been off and on, and off and on. I'm pretty sure we've got it figured out we had to replace the fuse box and some breakers in there that are brand new and a starter relay. So, it's been operating for the last two days and I haven't gotten a complaint yet.

Commissioner Lemen

I notice that that's one thing people complain about really fast.

Mr. Conant

Yes, you are correct Commissioner Lemen.

Commissioner Lemen

Thank you.

Mayor Donchess

Anyone else?

MOTION CARRIED: 3-Yea – 1 Nay (Schoneman)

VIII. ENGINEERING DEPARTMENT

Chairman, Mayor Donchess

Now, we're onto the Engineering Department. The first item is the Nashua Regional Planning Commission of Pedestrian Infrastructure Assessment. Now, wait, hold it. That's going to take a while. So, we do have a number of people waiting on quicker items, so if the Board doesn't object we could move to take these other items and then return to the Regional Planning Commission if you don't mind.

Unidentified Speaker

Remember the tornados are coming that's--

[Group Laughter]

Mayor Donchess

All right. So we will move that down to the bottom of Engineering.

A. Informational: Street Opening Permits Issued For Streets in Moratorium.

Chairman, Mayor Donchess

Item B is informational. Street opening permits issued. Anybody have any questions about that? If not, we'll go to Item C., and I will ask Commissioner Moriarty.

B. Motion: To Approve the Sewer Service Permits and Fees as submitted.

Motion by Commissioner Moriarty: To Approve the Sewer Service Permits and Fees as submitted.

MOTION CARRIED: Unanimously.

C. Motion: to Approve Pole License Petitions As Listed in the Staff Report.

Chairman, Mayor Donchess

Next, Item D Commissioner Schoneman.

Motion by Commissioner Schoneman: To Approve Police License Petitions As Listed in the Staff Report.

MOTION CARRIED: Unanimously.

D. Motion: to Approve a Drainlayer's License for AMC Excavating, LLC, of Hudson, New Hampshire, and Authorize the Division of Public Works to Temporarily Suspend The License If Work Is Found To Be Unsatisfactory During An Initial 6-Month Probationary Period.

Chairman, Mayor Donchess

Item E, Commissioner Lemen.

Motion by Commissioner Lemen: Motion: to Approve a Drainlayer's License for AMC Excavating, LLC, of Hudson, New Hampshire, and Authorize the Division of Public Works to Temporarily Suspend The License If Work Is Found To Be Unsatisfactory During An Initial 6-Month Probationary Period.

Mayor Donchess

Any comments, questions?

MOTION CARRIED: Unanimously.

E. Motion: To Approve Change Order 1 For The 2023 Paving Program- Contract 1 To Continental Paving, Inc. of Londonderry, New Hampshire In An Amount Not To Exceed \$132,222.50. Funding Through Department 160: Administration and Engineering; Fund: Bond; Activity: Paving.

Chairman, Mayor Donchess

Item F, Commission Moriarty.

Motion by Commissioer Moriarty: Motion: To Approve Change Order 1 For The 2023 Paving Program-Contract 1 To Continental Paving, Inc. of Londonderry, New Hampshire In An Amount Not To Exceed \$132,222.50. Funding Through Department 160: Administration and Engineering; Fund: Bond; Activity: Paving.

Dan Hudson, P.E., City Engineer

This is a change order as noted to Continental Paving's contract. We issued two contracts this year. They had one of them, this is for some work we didn't anticipate, some drainage work on Main Street. We're going to be paving Main Street this year. We need to make some drainage repairs before we do that. We found that needed through so videoing of the pipes. And then, under their recommendation we're going to substitute the pavement for a high strength pavement, they thought that was important due to the turning volumes of traffic and one down the hill by Water Street there, that would be important. That requires a little different mix design and so there's a little additional expense for that, and then also just the number of casting adjustments that we are doing this year is running ahead of where we anticipated so we need to make an adjustment for that. So I'd be happy to address any questions.

MOTION CARRIED: Unanimously.

F. Motion: To Consider The Retroactive Hardship Request From Teen Challenge New England Inc. For Excavating At 26 Tolles Street To Install A Fire Service Water Main, and Further to Waive The Mill And Overlay requirement Due To Financial Hardship.

Chairman, Mayor Donchess

Next Item G, Commissioner Schoneman.

Motion By Commissioner Schoneman: Motion: To Consider The Retroactive Hardship Request From Teen Challenge New England Inc. For Excavating At 26 Tolles Street To Install A Fire Service Water Main, and Further to Waive The Mill And Overlay requirement Due To Financial Hardship.

Mayor Donchess

And, we have several people here to address that.

Dan Hudson, P.E., City Engineer

I'll just briefly introduce, Mr. Mayor. Dan Hudson, City Engineer. So 36 Tolles Street they need to install a water line I think for fire service, they can clarify. Engineering issued a permit for that work, we actually did that in error because we should have come before you for a hardship waiver and we did not do that. The moratorium was close to expiring and that was missed by a staff member that no longer works here, but at any rate the permit was issued. They put the service in and they did the trench repair. Since we didn't flag it as a moratorium I don't think they understood that at the time. So, before you tonight they're here to speak to the fact they're requesting, but we're retroactively requesting a moratorium waiver approval, but then also to waive the mill and inlay portion of the restoration. The moratorium has since expired. They expired last fall and the work was done last summer, so above and beyond that I just ask them to speak to that request and the hardship reasoning for not doing a full restoration. Please introduce yourself.

Lloyd Curtis, President, Teen Challenge New England Inc.

Hi, my name is Lloyd Curtis. I'm the president. I was actually just briefly, it's an update for the, it's not the Teen Challenge, the organization is actually the Southern New Hampshire Rescue Mission. We purchased the property from Teen Challenge then renovated the property, the Hope Center for Women. It's use right now for a homeless shelter for females. Tonight we'll be housing 14 females getting them off the street so we're proud that that Hope Center opened. At the time of the renovation, I didn't understand the particulars around the moratorium. But, certainly I would have waited two more months in order for us to get into the timeframe to avoid the \$8,500.00 expense in the repaving of the patchwork, and \$8,500.00 to our non-profit organization is pretty significant in terms of the two shelters that we operate in the City of Nashua, so I think the summary is accurate. The picture I think is offered in terms of the patchwork that was done, which is pretty good. So, that the request that we have. Any comments or any questions?

Mayor Donchess

Commissioners? Comments, questions? What is your overall capacity? Fourteen women tonight, but I think your capacity is greater than that.

Mr. Curtis

It's about 25 total, including the programs that we offer which are longer term for women.

Mayor Donchess

Right. Thank you. Anyone? Commissioner Moriarty.

Kevin S. Moriarty, Commissioner

Question, thank you Mayor. The question on the permitting Mr. Hudson. So, they come through the engineering department and that app is filed out there and it goes through the process through your department. Okay.

Mr. Hudson

Correct, yes.

Mr. Moriarty

And, it was just missed.

Mr. Hudson

It was just missed. I mean the process of reviewing a permit if we have a moratorium JS Layer so we get a permit and you see what street address it is, you check it against that if it's in moratorium then obviously, we would have to come to the Board first get that waiver approval and then allow them to do the work and then we track that through the final restoration. So for whatever reason that was missed, that request didn't come to you, and you didn't have an opportunity to approve it at the time. and I do apologize for that. And also, consequently, the applicant wasn't aware of that either. As noted, they could have waited a few months, they wouldn't have had to do that. Had they done that we'd kind of be in the same situation we're in now, they did the required work for the patch that they would be required to do not in a

moratorium, so we would have been in the same scenario as we are currently in now that's why we understand the request.

MOTION CARRIED: Unanimous.

G. Motion: To Consider The Hardship Request From Prunier & Prolman, P.A. on Behalf of Hitesh Punjabi To Excavate To Install A Drainage System at 14 B Railroad Square and Canal Street.

Chairman, Mayor Donchess

Item H, Commissioner Lemen.

Motion by Commissioner Lemen: To Consider The Hardship Request From Prunier & Prolman, P.A. on Behalf of Hitesh Punjabi To Excavate To Install A Drainage System at 14 B Railroad Square and Canal Street.

Dan Hudson, City Engineer

Again, Dan Hudson, City Engineer. I'll briefly start it off here and then Attorney Prolman and the applicant can speak to it. Fairly unique situation. Business change use came through. This building, there's actually a unique situation where the catch basins in the street drain through the basement of the building out towards the railroad and the river. We don't know the full history of that. It might have been that due to the railroad wanting to capture that water way back when, we don't have any of those situations where water flows through basements. So, the applicant tonight, and he can speak to it more has offered to put in drainage piping to alleviate that situation. And so, we support the request because it is work that should be done to address that, but I'll let them speak more to it.

Andrew A. Prolman, Esquire, Prunier & Prolman, P.A.

Thank you Mr. Mayor, members of the commission. Good afternoon my name is Andy Prolman of Prunier & Prolman attorney here in Nashua. Sitting with me is Hitesh Punjabi the tenant of 14 B Railroad Square. We have a pretty dire situation. This summer has been very wet and every time we have a hard rain the catch basins do their job by getting the water out of the street, but then they dump it right into our basement. All right, and so Hitesh when he was doing his renovations starting last summer, when he started taking out the floor they saw a foot or more of water in the basement of this Railroad Square building. And so, it took some time to investigate. We ran some cameras through the pipes and we found that these catch basins leaking directly into the basement, and so you have the plans from Keach-Nordstrom that we believe will solve the problem. The plans are being reviewed and vetted by Dan's department. And so, the hardship is pretty severe to Hitesh. He can't open his business. He can't progress with his renovations of the building for his retail shop until this gets addressed and we're looking for two things: 1) For the hardship moratorium; and 2) For the paving to be limited to the parking spaces because we're really just going to be working in the sidewalk, replacing the sidewalk and then to the extent necessary the paving would be redone along the parking spaces along the curblin. That's the request to the Board. I'd be happy to answer your questions.

Discussion:

Mayor Donchess

Anyone? Commissioner Moriarty.

Kevin S. Moriarty, Commissioner

I was just wondering, the whole process was it faulty? Did it break or it's just so much rain over and over—

Mr. Hudson

--no, no that's the way it was constructed way back when, and we've tried to research the history of it and the best we can tell, it used to be owned by the railroad and for whatever reason, that's the configuration they implemented. The improvement is to basically rip up the sidewalk, run the drainage pipe under the sidewalk, connect into another drainage line that does outlet to the river, and then tie the catch basins into that, and then redo the sidewalk. It's work that needs to be done. They did a lot of investigation and have proposed this repair and we agree that it is appropriate to do. We have a lot of pipes, not a lot of pipes, but we do have locations where pipes run under buildings. We try to eliminate those, but in this case it actually goes right through the basement almost in an open channel and it floods the basement so it's a bad situation that needs to be addressed.

Mayor Donchess

What is 14 B?

Mr. Prolman

It's was Headliners, then Portland Pie.

Mayor Donchess

What are you going to do there?

Mr. Hitesh Punjabi, City of Nashua Business Owner

Opening a smoke shop.

Mayor Donchess

All right. Any other questions, comments?

Shannon Schoneman, Commissioner

What is, I'm sorry

Mayor Donchess

Commissioner Schoneman.

Commissioner Schoneman

What the extent of the cutting into Canal Street? It wasn't clear from the drawings. How much is being—

Mr. Hudson

--good question. So there's actually a fiber optic communication duct that runs or a communication duct I don't know if that's fiber optic, but it runs along the curblin. That's why the pipe is going under the sidewalk instead of out in the street. So they're going to do the pipe. They're going to have to do whatever they got to do to the catch basins to tie that in, but then the request is to instead of milling the whole width of Canal Street just mill the width along the parking lane along the curblin there instead of extending into the street. That we are confident will cover all the work that's proposed to be done. Since we're not tying any drainage pipes out in the Canal Street that seems to make sense. We've done that in other cases where we try to limit the work to the edge of the road if all we're doing is work along the edge of the road. There's another case later tonight you'll hear a similar request, but that's the request to limit it to the parking lane. The mill and inlay pavement basically limit that to the width of the parking lane along the curb.

Commissioner Schoneman

So, for the most part the patch that's going to go in afterwards is really going to be contained within those parking, angled parking spaces or--

Mr. Hudson

--I think it 's parallel spaces--

Mr. Prolman

--they're parallel--

Commissioner Schoneman

--parallel spaces.

Mr. Hudson

And so, basically there will be new pavement there. There will be new sidewalk, and there will be new pipe that you can't see because it's underground. That's the extent of the work from the building out to the limit of the parking basically.

Commissioner Schoneman

Okay.

Commissioner Moriarty

--I mean, just as another point. It just seems odd to me that all these years and it's got to be a hundred year old--

Mr. Prolman

--yeah--

Commissioner Moriarty

--and nobody has brought this up. That the owner of the building never addressed this, it doesn't make any sense to me.

Mr. Hudson

It had come up in the base, and actually we made them aware of it as they were going through the planning board process because it had come up in the past when a previous change use was happening to Portland Pie the issue came up. We had done a little bit of a design, but it was the cost to make the repair I guess was viewed as prohibitive at the time so it wasn't done. Portland Pie did their thing and now they've come and gone. So it's work that they've designed essentially the same sort of thing that we had envisioned and we would do someday, but hadn't done yet so in a sense they're helping address something that should have been addressed—

Commissioner Moriarty

--absolutely, I agree.

Mayor Donchess

Anyone else?

MOTION CARRIED: Unanimously.

Mr. Prolman

Thank you all very much.

Mayor Donchess

Thank you.

Mr. Prolman

Take care guys.

H. Motion: To Consider The Hardship Request From Liberty Utilities to Excavate in Ashland Street and Reservoir Street to Complete a Gas Main Replacement on Manchester Street.

Chairman, Mayor Donchess

Next, Item I. Commissioner Moriarty.

Motion by Commissioner Moriarty: To Consider The Hardship Request From Liberty Utilities to Excavate in Ashland Street and Reservoir Street to Complete a Gas Main Replacement on Manchester Street.

Dan Hudson, City Engineer

Introduce yourself Nate. I'll let you have at this one and fill in what's needed.

Nate Cote, Liberty Utilities

Nate Cote with Liberty Utilities. Just looking to dig into a couple of moratorium streets to address replacing some cast iron pipe, and assist the City ahead of some paving projects. Happy to take any questions.

Mr. Hudson

You had two items. The first one is work on Reservoir Street and Ashland Street to do main on Manchester Street.

Mr. Cote

Manchester Street, yeah. Ashland Street we may not even really get into the street. But, we put it on there just in case, erring on the side of caution. Reservoir Street I think we're about 50 feet into it to do our work, and then the other one was New Dunstable Road. That one is going to be about 150 feet.

Mr. Hudson

That's the next item on the agenda.

Mayor Donchess

All right. Question? We're on Item I questions, comments from the Board?

MOTION CARRIED: 3-Yea – 1 Nay (Schoneman)

I. Motion: To Consider The Hardship Request From Liberty Utilities to Excavate in New Dunstable Road to Complete Gas Main Replacement on New Dunstable Road and Joffre Street.

Chairman, Mayor Donchess

Next, we have Item J. Commissioner Moriarty, excuse me Commissioner Schoneman.

Motion by Commissioner Schoneman: To Consider The Hardship Request From Liberty Utilities to Excavate in New Dunstable Road to Complete Gas Main Replacement on New Dunstable Road and Joffre Street.

Nate Cote, Liberty Utilities

Nate Cote with Liberty Utilities. I apologize I jumped ahead on that one. That is the street that's the 150 feet that we're requesting.

June Lemen, Commissioner

Where is New Dunstable--oh sorry--where is New Dunstable Road and Joffre Street?

Mr. Cote

Nashua.

[*Laughter*]

Commissioner Lemen

Where in Nashua?

Mayor Donchess

It's between Kinsley Street and West Hollis and it kind of is a diagonal street that runs east west--

Commissioner Lemen

--okay.

Mayor Donchess

It's over near the highway, but on the other side--

Mr. Cote

--right, right correct.

Mayor Donchess

Mr. Hudson do you have anything to add on this?

Mr. Hudson

No, I don't think so. Similar situation they're trying to do work. Again this is to support paving--

Mr. Cote

--correct--

Mr. Hudson

--work that we plan to do so they're kind of stuck where they're doing a piece where we are going to pave, but it is tapping into locations that we already paved, and as we've indicated going forward we are trying to better identify those and pull the work outside of limits, so we don't have these situations in the future, but this is one that we do, so that's why the request is before you.

Mayor Donchess

All right. Anyone?

Mayor Donchess

Commissioner Schoneman.

Commissioner Schoneman

Once again, not an emergency, and not a hardship and with a little bit of preplanning could have been taken care of in 2020, so I am not in favor of it.

MOTION CARRIED: 3-Yea – 1 Nay (Schoneman)

J. Motion: To Consider The Hardship Request From Fieldstone Land Consultants, PLLC on Behalf of Beoridge, LLC to Excavate on Ridge Road to Complete Offsite Sidewalk and Drainage Installation for the Doucet Landing Project.

Chairman, Mayor Donchess

Next, we have Item K. Commissioner Lemen.

Motion by Commissioner Lemen: To Consider The Hardship Request From Fieldstone Land Consultants, PLLC on Behalf of Beoridge, LLC to Excavate on Ridge Road to Complete Offsite Sidewalk and Drainage Installation for the Doucet Landing Project.

Dan Hudson, City Engineer

So, again I'll introduce this. Dan City, City Engineer. This project is moving through the planning board process. I think it's, does it say in there, it's 83 units or something condominiumized development, but it's along Ridge Road. They did stub out the utilities for the development ahead of us paving Ridge Road. As this came before the Planning Board and our review, we requested they do sidewalks along the edge of Ridge Road. They had set it off a few feet, but we really prefer there to be curbing and drainage and then the sidewalk so that's better protected from traffic and we don't have that small section of dirt that grass never grows in and just puddles and gets dirt on the sidewalk and stuff. So, this sidewalk would connect the development into a trail system with the existing development across the street. So they're here before you seeking approval to do something that the City staff and the Planning Board is asking for. The proposal is to put the sidewalk in and then again, limit the milling to just along the edge of the roadway, the curblin so that this work can be done while not impacting the roadway any more than they need to. And again, they stubbed out the utilities before, so there's no cut like that into the road where they would have to 20 feet beyond the full width of the road. It's really work along the edge of the road. I don't know if you have anything to add to that? Introduce yourself, please.

Chuck Richie, Fieldstone Land Consultants

Sure. Everyone I'm Chuck Richie with Fieldstone Land Consultants representing Beoridge. As Mr. Hudson said, we were requested to install sidewalk and curbing along the road where previously we were proposing a small little 5 foot grass shoulder in the sidewalk at existing grade. In discussion, they requested and we didn't have any issues with that, so we're coming here today to grant this waiver hopefully to meet everyone's needs and improve the drainage.

Discussion:

Mayor Donchess

And, this is just on the frontage of your property?

Mr. Richie

Yes.

Mayor Donchess

And, how wide is the frontage?

Mr. Richie

This would be a total of roughly 780 feet split approximately evenly on each side.

Mayor Donchess

Any other, any questions or comments from the Commissioners? Commissioner Schoneman.

Shannon Schoneman, Commissioner

When was Ridge Road last paved?

Mr. Hudson

2021, October of 2021. So, two years ago. We did have a discussion with the applicant about it's going to take a while for this development to get built out, but right now we anticipate the Planning Board will want these improvements so that as they build out and the certificates of occupancy are granted that the sidewalk systems are place for the residents. I mean, there could be alternate to wait another three years until the moratorium runs out, but to allow flexibility, especially if those features are desired sooner I think the request is put before you for those reasons. To the credit of the applicant they are here before the process is all done. Lots of times you go through a planning board process and then by the time they get to you, after they've got all their approvals and just need your approval. That's not the case in this case, they are still working their way through the planning board process, they don't have final approval. I encouraged them to come to the Board and for these things that we're seeking and that's why they're here.

Mayor Donchess

Commissioner Schoneman.

Commissioner Schoneman

Another question. It say conservation subdivision. What sort of housing is, is this that's being built?

Mr. Hudson

Do you want to speak to that? It's like townhomes. It's just a condominiumized development. So, there's one big lot for the development. There's common space and whatever, but--

Mr. Richie

They won't be individual lots—

Mr. Hudson

--they'll kind of look like individual home, but it's a condo association on one lot.

Mr. Richie

Right.

Commissioner Schoneman

Okay, market rate housing, yes?

Mr. Hudson

Yes.

Commissioner Schoneman

Condominium.

Mr. Hudson

Yeah, I don't know the details, but I'm assuming they fall under the inclusionary zoning requirements. I could be wrong so don't quote me. So there may be some affordable as part of this, I just don't remember the details.

Commissioner Schoneman

But, they're going to take care of the drainage and makes some improvements to the overall property.

Mr. Hudson

Yes, they're going to build, we internal it's going to be like any development. They're going to build. It's going to be a private roadway because it's a condominium, but they're going to build the roadways, internal, and drainage system and everything internal. This before you is just we've requested the work along the frontage within the right-a-way, and so that's what this about is enabling them to do what we're asking them to do. They said they're willing to do it, but they need approval to do it in terms of the moratorium.

Mr. Richie

Right.

Mayor Donchess

Anyone else?

Kevin S. Moriarty, Commissioner

Mayor, I was just thinking—

Mayor Donchess

Commissioner Moriarty.

Commissioner Moriarty

I was just thinking this whole thing through because we do a lot now with planning you know, and the board back and forth it would be great if they were in-house here, you know the Planning Department. We do so much in right? It's almost like the two could be interconnected. I don't know I'm just throwing out thoughts there, but—

Mr. Hudson

They're interconnected in the sense that I am a voting member on the Planning Board. In engineering we do work closely with the planning. We do the plan reviews for developments that come through the Planning Board process, so we're pretty well connected. And again, we tried in this case. We had them stub out the utilities. At that point in time we didn't really know what the development was going to be, but we stubbed out a sewer service, water service, gas, maybe gas I can't remember. So we tried to get ahead of it, but then at the end of the day because of the development, the type of development it was and how it was configured it came to be that we wanted a sidewalk and so, we missed that part of it, but at least we're just talking about work along the edge of the road not major cuts in the newly paved roadway for those utility tie-ins.

Commissioner Moriarty

I agree.

MOTION CARRIED: Unanimously

K. Motion: To Consider The Hardship Request From Hayner/Swanson, Inc. on Behalf of Stabile Homes at Caldwell Rd, LLC to Excavate in Caldwell Rd. and Forge Dr. to Install Sewer, Water, and Gas Services at Residential Lots 105-165, 105-166, and 105-167.

Chairman, Mayor Donchess

Next, item is Item L. Commissioner Moriarty.

Motion by Commissioner Moriarty: To Consider The Hardship Request From Hayner/Swanson, Inc. on Behalf of Stabile Homes at Caldwell Rd, LLC to Excavate in Caldwell Rd. and Forge Dr. to Install Sewer, Water, and Gas Services at Residential Lots 105-165, 105-166, and 105-167.

Dan Hudson, City Engineer

It's a good team here, so I'll just let them have at this one I guess. Go for it.

Morgan Hollis, Esquire, Gottesman & Hollis, PA.

Thanks, Mr. Hudson. My name is Morgan Hollis. I'm an attorney at Gottesman & Hollis, 39 East Pearl Street in Nashua, and I'm representing Stabile Homes at Caldwell Road, which is the owner of the property. With me this evening is Eric Jackson who's the vice president, and also with me is Ethan Beals of Hayner/Swanson who is the project manager on this project. I think a little bit of history before I get into the request. This property was originally one large lot. And, it belonged to the Constant Family, this is Mr. Constant's homestead if you've ever been out there you know there are a whole series of duplexes that exist in Anvil, Forge and Caldwell and those were all Constant developed build and managed over the years, and this was the homestead. Sort of in late 2021, they decided that they would like to try to do a subdivision as they no longer needed the land surrounding as the homestead. And, the subdivision was presented by the Constant Family, and Maynard and Paquette was the engineering firm and it went to the City and eventually what happened was three lots. Three new lots were created and they were on Forge and on Caldwell, and on Lund. The subdivision as approved was then eventually the land other than the homestead, which was kept by the Constant's was sold off and Stabile purchased it. At the time of the plan and the purchase, the sewer and driveways two of them were planning to come off of Lund Road. All three of these roads are under moratorium currently. So, in looking at it the engineering design was well let's try to come off of Forge because Forge was paved in 2018 and it will come off of moratorium in October 2023, which is just around the bend. The original plan through discussion with my office was to come in and ask for a waiver of moratorium about now maybe a little bit earlier, say in the spring to get ahead of the curve so that the construction could be done. It wouldn't be during the winter. There's nothing worse than construction and temporary paving in November or December. So that was the original and we still have two houses that are design to come off of Forge. So, I don't want to bifurcate the request, but understand that it is sort of two different requests; one is for the cutting into Forge, which is coming off the moratorium this fall in October, and that hardship is simply one of it would be an expense, but it could be a problem in paving and it wouldn't be paved necessarily over the winter and the milling all of that would occur after the moratorium expired. So, we could wait I guess and get into that, but we're trying to get housing for the City and we're trying to get the pavement done early and expeditiously. So, that's the Forge Drive. I think there were plans submitted with the request about location, but I have plans I can pass out if you don't have them. I wasn't quite aware if you had a TV screen or not, but we did email actually during the meeting sent an email to Dan so if you want to call it up maybe Dan can do the high tech end of things, but that's the Forge Drive, the lots coming off of Forge. The pavement reflects it will be near the intersection all the way down through the two lots, and it would be done in accordance as the letter says, the 3 foot trench overcut and curb-to-curb overlay of the road 20 feet beyond the disturbed areas on Caldwell and Forge. So, Forge is one and then Caldwell is the other one. Caldwell admittedly was paved in May 2021, and it doesn't come off the moratorium in 2026. So, it's a fairly recently paved road. However, this is the last lot on that road. This is a new driveway at the end of the road, so it's not as if we're cutting in the middle of the road. The reason we'd like to do it is when you get out there with all the trenching equipment and the sewer connections and the piping, you don't want to do one and then have to come back years later. We obviously would have an issue with not being able to put the house up for a number of years. It would easier if we could all do it. It starts to add to the cost significantly when you delay the construction as would be required here. There was some effort looked at how do you make them all come out on Forge, but nobody likes, including the City private easements that cut across from one property to another. Topographically, where do you put it. How do you put out the easements. Does it go along the road. Again,

there are some issues that could be resolved perhaps but at a fairly significant expense, and it's really not in anybody's interests to have easements across property for sewer. So, that's the nature of our request. Ethan is here if you have any technical questions. And, that's it.

Mayor Donchess

Anybody? Questions. Comments. Commissioner Moriarty.

Kevin S. Moriarty, Commissioner

I guess the comment, if I'm reading this correctly attorney that initially you were having two lots come off Lund and the engineering redesigned it to take the stress off Lund, which is I think a great idea.

Attorney Hollis

That's correct.

Commissioner Moriarty

And move down to Caldwell I guess?

Attorney Hollis

Correct, right.

Commissioner Moriarty

So, I think that's great, great it'll work there to try and accommodate that, and I guess the three houses will be built basically simultaneously, at the same time--

Attorney Hollis

--that's correct.

Commissioner Moriarty

And do we know just off-hand the market price will be?

Attorney Hollis

Can ask Mr. Jackson.

Eric Jackson, Vice President, Stabile Homes at Caldwell LLC

Sure. Eric Jackson with the Stabile Companies. We're anticipating pricing probably in the mid-sixes. You know, we'd like to say lower, but the reality is new construction these days is very, very expensive. Our goal is to have attainable, financially attainable housing here. So, this request will play into that in helping to keep the cost of these homes down, but that's what we're talking about.

Commissioner Moriarty

And, that's significant to the City. You know three lots \$18.00 now are \$1,000.00, so \$1,800.00 for \$100,000.00, so you're talking each house, \$8,000.00/\$10,000.00, so three houses. I think it's good, I think it's worth it myself.

Mayor Donchess

Other discussion? Questions?

MOTION CARRIED: 3-Yea – 1 Nay (Schoneman)

Mayor Donchess

Thank you, counsel.

Attorney Hollis

Thank you, thank you very much.

L. Informational: Presentation-NRPC Pedestrian Infrastructure Assessment.

Chairman, Mayor Donchess

All right. Now we've made the Regional Planning Commission wait for a long time. So, we appreciate your patience, but we're now onto the pedestrian infrastructure assessment.

Dan Hudson, City Engineer

Dan Hudson, City Engineer. We have a guest here Ryan Friedman from NRPC and he is going to take you through the pedestrian, I think I spoke about it a couple of times before, but he's going to take you through the pedestrian infrastructure assessment that we did. The City worked jointly with NRPC to go through this and collect data. Ryan can kind of explain what was done and what we've learned from that.

Ryan Friedman, Regional Planning Commissioner

Sure. So Ryan Friedman, Senior GIS Planner at NRPC. My appearance here marks the final deliverable I guess you'd say of a multi-year, multi-phase, multi-contract project for the City. I will go over everything on the slide in a little more detail, so don't dwell on it too much, but I just put it here to show how long we've been working on these kinds of projects with the City back from the before times in 2020, with the end goal and the end product being a complete inventory and assessment of public pedestrian infrastructure and amenities in the City.

So, back in 2020 we started with a data driven project to try and identify areas of the city where a pilot program to collect data would be the most beneficial. So do that we wanted to identify both areas of need and areas of desire. So we looked at, on the original end, we looked at where do people live that are most likely to need to use pedestrian or bicycle-based trips, so where do people live that don't have a car, where do people that self-report on the census that they commute to work by walking or biking, and other demographic things like income. And then, on the destination end where are some of the places that people are likely want to get to using their feet or a bike. Retail shopping destinations, recreation, and things like parks. The concentrated areas of business. So, we combined those two things, along with a few other

attributes that you see on the left there left of traffic stress or LTS is kind of the thing that I wanted to point out that's a measure that's been gaining traction nationally over the last few years that takes attributes of the road to try and assign a category of how comfortable it would be for a bicyclist to be on that facility based on its surrounds, how many lanes there are, what the median is like. And so, NRPC was part of a statewide effort at the DOT level to code every road in our region, including the City of Nashua with an LTS score, and those scores range from one to four and they represent various levels of confidence on a bike. So, level one would be a road that is appropriate for anyone including kids of any experience on a bike all the way to level four, which we affectionately call our weekend warriors, so the spandex people out there that don't mind being in the middle of traffic, will pretty much bike anywhere. So, we took that data, combined it did some math and the math on the right was the result of that and showed some hotspots of where those attributes were overlapping and occurring. So, we took that data and we took those areas and we said okay, obviously downtown on the tree streets, out towards Exit 5, around Lake Street, and Kinsley were scenarios that we wanted to do because the contract that we had at the time only allowed us to zero in and collect the data on a limited amount of mileage of your city.

So, to collect the data, we used a module called SADES, it was developed by the Technology Transfer Center of T-Squared at UNH and it's a suite of software and hardware solutions for mostly asset management type data collection efforts, so there are ones for culvert assessment and one that lets you look at pavement conditions and plot out a course for a budget for paving over the next ten years or what have you. But, the one we concentrated on obviously is pedestrian inventory, so we did some training with UNH and the people up there and what it entails is using iPads or any other mobile device that you can load up the software on walking to facilities that you're going to collect data on and capturing the various attributes about it. So, the four types of facilities that this module includes are the sidewalks themselves, along with the curb ramps, crosswalks, and pedestrian signals. I won't get into every attribute that it collects, but obviously, for sidewalks, you're looking at things like slope width, materials, and conditions, so there's some quantitative assessment you're doing and some qualitative assessment you're doing. So, the training told us what to look for in terms of what is good versus fair versus poor, so that's all coded into those roads. Curb ramps again, you're looking at slope. Are there detectable warnings, you know, the yellow bumpy things on the ramps. Are they clear, does the end of the ramp when you get to the bottom is it clear of traffic, that kind of thing. So, a lot of these are geared toward answering ADA type questions. For crosswalks is it well lit, are there signs for vehicles approaching the crosswalk that a crosswalk is imminent, is the paint faded, what's the type of striping, the slope again, that kind of thing. And then, on the pedestrian signals and the buttons themselves we're looking at the height of the button, the distance back from the road that it is, so a lot of that was getting at if you are disabled in some way blind or in a wheelchair or something like that what is the experience for accessing that button like for you.

So, all in total you can see the results of that pilot area that we did. We did 17 linear miles in those hotspot areas. Real simple color coding on this map just to show you what we found for sidewalk conditions, and this is just that one condition attribute of collecting the sidewalks. Eyeballing it looking for cracks, looking for deterioration things like that. The green is good, the yellow is fair, and the red is poor. And this was done again during and right after that initial phase of COVID so the summer of 2020/fall 2020.

Recognizing that data doesn't tell the whole story we also wanted to do a little bit of public outreach and kind of more of the qualitative picture of what people thought of what it is like to walk and bike in the city, so we did a couple of outreach efforts. We did an online static survey which we got actually got three hundred responses, which is very good for us. Some of the key highlights there were that on a sliding scale people tended to put the slider at a below-average rating when it comes to how comfortable it is to walk and bike around the city. People called out

the lack of connectivity between the trail system and the sidewalk systems is pretty robust in the city but getting from one cluster to another can sometimes be an issue. So, connectivity was highlighted as a big factor, and then the major corridors that if it's the fastest way to get from A to B in a car, it's probably the fastest way on a bike or on foot also, but doing so along those corridors can be a nightmare, just the environment that you're in and the amount of traffic, so that was recognized as well. Then we did a follow-up on the online survey, we did a webinar in the summer 2020, we had thirty attendees to that, they had similar issues. Of course, when we did a little online survey and Q&A with them they specifically called out some streets Main Street, Amherst Street, and D.W. Highway as some of those major corridors that everyone loves to get to destination-wise, and it's a little unfriendly for them.

So the final results of the final deliverables of that initial effort were a written plan that we did and then a poster. The plan talked about what I just, you know, they introduced all the data collection, gave the results, looked at a few more maps, and summarized the survey results. And then we attempted to make some recommendations in conjunction with city staff, Julie at the time I think was a big part of that. Some of the categories of recommendations that we wanted to address wayfindings, so more signs telling people how to make those connections and get from say Heritage Trail to Mine Falls or something like that. Multi-use paths, trying to get people out of traffic whenever possible, so to the degree that the right-of-way and the room allows, to try and encourage the installation and use of multi-use paths around the city, and then making those connections from neighborhood to neighborhood.

You're not going to be able to see anything on this, but I just want to show that this the poster that we made on the left that kind of summarizes. You can see some charts on there that look at the survey results, and then the main map. What we did is we took some other recommendations, the categories that I just showed you, and tried to identify a couple of places around the city where each of those recommendations might make sense, so that's the blowup on the right there you can kind of see we've called out the need for more crosswalks, and that orange circle down there where the new middle school is being built in anticipation of more walkers down in that area and with all the trails that are down in that area as well. The big green corridor highlighted there along West Hollis Street is obviously kind of where we made the case for a multi-use path coming from Mine Falls and the downtown area out to all the recreation opportunities in the southwest part of the city.

So, that was step one. The City came back to us, we entered into a contract to complete the assessment for the entire city over the last couple of years. Again, we used the same SADES database as a pilot area. This time we pulled in city staff to help us complete the job, and when I say help they did more than their fair share they made us look lazy at times. We had probably two or three staff members on our end plus two interns and then an intern and at least two or three staff members of the City constantly out there every day during the summer 2022 in the fall. We thought it would take maybe all spring, summer, fall we did it in about the three months of summer with teams out there basically every day walking every public sidewalk in the city. So that was a great effort for everyone involved.

Between that pilot area that was the 17 miles right when the project was kicking off, we were also engaged in a safe route to school study for Ledge Street so we kind of used that as a little mini-pilot that NRPC tackled so we did that area next, and then once summer started and all the interns and the staff get onboard, we finished up the city to the tune of about two hundred linear miles.

And then I will for my next trick try and access the internet. Tyrell at our NRGIS staff made this great dashboard that we used while we were collecting the data, and it also functions as kind of a snapshot after the fact of what the city looks like. So like I said, we used this while the project

was going on to see where we were, what we collected it was updating in real-time. Obviously, it also helped us plan out where we went every day so we didn't run into each other with all the different teams that we had going on out there. But, you can see kind of the top-level data at the top there and what we collected. A few random attributes that we tried to point out that people could look at as the data was being collected. So, this one is about crosswalks and how many are well light versus not. This one is the condition of curb ramps, so again that good, fair, poor idea for the curb ramp itself. By the way, this N/A 10% usually is a flag for the fact that you would get to the end of a sidewalk and there wasn't a ramp. I know some of those are being addressed as well, but most of those that's the case. Some of them were under construction at the time so we were going to come back to them, so that's why there's 10% there of our N/A. The mouse is a little finicky here, but if you zoom in here, what you can also do on this map, is this is also color coded by good, fair, and poor on a lot of this. Yeah, this is kind of delayed, Dan, that's all right. You can if I can get it to work, you can click on a road or in this case a sidewalk and get all the attributes, so this is the nitty-gritty of what we collected. I happen to click on a crosswalk here so you can see the type of paint, is it faded, is there a median and all this stuff is being fed into the database. This by the way, because it's part of SADES at UNH T-Squared's Effort is part of a statewide database, so DOT is constantly collecting their assets so the ramps and the exits on the interstates and the highways are kind of already there. Nashua and Concord and maybe one other city are the only ones right now in the state that are kind of fully flushed out, and it has usually been the NRPCs that are doing that work. Really cool to have Nashua be one of those highlights. Let me see if I can get a sidewalk. Yeah, so who collected it, when it was collected, surface type, condition, what the prominent defect was. In this case, cracks, granite. There's the height of the curb, the minimum passable width and those of you who have a little background in ADA will know which of these are kind of being flagged for compliance or not. Here's the slope, so this one is relatively flat and so on and so on. This was a great way during the project to keep an update of where we were and then after the fact just to get a snapshot of what everything looked like.

So, that wrapped up like I said late last summer. And then, the last step was in addition to the module or the iPads T-Squared also developed a spreadsheet, which helps you rank every facility in general terms of how ADA compliant it is. Obviously, you could have a brand new beautiful sidewalk and its slope is 14% then all of a sudden that's not ADA compliant. It tends to be a binary thing for a lot of these attributes, but they combined all these and did some spreadsheet math and gave us the ability to rank them to look at which ones are maybe a total disaster on the top end versus perfect on the bottom. We took that, we ran our data through that spreadsheet. We joined it up with the GIS data and made another dashboard, which looks like this. And again, this is something that DPW staff has access to, we've given them the keys to car. This is a table of every sidewalk in this case and you can toggle back and forth. Down here you can see between the three there is no ADA compliant spreadsheet right now for the signals, so these are the other three sets of attributes. For each one of these it's sorted right now by zero, which is the poorest, all the way up to a hundred, which is an indexed best score possible, so you could theoretically be clicking, look for the worst ones, and if you click on one over here, it takes you to it on the map or vice versa if you were to click on one on the map, it should highlight it in the table in addition to bringing this up here, so this is the same data as the dashboard you saw before just in kind of final format and color coded by this idea of ranking by total score.

The last thing we did, we had kind of a post-game wrap-up on this project and the City wanted us to try to do something to address, you know, if we wanted to look at some of these how do we prioritize. There's nothing in this data that says two sidewalks that have the same score, which one should we look at first in terms of kind of thinking back to that original idea that we did for the pilot study of which of these are people likely to walk on the most or which one of these is more important to the overall City's infrastructure or the connections that people might make

around the city. Towards the end of this table, there are some columns about whether that segment of sidewalk falls into an area. For an example, is different for each of these attributes within a half mile of a park or is it near one of the top I think 15% of rideshare stops from the transit system, and so, those have yes flags on them so the City can look at different segments around and click on them and see, you know, this one is getting a low score and there's a yes in every single column. It's obviously very important to our infrastructure, it's likely to be used a lot, it's an important area in terms of demographics that kind of thing. Here's one that talks about it in a census block that has abnormally high prevalence of households with no vehicles available that kind of thing.

So, that is where we stand right now, and like I said this was kind of the last outreach piece. I will take any questions.

Discussion:

Mayor Donchess

Go ahead.

Kevin S. Moriarty, Commissioner

I was just wondering how will we use this information.

Lisa Fauteux, Director, Division of Public Works

The next plan for this information is to build a plan for updating our sidewalks, so our transition plan and I think risk management will be helping us to complete that. And then, we'll have to come up with how to fund that transition, so that's the next step. And, this is really something that we have to do that we're going to be required to do to get all of our sidewalks ADA compliant.

Mayor Donchess

What do you think it costs per mile to let's say a sidewalk that's rated poorly, poor. What do you think the cost of replacement of a mile of that sidewalk costs?

Ms. Fauteux

Well, it depends on the width of the sidewalk. It depends on whether it's asphalt or concrete. It depends on whether we can use the existing curb, or whether the curb needs to be replaced. Whether we need to add drainage, there are a lot of factors that come into play.

Mr. Friedman

And I will say –sorry-- the City also has the master copy of the data, so in addition to looking at it holistically with a score they can also go in and highlight, you know, select and show me everything that's over 8% slope or everything that's less than 60 inches wide or something like that. If you're looking to tackle actual attributes along the way they can do that too.

Mr. Hudson

The next phase of this really is to get into the costing part, that's not something on our PC, but now we have all the data to be able to do that, so as the director was saying now we know

where all our bituminous sidewalk is, now we know where all our concrete sidewalk is, and where there's various issues, so we need to do a lot of data processing to come up with what a reasonable budget would be to maintain the system and fill in the gaps where they exist and that sort of thing. So we a little bit of work to do to develop the cost part of this. To the Mayor's point, I think the Planning Board right now in lieu of a sidewalk construction the rate is \$500.00 per foot is what the developer contributes. That's nowhere near enough. We're looking at \$150.00 a foot for bituminous up to probably \$300.00 a foot for concrete sidewalks. So if we have to firm up those numbers and do those projections, it's expense to make those repairs. A mile of sidewalk is going to be quite a bit of money. We did, I want to say 900 feet or something over on East Hollis a couple of years ago and that was in the \$230,000.00/\$250,000.00 range or something like that. So it's expensive, but it needs to be done. The transition plan will identify all the needs, what the cost is to address the needs and then we'll have to implement some plan to eventually someday get all those needs addressed as part of the ADA transition plan. That's the future to come, but right now at least we have the data that was a big missing link that we didn't have.

Commissioner Moriarty

And, do we ever get--

Mr. Hudson

--funding--

Commissioner Moriarty

--yeah--

Mr. Hudson

--grant funding for this type of stuff, no.

Ms. Fauteux

No, it's tough. We've got Locke Street that we've received some grant funding, but in terms of getting just grant funding for doing sidewalk work, that's tough.

Commissioner Moriarty

It's tough.

Ms. Fauteux

Yeah.

Mr. Hudson

Grant funding is more targeted towards providing new facilities less for maintenance of existing facilities you have they expect municipalities to take care of the stuff they already have, but there is funding out there for school areas, safe routes to schools program, other things, so there is some funding and we have benefited from that. We did some work over on Charlotte Ave. a couple of years ago and other places. The City is constantly pursuing those types of grants where they're available.

Commissioner Moriarty

It's a great presentation.

Mr. Friedman

Thank you.

Mayor Donchess

All right, any comments, or questions from the Commission?

June Lemen, Commissioner

I was wondering about, okay, this is going to show my ignorance, so if I am thinking about ADA compliance, let's say Ayer Street which is very steep, not very steep but steep enough that it's hard for me to imagine somebody in a wheelchair. How do you assess that?

Mr. Friedman

ADA compliance people would have a better answer, but that's one of the attributes I think where there is a number, right--

Mr. Hudson

--yeah, generally sidewalks have to follow the profile of the road, if the road is going up a steep road you don't have much choice but to have the sidewalk follow that same grade, but there are requirements for the cross-grade it can't be too steep and those sorts of things. Ramps there are maximum grades for ramps, but in the details and stuff, DOT put out a lot of ramp details. You try to meet the grade, but if you can't do it within 15 feet you stop at 15 feet because there has to be some reasonableness to how far you can go. It's varied, it's complex. You do the best you can to make it as compliant as you can. Full compliance is probably unattainable. You do it and we have sidewalks that maybe the cross-grade maximum was 2%, but this is a 4% but the sidewalk otherwise is in good shape, well you're probably not going to go rebuild that one because it's passable. You're going to go rebuild another one that's in disrepair that's not even passable. Those are the types of assessments we have to make in deciding what work to be done.

Commissioner Lemen

So, if there's somebody whose commutes sort of by a motorized chair, if they want to say take this route everywhere to get to work or whatever, is there an office in the city that they should say, you know, this is really important. Who do they contact?

Mr. Hudson

So they could reach out to us, but also the city does have an ADA compliance officer, Ross Dugas in the Risk Department.

Commissioner Lemen

Oh, okay.

Mr. Hudson

He's our point person for ADA complaints and that sort of thing. Let us know, I mean nothing pains me more than to drive down a road, and see somebody riding on the edge of the road in a wheelchair when there's a sidewalk and I know the only reason that they're not taking it is because it's better to ride on the side of the road and that's troubling. We do the best can, but frankly, more funding is needed in this area to really do a better job. We're doing a good job rebuilding curb ramps as part of the paving program, that's something we added in a couple of years ago and we're really doing a lot of ramps around the city so you're going to see an improvement from that. The in-between segment parts of sidewalks is kind of unfortunately have limited capacity to address currently due to constraints.

Mayor Donchess

Any other questions, comments? All right, well thank you very much.

Mr. Friedman

Thank you.

Mayor Donchess

Very thorough, no question about that.

IX. ADMINISTRATION DEPARTMENT

Chairman, Mayor Donchess

All right, let's go back to the agenda. Director's report.

A. Informational: Director's Report

Lisa Fauteux, Director, Division of Public Works

That's right.

Mayor Donchess

Yes, Director's report.

Ms. Fauteux

The first slide is Sunshine Paving. Final paving Tinker Road and Greenfield Drive on June 12.

This is Continental Paving Lake Street on July 5.

We have our Fairytale Festival coming up Saturday. The weather does not look very good unfortunately, and this is one of our biggest events, so we are trying to determine what to do. They're not available on Sunday so we can't have it Sunday, but we're going to try to reschedule if we can.

June Lemen, Commissioner

Does the City own tents or do you have to rent them like we--

Ms. Fauteux

--we have to rent them, yeah. And, plus with weather like that there's thunderstorms we don't want a lot of little kids running around. So, we're going to try even if we have to maybe postpone it to fall. We're looking now at availability. So, hopefully, stay tuned for that.

Our summer camp and swim lessons are very highly attended again this summer. Most are at capacity. Hundreds of kids are enjoying summer this year.

Thousands again enjoyed our annual fireworks display that held a day late. Due to weather again we've had unprecedented weather as you all know.

The Fields Grove basketball courts are pictured here and you can see only one hoop on the left and that the court was heavily cracked. Great improvement. There are now two baskets and the court was redone.

This is some improvements at Lyons Park. We surfaced the shuffleboard courts this month. They look really great! A lot of people don't know that we have shuffleboard.

Park and Rec staff have been very busy installing a 14 zone irrigation system. And a little over 4,000 linear feet of pipe at Atherton Park.

The thunderstorm on July 18th brought eight different trees down. Pictured here is Artillery Lane.

Commissioner Schoneman

It didn't bring down the famous tree on Artillery Lane did it?

Ms. Fauteux

No, it didn't.

Commissioner Lemen

No, it's still there.

[Laughter]

Ms. Fauteux

This is catch basin repair, bricks and concrete, it was caused by erosion.

Another rebuild of a failing catch basis on East Pearl.

The topcoat of asphalt on the basketball court at Atherton Park. Another huge improvement.

We repaired a sinkhole, there were some stumps that were buried under the road that caused that on Edinburgh Drive. Another sinkhole repaired on Lake Street. It was a broken sewer lateral it was discovered there. Sinkhole repair on Russell Ave. This was from a washout and the tip-down was also replaced on the corner. You can see all the sinkholes here. On Valhalla Street this was again caused by the volume of water that we've had.

We've been, Public Works is doing a lot of clean up of homeless encampments. As Commissioner Lemen knows this is one that we cleaned on Crown Street. We also received a request to do some cleanup at Mine Falls Park, (inaudible)Spine Road entrance, so we'll be doing that soon too. And, I think that was actually done today.

Another sinkhole that was caused by water pooling on Tanguay Ave.

We replaced some deteriorated sidewalks on Bower Street. We mill and filled the Water Street ramp to help preserve the bridge deck. There's is a new berm that was installed to prevent eroding on Melrose Street. As you can see, we've been very busy.

We removed overgrown brush at Broad and Dublin. Again, washouts from heavy rains are being repaired. This is Searles Road by Indian Fern Drive.

New Hampshire Department of Environmental Services brought their interns to the Wastewater facility to tour the energy recovery building. So that was pretty neat.

And, this is our new dozer at the landfill--

Commissioner Moriarty

--nice--

Ms. Fauteux

--garage.

The Solid Waste Department, well actually the division participated in the Green your Fleet Workshop at New Hampshire Motor Speedway. We showcased one of CNG side-load trucks.

This is the zig-zag wall construction that's being built on Phase III of the landfill. This is as you recall is allowing us to be able to eventually cap the landfill, but also gave us some additional space by building this.

And, the second household hazardous waste collection was held on Thursday, June 1, and there was a large turnout in spite of the very high temperatures.

That's it. Any questions?

Mayor Donchess

Any questions from the Commission?

Commissioner Schoneman

How has the stormwater overflow system that we've been pumping money into, how's that been working?

Ms. Fauteux

We've had some overflows. There's no question, but relatively well honestly given the amount of water that we have had. It's working as planned, but you know there's only so much that the collection system can handle. We've received so many complaints about flooding on streets. Well, it just is we have so much pavement here in Nashua, there's no place for the water to go. Relatively well. We do have some more work to do in certain areas, we'll have to do some separation to help that, but my hope is that our collection system will work as it's designed and we'll just be able to do a little more separation in the areas where we're still seeing issues.

Commissioner Schoneman

Yeah, at least the bad weather has been diagnostic for—

Ms. Fauteux

--right—

Commissioner Schoneman

--picking out problem areas—

Ms. Fauteux

--true. That's true.

Commissioner Schoneman

I'm sure. That's a lot of water.

Ms. Fauteux

There has been a lot of water. It's been incredible.

Commissioner Schoneman

I went to a meeting at the high school Monday night. It was raining so hard that my feet were totally submerged under water because it was coming down fast. The water was running. It was weird it was like being in the tropics because it was so much water. Little path into the high school.

Ms. Fauteux

Yeah, it's been an incredible year for that. We've seen a lot of damage caused by it (inaudible).

B. Informational: Department Reports.

Chairman, Mayor Donchess

All right. Now there's the Director's Report is there anything, or Department's Report, sorry. Is there anything there?

Ms. Fauteux

No. That's just attached.

X. COMMISSIONER'S COMMENTS

Chairman, Mayor Donchess

All right. Commissioner's Comments. Do any of the commissioners have comments

Commissioner Lemen

I just have to say the flowers are tremendous this year. I've been really impressed. I mean, they're not dead--

[Laughter]

Ms. Fauteux

--it's all the rain.

Commissioner Lemen

Well, it's all the rain, but also they look really nice and people have commented to me on how nice--

Ms. Fauteux

--thank you. I will mention that to Brian Conant. He's very proud of the work, and I agree. Definitely and upgrade this year. They're getting better and better.

Commissioner Lemen

And, I hear there's tons of grieving over the fall of the tree in Greeley Park. The big specimen tree that got, just collapsed. Maybe it was the July 18th storm? It was all over Facebook. People were like "that was my favorite tree."

Ms. Fauteux

Oh, oh. When you said grievance, I thought you meant union grievance. I wasn't aware of that.

Commissioner Lemen

The weeping one. Right? It's the one that went.

Ms. Fauteux

You know, I'm not sure. I know we did have a tree come down. It split.

Commissioner Lemen

People were really upset. I haven't been walking through there yet.

XI. PERSONNEL

A. Motion: To Approve and Unseal the Non-Public Minutes For Personnel From The Board of Public Works Meetings of June 22, 2023.

Chairman, Mayor Donchess

All right. Well, personnel is our next area. Item A is Commissioner Schoneman.

Motion by Commissioner Schoneman: To Approve and Unseal the Non-Public Minutes For Personnel From The Board of Public Works Meetings of June 22, 2023.

MOTION CARRIED: Unanimously.

B. Motion: To Accept the Letter of Retirement of Richard Davis, Groundman II, Effective July 17, 2023.

Chairman, Mayor Donchess

Item B. Commissioner Lemen.

Motion by Commissioner Lemen: To Accept the Letter of Retirement of Richard Davis, Groundman II, Effective July 17, 2023.

MOTION CARRIED: Unanimously.

C. Motion: To Accept the Letter of Resignation of Ryan Lones, Groundskeeper Maintenance, Effective July 24, 2023.

Chairman, Mayor Donchess

Item C. Commissioner Moriarty.

Motion by Commissioner Moriarty: To Accept the Letter of Resignation of Ryan Lones, Groundskeeper Maintenance, Effective July 24, 2023.

MOTION CARRIED: Unanimously.

XII. NON-PUBLIC SESSION

Motion by Commissioner Moriarty: To Move By Roll Call That The Board Go Into a Non-Public Session Pursuant R.S.A. 91-A:3, II (b), The Hiring of Any Person As A Public Employee.

Viva Voce Roll Call:

4-Yea (Donchess, Moriarty, Schoneman, Lemen) – 0 Nay (Schoneman)

The Board entered into Non-Public Session at 5:30 p.m. and reconvened at 5:34 p.m.

Chairman, Mayor Donchess

All right. We're back in public session. Commissioner Moriarty?

Commissioner Moriarty: I MOTION TO SEAL THE MINUTES OF THE BOARD OF PUBLIC WORKS PERSONNEL NON-PUBLIC MEETING OF JULY 27, 2023, UNTIL SUCH TIME AS THE MAJORITY OF THE BOARD VOTES THAT THE PURPOSE OF THE CONFIDENTIALITY WOULD NO LONGER BE SERVED.

Viva Voce Roll Call: 4-Yea (Donchess, Moriarty, Schoneman, Lemen) – 0 Nay

Mayor Donchess: I don't think we have any other business to transact.

Commissioner Moriarty

Another motion, mayor.

Mayor Donchess

Oh yes. We have one item. Commissioner Moriarty.

XIV. ADJOURNMENT

Motion by Commissioner Moriarty: To Adjourn.

MOTION CARRIED: Unanimously.

The meeting of the Board of Public Works of July 27, 2023, adjourned at 5:36 p.m.