

**MEETING OF THE BOARD OF PUBLIC WORKS
APRIL 21, 2026
MEETING MINUTES**

A meeting of the Board of Public Works was held on April 21, 2026, at 4:00 p.m., at the Division of Public Works Administration Building in the Mine Falls Conference Room, 848 West Hollis Street, Nashua, New Hampshire 03062.

Chairman James Donchess, Mayor, 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, Matthew Gregg
Commissioner, June Lemen

Members Absent

Commissioner, Paul Shea
Commissioner, Manny Espitia

Also Present:

Michael B. O'Brien, Sr., Aldermanic Liaison
Richard A. Dowd, Board of Aldermen
Lisa Fauteux, Director, Division of Public Works
Levent Akinci, Sustainability Planner, Sustainability Department
David Boucher, Superintendent, Wastewater
Jeff Lafleur, Superintendent, Solid Waste
Dan Hudson, P.E., City Engineer
Claire Edwards, Executive Assistant, Division of Public Works

II. MOTION: TO APPROVE THE AGENDA AS SUBMITTED

Chairman, James Donchess, Mayor

Next, is the motion approve the agenda, but we would like to move up the Administration Department, Item A, which is the 2026 Drop Mobility discussion to right after public comment because we have two people waiting and we shouldn't make them wait through the whole meeting if we can avoid it. So with that correction, is there a motion to approve or we'll now move to the agenda with that correction. Commissioner Lemen.

Motion by Commissioner Lemen: To Approve The Agenda With Changes.

MOTION CARRIED: Unanimously

**III. MOTION: TO APPROVE THE MINUTES OF THE BOARD OF PUBIC WORKS
MEETING OF MARCH 26, 2026.**

Chairman, James Donchess, Mayor

Next, Motion to Approve the Minutes. Commissioner Gregg.

Motion by Commissioner Gregg: To Approve The Minutes Of The Board Of Public Works Meeting Of March 26, 2026.

MOTION CARRIED: Unanimously

IV. PUBLIC COMMENT

Chairman, James Donchess, Mayor

Next, we have Public Comment. Is there any member of the public who wishes to address any of our agenda items? If not, we'll go to Wastewater.

V. PRESENTATION: 2026 DROP MOBILITY

A. Presentation: 2026 Drop Mobility Discussion.

Chairman, James Donchess, Mayor

Pardon.

Lisa Fauteux, Clerk

We're going to the Mobility--

Mayor Donchess

--oh yeah, to the mobility thing, sorry. We moved it, and then I already forgot, so could we-- please introduce yourself and proceed.

Levent Akinci, Sustainability Planner, Sustainability Department

Hi, I'm Levent Akinci. I'm a sustainability planner with the City's Sustainability Department. I'm here just to tell you a little bit more about the program we have coming up with Drop Mobility to provide a bike share system for the City of Nashua.

The bike system that we have coming in is going to be a small program, at least to start with, so we're going to be starting with 50 bikes, and they are pedal-assist bikes. The bike program is going to be a little different from what we've seen in the past with our bike share programs in that this is a hub-based system. So, instead of the bikes being able to be left anywhere around the City within the service area, this system would require bikes to be returned to specific designated hubs. That's to keep a little bit more control on where those bikes end up at the end of the day. Now, there is a caveat to that in that users of the system can choose to pay an extra fee to leave the bike outside of a hub temporarily. The idea is that they would then use that bike back to a place with a hub at the end of the day, so that it cuts down on the problem with bikes being left around. Now, in order to access the system, the users will have to download an app, and the app is going to be the primary form of communication with users of the system. The app will be used to communicate safety requirements and would include suggestions as well on things like using helmets, and it's also going to be the primary form of payment for the system. Speaking of payment, the company, Drop Mobility, has proposed initially a fee of \$1.50 to unlock a bike, and then to actually ride it, from thereon it would be a fee of \$0.25 per minute until you end the ride at a hub. The one caveat to that is the tether fee that I mentioned to be

able to park a bike outside of a hub. That would be an additional \$1.50, and that just provides that flexibility to the rider in case they're trying to go somewhere where there is no hub, they're still able to use the bike, park somewhere temporarily, and then, again, the idea is to then ride back to somewhere with a hub to actually end the ride eventually.

Now, Drop is pretty flexible as well with the pricing, so that is the initial pricing that they proposed to us. We have decided with that pricing to begin with. As they learn more about the market, they are willing to be flexible as well, and adjust to whatever our preferences are as well. Any price adjustments in the future do have to go through the Community Development Department, so all pricing adjustments need approval from us.

In addition to that, they also have the ability to provide coupons, so at our discretion, we can ask them to provide coupons for certain things, events, whatever it may be, whatever we choose. Again, all with our approval. One other thing that Drop Mobility provides is a where is it on here, they do have discounted memberships available as well for people who qualify, and at the moment their qualification is anyone who is currently enrolled in SNAP. It just requires going through an application process with Drop Mobility itself, and as long as you are approved, then you get a discounted rate.

And that being said, are there any questions I can answer for anyone?

[Discussion:]

Mayor Donchess

Anybody? Commissioner Lemen.

Commissioner, June Lemen

Where roughly are the hubs going to be?

Mr. Akinci

All of the hubs are going to be contained, essentially closer to downtown. In the memo that was previously sent out there was a service area that was included in that, but the bounds are basically from the Nashua River over to the Turnpike, and then in terms of north/south, it's going to be as far north really as Greeley Park, and as far south as Rivier University.

Mayor Donchess

Alderman O'Brien.

Michael B. O'Brien, Sr., Alderman, Board of Aldermen

Thank you. Just concerned, what is the speed of the bike, and will it be posted no sidewalk use? Is it a street vehicle only?

Mr. Akinci

In the app, when people sign up for the bike system, there will be a notification that says they have to ride on the road, and in addition to that, there are some signs that will be around the

City at those parking hubs, which will have additional information, including safety, and specifically, a note that says they cannot ride on the sidewalks. What was the other question?

Mr. O'Brien

The maximum speed.

Mr. Akinci

Maximum speed. Since they are pedal-assist bikes, they really don't go anymore than about 20 miles per hour. It's really dependent on how fast you can pedal; more so, it just gives you a little bit of a boost.

Mr. O'Brien

Oh, so they're not electric pedal.

Mr. Akinci

No. There's no throttle on it. I don't have the need for speed.

Richard A. Dowd, Alderman, Board of Aldermen

(Unintelligible) he can go 20 miles an hour.

Mayor Donchess

Commissioner Gregg.

Commissioner, Matthew Gregg

Are there GPSs on the bikes?

Mr. Akinci

There are.

Commissioner Gregg

Okay, so in terms of not returning them back to one of the hubs, I'm assuming that the idea would be that you have to just go get whatever doesn't get returned.

Mr. Akinci

Yes.

Commissioner Gregg

Is there a fining process or any penalty for not actually returning to a hub?

Mr. Akinci

If they are paying the teether fee then there is no fine for not returning it to a hub.

Commissioner Gregg

You're paying.

Mr. Akinci

Yes, yeah.

Mayor Donchess

Anyone, Commissioner Lemen.

Commissioner Lemen

I work at the soup kitchen, so I assume some of our clients may be interested in this. Is there a maximum that--I can just see one of them entering into this and then just hanging on to the bike. Is there a maximum that people incur in debt, bike debt before--

Mr. Akinci

--before it would be cut off.

Commissioner Lemen

Yeah.

Mr. Akinci

I'm actually not aware of that, so that's something that I could check with Drop Mobility to be sure.

Commissioner Lemen

I can just imagine we'll have quite a few of these bikes at our place maybe. Okay, thanks.

Mr. O'Brien

Can I follow up with that?

Mayor Donchess

Yeah.

Mr. O'Brien

I would imagine you would need a credit card first. Not saying the soup kitchen people don't have credit cards, I don't mean or imply, but in other words, if the bike ends up in the river, I'm sure they'll look at who was the last user and--

Mr. Akinci

--yes, yeah, so they do track that, and the hope is that with the hubs, it will at least reduce issues like that, but in terms of the maximum pricing, they do need a credit card in order to be able to sign up. We have talked to them about other ways for people who maybe don't have credit cards to still be able to use the system, and they are able to be flexible as long as we are willing to help assist with providing other forms--being able to accept other forms of payment. As far as they can do it's really just the credit card.

Mayor Donchess

Commissioner Lemen.

Commissioner Lemen

I have one other question. Are they going to be available on Sundays because there is no bus transit on Sundays in Nashua, and are they going to be available--are they available 24/7?

Mr. Akinci

Drop has suggested that we do make them available 24/7. It is up to us. At the moment, we do have a timespan of the day that they can actually be rented. So, it isn't 24/7. I don't remember off the top of my head the times that we set in the MOU, but it is from basically very early in the morning until close to midnight. It's maybe a 6-hour period, which they cannot be rented.

Commissioner Lemen

Okay.

Mr. Akinci

Again, we can change that if we feel like it's necessary. As far as Sundays they will be available on Sundays.

Commissioner Lemen

I have a kid that works at Market Basket, and there are a number of people who have to use a taxi because they don't have a car, and I was thinking this might be a really good option for them, particularly during the summer.

Commissioner Gregg

To that end--

Mayor Donchess

--Commissioner Gregg.

Commissioner Gregg

To that end, Market Basket. Market Basket would be down Daniel Webster Highway, right?

Commissioner Lemen

There's one at Daniel Webster, and there are two up on Amherst Street.

Commissioner Gregg

Right, so getting up there doesn't sound like it's within the boundaries of this thing, so my questions, actually my follow-up question, is what happens when it goes outside the boundaries--

Commissioner Lemen

--boundaries.

Mr. Akinci

You can ride the bike outside of the designated service area boundary, but you would have to bring it back in; otherwise, you would continue to get charged. You can pay the tether fee and keep a bike outside of the system for a certain amount of time, and then bring it back in, but eventually, it does have to come back in if you are using it for that sort of a purpose.

Commissioner Gregg

Okay.

Mr. Akinci

There is also a possibility in the future with the system to expand the service area. We wanted to start with something smaller, a little bit more concentrated just to really get an idea of how well this is going to work for us, and then, as long as everything is working well, then we can expand both in terms of area and in terms of number of bikes.

Mayor Donchess

Commissioner Gregg.

Commissioner Gregg

So, one more point. I think in order to replace the City bus, I'm thinking of the South Nashua area, meaning this type of—I know it's tough to get on Daniel Webster Highway with these bikes, and I wouldn't even want to be a part of that endeavor, but I do now that they have to get down there. I think a lot of our people that work in the City and work down there, so we have to figure something out there, and then, obviously, at Amherst Street, that's another really, really

important part for people to be able to get to as well. Expanding is great, and I know that we'll use it downtown, but I would just love to see this go much more citywide as quickly as we can.

Commissioner Lemen

I mean--comment--

Mayor Donchess

--go ahead.

Commissioner Lemen

I mean, I see a lot of kids walking. We call them Ninja Pedestrians coming back from Market Basket at night, walking down Amherst Street in their black hoodies and black pants, and I don't know why I assume a bicycle would be safer, but at least the traffic isn't as heavy, and they would be going in the right direction.

Mr. Akinci

Absolutely. Yeah, I think there is a lot of potential use outside of what we've already defined, and I do hope to see those expansions in the future.

Commissioner Lemen

Okay, thank you.

Mayor Donchess

Anyone else? Alright, well, thank you very much for updating us.

Mr. Akinci

Thank you.

VI. WASTEWATER DEPARTMENT

A. Motion: To Approve The User Warrants As Presented.

Chairman, James Donchess, Mayor

Alright, now the Wastewater Department. Item A, Commissioner Lemen.

Motion by Commissioner Lemen: To Approve The User Warrants As Presented.

MOTION CARRIED: Unanimously.

B. Motion: To Approve The FY27 Purchase Of The Chemical Sodium Hypochlorite In The Amount Of \$300,000.00 From Borden & Remington Of Fall River, Massachusetts, Pending Approval Of The FY27 Budget: Funding Will Be Through: Department: 169 Wastewater; Fund: Wastewater; Account Classification: 61 Supplies & Materials.

Chairman, James Donchess, Mayo

Item B, Commissioner Gregg.

Motion by Commissioner Gregg: To Approve The FY27 Purchase Of The Chemical Sodium Hypochlorite In The Amount Of \$300,000.00 From Borden & Remington Of Fall River, Massachusetts, Pending Approval Of The FY27 Budget: Funding Will Be Through: Department: 169 Wastewater; Fund: Wastewater; Account Classification: 61 Supplies & Materials.

Mayor Donchess

Mr. Boucher.

David Boucher, Superintendent, Wastewater

David Boucher, Wastewater Superintendent. This is for the annual purchase of Sodium Hypochlorite to use at the wastewater plant inside the facility. We participated in a Northeast Merrimack Chemical Consortium, it's a bid process in order for us to get the lowest rates. Borden & Remington was the low bidder. This chemical is used for disinfecting the treated wastewater before it's discharged to the river. It's also used in our odor control system at the wastewater plant.

Discussion:]

Mayor Donchess

Alderman Dowd.

Richard A. Dowd, Alderman, Board of Aldermen

Is this enterprise funds or regular budget?

Mr. Boucher

This is regular budget. Oh, did you say is enterprise funds?

Mayor Donchess

Everything here is the enterprise.

Mr. Boucher

yeah, it's all enterprise.

Mayor Donchess

Sorry, it's the wastewater. Okay, anyone else?

MOTION CARRIED: Unanimously.

C. Motion: To Approve The FY27 Purchase Of The Chemical Sodium Bisulfite In The Amount Of \$88,000.00 From PVS Chemical Solutions Of Detroit, Michigan, Pending Approval Of The FY27 Budget; Funding Will Be Through: Department: 169 Wastewater; Fund: Wastewater Account Classification: 61 Supplies & Materials.

Chairman, James Donchess, Mayor

Next, is Item C, Commissioner Lemen.

Motion by Commissioner Lemen: To Approve The FY27 Purchase Of The Chemical Sodium Bisulfite In The Amount Of \$88,000.00 From PVS Chemical Solutions Of Detroit, Michigan, Pending Approval Of The FY27 Budget; Funding Will Be Through: Department: 169 Wastewater; Fund: Wastewater Account Classification: 61 Supplies & Materials.

David Boucher, Superintendent, Wastewater

Dave Boucher, Wastewater Superintendent. Sodium Bisulfite is the chemical we use to remove the chlorine from the treated wastewater before it goes to the river, so we're compliant with our permit. This was also purchased through that same Chemical Consortium to get the lowest rate. PVS was the low bidder. It's the same company we're using this year coincidentally. I'd be happy to answer any questions.

MOTION CARRIED: Unanimously

D. Motion: To Approve The Contract For The Replacement Of The Wastewater Treatment Facility Thickening Room Drains With Northeast Earth Mechanics, LLC Of Pittsfield, New Hampshire In An Amount Not To Exceed \$151,918.62. Funding Will Be Through Department: 169 Wastewater; Fund: Wastewater; Account Classification: 81 Capital Outlay/Improvements.

Chairman, James Donchess, Mayor

Next, Item D, Commissioner Gregg.

Motion by Commissioner Gregg: To Approve The Contract For The Replacement Of The Wastewater Treatment Facility Thickening Room Drains With Northeast Earth Mechanics, LLC Of Pittsfield, New Hampshire In An Amount Not To Exceed \$151,918.62. Funding Will Be Through Department: 169 Wastewater; Fund: Wastewater; Account Classification: 81 Capital Outlay/Improvements.

David Boucher, Superintendent, Wastewater

David Boucher, Wastewater Superintendent. The thickening room is a process room. All the drain pipes sit below ground in a lower room. It's a pump room. It's a rough environment to be in it's pumping sludge and all that. The drain pipes had been leaking over some of our pretty

expensive equipment. We did a thorough investigation of it; having to repair some of the pipe. It all needs to be replaced in order to protect the equipment downstairs, and we reached out to this company. We went through a bid process, no one bid on it, so we reached out to this company who have done a couple of things with us in the past. It's a good company. I'd like to use them for this project.

Mayor Donchess

Commissioner Gregg.

Matthew Gregg, Commissioner

How old are the pipes?

Mr. Boucher

These are the original. It says that it was part of the construction in 1988. It's all ductile iron, we're replacing it with PVC.

Commissioner Gregg

Okay. So these should last.

Mr. Boucher

Yeah.

Commissioner Gregg

Like, what do you think?

Mr. Boucher

Because no chemicals down the drain it's a long time.

[Laughter]

I'll say 40 years, at least.

MOTION CARRIED: Unanimously.

E. Motion: To Approve The Contract For Ammonia Sampling And Identification Within The City Of Nashua Collection System With Hazen And Sawyer Of Boston, Massachusetts In An Amount Not To Exceed \$107,992.00. Funding Will Be Through Department: 169 Wastewater; Fund: Wastewater; Account Classification: 53 Architect/ Engineering Services.

Chairman, James Donchess, Mayor

Next is Item E. Commissioner Lemen.

Motion by Commissioner Lemen: To Approve The Contract For Ammonia Sampling And Identification Within The City Of Nashua Collection System With Hazen And Sawyer Of Boston, Massachusetts In An Amount Not To Exceed \$107,992.00. Funding Will Be Through Department: 169 Wastewater; Fund: Wastewater; Account Classification: 53 Architect/Engineering Services.

David Boucher, Superintendent, Wastewater

David Boucher, Wastewater Superintendent. We've been noting an increase in ammonia coming into the wastewater plant over the last few years, but now we're starting to see it's causing compliance challenges with our permit that was issued by the EPA, and we just received our new permit. Part of the permit process is that if you have issues with certain things, you have to do studies and that, so we want to utilize the help of Hazen and Sawyer. We're going to be setting up samplers throughout the wastewater system. They're going to review process data, data we collect from sampling throughout the city. We're going to look at our industries to see if we can pinpoint the source of where it's coming from, if it's coming from a source or if it's coming from something else. We don't know. That's to do this, and once we get the technical memo at the end, we'll be able to share that with the regulatory agencies.

[Discussion:]

Mayor Donchess

Commissioner Gregg.

Matthew Gregg, Commissioner

How have you been able to detect the ammonia increases at this point?

Mr. Boucher

We do sampling.

Commissioner Gregg

Okay.

Mr. Boucher

We do sampling at the headend of our wastewater plant and at the tailend as part of our permit and we've been noticing it at the headend, but we also sample out in the system. We've sampled certain points throughout the city where our pump stations are, it's not required, but we did some of our own investigation up to this point.

Mayor Donchess

Commissioner Lemen.

June Lemen, Commissioner

Thank you. Is ammonia, I mean, I'm only thinking of the chemical you buy in a jug. Is that like an organic thing that shows up from certain kinds of compounds, or is it just in and of itself, is it created by some other process?

Mr. Boucher

It's natural in human waste, so we do it, but the concentration we're getting could be from another source. Also, we've had some drought periods, and if you have water coming in through pipes sometimes it help dilution. We've been doing a good job of sealing up pipes over the years, but it could be the drought that we're having is making it come from the households, more concentrated that could be it.

Commissioner Lemen

Oh, okay.

Mr. Boucher

If that's the case, if that ends up being the case, we can't find a point source, then we'd have to look at internal treatment processes and say okay, that's going to be the norm from households in the city. What do we do to treat it better at the wastewater plant. That's what we're looking at also.

Commissioner Lemen

I see why there's an investigation that needs to be done. Thank you.

Mr. Boucher

You're welcome.

Mr. Boucher.

Thank you.

Mayor Donchess

Thank you very much.

MOTION CARRIED: Unanimously.

VII. SOLIDWASTE DEPARTMENT

A. Motion: To Approve The Contract With Greg Balcom Landscaping Of Milford, New Hampshire In The Amount Not To Exceed \$35,000.00 To Provide Brush Grinding At The Four Hills Landfill. Funding Will Be Through Department 168 Solid Waste; Fund: Solid Waste; Account Classification: 55 Other Services.

Chairman, James Donchess, Mayor

Now we're onto Solidwaste. Item A, Commissioner Gregg.

Motion by Commissioner Gregg: To Approve The Contract With Greg Balcom Landscaping Of Milford, New Hampshire In The Amount Not To Exceed \$35,000.00 To Provide Brush Grinding At The Four Hills Landfill. Funding Will Be Through Department 168 Solid Waste; Fund: Solid Waste; Account Classification: 55 Other Services.

Jeff Lafleur, Superintendent, Solid Waste Department

Jeff Lafleur, Superintendent of Solid Waste. This is our brush grinding from the brush that comes in from the residents. We have it down in our lower pile by the soft yard waste area. It's accumulating, and it's time to have it ground up. I try to hold off as long as possible so we have enough to make it a decent job for a company to come in and take care of.

MOTION CARRIED: Unanimously.

VIII. ENGINEERING DEPARTMENT

A. Motion: To Approve The Sewer Service Permits And Fees As Submitted.

Chairman, James Donchess, Mayor

Engineering. Item A, Commissioner Lemen.

Motion by Commissioner Lemen: To Approve The Sewer Service Permits And Fees As Submitted.

MOTION CARRIED: Unanimously.

B. Motion: To Approve The Pole License Petition As Listed In The Staff Report.

Chairman, James Donchess, Mayor

Item B, Commissioner Gregg.

Motion by Commissioner Gregg: To Approve The Pole License Petition As Listed In The Staff Report.

MOTION CARRIED: Unanimously.

C. Motion: To Approve A Drainlayer's License For BMB Excavation, LLC Of Chichester, New Hampshire In Accordance With Nashua City Code §255-19 Issuance Of Drainlayer's License 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, James Donchess, Mayor

Item C, Commissioner Lemen.

Motion by Commissioner Lemen: To Approve A Drainlayer's License For BMB Excavation, LLC Of Chichester, New Hampshire In Accordance With Nashua City Code §255-19 Issuance Of Drainlayer's License 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.

Dan Hudson, P.E., City Engineer

Good afternoon, Dan Hudson, City Engineer. I'll just briefly cover this. BMB Excavation they're from Chichester, so it's nice to have another contractor interested in working in Nashua. They have some work that they're planning to do with Pennichuck Waterworks, but also they're drainlayer licensed, so they can do some other things in town too with the draining and sewers. We're seeking approval of drainlayer license, and as noted, we grant that with a probationary period, but we expect, based upon the references, that they're going to be another good contractor working in the city.

MOTION CARRIED: Unanimously

D. Informational: Street Opening Permits Issued For Streets In Moratorium.

Chairman, James Donchess, Mayor

Item D and Item E are informational items. If there are no questions.

E. Informational: Sidewalks Presentation.

Dan Hudson, P.E., City Engineer

I have a brief presentation to make on E, Mr. Mayor.

Chairman, James Donchess, Mayor

Oh, on the sidewalk, I'm sorry. I'm sorry. So, Item D is an informational item, and we will move on to Item E. Mr. Hudson.

Mr. Hudson

Thank you, Mr. Mayor. We thought it would be a good opportunity to just come in and give a little discussion about sidewalks, a little presentation about sidewalks to the Board given that this is a relatively light agenda tonight. To recap, the City has 185 miles of sidewalk, so it's quite a bit. It might surprise some people to learn that. We have over 2,700 sidewalk ramps, so that's the ramp down to cross a road or a driveway, that sort of thing. And then we have 559 sidewalks or crosswalks, sorry. So, quite a number of those as well.

These numbers come from a citywide inventory that was done a few years ago. It was done through a Statewide Asset Data Exchange System that the State establishes protocols for

collecting data about infrastructure. It's kind of a standardized program they have, and it's on a statewide level. In this case, we worked jointly with NRPC. We spent a summer, and NRPC provided some staff and interns, and then the city did as well. We provided some staff and interns as well. Every section of sidewalk at least that we could find in the city was walked, it was located, the material was identified, we defined whether or not it had curbing and what type of curbing, the length of each segment, the width of the sidewalk itself, identified locations where there were obstructions, was there a pole in the way, was there a mailbox or some other obstruction those sorts of thing. All this boils into a Likert Scale for that section of sidewalk, which on a gross level is a good, fair, or poor. So basically green is good. On this chart on the right, it's a sidewalk that's easy to traverse. Slopes, grades, all those things are good. A fair sidewalk, maybe there's a few challenges, maybe there's a pole, but you can still get by things like that. It's not as easily traversable, especially by those with limited ability to traverse. And then the poor sidewalks are the ones where they're in bad shape. They're cracked, they're heaved. There's an example here in a photo of a sidewalk that's been cracked, probably by some tree roots, and that's not passable even by able-bodied people sometimes. Certainly not by those in a wheelchair or other people with mobility challenges. Those in lots of cases need to be ripped up and replaced. This whole system also kind of developed into a sidewalk condition index. You guys are familiar with the Pavement Condition Index we've established for the Paving Program. This will be a corollary for the sidewalks. And again, each sidewalk segment was rated individually.

Here are the overall stats for the city, citywide. We have 48.2 miles in good condition. We have 100.3 miles in fair condition, and then we have 36.2 miles in poor condition. A little pie chart there kind of shows you 20% of our sidewalks are in poor condition, needing some improvement in order to provide improved mobility. We have a graph on the right that just kind of shows how many miles of sidewalks in poor condition we have by ward. There's not as much sidewalk in every ward, so don't take that to mean that one ward has much more sidewalk than the other, and they have less sidewalk, in which case it has less poor sidewalks.

What does this all mean? As engineers, asset managers, we always look at what's our backlog, given the condition of what we have out there, what would it cost to replace it? It would cost about \$30M per some gross estimation to replace all the poor sidewalks that we have in the city to bring it up to a good condition. Those numbers are arrived at, on the right, you can see some average unit prices. We get those from DOT, they publish averages for construction projects. If we're going to build a piece of sidewalk, we need to remove what was there, so there's an excavation item, and there's putting in a subbase of gravel, then there's putting the surface materials down, as well as curbing. We have to rebuild ramps if it's at a ramp location. The costs add up, and totaling up we estimate roughly it's about \$158.00 for one foot, one linear foot of concrete sidewalk with granite curbing, and \$144.00 for a linear foot of bituminous sidewalk with granite curbing. That equates to three-quarters to eight-tenths of, weird way to say it, \$800,000.00 per mile, so it's expensive. These costs don't always scale down perfectly if you say "contractor can you go do this 50' of sidewalk." you're going to pay more because there's efficiencies of scale here so, if you do a bigger project you're going to get better pricing, but this on average gets us in the ballpark of what we would expect it would take to rebuild the sidewalks in Nashua.

The City doesn't have a sidewalk program per se, we don't have a there's no capital project for sidewalks, there's no sidewalk program like the corollary to the Paving Program. However, we do have an opportunity to make improvements here and there to quite an extent. Through the Paving Program it's required when you mill and pave a road that you improve the connection to the sidewalk system, so we are required to go rebuild the ramps, so we've been doing a lot of

that. We've replaced over 850 ramps in the city, so quite a number. We're not required to fix the sidewalk segments, and that really wouldn't be an appropriate use probably of the paving funds, so unfortunately, we make the match to the sidewalk, but in some cases we leave the sidewalk as it is on those roads, even the roads that we're paving.

We do a lot of LPA projects, which are locally administered projects in conjunction with DOT funds received. Those are great projects. Usually they're .80 cents on the dollar is federally funded, passed through the State DOT, so for 20 cents on the dollar, we get to build projects. We have a number in the queue, which you heard about like Walnut Oval. We're going to be rebuilding all the sidewalk around the whole oval, and we'll pay 20 cents on the dollar for that work. That will be a great value to the City. We've done a number of those. We've done some projects in and around school areas through various programs. We have some rail trail work planned and some that we've done, so there is an opportunity to improve some of the sidewalks with those funds.

We also have a sidewalk quadrant fund, so the City is divided into four quadrants. If there is a development somewhere lots of times this happens in the remote areas of the city, but a subdivision will go in versus rather than building a section of sidewalk, which isn't connected to the other sidewalk in the city, if it's determined it makes sense to not build that sidewalk, but instead contribute to this quadrant fund then those monies can be compiled over time and then used for other projects. We can use those to actually go repair sections of sidewalks directly using that money, or we can leverage that, use that as our match towards those LPA projects I mentioned earlier. We try to be creative about that and do that where we can, but those funds do compile relatively slowly, so when they build up to the standpoint that we have an opportunity to use them, we do.

And then, we have repairs made by our Street Department. We get regular calls, residents have an issue with a particular piece of sidewalk, and when we can, we try to address that. It is challenging; there's always more need for repairs than what we can do, but credit to our staff, we have capable people, and they do make repairs when we have the ability to do that. I don't want to sound like we don't do anything to the sidewalks because we do, but there is certainly a need, a backlog of work where more could be done.

And that's what I had to present. I just wanted to give an update, but I'd be happy to address any questions anybody has about that.

[Discussion:]

Mayor Donchess

Alderman Dowd.

Richard A. Dowd, Alderman, Board of Alderman

First of all, I assume these are all public sidewalks, not private sidewalks.

Mr. Hudson

That's correct.

Mr. Dowd

Okay. Can we get a copy of this sent to the Aldermen?

Mr. Hudson

Yes, yes we can make this available.

Mr. Dowd

And, are you going to develop a plan to address attacking those sidewalks that \$30M is going to be spread over more than one year, obviously, and was this presented as part of the CIC projects that you put forth?

Mr. Hudson

I believe we did put CIC project in, I think it was for \$1M, and we may have done that years past too. We recognize the need, so we're trying to put that in. In terms of a program, we haven't laid out like hey we should have a 10-year, 20-year, whatever program. We really haven't developed a program, but we have, I think each year put in a request for some sidewalk funding in this part of the CIC. If you want to give me a check for \$30M today, I wouldn't want it because we couldn't execute that, right? I think we kind of need, as funding allows, and there are many needs in the City, and we recognize that, but as funding allows, it would be good for us to start a regular sidewalk construction each year if we can to build toward the backlog, to try to address this backlog.

Mr. Dowd

And, last question, are those poor condition sidewalks are there some point that are actually dangerous?

Mr. Hudson

Certainly, I mean there could be places where people could trip and fall and that sort of thing, so we do encourage residents to reach out to us if they have such a thing, and as I mentioned those are some of the things that we'll go out and address with our staff as we can, but of course, there certainly is some of that in the City.

Mr. Dowd

And, last question is, is this the same amount of sidewalks we plow?

Mr. Hudson

We don't plow all the sidewalks. We wouldn't be able to do that, so there are areas around schools where we plow and downtown areas and things like that, so there is a prioritization in what we can operationally maintain, but we're not able. I mean, a lot of these frankly, you wouldn't be able to plow because they're not wide enough or they have obstructions or that sort of thing, so they're not, all of them aren't well suited for maintenance like that.

Mr. Dowd

In that program if you're repairing the sidewalks, are you bringing it up to code?

Mr. Hudson

Certainly. If we build a sidewalk, then we want to bring it up to code. Of course, you've got to match in, and sometimes it ends, and you can't do much about that, but there are ADA requirements in terms of the cross-slope of a sidewalk. The sidewalk can follow the road grades, so even if you're on a steep hill the sidewalk follows the grade of the road. That may be steeper than some people can actually utilize well sometimes, but the cross-graded sidewalk how much it tips as you're going down the sidewalk, and then the ramps down, there are very specific requirements for the grading of those, and we do the best we can, obviously, to build those to those requirements.

Mr. Dowd

Thanks.

Mr. Hudson

You're welcome.

Mayor Donchess

Commissioner Gregg.

Matthew Gregg, Commissioner

I would echo trying to get a copy of that, potentially as the Board of Public Works, that's a lot of really great information. I've been trying to find out for a long time. Appreciate you bringing that together. The thing I would love to see in the future at some point is obviously, we have like, okay, we're going to knock out these streets this year. I know we don't necessarily have that on our radar to do the sidewalk side of it as well, but it would be wonderful to see, like, okay, this next year we're looking at strip, we're looking at this strip, just some sort of plan of what we can potentially do.

Lisa Fauteux, Director, Division of Public Works

And, we do have that. We do have a transition plan. We just don't have it funded.

Commissioner Gregg

Right (unintelligible).

Ms. Fauteux

But, we do have the most--

Commissioner Gregg

--funded--

Ms. Fauteux

--yeah, but we do have the most critical sidewalks that need to be addressed first, and we've, engineering has put that together.

Commissioner Gregg

Okay, great. And, just a follow-up question, in the poor category, because this is near and dear to my heart, in the poor category, there are some that I think the picture was a good example of this, where a tree is legitimately in the road, and the roots are pretty much, it's just ripped up the entire thing because I've tripped over maybe a few of those. Is the factoring in of the \$30M, I guess, are there worse poor ones than others, and would you tackle those first because they're easier to tackle, or because I would that something like this, you'd have to get permission from potentially the people that live there, or I don't know what the complications are of this, but I could just see this, even this one picture as I think a major--

Ms. Fauteux

--you'd have to cut that tree down in order to fix.

Mr. Hudson

It can get challenging.

Commissioner Gregg

Dig it out, right you've got to, okay.

Mr. Hudson

Sidewalks are bumping up against private property the whole way, so yes, it is challenging work. That's one of the reasons that the cost tends to be high. There are some sections that are easier than others, so whether you choose to do the hard thing first or you choose to do some stuff that's easier, but there's more, it's closer to a public facility, that sort of thing, or an area of usage, we have to weigh those things a little bit further to prioritize which sections we would do. It's not just that we're going to do the worst one first, then the next worst one. We have to come up with a prioritization that accounts for some of the other factors; how close we are to schools, that sort of thing. All those things need to be considered.

Mayor Donchess

Alderman Dowd.

Alderman Dowd

Do we have legislation that prohibits planting new trees in proximity to sidewalks? Because the trees grow and they're going to ruin the sidewalk, and if we prohibit them from planting so close, we alleviate that in the future.

Mr. Hudson

I'm not familiar with if there's legislation to that effect or not. I do know there are ways that you can plant trees closer to things, but it requires some underground setup. There are structures you can put in that give, basically, a place the roots can grow into without heaving the sidewalk. There are some--we've done some of that actually out on Main Street near Dunkin' Donuts, we did some work to try to--

Mr. Dowd

--I was going to say downtown--

Mr. Hudson

--try to establish it in a way that it would be less likely to be detrimental to the sidewalk. I'm not aware of a specific ordinance that prohibits it.

Mayor Donchess

Alright, well that you very much.

Mr. Hudson

Thank you.

IX. ADMINISTRATION

A. Informational: Director's Report

Chairman, James Donchess, Mayor

Now we have Administration. Discussion are we going to discuss Holman Stadium events?

Lisa Fauteux, Director, Division of Public Works

Well.

Mayor Donchess

We were expecting Alderwoman Amber Morgan to come to discuss this, but she wasn't able to make it.

Ms. Fauteux

And, Commissioner Shea.

Mayor Donchess

And, Commissioner Shea and he wasn't, so are you suggesting we pass this until the next meeting?

Ms. Fauteux

Yes, if it's okay.

Mayor Donchess

Alright, we're going to pass that, so we will go to the Director's Report.

Ms. Fauteux

Thank you. Wait until Claire gets it. Okay. Can you move to the next slide, Claire? Thank you.

This is the Riverfront Boardwalk connection on Front Street. It's being constructed by Morins Landscaping on April 13th.

This is some milling that is taking place on Hadley Drive. Getting ready for our Paving Program.

The Fleet staff attended an air brake class. They do a fair amount of continuing education to keep up on things.

We are looking for lifeguards, so if you know anybody that is interested, we will train them; they don't have to be current lifeguards, but we are looking for lifeguards. If anybody is interested, please give us a call.

Our swim lesson program is very popular. Registration is now open for all three summer sessions, which begin June 29th and end on August 6th.

This is a picture of our Parks Department grooming the field at Stellos.

I don't know if you've been by the Library Walk, but you should see some improvements. Our Parks Department has been down there doing some cleanup with some of the funding that the Board of Aldermen provided for us.

The Parks Department did some landscaping for First Station III on Spitbrook Road.

The Holman light project is complete now, and these pictures show the trenches dug for the electrical conduit.

The Parks Department built and painted some new picnic tables for the grilling area at Greeley Park.

The Street Department performed a spring cleanup of tree branches and brush this month. It's always a popular program.

This is pictures of—we have actually, they put in the water line yet, but this is going to be the water line for the new fire training ground, and also for the landfill. We've cleared the area, and the Street Department will be putting in the water line soon.

This is a picture of the Street Department repairing a catch basin on Airport Road. The catch basin failed due to water infiltration and poor pavement conditions around the basin. We do a lot of that.

We're also working at the Disk Golf Course at Robie Park. It's very exciting. There's a lot of hype about that. I don't know if you saw the video that our golf course designed posted, but it's getting—it's had like 60,000 views or something. It's a crazy amount. That's very exciting. We've got all the mulching and trees down. Left to do are putting in the bridges, the t-pads, and installing the baskets. There's a lot of excitement surrounding that.

The Wastewater Department participated in bloodborne pathogen training. The Risk Department performed that for us as they do many things.

Bulk oversized items have begun. Requests were taken on April 13th and curbside collection started this past Monday. Same with yard waste. This past Monday, we started yard waste collection. Just a reminder, you can use 32-gallon or smaller barrels or brown yard waste bags. The yard waste shouldn't be heavier than 60 pounds and should only be grass clippings and leaves. Any brush or branches should be brought to the landfill, and also make sure that all of the yard waste is kept at least 3 to 5 feet from trash and recycling totes. Yes.

Matthew Gregg, Commissioner

I assume this is where--these are brought down to that place at Four Hills or down there where we do the grinding?

Ms. Fauteux

No. Well, yeah, some of it is here, but most of the collection that we do gets brought out back, and there are large piles.

Commissioner Gregg

(Unintelligible).

Ms. Fauteux

In the back, right where the fire training ground will be going, not close, not far from there.

Commissioner Gregg

Got you.

Ms. Fauteux

Yes, in the back. But, we do have up front, we do have some drop off for residents when they bring it in themselves. Any other questions?

Mayor Donchess

Anybody?

Richard A. Dowd, Alderman, Board of Aldermen

Do we do large-scale composting here?

Ms. Fauteux

Do we? No, we don't. We'd like to. The problem is there are residents so close to the soft yard waste that whenever we start turning it, we get complaints, odor complaints. So we haven't been able to do that. It would be great to though because we could make a nice compost because we have both the leaves and the grass clippings, which really make an ideal product.

Mr. Dowd

I would, if we could sell it.

Ms. Fauteux

We've tried. Every time we try, we get complaints. There are residents that are so close to where we, so.

Mayor Donchess

Alright, thank you, thank you very much.

X. COMMISSIONER COMMENTS

Chairman, James Donchess, Mayor

Commissioner's comments. Any commissioner's comments?

XI. PERSONNEL

A. Motion: To Approve And Unseal The Non-Public Minutes For Personnel From The Board Of Public Works Meeting Of March 26, 2026.

Personnel. Item A, Commissioner Gregg.

Motion by Commissioner Gregg: To Approve And Unseal The Non-Public Minutes For Personnel From The Board Of Public Works Meeting Of March 26, 2026.

MOTION CARRIED: Unanimously

B. Motion: To Accept The Resignation Of Patrick Carr, Wastewater, Effective April 24, 2026.

Chairman, James Donchess, Mayor

Item B, Commissioner Lemen.

Motion by Commissioner Lemen: To Accept The Resignation Of Patrick Carr, Wastewater, Effective April 24, 2026.

MOTION CARRIED: Unanimously

XII. NON-PUBLIC SESSION

A. Non-Public Session Pursuant To R.S.A. 91-A:3, li (B) The Hiring Of Any Person As A Public Employee.

Chairman, James Donchess, Mayor

We now have a non-public session. Commissioner Gregg.

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

Viva Voce Roll Call:

3-Yea (Lemen, Gregg, Donchess) – 0 Nay

MOTION CARRIED. Unanimously.

The Board entered into a Non-Public Session at 4:50 p.m. and reconvened at 4:49 p.m.

B. To Move By Roll Call To Seal The Minutes Of Board Of Public Works Personnel Non-Public Meeting Of April 21, 2026, Until Such Time As The Majority Of The Board Votes That The Purpose Of The Confidentiality Would No Longer Be Served.

Chairman, James Donchess, Mayor

Alright, Commissioner Gregg.

Motion by Commissioner Gregg: To Move By Roll Call To Seal The Minutes Of Board Of Public Works Personnel Non-Public Meeting Of April 21, 2026, 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:

3-Yea (Lemen, Gregg, Donchess) – 0 Nay

XIII. ADJOURNMENT

Chairman, James Donchess, Mayor

And, the business is completed, so I will look to Commissioner Lemen.

Motion by Commissioner Lemen: To Adjourn.

MOTION CARRIED: Unanimously

The meeting of the Board of Public Works of April 21, 2026, adjourned at 5:00 p.m.