



Place: Manchester Community College

Date: May 18, 2016

Notes Taken by: Karen Huberdeau

Time: 1-3 pm

## Meeting Notes

Project #: 52392.01

Re: I-293 Exits 6 and 7  
Manchester #16099  
Technical Advisory Committee Meeting #3  
(INVEST Workshop)

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### ATTENDEES

Keith Cota	-	NHDOT
Mike Dugas	-	NHDOT
Trent Zanes	-	NHDOT
Marc Laurin	-	NHDOT
Leigh Levine	-	FHWA
Jamie Sikora	-	FHWA
William Craig	-	City of Manchester
Bill Klubben	-	City of Manchester
Bruce Thomas	-	City of Manchester
Keith Hirschman	-	City of Manchester
Adam Jacobs	-	Town of Goffstown
Meghan Theriault	-	Town of Goffstown
Mark Lemay	-	Town of Goffstown
Susan Huard	-	Manchester Community College
Jeff Nyhan	-	Manchester Community College
Tim White	-	SNHPC
Marty Kennedy	-	VHB
Bill Arcieri	-	VHB
Karen Huberdeau	-	VHB
Craig Seymour	-	RKG & Associates

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Mr. Keith Cota, the New Hampshire Department of Transportation's (NHDOT) Project Manager for the project, opened the meeting with a brief introduction to the INVEST process. He stated that FHWA's INVEST (Infrastructure Voluntary Evaluation Sustainability Tool) will be used to evaluate the various alternatives for the project. Mr. Cota noted that the objective for today is to prioritize the various INVEST criteria through committee member breakout group discussions. He then introduced Mr. Marty Kennedy, VHB's Consultant Project Manager for the project.

Mr. Kennedy defined the INVEST program and provided an overview of the meeting's agenda. He noted that the meeting would be conducted using a workshop-type format, where the committee would break out into groups to discuss the selected criteria related to the project development process.

2 Bedford Farms Drive  
Suite 200  
Bedford, NH 03110-6532  
P 603.391.3900

Mr. Kennedy proceeded to stress to the committee that the goal of the workshop is not to score the project, but rather to use this as an opportunity to discuss the criteria and identify the sustainability elements that are most important to the communities so that the project team can focus on those elements as we proceed with the Environmental Assessment (EA) and advance to final design and ultimately to construction and operations. He stated that some of the criteria cannot be scored until the design is advanced further, but it is useful to have the discussions now to highlight the criteria that the project team should focus on to make the project more sustainable.

The committee members broke out into groups which consisted of a variety of different community representatives and stakeholders. The workshop began at 1:15 PM. The groups discussed each topic with the help of a group facilitator. Trent Zanes (NHDOT), Bill Arcieri (VHB), and Karen Huberdeau (VHB) each facilitated a separate breakout group. The discussions concluded at 2:30 PM.

Following the individual group discussions, all TAC members reconvened as a single group to share and recap the discussions. Mr. Kennedy stepped through each topic, asking TAC members to share some of the thoughts that were raised in the breakout groups. The feedback received was as follows:

- **PD-01: Economic Analysis**

*Using the principles of benefit-cost analysis (BCA) or economic impact analysis (EIA), provide evidence that the benefits, including environmental, economic, and social benefits, justify the full life-cycle costs.*

FEEDBACK:

- The Economic Impact Analysis is a higher priority than the Benefit Cost Analysis

- **PD-02: Lifecycle Cost Analysis**

*Reduce life-cycle costs and resource consumption through the informed use of life-cycle cost analyses of key project features during the decision-making process for the project.*

FEEDBACK:

- It would be beneficial to perform a value engineering study for the project
- *Mr. Kennedy responded that the project is currently scoped to do so*

- **PD-03: Context Sensitive Project Development**

*Deliver projects that harmonize transportation requirements and community values through effective decision-making and thoughtful design.*

FEEDBACK:

- It is important to evaluate the potential impacts to the Manchester Community College
- The Town of Hooksett was not represented at the meeting and should be contacted again
- Hold additional night meetings with various groups within the communities
- Involve all stakeholders early on in the process to build project support and provide everyone an opportunity to voice their concerns and/or provide input
- The question was raised as to who would be the "External Champions" for the project
- *Mr. Kennedy responded that it could be anyone, but certainly committee members would be in a position to fill this role*
- Hold another evening public workshop to receive feedback from the public on the various INVEST topics

- **PD-04: Highway and Traffic Safety**

*Safeguard human health by incorporating science-based quantitative safety analysis processes within project development that will reduce serious injuries and fatalities within the project footprint.*

FEEDBACK:

-Addressing safety deficiencies is a high priority

- **PD-05: Educational Outreach**

*Increase public, agency, and stakeholder awareness of the integration of the principles of sustainability into roadway planning, design, and construction.*

FEEDBACK:

- Present the project at the Community College
- Consider scheduling meetings/presentations with local groups
- Develop newspaper articles to inform the public on the project status and future meetings/workshops

- **PD-06: Tracking Environmental Commitments**

*Ensure that environmental commitments made by the project are completed and documented in accordance with all applicable laws, regulations, and issued permits.*

FEEDBACK:

- Who is the compliance monitor?
- Mr. Kennedy responded by stating that the NHDOT currently handles the compliance monitoring internally.

- **PD-07: Habitat Restoration**

*Avoid, minimize, rectify, reduce, and compensate the loss and alteration of natural (stream and terrestrial) habitat caused by project construction and/or restore, preserve, and protect natural habitat beyond regulatory requirements.*

FEEDBACK:

- It is important that the area surrounding Black Brook be preserved
- Discussions should be had with the Goffstown Conservation Commission early on

- **PD-08: Storm water Quality and Flow Control**

*Improve storm water quality from the impacts of the project and control flow to minimize their erosive effects on receiving water bodies and related water resources, using management methods and practices that reduce the impacts associated with development and redevelopment*

FEEDBACK:

- No comments

- **PD-09: Ecological Connectivity**

*Avoid, minimize, or enhance wildlife, amphibian, and aquatic species passage access, and mobility, and reduce vehicle-wildlife collisions and related accidents.*

FEEDBACK:

- Similar to PD-07

- **PD-10: Pedestrian Facilities**

*Provide safe, comfortable, convenient, and connected pedestrian facilities for people of all ages and abilities within the project footprint.*

FEEDBACK:

- Providing safe and connected pedestrian facilities is a top priority
- Important to maintain and/o expand existing pedestrian facilities and connections
- Pedestrian connectivity is important to Manchester Community College
- Challenge is to address the traffic issues and increase the safety of pedestrian facilities

- **PD-11: Bicycle Facilities**

*Provide safe, comfortable, convenient, and connected bicycling facilities within the project footprint.*

FEEDBACK:

- Same as PD-10

- **PD-12: Transit and HOV Facilities**

*Promote use of public transit and carpools in communities by providing new transit and high occupancy vehicle (HOV) facilities, or by upgrading existing facilities within the project footprint.*

FEEDBACK:

- Ensure that the selected alternative does not negatively impact the level of service on the existing transit routes

- **PD-13: Freight Mobility**

*Enhance mobility of freight movements, decrease fuel consumption and emissions impacts, and reduce freight-related noise.*

FEEDBACK:

- Connector Road to Goffstown would be beneficial to freight mobility to and from Goffstown's industrial zoned land
- 6 lanes on interstate would improve conditions

- **PD-14: ITS for System Operations**

*Improve the efficiency of transportation systems through deployment of technology and without adding infrastructure capacity in order to reduce emissions and energy use, and improve economic and social needs.*

FEEDBACK:

- Important to connect the city/town signal systems with the NHDOT's interchange systems

- **PD-15: Historic, Archaeological, and Cultural Preservation**

*Preserve, protect, or enhance cultural and historic assets, and/or feature National Scenic Byways Program (NSBP) historic, archaeological, or cultural intrinsic qualities in a roadway.*

FEEDBACK:

- This will be covered under the NEPA process

- **PD-16: Scenic, Natural, or Recreational Qualities**

*Preserve, protect, and/or enhance routes designated with significant scenic, natural, and/or recreational qualities in order to enhance the public enjoyment of facilities.*

FEEDBACK:

- Maintain sightlines through Amoskeag Falls and city limits
- Consider alternatives to sound walls as they're not aesthetically pleasing and they encourage graffiti
- Discuss important views to maintain at public meeting

- **PD-21: Earthwork Balance**

*Reduce the need for transport of earthen materials by balancing cut and fill quantities.*

FEEDBACK:

- No comments

- **PD-30: Low Impact Development**

*Use low impact development stormwater management methods that reduce the impacts associated with development and redevelopment and that mimic natural hydrology.*

FEEDBACK:

- Important to look at other alternatives to stormwater treatment, but need to have a discussion with regard to who will maintain these alternative systems

- **PD-31: Infrastructure Resiliency Planning and Design**

*Respond to vulnerabilities and risks associated with current and future hazards (including those associated with climate change) to ensure transportation system reliability and resiliency.*

FEEDBACK:

- Important to consider climate change and increase in water levels throughout the design

- **PD-32: Light Pollution**

*To safely illuminate roadways while minimizing unnecessary and potentially harmful illumination of the surrounding sky, communities, and habitat.*

FEEDBACK:

- Try to minimize light pollution where possible

- **PD-33: Noise Abatement**

*Reduce traffic noise impacts to surrounding communities and environments.*

FEEDBACK:

- Minimize increase in noise to abutting communities
- Some resistance to sound walls due to aesthetics
- Consider other alternatives

Mr. Kennedy concluded the discussion by indicating that the project team will review the feedback that was provided today and will prioritize the categories that were identified as being most important to the communities. The team will report back at future TAC meetings regarding progress on efforts to enhance the sustainability of the project.

Mr. Kennedy stated that we will hold another similar workshop-type meeting towards the end of this phase of the project to both evaluate our progress and to identify sustainability objectives for the design and construction phase of the project.

Mr. Cota then shared what he had heard as the key themes raised during the workshop and reiterated that discussion on these important issues will continue throughout the project development process.

Mr. Cota thanked everyone for their participation and concluded the meeting at 3:00 PM.