



Place: Manchester Community College

Date: July 21, 2016

Notes Taken by: Karen Huberdeau

## Meeting Notes

Time: 1-2 pm

Project #: 52392.01

Re: I-293 Exits 6 and 7  
Manchester #16099  
Technical Advisory Committee Meeting #4

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### ATTENDEES

Keith Cota	-	NHDOT
Mike Dugas	-	NHDOT
Marc Laurin	-	NHDOT
David Smith	-	NHDOT
Leigh Levine	-	FHWA
Jamie Sikora	-	FHWA
Bill Klubben	-	City of Manchester
Bruce Thomas	-	City of Manchester
Adam Jacobs	-	Town of Goffstown
Meghan Theriault	-	Town of Goffstown
Mark Lemay	-	Town of Goffstown
Jeff Nyhan	-	Manchester Community College
Julie Chen	-	SNHPC
Marty Kennedy	-	VHB
Pete Walker	-	VHB
Karen Huberdeau	-	VHB

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Mr. Marty Kennedy, VHB's project manager for the project, opened the meeting by providing a brief overview of the meeting's agenda.

Mr. Kennedy proceeded to discuss the project schedule. He stated that the original schedule has been pushed out a few months. He added that originally the schedule was to provide a draft environmental assessment by the end of 2016. He informed the committee that it is likely that the draft will not be completed until after the first of the year. This will be followed by a period of review and comment on the document with the goal of preparing a final EA and holding the Public Hearing later in the spring. He added that there will be a Public Informational Meeting next month and second one later in the year.

Mr. Kennedy then introduced Mr. Pete Walker, with VHB's Environmental Services group. Mr. Walker shared his insight on the status of the environmental data collection. He stated that the data collection is substantially complete. He added that the majority of the resources have been mapped and incorporated into the project base plans. Mr. Walker noted that the information that was gathered for Part A was primarily from aerial photography, with some limited field

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work. In contrast, the data for Part B is being developed using extensive field work, data research, and modeling by environmental scientists.

Mr. Walker discussed that the results to date have not identified any substantial new issues, but rather increased the detail and accuracy of the data. Mr. Walker provided a brief summary of the data collected thus far and displayed maps of the following:

- Wetland survey completed; the Merrimack River bank has been delineated to help with impact minimization, and a substantial wetland system has been mapped along Black Brook in addition to several other smaller wetlands
- Vernal pool survey completed; eight vernal pools were identified within study area, with four additional areas potential
- Cultural resources evaluation completed:
  - Archeological Survey
    - Phase 1A completed by Independent Archeological Consulting (IAC)
    - Phase 1A reviewed historical research and completed field review of landforms to identify sensitivity with limited extensive excavation/testing – Assigned sensitivity to 16 areas within the study area
    - Beginning Phase 1B – includes shovel test pits within the 16 areas identified in Phase 1A
  - Historic Structures
    - Data collected on above ground structures and buildings within the study area
    - A Project Area Form has been completed, which describes the history of the area, and reviews structures more than 50 years old
    - The Project Area Form makes recommendations about structures and potential districts that would need further study if impacted by the project
    - In addition to the already-listed or eligible properties, two potential historic districts were identified along Goffstown Road and along Front Street
- Flood plain information has been gathered from FEMA
- Farmland Soil survey has been completed, one area identified in the northern limit of study area; however, the project is in an urbanized area and therefore exempt from the federal Farmland Protection Policy Act
- Groundwater resources
  - Most of the project area is underlain by a large stratified drift deposit with high transmissivity
  - However, most of study area is served by public water supply
  - Adding impervious surfaces over an aquifer needs to be accounted for as an impact
  - There are relatively few private wells in the project area
- Wildlife habitats have been identified
  - Fish and Game protected wildlife information has also been received
- Hazardous sites have been mapped, five properties are active sites that will need to be addressed
  - Manchester Landfill contains a groundwater plume underneath the Interstate
- Noise monitoring locations have been incorporated into a calibrated existing noise model
  - The proposed action will be compared against the existing model
- Socio-Economic evaluation is being completed by RKG Associates

- Ambient air quality monitoring data has been obtained from DES; an air quality model will be developed and will be analyzed for the proposed action
- No anticipated direct impact to conservation lands
- Visual resources are being analyzed by a landscape architect to identify any scenic vistas or potential impacts

Mr. Walker then turned the meeting back to Mr. Kennedy to discuss the preliminary traffic model results. Mr. Kennedy described some of the diversionary effects that could be expected with the various upgrade alternatives:

- What will happen if Exit 6 is upgraded?
  1. Reduce congestion and delay
  2. Diversion of traffic flow within west side neighborhood

Mr. Kennedy described how under existing conditions, motorists destined to downtown Manchester from the west on Goffstown Road tend to avoid the congestion at the Amoskeag Circle and travel through the west side neighborhood by way of Montgomery Street to Bridge Street. The traffic model results suggest that an upgrade to Exit 6 would benefit the neighborhood as these motorists would likely shift back to Amoskeag Street. Mr. Kennedy also discussed how under the SPUI Exit 6 alternative, it would be important to maintain convenient southbound access to the highway from Eddy Road as currently provided. Otherwise, neighborhood traffic might shift to Coolidge Street resulting in an impact to residents along that roadway. Mr. Kennedy also described how separately the City, and/or as part of this project the NHDOT, may need to consider transportation system management actions within the neighborhood street system to minimize impacts.

- What will happen if Exit 7 is upgraded at its existing location?
  1. Physically it can be constructed, but it is not ideal due to the close proximity to Exit 6
  2. Very little traffic diversion occurs, traffic will likely still use Exit 6
- What will happen if Exit 7 is relocated to the north?
  1. Improved access to the Hackett Hill Master Plan area
  2. Reduction of traffic on Goffstown Road
    - a. 335 vph in AM (24%)
    - b. 260 vph in PM (19%)
- What will happen if a connection is provided across Black Brook?
  1. Improved connection to Goffstown's industrial zoned land
  2. Reduction of traffic on Goffstown Road
    - a. 435 vph in AM (32%)
    - b. 455 vph in PM (32%)

Mr. Kennedy reminded the committee that these results are preliminary but wanted to share some insight as to what we are seeing. He added that additional details will be provided at the next meeting. He also discussed that the proposed action will add capacity to the system but it will also generate shifts in traffic patterns that will need to be considered.

Mr. Kennedy proceeded to discuss the draft purpose and need statement that the project team has developed to submit as a part of the Environmental Assessment. A draft version of the Purpose and Need Statement was handed

out to the TAC members. He noted that the Purpose and Need Statement establishes a basis for the development of a reasonable range of alternatives and assists with the selection of a proposed action.

He provided an overview of the purpose, as follows:

The purpose of the project is to address capacity, safety, and access related deficiencies along a 3.5-mile portion of I-293 beginning north of Exit 5 and ending north of Exit 7 by:

- Correcting geometric and safety deficiencies while reducing congestion at problem locations
- Accommodating future traffic growth related to commuter trips and the transportation of commercial goods and services through the corridor
- Improving access to the highway consistent with the long-term visions of the communities of Manchester and Goffstown.

He then described the project need, as follows:

- Noting the geometric and safety deficiencies within the study area
- Poor operating conditions (LOS E and F) for 2035 future year
- Poor connectivity limits regional economic growth

Mr. Cota asked Mr. Kennedy to include other intersection deficiencies away from the highway as well as the need to address access issues near the community college. It was then discussed that it is important to include a need for pedestrian and bicycle access within the study area.

Mr. Cota asked the committee members to read through the draft Purpose and Need Statement that was provided as a handout. He asked that they share with others in their communities and to please provide feedback and comments/concerns to be addressed in the final document. He reminded the committee that the Purpose and Need Statement is an important document in the development of the Environmental Assessment.

Mr. Mark Lemay informed the committee that the Town of Goffstown is currently updating their master plan and will provide feedback related to the update.

Mr. Kennedy stated that the first Public Informational Meeting will be held on Wednesday August 10, 2016 at Manchester Community College, Room 100. He discussed that the meeting will be held to bring the public back up to speed on the project and discuss some of the data that is being collected. The meeting will also provide an overview of the various alternatives. He added that the meeting will be an opportunity to obtain additional input from the public.

Mr. Bill Klubben asked if there would be resource maps and graphics on display at the Public Informational Meeting.

Mr. Kennedy responded by stating that the project team will discuss the format of the meeting and potentially set aside time before the presentation to display maps and allow for open discussions with the attendees. Mr. Kennedy informed the committee that he would send out a start time for the meeting as soon as possible,

The meeting concluded at 2:00 PM.