



**Meeting
Notes**

Attendees: Tony Marts – Town of Goffstown
Mark Lemay – Town of Goffstown
Julie Chen – SNHPC
Tim White – SNHPC
Adam Hlasny - SNHPC
Susan Huard - MCC
Jamie Sikora- FHWA
David Boutin – State Senate
Keith Cota – NHDOT
David Smith - NHDOT
Nancy Spaulding - NHDOT
Marty Kennedy - VHB
Dale Abbott - VHB

Date/Time: June 20, 2013
1:00 – 1:45 PM

Project No.: 52196.00

Place: Manchester Community College

Re: I-293 Exits 6 and 7
Manchester #16099
Advisory Committee Meeting #8

Notes taken by: Dale Abbott

Mr. Marty Kennedy of Vanasse Hangen Brustlin, Inc. (VHB) opened the meeting by welcoming everyone and reviewing the meeting agenda, which included a review of the feedback from the June 11th public meeting, the results of a mini origin/destination survey conducted at Exit 6, and a discussion on where we go from here to complete the study.

Mr. Kennedy noted that over 50 people attended the public meeting – many coming early to view the concept plans that were posted on the meeting room wall. Feedback received immediately following the meeting as well as through e-mail received and comments submitted through the website was very positive. Mr. Kennedy also noted that a large contingent from Goffstown attended the meeting expressing their desire for a connection to Goffstown Road from a relocated Exit 7.

Mr. Kennedy summarized the results of the license plate origin/destination survey that VHB conducted at Exit 6 on Tuesday May 7th from 7:30 to 8:30 AM. The results of the survey revealed that of the motorists approaching the interchange from Goffstown Road, approximately 14% proceeded south on Eddy Road, 21% proceeded south onto I-293, 46% proceeded east across the Amoskeag Bridge, and 19% proceeded north on I-293.

Conversely, of the motorists approaching the interchange from Front Street, approximately 47% proceeded south on Eddy Road, 12% proceeded south onto I-293, 29% proceeded east across the Amoskeag Bridge, and 11% proceeded north on I-293.

At this point, Mr. Kennedy presented a draft outline of the Planning Study Report. He indicated that the team would be preparing the report over the next month or so and following NHDOT review; the draft report would be made available for the Committee and the public to review. Mr. Kennedy noted

that we would likely hold one final Committee meeting after the Committee has had a chance to review the document.

Throughout and following the presentation, the following comments/questions were raised:

- Mr. Keith Cota noted that the 1967 Goffstown Comprehensive Plan (an excerpt from the plan was submitted at the public meeting) shows a connection to US Route 3, not I-293. Mr. Kennedy had mistakenly said that it connected to I-293. Mr. Cota noted the key point is that the Comprehensive Plan shows improved connectivity.
- With regard to the results of the Origin/Destination (O/D) survey, Mr. Tony Marts asked what the volume split was between the Goffstown Road approach and Front Street approach. Mr. Kennedy did not have the actual count data on-hand, but estimated the split to be approximately 75% from Goffstown Road and 25% from Front Street. (Note that the actual split is 61% from Goffstown Road and 39% from Front Street).
- Mr. Cota stated that the next phase of the study will include a more detailed sub-area traffic model. Mr. Cota asked Mr. Kennedy if the O/D study should be expanded in the next phase of the project as well.

Mr. Kennedy responded that yes, a more expansive O/D survey would be conducted under Part B (Environmental Documentation).

- Mr. Cota asked Mr. Kennedy to provide some examples of TDM/TSM. Mr. Kennedy explained that TDM (Transportation Demand Management) refers to strategies or policies aimed at reducing vehicular travel demand. Examples include carpool programs, increased transit use, and alternative work scheduling. Mr. Cota added that one form of TDM might be to expand bus service into Goffstown to reduce the traffic demand traveling to Manchester. Mr. Kennedy explained that TSM (Transportation System Management) refers to strategies that are relatively low cost, easy-to-implement actions aimed at optimizing the performance of the existing transportation system. Examples include traffic signal coordination, access management, and incident management.
- Mr. Cota stated that it is important to work with the lead federal agency to determine the type of environmental document that is needed and that TDM/TSM may provide a partial solution to the problem, but not the entire solution.
- Mr. Jamie Sikora asked if any of the conceptual alternatives would be screened prior to the next phase of the project.

Mr. Cota responded that the results of the evaluation show that the roundabout option at Exit 6 doesn't work well and for that reason it could be eliminated from further consideration. However, he expects that nearly all of the other alternatives would likely be carried forward to the next phase.

- Mr. Sikora asked if the Department anticipates more of the alternatives being screened out under the next phase. Mr. Cota responded yes, that he expects the alternatives to be screened down to a preferred alternative under the next phase.
- Mr. Kennedy asked the TAC if there were any other issues that the study team should be considering.

In response, the Committee did not raise any new issues.

- Mr. Cota provided an update as to where he thought the project was heading. Mr. Cota noted that the timing of the report is critical for getting the project on the State's Ten Year Plan. Mr. Cota stated that NHDOT would be meeting with the Governor's Executive Committee on the need for this project and carrying it forward. Mr. Cota stressed how important it will be to have local support and for the SNHPC to include the project in their local TIP. Mr. Cota also noted the Turnpike Program cannot fund the entire project and that funding would be needed from additional sources.
- Mr. Mark Lemay asked if the study team would look at traffic in Goffstown as part of the expanded O/D in the next phase of the project.

Mr. Kennedy responded that he expects that the study team would take a broader look at the traffic flow under the next phase.
- Mr. Cota noted that he was very pleased with the turnout at the June 11th public informational meeting and that he was impressed at how well-informed those who attended were about the project.
- Mr. Cota asked Mr. Tim White if the project has made it onto the RPC's TIP.

Mr. White stated that the SNHPC submitted a list of 80 projects to the DOT and are awaiting a draft TIP from the DOT in mid July.
- Mr. Marts asked where this project ranked on the RPC's list of projects.

Mr. White did not know the exact ranking, but noted that it was high on the list of projects that was submitted to NHDOT.
- Mr. David Smith stated that the need to further study this project is important and that the Turnpike Bureau fully supports the project. Mr. Smith noted that it was likely that Turnpike funds could support the Phase B study, but not the larger cost of construction, ROW acquisition and final design. Mr. Smith also noted the importance of support from the public and getting the project in front of the Governor and Executive Council.
- Mr. Cota followed up by estimating the overall project cost to be approximately a 130 million dollar investment, with engineering costs ranging from 8-10% of the overall construction cost. Mr. Cota noted that typically Phase B includes approximately 35% of the overall design and he expected Phase B for this project to cost approximately 2-4 million dollars.

Mr. Cota and Mr. Kennedy thanked the TAC for their time and support on the project.

The meeting adjourned at 1:45 PM.