



**Meeting
Notes**

Attendees: See Attached Attendance Sheet

Date/Time: December 12, 2012
7:00 – 9:00 PM

Project No.: 52196.00

Place: Manchester Aldermanic Chambers

Re: I-293 Exits 6 and 7
Manchester #16099
Public Informational Meeting #3

Notes taken by: Dale Abbott

Mr. Keith Cota opened the meeting by introducing himself as the New Hampshire Department of Transportation's (NHDOT) Project Manager for the study. Mr. Cota also introduced staff members from NHDOT who were in attendance and the consultant team, which consists of Vanasse Hangen Brustlin, Inc (VHB), who is the lead consultant for the project, Southern New Hampshire Planning Commission (SNHPC), and RKG Associates.

Executive Councilor Raymond Wieczorek took the opportunity to introduce his successor Mr. Christopher Pappas, who will be taking over for Councilor Wieczorek on January 3, 2012.

Councilor Pappas thanked Councilor Wieczorek for the introduction and noted that the Planning Study is an important process, which will help address safety concerns within the study corridor. Councilor Pappas stated that he is interested in receiving input from the public so that he can assist in moving this important project forward.

Mr. Cota stated that the purpose of this evening's meeting is to present a summary of the feedback that the study team has received based on previous public meetings as well as input from the Technical Advisory Committee (TAC). In addition, the presentation will include a review of the alternatives that the study team has identified so that the public will have an opportunity to comment on the alternatives prior to moving forward with the evaluation process.

Mr. Cota then turned the meeting over to Mr. Marty Kennedy, the Project Manager from VHB. Using a PowerPoint Presentation, Mr. Kennedy reviewed the study purpose, the study corridor, a list of TAC members, the study website, the study schedule, a list of public and TAC meetings to-date, and recapped the problems, constraints & issues, and potential solutions that were raised at the September public workshop or through the website. He then proceeded to review potential near-term, long-term, and mid-term conceptual alternatives.

Following Mr. Kennedy's presentation, the meeting was opened to attendees for comments and questions.

Mayor Ted Gatsas stated that he was concerned about the focus on short-term and mid-term alternatives within the study corridor. Specifically, given the concern with funding issues, Mayor Gatsas would prefer the study team focus only on the long-term solutions at each intersection. Mayor Gatsas felt that if funding from the State was allocated for the short-term and mid-term alternatives

that may cause delay in obtaining funding for completing the long-term solutions. His concern was that the City might only end up with the short/mid-term solutions, which would not solve the long-term needs of the corridor. Mayor Gatsas expressed the need for a long-term solution at Exit 6 to relieve traffic congestion in the area, and to develop the most cost efficient solution at Exit 7.

Mr. Cota stated that a lot of information was presented tonight, but that the presentation will be posted to the project website, and he encouraged members of the public to visit the website.

Mr. Cota discussed the need for capacity and safety improvements in the corridor, and noted that capacity and safety are often linked in that capacity deficiencies can lead to safety issues.

Mr. Cota noted that the next step will consist of an evaluation of each alternative for a condition of 20 years into the future.

Mr. Cota discussed the importance of evaluating a full-access interchange at the existing location of Exit 7 in order to present a comprehensive evaluation to the resource agencies. If a new full-access interchange for Exit 7 is to be located to the north of existing location, the study team will need to demonstrate why this new location is preferred over the existing location.

Mr. Cota discussed the potential for an east/west connection at Exit 7 that would connect Front Street and Dunbarton Road. Mr. Cota noted that there is a large wetland system associated with Black Brook that is located between Dunbarton Road and Goffstown Road. Although the evaluation will consider an alternative that connects to Goffstown Road, these environmental impacts in the vicinity of the Black Brook will be identified.

Mr. Cota discussed the bridge project on I-293 over Black Brook that was put on hold a few years ago by former Commissioner Campbell. Mr. Cota stated that the reason the project was put on hold was because it was unclear how the proposed improvements to the Black Brook Bridge would fit into the long-term solutions for the corridor. That being said, Mr. Cota stated that if the recommended alternative from the Planning Study is consistent with the Black Brook Bridge project, the Department would advance the Black Brook project as funding for that project is already programmed.

A member of the public asked what RKG Associates role will be in the project and what type of socio-economic impacts will the study address.

Mr. Kennedy replied that RKG will be assisting in collecting some of the base data related to socio-economic impacts. RKG's primary role is to provide input on the potential socio-economic impact of the various alternatives that will be evaluated. In particular, RKG will assist with property assessments and identifying potential secondary development impacts associated with the alternatives.

Mr. Cota thanked everyone for attending the meeting and encouraged members of the public to contact either himself or Marty Kennedy if they had any questions.