



Meeting Notes

Place: Manchester Community College

Date: July 11, 2017

Notes Taken by: Frank Koczalka

Time: 1:00-2:45 pm

Project #: 52392.01

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

ATTENDEES

Keith Cota	-	NHDOT
Trent Zanes	-	NHDOT
Marc Laurin	-	NHDOT
David Smith	-	NHDOT
Keith Hirschmann	-	City of Manchester
Bill Klubben	-	City of Manchester
Bruce Thomas	-	City of Manchester
Meghan Theriault	-	Town of Goffstown
Nate Miller	-	SNHPC
Susan Huard	-	Manchester Community College
Marty Kennedy	-	VHB
Frank Koczalka	-	VHB

Mr. Marty Kennedy, VHB's project manager for the project, began by reminding the Committee that we need to settle on a "Proposed Action" – noting that the proposed action appears to be well defined at Exit 7, but there remain two alternatives for Exit 6. Mr. Kennedy proceeded to provide a brief recap of what we heard at the June 7, 2017 Public Informational Meeting noting that over 200 people attended. Of the 12 individuals who submitted a written comment relative to the Exit 6 alternatives, eight preferred the Offset Diamond, while four preferred the Modified SPUI.

Mr. Kennedy also informed the Technical Advisory Committee (TAC) members that he, Mr. Keith Cota and Alderman Hirschmann met with the Manchester Fire Department to discuss the impact that the Modified SPUI alternative at Exit 6 could have on emergency response time, as well as emergency access requirements at the existing Cotton Mill Building. Mr. Kennedy then proceeded to provide an overview of the current project status.

Project Status

Exit 7

Mr. Kennedy stated that the Exit 7 interchange alternatives have been reduced to one alternative, which consisted of discontinuing Exit 7 at its existing location and constructing new full access Exit 7 interchange north of the land fill. He reviewed the alternative's main features noting that the alterative no longer included a connector roadway across the Black Brook to Goffstown Road.

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Exit 6

Mr. Kennedy noted that the Exit 6 interchange alternatives are down to two; the Modified SPUI and the Offset Diamond. He explained that much of the discussion and input that was received at the public informational meeting focused on Exit 6. He provided a review of the alternatives, as well as recent design enhancements.

Modified SPUI

Although the Modified SPUI has higher construction costs and more significant constructability/future maintenance issues than the Offset Diamond, the ROW and future historic property impacts are less, traffic operations are better, and bicycle/pedestrian connectivity particularly along Front Street is enhanced. The primary downside to the alternative is the loss of convenient connectivity between Dunbarton Road and the Amoskeag Bridge. Additionally, the Manchester Fire Department voiced concern regarding increased response time to the Dunbarton Road area.

Offset Diamond

Although the Offset Diamond would retain connectivity between the Dunbarton Road area and the Amoskeag Bridge, the primary downside to this alternative is that due to the proximity of the Goffstown Road/Front Street intersection, left-turn movements at Coolidge Ave would need to be prohibited. This would be accomplished by extending a raised median along Goffstown Road across the intersection, which would result in neighborhood traffic diverting to Montgomery Street. This diversion of traffic would necessitate the upgrading of the Montgomery Street intersection. Mr. Kennedy discussed different options to upgrade the Montgomery Street intersection including installing widening Goffstown Road to provide turn lanes, installing traffic signal control, or installing a roundabout.

Mr. Dave Smith stated that an important factor for him is the long-term operational life (20 years). He expressed concern that the additional traffic signals for the Offset Diamond alternative could decrease the operational life. The tight configuration of the Modified SPUI was another reason that he recommends the Modified SPUI alternative.

Although no vote was conducted, there seemed to be a consensus among Committee members that they liked the Modified SPUI due to its more compact and efficient operation and that it avoided the diversion of traffic from Coolidge Ave to Montgomery Street.

I-293 Mainline

Mr. Kennedy then presented the latest I-293 Mainline alternative which provided a minimum 5' offset from the proposed mainline and the existing Cotton Mill building. This alternative avoids the need to take the Cotton Mill building and minimizes the Merrimack River impacts. VHB is working with the Manchester Fire Department on the necessary emergency access requirements to the existing Cotton Mill Building.

Mr. Cota discussed that the next steps will be to brief the NH DOT commissioner's office and to meet with the City of Manchester to get some additional feedback. After these meetings, the project team will identify the proposed alternatives and progress towards the development of the EIS document.

Mr. Kennedy thanked everyone for attending. The meeting ended at 2:45 pm.