



Place: Manchester Community College

## Meeting Notes

Date: January 30, 2019

Notes Taken by: Karen Huberdeau

Time: 1:00-2:10 pm

Project #: 52392.01

Re: I-293 Exits 6 and 7  
Manchester #16099  
Technical Advisory Committee Meeting #9

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### ATTENDEES

Keith Cota	-	NHDOT
Trent Zanes	-	NHDOT
Marc Laurin	-	NHDOT
Samantha Fifield	-	NHDOT
Leigh Levine	-	FHWA
Jamie Sikora	-	FHWA
Keith Hirschmann	-	City of Manchester
David Winslow	-	City of Manchester
Adam Jacobs	-	Town of Goffstown
Meghan Theriault	-	Town of Goffstown
Bruce Thomas	-	Town of Hooksett
Nate Miller	-	SNHPC
Karen Keeler	-	Manchester Community College
Kelly Chapman	-	Manchester Community College
Marty Kennedy	-	VHB
Pete Walker	-	VHB
Jason Ross	-	VHB
Frank Koczalka	-	VHB
Karen Huberdeau	-	VHB

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Mr. Marty Kennedy, VHB's project manager for the project, began by introducing two new TAC members, David Winslow from Manchester Public Works and Jonathan Golden from the Manchester Planning Department. He also informed the committee that Bruce Thomas is no longer representing the City of Manchester but rather the Town of Hooksett. He then discussed the various public input opportunities/meetings that have occurred since the start of the project, including nine technical advisory committee meetings, three public informational meetings, four resource agency meetings, and various public officials' meetings.

Mr. Kennedy then summarized the proposed action plan, which was presented at the June Public Informational meeting. He explained that I-293 will be widened from 2 lanes to 3 lanes in each direction. He confirmed that the proposed action at Exit 6 will be the Single Point Urban Interchange (SPUI) with emergency access from Amoskeag Street down to Front Street. He informed the committee that some modifications have been made to Amoskeag

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Street and Goffstown Road to shift the geometry and narrow lanes to avoid full acquisitions of the Sunoco gas station on Amoskeag Street and two residential homes along Goffstown Road.

Mr. Keith Cota, NHDOT's project manager for the project, explained that although the Goffstown Road properties will no longer be full acquisitions, there are still ROW impacts as the sidewalk will be shifted close to the homes and may require steps and retaining walls.

Mr. Kennedy then discussed the proposed action at Exit 7, which will include discontinuing Exit 7 at its existing location and constructing a new full access Exit 7 interchange north of the landfill. He explained that Front Street will tie into the new interchange connector road with a signalized intersection. He also mentioned that due to the grades of this proposed intersection, there are three properties between Front Street and the Merrimack River that may need to be fully acquired if a shared driveway/town-maintained access road cannot be agreed upon. He suggested that further discussion with the property owners and the City of Manchester, will be needed prior to the public hearing.

Mr. Kennedy stated that VHB is pulling together the draft Environmental Assessment (EA) document and will now share some of the preliminary findings with the committee. He then introduced VHB's noise expert, Mr. Jason Ross.

Mr. Jason Ross discussed the proposed locations for sound walls. He explained the process of determining if a sound wall is feasible and reasonable and whether the noise levels exceed the threshold to warrant a sound wall. He stated that even if an area is dense, like a condominium complex, if there are no outdoor facilities that need protection then a wall may not be warranted.

Mr. Ross presented a plan of the proposed Exit 6 walls, one along the Exit 6 NB On Ramp between the ramp and the condominium buildings, as well as on the SB side, between the Exit 6 SB Off Ramp and the residential homes along Front Street. He explained that the proposed walls would likely reduce the highway noise by 8-10 decibels which would reduce sound by about half in terms of loudness compared to the sound today.

Mr. Ross discussed the proposed sound wall location at Exit 7, which would run between the Washington Park condos and the Exit 7 NB On Ramp. He described the terrain at the beginning of the wall, which makes it difficult for the wall to properly intercept the line of sight from the interstate to the condos up on the hill. He presented a plan showing the wall running along the top of the slope at the property line between the condos and Manchester Community College, which would maximize the noise reduction.

Mr. Ross explained that the condo buildings are closer to the interstate elevation as you progress down the ramp, bringing the sound wall parallel to the edge of pavement. He also mentioned that some of the buildings further down are lower than the proposed interstate elevations, which would not require noise mitigation. Mr. Ross then introduced Mr. Peter Walker from VHB and the chief editor of the Environmental Assessment.

Mr. Walker started by discussing the cultural resources associated with the project. He discussed the need to relocate the historic "Valve House" that abuts the highway, located on the Cotton Duck property in the historic mill yard. He also explained that the ROW impacts on this historic property have an adverse effect under Section 106 and that the team is currently documenting the impacts and mitigation in consultation with the Federal Highway Administration (FHWA) and the NH Division of Historical Resources (NHDHR).

Mr. Walker presented a map of the proposed historical properties within the project limits and pointed out two properties that were identified as being eligible for listing on the National Register of Historic Places, including a residential property on Coolidge Avenue and the former Amoskeag School on Riverfront Drive. Neither of these

properties would be affected by the project. He explained that Independent Archaeological Consulting is contracted to assess archaeological resources within the project limits. He discussed that they have completed the Phase IA Sensitivity Assessment and the Phase IB Archaeological Investigation by digging test pits. He stated that the assessment yielded 15 archaeological sites, 9 of which may be impacted with the construction of this project. He explained that they are working with FHWA and NHDHR to document the effects of the project and would eventually develop an interagency Memorandum of Agreement that would stipulate mitigation and further archaeological studies to be completed.

Mr. Walker then discussed the wetland impacts associated with the construction of the project. He explained that there are 3.5 acres of proposed wetland impacts, which is relatively low for a project of this scale. He also discussed that there will be some impacts to the Merrimack River bank, a few vernal pools and some non-jurisdictional drainage areas. He presented a few slides showing the location of these impacts and explained that the impacts have been minimized but are not avoidable.

Mr. Keith Cota asked about the wetland impacts at Exit 6 and how much of it was directly caused by the proposed sound wall. There was some discussion on whether the wetland impacts would require full mitigation with or without the sound wall. Mr. Walker said that VHB would investigate this issue.

Mr. Walker then presented the proposed drainage and stormwater management systems, explaining that the purpose is to manage pollutant loading with the proposed design. He presented plans showing the locations of the 13 proposed stormwater basins, which were initially laid out where ROW was available and in existing terrain low points.

Mr. Walker explained the recent findings with regards to the Manchester Landfill. He stated that there is a large groundwater management zone surrounding the landfill that flows down towards the Merrimack River and even beneath the Manchester Community College property. He discussed potential complications in dewatering during construction to construct walls and bridge footings. He mentioned that components of the landfill may encroach within the I-293 ROW, which is new information that has just been discovered.

Mr. Walker discussed the potential need to shift the interstate away from the landfill and raise the profile to avoid cutting in the area. He explained that there are many unknowns and that the team is currently working through the details and deciding how to move forward. He then turned the meeting back over to Mr. Kennedy to wrap it up.

Mr. Kennedy explained to the committee that the team is working on producing a draft EA that will be presented at the final TAC meeting before a formal public hearing to wrap up this phase of the project. He mentioned that the document cannot be completed until the team works out the details of the landfill.

Mr. Cota noted that NHDOT would like to identify the risk involved with the landfill and groundwater monitoring zone within the project limits. He discussed that the team would delineate the boundary as best as they can, although it may be tough in winter conditions. He mentioned that NHDOT's hazardous material group is concerned about any impacts to the landfill and any contaminants mixing with the interstate stormwater system. He explained that until these issues are mitigated, then the project will likely be in a holding pattern, therefore pushing the public hearing into May.

Mr. Cota informed the group that the department is working on forming a committee for the public hearing and will hopefully get Governor and Council approval by March.

**Q: Have you considered ground penetrating radar to better define the limits of the landfill materials?**

*A: Yes, it was considered, but the DOT is not convinced that it would yield useful information.*

**Q: Will the valve house be relocated elsewhere on the same property that it currently resides?**

*A: Yes, that is the current intent.*

Mr. Cota suggested that the details be worked out prior to any ROW acquisitions related to the relocation, because the property owner may not want to maintain the structure any longer.

**Q: Why does the statewide TIP only include funding for engineering for Exit 6/7 in 2019 and 2022?**

*A: The 2019 costs includes engineering to complete the NEPA documentation as well as some funding for final design. The 2022 additional costs are to complete ROW and final design. They are allocated due to fiscal constraints as there is no federal funding anticipated for this project, only turnpike funds.*

**Q: Will the Sunoco gas station still have in and out driveway bays?**

*A: Yes, that is what is currently proposed, right in and right out.*

**Q: Is a 16-foot sound wall typical, what are the heights of the new sound walls down near Exit 4?**

*A: Yes, sound walls are typically 15-20' high, like the ones at Exit 4.*

**Q: Has the team developed the interchange justification document required by Federal Highway?**

*A: Yes, the document preparation is underway, and the team expects to have a draft ready for review in a few weeks.*

With no further questions, Mr. Kennedy thanked everyone for attending. The meeting ended at 2:10 pm.