

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN**

MEETING SUMMARY

PROJECT: BOW-CONCORD 13742
Interstate 93 Improvements – Part B

DATE OF MEETINGS: February 14, 2018, Bow
February 15, 2018, Concord

LOCATION OF CONFERENCE: Bow Memorial School, Bow, NH
NH Department of Transportation, Concord, NH

ATTENDED BY PROJECT TEAM:

NHDOT

Don Lyford

John Butler

Rebecca Martin

Linda Schoffield

Dena Rae

Steve LaBonte

McFarland Johnson (MJ)

Gene McCarthy

Brian Colburn

Jeff Santacruce

Scott Ozana

Jennifer Zorn

Cindi Bourrie

GENERAL PUBLIC:

Bow: Approx. 60 attendees (see attached sign-in sheets)

Concord: Approx. 50 attendees (see attached sign-in sheets)

SUBJECT: Public Informational Meetings

NOTES ON MEETINGS:

Part B of the Interstate 93 (I-93) Bow-Concord project includes Preliminary Engineering and environmental documentation with the goal of selecting a preferred alternative and holding a Public Hearing. The project covers the I-93 corridor from just south of its intersection with Interstate 89 (I-89) to just north of its intersection with Interstate 393 (I-393) at Exit 15. Exits 12, 13, 14 & 15 on I-93 are included along with Exits 1 on I-89 and I-393.

Two Public Informational Meetings (PIM), one in Bow and one in Concord, were held to present the project Preferred Alternative to the public for their consideration. The meetings consisted of an Open House from 5:00 PM to 7:00 PM with a Formal Presentation at 7:00 PM. The Agenda for the meetings is attached. The presentation is also attached.

This was the second round of PIM's for the project. The first round of meetings were held on May 31 and June 1, 2017 when the alternatives under consideration were presented to the public. The Preferred Alternative was chosen based in part from the comments received at those meetings.

The presentation included the project history and a summary of the first round of PIM's. However, the project Preferred Alternative was its focus. I-93 will be widened to a basic six (6) lane interstate, three lanes in each direction, with auxiliary lanes between interchanges in most areas. At each interchange location a preferred concept was presented. Below is a brief description of the preferred concept at each of the four project areas as presented.

I-89 Area

Concept K: This concept eliminates the two weaves between I-89 Exit 1 and I-93. It also includes a new NB I-93 to NB I-89 directional ramp, that improves the weave on the existing NB collector-distributor road. This weave is improved because a significant portion of the traffic is removed from the weave. Concept K includes a new connector road between South Street and Bow Junction at the intersection of Route 3A and Hall Street. Direct access to and from I-89 from Bow Junction would no longer exist but would be provided via the new connector road and I-89 Exit 1.

Exit 12 Area

Concept F: This concept converts Exit 12 to a Partial Cloverleaf where two of the existing exit ramps are eliminated. The new ramp intersections with Route 3A include hybrid roundabouts.

Exit 13 Area

Concept B: This concept retains the existing single point diamond configuration at Exit 13. The NB exit ramp would be widened to 2 lanes providing 2 right turn lanes onto Manchester Street.

Exit 14/15 Area

Concept F2: This concept retains the existing diamond configuration at Exit 14 except that the NB entrance ramp is eliminated. The ramp elimination allows I-93 to be shifted east to avoid impacts along its west side. Exit 15 is converted to a cloverstack configuration that eliminates the 4 weave sections that exist within Exit 15. A collector-distributor (C-D) road is proposed for SB I-93 between Exits 14 and 15. Concept F2 includes a new connection from the northern end of Stickney Avenue to a new four-way intersection of the proposed Storrs Street Extension (City of Concord project), Constitution Avenue and South Commercial Street. I-393 Exit 1 is retained in its current configuration.

Public comments were received verbally, written, e-mailed, website and via the telephone. Below are the public comments received verbally at the meetings, those submitted electronically, and those over the telephone. Copies of written comments are attached.

February 14, Bow

General Questions/Comments on Project

- New flyover at Exit 1 will have a negative visual impact.
- Stop light a concern.
- Widening on Logging Hill Road will impact yards.
- Does not improve access to developable land?
- Old tree where stormwater treatment is proposed.
- There will be more noise from higher Highway.
- Can retaining walls be camouflaged?
- Will project be done at once or in pieces? Which piece first?
- Which properties are involved in the sound study?
- Have property impacts been evaluated?
- Are concepts too complicated?
- Has constructability been reviewed?
- State law enforcement officials should enforce law on noise.
- Stream extending from Grandview Avenue should be piped to Turkey River.
- Can ramps be moved to the north away from Valley Road?
- Toll evaders will back-up traffic at South Street lights.
- Will the loss of the direct I-89-Route 3A connection impact Bow economy?
- Has traffic from Bow development been accounted for?
- Can new local road be posted for not allowing trucks?
- Can traffic simulations be shown as 3-dimensional renderings?
- Exit 12 roundabouts may have issues with additional truck traffic since trucks typically use both lanes in a roundabout.

Will bicycle lanes be separated from the traffic? Good spot now for kids.

Comments Received from Gil Rogers (Bow resident):

In general, Mr. Rogers was supportive of the preferred alternative designs, but offered the following comments:

- Ideally, the two Interstate to Interstate interchanges should be designed to high standards, given that this project is likely to be the last significant improvement for the foreseeable future. Specifically, he favored providing higher speed directional ramps wherever possible, such as the flyover ramp in Concept P at I-89 and increasing the ramp radii in Concept F2 at the I-393 interchange, but he recognized that there are cost and property impact trade-offs.
- Questioned if the proposed two mainline lanes southbound (as opposed to three) will be adequate long-term through the Exit 14 and 15 area.
- Questioned if the I-93 northbound to I-89 northbound ramp will be adequate long-term as a single lane ramp or if it should be two lanes.

Mr. Glen Culver, representing the property at 520 Route 3A in Bow:

With the preferred alternative, the proposed new ramp from I-93 northbound to I-89 northbound will impact a portion of the property at 520 Route 3A. Mr. Culver noted that there is currently a

poorly draining area in the vicinity of the area being impacted, and did not want to see that issue exacerbated by the proposed ramp work. He also expressed concern over increased traffic noise from the new ramp.

I-89 Exit 1 / I-89 and I-93 Interchange

- There was general support for the Preferred Alternative (Concept K) due to its elimination of the weaving that exists between Exit 1 and I-93.
- Concept C would not do enough to improve safety, especially for the I-89 SB on-ramp at Exit 1.
- The elimination of the direct connection of I-89 to Bow Junction (I-89/Route 3A/Hall Street) was a concern to many due to the high truck use of Route 3A.
- There was concern over the additional traffic on Logging Hill Road/South Street due to the diversion of the traffic from Bow Junction.
- Several property owners expressed concern because the new collector distributor road that carries southbound I-89 traffic to Exit 1 and southbound I-93 will directly impact their property or will bring the highway closer to their homes.
- Concept K eliminates the recreational trail that begins at the end of Valley Street and connects to Bow Junction. Several residents prefer to retain this trail rather than combine it with the new connector road.
- One person preferred roundabouts at the Exit 1 ramp intersections.
- Mr. Foote presented a sketch of an alternate concept he developed (See attached).
- With eliminating the existing walking/ bicycle path between Rte. 3A and Logging Hill Road, multiple people expressed that accommodations for bicycles and pedestrians along the new local road connection were of high importance.
- Can bike lanes and sidewalks be added on South Street/Logging Hill all the way from new connector road through signal at I-89 southbound off ramp?
- Will the new connector road have lighting?

Exit 12

- There was a general consensus that roundabouts were the right configuration for Exit 12.

Exit 13

- There was general support for the adding the second right turn lane and signaling it.
- One person expressed their desire to have a pedestrian crossing from Water Street to West Terrill Park. He also thought pedestrian crossing should be considered throughout the project area.

Exit 14/15

- One person believes that the interstate should be raised out of the flood plain between Exits 13 and 14.
- There were multiple questions regarding how travelers would go north on I-93 once the on-ramp at Exit 14 is eliminated.
- One question on how it would all get built?

February 15, Concord

General Questions/Comments on Project

- Are bike lanes preserved at Exit 12?
- Is there a plan for sound walls by Grandview Road due to the loud trucks?
- Can diverters on Grandview Road be reduced?
- What's the difference between a weave and auxiliary lane?
- Why are Stickney Avenue and Commercial Street linked to Exit 14 NB ramp removal?
- Will lights on I-393/Stickney Avenue cause gridlock?
- Alternative O3 has big retaining wall, F2 does not.
- How long will the project take to build if it becomes fully funded?
- How will the parts of construction be sequenced?
- Can Fort Eddy Road be improved if the northbound ramp removed?
- Anything changing at Exit 13 Intersection?
- Any thoughts to creating dedicated or separated bicycle lanes?
- Concern with still 2 lanes northbound and southbound over River bridge – during Friday PM peak travel hours north of Exit 15.
- Are 2 southbound lanes OK during Sunday PM peak travel hours?
- City or NHDOT funding at Exit 13?
- Will view of State House Dome be impacted? What about the view of Downtown?
- Can the view of the Merrimack River be improved? Is it possible to lower I-93?
- What about a signal at Exit 13 northbound ramp?
- What are the city/state responsibilities at Exit 14/15.
- When is City project at Manchester Street and Old Turnpike Road going to happen?
- Any prediction of traffic past 2035, the opening year?
- Will Route 202/Commercial Street stay Rt. In/Rt. Out?
- Does the traffic model take autonomous vehicles into account?
- An individual noted that there are currently long back-ups on the I-93 southbound to US 202 westbound ramp in the morning, sometimes coming close to reaching the highway. He noted that this issue does not appear to be addressed by Concept F2, and that the back-ups might now block access to the I-93 southbound to I-393 eastbound ramp with the F2 design. He recommended that the ramp be designed to come into its own lane on US 202 westbound or at least be a yield instead of a stop condition.

I-89 Exit 1 / I-89 and I-93 Interchange

- There was general support for the Preferred Alternative (Concept K) due to its elimination of the weaving that exists between Exit 1 and I-93.

Exit 12

- There was a misconception that the Roundabouts were previously rejected by the Concord City Council. The Council rejected them at the time of the new bridge construction and felt the decision regarding the intersections was better left to this project.

- Some concern that there is high truck use of Exit 12 and the trucks would have to use the roundabouts.
- Several people stated preference for the roundabouts (Preferred Alternative Concept F).

Exit 13

- The issue of the daily back-ups on the northbound off ramp were confirmed.
- General support for widening the northbound off ramp and providing a signal for the right turn (Preferred Alternative Concept B).

Exit 14/15

- There were many questions regarding where traffic would divert once the northbound Exit 14 on-ramp was closed.
- There was general support for the cloverstack at Exit 15 as it eliminates the weaving.
- Multiple people expressed the need to include bicycle accommodations along Loudon Road.

Comments Received from Open House/E-Mail/Website/Telephone

Comments Received February 7 from Gordon McLachlan:

I believe it's important to choose options which best solve today's issues but which add weight to projected future traffic loads which will amplify today's problems.

There should be financial considerations in the decision process which minimize the probability of new traffic /safety problems appearing in the future which would cause significant future redesign & reconstruction, at costs far greater overall when re design is needed.

Do it right the first time will save money over the long term

It seems the following options are best:

I-89: Option K or perhaps P

Exit 12: Option F

Exit 13: Option A

Exit 14/15: Option O3

A previous Concord by pass ring road from I-93 south of I-89 connecting to I-89 then North to I-93 looked like a great idea. Why was it abandoned?

Comments Received February 13 from Anthony Mento:

Thank you for such an open process. Website is helpful and I attended one presentation last summer.

If we're going to undertake an I 89 reconfiguration that will undoubtedly take years to construct affecting traffic and schedules for all. Then we should fix it completely the first time and do CONCEPT P.

The I-89 / 93 exchange is too important to skimp on it.

Comments Received February 15 from Kristen Hayden:

I am a Highway Designer with over 15 years' experience and I live on Colonial Terrace off Albin Road (it's a small dead end adjacent to Wilderness Lane). I attended the Public Informational Meeting last night and I am also an Alternate member on the Bow Planning Board. I was wondering if you have a copy of the sketch that Anthony Foote was discussing? Obviously his "concept" doesn't follow design standards, or take into consideration the impacts to wetlands, etc. but I'm a bit curious of what he thinks is feasible. There is quite a bit of discussion about it on the Facebook Bow Community webpage this morning and I would love to have some input to help folks better understand. Personally, I rather liked Alternative K. My biggest concern is safety for Exit 1. Obviously the design does impact a few businesses and Bow is already lacking in a commercial tax base, but I would hope that the new design and re-zoning of the new mixed use area would help bring new businesses to the area or allow the existing businesses to relocate.

I also provided a comment last night requesting the sidewalks and pedestrian accommodations be extended through the traffic signal for the Exit 1 I-89 South Ramp. This would allow the Town to potentially extend sidewalks down Logging Hill Road in the future without having to modify anything at the signal. I just wanted to re-iterate that request via email as well. There is also a loop that encompasses, Logging Hill Road, South Street, Iron Works Road, Clinton Street, Silk Farm Road and Albin Road that is heavily used by runners, walkers and bicyclists.

Any additional information you could give would be much appreciated and Great job last night!

Comments Received February 15 from Gary:

Thank you for the meeting information and pictures. The only thing I think is stupid is the traffic light on Logging Hill. Leave the stop signs. If people going south on Logging Hill have to stop on that hill, there will be an awful backup during the winter months. Also people coming down the hill won't be able to stop on the ice and snow as they come down the hill. If they keep thinking this way perhaps they will station a plow truck and sander there permanently during the winter. This stupidity will cause the town more money just to keep this road safe and open during the winter months. The other thing I would like to see overseen is the possible Native American artifacts that maybe in the Turkey River basin be considered during construction.

Comments Received February 15 from Paul Bradshaw:

I was at the 2/15 presentation in Concord. I just wanted to give you a vote of confidence. I like the preferred alternative. I hope there aren't too many nay-sayers who don't appreciate the expertise and effort that went into it.

Comments Received February 24 from Mike Cameron:

I-89 Concepts P/C.

Why is a hybrid of I-89 concepts P and C not considered, or preferred? I like how C puts more space between northbound entrance for I-89's exit 1 and traffic entering I-89 north from I-93 south. And, I like how P creates a fly-over for southbound I-89 traffic entering I-93 northbound, eliminating the sharp cloverleaf curve.

Too expensive?

Comments Received February 26 from Stan Smith:

My name is Stan Smith; we spoke at the Concord info session (I have a house on Herbert St; after your talk we walked over to the map & you asked me some questions re: the area, just to jog your memory). First, the F2 new road in back of our houses would have a significant detrimental impact on our properties. As you mentioned, our lots are small, & the tiny amt. of space between our backyards and the current one-way road is a crucial buffer. By placing the proposed new road tight up against our properties would render them uninhabitable. At your convenience, I'd like to meet you in my yard so that I can show you what I mean. I'm told you're away this wk- perhaps next wk? If you would be so kind as to email or call me, I'd be much obliged.

As an alternative, why not extend Higgins Place up to connect with the new,(soon to be extended) Storrs Street?

Comments Received March 12 from Tim Blagden:

When modeling traffic for this project did your firm use traditional methods or were sources like used?

<https://www.streetlightdata.com/creating-travel-demand-models?hsCtaTracking=d874184a-da80-4682-bbe8-69d2dcb7597e|044f8849-5659-45f9-8d12-36ea5a37d4b8>

I don't know what they charge, but the results seem to be available fast. I am curious about this method because they claim to capture many more short trips than traditional modeling methods.

ATTACHMENTS:

Pubic Informational Meetings Agenda
Presentation
Concept Comparison Matrices
Comment/Question Forms Submitted
List of Attendees

Submitted By:

Gene McCarthy, P.E.

Mr. Foote Concept

BOW, EXIT 1 AND VALLEY STREET



Bow Concord I-93 Improvements

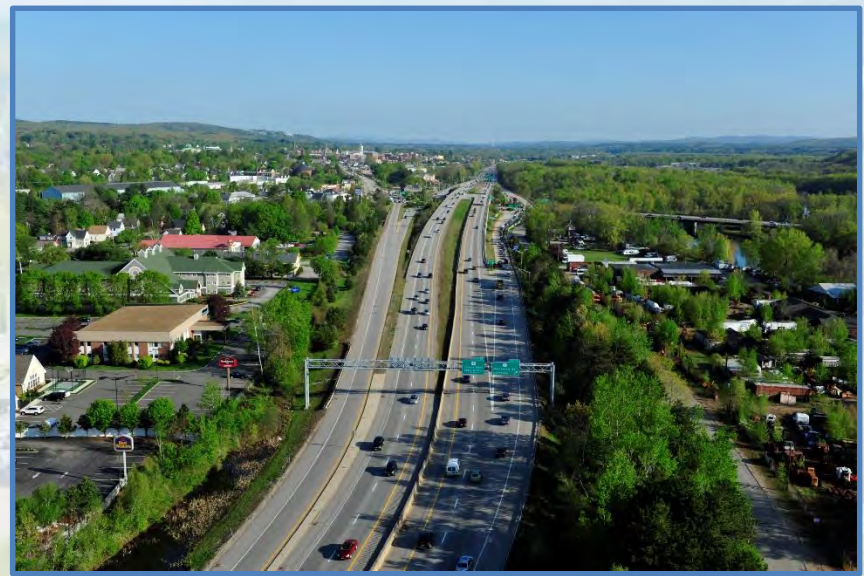
Public Informational Meetings

February 14, 2018

February 15, 2018

Agenda

- Project History/Review
 - Project Development Process
 - Key Resources
- Public Informational Meetings Summary
- Alternatives Development
 - I-93 Corridor
 - I-89 Area
 - Exit 12
 - Exit 13
 - Exit 14/15
- Preferred Alternative
- Next Steps



Project History/ Project Development Process

Part A – Planning (2002 - 2008)

- Problem & Goal Statements
- Range of Reasonable Alternatives
- Determine Level of Environmental Document
- Prepare Summary/Classification Report

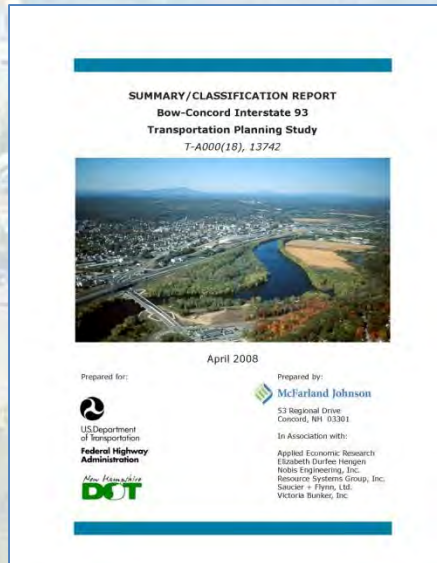
Red List Bridges (2008 - 2016)

- Exit 14 Rehabilitation
- I-93 over I-89 Replacement
- Exit 12 Replacement

Part B – Scoping (2013 - 2018)

- Select Preferred Alternative
- Environmental Documentation (EA)
- Public Hearing

Part C – Final Design



NEPA Process

- Agency & Public “Scoping” Throughout the NEPA Process
 - Agency Consultation (DES / Corps / DHR / EPA / DHR)
 - City / Town / Planning Commission (Concord / Bow / CNHRPC)
 - Public Input (Public Meetings / website contact)
- Inventory of Resources and Socio-Economic Conditions
- Determination of Impacts (Beneficial and Adverse)
- Environmental Assessment (EA) is Published (est. May 2018)
- Public Review & Comment Period of the EA
- FHWA Decision (FONSI or prepare an EIS)

Key Resources

- Wetlands
- Floodplains
- Recreational Areas & Trails
- Conservation Land
- Farmland
- Wildlife & Fisheries
- Historic Properties
- Archaeology



Wetlands



Floodplains



Recreational Areas & Trails

Kiwanis Waterfront Park



Terrill Park



Conservation Lands



Active Farmland



Wildlife & Fisheries



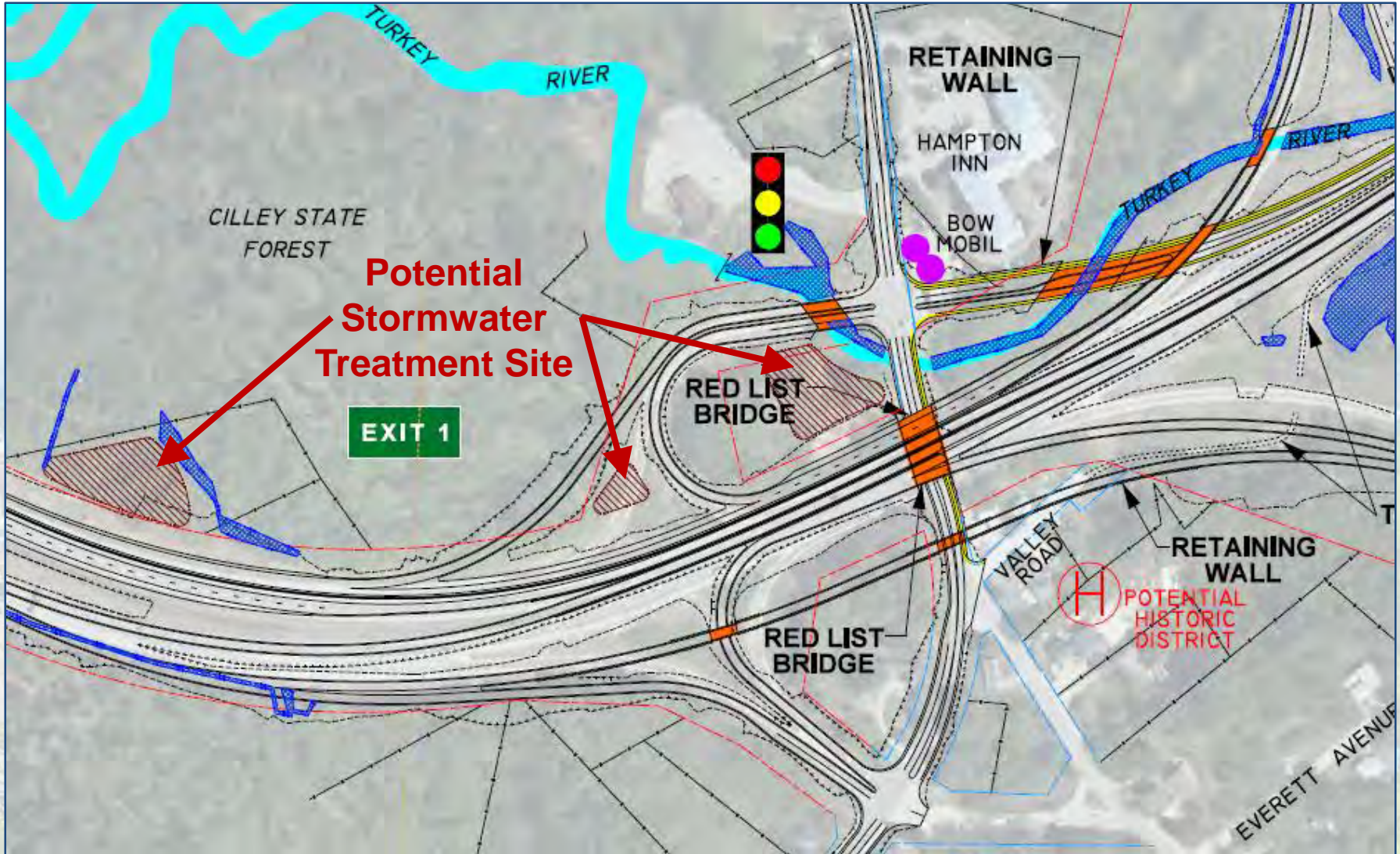
Historic Properties



Other Resources Under Study

- Noise Study
- Air Quality Study
- Contaminated Sites including Groundwater
- Archaeology
- Groundwater Protection / Public Wells
- Socio-Economic Study
- Environmental Justice
- Visual Resources

Stormwater Treatment



Public Informational Meetings

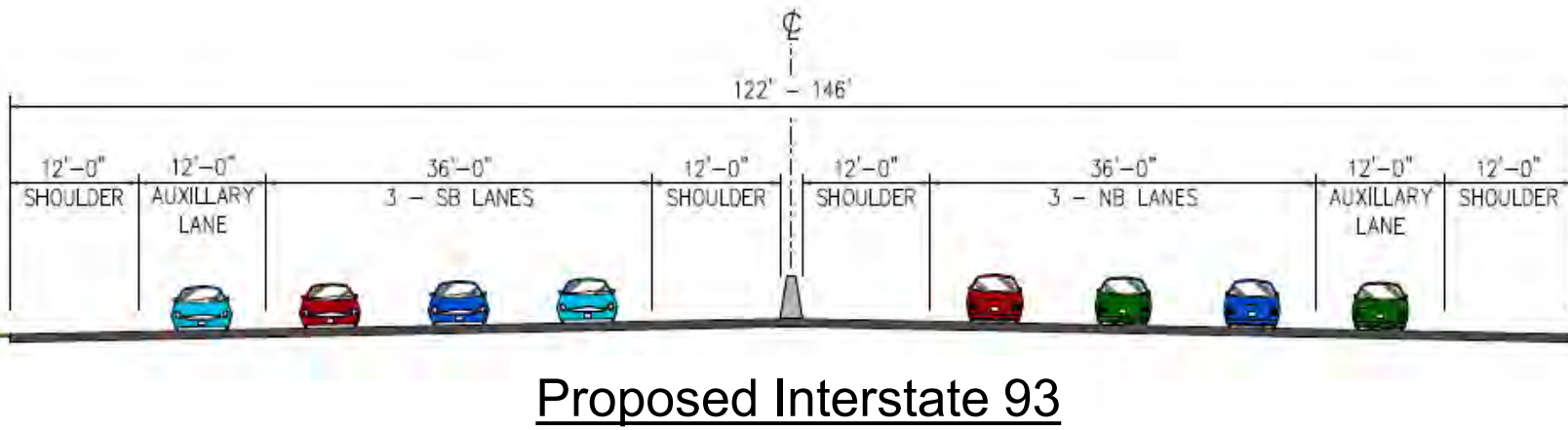
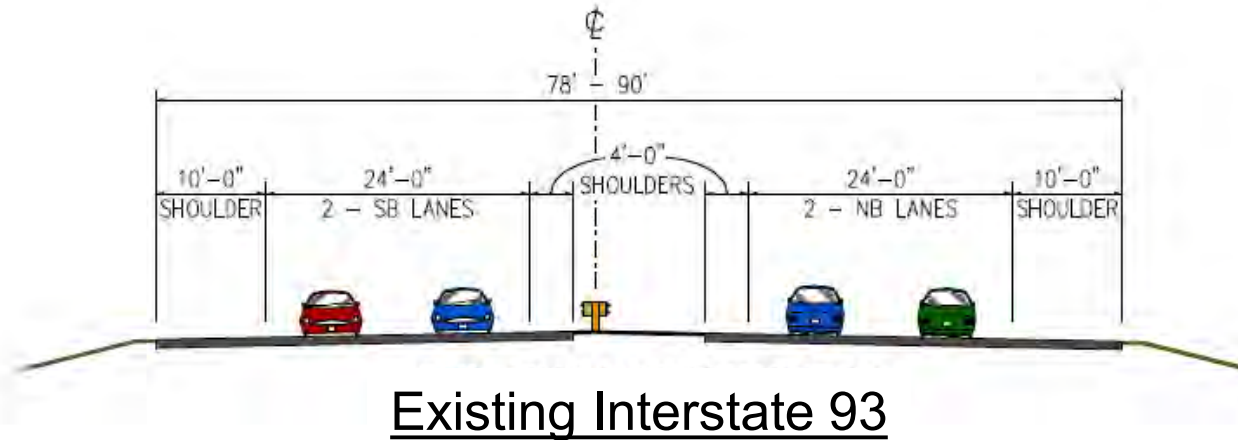
- May 31, 2017 Bow, NH - 70 Attendees
- June 1, 2017 Concord, NH - 40 Attendees
- Exit 14-15 Visualizations
- Verbal Comments, Written Comments, E-mail Comments, Website Comments



Alternatives Development



I-93 Typical Sections



Alternatives Development



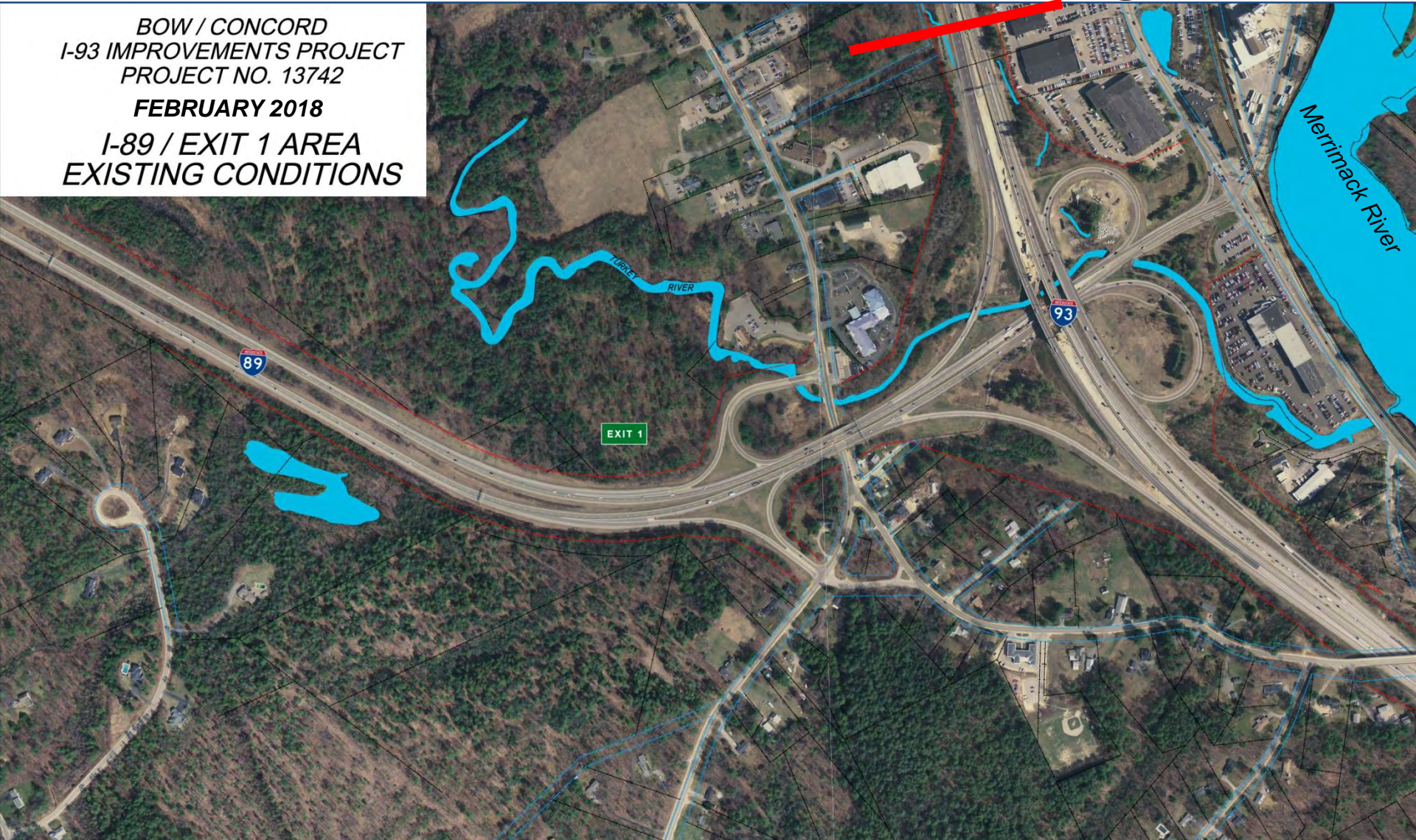
Alternatives Development



Bow Concord I-93 Improvements Project

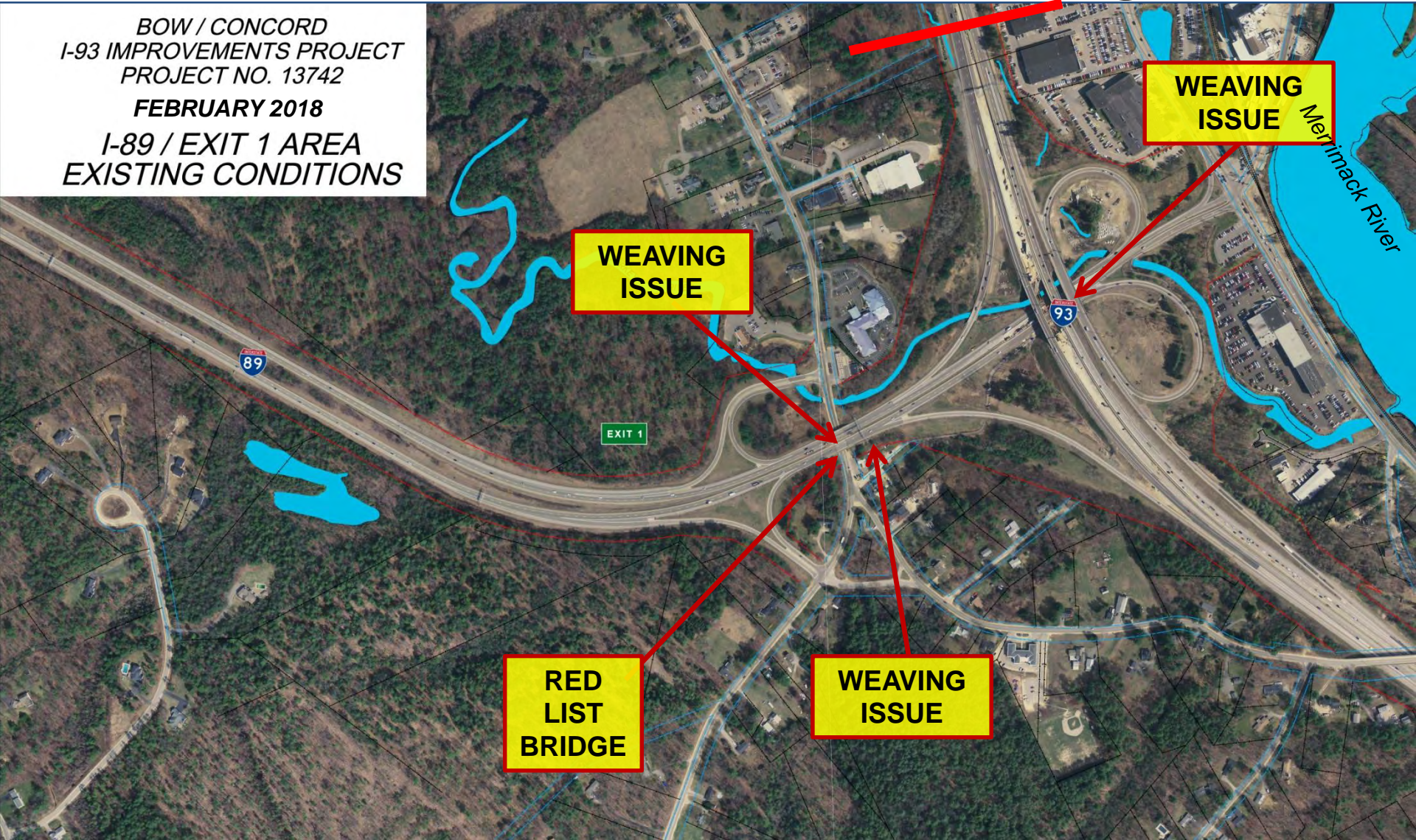
I-89 / Exit 1 Area - Existing

BOW / CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018
I-89 / EXIT 1 AREA
EXISTING CONDITIONS



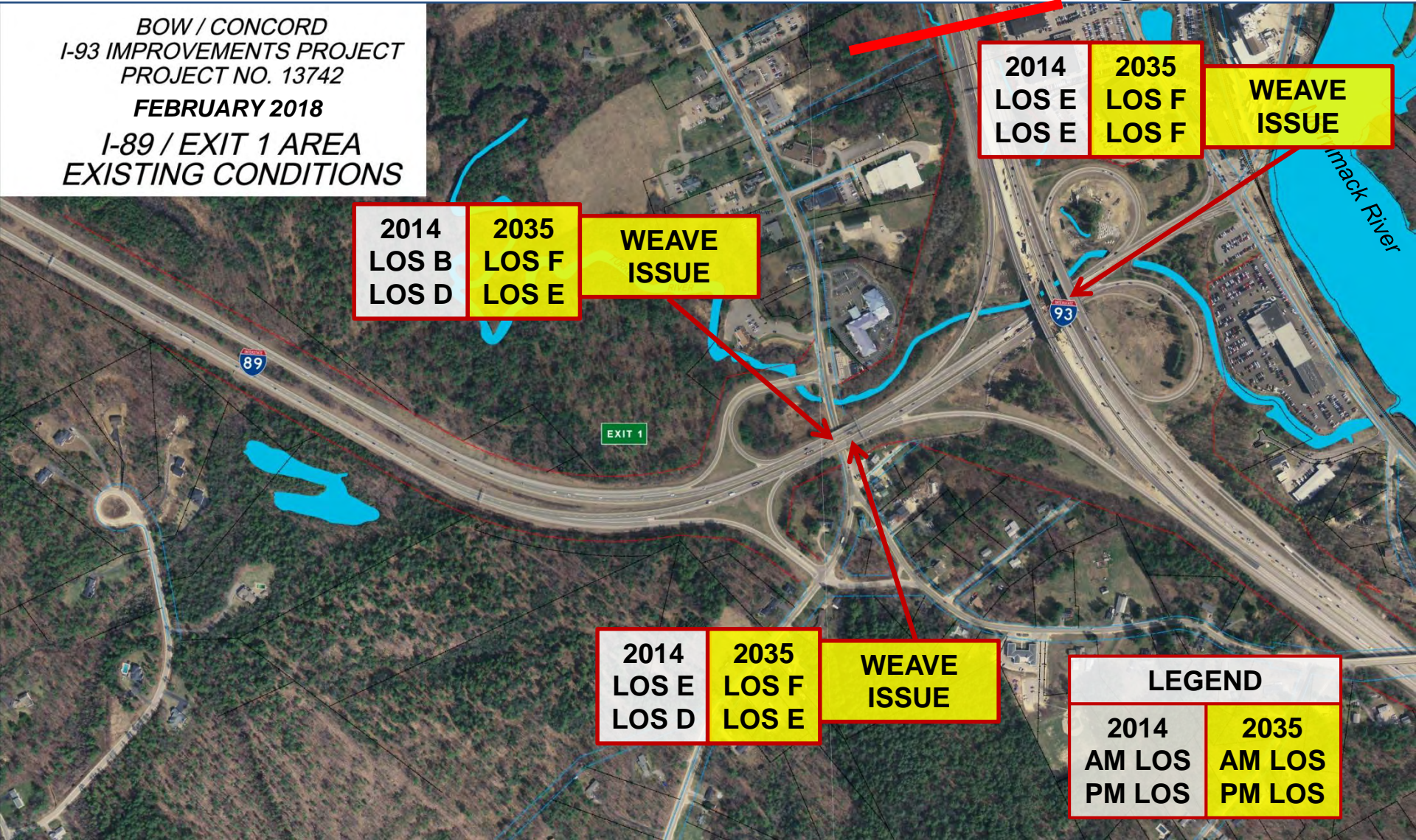
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I-89 / Exit 1 Area - Existing

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FEBRUARY 2018
I-89 / EXIT 1 AREA
EXISTING CONDITIONS



2014 LOS B LOS D	2035 LOS F LOS E
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**WEAVE
ISSUE**

2014 LOS E LOS E

2035 LOS F LOS F

**WEAVE
ISSUE**

2014 LOS E LOS D

2035 LOS F LOS E

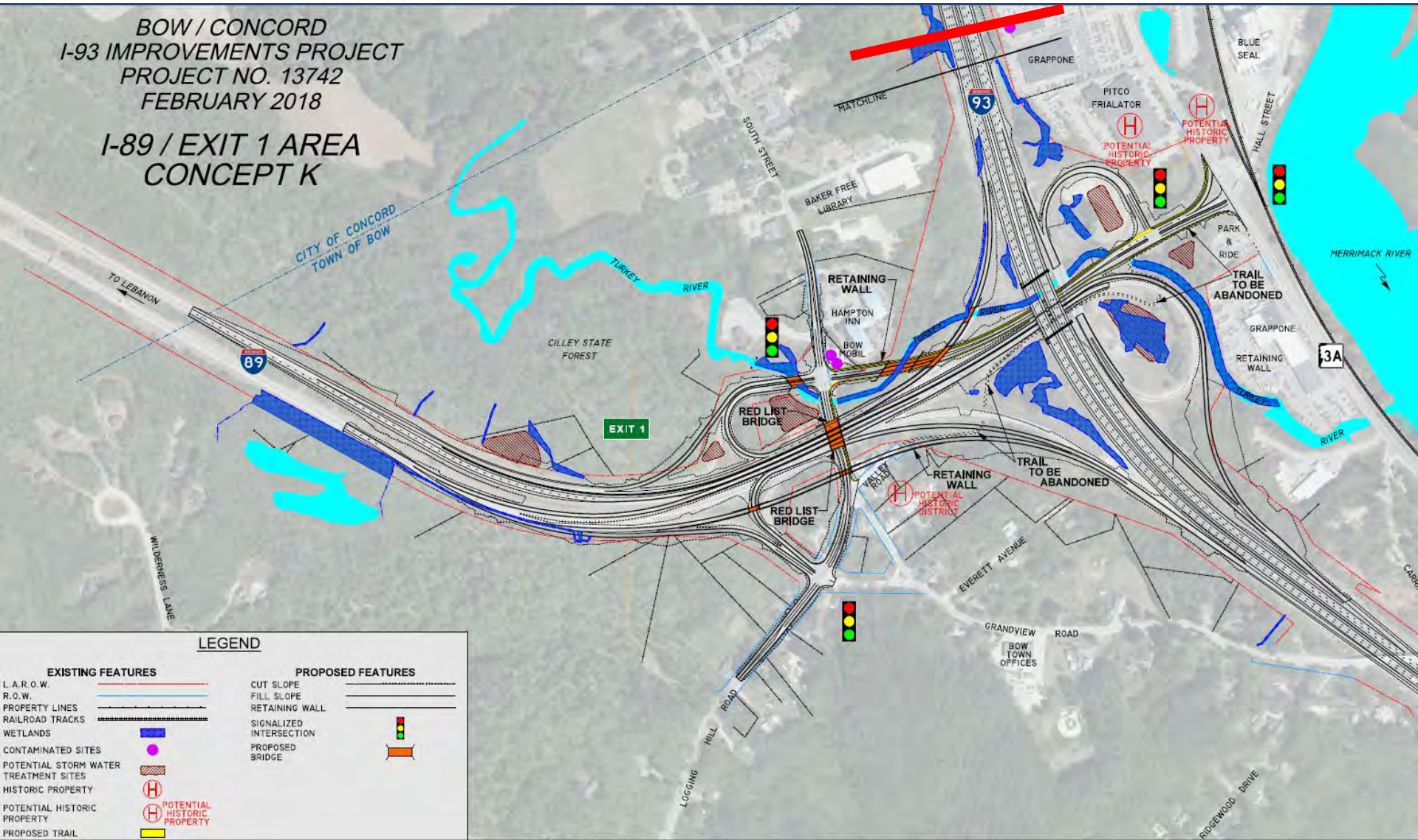
**WEAVE
ISSUE**

LEGEND	
2014 AM LOS PM LOS	2035 AM LOS PM LOS

I-89 / Exit 1 Area - Preferred

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FEBRUARY 2018

I-89 / EXIT 1 AREA
CONCEPT K



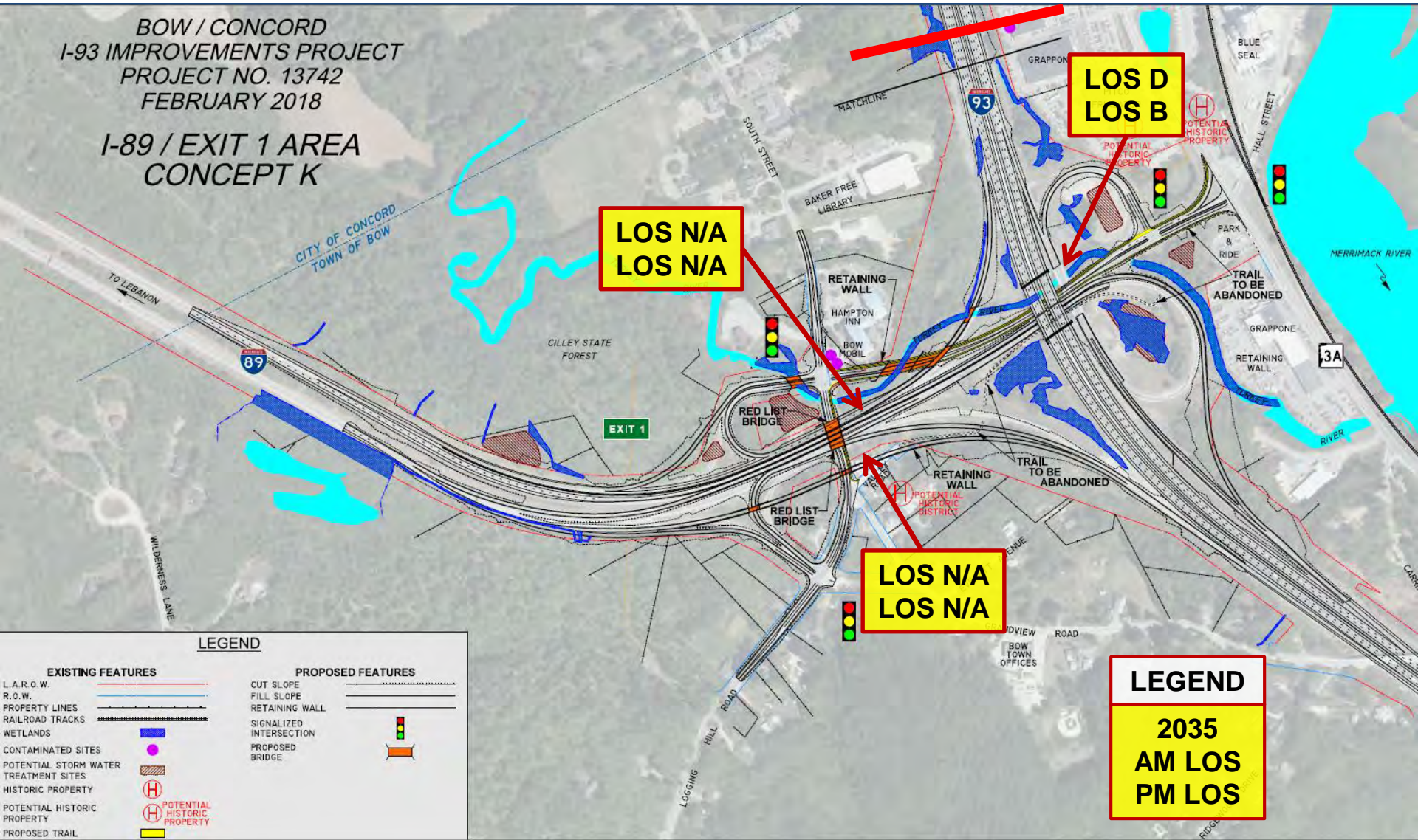
LEGEND

EXISTING FEATURES	PROPOSED FEATURES
L.A.R.O.W.	CUT SLOPE
R.O.W.	FILL SLOPE
PROPERTY LINES	RETAINING WALL
RAILROAD TRACKS	SIGNALIZED INTERSECTION
WETLANDS	PROPOSED BRIDGE
CONTAMINATED SITES	
POTENTIAL STORM WATER TREATMENT SITES	
HISTORIC PROPERTY	
POTENTIAL HISTORIC PROPERTY	
PROPOSED TRAIL	

I-89 / Exit 1 Area - Preferred

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I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018

I-89 / EXIT 1 AREA
CONCEPT K



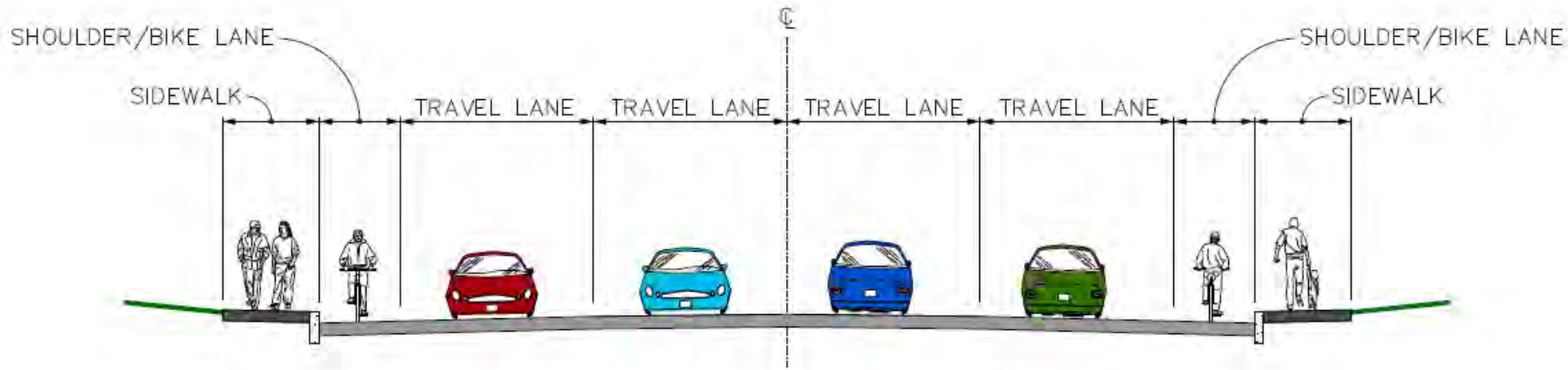
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WETLANDS	PROPOSED BRIDGE
CONTAMINATED SITES	
POTENTIAL STORM WATER TREATMENT SITES	
HISTORIC PROPERTY	
POTENTIAL HISTORIC PROPERTY	
PROPOSED TRAIL	

LEGEND

**2035
AM LOS
PM LOS**

Bicycle / Pedestrian Accommodation



Bicycle / Pedestrian Accommodation



*BOW / CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018
I-89 / EXIT 1 AREA
CONCEPT C*

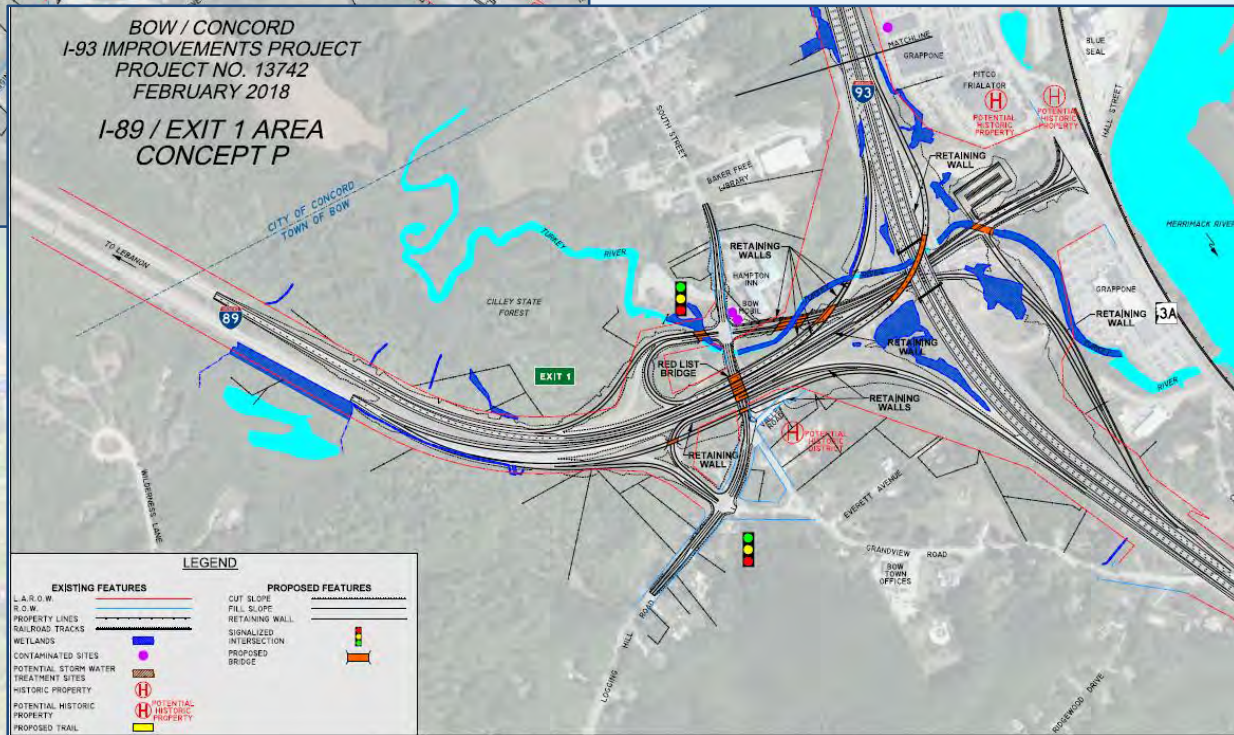
I-89 / Exit 1 Area



LEGEND

EXISTING FEATURES	PROPOSED FEATURES
L.A.R.O.W.	CUT SLOPE
R.O.W.	FILL SLOPE
PROPERTY LINES	RETAINING WALL
RAILROAD TRACKS	SIGNALIZED INTERSECTION
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CONTAMINATED SITES	
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HISTORIC PROPERTY	
POTENTIAL HISTORIC PROPERTY	
PROPOSED TRAIL	

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I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018
I-89 / EXIT 1 AREA
CONCEPT P*



LEGEND

EXISTING FEATURES	PROPOSED FEATURES
L.A.R.O.W.	CUT SLOPE
R.O.W.	FILL SLOPE
PROPERTY LINES	RETAINING WALL
RAILROAD TRACKS	SIGNALIZED INTERSECTION
WETLANDS	PROPOSED BRIDGE
CONTAMINATED SITES	
POTENTIAL STORM WATER TREATMENT SITES	
HISTORIC PROPERTY	
POTENTIAL HISTORIC PROPERTY	
PROPOSED TRAIL	

Not Preferred Concepts

I-89 Area Comparison

CONSIDERATION	CONCEPT C	CONCEPT K	CONCEPT P
Exit 1 To I-93 Weaves	Improved	Eliminated	Eliminated
I-93 NB To I-89 NB Weave	No Change	Improved	Eliminated
I-89 To Route 3A Access	No Change	Via Exit 1 or Via I-93 Exit 12	Via Exit 1 or Via I-93 Exit 12
Property Impacts	Cilley State Forest & Private Parcels	Cilley State Forest, Bow Mobil & Private Parcels	Cilley State Forest, Bow Mobil & Private Parcels
# Red List Bridges	1	1	1
# New Bridges	0	4	5
Project Cost	\$34.1 M	\$65.6 M	\$92.8 M

I-89 Area Comparison

RESOURCES	CONCEPT C	CONCEPT K	CONCEPT P
Wetlands	0.6 Acres	0.7 Acres	1.8 Acres
Conservation Land	5.3 Acres of Cilley State Forest (+4.3 Ac)	0.7 Acres of Cilley State Forest	0.7 Acres of Cilley State Forest
Wildlife	<ul style="list-style-type: none"> • 2 State-listed Species • 2 Species of Concern • Fish Habitat 	<ul style="list-style-type: none"> • 2 State-listed Species • 2 Species of Concern • Fish Habitat 	<ul style="list-style-type: none"> • 2 State-listed Species • 2 Species of Concern • 2 Fish Habitat
Historic Properties	Bow Mills Historic Area	Bow Mills Historic Area	Bow Mills Historic Area

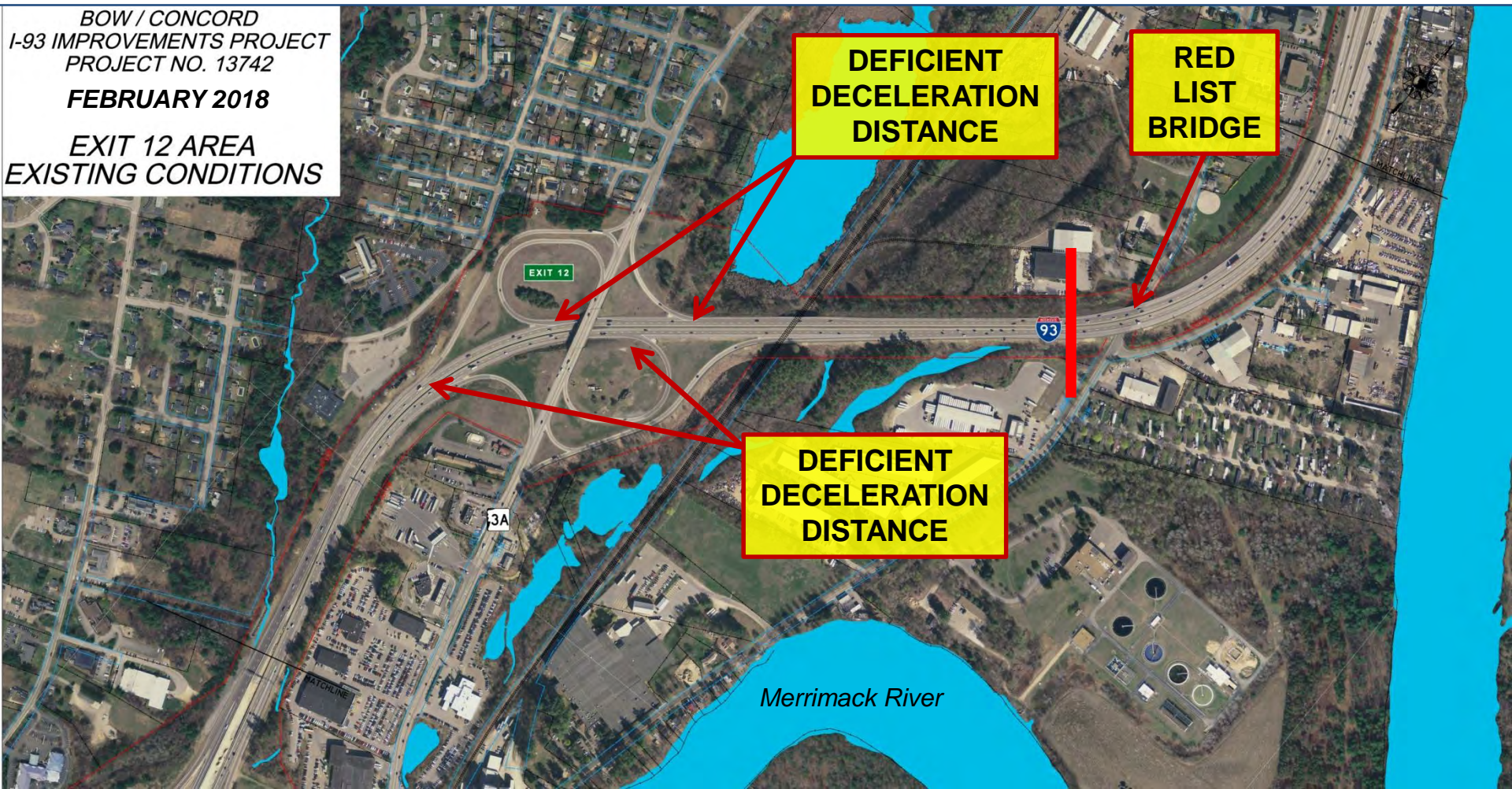
Exit 12 Area - Existing

BOW / CONCORD
I-93 IMPROVEMENTS PROJECT
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EXIT 12 AREA
EXISTING CONDITIONS



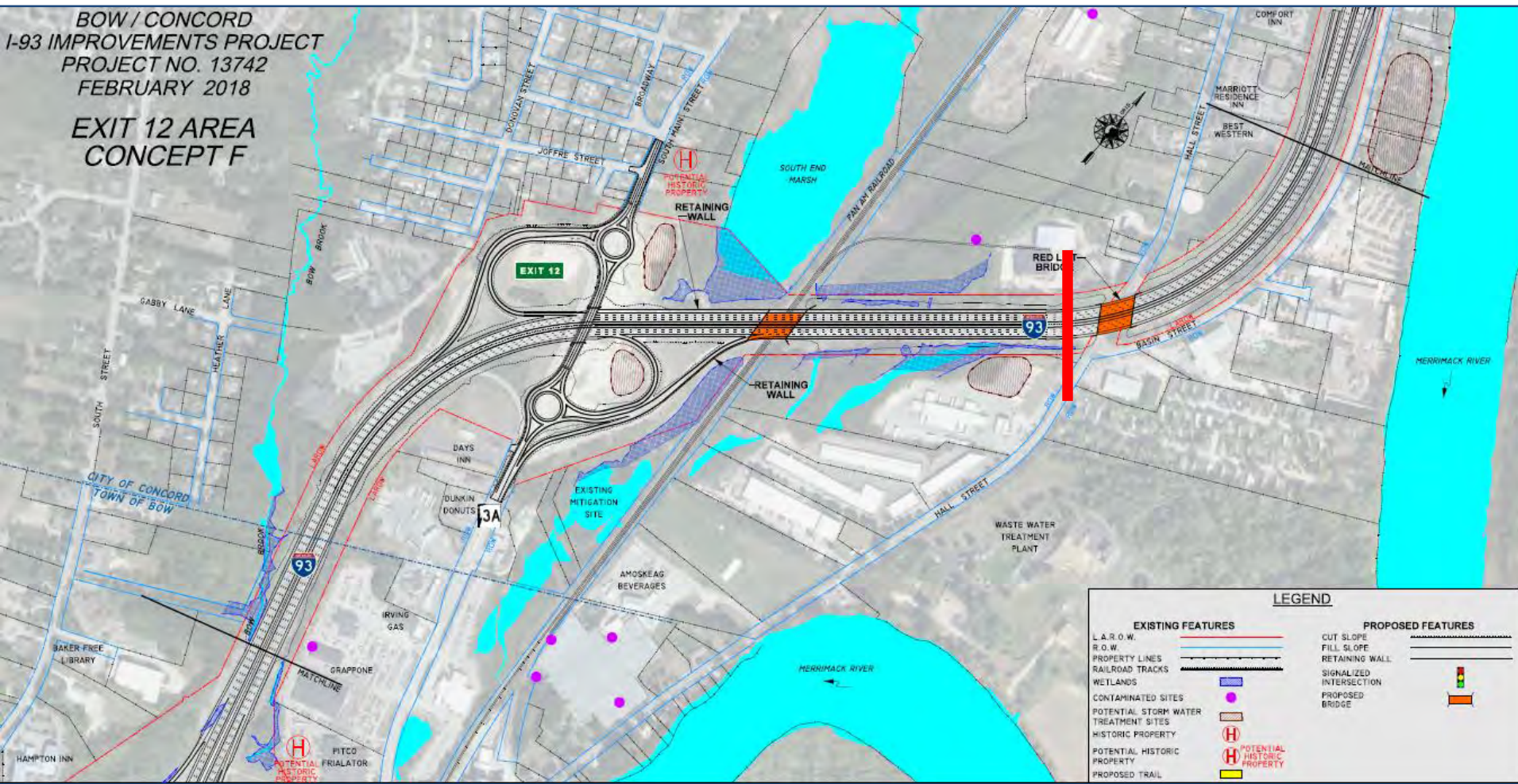
Exit 12 Area - Existing

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EXIT 12 AREA
EXISTING CONDITIONS

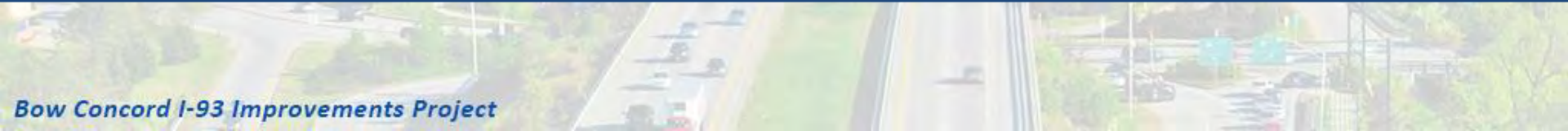


Exit 12 Area - Preferred

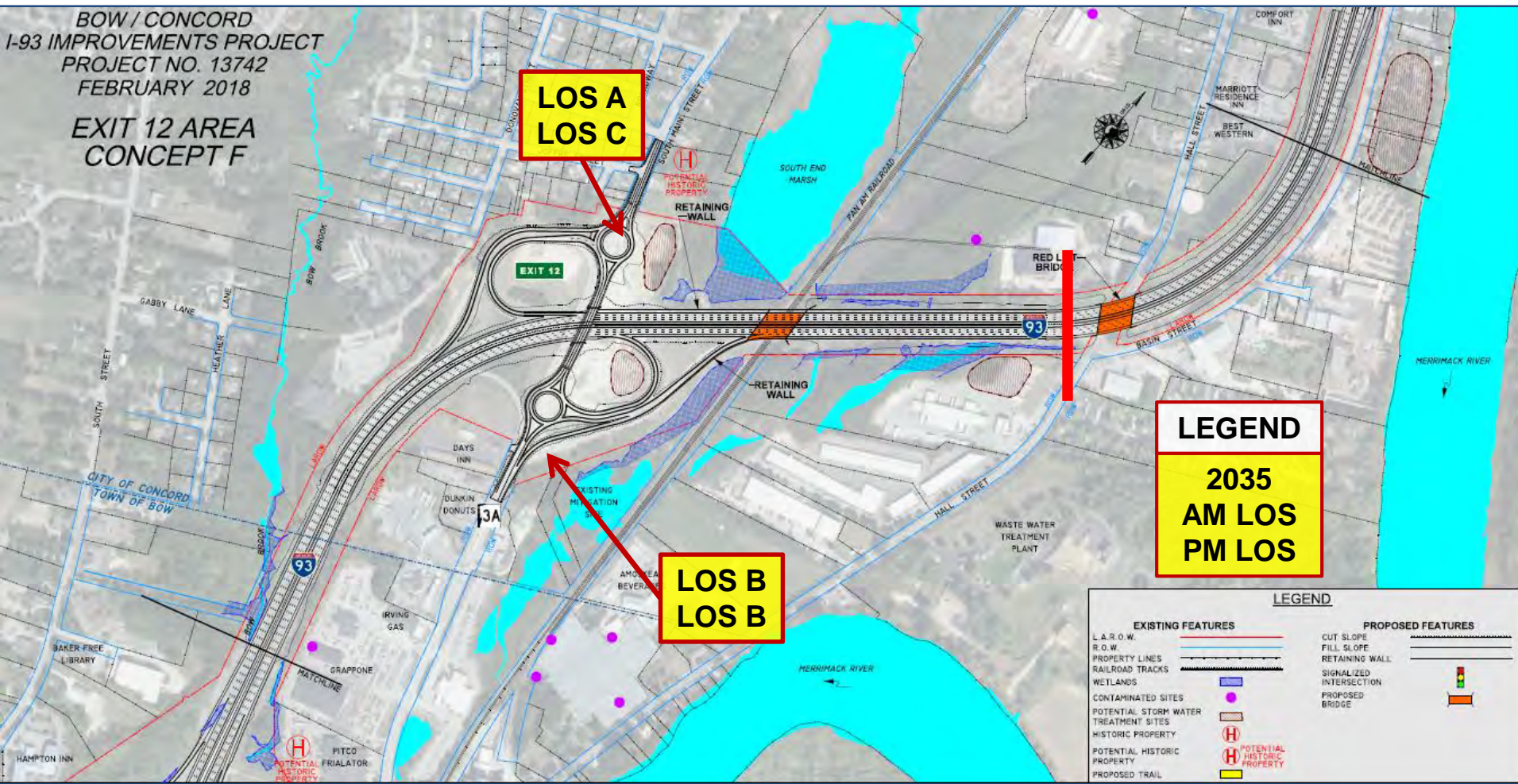
**BOW / CONCORD
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EXIT 12 AREA
CONCEPT F**



EXISTING FEATURES		PROPOSED FEATURES	
L.A.R.O.W.		CUT SLOPE	
R.O.W.		FILL SLOPE	
PROPERTY LINES		RETAINING WALL	
RAILROAD TRACKS		SIGNALIZED INTERSECTION	
WETLANDS		PROPOSED BRIDGE	
CONTAMINATED SITES			
POTENTIAL STORM WATER TREATMENT SITES			
HISTORIC PROPERTY			
POTENTIAL HISTORIC PROPERTY			
PROPOSED TRAIL			



Exit 12 Area - Preferred



Exit 12 Area Comparison

CONSIDERATION	CONCEPT E	CONCEPT F
Level of Service (AM/PM)	LOS C/C with Queuing	LOS A/C with little Queuing
Property Impacts	Partial Impacts along Route 3A	Partial Impacts along Route 3A
# Red List Bridges	0	0
# New Bridges	0	0
Project Cost	\$36.1 M	\$33.8 M

Exit 12 Area Comparison

RESOURCES	CONCEPT E	CONCEPT F
Wetlands	0.5 Acres	0.5 Acres
Conservation Land	0.0 Acres	0.0 Acres
Wildlife	2 State-listed Species	2 State-listed Species
Historic Properties	S. Concord / Weeks Garden District	S. Concord / Weeks Garden District

Exit 13 Area - Existing

BOW/CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018
EXIT 13 AREA
EXISTING CONDITIONS

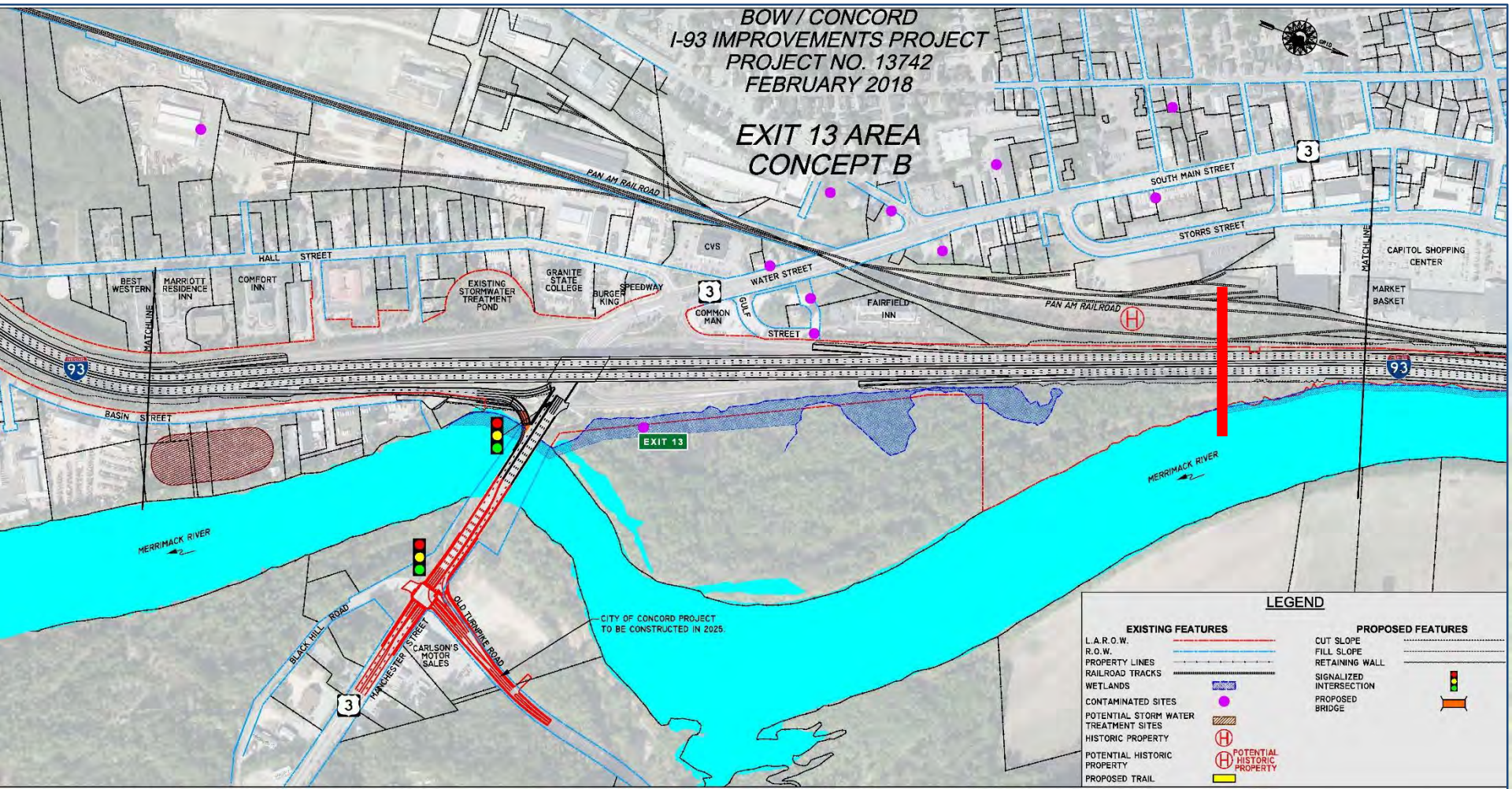


Exit 13 Area - Existing

BOW/CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018
EXIT 13 AREA
EXISTING CONDITIONS



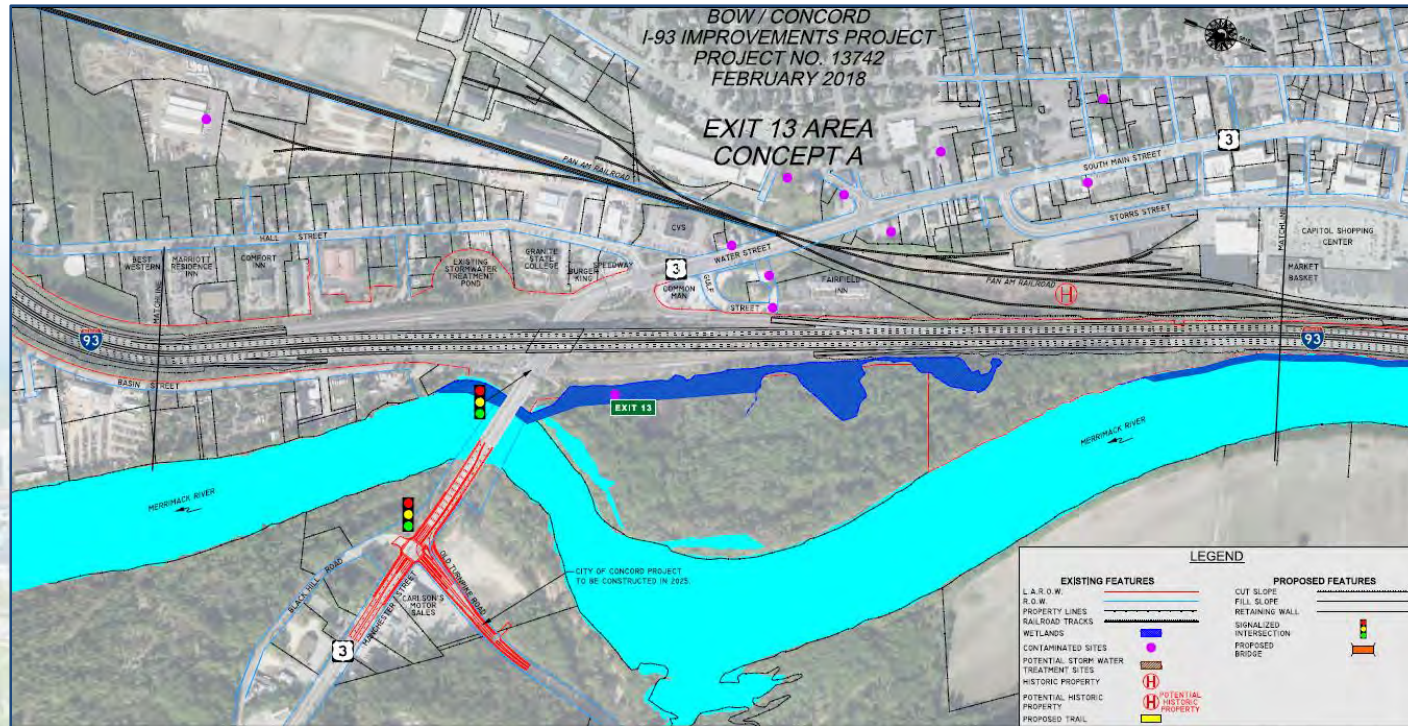
Exit 13 Area - Preferred



LEGEND

EXISTING FEATURES		PROPOSED FEATURES	
L.A.R.O.W.		CUT SLOPE	
R.O.W.		FILL SLOPE	
PROPERTY LINES		RETAINING WALL	
RAILROAD TRACKS		SIGNALIZED INTERSECTION	
WETLANDS		PROPOSED BRIDGE	
POTENTIAL STORM WATER TREATMENT SITES			
HISTORIC PROPERTY			
POTENTIAL HISTORIC PROPERTY			
PROPOSED TRAIL			

Exit 13 Area



**Not Preferred
Concept**

Exit 13 Comparison

CONSIDERATION	CONCEPT A	CONCEPT B
Queuing on NB Exit Ramp	Onto I-93 by 2035	Acceptable
Property Impacts	None	1 Private Parcel
# Red List Bridges	1	1
# New Bridges	0	1
Project Cost	\$33.2 M	\$38.4 M

Exit 13 Comparison

RESOURCES	CONCEPT A	CONCEPT B
Wetlands	0.0 Acres	0.1 Acres
Conservation Land	0.0 Acres	0.0 Acres
Wildlife	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community 	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community
Historic Properties	N/A	N/A

Exit 14 / 15 Area - Existing

BOW / CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018
EXITS 14 / 15 AREAS
EXISTING CONDITIONS



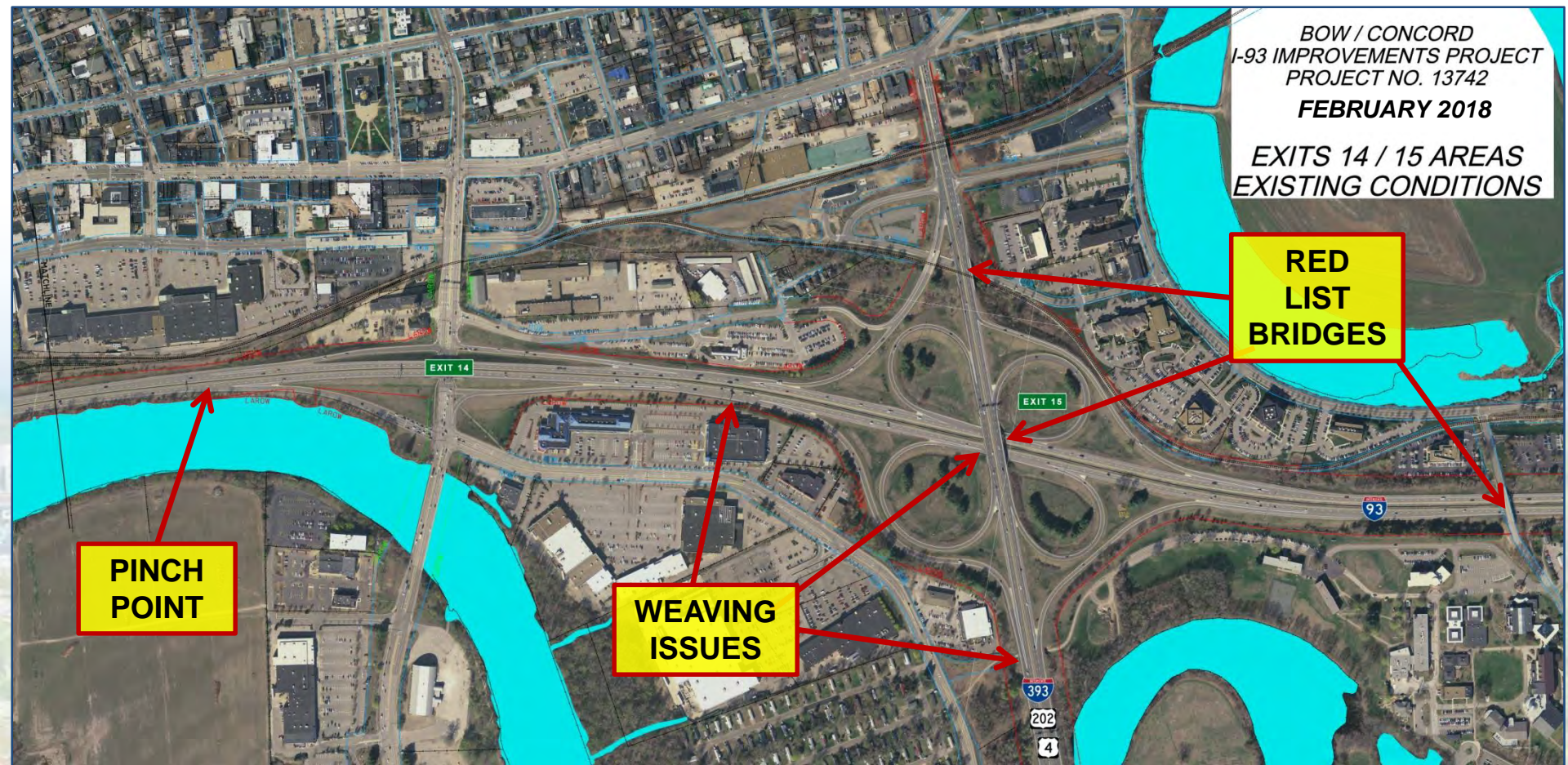
Exit 14 / 15 Area - Existing

BOW / CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018
EXITS 14 / 15 AREAS
EXISTING CONDITIONS

**RED
LIST
BRIDGES**

**PINCH
POINT**

**WEAVING
ISSUES**



Exit 14 / 15 Area - Existing

BOW / CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018
EXITS 14 / 15 AREAS
EXISTING CONDITIONS

2014 LOS F LOS D	2035 LOS F LOS E
------------------------	------------------------

**WEAVE
ISSUE (SB)**

2014 LOS F LOS E	2035 LOS F LOS F
------------------------	------------------------

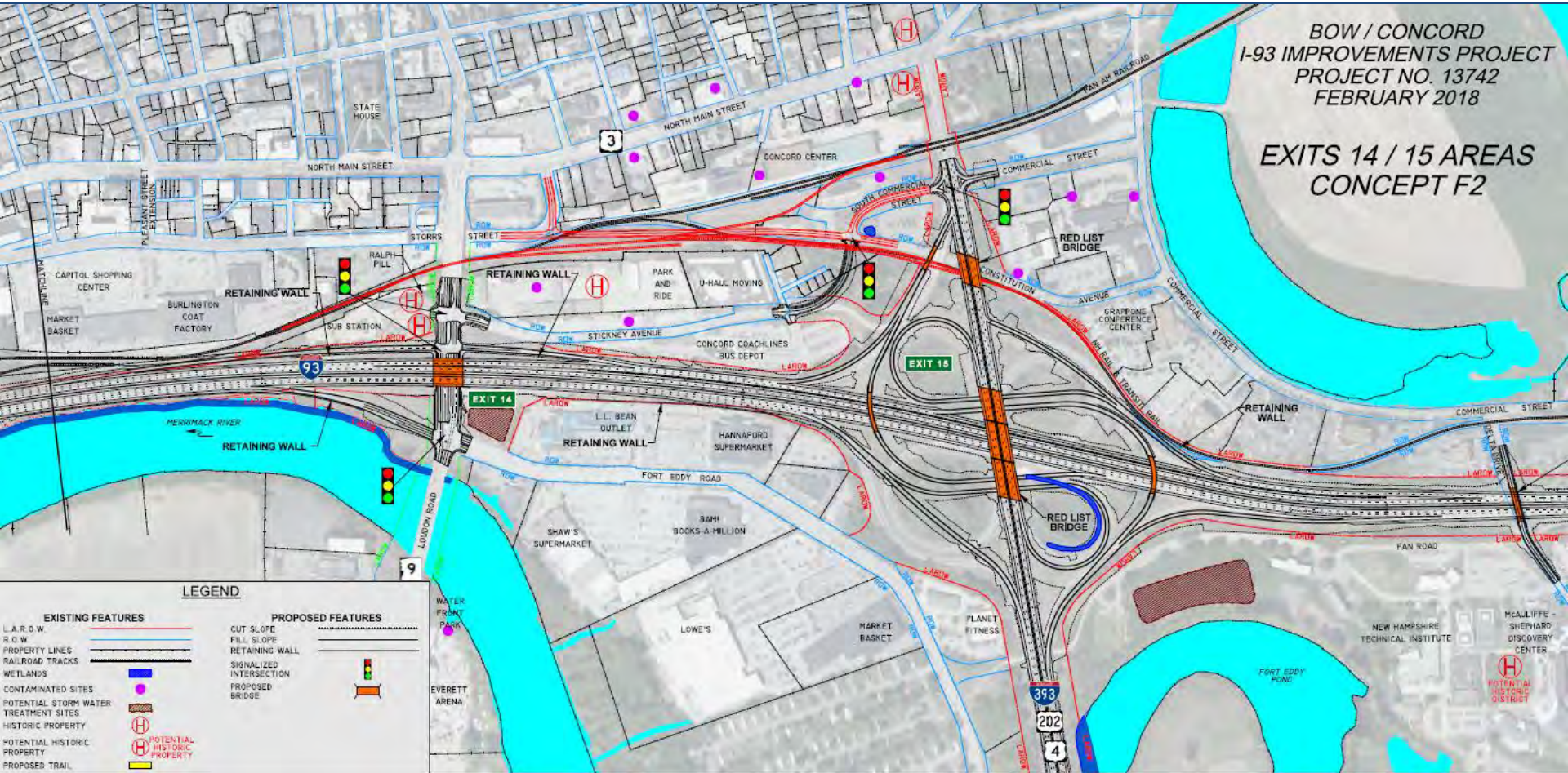
**WEAVE
ISSUE (SB)**

**WEAVE
ISSUE (NB)**

2014 LOS C LOS E	2035 LOS C LOS F
------------------------	------------------------

LEGEND	
2014 AM LOS	2035 AM LOS
2014 PM LOS	2035 PM LOS

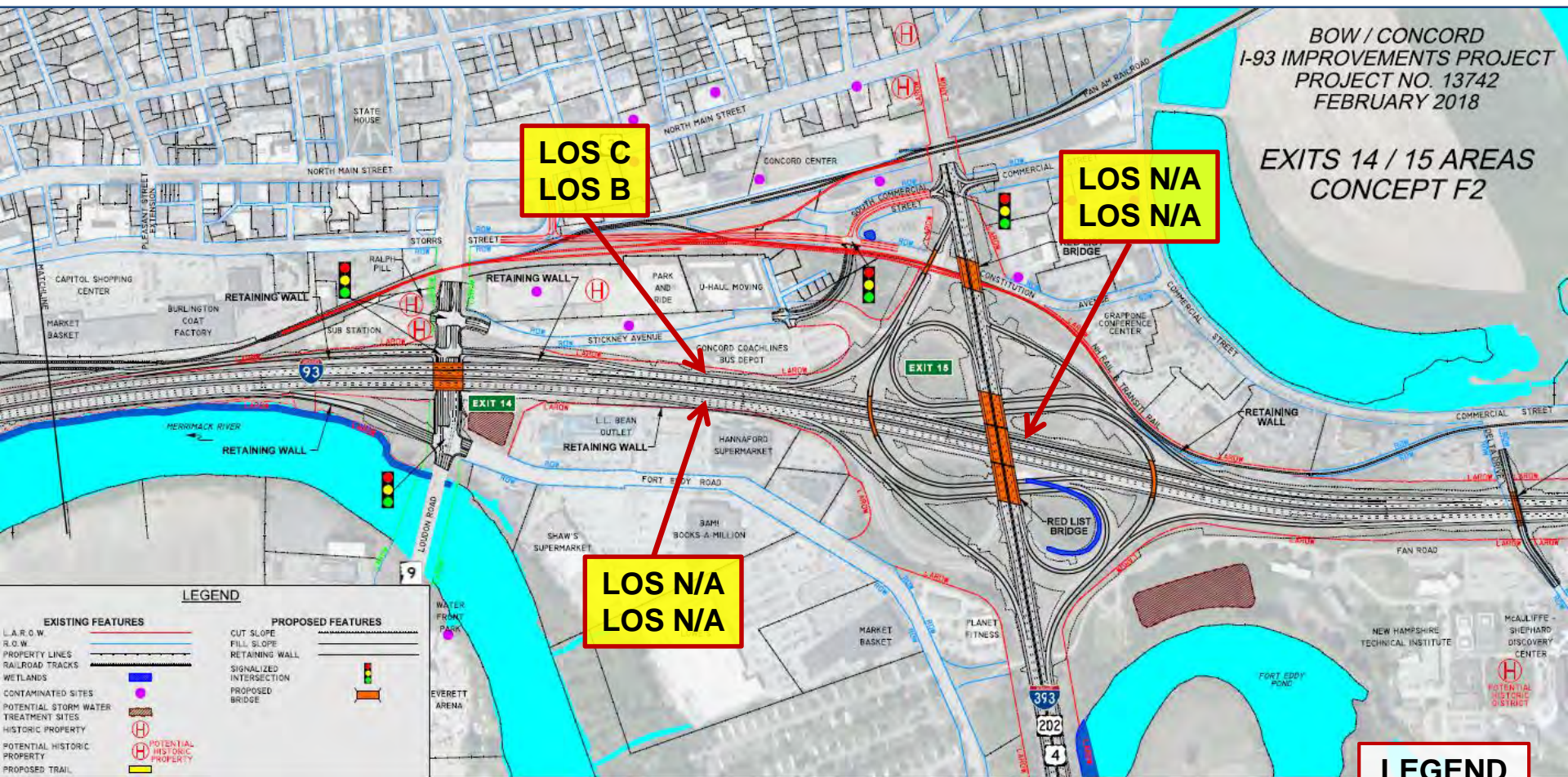
Exit 14 / 15 Area - Preferred



Exit 14 / 15 Area - Preferred

BOW / CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018

EXITS 14 / 15 AREAS
CONCEPT F2



LEGEND

EXISTING FEATURES	PROPOSED FEATURES
L.A.R.O.W.	CUT SLOPE
R.O.W.	FILL SLOPE
PROPERTY LINES	RETAINING WALL
RAILROAD TRACKS	SIGNALIZED INTERSECTION
WETLANDS	PROPOSED BRIDGE
CONTAMINATED SITES	
POTENTIAL STORM WATER TREATMENT SITES	
HISTORIC PROPERTY	
POTENTIAL HISTORIC PROPERTY	
PROPOSED TRAIL	

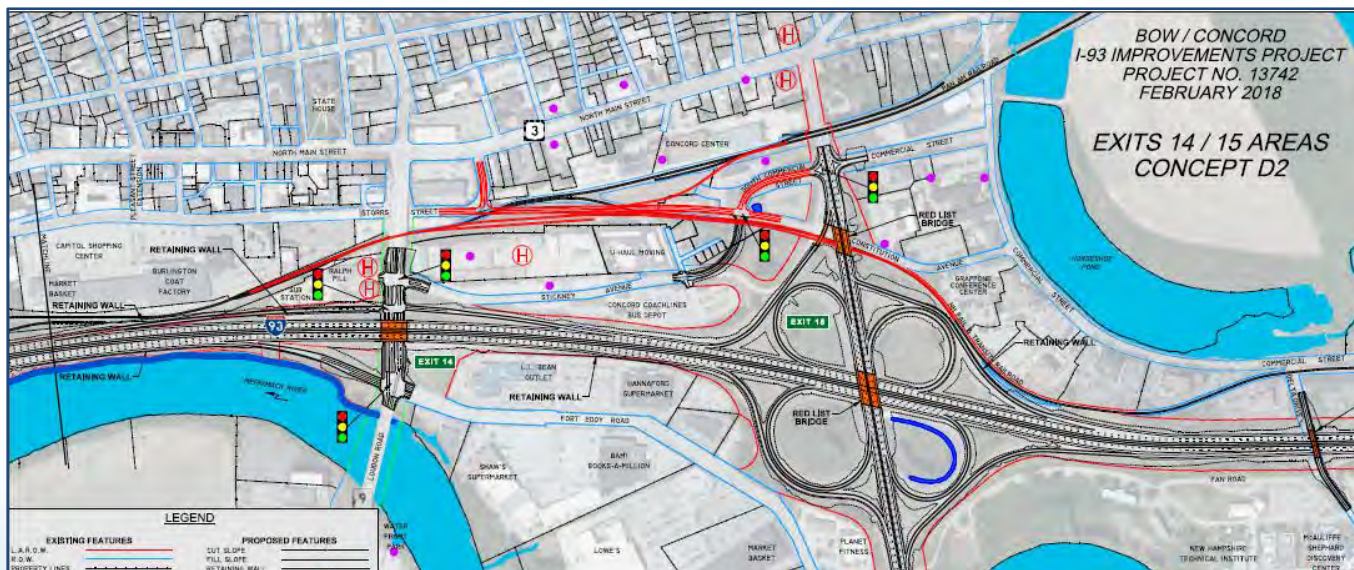
LEGEND

**2035
AM LOS
PM LOS**

BOW / CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018

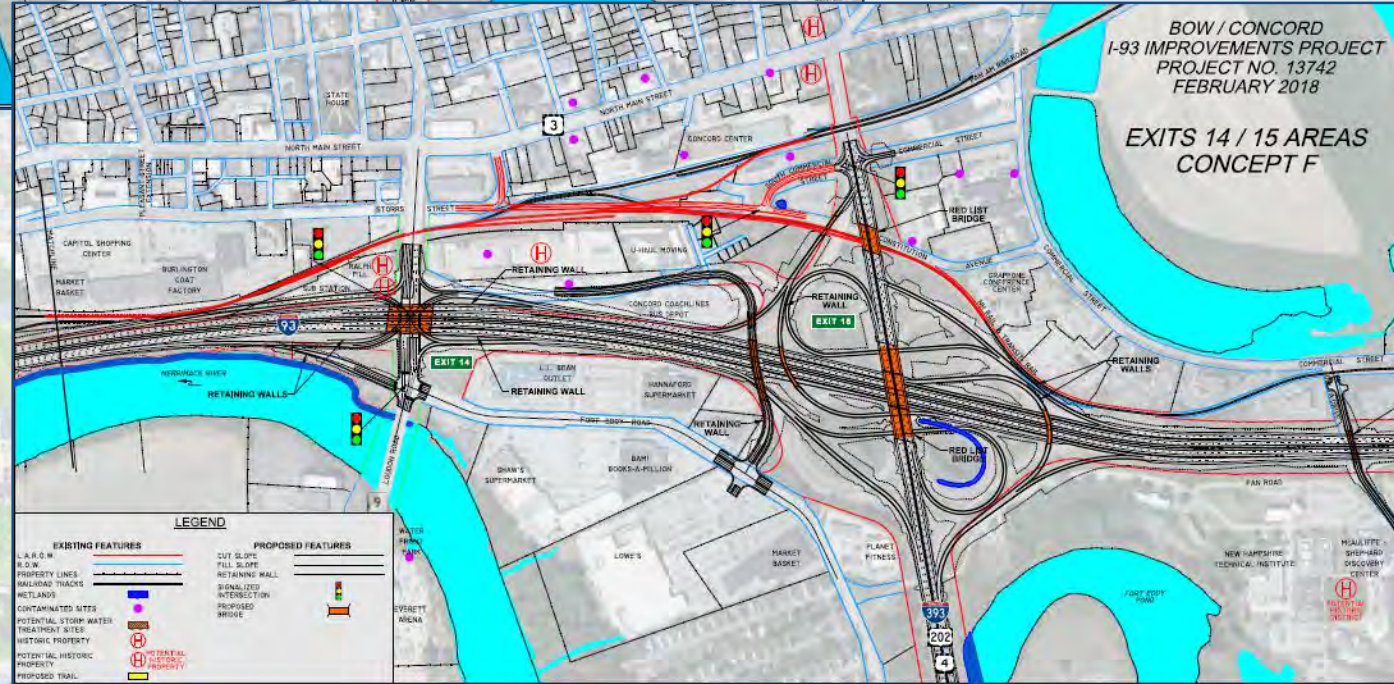
EXITS 14 / 15 AREAS
CONCEPT D2

Exit 14 / 15 Area



BOW / CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018

EXITS 14 / 15 AREAS
CONCEPT F



Not Preferred Concepts

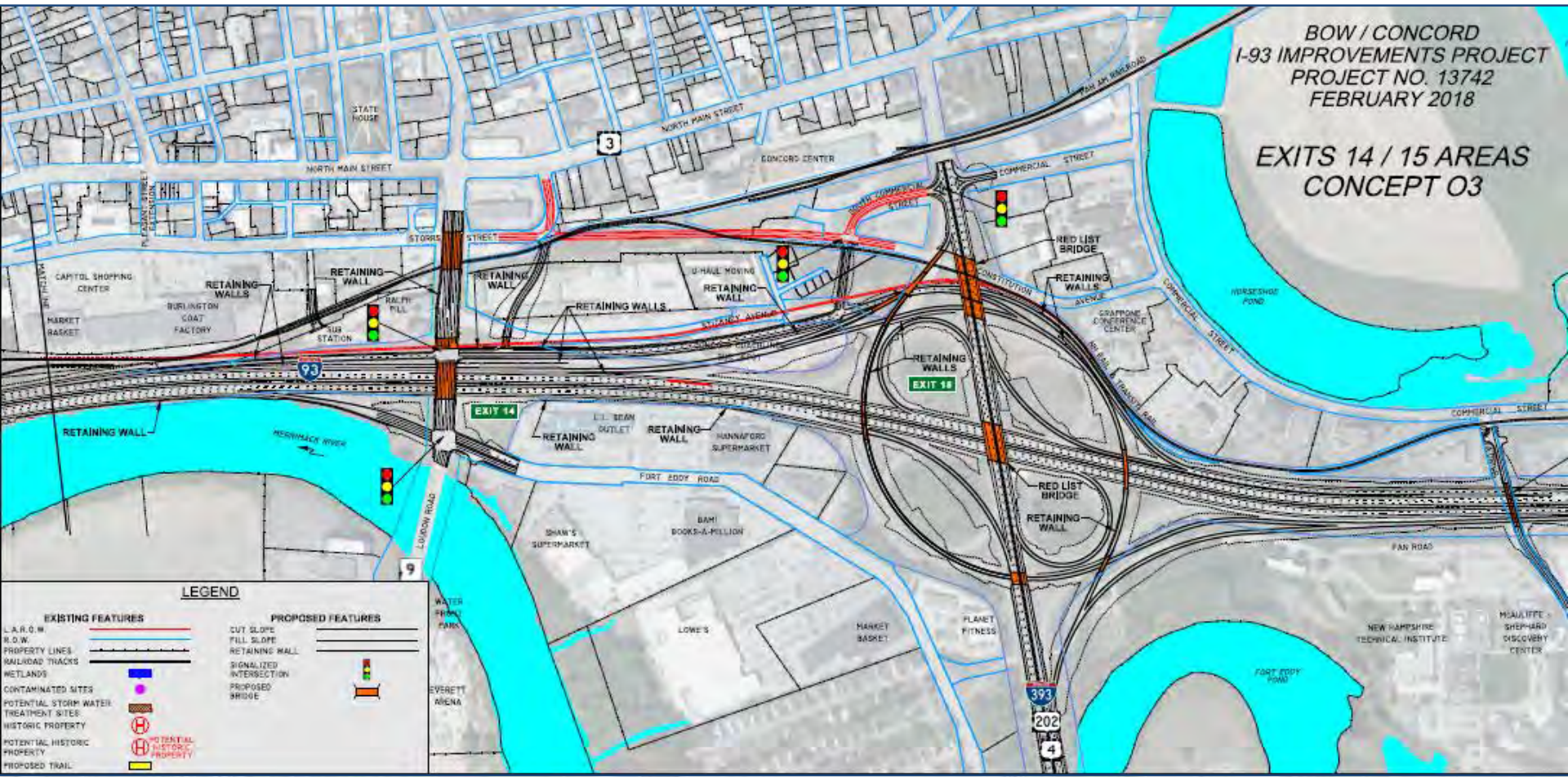
Bicycle / Pedestrian Accommodation



Exit 14 / 15 Area

BOW / CONCORD
I-93 IMPROVEMENTS PROJECT
PROJECT NO. 13742
FEBRUARY 2018

EXITS 14 / 15 AREAS
CONCEPT 03



LEGEND

EXISTING FEATURES	PROPOSED FEATURES
L.A.R.O.W.	CUT SLOPE
R.O.W.	FILL SLOPE
PROPERTY LINES	RETAINING WALL
RAILROAD TRACKS	SIGNALIZED INTERSECTION
WETLANDS	PROPOSED BRIDGE
CONTAMINATED SITES	
POTENTIAL STORM WATER TREATMENT SITES	
HISTORIC PROPERTY	
POTENTIAL HISTORIC PROPERTY	
PROPOSED TRAIL	

**Not Preferred
Concept**

Exit 14 / 15 Comparison

CONSIDERATION	CONCEPT D2	CONCEPT F	CONCEPT F2	CONCEPT O3
Exit 14 to Exit 15 Weaves	Improved	C-D Roads	C-D Road (SB) Eliminated (NB)	Eliminated
Exit 15 Weaves	Improved	Eliminated	Eliminated	Eliminated
NB Entrance Ramp at Exit 14	Eliminated	No Change	Eliminated	Eliminated
Property Impacts	None	Ralph Pill Bldg., Util Sub Station, & Burlington	None	Bus Station
# Red List Bridges	4	4	4	4
# New Bridges	0	4	2	7
Project Cost	\$91.5 M	\$188.9 M	\$125.0M	\$170.8 M

Exit 14 / 15 Comparison

RESOURCES	CONCEPT D2	CONCEPT F	CONCEPT F2	CONCEPT O3
Wetlands	0.3 Acres	0.4 Acres	0.5 Acres	0.2 Acres
Conservation Land	0.0 Acres	0.0 Acres	0.0 Acres	0.0 Acres
Wildlife	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community 	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community 	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community 	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community
Historic Properties	Railroad, DOT Garage Ralph Pill, 24 Bridge St.	Railroad, DOT Garage, Ralph Pill, 24 Bridge St., NHTI District	Railroad, DOT Garage, Ralph Pill, 24 Bridge St., NHTI District	NHTI District

Project Costs

Bow Concord I-93 Improvements Project
Preferred Alternative Cost Matrix
 (Millions \$)

SEGMENT	Concept	Construction \$	Right-of-Way \$	Engineering and Permitting \$	Mitigation \$	Utility \$	Total Project \$
I-89 Area	K	\$58.0	\$1.15	\$5.80	\$0.58	\$0.00	\$65.6
Exit 12	F	\$29.5	\$0.01	\$2.95	\$0.30	\$1.00	\$33.8
Exit 13	B	\$34.5	\$0.01	\$3.45	\$0.35	\$0.00	\$38.4
Exit 14/15	F2	\$111.4	\$0.27	\$11.14	\$1.11	\$1.00	\$125.0
Total		\$233.4	\$1.4	\$23.3	\$2.3	\$2.0	\$262.8

(Assessed Value)

(10% of Constr.)

(1% of Constr +
any Major Items.)

Next Steps

- Complete Environmental Document
- Develop Corridor Plan
 - Blueprint for Corridor
 - Set Priorities
- Conduct Public Hearing
- Environmental Determination
- Construction
 - Begin 2024
 - Not Fully Funded



Questions & Answers

www.i93bowconcord.com



Public Informational Meetings



I-89 Area Comparison

CONSIDERATION	CONCEPT C	CONCEPT K	CONCEPT P
Exit 1 To I-93 Weaves	Improved	Eliminated	Eliminated
I-93 NB To I-89 NB Weave	No Change	Improved	Eliminated
I-89 To Route 3A Access	No Change	Via Exit 1 or Via I-93 Exit 12	Via Exit 1 or Via I-93 Exit 12
Property Impacts	Cilley State Forest & Private Parcels	Cilley State Forest, Bow Mobil & Private Parcels	Cilley State Forest, Bow Mobil & Private Parcels
# Red List Bridges	1	1	1
# New Bridges	0	4	5
Project Cost	\$34.1 M	\$65.6 M	\$92.8 M

RESOURCES	CONCEPT C	CONCEPT K	CONCEPT P
Wetlands	0.6 Acres	0.7 Acres	1.8 Acres
Conservation Land	5.3 Acres of Cilley State Forest (+4.3 Ac)	0.7 Acres of Cilley State Forest	0.7 Acres of Cilley State Forest
Wildlife	<ul style="list-style-type: none"> • 2 State-listed Species • 2 Species of Concern • Fish Habitat 	<ul style="list-style-type: none"> • 2 State-listed Species • 2 Species of Concern • Fish Habitat 	<ul style="list-style-type: none"> • 2 State-listed Species • 2 Species of Concern • 2 Fish Habitat
Historic Properties	Bow Mills Historic Area	Bow Mills Historic Area	Bow Mills Historic Area

Exit 12 Area Comparison

CONSIDERATION	CONCEPT E	CONCEPT F
Level of Service (AM/PM)	LOS C/C with Queuing	LOS A/C with little Queuing
Property Impacts	Partial Impacts along Route 3A	Partial Impacts along Route 3A
# Red List Bridges	0	0
# New Bridges	0	0
Project Cost	\$36.1 M	\$33.8 M

RESOURCES	CONCEPT E	CONCEPT F
Wetlands	0.5 Acres	0.5 Acres
Conservation Land	0.0 Acres	0.0 Acres
Wildlife	2 State-listed Species	2 State-listed Species
Historic Properties	S. Concord / Weeks Garden District	S. Concord / Weeks Garden District

Exit 13 Comparison

CONSIDERATION	CONCEPT A	CONCEPT B
Queuing on NB Exit Ramp	Onto I-93 by 2035	Acceptable
Property Impacts	None	1 Private Parcel
# Red List Bridges	1	1
# New Bridges	0	1
Project Cost	\$33.2 M	\$38.4 M

RESOURCES	CONCEPT A	CONCEPT B
Wetlands	0.0 Acres	0.1 Acres
Conservation Land	0.0 Acres	0.0 Acres
Wildlife	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community 	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community
Historic Properties	N/A	N/A

Public Informational Meetings



Exit 14 / 15 Comparison

CONSIDERATION	CONCEPT D2	CONCEPT F	CONCEPT F2	CONCEPT O3
Exit 14 to Exit 15 Weaves	Improved	C-D Roads	C-D Road (SB) Eliminated (NB)	Eliminated
Exit 15 Weaves	Improved	Eliminated	Eliminated	Eliminated
NB Entrance Ramp at Exit 14	Eliminated	No Change	Eliminated	Eliminated
Property Impacts	None	Ralph Pill Bldg., Util Sub Station, & Burlington	None	Bus Station
# Red List Bridges	4	4	4	4
# New Bridges	0	4	2	7
Project Cost	\$91.5 M	\$188.9 M	\$125.0M	\$170.8 M

RESOURCES	CONCEPT D2	CONCEPT F	CONCEPT F2	CONCEPT O3
Wetlands	0.3 Acres	0.4 Acres	0.5 Acres	0.2 Acres
Conservation Land	0.0 Acres	0.0 Acres	0.0 Acres	0.0 Acres
Wildlife	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community 	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community 	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community 	<ul style="list-style-type: none"> • 2 State-listed Species • Fish Habitat • 1 Exemplary Community
Historic Properties	Railroad, DOT Garage, Ralph Pill, 24 Bridge St.	Railroad, DOT Garage, Ralph Pill, 24 Bridge St., NHTI District	Railroad, DOT Garage, Ralph Pill, 24 Bridge St., NHTI District	NHTI District



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	M. Marshall
Address	9 Deer Run Rd B
City	Bow
State	NH
ZIP	03304
E-Mail Address	[redacted]@com
Phone Number	[redacted]

Great job with presentation and questions!

exit 1 concept K will be a great improvement especially for those new drivers

exit 12 concept F Love the roundabouts & eliminating the weaving will be safer

exit 13 signals for ramp are needed

exit 14/15 concept F2 is a great choice for proposed to eliminate the 4 weaving areas

High friction pavement should be looked at for Logging Hill Rd. The grade in ice storms is bad & a challenge to get up the hill heading towards the fire station



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Nike Griffin
Address	4 wilderness Ln Bow
City	Bow
State	NH
ZIP	03304
E-Mail Address	
Phone Number	[REDACTED]
Comment or Question	This information session, 2/14/18, was very informative. I am in favor for all of the proposed recommendations. Good work!



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Deedra Ferucci
Address	49 Beacon
City	Concord NH
State	
ZIP	
E-Mail Address	
Phone Number	
Comment or Question	<p>Fine with removing the exit 14 NB ramp by Ft Eddy like the 89 solution like the Manchester st exit solution want to make sure any ^{local} road work includes expansion when possible to be used for pedestrian & <u>bicycle</u> transportation. Ideally 6ft of space minimum for designated bike lanes</p> <p>Anything that can be done to improve the view of the city as people drive by AKA flatten the pylons - gross. OR put up sand barriers?</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Rob Mack
Address	39 Rocky Point Dr.
City	Bow
State	
ZIP	
E-Mail Address	
Phone Number	
Comment or Question	<p>Please strongly consider roundabouts as opposed to traffic signals for the two two intersections on South St./Logging Hill Rd. @ Exit 1.</p> <ul style="list-style-type: none">• roundabouts will handle the same volume of traffic as signals, and won't need addition of a 3rd lane for turns.• roundabouts will suppress speed in this village area, whereas two closely-spaced signals will increase speeds as traffic hurries to catch make both lights• roundabouts have a 70% ± crash reduction vs. traffic signals.• roundabouts will delay vehicles by several seconds, vs. longer delays ^{20+sec} and queues (2A/7) from signals.• shorter queues resulting from roundabouts will improve left-turn access to nearby businesses and properties.



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Sarah Dolcino
Address	3 Jones Ave
City	Bow
State	NH
ZIP	03304
E-Mail Address	[REDACTED]
Phone Number	[REDACTED]
Comment or Question	I like the preferred concepts as presented. I am relieved to see a safe solution to the I-89 Exit #7 weave problem. It is a terrifying ramp at rush hour.



Bow-Concord Interstate 93 Improvements Project

COMMENT/QUESTION FORM

Name	MATT FURR
Address	40 Rocky Point Dr.
City	Bow
State	NH
ZIP	
E-Mail Address	
Phone Number	
Message/Comment	<p>in Bow - the new lights on Logging Hill.</p> <p>Instead of new traffic lights, add 2 new roundabouts to keep traffic flow while also slowing.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Susan Bird	2-14-2018
Address	9 Woodland Cir	
City	Bow	
State	NH	
ZIP	03304	
E-Mail Address		
Phone Number		
Comment or Question	<p>The preferred solution presented at Bow Memorial School this night for the 89-93 interchange is fabulous. The through traffic has been <u>separated</u> from local traffic.</p> <p>Also the exit 14 & 15 designs are really good ~ <u>eliminating the merging & crossing of traffic lanes.</u></p> <p>much safer - much better traffic flow.</p>	



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Kristen Hayden
Address	2 Colonial Terrace
City	Bow
State	NH
ZIP	03304
E-Mail Address	[REDACTED]
Phone Number	[REDACTED]
Comment or Question	<p>The design appears to improve the safety of the Exit 1 Interchange significantly and in which is a welcome change. I noticed that the sidewalk on Logging Logging Hill Road Ends pro prior to the traffic signal. Can the sidewalks and pedestrian accommodations be extended through the traffic signal? I I think this would be very beneficial to the Town and would allow the Town to extend sidewalks down Logging Hill Road to the community center in the future. the The loop from Logging Hill Road to South Street to Iron Works Road to Clinton Street to Silk Farm Road to Albin and back to Logging Hill Road is a very popular recreational route and anything we can do to improve the corridor would go a long way.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT/QUESTION FORM

Name	MEGAN FOURNIER
Address	37 ALICE DR #129
City	CONCORD,
State	NH
ZIP	03303
E-Mail Address	[REDACTED].com
Phone Number	[REDACTED]
Message/Comment	<p>Overall, very pleased with proposed improvements in the preferred alternatives for Exits 12-14.</p> <p>As a frequent commuter between Concord and Manchester, I am very much in favor of the proposed improvements at the I-89 junction and exits 14/15.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Roy Schweiker
Address	
City	
State	
ZIP	
E-Mail Address	[REDACTED] m
Phone Number	
Comment or Question	<p>Rte. 106 to I-89 or Airport Rd - Hall St connector</p> <p>The city of Concord has long proposed a connector in the SE of the city to open a large parcel for development. This would probably require Concept C to be selected.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Roy Schweiker
Address	
City	
State	
ZIP	
E-Mail Address	
Phone Number	
Comment or Question	<p>No roundabouts at Exit 12</p> <p>These would be similar to the 2-lane roundabouts at Rte.10 in Keene which I fear for my life every time I go through. Traffic lights are more friendly to elderly and new drivers.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Roy Schweiker
Address	
City	
State	
ZIP	
E-Mail Address	[REDACTED]
Phone Number	
Comment or Question	<p>Exit 13 NB yield sign</p> <p>Now if you want to exit at 13 and turn R, you need to stop at a stop sign even though one of the 3 signal phases has no traffic passing by. If a yield sign was used instead, more vehicles could exit during this phase and stacking reduced. If roundabouts have only yield signs, why not ramps?</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT/QUESTION FORM

Name	Roy Schweiker
Address	
City	
State	
ZIP	
E-Mail Address	[REDACTED]
Phone Number	
Message/Comment	<p>Merrimack River Greenway Trail</p> <p>The city wants a multi-use trail on both sides of the Merrimack River. Ideally the project would either provide this path or leave space for it. Minimally there should be an underpass at the N end of Teardrop Park.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT/QUESTION FORM

Name	Roy Schweiker
Address	
City	
State	
ZIP	
E-Mail Address	
Phone Number	
Message/Comment	<p>Wide hrgkway is a barrier to wildlife & pedestrians</p> <p>The path at I-89 needs to be retained, and new connectors built at N end of Teardrop Park and at I-393 to eliminate areas of 1+ miles with no crossings</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT/QUESTION FORM

Name	Roy Schweiker
Address	
City	
State	
ZIP	
E-Mail Address	[REDACTED]@com
Phone Number	
Message/Comment	<p>New interchanges are too complex for high proportion of elderly and refugee drivers and harder to build without major traffic disruption.</p> <p>Do the simple alternative to just extend ramps at Bow exit 1, and stick with regular cloverleaf at Concord exit 15</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT/QUESTION FORM

Name	Roy Schweiken
Address	
City	
State	
ZIP	
E-Mail Address	[REDACTED]
Phone Number	
Message/Comment	<p>Typical local road cross-section is not pedestrian-friendly hence not ADA-compliant</p> <p>There need to be a 6' buffer between highway curb and sidewalk to provide snow storage since plowing snow onto sidewalk makes it impassable when otherwise you could walk on it.</p> <p>Separating bike lane from travel lane should also be considered.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT/QUESTION FORM

Name	Concun Cotruu
Address	
City	
State	
ZIP	
E-Mail Address	
Phone Number	
Message/Comment	I like all the preferred designs only concern vs the East Bound traffic on 393. The proposed access from Downtown areas create the possibility of speed increasing. So East Bound traffic will cause problem for traffic entering 393 @ exit 1. Can you increase the length of exit 1 to help merging?



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Kary Feber
Address	56 Logging Hill Rd
City	Bow
State	NH
ZIP	03304
E-Mail Address	[REDACTED]
Phone Number	[REDACTED]
Comment or Question	<p>① let's start <u>now</u> on this !! <u>Like this a lot</u></p> <p>② My only concern is the local roads you are creating that go to 3A. People come down 89 to go to Ioring and then jump back on 93. Or vice versa. I see that those local roads getting <u>very</u> heavy traffic. By eliminating Bow Mobile they now only have one choice. Just as thought.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT/QUESTION FORM

Name	STEPHEN HENNINGER
Address	39 Woodcrest Hts. Dr.
City	CONCORD
State	NH
ZIP	03301
E-Mail Address	[REDACTED]
Phone Number	[REDACTED]
Message/Comment	Between Exit 13+14 a portion of the highway is below FEMA's 100 year floodplain, let alone the more realistic flood zone of the City based on Army Corp. calculations post-flood control improvements. Raising this section would impact the flood plain but would improve the states ability to manage flood impacts by allowing early ^{early} interruption to emergency responders.



Bow-Concord Interstate 93 Improvements Project

COMMENT/QUESTION FORM

Name	STEPHEN HENNINGER
Address	39 WOODCREST HTS. DR.
City	CONCORD
State	NH
ZIP	03301
E-Mail Address	[REDACTED]
Phone Number	[REDACTED]
Message/Comment	<p>TDM and Transit upgrades should be and need to be incorporated in final alternative.</p> <p>The project does not include connecting road improvements (and supporting road improvements), i.e. Stone Street Extension, Old Loudon Road Intersection Improvements, etc., additional park + ride facilities, etc.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	MARY FAGAN
Address	29 BROWN HILL RD
City	BOW
State	NH
ZIP	03304
E-Mail Address	[REDACTED]@com
Phone Number	[REDACTED]
Comment or Question	Are there any plans or ideas to improve access to the Merrimack River for recreational purposes? - Walking, boating, biking, etc



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	JAMES POITRAS
Address	37 ALICE DR #129
City	CONCORD, NH
State	
ZIP	03303
E-Mail Address	[REDACTED]
Phone Number	[REDACTED]
Comment or Question	<p>currently exit 13 on ramps causing huge congestion, glad to see positive solutions to these issues</p> <p>only remaining concern is doing all this without big impact on traffic during construction</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Diane Dean
Address	
	9 Gouay ST
City	Concord
State	NH
ZIP	03301
E-Mail Address	
Phone Number	
Comment or Question	tonight there was a suggestion to open Valley Rd to 3A. There is already a thru road to 3A 3A a 1/2 mile up Grandview on Old Carriage Rd - there is no need to have another.



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

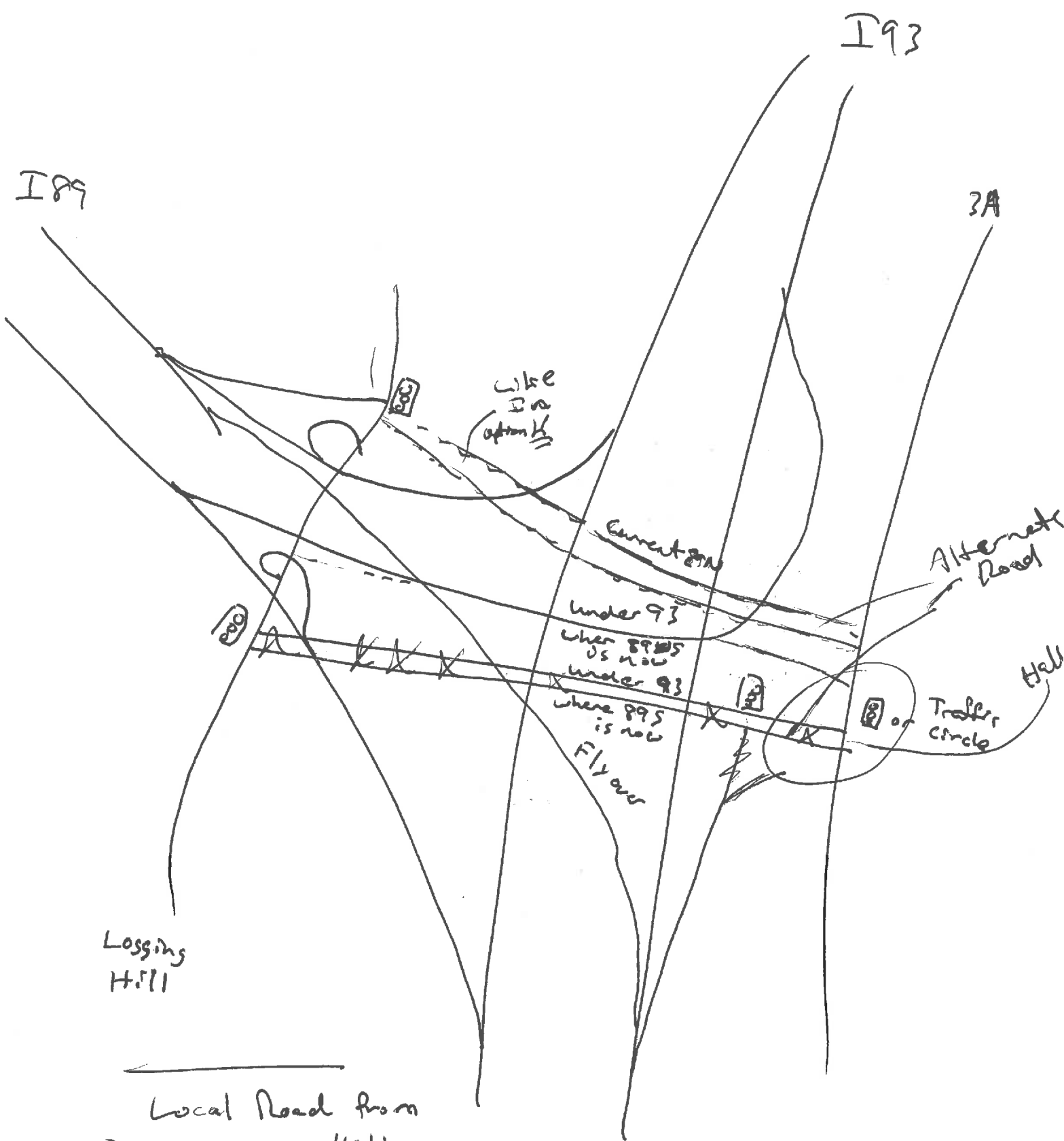
Name	Monica Swenson
Address	8 Logging Hill Rd R.
City	Bow
State	NH
ZIP	03304
E-Mail Address	[REDACTED]
Phone Number	219-1412
Comment or Question	will land be taken mt by eminent domain? what is the time line?



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Willie Sloat
Address	4 Longview Drive Bow, NH
City	Bow
State	NH
ZIP	03304
E-Mail Address	[REDACTED]
Phone Number	[REDACTED]
Comment or Question	See design on other side



Local Road from 3A to Logging Hill can be North of I895, this results in 1 light and direct access from 3A to 89N



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	Ken Roos -
Address	17 N Curtisville
City	Concord
State	
ZIP	
E-Mail Address	
Phone Number	
Comment or Question	<p>Exit 1593 Southbound exit ramp needs to become a merge at the 393 W junction. 393 W traffic hugs the right hand lane + this behavior wont change. At peak times, on ramp traffic backs up to the highway. This will worsen as now both E+W bound traffic will use the same ramp. The merge on 393 W should be its own dedicated lane. 3 lanes wont change the behavior of hugging the right lane.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	TIM BLAGDEN
Address	PO BOX 610
City	WARNER
State	NH
ZIP	03278
E-Mail Address	[REDACTED]
Phone Number	[REDACTED]
Comment or Question	<p>I ENCOURAGE THE PROJECT TEAM TO PRODUCE AT LEAST 1 LOW STRESS LEVEL CROSSING OF I-93 FOR PEOPLE COMING OFF THE HIGHWAY BY BICYCLE LOADING ROAD FROM THE EAST SIDE OF THE HIGHWAY TRYING TO REACH MAIN ST.</p> <p>① I SUGGEST CONTACTING <u>ERIK PADDLEFORD</u> AT NH DOT AND REQUEST THE <u>STRAVA DATA</u> SHOWING CYCLING ACTIVITY IN CONCORD.</p> <p>② I SUGGEST CONTACTING <u>CRAIG TUFTS</u> AT CENTRAL NH REGIONAL PLANNING COMMISSION AND ASKING FOR <u>LEVEL OF TRAFFIC STRESS MAPS</u> WHICH SHOW THE ROADS MOST PREFERRED BY CYCLISTS. LEVEL OF TRAFFIC STRESS WOULD HELP THE DESIGN TEAM BY GIVING THEM OPTIONS THEY COULD TRADE OFF TO PRODUCE INFRASTRUCTURE THAT WOULD BE USED BY THE WIDEST SEGMENT OF PEOPLE ON BIKES.</p>



Bow-Concord Interstate 93 Improvements Project

COMMENT / QUESTION FORM

Name	TIM BLADEN
Address	PO BOX 610
City	WARNER
State	NH
ZIP	03278
E-Mail Address	[REDACTED]
Phone Number	[REDACTED]
Comment or Question	<p>I ADVOCATE FOR BRINGING THE RAILROAD CORRIDOR CLOSER TO I-93 AS SHOWN IN EXIT 14/15 CONCEPT 3. THIS WOULD MAKE THE AREA BY U-HAUL MUCH MORE ATTRACTIVE TO DEVELOPERS.</p> <p>LEAVING THE TRACKS IN THEIR CURRENT LOCATION ENSURES THIS SECTION OF TOWN WILL REMAIN UN ATTRACTIVE TO PEDESTRIANS FOR ANOTHER 50 YEARS</p>

Bow Concord I-93 Improvements Project

Public Informational Meeting
February 14, 2018

SIGN IN SHEET

Name	Affiliation	Phone Number	E-Mail
GLEN E. LUKER	Business		
MATT FARR	RESIDENT		
Matt Taylor	Town Planner		
Loist Rick Howe	resident		
PETE SASIE	RESIDENT		
Mark Zerba	"		
Deandra Ferruccio	CNHBC		
JANIS HACH	TAX PAYER		
Bruce Doucette	District 5		
JAMES FOITAS	RESIDENT		
Michelle McSweeney	Resident		
Joanna Jiang	Business		
STEPHEN HEWINKER	BOARD RESIDENT		
Niwk Frote	Resident		
Krista Crowell	resident		
Tom Piletsky	Business		

CMAS

Bow Concord I-93 Improvements Project

Public Informational Meeting
February 14, 2018

SIGN IN SHEET

<u>Name</u>	<u>Affiliation</u>	<u>Phone Number</u>	<u>E-Mail</u>
Faye Johnson	Bow Heritage		
ERIC ANDERSON	SEEGMAN-Bow		
Kamy Feber	Bow Resident		
Roy Schweiker			
Sam Cooper-Wohl	Office of Rep. Ann Kuster		
Jill Hadaway	Bow Resident		
Kristen Hayden	Bow Resident / Planning Board		
Michelle Marshall	FHWA		
Sarah Dolcino	Bow Resident		
Roy AMITRANO	PICO FACILITATOR, INC		
Colleen Hunter	selectman		
Chris Northrop	citizen		
MARIE WASSBIT	RESIDENT		
Mary Beth Warz	Resident		
Glee Corwith Hooper	Resident		

Bow Concord I-93 Improvements Project

Public Informational Meeting
February 14, 2018

SIGN IN SHEET

Name	Affiliation	Phone Number	E-Mail
John Matthews	Arsenal Bow Resident		
Kenneth Blevens	Bow Resident		
Susan Bird	Bow Resident		
Bill Kucht	State Rep Bow		
Pete Dearness	New England Southern RR		
Paul Adams	New England Southern RR		
Jim Richards	Bow Property Owners		
Tim Di Mick	Bow Resident		
RON RAYNER	Concord		
Anden Valersky	Executive Candidate		
Judith Richard Long	Bow Prop Owner		
Wilho Sloat	Bow Resident		
ALAN WARD	GRAPONE		
Harry Todd	Selectman - Bow		
DIANE McPherson	CONCORD		
Greg Meyer	Pete Frisler		

Bow Concord I-93 Improvements Project

Public Informational Meeting
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SIGN IN SHEET

Name	Affiliation	Phone Number	E-Mail
Annet H. Shaw	24 Page Rd Resident		
Rob Mack	39 Rocky Point Dr.		
Sackie Teague	Conc		
Mike Griffin	4 Wilderness Ln Bow		
GIL ROGERS	15 JONATHAN LANE		
Monica Swenson	8 Logging Hill Rd		
BILL GERRARD	5 TUREE VIEW DR		
Sue Butman	47 Oak Hill Rd Concord		
Megan Fournier	37 Alice Dr #129 Concord		
Theresa Neves	54 Ridgewood Dr Bow		
Lynn Cobble			
John E. McNameis	13 River Road		
Rodney Signa	10 Commercial St.		
Anthony Foote	3 Logging Hill rd, Bow NH		
Linda Colby	2 Logging Hill Rd, Bow		
Robert Eklund	118 Hall St Concord NEMF		

Bow Concord I-93 Improvements Project

Public Informational Meeting
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SIGN IN SHEET

Name	Affiliation	Phone Number	E-Mail
Ron Klemarczyk	Frequent user		
Tim Bladen	INTERESTED - BIKE/PED ADVOCATE		
Sandra Crystall	Bow-PB/CC		
Judy Durgin	CONCORD		
MATT MOORE	RESIDENT		
Mike O'Mara	CONCORD TV		
Ken Roos	SEA		
Richard Blood	Resident		
Jeff Savage	Resident		
Dick Lemieux	CONCORD TPAC		
Alan Johnson	The Hodges Companies		
Ryan Wickerson	Resident / NHDOT		
Greg Baker	Resident (Concord)		
Robert Baker	Resident (Concord)		
Liza Poinier	Resident (Concord)		
Robt Anne			

Bow Concord I-93 Improvements Project

Public Informational Meeting
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SIGN IN SHEET



Name	Affiliation	Phone Number	E-Mail
Tom Levins	RESIDENT Concord		
Joanna Otes	RESIDENT Concord		
Jim Kironac	Resident Concord		
Chris Bean	Resident Concord		
Allen Herschlag	Resident Concord		
Paul Coddington	RESIDENT Concord		
Nicole Fox	Resident Concord		
John Fourrier	Concord Group Ins.		
Vera Turner	Interested Party		
Paul Bradshaw	resident Concord		
Gail Page	" Concord		
Evan Lowell	Interested Party		
Bill McGonagle	Bow Resident		
Darrin Blood	Interested Party		
Brian Kysel	Interested Citizen		
John Sakul	Atty for Braxton		

allen.otes

Bow Concord I-93 Improvements Project

Public Informational Meeting
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SIGN IN SHEET

Name	Affiliation	Phone Number	E-Mail
Eric Feldbaum	NH DNER - Parks and Rec		
Joshua Crawford	Resident		
Cavin Postes	Resident		
Chris Robert	Resident		
Chuck Ladd	Resident		
David + Laurie Rausero	Cauterbury Mt.		
Gregory Naigler	Resident of Concord		
Stanley Smith	Home owner / Resident		
Bryans Anderson	RESIDENT		
Leigh Levine	ETHWA		
Dean Williams	CNH RPC		



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Bow Concord I-93 Improvements Project

Public Informational Meeting
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SIGN IN SHEET

Name	Affiliation	Phone Number	E-Mail
Bill Henze	PUBLIC		
David Rauso	PUBLIC		
Dave Bogbes	NH DOT (Public)		
Gail Matson	Concord City Councilor Ward 8		
Rolana Berube	FM RGT + CITIZEN		
DAN Church	Rowley Agency		
David Spratt	Public		
Stephen Leonardo	Public		
Philip Skittzen	Public/Resident		

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