



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

PUBLIC HEARING MINUTES
BOW-CONCORD 13742
JOHN O. MORTON BUILDING
7 HAZEN DRIVE, CONCORD, NH

November 14, 2018

7:00 P.M.

SPECIAL COMMITTEE MEMBERS

The Honorable Andru Volinsky, Chairman
The Honorable Russell E. Prescott
The Honorable Christopher C. Pappas (absent)

ADDITIONAL PEOPLE PRESENT AT THE MEETING

William Cass, Assistant Commissioner, NHDOT
Peter Stamnas, Director of Project Development, NHDOT
Don Lyford, Project Manager, Bureau of Highway Design, NHDOT
Stephen LaBonte, Assistant Administrator, Bureau of Right of Way, NHDOT
John Butler, Bureau of Highway Design, NHDOT
Charles Schmidt, Administrator, Bureau of Right of Way, NHDOT
Paul Coddington, Chief of Administration, Bureau of Right of Way, NHDOT
Susan Hubschmann, Hearings Coordinator, Bureau of Right of Way, DOT
Gene McCarthy, Project Manager, McFarland-Johnson
Jennifer Zorn, Senior Planner, McFarland-Johnson
Dena Rae, Chief Agent, Bureau of Right of Way, NHDOT
Linda Schoffield, Agent, Bureau of Right of Way, NHDOT
Diane Demakis, Agent, Bureau of Right of Way, NHDOT
Kayla Scaldini, Agent, Bureau of Right of Way, NHDOT
Cynthia Sullivan, Agent, Bureau of Right of Way, NHDOT
Nancy Welsh, Agent, Bureau of Right of Way, NHDOT
Sgt. Greg Dube, NH State Police
Transcriptionist from Duffy & McKenna Court Reporters
Approximately 120 members of the public

DESCRIPTION OF SUBJECT MATTER DISCUSSED

Councilor Volinsky opened the meeting at 7:04 pm and gave the Preliminary Statement.

Don Lyford presented the Project Outline.

Gene McCarthy presented the detailed plans for the project.

Jennifer Zorn presented the Environmental Impacts.

Steve LaBonte presented the process for Right of Way acquisitions.

Don Lyford spoke briefly about the funding for the project, and concluded the formal presentation at 8:00 pm.

Councilor Volinsky called for any state elected officials, then called for any town officials to speak.

Harold Judd, a Bow Selectman, expressed concerns about no longer having direct access to Route 3A from I-89SB, people traveling through residential neighborhoods to get to 3A, noise impacts and increased number of traffic lights.

Tom Aspell, Concord City Manager, representing the City of Concord, spoke about the current plans being a "missed opportunity" for greater improvement in unifying the two halves of the city. He made suggestions of pedestrian bridges, clearing brush to improve views of the river, and removing the state garage on Stickney Avenue. Mr. Aspell stated that this project is a "once in a lifetime opportunity" for the beautification of the city, and improvement of mobility in the city.

David Cedarholm, the City Engineer for Concord, spoke in favor of the project but made suggestions for improvement of the current plan, again to join the two halves of the city and for a trail system going north as far as Boscawen.

Matthew Taylor, the Community Development Director for Bow offered his appreciation for the opportunities to meet with NHDOT. Mr. Taylor expressed his concerns as to whether the plan has taken the rezoning in Bow into consideration, and that he does not think that the Town of Bow's voice has been heard.

Stephen Keith of Pembroke, NH said that while he does not live in the City of Concord, most all of his business or shopping is in Concord. Mr. Keith suggested that the length of the project should extend another half-mile north on I-93, or there will still be a bottle-neck issue. Mr. Keith asked for clarification on the meaning of the term "auxiliary lane".

Gene McCarthy responded that an auxiliary lane is the lane between exits to allow traffic the space to merge.

Donald Berube Jr. of Bow expressed a need for the project, but was concerned about not taking I-89 to the end into Bow as that will cause limited access to Bow's business district.

Mary Wilson of Concord expressed concerns about noise in her area. Ms. Wilson would like there to be signage to stop large trucks from downshifting.

David Bilodeau of Manchester expressed concern about the number of bridges in the project as bridges are expensive to build. Mr. Bilodeau suggested the removal of any unnecessary bridges from the plan. He said that he has done extensive traveling throughout Massachusetts and said that there had been a number of small projects on I-495 which greatly improved traffic. Mr. Bilodeau said that there were simpler ways of designing the highway, and that the ramp from South Street should be pushed northward.

Robert Baker of Concord said that he is a transportation cyclist. Mr. Baker said he rides his bike everywhere and in fact rode his bicycle to the hearing. Mr. Baker said that there is not enough connectivity for non-vehicles to get across the river. He suggested that the design should take other modes of transport into consideration in the design.

Laura Hartz of the Orr and Reno Law Firm expressed concerns about the increased traffic on Fort Eddy Road without a northbound Exit 14 ramp.

Gene McCarthy responded that there are suggested alternatives.

Anthony Foote of Logging Hill Road in Bow asked that if there was any mention of Bow Mills in terms of Historic Sites.

Jennifer Zorn responded that Bow Mills is not part of the National Register.

Mr. Foote went on to ask if a study had been done on increased traffic on local roads. He also asked if there was a start date.

Don Lyford responded that there is not yet a start date for the project.

Mr. Foote asked if there could be a meeting with the land owners around Exit 1 in Bow.

Steve LaBonte said that each property owner would be met with individually with a representative from NHDOT.

Mr. Foote asked if they could have a group meeting.

Councilor Volinsky suggested that these issues would be better addressed individually.

Mr. Foote asked if there was a possibility of getting a 3-D rendering to help the residents understand and experience the changes that are proposed.

David Erikson of Weare said that he was late because of traffic on I-93, as the previous widening project in the southern part of the state did not alleviate the traffic issues. Mr. Erikson said that the project to take into consideration of the different vehicles that will be on the road by the time the project is complete.

John McKenna from Litchfield is a business owner in Concord and this project will greatly impact his ability to do business. He may need to relocate property and he may need relief on this proposal.

Roy Schweiker of Concord expressed that the same concerns keep being expressed at all the meetings but they are not being addressed. He said that the vote should be to not build.

Tim Dunn of Concord asked if pedestrian access from NHTI to Fort Eddy Road would continue to exist.

Gil Rogers, a former Assistant Commissioner, suggested a re-designing of Exit 1 on I-89 and Exit 14 on I-93. He also suggested a temporary toll increase to secure funding.

Daniel Broussard from Concord opened his comments asking why a trail was being abandoned, why a historic home is going to be destroyed and why are they building over the Turkey River. He went on to express a concern about people from other states driving too fast and not being stopped.

Councilor Volinsky asked Mr. Broussard to calm down.

Mr. Broussard went on to passionately oppose the project on every point, and suggested the project would encourage people to break the law and not drive safely.

Ken Blevens of Bow made some suggestions to change the design around the Exit 1 area to lower the grade and split the entrance to I-89.

Gene McCarthy said that he was familiar with Mr. Blevens' suggestions and they had looked into the feasibility of such changes and found that they were not possible as there is not enough length on the ramp for the idea to work.

Mr. Blevens suggested more signage on the road to stop the trucks.

Robert Walker of the Concord Terminal, LLC said that the pictures of the project show an empty lot, but it must be considered that the lot is full at night.

Maxwell Nagle of Grandview Road in Bow expressed concerns about his property value being adversely affected because of the nearer proximity of the highway and asked if that had been studied or taken into consideration. While his property is not directly impacted in terms of an acquisition, he may still see a drop in his property value, and questions if there will be any kind of compensation for that.

Steve LaBonte said that there has not been a study, and that Right of Way appraises the values of the homes directly impacted by acquisitions.

With no one else expressing a desire to speak, Councilor Volinsky adjourned the hearing at 9:10 pm

Minutes taken by Susan Hubschmann:



Dated: November 14, 2018

Noted by: Stephen LaBonte