

# Bow-Concord I-93 Corridor Improvement Project

## Public Informational Meeting

### MEETING NOTES

**DATE:** October 21, 2010  
**DATE OF MEETING:** October 6, 2010  
**LOCATION OF MEETING:** Bow Municipal Building, Room C  
10 Grandview Road  
Bow, NH

#### ATTENDED BY:

<u>Name</u>	<u>Affiliation</u>
Don Lyford	NHDOT
Peter Salo	NHDOT
Dave Smith	NHDOT
Ron Kleiner	NHDOT
Gene McCarthy	McFarland-Johnson, Inc.
Tom Kendrick	McFarland-Johnson, Inc.
James Pitts	Bow Town Manager
Bill Klubben	Bow Town Planner
Dana Abbott	Bow Fire Chief
Town Residents	

#### MEETING MINUTES:

Don Lyford, Project Manager from the NH Department of Transportation (NHDOT), welcomed all in attendance. Don introduced all NHDOT and consultant staff in attendance.

Gene McCarthy of McFarland Johnson, Inc. presented the agenda for the presentation. The presentation included the following topics:

- Existing Bridges
- Bridge Study
- Recommended Approach
- Traffic Control
- Noise Study
- Questions/Comments

Existing Bridges: The two bridges carrying I-93 over I-89 and the Turkey River were constructed in 1957 and have had only repairs since constructed. They carry about 66,000 vehicles a day and are on the State's Red List, meaning they are structurally deficient. It was

determined that rehabilitating the existing bridges was not prudent and they needed to be replaced.

**Bridge Study:** A study was conducted to determine the best configuration for the new bridges. The future needs for I-93 that came from the Bow-Concord I-93 Corridor Study show a six lane I-93 over I-89. I-93 would need to be shifted to the west because of the existing bridge that carries the northbound collector-distributor road over I-89 and the Turkey River.

**Recommended Approach:** The recommended approach consists of replacing the existing bridges with two new bridges each with three lanes and full width shoulders. A traffic evaluation was conducted that concluded utilizing the third southbound lane over the bridge beginning at Exit 12 would be beneficial. Utilizing the third northbound lane was shown to be more problematic and not as beneficial. The project will therefore result in three southbound lanes on I-93 over I-89 and two northbound lanes. The construction cost for the recommended project is approximately \$13 million.

**Traffic Control:** The new bridges will be constructed in three phases and will take three construction seasons. The new southbound bridge will be constructed in two pieces with both northbound and southbound traffic on the new bridge when completed. The new northbound bridge will be constructed in one piece as the third phase. Four lanes of traffic, two in each direction, will be maintained during construction. Nighttime lane closures will be required and some ramp closures. The speed limit on I-93 will be reduced to 45 mph during construction. The contract is expected to advertise spring/Summer 2011 and the three phases of construction are likely to occur in 2012, 2013 and 2014.

**Noise Study:** A noise study is in progress in the project vicinity at the request of residents along I-93. The study has identified potential locations where noise may be an issue. Noise measurements have been conducted and modeling of the noise is underway. The study will evaluate abatement measures once the modeling is completed. The noise measurements did show that some locations along I-93 experience noise levels above the threshold defined for residential development. Once the noise study is complete, a public meeting will be scheduled to discuss the findings.

**Questions and Comments:** Below is a list of the questions and comments from the public along with the answers given.

- Question: Will the work on the C-D Road Bridge impact traffic? Answer: Only minor repairs are planned for the C-D Road Bridge and these are to the abutments and piers below. No traffic impacts are expected as part of this work.
- Question: Will the proposed new bridges affect possible future interchange improvements at I-89 Exit 1 (Logging Hill Road)? Answer: No. The new bridges will be able to accommodate any interchange improvements.
- Question: What is the schedule for completing the noise study? Answer: The noise study should be completed in about 1 to 1 ½ months. A meeting could be scheduled before the end of the year.

- Question: Does the noise model take into consideration seasonal effects, such as leaves on the ground in the fall? The model can take many environmental factors into consideration. However, most of the noise issues come from the exhaust pipes of large trucks.
- Question: Will there be traffic impacts to I-89? Answer: There will be traffic impacts along I-89 because the new bridge pier is in the median of I-89. The existing lanes will be maintained during peak traffic hours. Lane closure will occur during off peak hours. Also, nighttime closures are likely when steel and other bridge components are placed over the I-89 roadway.
- Question: Will the recreational trail remain open during the construction? Answer: The project hopes to keep the trail open during construction but will keep it open as much as is possible. A follow up comment stressed the need for advanced notification should the trail be closed.
- Question: Any consideration to improving the connection of the trail to Route 3A as mitigation? Answer: No.
- Question: Any new technology to address problem of icing on the bridges? Answer: The Bureau of Turnpikes is implementing a test on I-95 of using brine as a substitute for salt. If the test goes as well as is expected, using brine would expand to all of the turnpike roadways including I-93 in the project area.

All present were encouraged to visit the project website where the meeting presentation would be posted and any new information will be posted.

Submitted by,  
Gene McCarthy, P.E.  
McFarland-Johnson, Inc.