

Central NH Regional Planning Commission
28 Commercial Street, Suite #3
Concord, NH, 03301
Tel: (603) 226-6020
Fax: (603) 226-6023
www.cnhrpc.org



CNHRPC Full Commission Meeting
Meeting Notes
Thursday, January 12, 2017
7:00pm

Attendees: Matthew Hicks, Concord
Bruce Crawford, Boscawen
Jim Bibbo, Bradford
Harry Wright, Bradford
Tyson Miller, Canterbury
Clarke Kidder, Hopkinton
Stanley Prescott, Loudon
Jim Pritchard, Pittsfield
Emilio Cancio-Bello, Sutton
Ken Milender, Warner
Dick Lemieux, TPAC
Gene McCarthy, McFarland-Johnson
Don Lyford, NHDOT

CNHRPC Staff: Michael Tardiff, Executive Director
Craig Tufts, Principal Planner/GIS Planner
Dean Williams, Transportation Planner
Jennifer Mock, Office Manager
Steve Henninger, Project Planner

The meeting began at 7:08 P.M., called to order by CNHRPC Chair, Tyson Miller (Canterbury).

Presentation: Gene McCarthy, McFarland-Johnson Inc.
Don Lyford, NH Department of Transportation

Bow-Concord I-93 Improvements

Tyson Miller introduced Gene McCarthy of McFarland-Johnson Inc. and Don Lyford of the NH Department of Transportation. Mr. McCarthy began his presentation by defining the project area which stretches from I-93 south of I-89 in Bow through Exit 15 in Concord. The project also includes I-89 (Exit 1 and up) and I-393 (Exit 1 and up). Mr. McCarthy noted that this project has been around for some time as it started as a planning study that lasted from 2002 to 2008. This planning study looked at the existing corridor in terms of capacity, configuration of exits, and what improvement need to be made. Following the planning study, four red listed bridges along the corridor were improved from 2008-2016. Beginning in 2013, scoping of the corridor began, which focused on the long term needs of the corridor. Preferred

alternatives were selected, environmental documentation was or is in the process of being completed, and a public hearing is still to be scheduled.

Mr. McCarthy described the traffic modeling processed used for this project. Two traffic models were created. The first model was of the CNHRPC region including the Town of Weare, and the second was of the project corridor. The regional model was done in partnership with CNHRPC, and can now be used as a tool for future planning within the region. The corridor model is more detailed and will be used to evaluate the different design alternatives presented. It was noted that the corridor model indicated that I-93 needs to be widened from a 4 lane interstate to a 6 lane interstate to accommodate the projected capacity for the corridor.

At this point in the presentation, Mr. McCarthy began to present the different alternatives for each section of the corridor. For each section, he presented the current level of service, the possible alternative designs, and the level of service each alternative design would provide. Alternative designs were created for the I-89 and I-93 interchange including Exit 1 on I-89, Exit 12 on I-93, Exit 13 on I-93, and Exit 14 and 15 on I-93 including Exit 1 on I-393.

Once all the alternatives were presented, Mr. McCarthy opened the floor for any questions. It was asked why there was no alternative presented that would change the location of Exit 1 on I-393. Mr. McCarthy explained that a relocation of this exit would impact the I-393 bridge passing over the Merrimack River, and it was decided early on that this project would not impact either this bridge (I-393) or the I-93 bridge that passes over the Merrimack River.

One attendee asked what the purpose was of changing Exit 12 on I-93. Mr. McCarthy explained that the current ramps for this exit are too close to each other and also suffer from limited sight issues. It was asked if they design alternatives for the Exit 14 and 15 were designed to handle race weekend traffic. It was explained by Mr. McCarthy that the alternatives for the section were designed with ramps that can handle the two way lane conversion that gets redirected for race day traffic. Another attendee asked when construction would begin to occur, and how long it would last. This would depending how the project would be funded. Currently the majority of this project is not funded in the NHDOT Ten-Year Plan. Depending on how it would be funded, the construction would most likely occur in pieces. Mr. Lyford added in that the final alternative designs have not been chosen so no finalized cost is known at this time. Sections of the corridor would most likely be prioritized and scheduled accordingly.

The next question regarded the selection of either a roundabout or signal light as part of the alternative designs for Exit 12. Mr. McCarthy explained that the red list bridge located at this location was the first priority, and was designed to accommodate either a roundabout or a signal light. Neither of the options have been estimated but he suggested there would be no huge cost differential between the two. It was also asked if mass transit had been considered with any of the alternatives presented. It was mentioned that transit was considered in the original study as well as accommodating the existing rail-trail and bus station. However, this can be a challenge due to the closeness of these features to I-93.

The last question asked was if NHDOT was aware of the potential abandonment of the railroad by Pan Am. Mr. McCarthy stated they were aware but are uncertain of the extent of the abandonment at this point.

Minutes of the October 13, 2016 Full Commission Meeting

Due to the lack of quorum minutes of the October 13, 2016 Full Commission meeting could not be approved.

Report of the Chair

Tyson Miller handed the floor over to Michael Tardiff who provided a report on recent updates. Mr. Tardiff noted that CNHRPC staff have been busy working on various projects, both locally and regionally, including various Master Plans. Staff has also been working on review work for some communities, including zoning updates.

Treasurer's Report

Michael Tardiff provided the Treasurer's report and reviewed the Profit and Loss statement for CNHRPC. CNHRPC was in a positive financial position for the month, highlighting work done on Master Plans, the CEDS update, transportation, economic development planning, and beginning Beaver Meadow's Safe Routes to School project.

CNHRPC Brownfields Assessment Program Update

Mike Tardiff provided an update of the Brownfields Assessment Program, mentioning that CNHRPC is currently working with 3 communities, Boscawen, Hillsborough and Pittsfield. CNHRPC is also learning a lot about the next application and has submitted the application with the hope for approval for the next grant round. If approved, additional sites throughout the region will be able to be considered for the Program.

CNHRPC Central/Southern NH Comprehensive Economic Development Strategy (CEDS) Update

Mike Tardiff provided an update of the CEDS, mentioning that CNHRPC and SNHPC is currently soliciting membership from the public and also private organizations and businesses that would assist with choosing projects to be included in the CEDS plan.

Other Business

There was no other business.

Adjournment

The meeting was adjourned at 8:23 P.M.