

STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF RIGHT OF WAY  
HIGHWAY LAYOUT COMMISSION PUBLIC HEARING  
MANCHESTER 14966

Hearing held at the Manchester City Hall,  
Aldermanic Chambers, One City Hall Plaza,  
Manchester, New Hampshire on Thursday,  
September 29, 2011 in accordance with RSA 230:45,  
RSA 230:14 and the Surface Transportation and  
Uniform Relocation Assistance Act of 1987 to  
discuss proposed reconstruction of five deficient  
bridges within the I-293 Exit 4 interchange area  
in the City of Manchester, New Hampshire,  
commencing at 7:05 p.m.

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DEPT. OF TRANSPORTATION  
RIGHT-OF-WAY

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1 HIGHWAY LAYOUT COMMISSION MEMBERS:

2 Chairman Councilor Raymond Wieczorek

3 Councilor Christopher Sununu

4 Councilor Daniel St. Hilarie

5 Commission Member Real Pinard

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8 APPEARANCES:

9 Keith A. Cota, P.E., Chief Project Manager, NH  
10 Department of Transportation, Bureau of Highway Design

11 Victoria Chase, Right of Way Engineer, NH Department of  
12 Transportation, Bureau of Right of Way

13 Jonathan A. Evans, NH Department of Transportaion,  
14 Bureau of Environment

15 Christopher R. Bean, P.E., President/CEO, CLD  
16 Consulting Engineers

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P R O C E E D I N G S

CHAIRMAN WIECZOREK: I call the meeting to order. My name is Raymond Wieczorek. I live in Manchester, and I am the Councilor of District Four and Chairman of this Special Committee appointed by the Governor and the Executive Council. On my right is Councilor Chris Sununu. And to his right is Councilor St. Hilaire.

In a situation like this, it requires three Councilors to make a decision on the layout of the project, and that's the reason why you have three Councilors. And if a decision is made to go ahead with it, then we'll have a Special Committee that will be doing the work like Real Pinard.

The hearing is concerned with the layout of the section of I-293 in the City of Manchester. It is pursuant to RSA 230:45 and RSA 230:14. The purpose of this hearing is to determine the necessity of the occasion of the layout and hear evidence of the economic and social effects of such a location, its impact on the environment and its consistency with the goals and objectives of such local planning as has

1           been undertaken by the city.

2                       Following the hearing, the Special  
3           Committee will evaluate all matters brought to our  
4           attention and make definite decisions relative to  
5           the layout. It is, therefore, important that all  
6           individuals desiring to make suggestions do so  
7           tonight. I would remind you that you have 10 days  
8           from the date of this hearing to submit any other  
9           material you would like considered by this Special  
10          Committee.

11                      Before opening the floor to questions, I  
12          will first ask Mr. Keith Cota, Project Manager of  
13          the New Hampshire Department of Transportation, to  
14          present in a formal manner the layout which he has  
15          proposed. After this, I will open up the floor to  
16          those who wish to address the Special Committee.

17                      I will address -- or request that all  
18          desiring to speak signify their desire, and upon  
19          recognition by me step up to the microphone, state  
20          their name and address in a loud, clear voice.  
21          And may I also say that when you're signing the  
22          sign-up sheets, we don't want everybody looking  
23          like a doctor. You know, print your name so that

1 we know who is there so that we can respond to  
2 whatever comments you're going to be making.

3 This hearing is being recorded, and a  
4 transcript will later be prepared. Mr. Cota will  
5 now present the layout. Mr. Cota.

6 MR. COTA: Thank you, Councilor  
7 Wieczorek. Good evening to you as well as  
8 Councilors and special members of the Committee,  
9 Councilor Sununu and Councilor St. Hilaire as well  
10 as Commission member Real Pinard and ladies and  
11 gentlemen who have taken the busy day -- time from  
12 their day to attend tonight's formal public  
13 hearing.

14 It's a pleasure this evening to be  
15 present -- to present what the Department of  
16 Transportation proposes for the improvements to  
17 the F.E. Everett Turnpike project located along  
18 I-293 at Exit 4, commonly referred to as the Queen  
19 City Interchange.

20 My name is Keith Cota. I'm the Chief  
21 Project Manager for the Department of  
22 Transportation. Tonight's meeting is a Special  
23 Committee Public Hearing to present the

1 Department's preferred alternative that will  
2 address five red list bridges along I-293 at the  
3 Exit 4 interchange and also to improve I-293  
4 safety and traffic operations within the  
5 interchange as well as to receive public input and  
6 the testimony on the layout tonight.

7 Before I begin, I'd like to introduce  
8 several of my colleagues from the Department who  
9 will be helping with tonight's presentation. On  
10 my left is Victoria Chase. She is the right of  
11 way engineer within our Department's Bureau of  
12 Right of Way. She will be providing a summary of  
13 the right of way process for the project.

14 On her left is Jon Evans. He's the  
15 Environmental Coordinator for the project, kind of  
16 taken by the horns. He's the Environmental  
17 Coordinator for the project. Jon will provide an  
18 overview of the environmental study that has been  
19 completed for the project.

20 At the conclusion of the right of way and  
21 environmental statements, the Department's  
22 engineering consultant, Chris Bean from CLD  
23 Consulting Engineers, who's located in the front

1 of the presentation boards, will present the plans  
2 and discuss in detail the aspects of the design.

3 I would also like to acknowledge our  
4 right of way staff members that are assisting with  
5 the recording of the proceedings this evening,  
6 Lynn Reil and Don Labelle. Thank you. We will  
7 try to be as succinct as possible in presenting  
8 all of the information and anticipate our  
9 presentation will take about 30 minutes.

10 Following the presentation, the Special  
11 Committee Chairman Wieczorek will open the floor,  
12 as he noted, for open -- or comments and  
13 questions.

14 As everyone is aware, F.E. Everett  
15 Turnpike represents a major transportation  
16 corridor along the west side of Manchester for the  
17 north/south passage through the city, neighboring  
18 towns and within the north and south region of the  
19 upper State of New Hampshire. The I-293 facility  
20 was originally built in the late 1950s with modern  
21 standards of that time, which have now become  
22 outdated and functionally obsolete to serve  
23 today's heavy traffic volumes of about 68,000 cars

1 a day.

2 As part of the Exit 4 interchange  
3 configuration, it required the construction of six  
4 turnpike bridges completed in 1957. The purpose  
5 of today's project is to address the six bridges,  
6 all of which are on the Department's red list  
7 bridges due to the deck and substructure wear and  
8 tear on these bridges.

9 The uniqueness of this project with its  
10 tight right of way corridor, environmentally  
11 sensitive river frontage and the heavy traffic  
12 volumes, the design had to be carefully developed  
13 to allow for efficient management of the traffic  
14 during construction while trying to minimize all  
15 other impacts.

16 Chris will shortly explain the approach  
17 taken to create the solution to address the six  
18 red list bridges. In addition to the bridge  
19 structural problems, the Department also sought to  
20 provide an improvement with the interchange and  
21 traffic operation through an additional third lane  
22 southbound and some widened shoulders through this  
23 corridor.

1           The improvements along I-293 will require  
2           the reconstruction of I-293 for approximately  
3           point eight-tenths of a mile beginning about a  
4           thousand feet south of the northbound off-ramp to  
5           a point in I-293 approximately 500 feet north of  
6           the Piscataquog River's north branch.

7           In addition, the project will include the  
8           reconstruction and overlay of all the ramps at  
9           Exit 4. No widening along Second Street is  
10          anticipated by this project, whereas the focus of  
11          the project remains with the -- remains with  
12          addressing the red list bridges.

13          Included in the project, if supported by  
14          the residential property owners, are two proposed  
15          sound walls. One is 800 feet long, and it's about  
16          18 feet tall located near the Schiller Street  
17          neighborhood between the northbound and southbound  
18          off-ramp, and the second wall is south of the  
19          southbound off-ramp along the Wentworth Street and  
20          McQuesten Street neighborhood. This sound wall  
21          will be about 1,400 feet long, and it will be  
22          about 18 feet tall.

23          The primary purpose and need for this

1 project is to address the six red list bridges and  
2 improve safety and reduce traffic delays and  
3 enhance traffic operations at I-293 at Exit 4. In  
4 developing alternatives, we also attempted to  
5 minimize impacts to private properties and  
6 historic and natural resources.

7 Based upon the findings of our design  
8 evaluations and prior input from public meetings  
9 here, that were held here in the city, the design,  
10 as shown on the boards that we will be presenting  
11 this evening, is the Department's preferred  
12 alternative.

13 The plans that will be presented tonight  
14 are preliminary plans. Based upon your input,  
15 there will be some further modifications made to  
16 the plans. Much detailed engineering is still  
17 required to develop the plans to a point where we  
18 can actually be more -- precisely identify the  
19 right of way impacts and provide design details  
20 needed for the actual construction.

21 Tonight's meeting is a significant  
22 milestone in the project's development where it  
23 transitions from the preliminary design phase for

1 the project to a final design and right of way  
2 procurement process.

3 At this -- as this project will involve  
4 acquisitions of properties and easements, I'd like  
5 Victoria Chase to talk about the right of way  
6 process. Victoria.

7 MS. CHASE: Thank you, Keith. Councilor  
8 Wieczorek, members of the Special Committee and  
9 our Commission member --

10 CHAIRMAN WIECZOREK: Louder, Victoria.

11 MS. CHASE: Louder?

12 CHAIRMAN WIECZOREK: Yeah, get closer.

13 MS. CHASE: No one ever tells me to speak  
14 louder.

15 CHAIRMAN WIECZOREK: Really?

16 MS. CHASE: I'll try. Before I go into  
17 the right of way procedures, there are a couple  
18 items I would like to mention. I would like to  
19 point out that if anyone wishes to submit  
20 additional testimony as a result of the hearing  
21 with regard to the plans that we will show you  
22 tonight, you can address the material to Councilor  
23 Wieczorek, care of Bill Cass to the address shown

1 on this hearing handout, which is available from  
2 many of the Department staff or on the table in  
3 the back. Mail it in within 10 days of tonight's  
4 hearing, and it will become a part of the official  
5 record. It will receive equal consideration to  
6 any of the testimony that we hear tonight.

7 We also have here tonight a handout  
8 entitled -- I see you peeking around -- a handout  
9 entitled, "Your Land and New Hampshire Highways,"  
10 which describes the right of way acquisition and  
11 relocation assistance procedures which are  
12 utilized by the State. These are also available  
13 from any of the department staff or on the table  
14 in the back. The booklets will be most useful for  
15 the people that are impacted by the project.

16 If after reviewing the information  
17 received at this hearing and during the 10-day  
18 comment period, Councilor Wieczorek and the  
19 Special Committee find necessity for the layout of  
20 this project, several things will happen.

21 First, with approval to proceed with the  
22 design of the project, appraisals will be prepared  
23 for each of the properties affected by the

1 proposal you see tonight. The appraisals will  
2 determine the fair market value of the property  
3 that is needed for the new construction.

4 Each of these appraisals is reviewed  
5 separately to see that all are accurate and have  
6 taken into account all applicable approaches to  
7 value. Once the review is complete, the  
8 Department's appraisals are given to the  
9 Commission for discussion with each property owner  
10 regarding the acquisition necessary.

11 The value in the appraisal is the offer  
12 of compensation used by the Commission. The  
13 Commission will contact each property owner  
14 individually and discuss each acquisition with  
15 them. We encourage owners to ask questions and  
16 bring up any concerns that they feel should be  
17 considered.

18 If the property owner is satisfied with  
19 the offer, deeds are prepared, and ownership is  
20 transferred to the State. If the owner is not  
21 happy with the figure that the Commission offers,  
22 they can appeal to the Board of New Hampshire Tax  
23 and Land Appeals and argue for additional

1 compensation there. It's important that you  
2 understand that can be done with or without an  
3 attorney. It's also important to understand that  
4 either party can appeal the Board's decision to  
5 the Superior Court if they're unsatisfied.

6 Anytime after this hearing and before  
7 design approval, all information in support of the  
8 hearing is available at the Department's  
9 headquarters in Concord for your inspection and  
10 copying. That's all I have, Councilor. Thank  
11 you.

12 MR. COTA: Thank you, Victoria. As part  
13 of the project the Department wants to document  
14 environmental impacts that will result from the  
15 proposed action. At this time I will ask Jon  
16 Evans to provide a summary of the environmental  
17 study that was completed for the project. Jon.

18 MR. EVANS: Thank you, Keith. Good  
19 evening, Councilors, Commission member Pinard and  
20 ladies and gentlemen. Pursuant to the National  
21 Environmental Policy Act, the New Hampshire  
22 Department of Transportation has evaluated  
23 alternatives to the proposed project and the

1 potential impact this project will have upon the  
2 surrounding social, economic and natural  
3 environments.

4 Coordination was established and input  
5 received from federal and state agencies,  
6 including the U.S. Army Corps of Engineers, the  
7 U.S. Fish and Wildlife Service, the National  
8 Marine Fisheries Service, the Federal Emergency  
9 Management Agency, the New Hampshire Department of  
10 Environmental Services, the New Hampshire Fish and  
11 Game Department, the New Hampshire Office of  
12 Energy and Planning, the Department of Resources  
13 and Economic Development, the New Hampshire  
14 Natural Heritage Bureau, the New Hampshire  
15 Division of Historic -- and the New Hampshire  
16 Division of Historic Resources. In addition,  
17 input was received from the City of Manchester and  
18 the Piscataquog River Local Advisory Committee.

19 After evaluation of the information  
20 gathered, the environmental study was prepared.  
21 The following is a brief summary of the  
22 information contained in that document.

23 The proposed project will require dredge

1 and fill activities within areas under the  
2 jurisdiction of the New Hampshire Department of  
3 Environmental Services Wetlands Bureau and the  
4 U.S. Army Corps of Engineers totaling  
5 approximately one-half acre.

6 The Department has been and will continue  
7 to coordinate with the appropriate agencies to  
8 ensure that all wetland impacts are minimized to  
9 the maximum extent practicable and to determine  
10 the amount and type of any necessary forms of  
11 mitigation.

12 The entire project is located adjacent to  
13 both the Piscataquog River and the Merrimack  
14 River. In order to promote water quality, the  
15 Department will incorporate appropriate treatment  
16 measures into the design of the project. The  
17 contractor will also be required to prepare a  
18 Storm Water Pollution Prevention Plan prior to the  
19 commencement of construction activities.

20 The proposed project will require impacts  
21 within the floodway and floodplain of the  
22 Piscataquog River. The Department is in the  
23 process of preparing updated flood maps and

1 submitting a Conditional Letter of Map Revision to  
2 the Federal Emergency Management Agency.

3 The Department has been and will continue  
4 to coordinate with the New Hampshire Office of  
5 Energy and Planning, the Federal Emergency  
6 Management Agency and the City of Manchester in  
7 order to ensure that area flooding conditions will  
8 not be adversely affected by the proposed  
9 project.

10 The project area has been identified as  
11 containing habitats conducive to two state listed  
12 threatened or endangered species, the bald eagle  
13 and the brook floater mussel. The coordination  
14 with the New Hampshire Fish and Game Department  
15 has identified several trees which should be  
16 preserved in order to preserve existing bald eagle  
17 roosting habitat. If possible, the Department may  
18 modify the construction schedule as not to impact  
19 the bald eagle during its winter roosting season.

20 A brook floater mussel study will be  
21 conducted prior to construction, and any mussels  
22 found within the project area of potential effect  
23 will be relocated. The Department will continue

1 to coordinate with the New Hampshire Fish and Game  
2 Department as necessary.

3 The potential for existing subsurface  
4 hazardous material contamination has been  
5 identified within the project area. The  
6 Department is in the process of determining the  
7 presence of and extent of any contamination within  
8 the project. Should any impact be identified, the  
9 Department will coordinate with the appropriate  
10 agency and will implement any project modification  
11 as necessary.

12 The project area has been evaluated and  
13 reviewed with the New Hampshire Division of  
14 Historical Resources for the presence of cultural  
15 resources. The project will not impact any  
16 properties eligible for the National Register of  
17 Historic Places. Several areas that may contain  
18 archaeological resources have been identified  
19 within the project area. The Department will  
20 conduct all necessary phases of archaeological  
21 investigation prior to construction and will  
22 continue to coordinate with the New Hampshire  
23 Division of Historic Resources as necessary.

1 Highway traffic noise impacts and  
2 potential mitigation measures were evaluated in  
3 accordance with the Department's noise policy.  
4 This evaluation indicates that noise impacts are  
5 present within the project area and that the  
6 installation of two noise barriers to mitigate for  
7 these impacts are both feasible and reasonable.

8 It is anticipated that these barriers  
9 will provide at least a five to ten-decibel  
10 reduction in highway traffic noise to 11  
11 residences within the Schiller Street neighborhood  
12 and 18 residences within the McQuesten Street  
13 neighborhood. Should there be any comments on the  
14 installation of either barrier, the Department  
15 requests that they be expressed during this  
16 hearing or during the comment period immediately  
17 following the hearing.

18 Similarly, if anyone has any natural,  
19 cultural or socioeconomic resources concerns  
20 associated with this project, please bring them to  
21 our attention tonight or within the comment period  
22 following the public hearing. Copies of the  
23 environmental study and evaluation are available

1 for review after the hearing. Thank you.

2 CHAIRMAN WIECZOREK: Okay. Thank you.

3 Now, Chris?

4 MR. COTA: Yes. Thank you, Jon. I will  
5 now ask Chris Bean to present the plans in greater  
6 detail. Chris's presentation will refer to the  
7 plans located on the presentation boards. Chris.

8 CHAIRMAN WIECZOREK: Are you all charged  
9 up there, Chris?

10 MR. BEAN: Can you hear me?

11 CHAIRMAN WIECZOREK: No.

12 MR. BEAN: No? Is that --

13 CHAIRMAN WIECZOREK: Yeah.

14 MR. BEAN: There we go. Thank you very  
15 much, Keith. Good evening, members of the Special  
16 Commission and Governor's Councilor and ladies and  
17 gentlemen. I'm here tonight to take a few minutes  
18 and explain the plan in more detail as Keith  
19 noted.

20 The purpose of this project is really  
21 just related to the -- to the five bridges that  
22 are highlighted here on the plan that is shown in  
23 purple on the plan. I'll discuss them in a couple

1 minutes. Each of the bridges are in the range of  
2 65 years old. So that -- that explains why  
3 they're in the condition they're in.

4 Quickly on the plan itself, the plan is  
5 oriented --

6 CHAIRMAN WIECZOREK: You know, you're  
7 drifting. I mean, you can't hear you too well.  
8 You're breaking up. Yeah, get that thing  
9 adjusted.

10 MR. BEAN: The plan -- the plan is  
11 oriented such that north is to the right, and the  
12 plan -- I'll point out two of the major landmarks  
13 on the plan. Obviously the blue color here is the  
14 Merrimack River that flows to the south. This is  
15 the turnpike coming down here with the yellow and  
16 the gray area. The Exit 4 interchange. This is  
17 the Queen City Bridge right here. The northbound  
18 off-ramp. Second Street to the west side over  
19 here.

20 These are the two feeder rivers, the  
21 south branch and the north branch of the  
22 Piscataquog River that ties into the Merrimack,  
23 and then on the far end, on the northerly end of

1 the project is -- this is the newly constructed --  
2 this is the southerly end of the newly constructed  
3 Exit 5 interchange which is at Granite Street.

4 One other landmark at the northerly  
5 project limit is the Hands Across the Merrimack  
6 which is up here at the bridge shown here at this  
7 location. The scale of the plan itself is a one  
8 inch equals 50 feet. So one inch on the plan is  
9 equal to 50 feet on the ground.

10 The -- the legend, just quickly. I'm  
11 sure the water. Existing pavement is shown in  
12 gray and existing streets in gray. Existing  
13 treelines are in green. The dark green are the  
14 existing wooded areas. Existing wetland areas  
15 mostly located -- they're in blue crosshatch  
16 pattern. They're pretty much along the river  
17 areas and then by the southbound off-ramp. This  
18 is south of that, a wetland area, and then in this  
19 area just south of there.

20 Also, the existing buildings are shown in  
21 red, outlined in the bold red. Pretty obvious.  
22 The property line, probably a little bit more  
23 difficult to see from where you are, but they are

1 shown here on the plan, and they're indicated with  
2 a PL. And, also, within each property line that  
3 abuts the property area -- that abuts the project  
4 is either the owner's name or a reference number  
5 where we have the property owners listed on the  
6 plan for -- for easier identification.

7 Also, on the plan that's important is  
8 there's a red dashed line on the west side of the  
9 road here, and that's the existing limited access  
10 right of way. Most of the work on this project is  
11 going to be within the existing limited access  
12 right of way, but there are a few exceptions.  
13 Those exceptions are also noted on the plan by an  
14 orange line which -- and all the exceptions that  
15 are proposed are in the form of easements, both  
16 temporary and permanent, and I'll explain those in  
17 a minute.

18 The major color you see is yellow, and  
19 that happens to be the proposed pavement, the  
20 traveled way as part of the project. It's a  
21 little bit difficult to see, but this  
22 superimposes -- obviously it's pretty much over  
23 the existing road, and in some cases it's -- it's

1 a little bit off -- off the existing pavement.

2 The brown is the shoulder, and another  
3 major color you see is this light green area, and  
4 this is what we call the slope, slope work that's  
5 necessary to build the highway, that the yellow  
6 and the brown is the grading, the area of  
7 disturbance of earth adjacent to the highway in  
8 order to construct it. Those are the major --  
9 major colors.

10 I'd like to spend a couple minutes now  
11 and just kind of go through the project itself.  
12 As Keith said, it's about eight-tenths of a mile  
13 long, and most important, with about 70,000  
14 vehicles per day, is the need to maintain at least  
15 two lanes of traffic at all times during  
16 construction.

17 We had to solve that -- that issue  
18 first. And in working with the Department,  
19 consistent with how the -- how the Exit 5 project  
20 was handled, the widening on the east side of the  
21 Merrimack River side was not a possibility due to  
22 environmental constraints, so we took that as a  
23 control, and all the proposed widening here is on

1 the west side of the highway. The west side of  
2 the highway.

3 Now, in order to allow room to construct  
4 the -- reconstruct the bridges, obviously we had  
5 to expand the area to work in. And the general  
6 concept here to provide work areas and maintain  
7 the traffic is a three-phase concept in that the  
8 widening on the west side of the roadway will  
9 begin as the first phase, the construction, and  
10 then traffic, the southbound traffic would be  
11 moved onto that newly widened roadway.

12 And then the middle section of the  
13 turnpike would get reconstructed as the second  
14 phase, and then as the third phase the -- the  
15 northbound traffic would shift to the center area,  
16 and then the easterly side of the highway would be  
17 reconstructed.

18 In order to -- to construct the highway  
19 due to the constraints in the area, there's a lot  
20 of buildings and so forth on the west side. This  
21 is very, very tight. There are proposed three  
22 retaining walls that the first retaining wall on  
23 the northbound adjacent to the northbound off-ramp

1 right on the outside of the curve. In this case,  
2 that wall minimizes impact to the Merrimack River  
3 and this sensitive wooded area between the ramp  
4 and the river. That's wall number one.

5 Wall number two is adjacent to the Econo  
6 Lodge, and if you've driven out there today,  
7 there's an existing wall that's about, I'd say,  
8 10, maybe 12 feet tall. It goes right along the  
9 highway. And as part of this project, that wall  
10 will be replaced at its same location today. So  
11 it will be at the same location except the new  
12 wall will be about 25 feet high. Because the  
13 widening of the new road is right out to that  
14 wall, the face of that wall, so the top of the  
15 wall today is not at the roadway elevation, but  
16 with the project it will be. So it will be a much  
17 higher, taller wall.

18 The third wall -- I hope I'm not blocking  
19 people's view too much. The third wall is in the  
20 area just north -- on the northwest quadrant of  
21 the bridge over the north branch of the  
22 Piscataquog River right along the frontage of the  
23 West Side Pump Station and also the -- the

1 Lafontaine property, and there's a piece of the  
2 wall that extends out here just past Cleveland  
3 Street, again, to minimize impact on the west  
4 side.

5 The -- the northbound off-ramp bridge,  
6 this is proposed to be constructed.

7 CHAIRMAN WIECZOREK: Hey, Chris, I think  
8 it would be better if you were this way and  
9 talking to the people that way. I think they'd  
10 get a better look at it.

11 MR. BEAN: The northbound off-ramp --  
12 thank you. The northbound off-ramp bridge is  
13 located where my pointer is pointing to here, and  
14 the new bridge is going to be just north of that  
15 on a new location. So this is pretty clear  
16 traffic control. It works out pretty well. We  
17 can build a new bridge, and during that bridge  
18 construction there may be some temporary shutdowns  
19 of the road, and it would be a matter of hours and  
20 where the steel is placed and so forth and some  
21 minor traffic deviations along the same line, but,  
22 again, the main concept here is to keep two lanes  
23 of traffic flowing at all times.

1                   And during the final phase of this bridge  
2 construction there will be -- and the removal of  
3 the existing bridge there will be a time period,  
4 maybe up to two weeks, where -- where the  
5 transition will require the actual shutdown of  
6 that ramp, but I think that's a little bit of a  
7 conservative estimate, but we'll say up to two  
8 weeks for that ramp to be closed.

9                   And, also, it's possible that some of  
10 that work that I mentioned, the steel is being  
11 worked on, it can be accomplished at night when  
12 the traffic flows are much slower to minimize  
13 impact to the public. And that would obviously  
14 result in some noise impacts during those  
15 operations.

16                   Now, the northerly -- the northbound  
17 on-ramp, this is proposed to be a new bridge built  
18 on the existing abutment of the bridge, and this  
19 will be constructed during the third phase as I  
20 went through before where the widening is  
21 constructed on each side. Obviously right in this  
22 phase this bridge will be reconstructed. This  
23 bridge is going to have to be reconstructed. And

1           it's during that phase, which is estimated to be  
2           six months long, that the northbound on-ramp will  
3           be closed.

4                         What's that going to mean? What's  
5           traffic going to do without a northbound on-ramp?  
6           We thought that through, and the plan is to route  
7           those vehicles north along Second Street, and we  
8           do propose some enhancements at the intersection  
9           of Second Street and Granite Street to change the  
10          channelization to allow for -- there are two lanes  
11          up there today -- to allow for both lanes to be  
12          accessed to the right, so. And, also, there will  
13          be signage to explain which lane you shouldn't get  
14          in. If you want to go, for example, on I-293  
15          northbound, it will be important that you're in  
16          the left lane making that turn because you don't  
17          have a lot of room to maneuver across.

18                        One of the benefits of this project is  
19          not only that the bridges will be replaced and be  
20          essentially new bridges. These are actually what  
21          they call free-stand bridges today. Let's see.  
22          The bridges over the river, they're -- there are  
23          two here to the river. They're proposed to be

1 single-span bridges. They're going to be  
2 completely replaced, and there will be an abutment  
3 on each side. And then there will be just the  
4 bridge spanning the river, both of these bridges.

5 And this bridge over the northbound  
6 on-ramp will be a brand new what they call a  
7 superstructure. The top of the bridge, the steel  
8 and the concrete, the rail is all new, but it will  
9 be on existing abutments, and it will be widened  
10 to accommodate the new width.

11 And I already spoke about this bridge  
12 being a new bridge, so that's obviously a huge  
13 enhancement. But some of the other project  
14 enhancements, like providing the extra width to  
15 maintain traffic, the project actually proposes to  
16 use that width, instead of just on a temporary  
17 basis, actually use it permanently to increase  
18 safety in the area.

19 And what -- in working with the  
20 Department, the overall enhancement --  
21 enhancements include a smoother center line  
22 alignment. If you look at it carefully through  
23 here, there are some jogs in the alignment. When

1           it's done, it will be smooth -- smoother driving  
2           both northbound and southbound.

3                     Also, in the northerly direction we're  
4           still proposing to have the two-lane northbound  
5           just like today, but today, especially up in this  
6           bridge area, there are very narrow shoulders.  
7           They're like two-foot shoulders adjacent to the  
8           12-foot lane. The two-foot shoulder on the right  
9           and on the left. And as part of the project,  
10          generally speaking, the right-hand shoulder will  
11          be 10 feet wide. There are a few minor  
12          exceptions, but generally it will be 10 feet wide  
13          going northbound.

14                    And the median shoulder for the southern  
15          portion of the project will be 10 feet wide, and  
16          then when you get up to the -- just past the Queen  
17          City Bridge it will be four feet wide. So that's  
18          an enhancement.

19                    Now, southbound the benefit actually  
20          extends a little further in that the proposed  
21          shoulder on the median side opens up to be 10 feet  
22          wide, and it extends throughout the whole  
23          project. Southbound, not only will there be two

1 through lanes like there are today through the  
2 whole interchange, right as the project opens up  
3 here there will be an additional lane provided, a  
4 third through lane will be provided southbound,  
5 and it will carry through the interchange, and  
6 then it will merge south of the southbound  
7 off-ramp back into the two lanes today.

8 What purpose is that going to serve?  
9 Well, that additional third lane allows more  
10 maneuver room for those vehicles that are both  
11 accessing the turnpike in this area and those that  
12 are departing the turnpike. We call it the  
13 mergers and divergers, diverging traffic, so the  
14 through traffic, which is the faster traffic, can  
15 stay in the through lanes, and those people that  
16 are getting on and off and going slower have more  
17 room to -- and lanes to work in, so it will be  
18 that new third lane. And there's also what we  
19 call a lead lane connecting the ramp.

20 Additionally, there's a right-hand  
21 shoulder southbound will be 10 feet wide all the  
22 way through the project, and as you get down in  
23 between these two ramps, the actual ramp

1 configuration, the alignment of the ramp has been  
2 approved to make them more standard and safer,  
3 provide for a safer operation in the interchange.

4 Other enhancements. The northbound  
5 off-ramp, I drove it in the rain this afternoon,  
6 and it does -- it's a pretty sharp turn right at  
7 the end. There are some chevrons up here and so  
8 forth. As part of the project, that alignment is  
9 smoothed out a little more, so it's a little  
10 easier to drive and safer to drive. You'll also  
11 notice at the ramp terminal, we'll take the north  
12 bound off-ramp terminal -- that's where it meets  
13 up with Second Street. As part of the project,  
14 there's widening proposed to provide  
15 channelization, formal channelization.

16 What that means, where there's separation  
17 between the left-turning cars, the through traffic  
18 and the right-turning cars, and that  
19 channelization, that's storage area, extends  
20 further back than it does today. This symbol up  
21 here is a traffic signal, and that's an existing  
22 signalized intersection. So that's an enhancement  
23 over what's there today.

1           Also, southbound the ramp comes in and  
2           ties into Second Street. Again, there's improved  
3           channelization. Today there's no formal  
4           separation of the left-turning traffic and the  
5           through traffic going onto Second Street. And  
6           then there's right lane of traffic heading on  
7           Second Street north.

8           I've already fielded one question, and it  
9           was asked before the informational hearing. I  
10          would mention that the question about  
11          signalization at this intersection came up, and  
12          remember this is a bridge project being funded by  
13          turnpike funds, and there are limits to how -- the  
14          scope of the project, and in order to provide  
15          signalization here, widening would need to be  
16          completed on Second Street. It would be way  
17          beyond the scope of this project. So that's where  
18          the Department drew the line is right at the  
19          intersection with Second Street.

20          Okay. I'm almost done. Some other  
21          enhancements. Today the storm water from the  
22          roadway flows directly off the roadway and into  
23          the water bodies that are adjacent. As part of

1 the project, all the quote, unquote "dirty water"  
2 will be collected and -- and treated in different  
3 treatment areas. As an example of a treatment  
4 area, this is one here. This is another treatment  
5 area proposed. And there's a third treatment --  
6 there's one here -- treatment area, and also a  
7 treatment swale up here by the Bass Island.

8 Basically what it does is it provides a  
9 mechanism to filter the water so that the water  
10 ends up in a more purified state when it ends up  
11 back into the natural drainage area.

12 Other enhancements. The southerly sound  
13 wall, sound barrier, that was proposed that's  
14 shown on here, again, I think Jon summarized that  
15 pretty well. It does end just north of the  
16 Eastman Street where there's an emergency access  
17 road onto the turnpike. Eastman Avenue. Excuse  
18 me. And extends north up to Subaru of  
19 Manchester. And, again, we're interested in  
20 hearing opinions on that, that sound barrier.

21 And, also, the second sound barrier  
22 that's proposed is one that would protect the  
23 Schiller Street neighborhood, and that's located

1 right here on the corner. Starting at the north  
2 end of the wall, this heavy black line is the  
3 barrier that's proposed. So really this area,  
4 this neighborhood sits on a plateau. I explained  
5 this to some of the residents earlier. It sits on  
6 a plateau, and you can see this red. It's just a  
7 limited access right of way today. And there's no  
8 work proposed within or outside the highway right  
9 of way into private property in this area.

10 And the only difference would be that  
11 along the frontage will be a retaining -- a sound  
12 barrier. And the green would be the wooded area  
13 that we'll be retaining. That's supposed to be  
14 retained when the project is completed. I think  
15 that's all for the enhancements.

16 I didn't explain the impact related to  
17 the easements. There are four properties that are  
18 affected where rights will be required in order to  
19 construct the project. The first area is by the  
20 Econo Lodge right here. I mentioned the retaining  
21 wall before that exists today. This kind of  
22 narrow passageway between the corner of the garage  
23 and the building here.

1           What's proposed is a construction  
2           easement and also a permanent access easement for  
3           maintenance of the wall. And there's also a  
4           temporary construction easement in the back area  
5           of the lodge in this area to facilitate  
6           construction of that wall. Those are temporary  
7           rights needed to -- through the construction  
8           period only.

9           Moving over to the Bass Island area,  
10          there are two easements here. One easement is a  
11          permanent easement as shown in here. It's a  
12          drainage easement, and within that area will be  
13          contained a treatment swale -- a treatment area,  
14          and, also, there's a permanent access easement  
15          across the property which will be obtained to  
16          allow for maintenance of that treatment area.  
17          And, also, the contractor could use those areas  
18          during construction for safety purposes. So they  
19          will be acquired, and they will be available for  
20          use.

21          The third area is right along the front  
22          of this, of West Side Pump Station where there  
23          happens to be a manhole. You know, it's like a

1 catch basin with a plain top on it. And the  
2 actual pipes in that manhole are 25 feet down in  
3 the ground. That's because the gravity -- the  
4 sewer that feeds into the West Side Pump Station  
5 is collected by gravity, and it goes into the  
6 station, and then it gets pumped out, pumped out  
7 under the bridge and across.

8 We're proposing to come very, very close  
9 to that catch basin, but we're proposing to avoid  
10 impact to it. Obviously we don't want to do  
11 that. So -- but there are some rights that will  
12 be required in order to facilitate construction in  
13 that area of the wall and -- and the roadway. And  
14 also along the frontage of the Lafontaine property  
15 as it is today. Again, just on the frontage  
16 between the front of that property and the  
17 turnpike to allow for that construction.

18 There are several utilities in the area.  
19 There's sewer. There's water. I mentioned one of  
20 them there. There are some other areas that are  
21 very tight, but we're working with the utility  
22 coordinator for the city to try to avoid impact as  
23 much as possible. And that's all I have on my

1 sheet. I hope you enjoyed it. I'm available for  
2 questions.

3 CHAIRMAN WIECZOREK: Thank you, Chris.

4 MR. COTA: Thank you, Chris, for that  
5 informative presentation. As the project -- as  
6 Chris outlined the project, we carefully looked at  
7 the project to address many items, the  
8 constructability, the treatment, surface, the  
9 addition of pervious pavement. We looked at  
10 flooding. We looked at the noise impact to the  
11 neighborhoods, the functionally obsolete narrow  
12 shoulders. So there's certainly some significant  
13 improvements that will occur as a result of this  
14 project that will be very beneficial.

15 Now, following the public hearing a  
16 transcript will be prepared and will include all  
17 the testimony from this public hearing as well as  
18 any written statements received during the comment  
19 period which may be submitted up to 10 days after  
20 this public hearing. And, once again, the address  
21 is in the upper corner of the handout.

22 The written comments, again, will be  
23 acknowledged by the Department for -- for anything

1 that does come into us. Once we receive the full  
2 transcript and the written comments, the  
3 Department will study all the issues that are  
4 raised and make recommendations on how to address  
5 the concerns that come forward.

6 These recommendations for how we address  
7 the issues will be presented to the Special  
8 Committee at a future public meeting in a document  
9 called, "The Report of the Commissioner." The  
10 Special Committee will judge the sufficiency of  
11 the Department's resolution of the public hearing  
12 issues and then decide the necessity of the  
13 project.

14 If the Hearing Commission Special  
15 Committee finds in favor of the necessity for the  
16 project, the project will proceed into the final  
17 design phase, and the right of way process will  
18 begin. The plans will be developed in more detail  
19 to address all the design elements, such as the  
20 drainage needs, utility relocations, the final  
21 grading and traffic detouring and as well as  
22 continue to look at constructability.

23 Once all the necessary approvals and

1 permits are secured and the right of way has been  
2 obtained, the project will be advertised for  
3 construction, which we are anticipating will occur  
4 in the spring of 2013. This project most likely  
5 will require up to two to three construction  
6 seasons to construct due to the multiple bridge  
7 construction phases, and it is targeted to be  
8 completed in the winter of -- by the winter of  
9 2015 or in the spring of 2016 is the final paving  
10 and final cleanup.

11 The estimated cost of the project is 33.2  
12 million dollars. All of the project costs will be  
13 funded through the Turnpike Program. As designed,  
14 no funds -- no city funds are required for the  
15 construction of this project with the exception  
16 for the cost of any municipal utility impacts and  
17 relocation that may be required.

18 This concludes the Department's  
19 presentation. I'd like to thank you. Thank you  
20 for your attention and patience. I would like to  
21 thank the city engineering and planning staff for  
22 their time and effort in assisting us with the  
23 project.

1           At this time I formally request,  
2           Mr. Chairman, that the Special Committee find  
3           occasion for the necessity for the layout of the  
4           project as presented this evening. Thank you for  
5           your consideration.

6           CHAIRMAN WIECZOREK: Thank you very  
7           much. I see that we have both state and city  
8           elected officials here, so we're going to give you  
9           the opportunity to speak. And I see we're joined  
10          by the mayor who never misses a meeting, so I  
11          imagine he'll have some input and words of advice  
12          for our council here. He usually does. Never at  
13          a loss for words. Theodore.

14          So, anybody, when you get up to speak  
15          would you give your political title and your name  
16          clearly so that we'll have it on the record.

17          Where are they coming up to? This  
18          microphone? All right. I understand it's a  
19          little testy, but we'll give it a whirl. All  
20          right. You're not afraid there, are you,  
21          Theodore? You never were before.

22          MAYOR GATSAS: Theodore Gatsas.

23          CHAIRMAN WIECZOREK: You know what? That

1 thing isn't -- it is testy. No. Where did that  
2 come from anyway? You didn't get that at a  
3 secondhand store, did you?

4 MAYOR GATSAS: No, it was leftover from  
5 you.

6 CHAIRMAN WIECZOREK: Then it is old.

7 MAYOR GATSAS: Theodore Gatsas --

8 CHAIRMAN WIECZOREK: There we go.

9 MAYOR GATSAS: -- Mayor of Manchester. I  
10 heard the piece that I needed to hear.  
11 Councilors, welcome to Manchester. And that was  
12 that it was not going to cost the city anything.  
13 So this project, as far as I'm concerned, is okay.

14 CHAIRMAN WIECZOREK: You don't get a  
15 vote.

16 MAYOR GATSAS: That's all right. I'm  
17 just pleased that we should get it done because  
18 obviously it's something that the city needs. The  
19 expansion of those red-listed bridges is very  
20 important to us. The only question I may have is  
21 that the -- if you remember, once over the  
22 Amoskeag Bridge when you come on to the ramp and  
23 you try to get off on 93, I hope there's a

1 distance between the on-ramp and the off-ramp so  
2 that cars that are trying to get off have the  
3 ability to get off.

4 CHAIRMAN WIECZOREK: Yeah. You know,  
5 that's usually pretty tough. I noticed they're  
6 stacked up, and they're stacked up on the highway  
7 going back quite a ways, especially around 4:30,  
8 five o'clock, 5:30.

9 MR. BEAN: Well, since this is being  
10 designed as a new project, I'm sure that we would  
11 have spaced them out further so that there -- what  
12 was done within the limitations of the scope of  
13 this project was to try to improve and standardize  
14 the on-ramp area and the off-ramp area.

15 We didn't really effectively increase the  
16 distance between those areas, but, as I explained  
17 before, there is more width out there now to do  
18 the commingling of traffic. So the intent and the  
19 expectation is that it will be safer than it is  
20 today.

21 MAYOR GATSAS: As I said, as long as this  
22 project doesn't cost the city any money, I'm  
23 certainly in favor of it.

1                   CHAIRMAN WIECZOREK: You look like a very  
2 happy guy to me. Who's next? I see elected  
3 officials. Is there anybody that wants to speak?  
4 I see state elected officials here. We have an  
5 alderman. Good.

6                   MR. GREAZZO: How are you, Councilor?  
7 I'm Phil Greazzo, 139 Parker Street. I'm a State  
8 Representative in West Manchester. I'm an  
9 aldermen of this ward. I have a couple comments  
10 and a few questions, if I might. Can I approach?

11                   CHAIRMAN WIECZOREK: Sure.

12                   MR. GREAZZO: The sound barriers were  
13 something I discussed with Mr. Cota, I believe,  
14 last year. I see that they were incorporated.  
15 Something that I see that might be a little bit  
16 more efficient is to take this, this, this and  
17 this and make one Exit 4. It might be a little  
18 bit less costly. Eliminate a few bridges. You  
19 might eliminate the congestion of coming on and  
20 off at the same time. It just would be a little  
21 bit easier.

22                   The problem we have here is this  
23 intersection at about 4:30 to 5:30 is anybody that

1 wants to take a left-hand turn to go straight  
2 can't do it. There's a flashing yellow light  
3 there, but it doesn't do anything for the traffic  
4 because it's basically ineffectual. So unless  
5 you're taking a right-hand turn, you're basically  
6 stuck here. Any traffic coming in and out through  
7 here basically is at the will of the folks that  
8 are trying to get across the street.

9 So I do believe that the bridges are  
10 needed. The widening is helpful. The treatment  
11 for the runoff is great. If you could relocate  
12 this wetland and make this one Exit 4 like we have  
13 one Exit 5, I think it would be a lot more  
14 efficient and a lot less costly. Thank you.

15 CHAIRMAN WIECZOREK: Well, thank you very  
16 much. And, you know, did everybody sign the sheet  
17 up there that we have, the sign-up sheet? Print  
18 your name on there, please. Like I said, too many  
19 doctors, and we can't read the name, and we do  
20 want to respond.

21 So I know that the reason these people  
22 sign up so we can identify who they are because  
23 the Department of Transportation intends to

1           respond to the suggestions and comments that are  
2           made at this hearing. So you get your name down  
3           there, and you have your comments. And thank you  
4           very much for your comments. I think those were  
5           good suggestions, and they will take them under  
6           consideration.

7                     Chris, you're not going to comment on  
8           every one of these, are you?

9                     MR. BEAN: No.

10                    CHAIRMAN WIECZOREK: You are going to  
11           do -- you are going to do this when the comments  
12           are there, and you're at the D.O.T. All right. I  
13           didn't bring a suitcase, so. Who else? I see the  
14           alderman is here from the ward. Pat? Pat doesn't  
15           have anything. I know we have State Reps here.  
16           Oh. Where? Oh, that's Jane. She's a State Rep.

17                    MS. BEAULIEU: No, I'm not.

18                    CHAIRMAN WIECZOREK: No more? Are there  
19           any other State Reps or city officials?

20                    MS. BEAULIEU: I'm a city official. I'm  
21           on the Conservation Commission.

22                    CHAIRMAN WIECZOREK: The what?

23                    MS. BEAULIEU: The Conservation

1 Commission.

2 CHAIRMAN WIECZOREK: Oh, yeah. I knew  
3 she was doing something.

4 MS. BEAULIEU: Jane Beaulieu, 609 South  
5 Main Street. Chair of the Conservation Commission  
6 in Manchester. I have a couple questions about  
7 the walls and also the maintenance of the property  
8 that abuts the project. Long-term maintenance.

9 CHAIRMAN WIECZOREK: Um-hum.

10 MS. BEAULIEU: Right now we do have  
11 walls, the sound barriers, and many of them get  
12 tagged by graffiti, and I'm not quite sure what  
13 the response time is to remediate, you know, the  
14 graffiti. Or is there, you know, a certain type  
15 of wood or structure or vinyl that you're using or  
16 should be used to wash off the graffiti, you know,  
17 easier?

18 Also, the -- I do have a comment about  
19 Second Street as well going into Harvell Street.  
20 That is a major, major problem. And I know the  
21 scope of the work stops at Second Street, but if  
22 we do not put a light there, there is going to be  
23 major problems because you are going to be

1 allowing more people to come into the city faster  
2 or accommodating them coming off of the highway.  
3 Those are my comments. The maintenance of the  
4 properties, you know, and then also the walls.  
5 Thank you.

6 CHAIRMAN WIECZOREK: Jane, make sure that  
7 you fill out the sheet there.

8 MS. BEAULIEU: Yes.

9 CHAIRMAN WIECZOREK: Okay. So they can  
10 respond to it. Anybody else here? Nobody else  
11 wishes to speak? I can't believe this. Yeah,  
12 come right up if you want to speak. I had a  
13 hearing in Derry last week. Nobody showed up.  
14 Now here I got a hearing where the room is pretty  
15 full, and still nobody is talking. I said oh,  
16 boy.

17 MR. MAZZAGLIA: Good evening. My name is  
18 Michael Mazzaglia. I live at 415 Wentworth  
19 Street, Manchester.

20 CHAIRMAN WIECZOREK: Yep.

21 MR. MAZZAGLIA: And I spoke to Victoria  
22 and Jon and Chris earlier about the right of way.

23 CHAIRMAN WIECZOREK: Um-hum.

1                   MR. MAZZAGLIA: There seems to be a  
2 little bit of an issue where the right of way  
3 exists currently or how they have it versus what  
4 we have as a right of way. About 18 years ago  
5 when they put the sewer interceptor in there, we  
6 approached them and explained the situation, and  
7 they fixed their sewer interceptor. They actually  
8 moved it out to accommodate what the right of way  
9 change was when my house was actually built in  
10 that location.

11                   And currently the right of way they have  
12 now doesn't show that, so it actually looks like  
13 we have no driveway to get in our house. And that  
14 was all straightened out about 18 years ago when  
15 the sewer interceptor was done, so we did discuss  
16 that. That was one of the comments that I had, so  
17 I just want to make sure that we look at that.

18                   If you stand in my driveway, and you look  
19 out, it makes more sense looking at it than  
20 looking at it on a map. The map, you can draw  
21 anything, but when you're looking at it physically  
22 there, you're going to say yeah, that makes  
23 absolutely no sense. They would have to move that

1 right of way to do that, so that was back when we  
2 bought the property in 1986.

3 CHAIRMAN WIECZOREK: Um-hum.

4 MR. MAZZAGLIA: The other comment I have  
5 is on Second Street it's very, very bad traffic-  
6 wise as it is now. So when you close off Exit 4,  
7 you're going to actually increase that traffic on  
8 Second Street. Is there a way of moving that  
9 signage or detour away far enough so that people  
10 won't -- allow the people living in that area to  
11 get in and out versus what's going to happen now?  
12 Because currently we can't get out onto Second  
13 Street from where we live as it is now at five  
14 o'clock, so it's just not going to happen.

15 CHAIRMAN WIECZOREK: Hold on. Let me ask  
16 Mr. Cota. Now, he made several comments here.  
17 You are going to respond in writing to those  
18 comments, correct?

19 MR. COTA: That is correct.

20 CHAIRMAN WIECZOREK: All right.

21 MR. MAZZAGLIA: And the other thing that  
22 I -- I mean, listening to what you're going to do  
23 with the highway and what's going on, I don't know

1 if you realize it, but a lot of people use 293 as  
2 kind of a cutoff or a quick way around to get to  
3 93. So if they're coming back on a holiday  
4 weekend or if they're coming back, a lot of times  
5 they'll go down through the Everett Turnpike, and  
6 then they'll stay on 293 and jump back onto 93  
7 further down past the mall.

8 CHAIRMAN WIECZOREK: Um-hum.

9 MR. MAZZAGLIA: Will you put signage in  
10 to try and restrict some of that traffic from  
11 doing that while this process is going on?  
12 Because that's just going to increase more flow  
13 that's there where they should just be staying on  
14 93 if that's the way they're traveling. And I  
15 think those were my comments I had.

16 CHAIRMAN WIECZOREK: Yeah. Make sure  
17 your name is on the sheet there so they can  
18 respond to you. Who else? Anybody else here who  
19 wishes to speak? I can't believe this.

20 UNIDENTIFIED SPEAKER: It's a good  
21 project.

22 CHAIRMAN WIECZOREK: A what?

23 MR. MAZZAGLIA: I did have one more

1 question.

2 CHAIRMAN WIECZOREK: That means everybody  
3 is in favor of it.

4 MR. MAZZAGLIA: I do have one more  
5 question.

6 CHAIRMAN WIECZOREK: Yeah.

7 MR. MAZZAGLIA: On the sound barrier,  
8 what kind of sound barrier is that that you're  
9 going to put up? Is it just a solid wood  
10 partition one? Is it the tree-type one or the  
11 planter-type one?

12 MR. COTA: A good example of the type  
13 of -- typical type of sound wall that would be  
14 proposed here is if you drive down to Brown  
15 Street -- Brown Street interchange on 293 further  
16 around the corner, the sound walls you see there,  
17 the wood, basically concrete cylinder columns with  
18 wood inserts in them, and the wood is treated with  
19 a linseed oil to allow less noise and to clean up  
20 the graffiti to be put on it.

21 MR. MAZZAGLIA: Okay. The only other  
22 last comment I had is the configuration of the  
23 sound barrier that's in front of our property on

1           Wentworth Street. We have a large amount of trees  
2           that go across the front of our property there. I  
3           really do not want to have all those trees taken  
4           down. It gives us the beauty, and it will stop  
5           anybody that's out there with the graffiti, you  
6           know, writing on the walls and then having  
7           graffiti written on our side of the wall. I'd  
8           much rather look at the greenery of the trees than  
9           looking at that.

10                   MR. COTA: Councilor, may I ask this  
11           gentleman one question? The location of that  
12           sound wall is certainly along the -- what we  
13           believe has been the right of way edge. Certainly  
14           if the right of way edge is adjusted, and based  
15           upon information we have, we'll certainly look at  
16           that, but even today where the wall is located we  
17           still have some flexibility to move the wall  
18           toward the highway to hopefully not impact the  
19           areas that you're concerned with. Should we be  
20           doing that, the question might be would you still  
21           be supporting the wall?

22                   MR. MAZZAGLIA: I would support the wall  
23           as long as we leave the trees, and we can kick the

1 wall. And as you will see when you go back into  
2 those drawings, you'll see that whole sewer  
3 interceptor was moved. It stopped the project for  
4 about -- I want to say six weeks because they  
5 actually had to go back and look through all the  
6 deed information, and they actually found out that  
7 the document that I gave them at that time  
8 supported what we said.

9 And that's why when you go out to the  
10 property, if you look at the property, it  
11 definitely will look like -- you see, our driveway  
12 now is about two car widths wide, but if you look  
13 at your drawing, we're not even a half a car width  
14 wide. We would have had no way of getting into  
15 our driveway.

16 MR. COTA: Very good. Thank you.

17 CHAIRMAN WIECZOREK: Okay. Thank you  
18 very much. Yes, Pat. I knew we'd coach you up  
19 here.

20 MR. LONG: Well, are we going to preserve  
21 the quality of life on the east side? Pat Long,  
22 State Representative and alderman. I'm wondering  
23 if the acoustics on those sound walls, do we know

1 if they bounce noise from this? And I know they  
2 protect the other side, but do we know if those  
3 sound walls would bounce louder noise coming --

4 CHAIRMAN WIECZOREK: Across the river.

5 MR. LONG: Across the river. Do we know  
6 if that's the case or does it pretty much protect  
7 us down here?

8 CHAIRMAN WIECZOREK: In other words, does  
9 it absorb the sound?

10 MR. COTA: May I -- Jon, do you --

11 MR. EVANS: Yeah, I can. Typically, they  
12 are the type of barrier -- they are not absorptive  
13 barriers, however, they -- at that distance it's  
14 not -- sound bounce basically isn't a factor. It  
15 doesn't travel that far. It would just be the  
16 standard traffic noise that exists out there now.

17 MR. LONG: So you're showing me the sound  
18 won't be louder with those sound barriers on the  
19 east side.

20 MR. EVANS: Correct.

21 MR. LONG: Okay. Thanks.

22 CHAIRMAN WIECZOREK: Okay. Pat, put your  
23 name on there so they can respond to you in

1 writing. Anyone else here wish to speak? Yep,  
2 come right up. That's all right. We don't mind  
3 you standing up there and coming up quick.

4 MR. ST. ONGE: I'm Norm St. Onge, 204  
5 Hill Street. Is there any consideration to  
6 improving the drainage behind the walls? Because  
7 our neighborhood flooded in 2004. I'm just  
8 worried about the wall keeping the water on the  
9 neighborhood side and not letting it drain out.

10 MR. COTA: As part of the final design of  
11 the project, we will be looking at the drainage in  
12 front of the wall as well as behind the wall so we  
13 do not create an entrapment. As Chris has  
14 indicated, we are looking at some major  
15 improvement -- excuse me -- major improvements to  
16 some of the drainage areas in order to allow the  
17 watershed to drain to that area to drain out  
18 before feeding to the Merrimack River. So yes,  
19 there will be drainage improvements in front as  
20 well as behind the wall.

21 CHAIRMAN WIECZOREK: You want to make  
22 sure you sign the sheet so we can get a response  
23 for you.

1 MS. MAZZAGLIA: Hi. My name is Gloria  
2 Mazzaglia, and I live at 415 Wentworth Street. I  
3 have a question. This is on the structure of the  
4 wall. What is the difference between that wall  
5 and the one on Candia Road which has a better  
6 aesthetic value?

7 MR. COTA: There's two on Candia Road.  
8 We have the evergreen wall, which is kind of a  
9 tray wall system, and then on the opposite side of  
10 the street and further down on the road we have  
11 our standard wood -- wood-face wall. That wood-  
12 face wall is the typical wall we would be  
13 proposing here.

14 MS. MAZZAGLIA: Okay. Why didn't you  
15 propose the other one on -- near Exit 6?

16 MR. COTA: Yes. The vegetative tray wall  
17 is more expensive, and in an operational sense it  
18 requires irrigation systems and maintenance, so  
19 we're looking for as much as maintenance-free a  
20 system as well as cost-effectiveness.

21 MS. MAZZAGLIA: I can understand that.  
22 It's just aesthetics. I used to look at it all  
23 the time. Okay. That answers my question. Thank

1           you.

2                       CHAIRMAN WIECZOREK: Make sure you put  
3 your name on the list. Anybody else here?

4                       COUNCILOR ST. HILAIRE: I have a  
5 question, Mr. Chair.

6                       CHAIRMAN WIECZOREK: Yeah.

7                       COUNCILOR ST. HILAIRE: Getting back to  
8 the area of Wentworth Street that flooded in 2004,  
9 and since we're not talking about a retaining wall  
10 but a sound wall, how well would that be able to  
11 handle a potential flooding situation?

12                      MR. COTA: Councilor, that's a very good  
13 question. That was an area that is of extreme  
14 concern for the Department. As part of our  
15 preliminary design assessment, we took a very  
16 close look at the drainage area that comes into  
17 that low pocket area that outlets to -- across the  
18 turnpike.

19                      Coming off 180 Second Street -- Chris,  
20 you can point to 180 Second Street. There's  
21 actually two culverts that under -- that take the  
22 drainage flow off. There's two 18-inch culverts.  
23 It drains into a lower area, and that water

1 eventually comes to the turnpike where it goes  
2 through one 18-inch pipe.

3 So if you think about it, two size pipes  
4 coming out in the same, you know, smaller size  
5 certainly has the potential for backing water on  
6 that side of the roadway. So what we are finding  
7 is that we need to do as part of this project is  
8 take that single 18-inch pipe that's under the  
9 turnpike, replace it with a larger pipe so the  
10 flowage of water will pass through the system  
11 before the peak of the Merrimack River comes in,  
12 and, therefore, with that increase in culvert the  
13 actual storm water, the hundred year storm event,  
14 actually lowers as a result, so there's actually a  
15 positive gain in here.

16 Another thing that we are also looking at  
17 very carefully if there's a support for the sound  
18 wall. In order to build the sound walls, we have  
19 to build a small berm, an earth berm for a  
20 foundation-wise. That's going to be within that  
21 floodplain area. So we're very concerned about  
22 the loss of the flood storage caused by that  
23 additional fill.

1           As part of the -- at the southbound  
2 off-ramp location, there's an area where we're  
3 looking to excavate out so that we have equal  
4 replacement back for flood storage. So we looked  
5 at this very, very carefully to make sure that we  
6 have not adversely impacted but as well as  
7 provided benefit, gain for that neighborhood.

8           I will tell you that it doesn't mean it  
9 won't still flood. It will still flood, but  
10 the -- the impact for the overall flood of the  
11 secondary system that flows into it before it  
12 comes into the Merrimack River, that will ease a  
13 lot more than what they've been seeing out there  
14 today.

15           CHAIRMAN WIECZOREK: Okay. Yes. You  
16 thought of something else.

17           MR. MAZZAGLIA: Oh, on that comment.

18           CHAIRMAN WIECZOREK: Um-hum.

19           MR. MAZZAGLIA: Again, my name is Michael  
20 Mazzaglia, 415 Wentworth Street. On -- when you  
21 do that enlargement of that culvert type of thing,  
22 would you put any backfill preventer in there?  
23 This last flood that we had in 2004, we were

1 greatly affected. I mean, we were in water up to  
2 our waist high trying to walk through there.

3 We lost a lot of our property in the  
4 back. It ruined all of my tools and what have  
5 you. But we learned later that there was a  
6 backfill preventer problem there that hadn't been  
7 installed, so when the river rose it was the  
8 reverse effect.

9 It wasn't so much that the water coming  
10 from the Piscataquog that came in. It was  
11 actually the Merrimack that went back that way and  
12 through. And then within one day, boom. The  
13 water was gone. So would that have any type of  
14 backfill preventer on it to stop that water from  
15 coming back in from the river side?

16 MR. COTA: As part of our design, we are  
17 looking at that. We do have -- actually there's  
18 several locations across the state where I know we  
19 have installed the backwater flap to basically  
20 prevent the water from backwatering back in. We  
21 are going to be looking at that, but I'm glad you  
22 made that comment tonight. Thank you.

23 CHAIRMAN WIECZOREK: Do you want to come

1 up?

2 MR. THOMAS: Yes. Hi. I'm Bruce  
3 Thomas. I work for the Manchester Highway  
4 Department, and I would just like to get a copy of  
5 all these questions and answers. If you can mail  
6 it to me once you come up with the answers.

7 MR. COTA: We will be -- again, we will  
8 be preparing a Commissioner's report that will  
9 basically reply to all the responses. We will --  
10 also will be providing a transcript of all the  
11 hearing and testimony tonight as well as all the  
12 written comments into one document, and we  
13 certainly can provide that to you.

14 MR. THOMAS: I'd like a copy, please.

15 CHAIRMAN WIECZOREK: Well, when we get  
16 them, we'll make sure you get them.

17 MR. THOMAS: Thank you.

18 CHAIRMAN WIECZOREK: Okay. Anybody  
19 else? If not, I would like to thank my  
20 colleagues, Councilor Sununu and Councilor  
21 St. Hilaire, for being here tonight so that we can  
22 discuss now the necessity for holding this  
23 project. If we decide that that in fact is what

1 we should do, then there will be another committee  
2 appointed, and I mentioned Real will be one of the  
3 people on that committee.

4 I want to thank you people from the State  
5 here who made their presentations tonight. I want  
6 to thank you for a job well done. And, Chris, I  
7 want to thank you, too, for the job that you did.  
8 Now, if there's no further business here to come  
9 before this special hearing, the hearing is  
10 adjourned.

11 MR. GREAZZO: If I can -- I was just  
12 wondering if I can get an answer if there's been  
13 any consideration about consolidating it into one  
14 exit.

15 CHAIRMAN WIECZOREK: Sure.

16 (The hearing is adjourned at 8:15 p.m.)  
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ERRATA SHEET

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**C E R T I F I C A T E**

I, Debra L. Mekula, a Licensed Court Reporter and Justice of the Peace of the State of New Hampshire, do hereby certify that the foregoing, to the best of my knowledge, skill and ability, is a true and accurate transcript of my stenographic notes of the New Hampshire Department of Transportation, Bureau of Right of Way Highway Layout Commission Public Hearing, taken at the place and under the circumstances present on the date hereinbefore set forth.

I further certify that I am neither attorney or counsel for, nor related to or employed by any of the parties to the action in which this deposition was taken, and further that I am not a relative or employee of any attorney or counsel employed in this case, nor am I financially interested in this action.

*Debra L. Mekula*

Debra L. Mekula, LCR, RMR  
 Licensed Court Reporter  
 Registered Merit Reporter  
 N.H. LCR No. 26 (RSA 310-A)





**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



**CHRISTOPHER D. CLEMENT,**  
**SR.**  
**COMMISSIONER**

**JEFF BRILLHART, P.E.**  
**ASSISTANT COMMISSIONER**

MANCHESTER  
14966  
[F. E. EVERETT TURNPIKE – I-293 EXIT 4]

Bureau of Highway Design  
Room 200  
Tel: (603) 271-2171  
Fax: (603) 271-7025

October 7, 2011

Alderman Phil Greazzo  
City of Manchester  
139 Parker Street  
Manchester, NH 03102

Dear Alderman Greazzo:

On behalf of William Cass, Director of Project Development, and Councilor Raymond Wieczorek, Chairman of the Special Committee, I wish to acknowledge receipt of your email dated October 7, 2011 relative to the above noted project involving the proposed improvements to the I-293, Exit 4 Queen City Avenue Interchange on the F. E. Everett Turnpike.

I want to advise your email and concept attachment, which requests consideration of a reconfiguration of the Exit 4 ramps, will be included as part of the official Public Hearing record for review and consideration by the Special Committee. Following the Public Hearing, the Department will work to resolve all the issues raised from the Public Hearing and during the comment period. I will contact you I writing as to the resolution for the alternative you have conceptually developed following review by the Department and the Special Committee.

Should you have any questions, please feel free to contact me. Thank you.

Sincerely,

Keith A. Cota, P.E.  
Chief Project Manager

KAC/kac

cc: W. Cass  
V. Chase  
M. Dugas

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## Carol Spoerl

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**From:** Victoria Chase  
**Sent:** Monday, October 10, 2011 7:34 AM  
**To:** Carol Spoerl  
**Subject:** FW: Manchester 14699 - I293 Exit 4 (F.E. Everett Turnpike)

I believe this becomes part of the hearing testimony,  
thanks,  
v

---

Victoria H. Chase, P.E.  
Right of Way Engineer  
New Hampshire Department of Transportation  
phone: 603.271.3222  
fax: 603.271.6915

-----Original Message-----

**From:** Keith Cota  
**Sent:** Friday, October 07, 2011 11:57 AM  
**To:** 'Greazzo,Phil'  
**Cc:** Gatsas,Ted; rwieczorek@nh.gov; dst.hilaire@nh.gov; csununu@nh.gov; Roger.Wilkins@mail.house.gov; Bill Cass  
**Subject:** RE: Manchester 14699 - I293 Exit 4 (F.E. Everett Turnpike)

Dear Alderman Greazzo,

On behalf of the Department and Special Committee, I want to thank you for submitting your Exit 4 ramp concept for reconfiguration of the ramps as part of the official record for the above noted project. The Department will review your alternative to determine if it meets the project's objectives. Our response will be addressed in the Report of the Commissioner to the Special Committee. I have enclosed a letter that also acknowledges your request for the record. the original will be forthcoming by snail mail.

Thanks for your input. Please feel free to contact me should you have any questions.

Keith A. Cota, PE  
Chief Project Manager  
NH Department of Transportation  
Bureau of Highway Design  
7 Hazen Drive, PO Box 483  
Concord, NH 03302-0483  
Phone: (603) 271-1615  
Fax: (603) 271-7025  
Email: [kcota@dot.state.nh.us](mailto:kcota@dot.state.nh.us)

-----Original Message-----

**From:** Greazzo, Phil [mailto:PGreazzo@ci.manchester.nh.us]

**Sent:** Friday, October 07, 2011 8:50 AM

**To:** Keith Cota

**Cc:** Gatsas, Ted; rwieczorek@nh.gov; dst.hilaire@nh.gov; csununu@nh.gov; Roger.Wilkins@mail.house.gov

**Subject:** 293 Exit 4

Mr. Cota,

Please accept this communication as my written comments relating to the proposed DOT plan for I-293 Exit 4.

As the Alderman of the Ward in which this project is located, it is my responsibility to look out for the best interest of this neighborhood. Having the red listed bridges replaced is a good thing however, leaving the current configuration of the interchange is not. Especially given the fact that reconstruction of the entire interchange is in the 10 year plan. Expanding and resurfacing the existing roadways, only to remove and relocate them in a few years, would be a huge waste of resources and tax dollars.

The right approach to this project is to reconstruct the entire interchange now in an effort to avoid doing it twice. Attached is a conceptual drawing of a proposal I am putting forward for consideration. This option, or something similar, is needed to address the problems associated with this interchange. It meets most, if not all, of the requirements discussed at the public hearing. This also resolves many of the problems encountered in this area and would reduce the overall cost as it eliminates the need for two of the five bridges to be replaced.

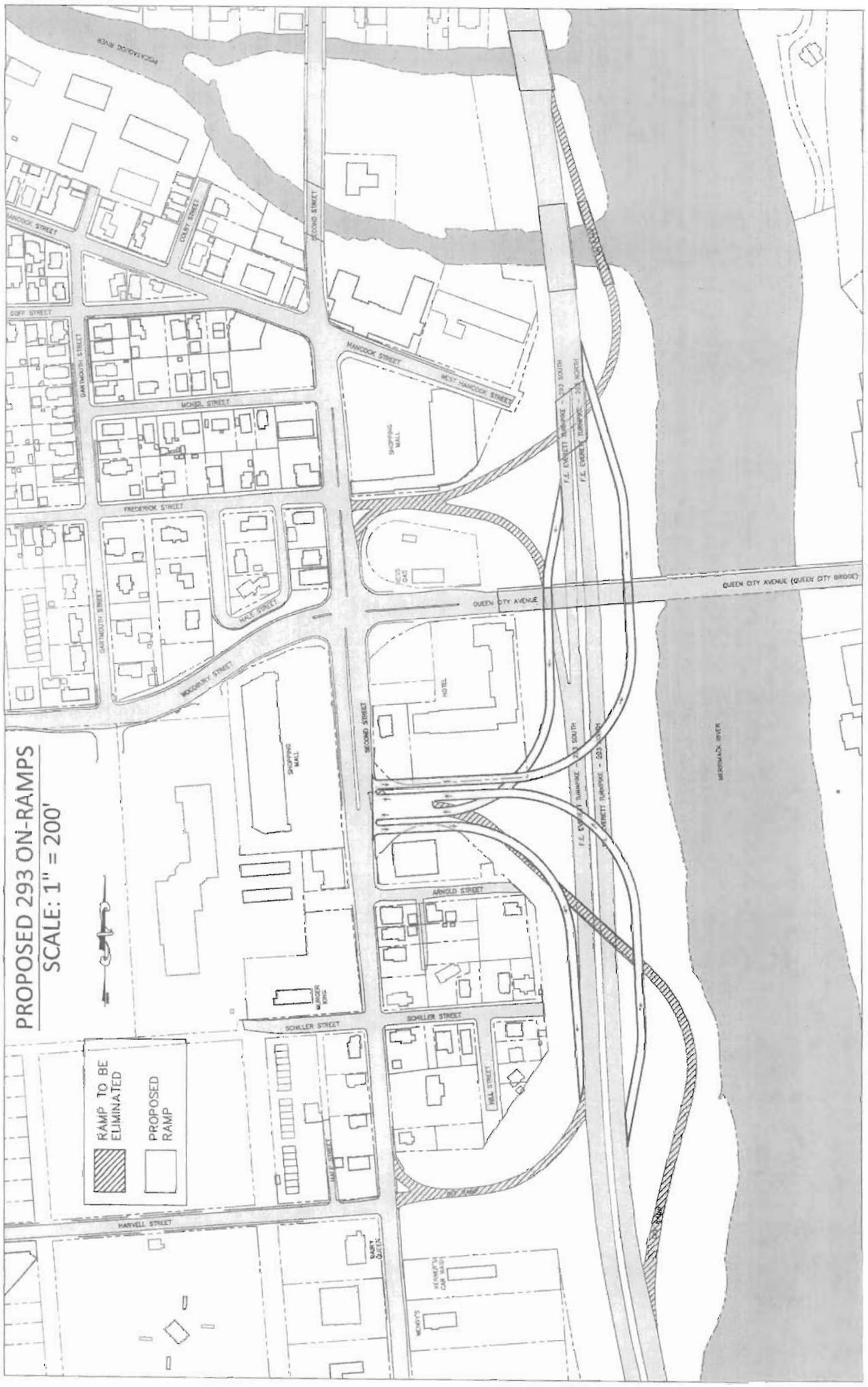
I would like to set up a meeting with you and other City, State, and Federal officials in order to draft a comprehensive plan for this interchange.

Respectfully,

Rep. Phil Greazzo  
Alderman, Ward 10

**PROPOSED 293 ON-RAMPS**  
**SCALE: 1" = 200'**

	RAMP TO BE ELIMINATED
	PROPOSED RAMP





**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



**CHRISTOPHER D. CLEMENT,**  
**SR.**  
**COMMISSIONER**

**JEFF BRILLHART, P.E.**  
**ASSISTANT COMMISSIONER**

MANCHESTER  
14966  
[F. E. EVERETT TURNPIKE – I-293 EXIT 4]

Bureau of Highway Design  
Room 200  
Tel: (603) 271-2171  
Fax: (603) 271-7025

September 30, 2011

Gerald T. and Alice J. Burke  
23 Beaudoin Street  
Bedford, NH 03110

Dear Mr. & Mrs. Burke:

On behalf of William Cass, Director of Project Development, and Councilor Raymond Wieczorek, Chairman of the Special Committee, I wish to acknowledge receipt of your letter dated September 20, 2011 relative to the project involving the proposed improvements to the I-293, Exit 4 Queen City Avenue Interchange on the F. E. Everett Turnpike.

I want to advise you that your letter, which requests consideration of a noise barrier to be constructed in the Beaudoin Street residential neighborhood to replace the destroyed trees as a result of past storm events, will be included as part of the official Public Hearing record for review and consideration by the Special Committee appointed by the Governor and Executive Council. Following the Public Hearing, the Department will work to resolve all the issues raised at the Public Hearing and during the comment period. I will contact you with respect to the status of the project and the resolution to the issues you have raised following review by the Department and the Special Committee.

Sincerely,

Keith A. Cota, P.E.  
Chief Project Manager

cc: W. Cass  
V. Chase  
M. Dugas

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September 20, 2011

RECEIVED  
COMMISSIONERS OFFICE

SEP 22 2011

THE STATE OF NEW HAMPSHIRE  
DEPT. OF TRANSPORTATION

Mr. William Cass 

Director of Project Development, NHDOT

P.O. Box 483

Concord, NH 03302-0483

Dear Mr. Cass,

This letter is in response to the August 25, 2011 Notice of Hearing, Manchester, 14966.

Our property, 23 Beaudoin Street, Bedford, NH , 03110 is in the vicinity of the proposed project.

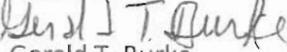
This letter is to request to have the noise barrier extended into the Beaudoin Street area. The tree barrier separating our home from the highway was destroyed in a storm several years ago and there has been a noticeable increase in noise and loss of privacy.

Thank you for considering this request.

Sincerely,



Alice J. Burke



Gerald T. Burke

23 Beaudoin Street

Bedford, NH 03110



**SNHPC**

## Southern New Hampshire Planning Commission

438 Dubuque Street, Manchester, NH 03102-3546, Telephone (603) 669-4664 Fax (603) 669-4350

www.snhpc.org

October 6, 2011

Keith Cota  
New Hampshire Department of Transportation  
John O. Morton Building  
7 Hazen Drive  
Concord, NH 03302-0483

RE: Manchester 14966 I-293 Exit 4 Bridges

Dear Mr. Cota:

The purpose of this letter is to request, on behalf of Manchester Ward 10 Alderman Phil Greazzo, a meeting with you to discuss the above mentioned project. Alderman Greazzo met with us on October 6, 2011 regarding his concerns about the design of the proposed Exit 4 improvements.

We discussed the project with Alderman Greazzo and informed him that a redesigned I-293 Exit 4 interchange is currently included in our long-range Regional Transportation Plan. Alderman Greazzo asked us to forward his concerns to you as part of the public comment for the Manchester 14966 project.

We would also like to explore with you about another bike/pedestrian access which would connect the neighborhoods in the Main Street area to the western banks of the Merrimack River.

Thank you in advance for your consideration in this matter. If you have any questions, please do not hesitate to call me at (603) 669-4664.

Sincerely,

SOUTHERN NEW HAMPSHIRE  
PLANNING COMMISSION

David J. Preece, AICP  
Executive Director and CEO

DJP/lm

cc: Timothy H. White, AICP