

***Bow Concord I-93 Improvements
T-A000(018)
13742***

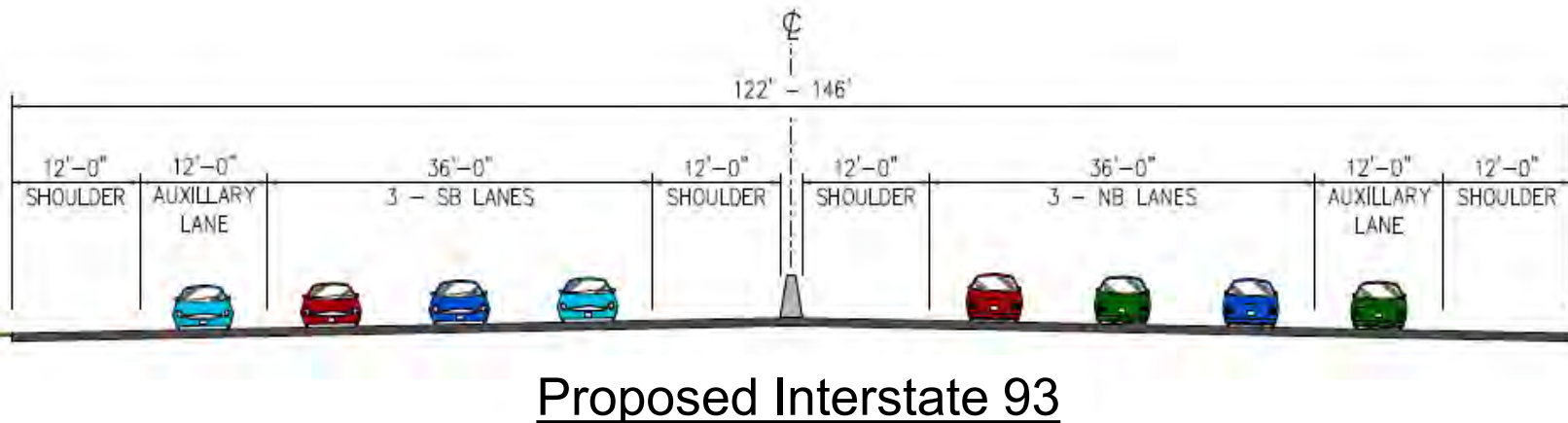
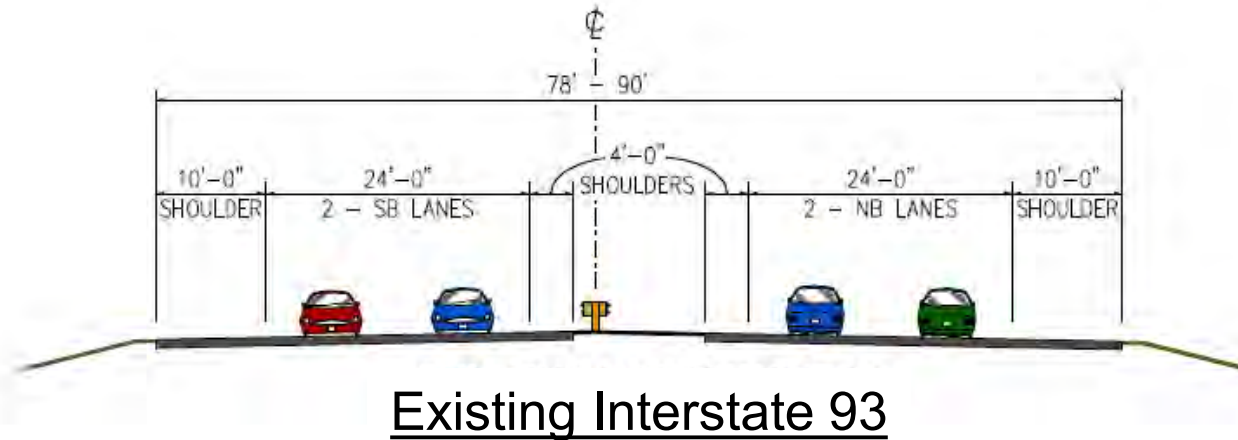
Town of Bow

June 7, 2019

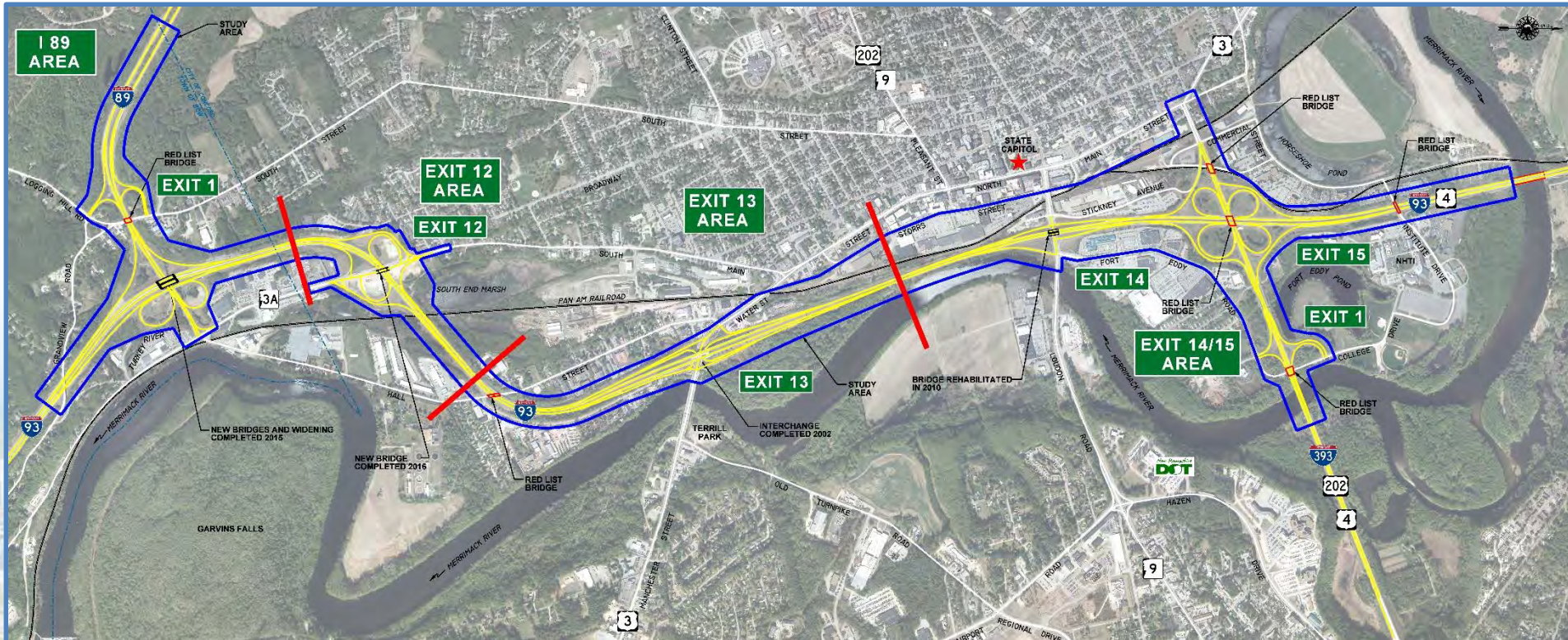
Project Overview



I-93 Typical Sections

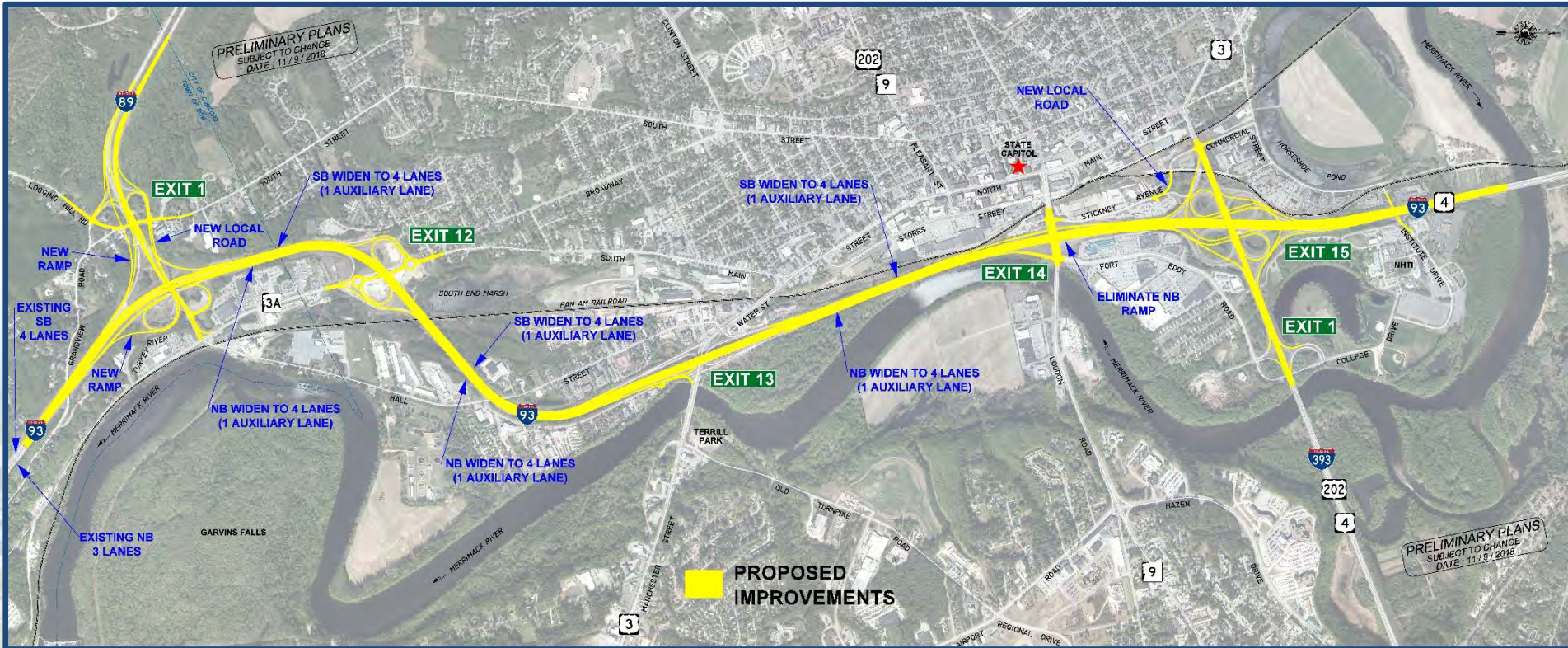


Project Goals



- Red List Bridges
- Address Geometric Issues
- Address Operational Issues
- Maintain Access
- Pedestrian/Bicycle Accommodation
- Provide Stormwater Treatment
- Minimize Resource Impacts
- Minimize Property Impacts

Recommended Preferred Alternative



**I-89 Area
Concept K**

**Exit 12 Area
Concept F**

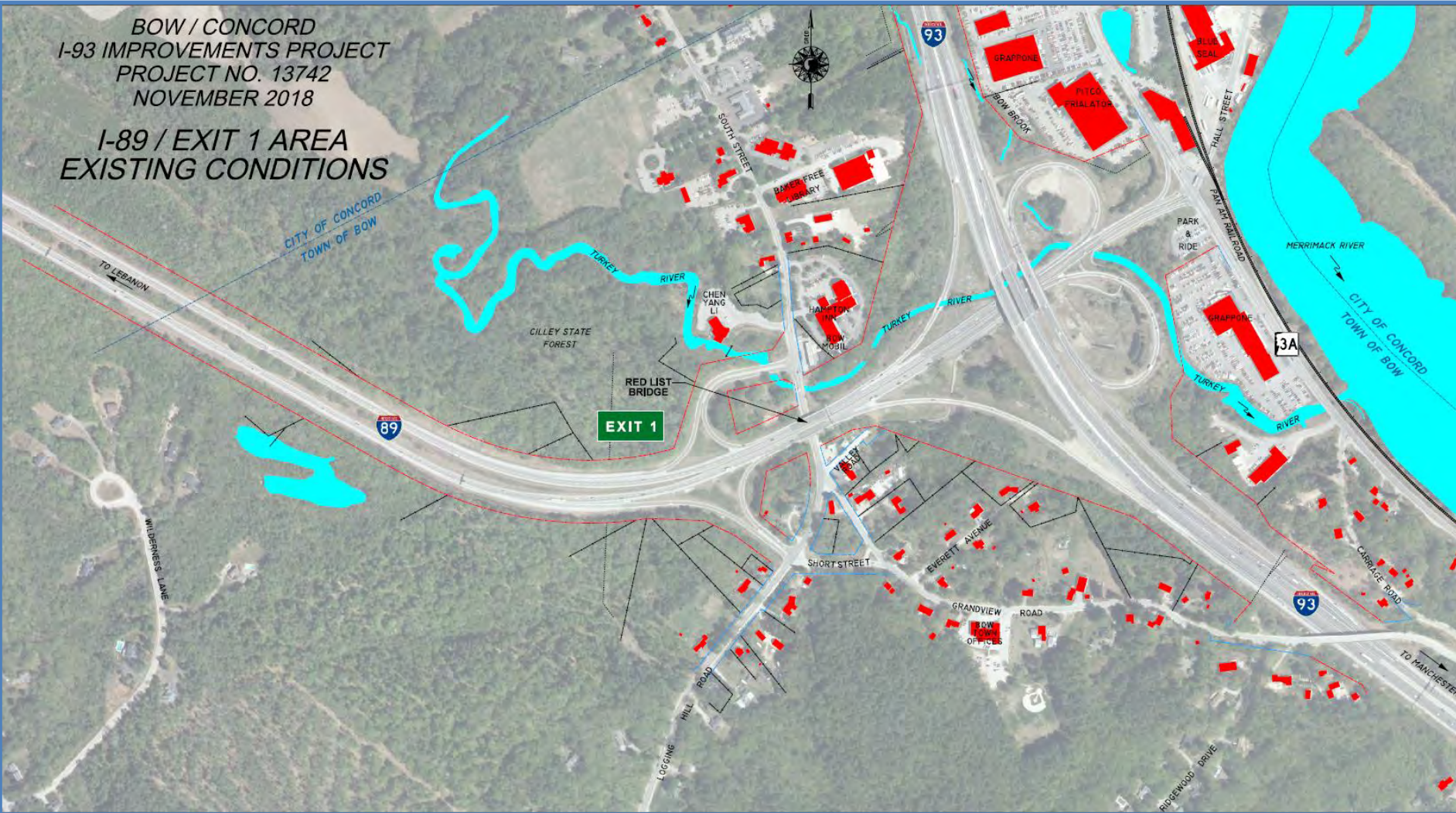
**Exit 13 Area
Concept B**

**Exit 14/15 Area
Concept F2**

I-89 / Exit 1 Area - Existing

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PROJECT NO. 13742
NOVEMBER 2018

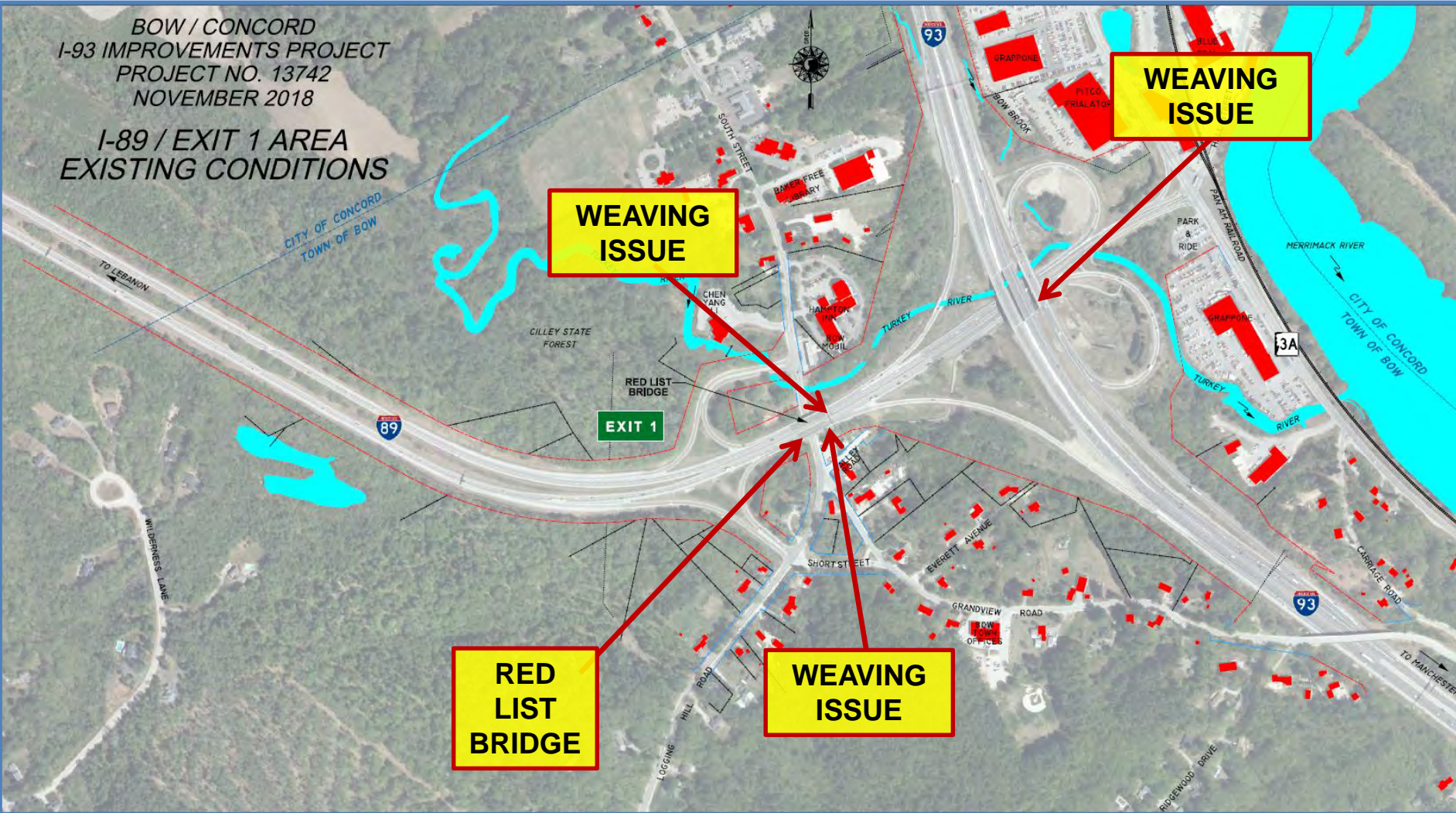
I-89 / EXIT 1 AREA
EXISTING CONDITIONS



I-89 / Exit 1 Area - Existing

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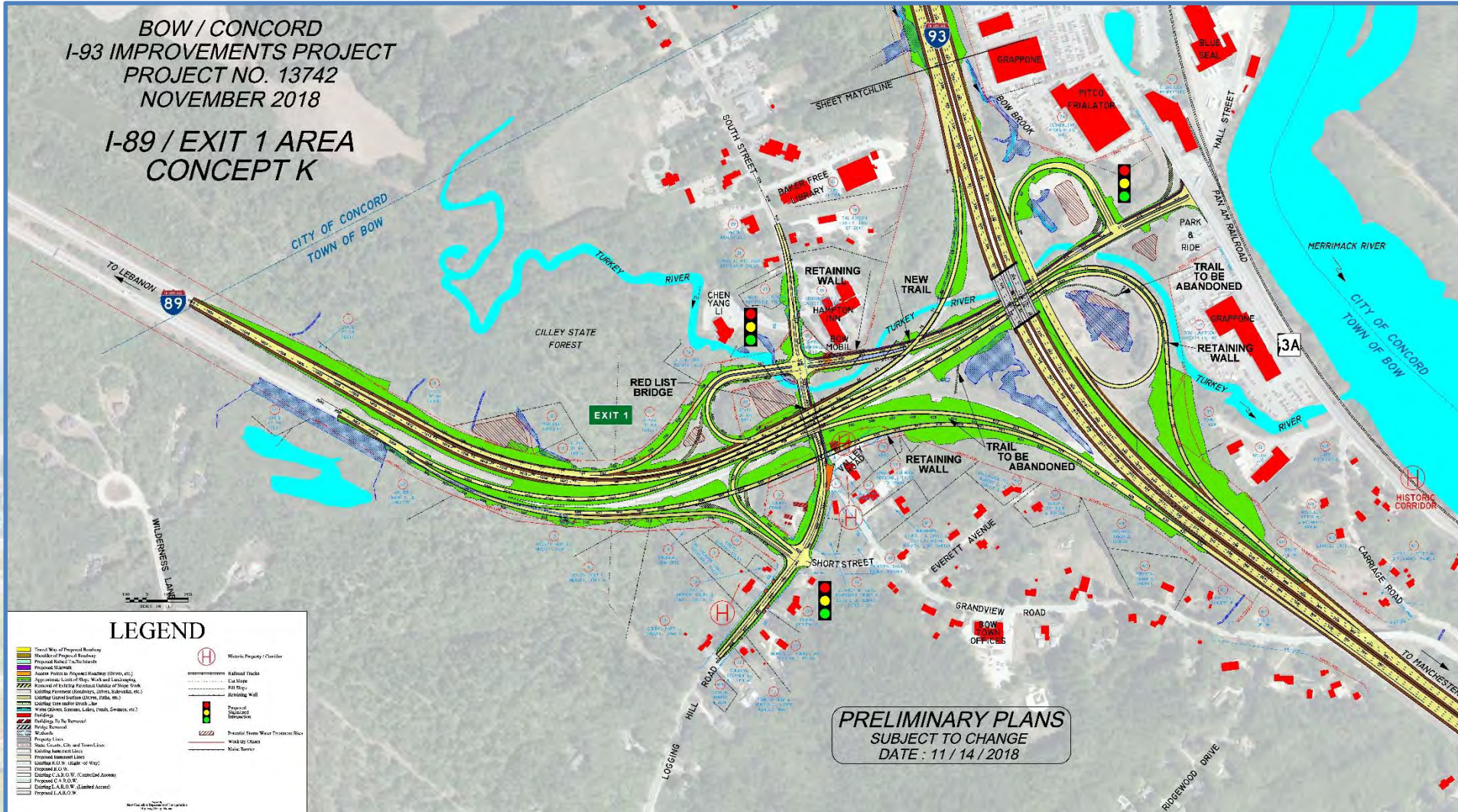
I-89 / EXIT 1 AREA
EXISTING CONDITIONS



I-89 / Exit 1 Area - Proposed

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**I-89 / EXIT 1 AREA
CONCEPT K**

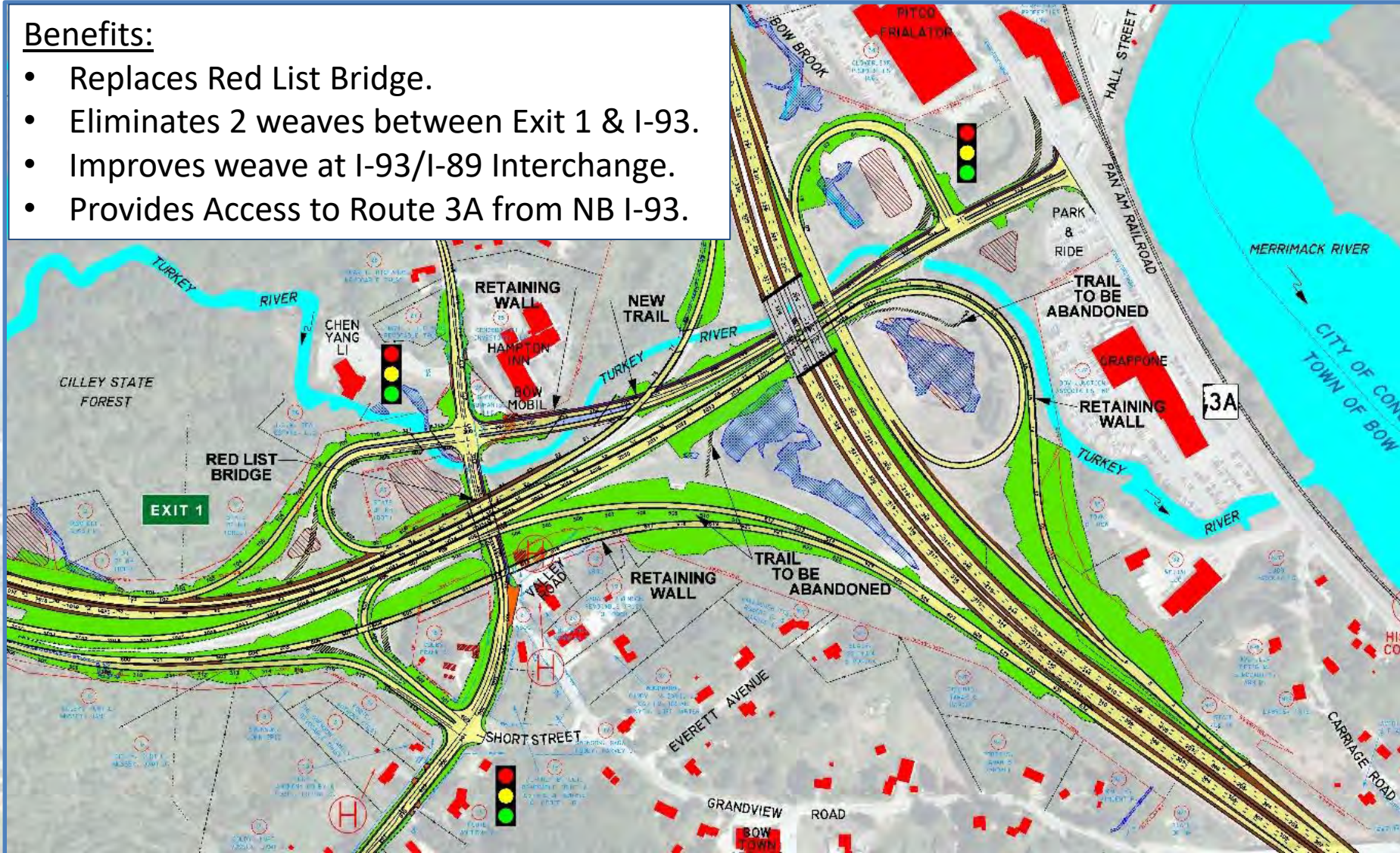


**PRELIMINARY PLANS
SUBJECT TO CHANGE
DATE: 11 / 14 / 2018**

I-89 / Exit 1 Area - Proposed

Benefits:

- Replaces Red List Bridge.
- Eliminates 2 weaves between Exit 1 & I-93.
- Improves weave at I-93/I-89 Interchange.
- Provides Access to Route 3A from NB I-93.

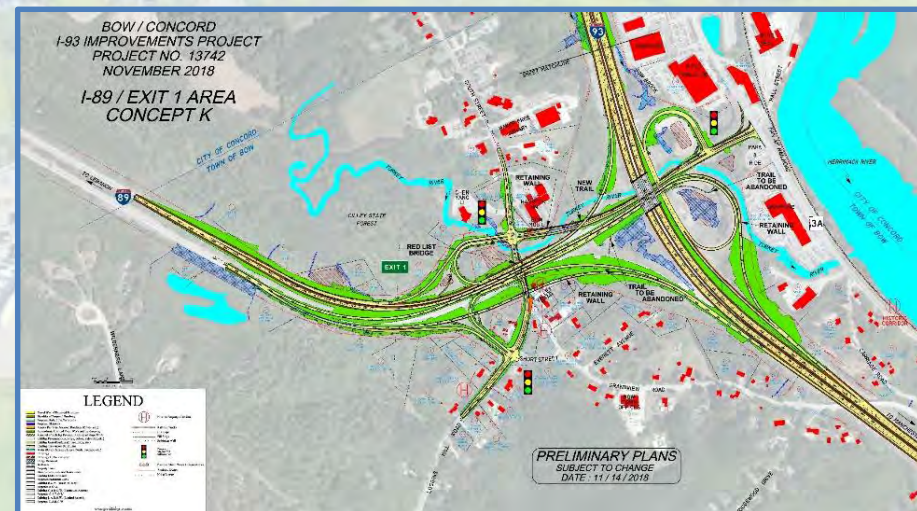


Bow Comments / Concerns

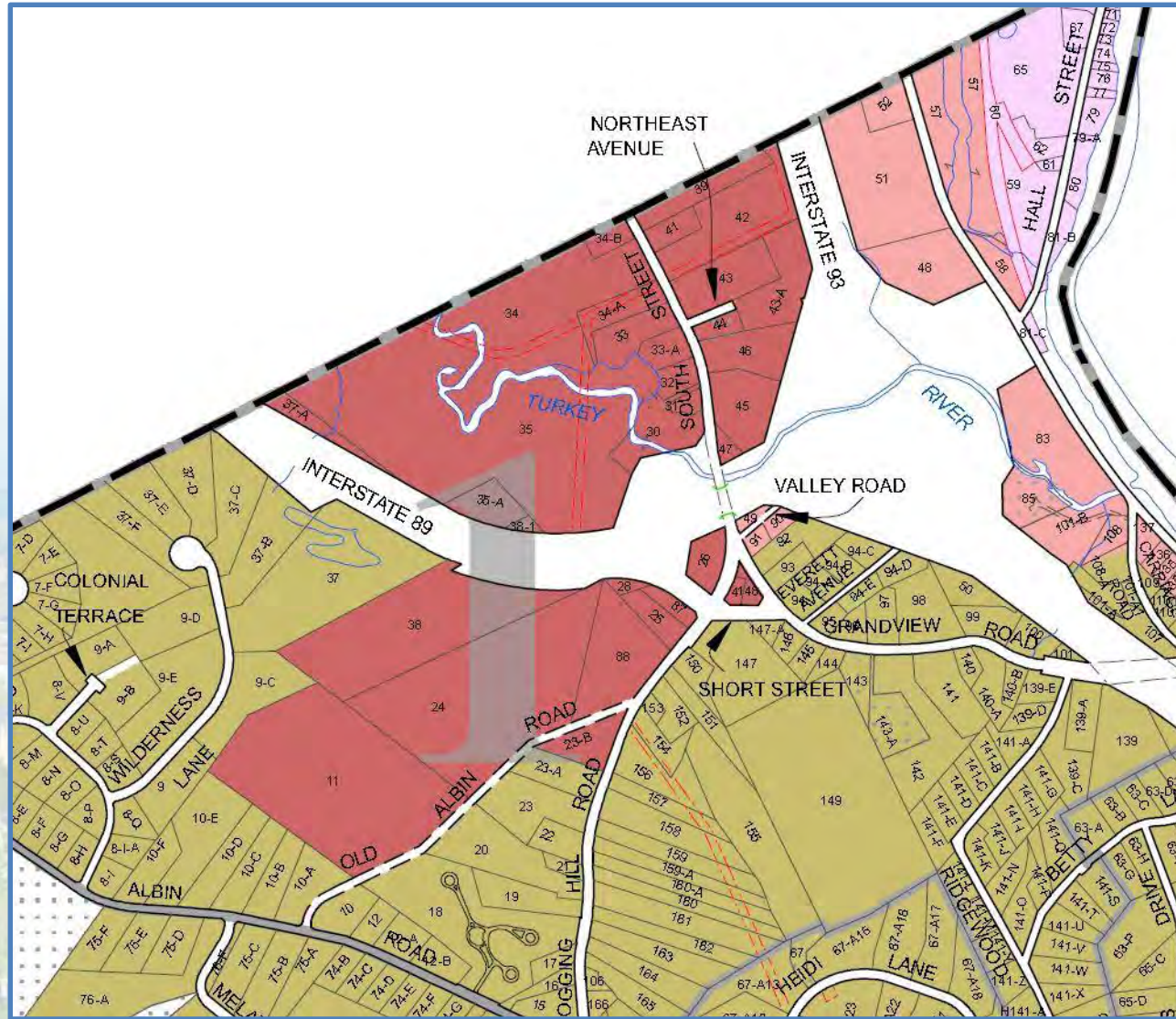
1. NHDOT Modeling has inaccurate assumptions
2. NHDOT Modeling failed to consider impact on Business corridor
3. The design ignores local impact
4. Lack of Sound Barriers
5. Photosimulations needed to evaluate impact

1a. NHDOT Modeling has inaccurate assumptions

- Central NH Traffic Model and the Project Microsimulation Traffic Model developed in 2014.
- In 2017, Town of Bow approved zoning changes near I-89 Exit 1.
- Re-zoning allows for mixed use including multi-family residential and commercial/retail.
- Traffic Analysis conducted to determine potential impact re-zoning would have on the Preferred Alternative.



1a. NHDOT Modeling has inaccurate assumptions

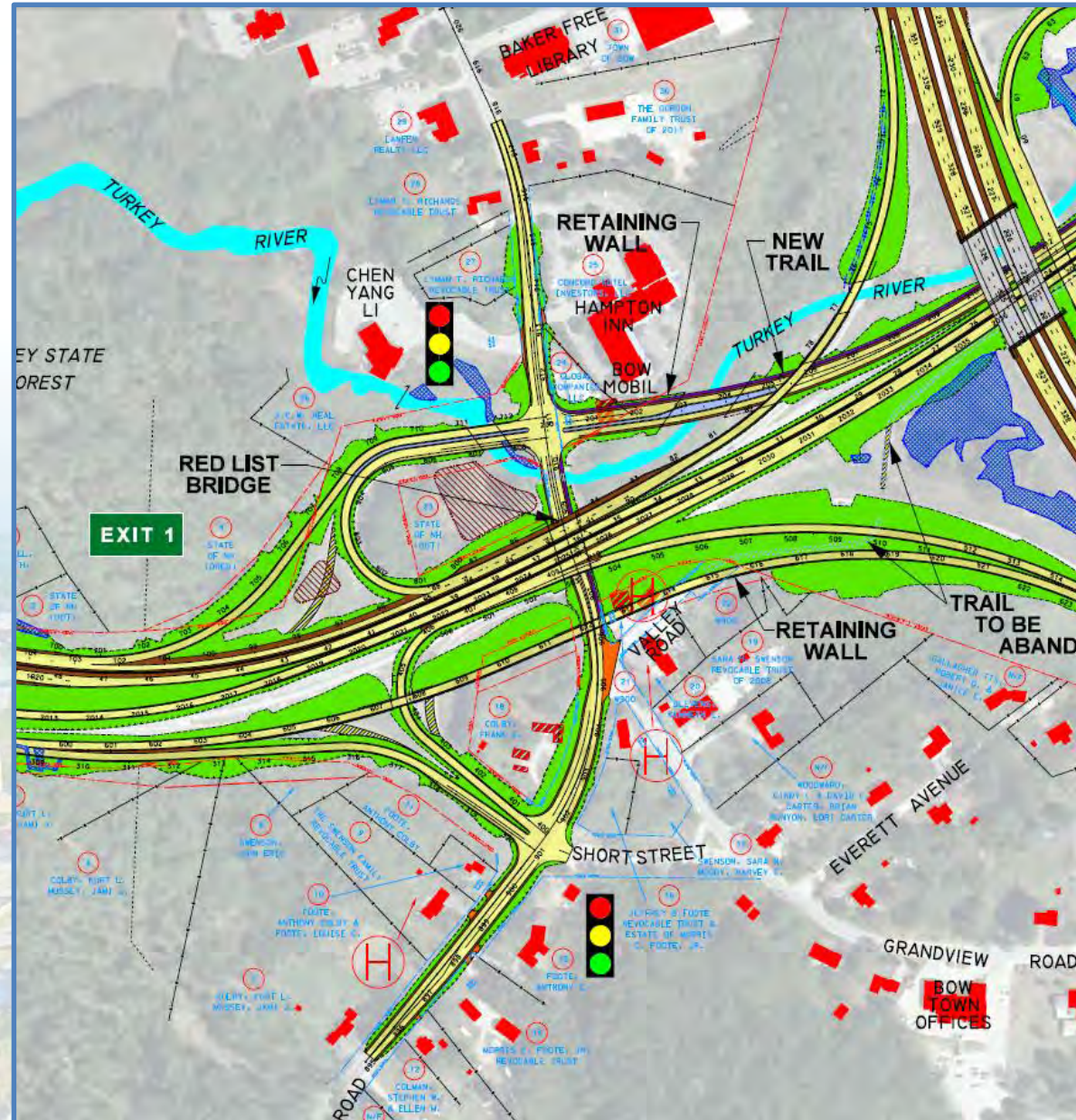


1a. NHDOT Modeling has inaccurate assumptions



1a. NHDOT Modeling has inaccurate assumptions

- Preferred Alternative is valid and achieves project goals.
- South St/Logging Hill Road would be re-evaluated during Final Design.
- All Bridges over South Street & Logging Hill Road would be constructed to accommodate future potential widening.



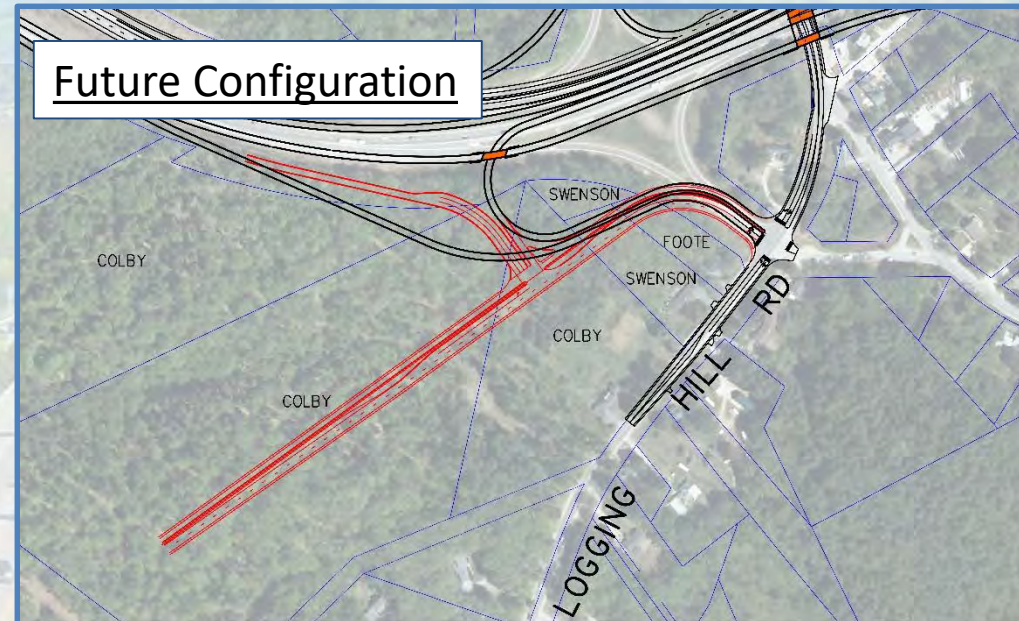
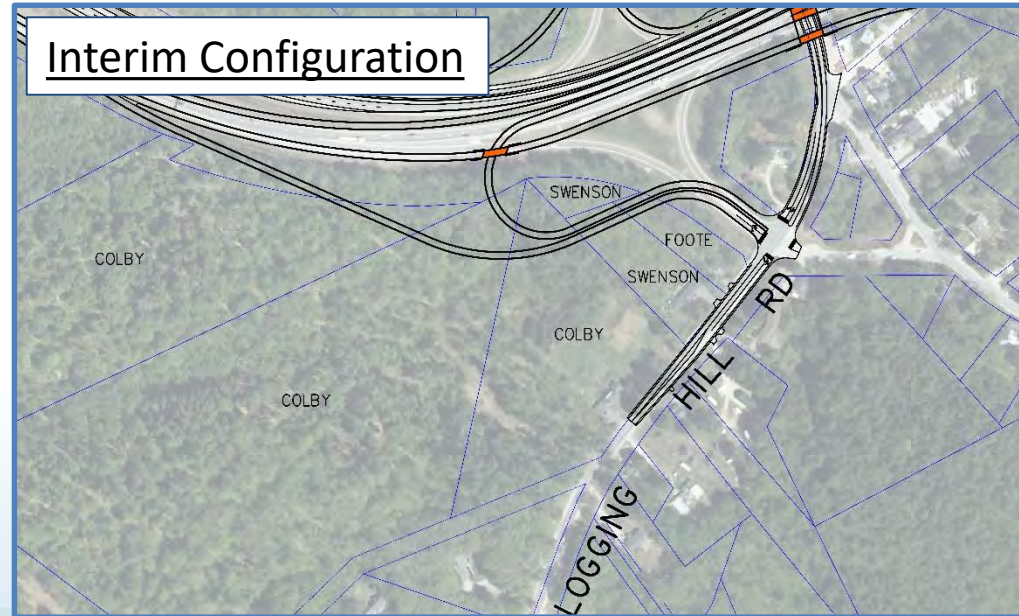
1b. NHDOT Modeling has inaccurate assumptions

- Concept K.
- Retains Exit 1 access to South Street and Logging Hill Road.

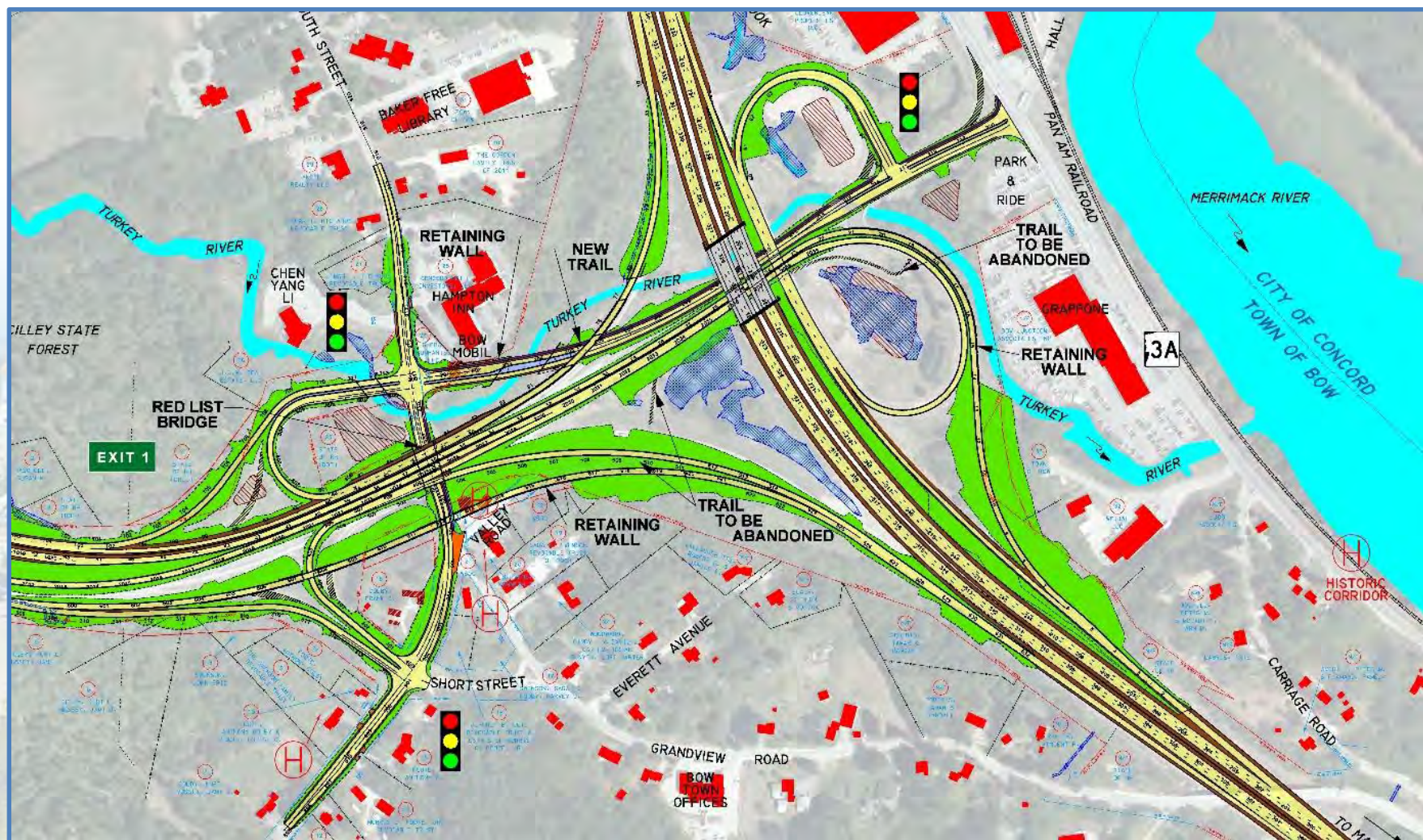


1b. NHDOT Modeling has inaccurate assumptions

- Concept K Modified.
- Retains Exit 1 access to South Street and Logging Hill Road.
- Accommodates future connection to undeveloped land adjacent to Logging Hill Road.
- Additional property impacts, including Historic Property.

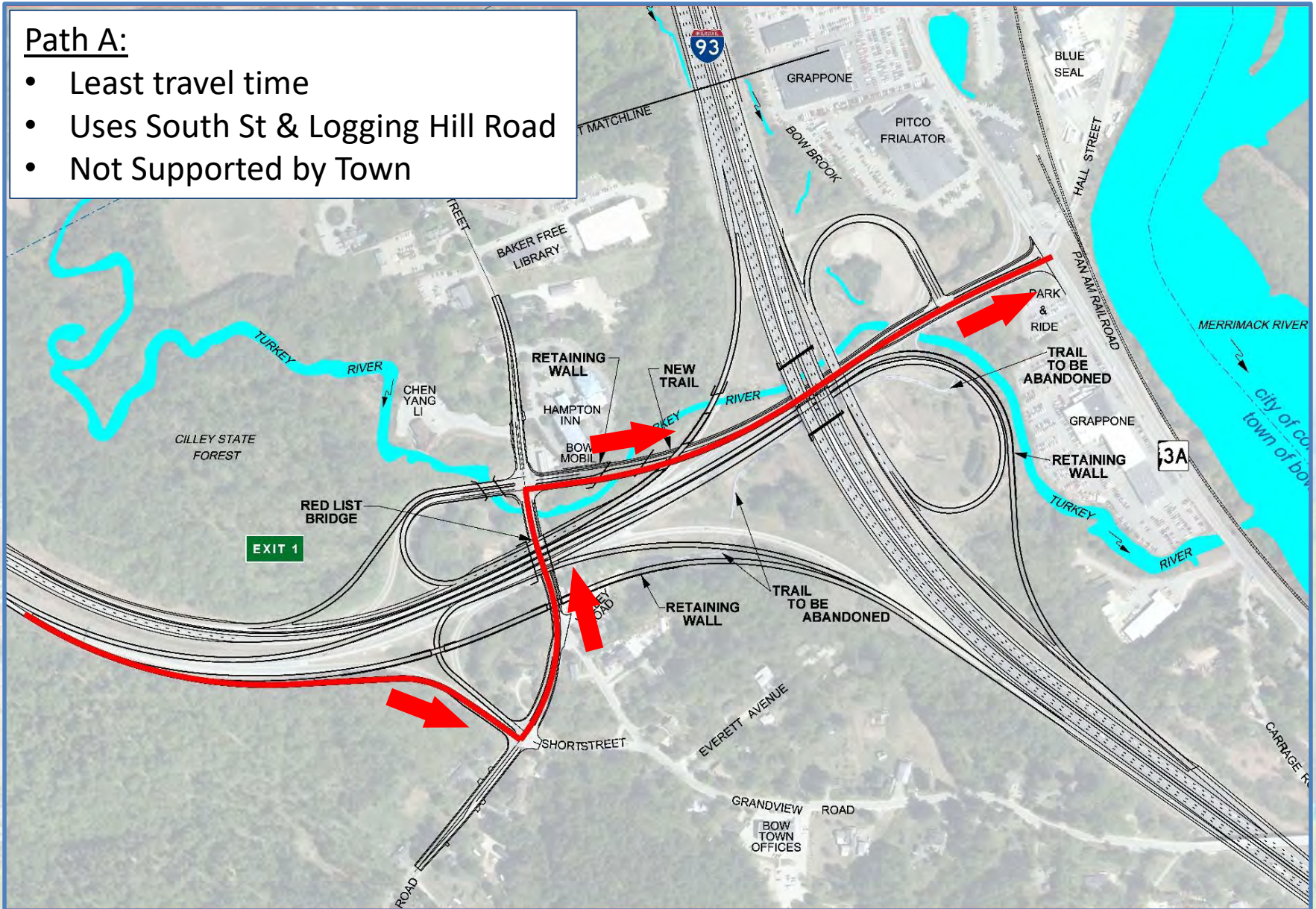


2. NHDOT Modeling failed to Consider Impact on Business Corridor



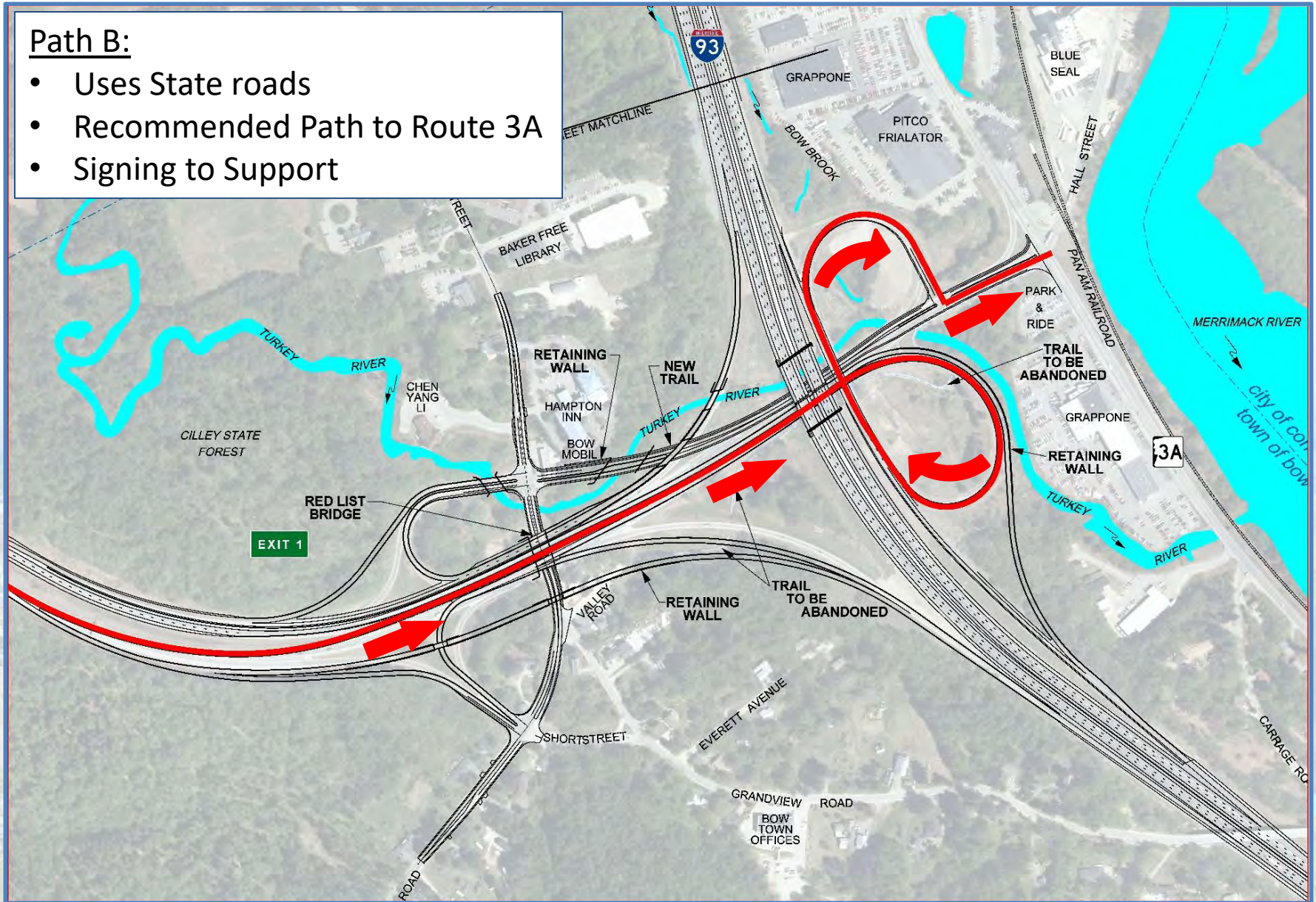
Path A:

- Least travel time
- Uses South St & Logging Hill Road
- Not Supported by Town



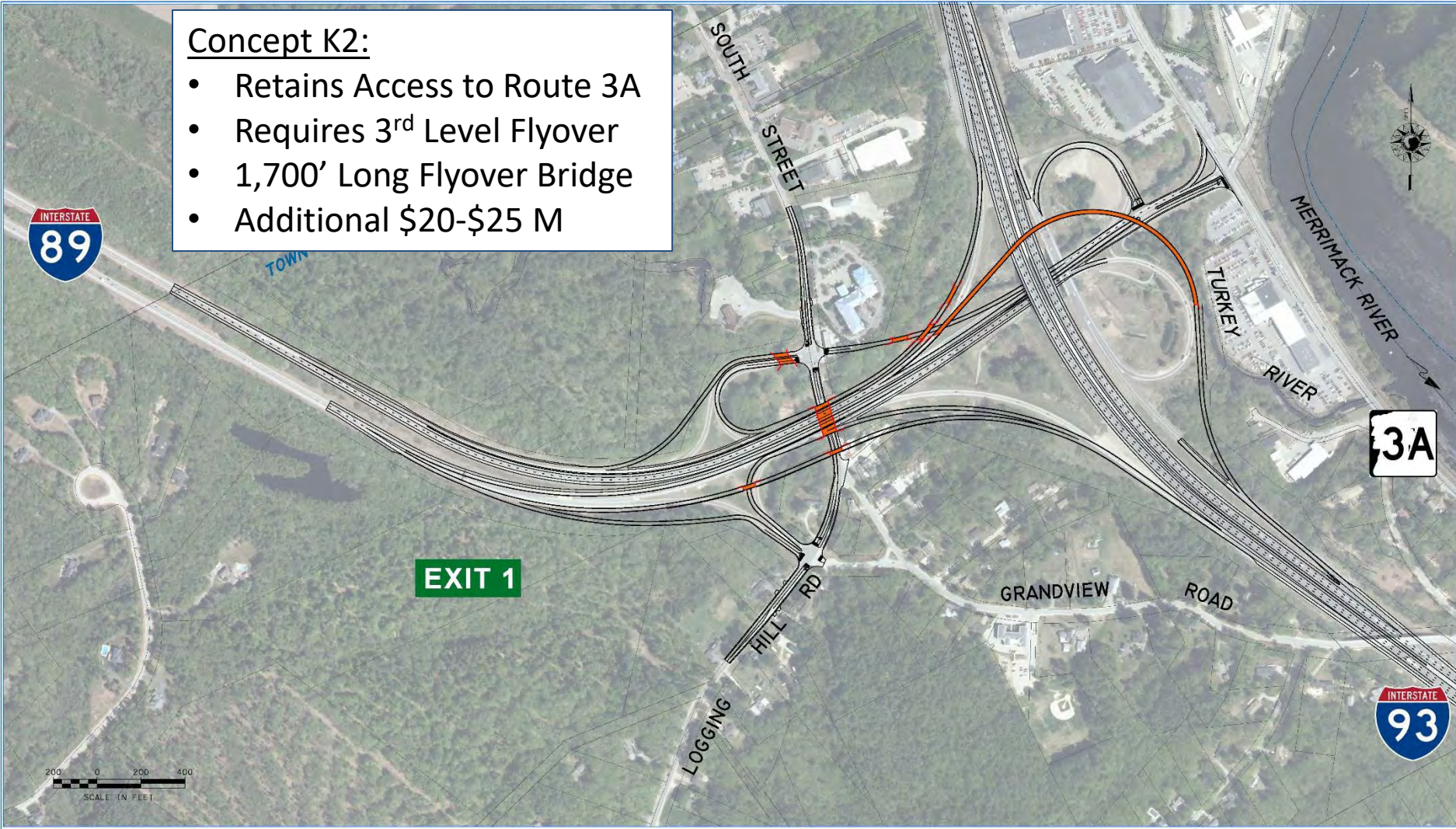
Path B:

- Uses State roads
- Recommended Path to Route 3A
- Signing to Support

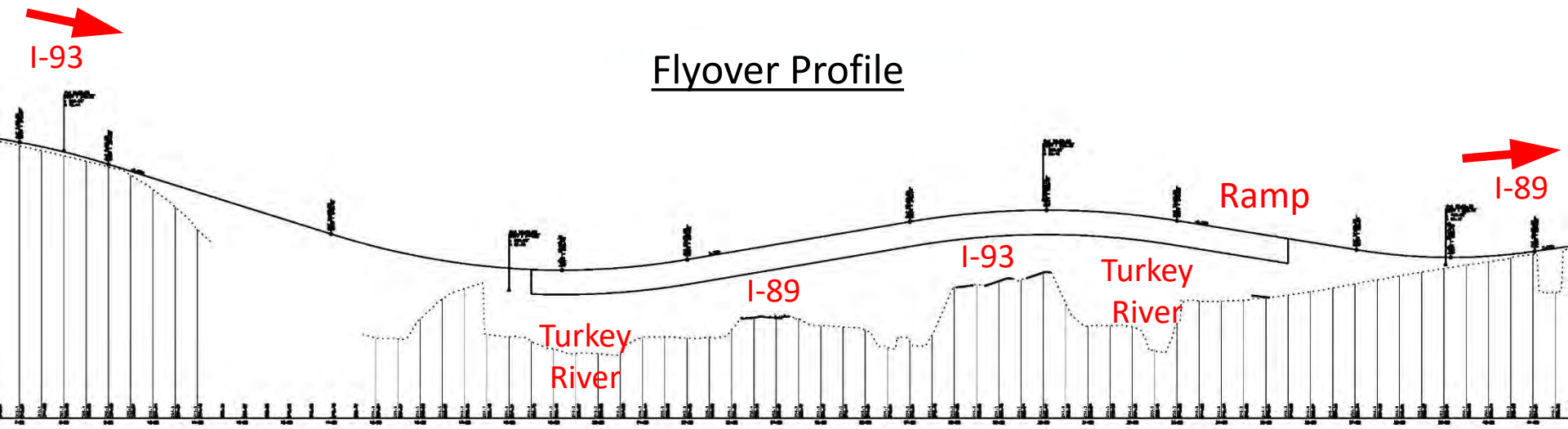


Concept K2:

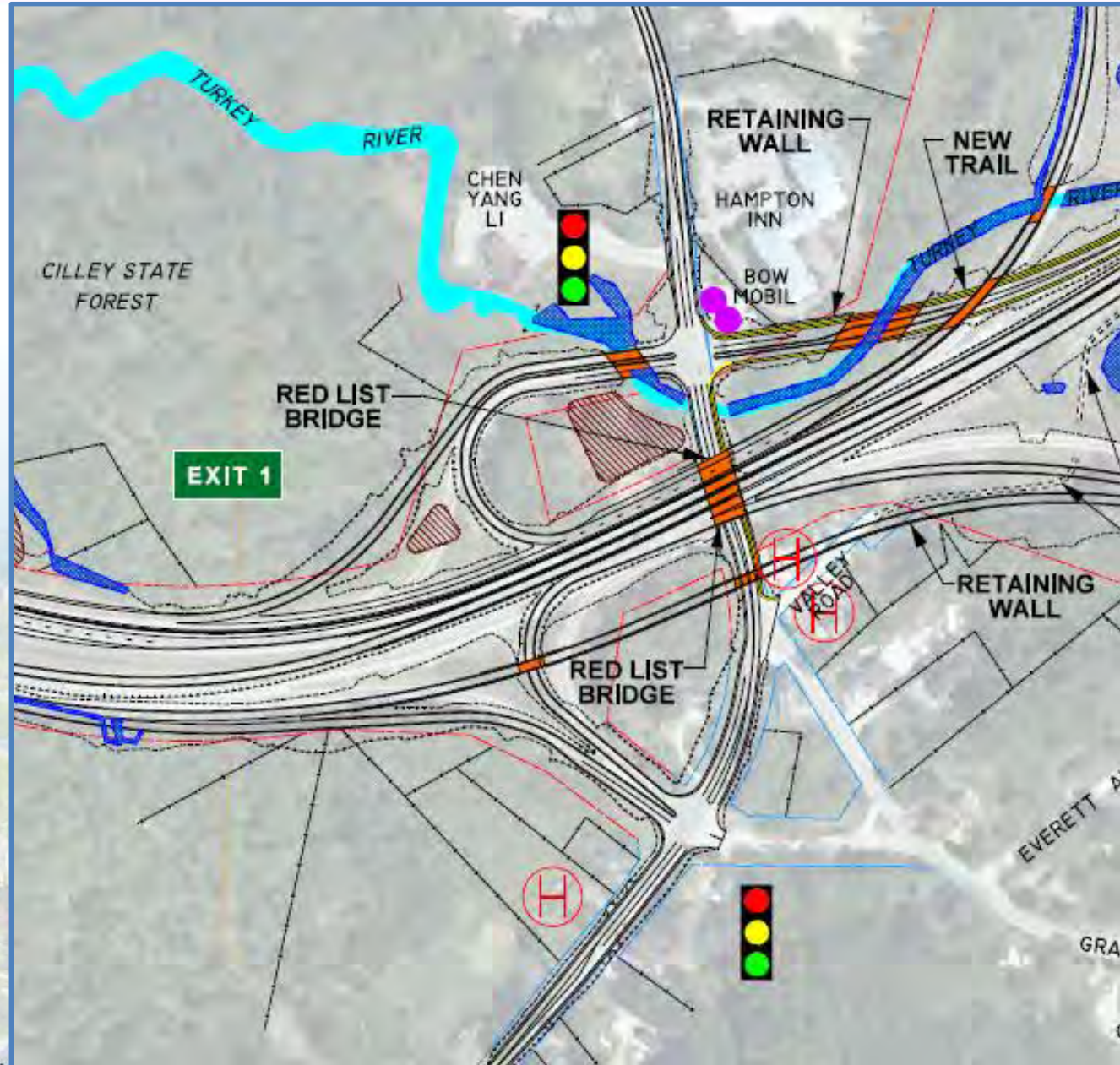
- Retains Access to Route 3A
- Requires 3rd Level Flyover
- 1,700' Long Flyover Bridge
- Additional \$20-\$25 M

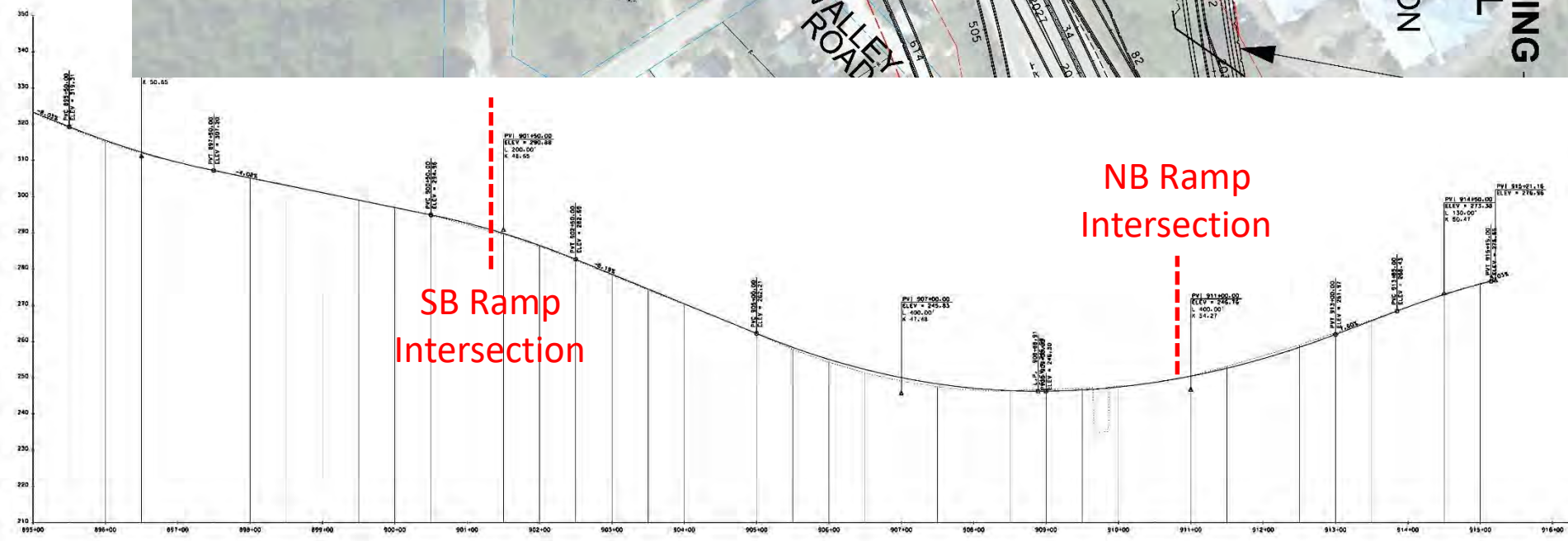
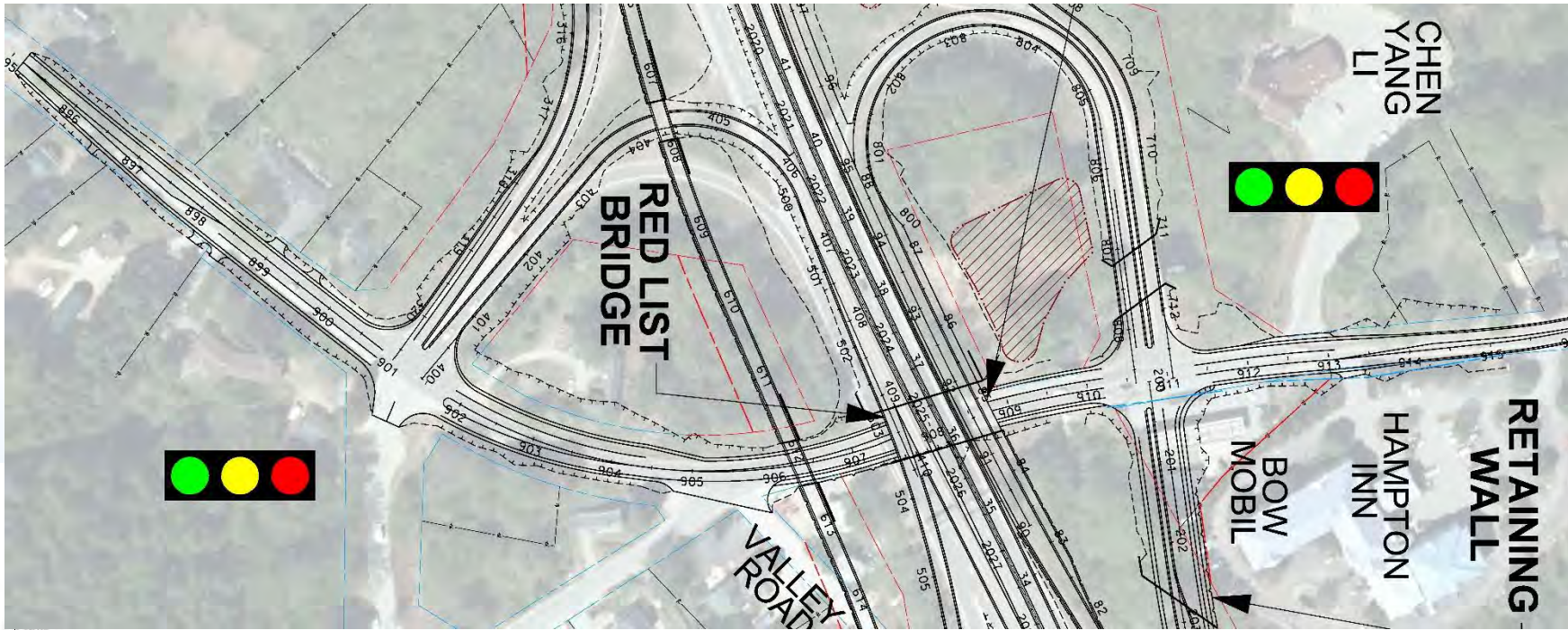


I-89 Area Concept K2

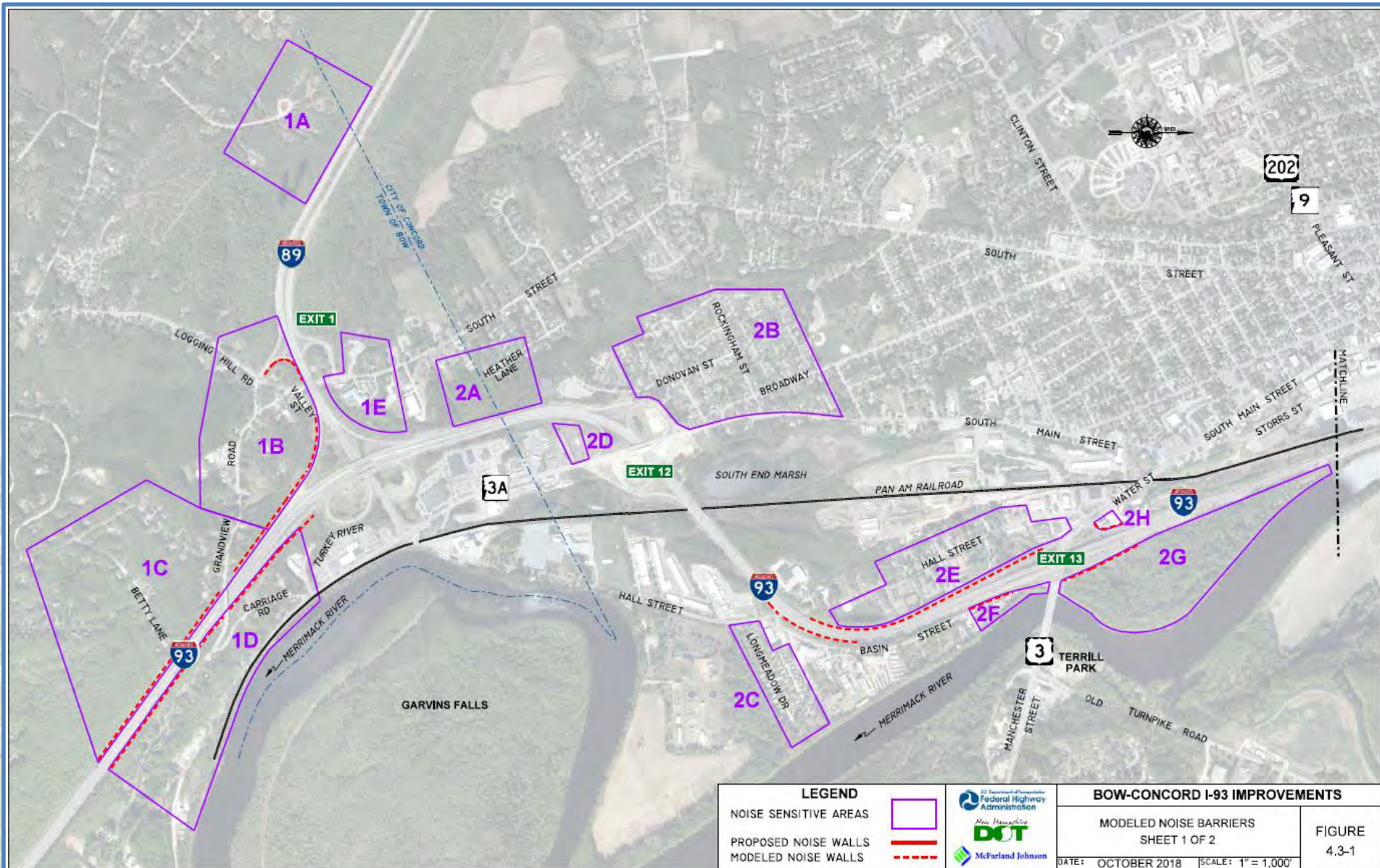


3. The Design Ignores Local Impact

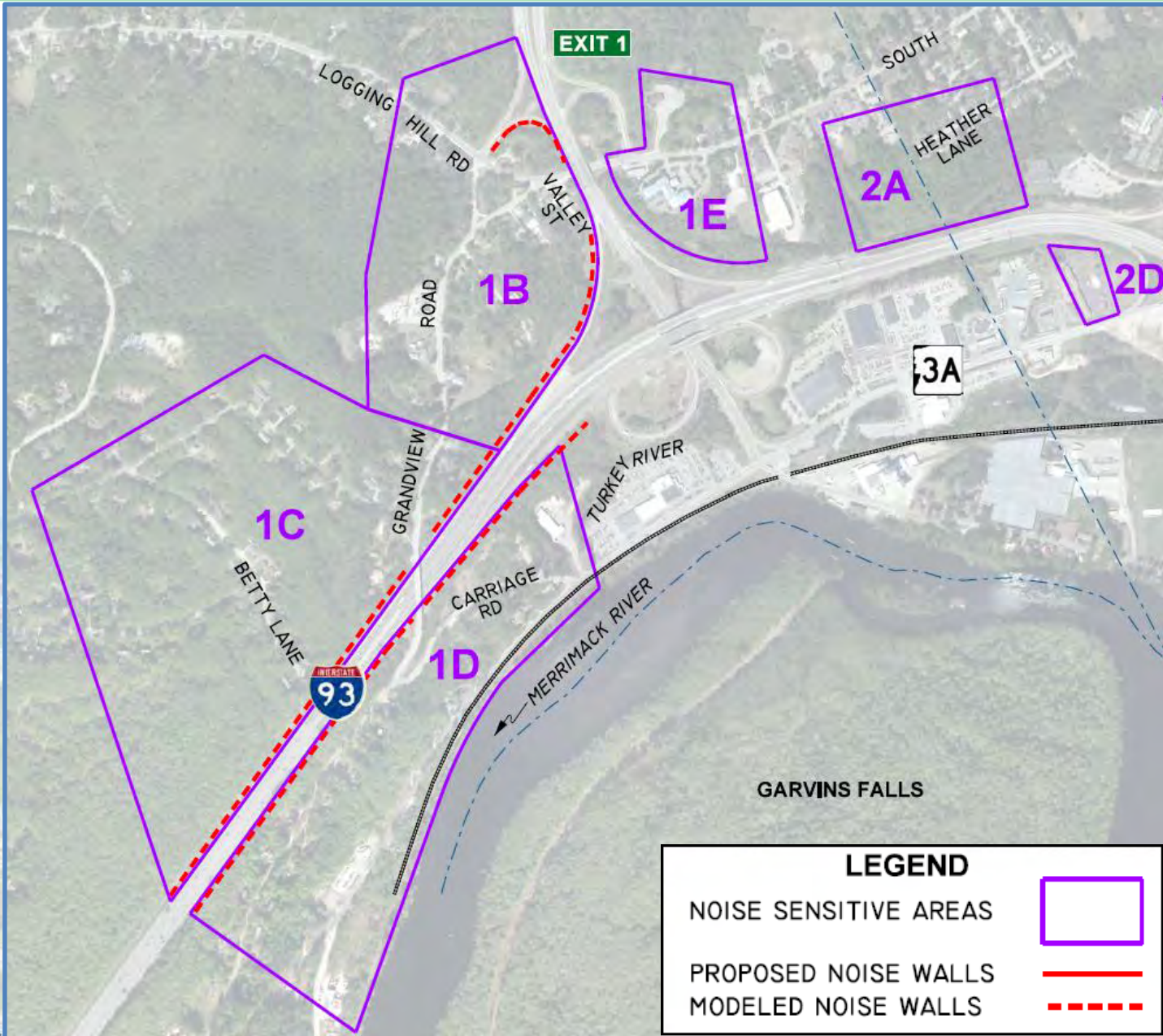




4. Lack of Sound Barriers



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EA Table 4.22

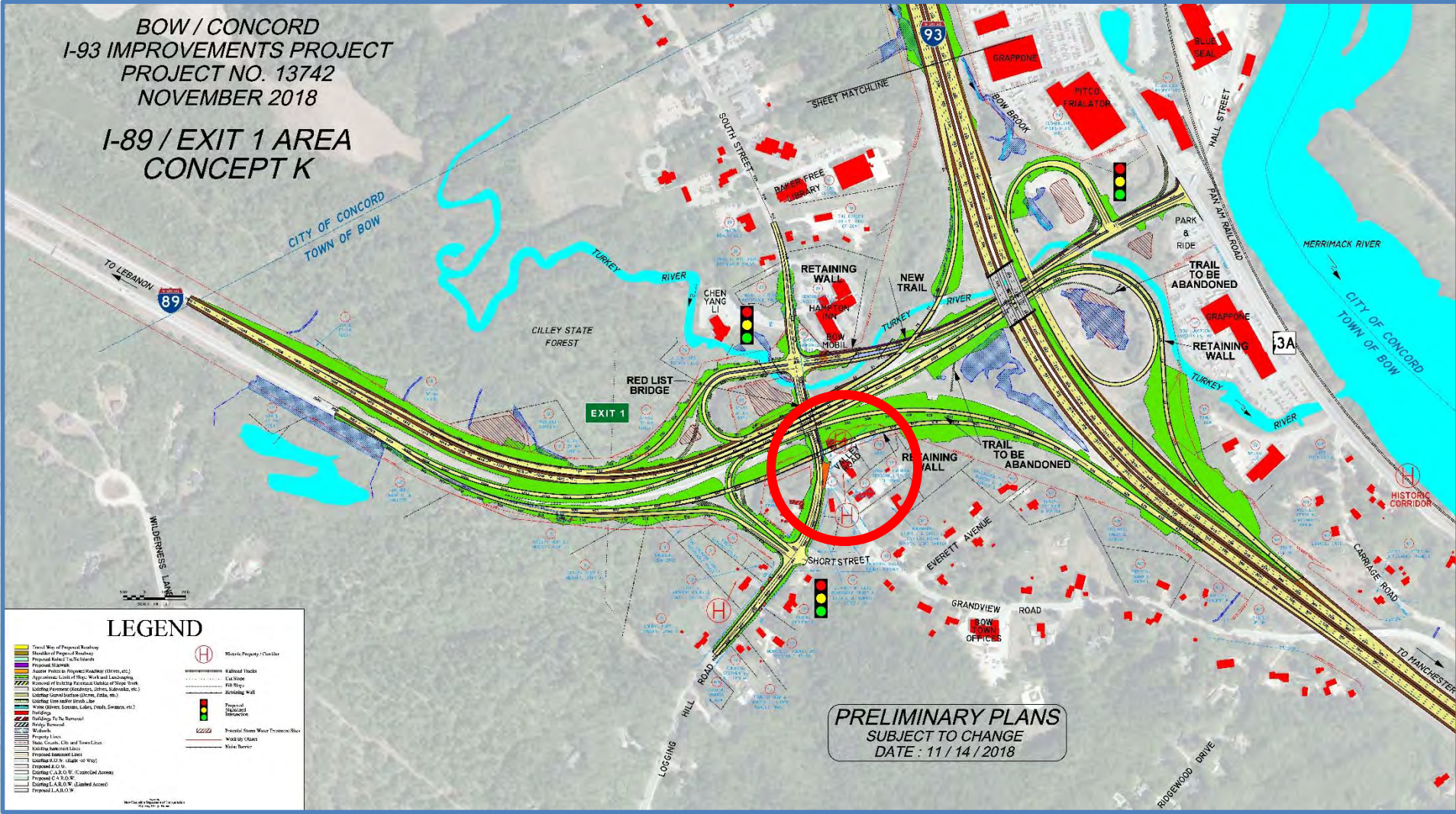
Noise Sensitive Area	Barrier Name	Barrier Height Ave. (FT)	Barrier Length (FT)	Barrier Area (SF)	No. Benefitted Receptors	Barrier Area Per Benefitted Receptor (SF)	Effective? (Reasonable)
1A				0			
1B	Grandview Road North	20	2,723	54,460	12	4,538	N
1B	Logging Hill Road	16	713	11,408	2	5,704	N
1C	Grandview Road South	20	4,972	99,440	12	8,287	N
1D	Carriage Road North	25	1,962	49,050	6	8,175	N
1D	Carriage Road South	25	4,758	118,950	7	16,993	N
1E	NA						

Note: To be considered effective, the barrier cannot exceed 1,500 SF per benefitted receptor.

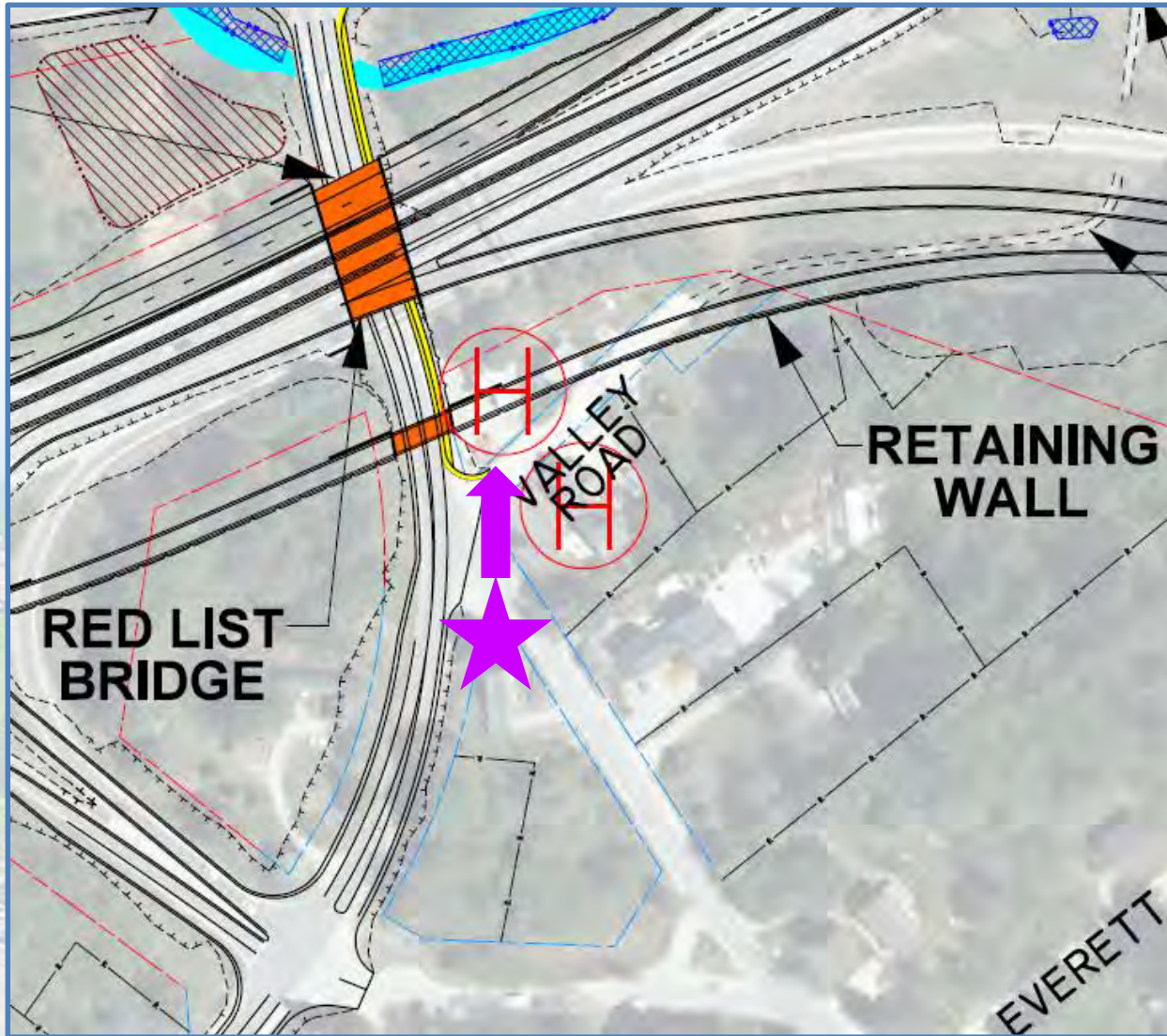
4. Photosimulations Needed to Evaluate Impact

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**I-89 / EXIT 1 AREA
CONCEPT K**



4. Photosimulations Needed to Evaluate Impact



Existing View from Grandview Road



Rendered View from Grandview Road



Examples of “aesthetic” treatments









Schedule

- Final Environmental Document – Summer 2019
- Final Design / Right of Way Acquisition – 2019 to 2023
- Construction – Begin 2024 with current funding
- Completion – 2033 or sooner



Questions

www.i93bowconcord.com

