

1-293 EXIT 6 & 7 (PART B)

Technical Advisory Committee (TAC)
July 11, 2017







IT'S DECISION TIME!

WE NEED TO SETTLE ON A PROPOSED ACTION

Follow-up from June 7th Public Informational Meeting





EXIT 7

Exit 7 — Relocated Interchange









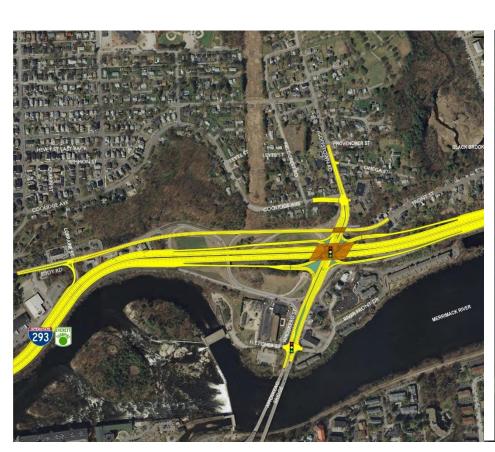


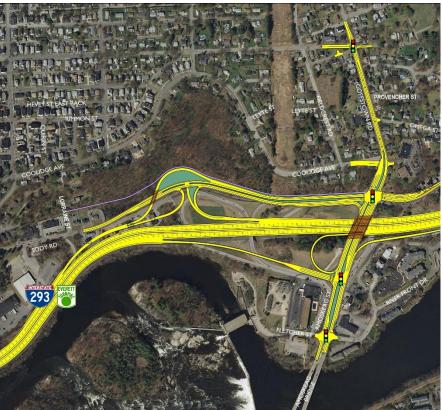
EXIT 6





EXIT 6 ALTERNATIVES





Modified SPUI

Offset Diamond





EXIT 6 COMMENTS AND PREFERENCES

"Offset Diamond is the best route – smooth off & on highway"

"Offset Diamond is the best – keeps access to Front St"

"Please build Offset Diamond – important for our family to use Amoskeag Bridge"

"Like Offset Diamond the best"

"Like Offset Diamond – seems to be best alternative"

"I prefer Offset Diamond"

"I prefer Offset Diamond – lack of connection between Goffstown Rd and Eddy Rd leaves people stranded"

"Need Offset Diamond - Modified SPUI is bad"

"Modified SPUI is preferred because only two traffic signals & seems to control traffic better"

"I'm convinced Modified SPUI and local (Front St) roadway makes sense"

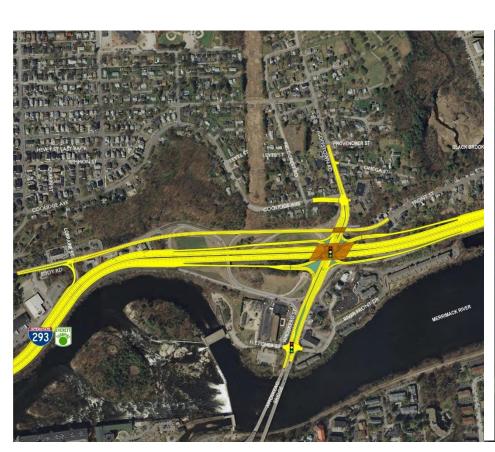
"Modified SPUI with bike/ped connection makes sense"

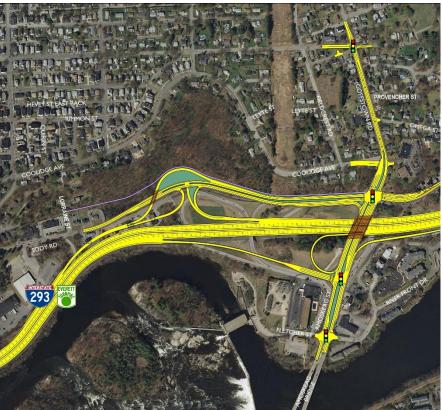
"Making Front St low volume road (Modified Diamond) is a great idea"





EXIT 6 ALTERNATIVES





Modified SPUI

Offset Diamond

Exit 6 - Modified SPUI with Local Bike/Ped Front St







Exit 7 — Relocated Interchange







Fire Department Response to Dunbarton Road







Exit 6 - Modified SPUI with Local Bike/Ped Front St







Exit 6 – Offset Diamond Interchange







Montgomery St Intersection Options







Median's impact to business

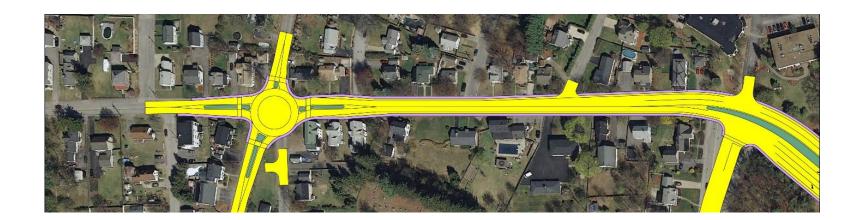


Montgomery St Intersection Options









Exit 6 – Offset Diamond Interchange











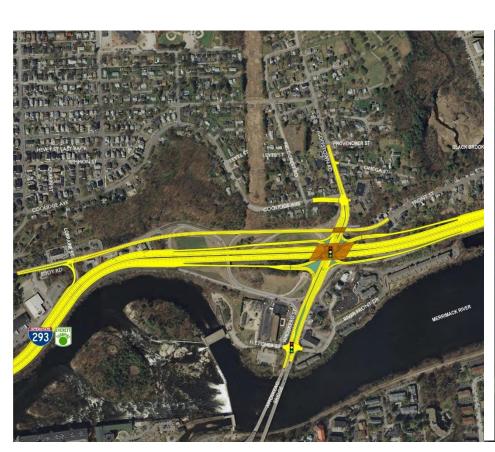
EXIT 6 ALTERNATIVES SUMMARY TABLE

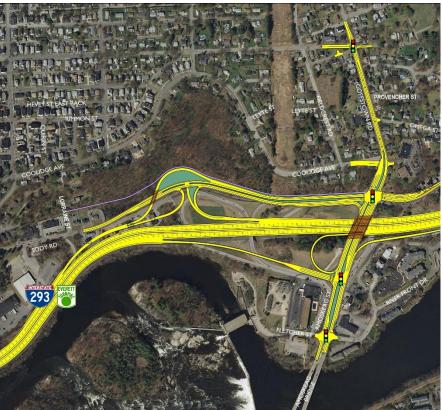
	Alternative 4A Modified SPUI Interchange		Alternative 5A Offset Diamond Interchange	
		200 - 200 -	1/2/	
Construction Cost		\$48 - \$53 M	V	\$38 – \$42 M
Construction Complexity		HIGH - The SPUI construction is more complex than the other Exit 6 alternatives. The SPUI design is the only alternative that uses a single NB on ramp. Given the proximity to I-293 and Riverfront Dr., the proposed NB on ramp will be constructed near the existing NB on ramp. Maintaining traffic will result in a longer construction timeframe. Another option would be to close the NB on ramp during construction and reroute traffic to Exit 5 or through Manchester to I-93.	√	AVERAGE - The Offset Diamond Interchange allows for a better, more constructible interchange. Most of the proposed roadway construction is offline and will not impact the existing roadway and the current traffic patterns. The phased construction can be accomplished with minimal disruption to traffic.
Future Maintenance		HIGH - The Goffstown Rd/Amoskeag St. over I-293 and Goffstown Rd. over Front St. bridges are large complex bridges that would likely involved substantial maintenance needs and costs.	✓	AVERAGE – The Goffstown Rd/Amoskeag St. over I-293 and the southbound on ramp fly-over Eddy Road bridges are smaller standard bridge types that should involve lower future maintenance needs and costs.
Right-of-Way Impacts	√	7 Parcels Impacted		10 Parcels Impacted
Historical Impacts	✓	3 Parcels Impacted in Potential Historic Districts		5 Parcels Impacted in Potential Historic Districts (additional parcels on Front Street)
Wetlands Impacts		3.4 Acres – Complete impact to the high-quality wetlands between Front Street and I-293.	√	3.3 Acres
River Impacts	No Difference between Alternatives			
Community Access Benefit		Provides Partial accessibility – loss of Amoskeag Bridge to Dunbarton Road connection	√	Provides Full accessibility
Traffic Operations	√	Acceptable LOS and Queuing at interchange intersections and ramps.		Acceptable LOS and Queuing at interchange intersections and ramps, but will result in restricting left turns at Coolidge Ave requiring the upgrade of Montgomery St. Also, additional traffic impact at Eddy Rd/McGregor St
Bike/Ped Connectivity	√	Provides Full Access with potential for enhanced local low volume route along Front Street.		Provides Full Access
Emergency Service Access		Increases response time	V	Maintains current access





EXIT 6 ALTERNATIVES





Modified SPUI

Offset Diamond





CURVE BETWEEN EXITS 5 & 6

I-293 Mainline - Additional lane in each Direction







I-293 Mainline – Resource Constraints

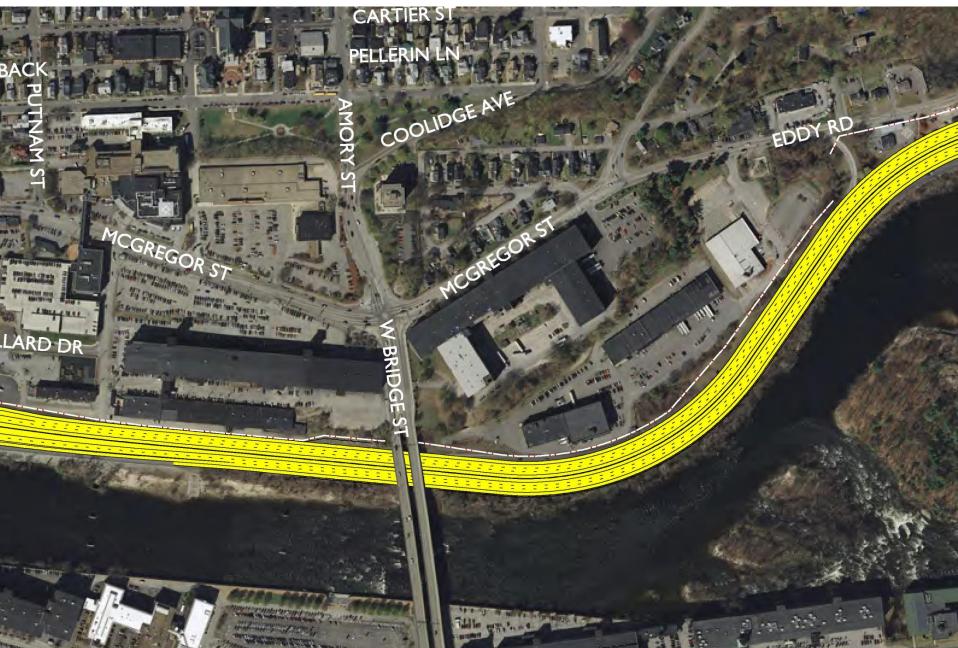




I-293 Mainline - Additional lane in each Direction









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