

Categorical Exclusion Document

RAISE Manchester: Connecting Communities

Federal # R21HC054, State #43826
Manchester, NH

Prepared For

City of Manchester Department of Public Works
475 Valley Street
Manchester, NH 03103

and

Federal Highway Administration
53 Pleasant Street, Suite 2200
Concord, NH 03301



**The City of
Manchester, NH**

Prepared By

Normandeau Associates, Inc.
25 Nashua Road
Bedford, NH 03110
www.normandeau.com

and

Fuss & O'Neill
50 Commercial St #2S
Manchester, NH 03101



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Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
ACM	Asbestos Containing Materials
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CLOMR	Conditional Letter of Map Revision
CMAQ	Congestions Mitigation & Air Quality
CO	Carbon Monoxide
CORD	Council on Resources and Economic Development
CZMA	Coastal Zone Management Act
4dBA	Decibels Adjusted
EJ	Environmental Justice
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
ISA	Initial Site Assessment
LCHIP	Land & Community Heritage Investment Program
LCIP	Land Conservation Investment Program
LOS	Level of Service
LWCF	Land & Water Conservation Fund
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHDES	New Hampshire Department of Environmental Services
NHFG	New Hampshire Fish and Game Department
NHNHB	New Hampshire Natural Heritage Bureau
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
PPM	Parts Per Million
ROW	Right-of-Way
SWPPP	Storm Water Pollution Prevention Plan
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service

Part I. Categorical Exclusion

1.1 Introduction

In November 2021, the City of Manchester, New Hampshire (the City) received a \$25 million RAISE 2021 Grant from the United States Department of Transportation (USDOT) for the estimated \$30 million dollar RAISE Manchester: Connection Communities Project (the Project), which includes roadway, bridge, bicycle, and pedestrian infrastructure improvements in the downtown part of Manchester, New Hampshire making up the project area (Figure 1). The City of Manchester is also committing \$5 million to the project's final design and construction.

1.2 Project Location

The Project Area is focused around the South Millyard district, which is located immediately south of the City's historic Downtown and Millyard areas.

Geographically, the area is bounded by the:

- Granite Street corridor on the north
- Queen City Avenue corridor on the south
- Elm Street (US Route 3) and Willow Street corridors on the east
- The east bank of the Merrimack River

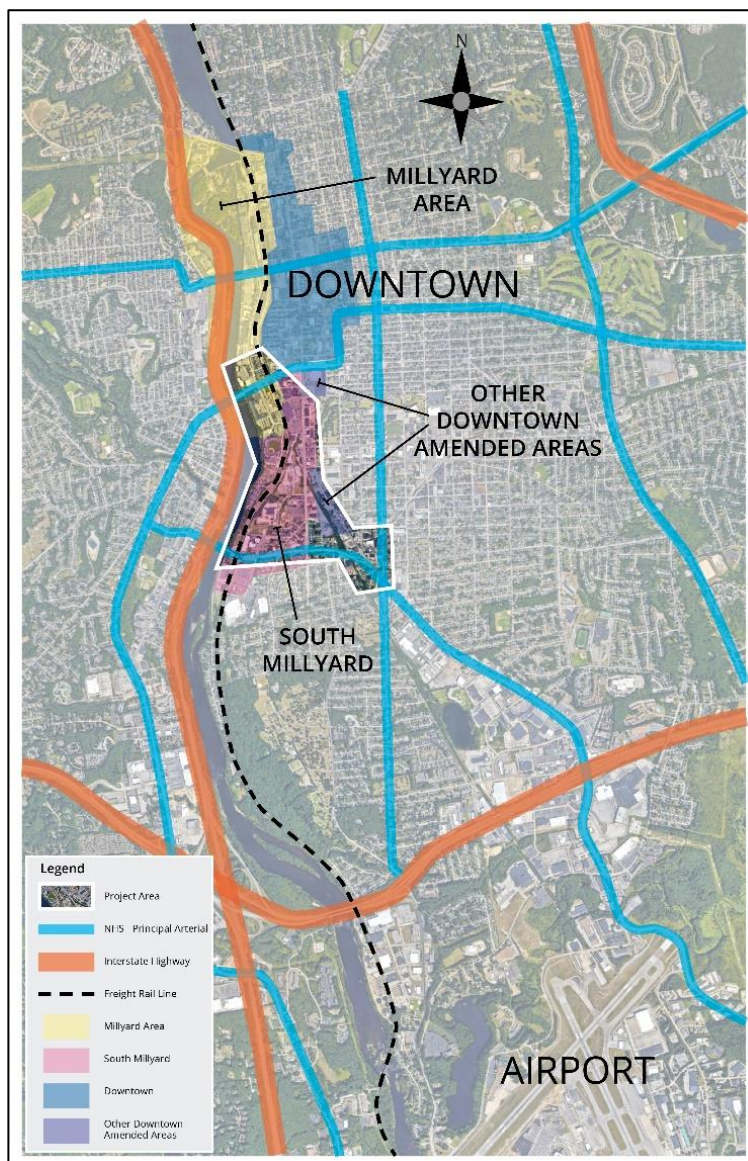


Figure 1. Project Location Map

The Project area includes portions of US Census tracts 14, 15, 19 and 2004, and is located within the boundary of the US Census-designated Urbanized Area 53740 (Manchester, NH), which has a population of less than 200,000 and is considered a rural zone for the purposes of the RAISE Grant application criteria. Based on 2014–2018 Census data and the RAISE Persistent Poverty Project Status Tool, this Project area meets the definition as an Area of Persistent Poverty.

The Project consists of four integrated elements, which are illustrated on Figure 2 and described below:



Figure 2. RAISE Manchester Project Elements

- A. South Commercial Street Extension: new roadway with bridge over the railroad tracks and grade-separated bicycle and pedestrian path
- B. South Willow Street-Queen City Avenue Intersection Reconfiguration: peanut roundabout with improved bicycle and pedestrian accommodations
- C. Gas Street Extension and Active Transportation Corridor: new roadway connecting South Commercial Street Extension to Willow Street, and utilization of abandoned railroad corridor for bicycle and pedestrian path
- D. Pedestrian Connection Improvements: pedestrian bridge over Granite Street

These interconnected Project elements create critical system connections that would support the revitalization plans for the 300-acre Project area, including adaptive redevelopment of existing buildings and new construction opportunities totaling over one million square feet of mixed-use development. This public-private opportunity is validation of the investments and substantial progress already achieved by the City, major employers, and local development partners in the revitalization of the Millyard and Downtown Manchester. The Project's integrated transportation infrastructure improvements would mitigate existing traffic congestion, support planned redevelopment, increase driver and pedestrian safety, improve critical rail crossing and freight mobility, and provide improved and accessible transportation options for everyone in the community.

1.3 Statement of Purpose and Need

1.3.1 Purpose

The purpose of RAISE Manchester: Connecting Communities is to improve safety, connectivity and mitigate congestion in the City of Manchester's Millyard Area.

1.3.2 Need

The need is for east–west modality options for vehicles, bicycles, and pedestrians to further revitalize the City of Manchester’s Millyard District. The integrated Project elements will address the following specific needs identified in the City of Manchester:

- A. The intersection of South Commercial, Commercial, and Granite Streets is one of the busiest junctions in Manchester, with an average daily traffic of 35,000 vehicles. It is the only current connection from the South Millyard area to the regional road network. This intersection is only 800 feet from the I-293 Exit 5 interchange, and gridlock conditions often develop on the ramps of I-293 during peak traffic hours, major events and when a train is at the grade crossing on Granite Street. Historical east-west connections between South Commercial Street and Elm Street have been eliminated over time, and the existing rail line currently forms a barrier to east-west movement. The South Commercial Extension is needed to reconnect the city across the barrier of the railroad and relieve congestion.
- B. The wide lane widths and confusing layout of the South Willow Street/Elm Street intersection has led to unsafe conditions and fatal crashes. Existing roadway conditions are unfriendly for bicyclists and pedestrians due to the lack of crosswalks and sidewalk

connectivity, which is also hindered by the presence of many traffic lanes with high design speeds. StreetLight data, which uses smartphones as sensors and proprietary RouteScience® to interpret and illuminate how vehicles and people interact on our streets, currently shows that trucks exiting I-293 at Exit 4 and traveling through this intersection during peak periods experience double the travel time than during non-peak times. The proposed roundabout system would reduce speeds and truck delays and enhance freight mobility. Integrated bike lanes and sidewalks would address the need for improved safety for non-motorists.

- C. South Millyard is slated to become the location for regional multimodal rail and city shuttle facilities and a surrounding high-density Transit Oriented Development (TOD) District. There are currently no dedicated north-south facilities for pedestrians and non-motorized users through the Central Business District to the historic Manchester Millyard and downtown. The new corridor is needed to fill one of the most significant gaps in the established system of local and regional bike paths and routes and would also help fill the gap in the statewide network including the Granite State Rail Trail (GSRT).
- D. Currently, the pedestrian crosswalks that run north-south along Commercial Street are the most direct path from the Millyard to the South Millyard areas and attractions, including the 7,500-seat Northeast Delta Dental Stadium, SNHU facilities, hotels, residential developments, and other businesses. There are multiple lengthy at-grade pedestrian crossings of Granite Street (more than 100 feet), which cross up to seven lanes of dense urban traffic. The required pedestrian crossing time allotment within the traffic signal phasing contributes to reduced capacity of the intersection for vehicles and frequent, dangerous queuing of traffic onto the Interstate system. During peak hours, drivers and pedestrians pour out of the busy Millyard district onto local intersections of the street network, resulting in activation of the long exclusive signal phase every cycle. The pedestrian bridge is needed to alleviate congestion and queuing on the interstate and provide a safe pedestrian crossing.

1.4 Proposed Action

The proposed action is new roadway, bridges, bicycle, and pedestrian infrastructure, comprised of four elements that work in concert to meet the Project purpose.

Photographs of the existing conditions of the proposed Project element locations are included in Appendix A. General Plans of the proposed action are included in Appendix B.

1.4.1 Project Element A: South Commercial Street Extension

This is a new roadway that extends South Commercial Street past the Northeast Delta Dental Stadium with a bridge structure over the active rail bed and connects to Gas Street with roadway widening at the Elm Street intersection. The South Commercial Street Extension would include an 8 to 12 foot wide grade-separated bicycle and pedestrian path, providing complete street connections,

Americans with Disability Act (ADA) compliant design, and mobility improvements for all users. The corridor makes use of existing roads, vacant lots, a lightly active railroad corridor, and City right-of-way.



1.4.2 Project Element B: South Willow Street-Queen City Avenue Intersection Improvements

This element reconfigures the existing signalized intersection into a peanut shaped roundabout, which reduces speed and reduces overall intersection delay. With new sidewalks and improved bike lanes, this Project element would improve functionality and clarity of the intersection for all users. An integrated connection to the Multimodal Corridor is included, which connects with the South Millyard area, Downtown, and Millyard.



1.4.3 Project Element C: Gas Street Extension and Active Transportation Corridor

A new roadway would extend Gas Street to the eastern side of Elm Street through the existing parking lot for Sunbeam Mall. A bridge structure over the abandoned rail corridor to the east of this parking lot would connect the new extension to Willow Street through the existing parking lot of the Factory at Willow. The retired MLRR railbed would be converted to an Active Transportation Corridor configured for a separated paved path for cyclists and pedestrians, and cutting-edge, nature-based stormwater infrastructure.



1.4.4 Project Element D: Pedestrian Connection Improvements

This Project element is a pedestrian bridge structure over Granite Street from the northeast corner to the southeast corner of the intersection. It includes changing the exclusive pedestrian signal phase to a concurrent street-grade east-west crossing and replacing the north-south street-grade pedestrian crossing with a safer, grade-separated pedestrian crossing.



1.5 Alternatives to the Proposed Action for Elements A and C

The first Project alternatives were developed and explored during multiple planning studies/efforts in 2019 and 2020. These planning studies included several public design charettes resulting in project objectives and conceptual renderings that were the basis for the first Build Grant applications¹. Renderings of these designs are included in Appendix C. During the 2020 BUILD Grant work it was determined that the abandoned Manchester-Lawrence rail corridor was purchased by NHDOT with Transportation Enhancement (TE) funds which provides restrictions on the corridor from being used or crossed by motorized vehicles. Therefore, the connection from the South Millyard to Queen City Avenue was revised to connect to Willow

¹ Renderings for the preliminary project alternatives are available on the Raise Manchester website.
<https://www.raisemanchester.org/about/project-history/>

Street. The planning studies/efforts completed for the Grant applications include the following alternatives:

1.5.1 Alternative A (2019-2020)

The roadway connection from existing South Commercial Street to Elm Street was a new roadway that formed a T-intersection with existing South Commercial Street across from the Hilton Parking lot. The proposed roadway was an at-grade crossing of the railroad at 90 degrees and connected to Elm Street at the signalized intersection for the Market Basket driveway. Another roadway that connected to Queen City Avenue, was by way of forming a T-intersection either west or east of the existing Firestone business which included widening the Elm Street underpass and using the abandoned railroad corridor for both a roadway and a multi use trail. As explained earlier the railroad corridor has restrictions that prohibited this alternative. Also, the formation of the T-intersection with South Commercial Street near the existing railroad tracks was undesirable.

1.5.2 Alternative B (at grade crossing)

Alternative B (at grade crossing) was an extension of the existing South Commercial Street extending the roadway across the railroad tracks by making an ‘S’ curve near the north end of the Hilton Parking lot. Like Alternative A, this alignment still connects to Elm Street by crossing the railroad tracks at the same elevation and connecting to Elm Street through the Market Basket parking lot. This alignment change eliminated the T-intersection at the railroad track, making a T-intersection out of the proposed South Commercial Extension with the existing South Commercial which is currently a dead end at the back parking lot and driveway for the Northeast Delta Dental Stadium and Riverwalk Way, which is the driveway for the Riverwalk Apartments and Riverwalk Condos. After crossing the railroad tracks, the roadway would have to immediately rise at a 9.75% grade to minimize disturbance to the loading dock and truck circulation movements for Market Basket. Due to the amount of disturbance to the truck circulation movements and the alignment required to avoid major impacts to the surrounding properties, this alternative has been determined to be an undesirable option. This option was explored between the 2020 and 2021 grant applications.

1.5.3 Alternative B (above grade crossing)

Alternative B (above grade crossing) connects South Commercial Street to Elm Street by crossing above the railroad tracks and connecting into the Market Basket parking lot. Access to the loading dock area and through traffic to the southern parking area would be cut off with this alternative and it is unlikely that the required bridge vertical clearance could be met. Due to the number of disturbances and access restrictions this alternative would cause Market Basket, this option has been determined to be undesirable. This option was explored between the 2020 and 2021 grant applications.

1.5.4 Alternative C

Alternative C was an alignment that connected to South Commercial Street Extension described above and connected to Willow Street with a roadway and 5-foot sidewalk. This option would still require the widening of the Elm Street underpass since this area is the old Boston & Maine

Railroad corridor and is owned by the City of Manchester and does not have the restriction on it that the Manchester Lawerance ROW has. The Manchester Lawerance ROW begins at the eastern edge of the Factory on Willow property line, so the roadway would turn after exiting the Elm Street Underpass and go up through the Factory on Willow's parking lot to connect to Willow Street. The active trail corridor would connect to this roadway and would extend down the Manchester Lawerance Rail corridor to Queen City Avenue. This alternative was shown in the 2020 Build Grant Application.

1.5.5 Alternative D

Alternative D replaced Alternative C, to connect to Willow Street without going under the Elm Street underpass. This opened the opportunity for looking at alternatives for South Commercial Extension with an above grade crossing of the railroad with a connection to Elm Street at the existing Gas Street signalized intersection. By using the funds that would have been spent on replacing the existing Elm Street underpass structure, this provided the possibility of a new bridge structure over the active railroad, which is explained in Alternatives E and F. Alternative D is a roadway section that would provide a roadway through the Sunbeam Mall parking lot, and connect to Willow Street with a small structure spanning over the abandon railroad for access to a multiuse trail that would extend to Queen City Ave. This Alternative is the Gas Street Extension shown in the 2021 RAISE Grant.

1.5.6 Alternative E

Alternative E connects South Commercial Street to Elm Street by crossing above the railroad tracks and connecting into Elm Street at the existing Gas Street and Elm Street intersection. This option extends South Commercial Street parallel with the railroad tracks, rising at a 10% grade to create enough elevation over the railroad tracks and then declines at a 10% grade to connect to Riverwalk Way. There is an intersection at the high point of the South Commercial Extension where a proposed road tees into and crosses over the railroad tracks then declines back down to tie into the Gas Street and Elm Street intersection. This alternative would restrict access to parking beneath the Riverwalk apartment buildings and eliminate the ability of the Riverwalk Way townhomes to be a gated community. The access restrictions and the amount of bridge and retaining wall work this option would create make it an undesirable alternative.

1.5.7 Alternative F (Option 2)

Alternative F (Option 2) connects South Commercial Street to Elm Street by crossing above the railroad tracks and connecting into Elm Street at the existing Gas Street and Elm Street intersection. This alternative would require a large span of bridge to cross over the railroad tracks because of the small deflection angle between the roadway and the railroad tracks. The roadway uses moderate changes in grade to get to and from the elevation required to cross over the railroad tracks, cutting off access to the loading docks on the south side of the Northeast Delta Dental Stadium. Due to the access restriction and the length of bridge required, this was determined to be an undesirable option.

1.5.8 The Proposed Action

The Proposed Action is an adjustment to the Alternative F alignment, to achieve a grade match at the Northeast Delta Dental Stadium and provide enough distance to achieve vertical clearance over the active railbed along with additional structure length to accommodate CSX design criteria, which required spanning the full Right-of-Way, allowing only piers within the Right-of-Way holding 100-foot clearance to provide space for future rail lines. While ROW impacts and costs were a concern for all alternatives, maintaining access for Riverwalk residents and Market Basket patrons were critical factors in the selection process.

Conceptual plans for the Proposed Action were presented at a Public Meeting in December 2022. Further design options for each element were then evaluated as preliminary plans were finalized. The road, sidewalk, trail and bridge geometry and construction options evaluated for each Project element are summarized in Appendix C.

Plans have progressed further through the Preliminary Design Phase, and updated project costs have been estimated above the \$30 million dollar estimate in the RAISE Grant application. All current construction projects throughout New Hampshire have experienced a significant cost increase, and the RAISE Manchester Project is no different. A cost evaluation has determined four main contributing factors for the increase:

- The extreme increase in inflation which began in August 2021, and an increase in the Construction Cost Index beyond inflation, due to supply chain issues and other factors (25-30% increase in overall costs).
- The impact of CSX design changes which expanded the length of the South Commercial Extension bridge by over 460 feet (25-30% increase in overall costs).
- Based on public input, pedestrian and multiuse areas throughout the project were increased in width and length (20-25% increase in overall costs).
- Differing site conditions found through geotechnical evaluation caused changes in foundation support systems and construction material types for structural elements (15-20% increase in overall costs).

It should be noted that the cost range noted above is very conservative to address the continued volatility of pricing, current stage of design, and the factors noted above. The project team will continue to evaluate mitigating any cost increases on the project during final design; and the City is committed to the implementation of the project.

1.6 Evaluation of Environmental Effects

The effects of the proposed action relative to the following social, economic, natural, and cultural resources and issues have been reviewed. Resources and issues that are not discussed in the body of the report were investigated; however, no impacts were evident. As such, these resources and issues are omitted from discussion in this environmental document. The resources and issues deemed applicable for this Project are indicated in bold type in Table 1.

Table 1. Resource Issues Relevant to the RAISE Manchester: Connecting Communities Project

Social/ Economic		Natural	Cultural
Safety	Farmlands	Water Quality	Historical
Transportation Patterns	Community Services	Wetlands	Archaeological
Air Quality	Energy Needs	Surface Waters	Stonewalls
Noise	Utilities	Groundwater	Aesthetics
Displacements	Environmental Justice	Floodplains/Floodways	
Contamination / Hazardous Materials		Wildlife/Fisheries	
Neighborhoods		Endangered Species	
Business Impacts		Natural Communities	
Land Acquisition		Shoreland Protection	
Land Use		Wild & Scenic Rivers	
Tax Base		NH Designated Rivers	
Recreation		Forest Lands	
Conservation Lands		Coastal Zone	
Construction Impacts		Invasive Plants	

1.6.1 Traffic Patterns/Safety

Traffic analyses were first done for this project during each of the planning efforts completed for the Grant applications and are included in the “BCA Technical Memo and Supporting Data 2021.” Further analysis has been completed in connection with Preliminary Design with adjustments to traffic volumes to reflect current traffic conditions, post COVID². The existing roadways in the Project area are under the jurisdiction of the City of Manchester and have posted speed limits of 30 miles per hour. The relevant existing conditions for each element of the Project are described below:

Element A

- South Commercial Street is a two-lane local road that runs north-south between Granite Street and Riverwalk Way in Manchester, New Hampshire. The road is approximately 70 to 80 feet in width adjacent to the Project site, with one 12-foot lane serving each direction of traffic, separated by a painted double yellow centerline. Adjacent to its intersection with Granite Street, the two directions of traffic are separated by a raised median. The roadway is currently a dead-end road that terminates at the Residences at Riverwalk residential community. The South Commercial Extension proposes to extend South Commercial Street over the railroad and connect it to Elm Street.

² BCA Technical Memo is available here <https://www.raisemanchester.org/wp-content/uploads/2023/06/BCA-Technical-Memo.pdf>. Supporting Data (2021) is available here <https://www.raisemanchester.org/wp-content/uploads/2023/06/Supporting-Data-2021-Alternatives.pdf>. Traffic Impact Study - RAISE Manchester: Connecting Communities (December 2022) is available here <https://www.raisemanchester.org/wp-content/uploads/2023/06/Traffic-Report-Combined.pdf>

- Gas Street is a two-lane local road that runs north-south between Elm Street and Jefferson Street in Manchester, New Hampshire. The road is approximately 26 feet in width adjacent to the Project site, with a 12-foot lane serving each direction of traffic, separated by a painted double yellow centerline.

Element B

- Queen City Avenue is an east-west principal arterial roadway with two lanes in each direction. The roadway runs from Second Street on the west side of the Merrimack River to South Willow Street on the east side of the river, crossing the river via a bridge. Immediately to the east of its signalized intersection with Elm Street, the eastbound and westbound traffic is separated by a raised median until the roadway's intersection with South Willow Street. An abandoned railroad runs parallel to Willow Street and intersects Queen City Avenue approximately 600 feet west of the roadway's intersection with South Willow Street. The multiuse trail to be constructed as part of the Gas Street Extension and Active Transportation Corridor Project element will run along this section of abandoned railroad and intersect with Queen City Avenue at the same location as the existing abandoned railroad.
- South Willow Street is a north-south collector road that runs between Willow Street in Manchester, New Hampshire, and Mammoth Road in Londonderry, New Hampshire. The road provides two 12-foot lanes for travel in each direction.
- Cilley Road is an east-west minor arterial road that runs between South Willow Street and Mammoth Road in Manchester, New Hampshire. The road provides two 12-foot lanes for travel in each direction separated by a painted double yellow centerline.
- Willow Street is a north-south collector road that runs between Cedar Street and South Willow Street. North of its intersection with Pine Street, Willow Street carries one-way southbound traffic and provides one travel lane. South of Pine Street, the roadway provides one lane for travel in each direction.

Element C

- Gas Street is a two-lane local road that runs north-south between Elm Street and Jefferson Street in Manchester, New Hampshire. The road is approximately 26 feet in width adjacent to the Project site, with a 12-foot lane serving each direction of traffic.
- Willow Street is a north-south collector road that runs between Cedar Street and South Willow Street. North of its intersection with Pine Street, Willow Street carries one-way southbound traffic and provides one travel lane. South of Pine Street, the roadway provides one lane for travel in each direction.
- Elm Street (US Route 3) is a north-south principal arterial roadway running from Queen City Avenue to its dead-end just south of Scenic Drive. The entire roadway provides two lanes of travel in the southbound direction and primarily one northbound lane. A painted double yellow centerline separates the two directions of travel. Elm Street is part of the National Highway System and serves as part of US Route 3 within the Project study area. The road is in the urban compact and is under the administrative jurisdiction of the City of Manchester. Gas Street Extension is proposed to tie into the Red Barn Diner and

Sunbeam Mall parking lot and will serve as the westbound approach to the parking lot's existing signalized intersection with Elm Street.

Element D

- Granite Street is an east-west principal arterial roadway with two through lanes in each direction within the Project study area and a raised median along the road's centerline that separates eastbound and westbound traffic. The roadway runs between Main Street and Elm Street in Manchester, New Hampshire and serves as the interchange for Exit 5 of I-293 approximately 1,400 feet to the west of the road's intersection with Canal Street. There is a railroad crossing approximately 125 feet west of the intersection. According to the New Hampshire Department of Transportation (NHDOT) Transportation Data Management System, the road experienced an unadjusted average daily volume of 26,764 vehicles per day in 2019 just west of the Project study area.
- Commercial Street is a two-lane local road that runs north-south between Granite Street and Arms Street in Manchester, New Hampshire. The road is approximately 48 feet in width adjacent to the Project site, with a 12-foot lane serving southbound traffic and two 12-foot lanes serving northbound traffic.
- South Commercial Street is a two-lane local road that runs north-south between Granite Street and Riverwalk Way in Manchester, New Hampshire. The road is approximately 70 to 80 feet in width at the intersection of Granite Street, with one 12-foot lane serving each direction of traffic.

Traffic data from several sources was used to evaluate existing and proposed traffic patterns, including:

- "Traffic Impact & Site Access Study - Langer Mill Parking Garage" (Garage Study) prepared by Stephen G Pernaw and Company, dated October 2017 - This study is relevant because the 1,700-car garage built for Southern New Hampshire University (SNHU) employees changed traffic patterns within the South Millyard.
- Traffic counts used in the City of Manchester analysis done for the Adaptive Signal Project (State No. 41747, Federal No. X-A004(735), City No. FY22-500-68) were collected in October 2019
- pedestrian count data collected by South New Hampshire Planning Commission from September 10-22, 2021
- October and September 2022 turning movement counts provided by the City of Manchester for several intersections
- Vehicular crash data for the years 2016-June 2021 provided by the Manchester Police Department
- Average Annual Daily Traffic (AADT) and hourly volume StreetLight data provided by the City of Manchester, which uses smartphones as sensors and proprietary RouteScience®

The determination of the traffic impact from the proposed roadway improvements is made through a comparison of the No-Build condition Level of service (LOS) (without the proposed

Project elements) versus the Build condition LOS (with the proposed Project elements). LOS is rated from A to E, with A being the highest LOS. All Project elements are anticipated to be constructed by the year 2029. Accordingly, an Opening Year of 2029 was utilized for the traffic analysis. A Design Year of 2049, equal to the Opening Year plus 20 years, was also utilized, as was an Interim Year of 2039. A seasonal adjustment factor and a 1.00% per year growth rate was applied to the existing volumes at the study area to account for normal traffic growth throughout the study area over this period when deriving No-Build traffic conditions, as approved by the City. During the RAISE Grant application StreetLight was used to determine all the trips from the South Millyard Project area out to adjacent Manchester zip codes. Streetlight was also used to determine the number of trips that travel from Granite Street/South Commercial intersection and then use Elm Street to Queen City or South Willow Street.

Capacity analysis revealed that the two-study area signalized intersections with signal optimization will all operate acceptably at LOS D or better in the 2029 Opening Year, 2039 Interim Year and 2049 Design Year for the weekday evening peak hour. Therefore, it is recommended to adjust the existing signal timings at the two-study area signalized intersections concurrent with the construction of the Project elements. The proposed roundabout configuration for the South Willow Street at Queen City Avenue intersection is predicted to operate at LOS B for the 2029 Opening Year and LOS E for the 2049 Design Year. While the roundabout is predicted to operate at LOS E for the 2049 Design Year, the build conditions still provide improvement to the intersection's operation when compared to No-Build conditions and will provide a significantly safer experience for motorists traveling through the intersection.

1.6.2 Air Quality

The National Environmental Policy Act (NEPA) requires consideration of whether the proposed action will adversely affect air quality in the study area. An Air Quality Analysis³ was conducted to support the categorical exclusion (CATEX) for the Project impacts. The assessment indicates that the Project would meet all applicable air quality requirements of NEPA and, as applicable, federal and state transportation conformity regulations. As such, the Project would not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of national ambient air quality standards (NAAQS) established by the US Environmental Protection Agency (USEPA). Additional details are provided below:

Carbon Monoxide

As the Project is in a region that is in attainment of the NAAQS for carbon monoxide (CO), USEPA transportation conformity requirements do not apply. As only NEPA applies, a CO hot spot analysis is not needed, however, a qualitative analysis of potential impacts for CO was conducted for the signalized intersections that might be impacted by the Project. The CO analysis methodology and results from the Air Quality Analysis Report are summarized as follows:

³ The Air Quality Analysis Report for the RAISE Manchester Project (HMMH, March 2023) is available here https://www.raisemanchester.org/wp-content/uploads/2023/06/RAISE-Manchester-313750_Air-Analysis-Report_Final_05.09.2023.pdf.

- The three studied signalized intersections for the Updated Proposed Alternative were compared to the NHDOT Air Quality Impact Assessment & Abatement⁴ for assessing potential air quality impacts to achieve compliance with the Clean Air Act Amendments, New Hampshire Air Quality Implementation Plan, and NEPA.
- The Project meets the criteria for a Phase I qualitative analysis under the NHDOT guidance as it is included in the NHDOT Statewide Transportation Improvement Plan (STIP) draft FY 2023-2026 TIP/STIP⁵.
- The CO qualitative analysis demonstrates that the Proposed Alternative would not add any additional vehicular traffic or change the vehicle fleet mix compared to the No-Build Alternative at the signalized intersections. Daily traffic volumes, including diesel vehicles, will remain unchanged, and peak hour level of service (LOS) and delay times at the signalized intersections will be the same or lower at both locations compared to the No-Build Alternative.
- Continued implementation of effective emission control technology, increasingly more stringent motor vehicle emissions and fuel quality standards implemented over the past few decades by the USEPA have had the combined effect of substantially reducing CO emission rates nationwide, resulting in long-term downward trends in emissions and near road ambient concentrations of CO despite increasing vehicle-miles-traveled (VMT).
- Air pollution levels measured in southern New Hampshire by the New Hampshire Department of Environmental Services show carbon monoxide is well below the NAAQS and the forty-five-year historical annual maximum concentrations have trended down and have been below the standards for over thirty years.

The Proposed Action is not expected to increase CO emissions compared to the No-Build Alternative at the three signalized intersections since peak hour traffic volumes will remain the same and LOS will be the same or improve. These conclusions, coupled with CO background values in the area that have been documented well below the NAAQS, show the Project is not expected to significantly impact air quality and would not cause or contribute to a violation of the CO NAAQS.

Mobile Source Air Toxics

Federal Highway Administration (FHWA) updated interim guidance (2023⁶) specifies MSATs to include 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. As this Project qualifies for a Categorical Exclusion (CE), and therefore under FHWA guidance may be categorized as a Tier 1 Project for which no meaningful MSAT effects would be expected, neither a qualitative nor a quantitative analysis is needed. In addition, this Project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As such, this Project will not result in changes

⁴ https://www.nh.gov/dot/org/projectdevelopment/environment/units/project-management/documents/BOEManual_FINALV1_02262015_COMPLETE.pdf

⁵ <https://www.nh.gov/dot/org/projectdevelopment/planning/stip/documents/1.project-report-list.pdf>

⁶ https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/fhwa_nepa_msat_memorandum_2023.pdf

in traffic volumes, vehicle mix, basic Project location, or any other factor that would cause a meaningful increase in MSAT impacts due to the Project as compared to the no-build alternative.

Ozone

Regional ozone conformity requirements apply to the RAISE Manchester Project as the area in which it is located (Boston-Manchester-Portsmouth SE, NH) is one affected by a court decision that reinstated regional conformity requirements nationwide associated with the 1997 ozone NAAQS that had previously been revoked by EPA in 2015. This Project is currently included in the Statewide Transportation Improvement Program (STIP) FY 2023–2026 (43826), was included in the latest ozone NAAQS conformity finding, and meets the latest State Implementation Plan (SIP) Draft January 19, 2023.

Greenhouse Gases and Climate

Greenhouse gas carbon dioxide (CO₂) emissions for the Build Alternative compared to the No Build is expected to be lower in both opening and design years and even lower when compared to the existing year. The Proposed Action is expected to increase efficiency of the traffic movement within the Study Area and reduce idling and delay time, and thereby reduce fuel usage and CO₂ emissions compared to the No Build.

The Project continues the implementation of the “Green Network;” an integral part of the Manchester Master Plan⁷ which calls for a system of integrated green streets, open space, and stormwater infrastructure as amenities in new development and existing neighborhoods. The RAISE grant components also significantly advance elements of the New Hampshire Climate Action Plan, which is the State’s guiding policy document for addressing climate change and advancing long-term environmental sustainability by incorporating “Land Use Patterns That Reduce Vehicle-Miles Traveled” and reducing “Vehicle-Miles Traveled through an Integrated Multi-Modal Transportation System.”⁸

Construction and Mitigation

Emissions may be produced in the construction of this Project from heavy equipment and vehicle travel to and from the site, as well as from fugitive sources. Construction emissions are short term or temporary in nature. To mitigate these emissions, all construction activities are to be performed per the latest NHDOT Highway Design Manual and Standard Specification for Road and Bridge Construction and any City of Manchester highway specifications. **(Environmental Commitment #1)**

1.6.3 Noise

A noise impact analysis was conducted to evaluate the potential noise impacts associated with the Project⁹. The analysis was conducted in accordance with FHWA regulations for assessment and abatement of highway traffic noise in the planning and design of federally aided highway

⁷https://www.manchesternh.gov/Portals/2/Departments/PCD/MANCHESTER_MASTER_PLAN_FINAL_JULY_21.PDF

⁸ <https://www.des.nh.gov/sites/g/files/ehbemt341/files/documents/r-ard-09-1.pdf>

⁹ The Noise Analysis Report (HMMH, February 2023) is available here https://www.raiseManchester.org/wp-content/uploads/2023/06/RAISE-Manchester-313750_Noise-Analysis-Report_DRAFT_03.02.2023.pdf.

projects contained in Title 23 of the United States Code of Federal Regulations Part 772 (23 CFR 772) and NHDOT's revised *Policy and Procedural Guidelines for the Assessment and Abatement of Highway Traffic Noise for Type I & II Highway Projects* (November 2016). The proposed improvements at the South Commercial Street Extension, the Gas Street Extension, and the South Willow Street/Queen City Avenue Intersection meet the definition of a Type 1 highway project due to the construction of a roadway on a new location and the addition of through lanes. NHDOT's procedures require that roadway noise levels associated with Type 1 projects be evaluated for Existing, No-Build and Build Conditions for identification of potential noise impacts in the future Build condition. If impacts are identified, noise mitigation measures must be considered to reduce traffic noise level impacts in the Project area.

Methodology

The methodology for evaluating noise includes identifying noise-sensitive land use, conducting measurements at locations near the identified land uses, and computer modeling of predicted noise levels for the Existing (2022) conditions and for the design-year (2049) No-Build and Build Alternatives. A noise prediction model, FHWA TNM (version 2.5) is used for computation of the necessary existing loudest-hour conditions in all noise-sensitive areas in proximity to the proposed improvements. To accomplish this, noise computation receiver locations were included in TNM to provide a comprehensive basis of comparison for the analysis of noise impacts from the three different conditions.

To assess the degree of traffic noise impact on human activity, the FHWA established Noise Abatement Criteria (NAC) for different categories of land use (see Table 2). These levels "represent the upper limit of acceptable traffic noise conditions." According to the regulations, traffic noise impact occurs when the predicted traffic noise levels approach or exceed the NAC, or when the predicted traffic noise levels substantially exceed the existing noise levels. The regulations further state that noise impact should be assessed for the loudest hour of the day in the design year.

In this study, residential exterior areas (Category B), outdoor recreation areas (Category C) and a commercial outdoor use area (Category E) were evaluated. For Category B and C, noise impact is assumed to occur when predicted exterior noise levels approach or exceed 67 dBA in terms of $L_{eq}(h)$ during the loudest hour of the day. Similarly, impact is assumed to occur when noise levels approach or exceed 72 dBA for Category E.

NHDOT defines the word "approach" in "approach or exceed" as within 1 decibel. Therefore, the threshold for noise impact is where exterior noise levels are within 1 decibel of 67 dBA, $L_{eq}(h)$, or 66 dBA for Category B and C land uses, and within 1 decibel of 72 dBA, $L_{eq}(h)$, or 71 dBA for Category E land use. Noise impact also would occur wherever a substantial increase over existing noise levels occurs. NHDOT defines a substantial increase as a future build noise level that results in an increase of 15 decibels or more above existing noise levels.

Table 2. FHWA Noise Abatement Criteria

Activity Category	$L_{eq}(h)^1$	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B ²	67 (Exterior)	Residential
C ²	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A–D or F
F	–	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	–	Undeveloped lands that are not permitted (without building permits)

¹ Hourly Equivalent A-weighted Sound Level (dBA)

² Includes undeveloped lands permitted for this activity category

Source: 23 CFR Part 772.

When the predicted design-year Build condition noise levels approach or exceed the NAC during the loudest hour of the day or cause a substantial increase in existing noise, consideration of traffic noise reduction measures is required.

Study Area

The three noise analysis study areas include noise-sensitive land use within 200 feet of the planned roadway improvements for each element of the Project. The study areas include noise-sensitive residential, recreational, and proprietary land uses. Using existing aerial photographs, the three study areas were examined to determine potential exterior areas of frequent human use and types of land use (Figure 3).

Following NHDOT and FHWA policies and procedures within reason, the receptors used in the model to represent exterior activity areas at noise-sensitive land uses were grouped into Common Noise Environments (CNEs). Receptors in a CNE are exposed to similar noise sources and levels, and are generally separated between secondary sources of noise, such as traffic on cross-streets. Table 3 provides descriptions of the CNEs that were identified for the noise study areas.

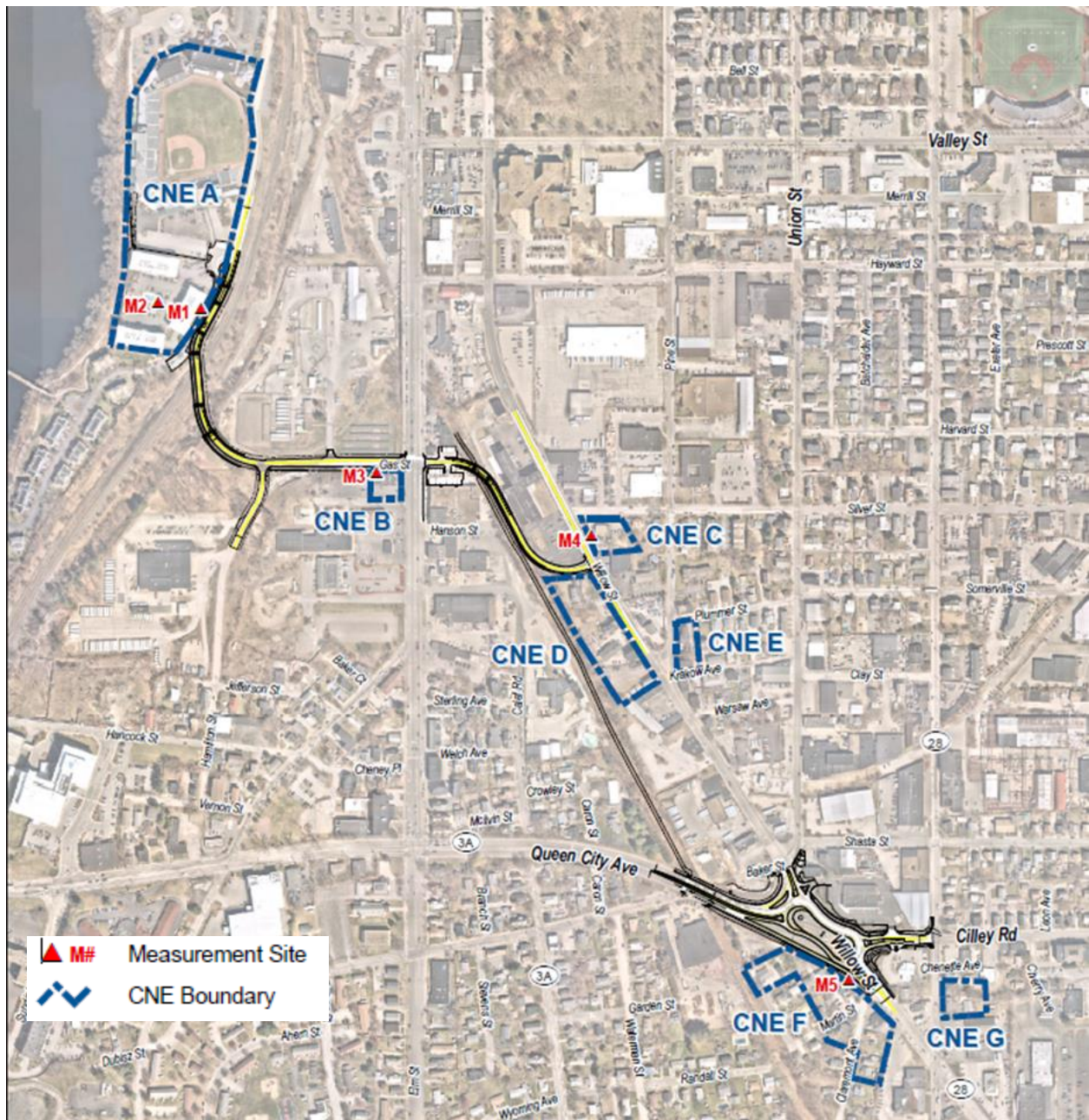


Figure 3. Locations of Common Noise Environments
From HMMH, February 2023.

Table 3. Descriptions of Common Noise Environments (CNEs)

CNE	Land Use Type	FHWA Activity Category*	Description
A	Recreational	C	Recreational areas at the Riverwalk Apartment's Pool, Baseball Stadium, and Hilton Garden Inn Patio
B	Commercial	E	Outdoor seating area at a restaurant
C	Residences	B	Residences east of Willow Street and south of Silver Street
D	Residences	B	Residences south of the Gas Street Extension and west of Willow Street
E	Residences	B	Residences south of the Gas Street Extension and east of Willow Street
F	Residences	B	Residences south of the Willow Street/Queen City Avenue Intersection
G	Residences	B	Residences east of the Willow Street/Queen City Avenue Intersection

Source: HMMH, 2023

*Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC)

Existing Noise Environment and TNM Validation

Existing noise conditions within the 200 ft study area were evaluated to assist in determining the noise impacts of the proposed Project. A noise measurement program was conducted, consistent with FHWA and NHDOT recommended procedures, to document existing ambient noise levels at noise-sensitive locations throughout the study corridor, and to provide a means for validation of the TNM noise prediction model.

Short-term noise measurements were conducted at five different locations using a Larson Davis 870 (ANSI Type I) integrating sound level meter, with calibrations traceable to the National Institute of Standards and Technology. The duration of the noise measurement period at each site was 30 minutes and involved continuous monitoring and logging of one-second sound levels and noting the contributing noise sources and the times they occurred during the period.

A validation of the noise modeling assumptions in the TNM was conducted using traffic counted on nearby roadways simultaneous with the noise measurement at each site as input to the noise prediction model. Computed noise levels based on the counted traffic were compared to the measured noise levels, to confirm the assumptions about the acoustical shielding provided by intervening terrain, for example. The TNM modeling assumptions were refined, as necessary, to obtain appropriate agreement between the computed and measured values. The validated modeling assumptions at the measurement sites and for the existing geometry were then extended to the (2049) design-year alternatives and applied at prediction locations where no measurements were made.

Computed noise levels at the measurement sites using the counted traffic as input to the model were just slightly lower by approximately 0.7 decibels, on average, compared to the measured noise levels, with a standard deviation of the differences of 0.9 decibels. In addition, at none of the sites were the variations between measured and computed levels greater than 3 decibels. This agreement confirms that the refined model, after making the necessary adjustments, is well-

constructed and is validated. The comparison of measured versus computed sound levels at the measurement sites is shown below in Table 4.

The measurement sites along South Willow Street at 231 S. Willow (M4) and 87 S. Willow (M5) had the loudest measured and computed values due to the high volume of industrial trucks and automobiles. The next loudest measured sites were the Elm Street Pizza Patio (M3) and Residences at Riverwalk (M2 and M1) respectively, where the computed noise levels were within 1.6 decibels of the measured values, due to outdoor, industrial operations and local road traffic. Site M2 was not further evaluated after measurements due to highway noise from I-293 masking the South Commercial Street traffic noise and being the dominant noise source during measurements.

Table 4. Comparison of Computed and Measured Sound Levels at Measurement Sites

Site No.	Address	Land Use	Measured L_{eq} (dBA) (Traffic-only)	Computed L_{eq} (dBA)	Difference
M1	553 S Commercial St.	Residential	50.1	49.9	0.2
M2 ¹	553 S Commercial St. (Public Pool)	Recreational	58.6	—	—
M3	102 Elm St. (Elm Street Pizza)	Commercial	59.0	60.6	1.6
M4	231 S. Willow St	Residential	63.5	64.3	0.8
M5	87 S. Willow St	Recreational	63.2	63.3	0.1
Overall Average					0.7

¹ Not considered in overall average and standard deviation computations

Source: HMMH 2022

Results

Twenty-four (24) noise prediction receptors were incorporated in the model to fully characterize existing and future noise levels at all noise-sensitive land uses in the study area. The results of the analysis showed that computed exterior loudest-hour noise levels ranged from 42 to 63 dBA L_{eq} for Existing conditions, from 42 to 64 dBA L_{eq} for the No-Build conditions, and from 45 to 64 dBA L_{eq} for the Build conditions. Following FHWA and NHDOT requirements, noise impact is assumed to occur when predicted exterior noise levels meet or exceed 66 dBA in terms of $L_{eq}(h)$ during the loudest hour of the day for residential and recreational areas. Similarly, impact is assumed to occur when noise levels approach or exceed 71 dBA for the commercial outdoor use area. Noise impact would also occur wherever a substantial increase over existing noise levels occurs. NHDOT defines a substantial increase as a future build noise level that results in an increase of 15 decibels or more above existing noise levels. When the predicted design-year Build condition noise levels approach or exceed the NAC during the loudest hour of the day or cause a substantial increase in existing noise, consideration of traffic noise reduction measures (noise abatement) is required. Table 5 summarizes the projected number of noise sensitive sites by land use potentially exposed to noise impacts by the Project alternatives.

Table 5. Noise Impact Summary

Land Use	Projected Number of Impacted Receptors		
	2022 Existing	2049 No-Build	2049 Build
Residential	0	0	0
Recreational	0	0	0
Commercial	0	0	0
Total	0	0	0

Source: HMMH 2023

No impacts due to meeting or exceeding the noise level thresholds required by FHWA and NHDOT, nor substantial increases in existing noise levels were identified for this Project. Because no impacts were identified, noise abatement was not considered.

Construction

Construction activity may cause intermittent fluctuations in noise levels. Effective control of highway construction noise will be achieved by design considerations, sequence of operations, source control, site control, time and activity constraints, and community awareness, as practical. These details will be addressed through construction specifications and final design.

1.6.4 Socio-Economic Resources

This RAISE Project is consistent with local and regional land use plans. The City's 2006 Downtown Strategic Development Plan and the 2021 Manchester Master Plan articulated many of the central ideas embodied in this RAISE Project. The 2017 Manchester Connects - Multimodal Transportation and Land Use Planning Initiative was initiated by civic leaders, community groups, businesses, non-profit organizations, and residents. It was funded through a Public/Private Partnership supported by the SNHPC and focused on increasing connectivity to help people move within and through the area on foot, by bike, car, bus, and train. The RAISE Manchester Project builds on two decades of projects by City, State, and regional partners.

Manchester was planned and built as a factory town with manufacturing, commercial and residential uses in proximity to each other. However, modern transportation systems and large block planning have eroded that walkable fabric and system. RAISE Manchester is a step forward in reconnecting this urban fabric, providing community connections and use patterns that would reduce energy consumption, generate fewer vehicle miles traveled, and cut greenhouse gases. Emergency services have reported that this Project would cut their response time in half for reaching the South Millyard and the Millyard.

The proposed Project area falls within Manchester's designated NH Neighborhood Revitalization Strategy Area (NRSA) as approved by HUD in the City's Consolidated Plan for 2020-2024. RAISE Manchester would provide pedestrian and bicycle connection for nearby neighborhoods to downtown, the Millyard, and the shopping district along South Willow Street, thereby connecting the largest community within Manchester, without a vehicle, to employment opportunities.

RAISE Manchester would not require any residential or commercial displacements. With the new connectivity of the South Millyard to Elm Street, and Willow Street to Elm Street there is an opportunity for this section of Elm Street to become an extension of the downtown, providing increased economic growth for the local businesses.

RAISE Manchester would provide a robust stormwater treatment system, meeting new MS4 requirements, for the full Project area. The Project would be providing treatment to existing areas currently untreated, which results in cleaner outlet discharge of the stormwater to the Merrimack River than exists today.

1.6.5 Environmental Justice

Title VI of the Civil Rights Act of 1964 prohibits discrimination by recipients of federal financial assistance based on race, color, and national origin including matters related to language access for those persons with limited English proficiency (LEP). Executive Order 12898, issued by the President in 1994, directed federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. The U.S. DOT issued an Order in 1997 to address EJ and expand upon the requirements of Executive Order 12898, and the FHWA issued its own EJ Order in 1998, followed in 2012 by FHWA Order 6640.23A, which established FHWA policies and procedures for FHWA to use in complying with the Executive Order. In 2000, the President issued Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency (LEP) requiring federal actions to translate public information meeting notices and to take appropriate measures to ensure language access when the LEP group is 5% or more of the impacted population. More recently, in 2021, U.S. DOT issued the Final DOT Environmental Justice Order, which is an update to U.S. DOT’s original 1997 Order to promote the principles of EJ in all Departmental programs, policies, and activities. The Council on Environmental Quality (CEQ), U.S. EPA, FHWA, and other federal and state agencies have issued several guidance documents, screening tools and databases to help identify potential Project impacts on EJ communities.

Indications of communities with potential EJ concerns include underrepresented groups that occur in numbers markedly greater than the surrounding area. To determine the potential of EJ communities near the Project, an inventory was conducted within a one-mile radius, a three-mile radius, and a 5-mile radius from the Projects center, utilizing the Environmental Protection Agency’s Environmental Justice screening and mapping tool (EJScreen¹⁰) (Table 6). The results show that areas closer to the Project center have a higher population density, a higher percentage of minorities, and a higher percentage of low-income households (USCB, 2020¹¹). People nearer to the Project area are more likely to have difficulties with the English language, more likely to rent, and have fewer educational degrees on average than the surrounding communities. Populations nearer to the Project have less elderly and are engaged in the workforce at a slightly greater rate than surrounding areas. The screening tool layers are included in Appendix D.

¹⁰ U.S. Environmental Protection Agency (EPA). 2023. EJScreen Report (Version 2.1). <https://www.epa.gov/ejscreen>

¹¹ U.S. Census Bureau (USCB). 2020. American Community Survey. Retrieved from <https://www.epa.gov/ejscreen>

Table 6. Demographic Data for the RAISE Manchester Project Area

Study Area Radius	Estimated Population	Population Density (per sq. mile)	% People of Color	% Aged 65+	% Household income <\$50k/year	% Speak English "Less Than Well"
1-Mile	26,178	8,712	37	9	54	9
3-Mile	102,830	3,794	25	13	42	4
5-Mile	141,195	1,877	22	14	36	4

The Project is in an Area of Persistent Poverty with high percentages of minority residents who are dependent on modes of transportation that do not require automobile ownership. Distinct racial and ethnic groups in Manchester and in the Project area are disproportionately impacted by poverty. While 13.7% of the white population is living below the poverty level, 27.2% of Black residents, 28.9% of Hispanic/Latino residents, and 18.4% of Asian residents are living below the poverty level in Manchester (USCB, 2020).

The most recent data on homelessness from the New Hampshire Coalition to End Homelessness (NHCEH) indicate sheltered and unsheltered homeless is likely an underrepresented group with potential EJ concerns in the area. The most recent point-in-time count conducted in 2021 showed that over one-third of individuals experiencing homelessness in New Hampshire were located within the Manchester Continuum of Care Area (CCA), one of three CCA's in the State (NHCEH, 2022¹²). Additionally, resources for the homeless community are concentrated in and around the Project area and likely results in increased pedestrian traffic by community members accessing these resources.

Environmental Justice screening tools and other sources of information have been used to identify vulnerable populations that may be disproportionately impacted by pollution. The U.S. EPA's EJ Screening Tool shows that census tracts in and immediately around the Project area are well above the State and National averages on Traffic Proximity and Volume, Lead Paint Indicator, Risk Management Plan Proximity, and Hazardous Waste Proximity (EPA, 2023¹³). Environmental hazards associated with traffic pollution exceed State averages but are similar to national trends (Appendix D). There are 57 identified environmental remediation sites in the Project area. The Project also falls within and is consistent with the city's designated NH Neighborhood Revitalization Strategy Area (NRSA) as approved by HUD in the city's Consolidated Plan for 2020–2024 (City of Manchester, n.d.). The community meets the definition as an Overburdened Community, which has been exposed to a disproportionate number of environmental hazards and risks.

One of the most important principles of EJ analysis is to promote healthy and sustainable communities and equitable distribution of benefits for all while ensuring that potential affected EJ populations can participate in the decision-making process. This Project builds upon the city's efforts to ensure EJ community participation with groups such as the Manchester EJ Working

¹² New Hampshire Coalition to End Homelessness (NHCEH). 2022. The State of Homelessness in New Hampshire; Annual Report 2021. Manchester, NH. Available at https://www.nhceh.org/wp-content/uploads/2022/06/2022-NHCEH-Full-Report-6.2.2022_compressed.pdf

¹³ U.S. Environmental Protection Agency (EPA). 2023. EJScreen Report (Version 2.1). Retrieved from <https://ejscreen.epa.gov/mapper/>

Group, Manchester Community Action Coalition, and Conservation Law Foundation. The City reached out and met with stakeholder organizations that represent EJ communities and neighborhoods affected by the project elements, including a meeting on July 10, 2023 with the Center City Neighborhood Group and August 8, 2023 with Granite State Organizing Project (GSOP)/NH Alliance for Immigrants and Refugees. EJ outreach will continue throughout the NEPA process, final design, and construction. (**Environmental Commitment # 2**).

The Project would include property acquisitions of 10 abutters, changes in land use, and changes to transportation and stormwater infrastructure. The acquisitions would not require any residential displacement but would require the acquisition of additional rights-of-way. The City of Manchester contacted property owners from which rights-of-way would be needed early in the RAISE Grant application process, and all provided letters of support for the Project. Project construction may result in the temporary closure of sidewalks and walkways that may temporarily inconvenience pedestrians, but detours would be available for the public.

Overall, the Project would provide several benefits to the EJ community by improving safety for pedestrians, bicyclists and transit riders and motorists. The Project would improve stormwater infrastructure and reduce flooding, increase opportunities for brownfields remediation and reuse, and improve air quality and public health. Project components were designed to reduce idle time of vehicles traveling through the area, which could potentially reduce exposure to air pollution. The Project is anticipated to increase the transportation options of underserved communities, improving access to employment opportunities and community resources. Based on this analysis, it is evident that the Project would provide numerous benefits to the environmental justice community in the Project area and City of Manchester. This Project would not result in a disproportionately high and adverse impact to EJ populations.

1.6.6 Section 4(f) Resources

Section 4(f) of the Department of Transportation Act requires the consideration of the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and historic sites on or eligible for listing on the National Register (NR) of Historic Places in transportation project development. There is one public park (Gateway Park) and six Historic/Archeological Resources that are listed or eligible for listing on the NR that were reviewed for potential effects by the RAISE Manchester Project (Table 7).

Gateway Park

Gateway Park is a recreational 4(f) property (Map/Lot 837-1) at the corner of Granite and Commercial Streets owned by the City of Manchester and part of the Amoskeag Housing District NR. Widening of Granite Street and associated utility and sidewalk reconstruction and use as a staging area encroached into Gateway Park in the mid-2000s. City Assessment records indicate the park property is a 1.06-acre lot, although other documents indicate the parcel was approximately 31,000 sf (0.71 acres), until approximately 5,753 sf was dedicated to the City for “street purposes” during the expansion of Granite Street and the Granite Street Bridge. Street purposes included the road widening, bike lanes, and sidewalks.

Table 7. List of Section 4(f) Resources

Section 4(f) Resource	Nearest Project Element	Current Status	Findings
Gateway Park	D	Public Park; Amoskeag Housing District NR	Recreation: de minimis impact; Historical: No Adverse Effect
Amoskeag Mfg. Co. Housing Dist. A (MAN1232)	D	NR Listed District	No Adverse Effect
Amoskeag Millyard (MAN0AMK)	D	NR Eligible District	No Historic Properties Affected
Manchester Gasworks (130 Elm Street; MAN1287)	A	Potentially NR Eligible	No Adverse Effect
Bridge 144/075 (Elm Street over Manchester & Lawrence Railroad)	A	NR Eligible	No Historic Properties Affected
Cohas Shoe Factory (252 Willow Street; MAN1288)	A	NR Eligible	No Adverse Effect
RR Deck Truss Bridge over Merrimack River (MAN0087)	C	NR Eligible	No Historic Properties Affected

Currently the park is an approximately 0.6-acre, maintained grassy open space containing a low cement wall around a 60-ft diameter circle of sand (the former playground site). There are mature trees on parts of the north, east and west perimeter; sidewalks on two sides; a light post; utility boxes; and signs. Most pedestrians use the sidewalks adjacent to the park or walk their dogs on the grass, but there are currently no benches, play equipment, or other features to engage visitors.

The City of Manchester is proposing to use approximately 9,565 sf of Gateway Park for the construction of the ramps and steps needed to access the pedestrian bridge to be constructed over Granite Street (Project Element D). There are no alternatives to providing a pedestrian bridge at this critical intersection that do not require use of Gateway Park. The only alternative that does not require use of Gateway Park is the no-build alternative for the pedestrian bridge over Granite Street at the intersection with Commercial Street. This alternative was rejected as it does not address the need for relief of traffic congestion and queuing of vehicles on the I-293 off-ramp. Locating the pedestrian bridge east or west of this intersection would not alleviate the signaling issues and congestion. Omitting ramps and providing steps only would not be ADA compliant.

Several alternative designs for the steps and ramps were considered (Appendix E), and the design with the smallest footprint that is ADA accessible was selected by the RAISE Manchester Project team and Manchester Parks and Recreation Department. The use of a portion of Gateway Park for access to the pedestrian bridge over Granite Street has been minimized through

alternative designs and is consistent with the features and attributes of the Park associated with its 4(f) designation, that of pedestrian use and recreational open space.

During construction of the Pedestrian Bridge the contractor would need to use Gateway Park for a construction laydown area. This would be a temporary impact, with the park area returned to its pre-construction condition upon completion of the RAISE Project.

Historical 4(f) Resources

Preservation Consultant Lisa Mausolf identified known historical resources and developed an architectural survey plan which implemented upon approval from the NH Division of Historical Resources as the Section 106 review progressed. The currently known National Register (NR) listed or NR Eligible resources and potentially eligible resources in the Project area that were assessed for impacts by the RAISE Manchester Project are listed in Table 7.

The potential for direct impacts, including visual impacts, as well as indirect impacts by future development or traffic alterations in the Area of Potential Effect (APE) were considered. No adverse effects were identified for any historical resources. Additional information is provided in Section 1.6.16.

Public Participation and Findings

Plans for the Pedestrian Bridge use of Gateway Park, the Architectural Survey Report, and an executive summary of the Phase IA archeological survey report have been posted on the RAISE Manchester website. Notifications regarding these resources were sent to all on the Project email list, including all consulting parties, soliciting review and comment. The use of Gateway Park for access to the Pedestrian Bridge was also discussed at the December 2022 Public Meeting. Public comments on the Project have been received and reviewed. The City of Manchester has jurisdiction over Gateway Park and has concurred in writing with FHWA's intent to make a Section 4(f) de minimis impact determination, finding that the project will not adversely impact the activities, features or attributes that make the property eligible for Section 4(f) protection (Appendix E). NHDHR concurred with FHWA on findings of "No Adverse Effect" and "No Historical Properties Affected" for historical resources in the project area (Appendix I).

1.6.7 Section 6(f) Resources

The NH Department of Natural and Cultural Resources (NHDNCR) identified Gateway Park as a property possibly receiving funding from the Land and Water Conservation Fund (LWCF) in 1982 and 1983, although the National Park Service (NPS) has not confirmed this status. In state records, Gateway Park is identified as Parcel C of LWCF Project 33-00440 (Appendix F), however no details on how the funds were used on this property were found. The use of 9,565 sf of Gateway Park for ramps and steps needed to access the pedestrian bridge to be constructed above Granite Street (Project Element D) as described above is unavoidable and designed to minimize harm and enhance future park development opportunities. There are three possible outcomes to the Section 6(f) applicability research that is ongoing:

1. NPS determines that Gateway Park is unencumbered. No further action is necessary.

2. NPS determines that Gateway Park is encumbered and NPS determines the use is a benefit for recreational use; and therefore, is a non-conversion of the site. No further action is necessary.
3. NPS determines Gateway Park is encumbered and the proposed use is not beneficial to the park use; and therefore, the Project would require a conversion of use. The City of Manchester would need to encumber a replacement property equivalent in size/value/use to get approval of the conversion.

Should the National Park Service determine that Gateway Park is a 6(f) property and the RAISE Manchester Project will result in its conversion, the City of Manchester is committed to acquiring an appropriate replacement property. A complete 6(f) evaluation will be provided if the property is found to be encumbered. **(Environmental Commitment #3)**

1.6.8 Other Conservation Lands

Based on agency outreach, there are no properties funded through the Land Conservation Investment Program (LCIP) or Land Community Heritage Investment Program (LCHIP) in the Project area (Appendix G). The closest property receiving LCHIP funding, the Valley Cemetery built in 1841, is just over 1,000 feet northeast of Project Element A, the South Commercial Street Extension. The Project is not expected to have an adverse effect on this property.

1.6.9 Wetlands

Two seasonally saturated emergent wetlands on disturbed soils were delineated in the Project area by a NH Certified Wetland Scientist (CWS) in accordance with the US Army Corps of Engineers (USACE) three-parameter approach outlined in the 1987 USACE Wetland Delineation Manual and the 2012 Regional Supplement to the Corps of Engineers Wetlands Manual: Northcentral and Northeast Region¹⁴. Wetland boundaries were flagged with labeled surveyor's flagging and surveyed by a Licensed Land Surveyor. Wetlands were classified according to the US Fish and Wildlife Service ("USFWS") method¹⁵. Wetland functions and services (values) were assessed with the USACE Highway Methodology Workbook Supplement¹⁶. Photographs, species lists, and USACE wetland determination data plots, were also recorded. The Ordinary High Water ("OHW") and Top-of-Bank ("TOB") of one intermittent stream were also flagged and surveyed. The Merrimack River is outside of the Project area, and the proposed connection to the Riverwalk Trail would be constructed within the City of Manchester's Shoreland Water Quality Protection Act urban exemption area. No Wild

¹⁴ U.S. Army Corps of Engineers (USACE). 1987. Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1, U.S. Army Engineer Waterways Experiments Station. and

U.S. Army Corps of Engineers. 2011. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Version 2.0)*, ed. J. S. Wakeley, R. W. Lichvar, C. V. Noble, and J. F. Berkowitz. ERDC/EL TR-12-1. Vicksburg, MS: U.S. Army Engineer Research and Development Center.

¹⁵ "Classification of Wetlands and Deepwater Habitats of the United States," adapted from Cowardin, Carter, Golet and LaRoe (1979), August 2013, FGDC- STD-004-2013

¹⁶ U.S. Army Corps of Engineers, New England District. 1999. The Highway Methodology Workbook Supplement, Wetland Functions and Values, A Descriptive Approach. September 1999 NAEPP-360-1-30a. 32 pp.

and Scenic Rivers, NH Priority Resource Areas (“PRAs”) or vernal pools were present in the Project area. Wetland locations are shown on the general plans in Appendix B.

- **Wetland W1** is an 11,494-sf depression on disturbed soils along the active rail corridor, dominated by invasive species including glossy buckthorn (*Frangula alnus*), common reed (*Phragmites australis*), and oriental bittersweet (*Celastrus orbiculatus*). W1 is suitable for providing floodflow alteration, sediment/toxicant retention, and nutrient removal/retention, but there are no principal functions or services.
- **Wetland W2** within the abandoned rail corridor is a 42,880-sf mowed, emergent, linear depression on the old railbed that receives runoff from adjacent developments. The invasive purple loosestrife (*Lythrum salicaria*) is a dominant plant, along with barnyard grass (*Echinochloa crus-galli*) and bristly dewberry (*Rubus hispidus*). This wetland is suitable for floodflow alteration and sediment/shoreline stabilization, due to an intermittent stream channel in the northern portion of the wetland. This straight 581-foot-long channel runs along the western edge of the rail corridor and functions to convey water from Wetland W2 and stormwater from a watershed of approximately 0.2458 mi² (157 acres) based on the WPPT watershed mapper, or 0.11 mi² (70.4 acres) based on StreamStats, to a culvert at the S. Willow Street Bridge, where water enters the stormwater system that discharges to the Merrimack River. This channel does not appear on USGS maps, and likely formed over time after the railroad was constructed in this location. For assessment purposes, it is classified as a Tier 1 stream and identified as S1.

Wetland Impacts

Both wetlands would be partially impacted by the Project (Table 8). The proposed South Commercial Street extension (Element A) would span the active rail corridor and the necessary bridge abutment would permanently impact approximately 260 sf of Wetland W1. Approximately 2,730 sf would be temporarily impacted for stormwater culvert connections and construction access. Repair of the plugged culvert may alter wetland hydrology. Locational adjustments to further minimize impacts are limited by road geometry and land ownership. The proposed Active Transportation Corridor (Element C) would permanently impact approximately 34,646 sf of Wetland W2. To reduce impacts to Wetland W2 and the rare plant found adjacent to it (see Section 1.6.12), the ramp access to the trail was shifted from the north side of the South Commercial Street Extension to the south side, reducing wetland impacts by 1,000 sf.

Approximately 266 linear feet of the intermittent stream channel within Wetland W2 would be filled by the proposed multi-modal path associated with Project Element C. Drainage ditches would be constructed along the Active Transportation Corridor trail to collect surface runoff. These drainage channels would be seeded with wetland seed mix and connected to the stormwater system that includes a detention pond, thereby maintaining floodflow functions.

For NH Department of Environmental Services (NHDES) wetland permitting purposes, the Project would be categorized as a Major Wetland Project based on wetland and stream impacts and a standard NHDES wetland permit application would be required. The Project is expected to be covered under USACE General Permit for non-tidal wetland impacts between 3,000 sf and less than 3 acres. The Project meets the criteria for a USACE pre-construction notification under General Permit 23, Wetland, Stream, River, and Brook Crossings. No Section 10 permit for

Navigable waters would be required. All wetland permits will be obtained prior to Project construction and permit conditions will be adhered to. **(Environmental Commitment # 4)**

Table 8. Proposed Wetland Impacts Associated with the RAISE Manchester Project

Landform Type	USFWS Classification	Permanent Impacts	Temporary Impacts
Jurisdictional Wetland W1	PEM1,5E	260 sf	2,730 sf
Jurisdictional Wetland W2	PEM1E	34,646 sf	0 sf
Jurisdictional Intermittent Stream S1	R4SB	Approx. 266 sf	0 lf
TOTAL		35,172 sf	2,730 sf
Non-Wetland Bank (Jurisdictional land adjacent to lakes, ponds, streams, and rivers)	N/A		
Upland Portion of the Tidal Buffer Zone (Land within 100' of the highest observable tide line)	N/A		
Prime Wetland Buffer (Land within 100' of a Prime Wetland)	N/A		
TOTAL		35,172 sf	2,370 sf

Wetland Mitigation

Wetland impacts would exceed the NH mitigation threshold (10,000 sf) and federal mitigation threshold (5,000 sf). Wetland and other natural resources and potential impacts were discussed with state and federal agencies at interagency meetings hosted by NH Department of Transportation on September 21, 2022 and March 15, 2023. Meeting notes are included in Appendix G. NHDES and USACE agreed that a combination of stormwater treatment and payment of an in-lieu-fee to the New Hampshire Aquatic Resource Mitigation (ARM) Fund would be an acceptable form of mitigation for unavoidable impacts to the man-induced wetland resources. Further refinement of these mitigation commitments will take place during final design. **(Environmental Commitment #5)**

1.6.10 Floodplains / Floodways

The New Hampshire Floodplain coordinator at the NH Office of Planning and Development was contacted about the proposed Project. Her response (Appendix G) states that because the hydraulic study undertaken for the Project demonstrated that no increase in the Base Flood Elevation is anticipated, no further coordination is required.

1.6.11 Groundwater Resources

The groundwater beneath the Site was classified by New Hampshire Department of Environmental Services (NHDES) as GA2¹⁷. GA2 groundwater is within aquifers identified as highly productive for potential water supply by the U.S. Geological Survey (USGS) regional groundwater studies or other regional studies. Zones of stratified drift with a saturated thickness greater than 20 feet, and a transmissivity greater than 1,000 feet squared per day shall be designated as class GA2. Zones of bedrock with average well yields greater than 50 gallons per minute shall also be designated as class GA2. (Figure 4). Given the likelihood of soil contamination in this urban area, Project stormwater design would avoid reliance on infiltration to protect the aquifer. A Soil and Groundwater Management Plan would be prepared and submitted with permit applications in final design. **(Environmental Commitment #6)**

1.6.12 Surface Water Resources

The nearest surface water body, the Merrimack River, is located west of the Project, ranging between approximately 1,000 and 3,000 feet west of the northern and southern portions of the Project, respectively. The Merrimack River flows generally southerly through the City of Manchester. The Merrimack River is classified by NHDES as Class B.2. Class B waters are considered acceptable for fishing, swimming, and other recreational purposes, and for use as water supplies after adequate treatment has been applied. Currently, Manchester residents get drinking water from Lake Massabesic, but a new pump station and treatment plant is under construction in Hooksett which will use water drawn from beneath the bed of the Merrimack River (upstream of the Project area).

The 2020–2022 Water Quality Impairment data for the Merrimack River Assessment Unit NHRIV700060802-14-02 shows poor water quality (not supporting, marginal to severe impairment) for aquatic life, fish consumption, swimming, and boating (Figure 5), but good water quality for potential drinking water supply. Water quality impairments in this segment of the Merrimack River include aquatic life integrity (poor: aluminum, pH, total phosphorus), fish consumption (poor: mercury), and primary contact recreation (severe: *E. coli*). Impairments requiring a Total Maximum Daily Load (TMDL) assessment include aluminum and pH, while TMDLs have already been adopted for Mercury and *E. coli*. No TMDL is required for total phosphorus impairment as other enforceable measures are expected to correct the issue.

Regulatory Requirements

The applicable regulations and policies governing the protection of water quality for transportation projects include the federal Clean Water Act of 1972 (CWA) and the New Hampshire Alteration of Terrain (AoT) Regulations at RSA 485-A, compliance with the Construction General Permit (CGP) of the National Pollutant Discharge Elimination System (NPDES), and the NH Small Municipal Separate Storm Sewer System General Permit (MS4). Compliance with the City of Manchester’s coverage under the MS4 permit will generally also satisfy the NHDES AoT water quality protection requirements, but an AoT application would need to be prepared and submitted to NHDES. **(Environmental Commitment #7)**

¹⁷ 1 Title L Water Management & Protection Chapter 485-C Groundwater Protection Act, Section 5 Classes of Groundwater, eff. June 28, 1991.

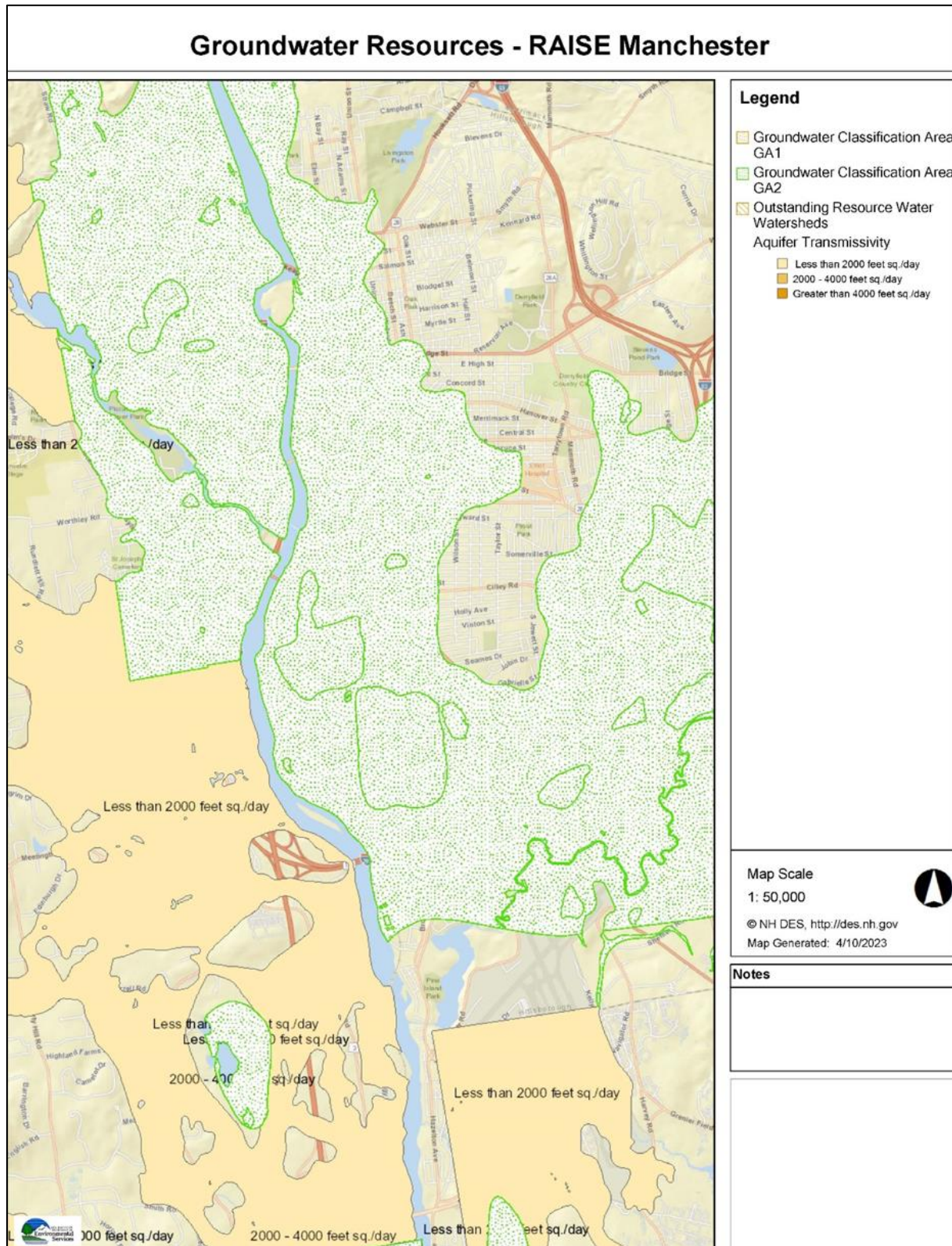


Figure 4. Groundwater Resources in the RAISE Manchester Project Area

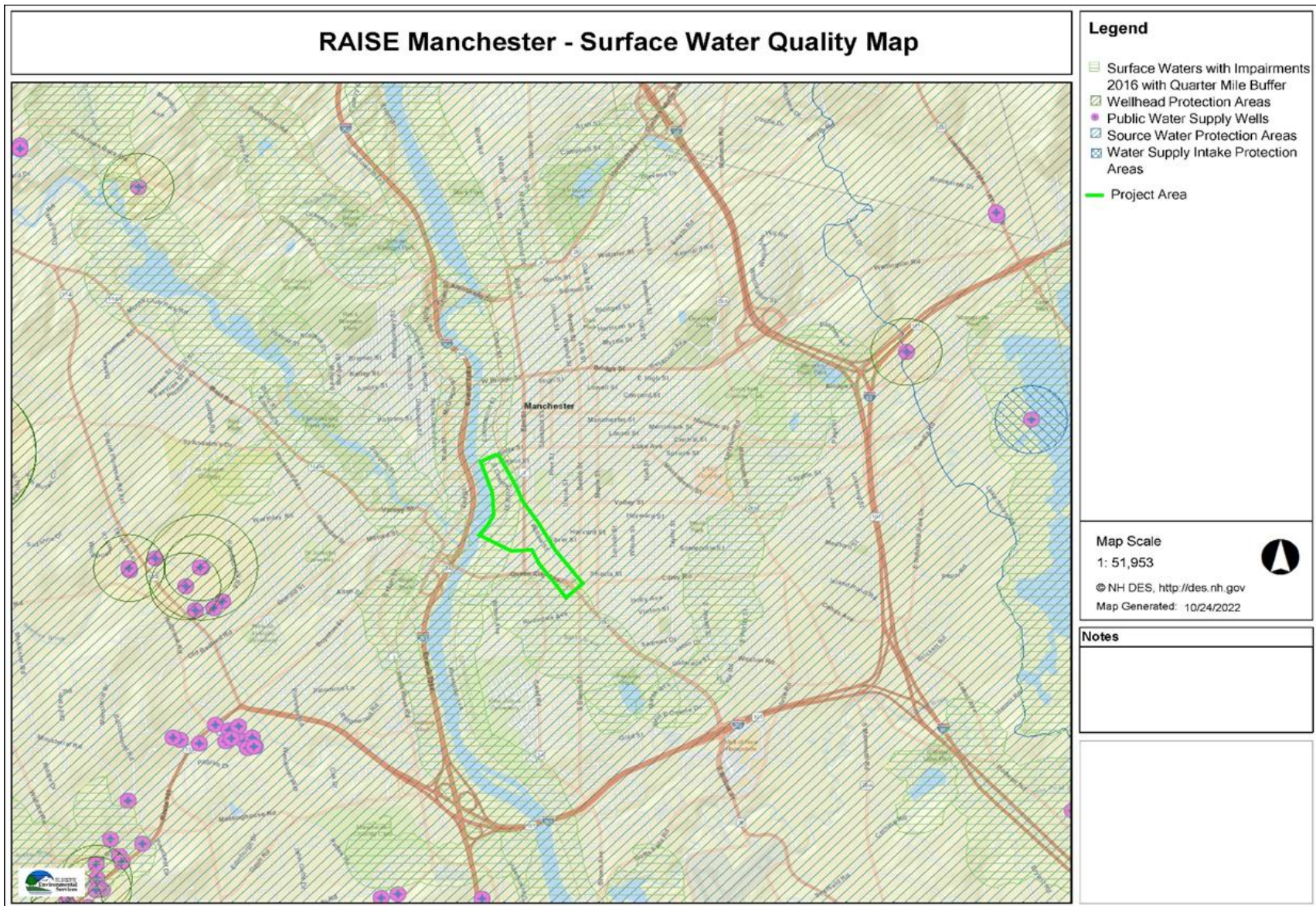


Figure 5. Surface Water Quality Map

Construction of the Project will require coverage under EPA’s 2022 Construction General Permit (EPA, 2022) and conformance with the City’s stormwater regulations to ensure proper stormwater controls are used to protect water resources during the construction phase of the Project. Coverage under the CGP is required for any project in NH that disturbs one or more acres of land or is part of a common development project that cumulatively disturbs one or more acres of land. The CGP requires the operator of the project to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and includes requirements for oversight and inspection of construction site stormwater engineering controls. **(Environmental Commitments #8 and #9)**

Operation of the Project will require coverage under EPA’s 2017 NH Small MS4 general permit (EPA, 2020) for stormwater discharges. The MS4 permit requires permittees to reduce pollutants in stormwater to the “Maximum Extent Practicable” to protect water resources affected by operation of the MS4 system. Part 2.3.6 of the MS4 permit details the requirements for post-construction stormwater management in new development and redevelopment projects covered under the permit (i.e., any project that disturbs one or more acres and discharges into the MS4). This Project will be considered a redevelopment project based on the Project disturbance area of greater than 1 acre and the MS4 permit definition of redevelopment (i.e., the Project site has “40 percent or more of existing impervious surface”). The MS4 permit requires permittees to implement a stormwater program that includes an ordinance with specific stormwater treatment goals for new development and redevelopment projects including the use of stormwater BMPs with specific pollutant removal criteria. The City of Manchester has developed a Stormwater Management Program (<https://www.manchesternh.gov/Departments/Environmental-Protection/Stormwater/Stormwater-Management-Program>), has adopted a stormwater ordinance (Chapter 54: Storm Water) and regulations (“Regulations conforming to the intent of the Storm Water Ordinance as outlined in Title V: Public Works, §54:01 (C)(2)”) that address the MS4 permit requirements for new development and redevelopment projects. The City has adopted for its stormwater design and BMP manual the latest version of the New Hampshire Stormwater Manual (<https://www.des.nh.gov/water/stormwater>). City regulations require redevelopment projects to meet the following minimum stormwater treatment criteria:

- Disconnection or treatment of at least 30% of the existing impervious cover and at least 50% of the additional proposed impervious surface and pavement area through the application of filtration media; or
- Implement other Low Impact Development techniques onsite to the maximum extent practicable to provide treatment of runoff generated from at least 50% of the entire site area; or
- Off-site mitigation equivalent to the above.

The existing impervious surface area for the Project area is 357,901 sf and the proposed impervious surface area is 378,733 sf an increase of 20,832 (5.5%).

Existing Drainage Patterns

Drainage analysis was conducted for the Project area where Elements A, B, and C are located as detailed in the Preliminary Drainage Memo¹⁸. Existing drainage is split into two drainage areas. Area 1 encompasses the South Commercial Street Extension, the Gas Street Extension, and Active Rail Corridor. Area 1 is currently a mix of developed urban areas with pockets of urban grass/wooded areas. Impervious areas are parking lots, roadways, sidewalks, and building roofs. Soils are Urban Fill and Udorthents, smoothed, and a wetland is present adjacent to the railroad tracks. Area 1 existing watershed includes approximately ±67.0 acres of land that ultimately discharges to the Merrimack River in Manchester, New Hampshire. The drainage within the existing watershed includes both open and closed drainage systems. Part of the closed system is an existing stone box culvert that crosses under the railroad. This culvert is damaged and causes flooding issues during large storm events.

Area 2 encompasses the South Willow/Queen City Ave. Intersection Reconfiguration. Area 2 consists primarily of roads and their surrounding commercial development. Ground cover is primarily impervious surface including roads, parking lots, sidewalks, and roofs. Pervious areas are primarily grass islands. Soils are urban fill and Windsor. The majority of watershed drainage is collected in a closed system that discharges to a closed drainage system at Baker Street, south of Queen City Avenue. Smaller portions of the watershed discharge to a closed drainage system in Willow Street and another closed drainage system in Hampton Street.

Proposed Drainage Patterns / Stormwater Treatment

Per City of Manchester Stormwater Requirements for redevelopment sites having more than 40% existing impervious surface coverage, the Project is required to disconnect or treat 30% of existing impervious cover and 50% of additional proposed impervious cover. Since this Project will disturb more than 100,000 sf, Alteration of Terrain (AoT) Program Administration Rules (Env-Wq 1500) require the Project to implement a long-term maintenance practice per Env-Wq 1507.08, as well as implement an Inspection and Maintenance Plan.

The preliminary stormwater management system provides collection and treatment for approximately 5.79 acres (67%) of the total proposed 8.69-acre paved area. The proposed treatment includes curbing-to-channel impervious area runoff into a closed drainage system and six (6) stormwater Best Management Practices (BMPs) located within the Project area. The BMPs are a combination of Bio-Filtration basins and subsurface Stormwater Treatment Systems that are lined chambers and stone systems with filtration media. The open and underground detention systems have been designed in accordance with NHDES Alteration of Terrain, Env-Wq 1508.07 requirements. These Stormwater Treatment Areas use a 24-inch filter media to provide stormwater treatment. The systems are sized to treat the full Water Quality Volume (WQV) directed to it and the outlet structure is sized to control the flow of the 2-, 10-, 25-, and 50-year design storm with one foot of freeboard to the peak elevation of the 50-year storm event. These treatment systems are lined to meet the requirements of NHDES with either a poly or clay liner and include a perforated pipe underdrain surrounded by clean, washed crushed stone. NHDES has deemed the area unsuitable for infiltration, due to onsite contamination; thus, the use of lined systems with bioretention filter media. Drainage Area No. 1 includes two Bio-

¹⁸ Preliminary Drainage Memo, Fuss & O'Neill, Revised March 23, 2023, is available upon request from the City of Manchester.

Filtration basins and two subsurface Stormwater Treatment Systems. Drainage Area No. 2 includes one Bio-Filtration basin and two subsurface Stormwater Treatment Systems. **(Environmental Commitment #10)**

1.6.13 Wildlife and Fisheries

The Project does not impact Highest Ranked Habitat as identified by the Wildlife Action Plan (Figure 6) or Essential Fish Habitat. There would be no impacts subject to the conditions of the Bald and Golden Eagle Protection Act. The Project does involve impacts to one intermittent stream channel for the construction of the multi-modal path, and this is discussed in the Wetland/Surface Waters section. This channel is likely man-altered and flows into the City stormwater system, and does not provide significant aquatic habitat. Nonetheless, the Project will employ wildlife friendly organic erosion control materials wherever possible. **(Environmental Commitment #11)**

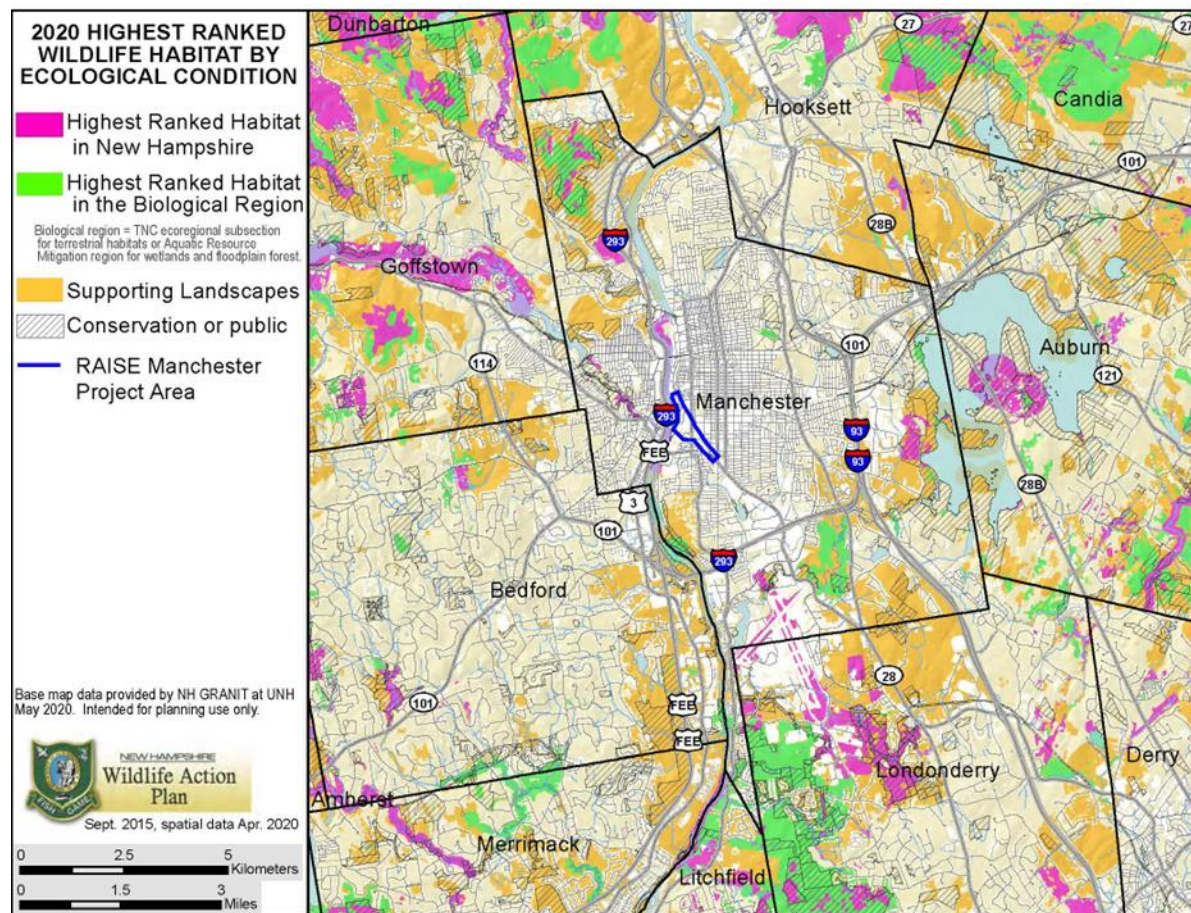


Figure 6. Highest Ranked Wildlife Habitat by Ecological Condition

1.6.14 Threatened or Endangered Species / Natural Communities

The NH Natural Heritage Bureau (NHNHB) data check did not identify any Exemplary Natural Communities in the Project area, and none were observed in this highly disturbed urban landscape. The NHNHB report did not identify State-Listed Threatened or Endangered species in

the Project area (Appendix H). However, one state-listed plant species was observed during field work. Virginia Stickseed (*Hackelia virginiana*) was observed and GPS located in a disturbed location that would be further impacted by the Project. A report and rare plant data form were submitted to the NHNHB for their records and to request guidance regarding Project work that would disturb this plant (Appendix H). The Project design was altered to avoid several rare plants and minimize wetland impacts.

An official list of federally Threatened or Endangered species in the Project area was obtained through the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) website (Appendix H). The list includes northern long-eared bat (NLEB, *Myotis septentrionalis*), protected under the Endangered Species Act (ESA) and recently up-listed from threatened to endangered status. The amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) produced a Consistency Letter concluding that the RAISE Manchester Project would have no effect on NLEB. The determination requires that changes in the Project or detection of NLEB use or occupancy of structures (including culverts) altered during the Project be reported to the USFWS.

(Environmental Commitment #12)

The monarch butterfly (*Danaus plexippus*) has become a candidate for listing under the ESA. The USFWS will review the monarch's status each year until resources are available to begin developing a proposal to list the monarch as threatened or endangered under the ESA. The candidate status of the monarch does not provide protection under the Endangered Species Act, and no further coordination with the USFWS is required at this time.

The City of Manchester will continue to coordinate with NHNHB and the USFWS during final design and state and federal permitting. The City will complete IPaC consultation for the NLEB when available; abide by the appropriate guidelines for avoiding an unpermitted incidental take; conduct an additional survey for Virginia stickseed during the fruiting period from mid-July to late September in 2023 as requested by NHNHB; update the NHNHB's Rare Plant Reporting form after the additional survey; and continue efforts to avoid and minimize impacts.

(Environmental Commitment #13)

1.6.15 Agricultural Land

The US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) administers the Farmland Protection Policy Act (FPPA), which provides guidelines to federal agencies involved in proposed projects that may convert farmland to non-agricultural uses. The purpose of the FPPA is "to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses..." The NRCS is responsible for making determinations, based on criteria established in the FPPA, as to whether proposed projects contain Important Farmland Soils, which includes soils designated as prime, unique, statewide, or locally important farmland soils. There are no active farms in this urban Project area. The NRCS WebSoilSurvey identifies no important farmland soils in the Project area (Figure 7), so no conversion would occur, and Form AD-1006 or Form CPA-106 is not necessary.

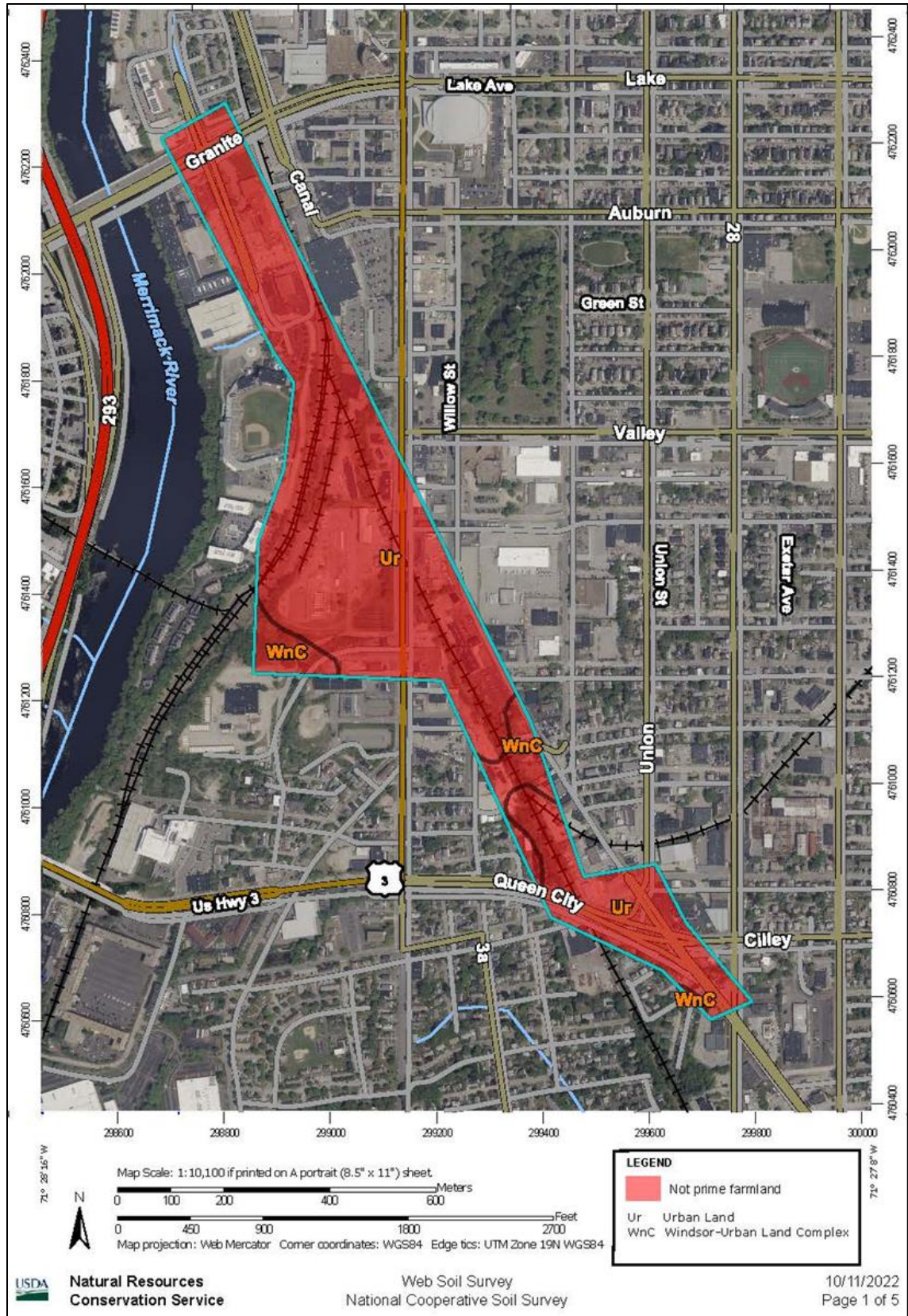


Figure 7. Farmland Soil Rating Map

1.6.16 Cultural Resources

Section 106 of the National Historic Preservation Act requires federal agencies and those receiving federal funding, permitting, or licensing to take into account the impacts of their undertakings on properties eligible for or listed on the National Register of Historic Places and affords the Advisory Council for Historic Preservation (ACHP) the opportunity to comment on the undertaking prior to the Project's execution. Other laws which may be applicable to the Project include Section 4(f) of the Department of Transportation Act which requires Department of Transportation agencies, including FHWA, to consider historic sites during project development.

Coordination with the NH Division of Historical Resources (NHDHR) was initiated during the Grant application phase of the Project. A review of NHDHR's EMMIT online database revealed several National Register properties and districts, as well as potentially eligible resources throughout the Project area, including the Manchester & Lawrence Railroad, the Amoskeag Millyard, and Amoskeag Manufacturing Housing District A. A Request for Project Review (RPR) was submitted to NHDHR in April of 2021, including information for Amoskeag Mfg. Company Housing Districts A, B, C, D, and E. The NHDHR response dated June 1, 2021 recommended the completion of a Phase IA Archeological Sensitivity study by a qualified Archeologist and assessment of historic properties by an Architectural Historian once Project plans are more fully developed (Appendix I). NHDHR also recommended consulting with the Manchester Heritage Commission and the Manchester Historic Association and holding a site visit with these organizations and the Project experts. This site visit was held on October 27, 2022, and subsequent NHDHR meetings have been primarily virtual. A Public Meeting was also held on December 7, 2022, at the Manchester Public Library.

The Area of Potential Effect (APE) was developed in response to the scale and nature of the undertaking which involves four Project components. The rather large size of the APE is intended to consider the potential for direct and indirect effects including changes in traffic patterns and future development which may result from the undertaking. The APE (Figure 8) was agreed upon by Project cultural experts, FHWA and NHDHR. Section 106 information and an invitation to request Consulting Party status was placed on the RAISE Manchester website¹⁹. Although there are no tribal lands in NH, the FHWA sent outreach letters to the six federally recognized Native American tribes who may have cultural or religious interests in NH as listed on the NHDHR website and noted in Table 13. The invitation letters and responses are provided in Appendix I. No tribes expressed an interest in becoming a Section 106 Consulting Party. The current list of Consulting Parties includes:

- Manchester Heritage Commission
- Manchester Historic Association
- Factory on Willow LLC (Owner, 252 Willow Street)
- Manchester Moves, Inc.
- New Hampshire Rail Trails Coalition

¹⁹ <https://www.raisemanchester.org/about/section-106/>

RAISE Manchester (FHWA Project Number R21HC054) Area of Potential Effects Figure 4/17/23

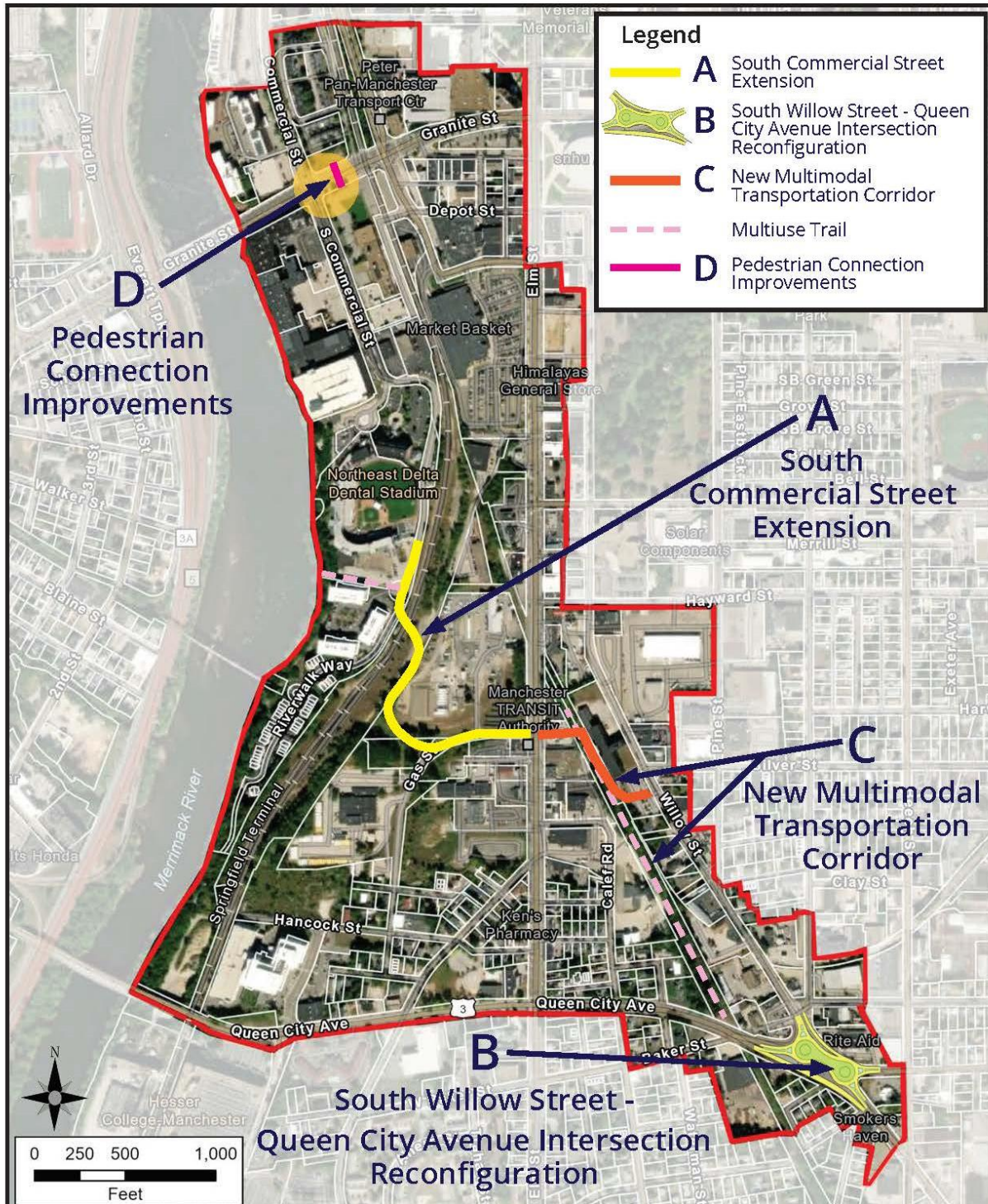


Figure 8. Area of Potential Effect (APE) for Cultural Resources

Aboveground Resources

The Project benefits from the considerable research which has been conducted previously on various subareas of the APE including, but not limited to, the Amoskeag Millyard, the Railyard, the Gaslight District, the Manchester & Lawrence Railroad and the former Granite State Packing property. There are other portions of the APE where there has been very little previous survey including the Bakersville neighborhood which takes in lower Elm Street, Brown Avenue, Willow Street, and side streets.

Historic maps and directories were important resources to research historical contexts relevant to the APE and to understand changes that have taken place. Fieldwork and windshield survey were supplemented by images available through Google Maps, City assessor records and other desktop web sources. The Manchester Historic Association, Boston & Maine Historical Society publications, *New Hampshire Architect*, and a Facebook group dedicated to Manchester history all provided historic images. An Architectural Survey Plan²⁰ describing the history and known historic resources in the APE with recommendations for additional survey was submitted to NHDHR, approved, and implemented. The initial list of properties potentially impacted by or adjacent to components of the RAISE Project and further investigated is provided in Table 9.

Extensive previous inventory work in the APE limited the survey work necessary for the RAISE Manchester Project. Figure 9 shows the location of previously surveyed historical resources within the APE. Six properties within the APE were ultimately found Eligible or potentially eligible for listing on the National Register and potentially affected by the project. These include:

Amoskeag Mfg. Co. Housing Dist. A (MAN1232) consists of seven brick tenement blocks that were constructed between 1845 and 1852 by the Amoskeag Manufacturing Company for the Manchester Mills. It is significant historically for its associations with one of the country's earliest major cotton manufacturers, the Amoskeag Manufacturing Company. Architecturally, the district is significant as an intact complex of mid-19th century company housing. The construction of Element D, the pedestrian bridge, will not cause the destruction of the historic buildings but will be located within the National Register boundary of the property. The bridge will not alter the use of the district as a whole; and will improve the public's safe access to the park and the historic buildings within the district. The setting of the district witnessed extensive changes in the late 20th century due to Urban Renewal and has always been adjacent to industrial properties characterized by noise, smoke, traffic, etc.; therefore, this project results in a finding of No Adverse Effect.

National Register-eligible **Amoskeag Millyard (MAN0AMK)** includes approximately sixty historic resources located on both the east and west banks of the Merrimack River in the center of Manchester, New Hampshire. Constructed between 1838 and 1915, the main mill buildings were constructed, enlarged and altered by Amoskeag Company engineers and reflect changing architectural styles and tastes and technical requirements. Four of the properties are within the APE. This project would not affect the use or location of the historic resources in the Amoskeag

²⁰ Mausolf, L. April 2023. Architectural Survey Plan, RAISE Manchester. Is available here <https://www.raisemanchester.org/wp-content/uploads/2023/06/ARCHITECTURAL-SURVEY-PLAN.pdf>

Table 9. Historical Resources Potentially Impacted by or Adjacent to the RAISE Manchester Project

Street Address	Tax Parcel	Date	Description	Integrity	Recomm. for indiv. survey	Reasoning
Granite St. & Commercial St.	837-1	c.1980	Gateway Park		No	Park created c.1980 on land where two rows of Amoskeag Co. housing previously stood (demolished c.1970 as part of Urban Renewal). Also part of 1982 NR district
Granite St. & So. Commercial St.	274-4		Parking Lot north of WMUR building		No	Urban Renewal removed several buildings from the northern portion of lot, adjacent to Granite Street. Stone wall segments adjacent to S. Commercial could have been part of Lower Canal
Manchester Railyard	930-9	1842+	B & M Rail tracks with remnants of yard incl. several sheds and 1943 CTC signal tower	No	No	Area Form completed 2000, not eligible Demolition of 1943 CTC signal tower is imminent
87 Elm Street	457-3	1927	Cote’s Bread (Sunbeam Mall)	Yes (some)	Yes	Project impacts Inventoried and determined not eligible for NR
102 Elm Street	836/9	c.1955	Elm House of Pizza (was a service Station)	No	No	Lack of integrity
113 Elm Street	457-2	c.1940	Diner	No	No	Lack of integrity
130 Elm Street	752-1	1852+	Gas Works	Yes (some)	Yes	Hist/Arch significance Proximity to Project; Inventoried and determined eligible for NR
252 Willow St.	733-19	1904	Cohas Shoe Factory	Yes (some)	Yes	Prelim. Determination of eligibility by NPS 2016 (prior to rehab.). Inventoried and determined eligible for NR Project impacts
222 Willow St.	733-17	c.1900	House	No	No	Lack of Integrity
231 Willow St.	733-13	c.1930	House	No	No	Lack of Integrity
Manchester & Lawrence RR	874-14	1849+	Manchester & Lawrence RR		No	NR eligible outside of APE, but not within APE. Project impacts
Bridge 144/075		1915	Elm Street over M & L RR	Yes	No	Determined eligible Historic Bridge Inventory 2020
RR Deck Truss Bridge		1937	“Hands Across the Merrimack” pedestrian bridge	Yes	No	Determined eligible Historic Bridge Inventory

RAISE Manchester (FHWA Project Number R21HC054)
Area of Potential Effects with Previously Identified Historic Resources
 4/13/23

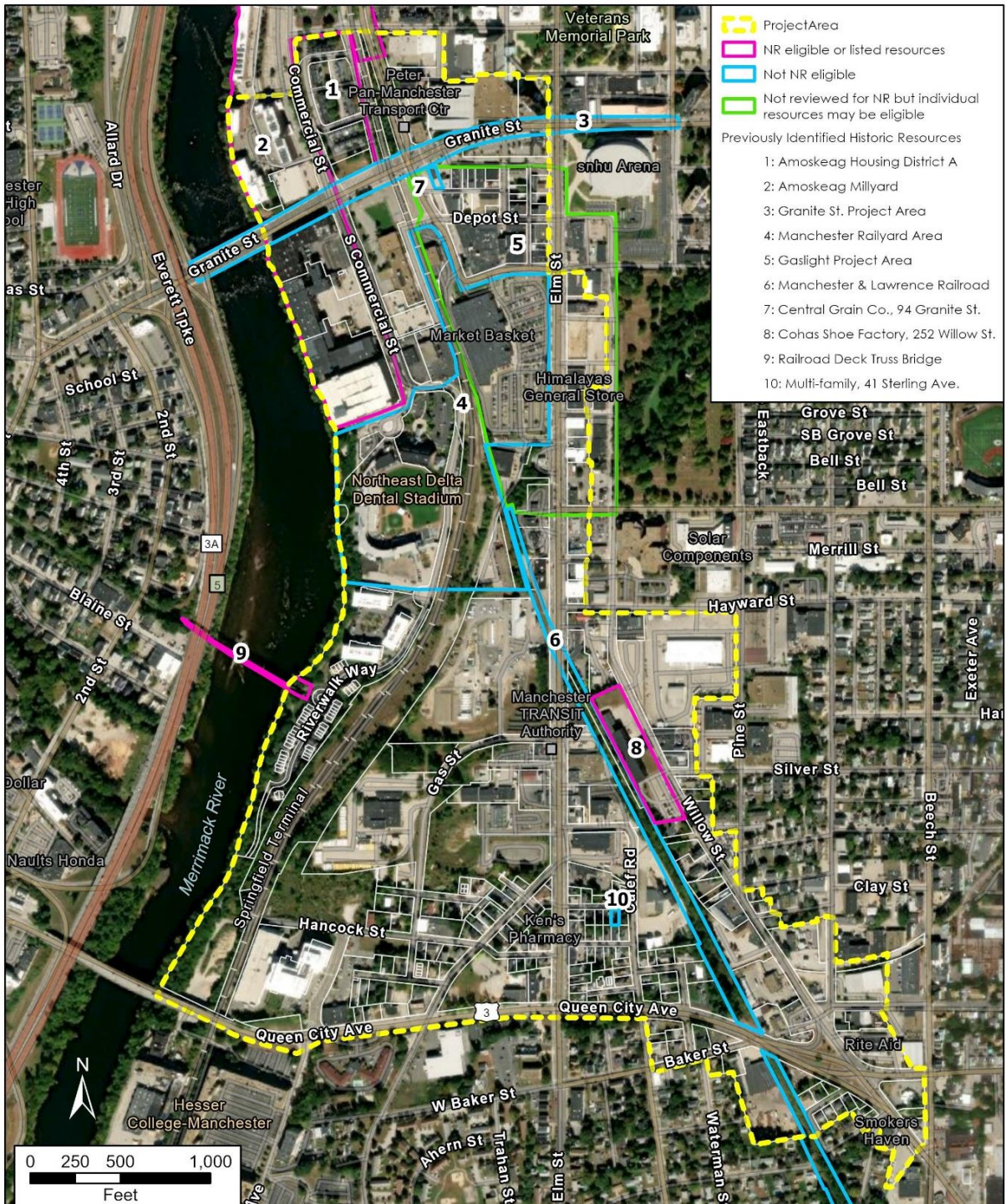


Figure 9. Area of Potential Effects (APE) with Previously Identified Historic Resources

Millyard. A pedestrian bridge (Element D) will be constructed over Granite Street outside the National Register eligible boundary. This bridge will not alter the characteristics of the Millyard that make it eligible for the National Register; therefore, this project results in a finding of No Historic Properties Affected.

Manchester Gasworks (130 Elm Street; MAN1287) is comprised of Italianate-style brick buildings (1852+), that were key components of the early gas works including retort house, purifier, etc. The proposed new South Commercial Street Extension (Element A) will traverse the property in the southwest corner and extreme south portions of the parcel, over 100 feet from a 1964 utility building and over 600 feet from surviving 19th century buildings. The roadway will be partially raised but will not block the view of the historic buildings. The property has been altered, and has historically been in industrial use and adjacent to a busy railyard so changes in atmospheric conditions will be negligible. This alternative would not result in treatment of the property that is inconsistent with the Secretary's Standards for the Treatment of Historic Properties. There will be no relocation, alterations in use, neglect, transfer, lease, or sale. This project would have No Adverse Effect on this property.

The Manchester & Lawrence Railroad Bridge 144/075 is a 1915 I-beam bridge that is individually eligible for listing in the National Register. During the 2020 Historic Bridge Inventory it was determined to be among the oldest concrete encased steel I-beam highway bridges in the state. It carries Elm St. over the railroad corridor. The bridge is individually eligible for its engineering; the segment of railroad in this location is not eligible. While the resource sits within the APE, no elements of the proposed project are in the vicinity of the resource, therefore the project would result in a finding of No Historic Properties Affected.

The **Cohas Shoe Factory** (252 Willow Street; MAN1288) dates to 1904 and is significant as one of several shoe factories constructed in Manchester in the early 20th century for the W.H. McElwain Company, an innovative, leading New Hampshire shoe manufacturer. The continued use of the building as a shoe factory into the early 1970s reflects the perseverance of the local shoe industry and its importance. It has recently been renovated into a mixed use space including apartments, artists' space and commercial uses. Element C, the Gas Street Extension will run through the parking lot and the multimodal trail will run along the back of the building. This will not significantly change the resource's setting or atmospheric conditions, as the property has always been industrial and adjacent to railroads and roadways. The rear side of the factory has undergone many changes over the years. There will be no relocation, alterations in use, neglect, transfer, lease, or sale. This project would have No Adverse Effect on this property.

RR Deck Truss Bridge over Merrimack River (MAN0087) is now known as the "Hands Across the Merrimack Footbridge". This steel deck riveted Warren truss bridge was constructed in 1936-7 to carry the Manchester and North Weare Railroad over the Merrimack River. Now a footbridge, it was determined eligible for the National Register under Criterion C, engineering, due to its uncommon three deck truss spans which represent the mature phase of riveted truss construction in the latter decades of the railroad era. The RAISE project will construct a ramp behind the Northeast Delta Dental Stadium to connect to the existing Riverwalk Trail and improve connections to the footbridge and the Piscataquog Recreational Trail on the west side of the Merrimack. This project would not affect the use or location of the Railroad Truss Bridge, is not located in the National Register boundary of the property, and results in a finding of No Historic Property Affected.

The potential impacts of the RAISE project components on these properties were assessed and effects tables generated for each property. In each case, the findings reached were either “No Historic Properties Affected” or “No Adverse Effect.” The Effects Memo is attached (Appendix E).

Archaeological Resources

A Phase IA archeological Investigation adhering to the state requirements²¹ was conducted by Hartgen Associates, Inc. The APE for archeological resources includes all portions of the property that the proposed undertaking will directly alter. An examination of EMMIT identified 17 reported archeological sites within one half-mile (0.8 km) of the APE. Previously reported archeological sites provide an overview of the types of sites that may be present in the APE and the relation of sites throughout the surrounding region. Eight of the 17 reported archeological sites are precontact and 9 are historic. This information is sensitive and not included in public documents.

The presence of the Merrimack River likely made the area highly appealing as a natural transportation corridor and resource. Generally, most reports acknowledged moderate to high archeological sensitivity for historic finds near the APE, while precontact finds seemed less likely. The extensive development of the area since the 19th century leaves a low potential for finding intact precontact deposits. The preservation of multiple industrial buildings and associated structures indicates a moderate potential of finding intact historic deposits in areas where map-documented structures were once located and have not been subject to obvious extensive modern development.

Additional surveys have been recommended in the vicinity of Components A, C and D. The rationale and type of additional survey recommended within each Project area is described in the Phase IA Report. All further archeological surveys will follow the NHDHR recommendations for compliance with Section 106. **(Environmental Commitment #14)**

1.6.17 Contaminated/Hazardous Materials

Per New Hampshire Code of Administrative Rules Env-Or 602.07, “Contamination means the presence of any regulated contaminant, as defined herein, other than naturally occurring substances at naturally occurring or background levels, in soil, groundwater, soil gas, air, sediment, surface water, construction/excavation debris, or any other material at a concentration that has the potential to adversely affect human health or the environment.” Fuss & O’Neill completed a Phase I Site Assessment, including a review of the OneStop and EDR reports for portions of the site²².

This summary of findings documents past uses that may have the potential to contribute to soil and groundwater contamination at the Site in comparison to applicable NHDES soil and

²¹ New Hampshire Division for Historical Resources. 2018. Standards and Guidelines for Archaeological Investigations in New Hampshire.

²² January 26, 2021 Letter Report – Environmental Due Diligence – Hazardous Materials, South Commercial Street Connection, Manchester NH, available here https://www.raisemanchester.org/wp-content/uploads/2023/06/Phase-1-Environmental-Review_210524.pdf.

groundwater standards. The following environmental concerns were identified as related to the proposed construction Project (Site).

- **Historical Rail Bed:** Due to the past historical use of the Merrimack-Lawrence Railroad, contaminants (i.e., heavy metals, pesticides, and PAHs) are a common environmental concern. This former railroad alignment is present in all four areas of the proposed project area.
- **Oil and/or Hazardous Materials:** Several properties have been identified as having the potential to have either previously or currently impacting the Site with soil and or groundwater contamination. These properties are in proximity to and/or adjacent to the Site.
- **PFAS Groundwater Sampling:** In accordance with the NHDES, Area B of the Site is located within the SSGP Consent Decree Boundary and within 1,000 feet of identified PFAS sampling sites. Furthermore, additional identified properties within 1,000 feet of the Site are identified as having NHDES AGQS exceedances for PFAs.

These potential contaminants and associated sources would be taken into consideration in the development of the Site. Based on the potential presence of contamination in groundwater, soil, and specifically PFAS monitoring, a Soil and Groundwater Management Plan will be prepared and provided with Project-related permit applications for state and federal agency review. Due to the potential for soil and groundwater contamination at concentrations greater than the NHDES standards, further Phase IA Site Investigations or targeted investigations would be completed if necessary to inform the Soils and Groundwater Management Plan. **(Environmental Commitment #6)**

The use and/or storage of potentially hazardous materials such as fuels, lubricants, antifreeze, paints, sealants, solvents, etc. should be conducted in compliance with applicable local, state, and federal regulations. **(Environmental commitment #15)**

Limited Reuse Soils

Statewide analytical data collected by NHDOT, as well as nationwide information, indicates that roadside soils (and likely railroad ROW soils) commonly contain metals at concentrations above naturally occurring background conditions, and Polycyclic Aromatic Hydrocarbons (PAHs) exceeding acceptable reuse concentrations. These “Limited Reuse Soils” (LRS) excavated from within the operational right-of-way shall be addressed in accordance with applicable NHDES rules and/or waivers. Roadside soils currently managed as LRS include all topsoil within the limits of the existing right-of-way, regardless of its depth, and any ground or pulverized asphaltic materials. In those instances where there is no measurable topsoil, LRS will be measured from the top of the ground to a depth of six inches.

Excavation of Limited Reuse Soils (LRS) within the existing ROW would be necessary for Project construction. It is expected that this soil would be used on site during construction activities and therefore offsite disposal would not be necessary. Soils that are anticipated to meet the definition of LRS would be included in the Soil and Groundwater Management Plan. **(Environmental Commitment #6)**

1.6.18 Right-of-Way/Construction Impacts/Utilities

The acquisition of right-of-way on several properties along each of the four Project elements will be necessary for Project construction, and coordination with landowners is ongoing. The preliminary estimates of right-of-way area needed, whether permanent or temporary easement is needed, and if fee acquisition is proposed is provided in Table 10. The meeting notes from the most recent right-of-way Project meeting with the City of Manchester is provided in Appendix J.

Table 10. Preliminary Right-of-Way Acquisition Needs by Project Element

Street Number	Street Name	Parcel ID	Primary Owner Name	FEE ACQ (SF)	Easement (SF)		Occupancy
					Perm	Temp	
A - South Commercial Street Extension							
240	Elm St	0930-0009	Boston and Maine Corp		15000		
1	Line Dr	0909-0007	City of Manchester	400			Non-Tax C
15	Riverwalk Way	0909-0004ZZ	15 Riverwalk LLC	11500		20000	
0	Ronald St	0836-0007	Public Service Co of NH	2500	40000	1000	
0	Ronald St	0836-0007	Public Service Co of NH				
130	Elm St	0752-0001	Energynorth Natural Gas Inc	28000	10000	5000	Utility Bld.
B - Peanut Roundabout							
16	S Willow St	0357-0002	Ssh Holdings LLC			500	Office Bld.
50	S Willow St	0357-0004	Tridee Associates Inc	1200		2500	Store/Shop
110	S Willow St	0372-0003	Dagher, Saideh				Single Fam.
29	Cilley Rd	0372-0029	Northway Bank	3000		500	Bank Bld.
170	Baker St	0734-0001	Bangor Savings Bank				Bank Bld.
C - Gas Street Extension – Multi-Modal Trail							
113	Elm St	0457-0002	113 Elm Street LLC	250		3000	Restaurant/ Clubs
87	Elm St	0457-0003	Lacerte, Brian	8000		6000	Store/Shop
0	Page St	0473-0046	City of Manchester				
0	Page St	0473-0046	City of Manchester				
252	Willow St	0733-0019	Factory on Willow LLC	9000		40000	Apartment >8
0	Goffs Falls Rd	0874-0014	State of New Hampshire				
D - Pedestrian Bridge							
100	S Commercial St	0274-0004	Hearst-Argyle Properties Inc	14000			Office Bld.
0	Granite St	0837-0001	City of Manchester Parks & Recreation		8300		
6	Payson St	0837-0002	Amoskeag Apartments LLC	4800			Apartment >8
TOTALS (SF)				82,650	73,300	78,500	

The construction of this Project is anticipated to cause temporary increases in noise and dust levels within the Project area. All standard measures would be employed to ensure such increases are minimized to the extent practicable and are limited to the construction period.

(Environmental Commitment #16)

Appropriate Best Management Practices, as outlined in NHDOT's "Best Management Practices for the Control of Roadside Invasive and Noxious Plants Species," would be used to avoid the spread of invasive plants within or outside of the Project limits (see Section 1.6.19).

The Project contractor would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP), approved by NHDES, prior to the commencement of construction activities. Standard pollution prevention measures, as outlined in the *New Hampshire Stormwater Manual Vol. 3 – Erosion Control and Sediment Controls During Construction (December 2008)*, would be employed to assure all negative impacts are avoided and/or minimized to the maximum extent practicable (see Section 1.5.12). This includes using and storing potentially hazardous materials such as fuels, lubricants, antifreeze, paints, sealants, solvents, etc. in compliance with applicable local, state, and federal regulations. **(Environmental Commitment #15)**

Temporarily impacted wetland areas would be restored after construction is complete. Fill materials would be placed on geotextiles to identify the original grades once fill is removed. Restoration plans would be part of the design package. **(Environmental Commitment #17)**

There are several utilities that would be impacted due to the proposed action. A Utility Coordination Meeting was held with all utility companies on January 10, 2023. A utility impact spreadsheet was completed based on the Preliminary Design and included in Appendix K, with possible design changes and relocations that would be addressed during final design. As with any construction project, abnormal field conditions could be encountered during construction. In such a case, the contractor would be instructed to suspend construction in that location and notify the City of Manchester for further guidance. **(Environmental Commitment #18)**

1.6.19 Invasive Species

The Project area contains several species on the New Hampshire Prohibited Invasive Species list referenced by RSA 430:55, but no aquatic invasive species associated with RSA 487:16-a. The following invasive species were observed in the Project area, particularly in the wetland areas:

Type I Species

- *Celastrus orbiculatus* (Oriental Bittersweet)
- *Frangula alnus* (Glossy Buckthorn)

Type II Species

- *Lythrum salicaria* (Purple Loosestrife)
- *Phragmites australis* (Common Reed)

The Contractor would be required to prepare an Invasive Species Control and Management Plan consistent with the NHDOT Best Management Practices for the Control of Invasive and Noxious Plant Species (2018). **(Environmental Commitment #19)**

1.7 Coordination and Public Participation

The Public Involvement Plan includes public meetings, the development of a project website, and public outreach through direct mailers and email distribution list. A Charrette was held on March 23, 2019 in preparation for the 2019 BUILD Grant Application. Stakeholders gathered to discuss key factors in the Project, prioritize elements of the Project and begin to create a vision for how the Project would transform the ways in which the area functions for citizens and property owners. A Public Informational Meeting was held December 7, 2022. A full recording

of the meeting can be found on the Project website along with information on all comments received from the meeting. Table 11 lists the public meetings and Table lists the agency meetings (virtual and in-person) held to date to discuss the RAISE Project and solicit input.

Table 11. Public Meetings for the RAISE Manchester Project

Date	Meeting
5/23/2019	Project Stakeholder Design Charette
9/12-17/2019	Manchester Planning & Community Development Planapalooza
9/8/2022	Manchester Connects Stakeholder Workshops
10/19/2022	Manchester Connects Stakeholder Workshops
12/7/2022	Public Informational Meeting
3/1/2023	Kiwanis Club Presentation
7/10/2023	Center City Neighborhood Group
8/8/2023	GSOP/NH Alliance for Immigrants and Refugees

Table 12. Agency Meetings for the RAISE Manchester Project

Date	Meeting
9/15/2022	NH Department of Environmental Services – Stormwater/AOT
9/21/2022	NHDOT Natural Resource Agency Meeting (#1)
10/27/2022	Section 106 NHDHR/Manchester Historic Meeting/Site Visit
1/3/2023	Section 4(f) and 6(f) Virtual Meeting with NH DNCR
1/19/23	Section 4(f) and 6(f) Site Walk with NH DNCR
2/9/23	Section 106 NHDHR/Manchester Historic/Archeologic Meeting
3/15/23	NHDOT Natural Resource Agency Meeting (#2)
3/29/23	Section 106 NHDHR/Manchester Historic/Archeologic Meeting

The Project website, <https://www.raisemanchester.org/> has received thousands of visitors. New posts are added 2–3 times per week. There are also Project Facebook and Instagram sites. Emails are sent via Constant Contact to over 200 public meeting participants and to a master list of stakeholders and residents.

Federal, State, Tribal and local agencies and organizations were contacted requesting input on this Project. The active outreach efforts as well as the agencies providing letters of support are listed in Table 13. Letters of support provided during the grant application process are included in Appendix L. Public comments on the project are summarized in Appendix M. Agency responses to requests for information are included in Appendix G.

Table 13. Agency and Tribal Outreach Letters Sent and Replies Received

Agency/Organization	Contact	Corr. Sent	Reply Rec'd	Support Letter
NH Land and Community Heritage Investment Program (LCHIP)	Ben Engel BEngel@lchip.org	11/1/22	11/1/22	
NH Conservation Land Stewardship Program (LCIP)	Charlotte Harding Charlotte.J.Harding@clsp.nh.gov	11/1/22	11/2/22	
Land and Water Conservation Fund Program Coordinator (LWCF)	Bill Gegas/Eric Feldbaum lwcf@dred.nh.gov	4/12/21 11/1/22	11/2/22	
NH Natural Heritage Bureau NHB Datacheck on-line Tool	Automated request and response NHB21-1249	4/13/21		
NH Natural Heritage Bureau Update NHB Datacheck on-line Tool	Automated request and response NHB22-3245	10/6/22	10/14/22	
NH Fish & Game Department Nongame Endangered Wildlife	Kim Tuttle Kim.Tuttle@wildlife.nh.gov	4/12/21		
NH Office of Strategic Initiatives Flood Insurance State Coordinator	Jennifer Gilbert Jennifer.r.gilbert@osi.nh.gov	4/12/21	5/5/21	
NH Department of Transportation Commissioner	Victoria, Sheehan 7 Hazen Drive, Concord NH			6/18/21
NH Division of Historical Resources Request for Project Review (RPR)	Nadine Miller, Deputy SHPO 199 Pillsbury St., Concord		6/1/21	
US Fish and Wildlife Service New England Field Office – IPaC online tool	Automated request and response Informal IPaC Resource List	5/16/22	5/16/22	
Manchester Conservation Commission	Brenda Noiseuz, Chair Planning & Comm. Development One City Hall Plaza	4/12/21		
Manchester Police Department	Allen D. Aldenberg, Chief 405 Valley Street	4/12/21		7/2/21
Manchester Planning Department	Leon LaFreniere, Director Planning & Comm. Development One City Hall Plaza	4/12/21		
Manchester Transit Authority	Mike Whitten Executive Director			5/20/21
Manchester Development Corporation	William Craig, Chair			6/23/21

Agency/Organization	Contact	Corr. Sent	Reply Rec'd	Support Letter
Manchester Public Works	Fred McNeill, Chief Engineer 300 Winston Street	4/12/21		
Manchester Mayor	Joyce Craig, Mayor One City Hall Plaza			7/2/21
Manchester Board of Aldermen	Daniel P. O'Neill One City Hall Plaza			6/1/21
Manchester Fire Department	Daniel A. Goonan, Chief 100 Merrimack Street	4/12/21		6/23/21
Manchester Historic Association	John Clayton, Exec. Director 129 Amherst Street			6/23/21
Manchester Heritage Commission	Kevin McCue, Chairman Planning & Comm. Development One City Hall Plaza	4/12/21		
Manchester Connects	Harry N. Malone, Co-Chair 212 McLane Lane Manchester NH 03104			6/14/21
Southern NH Planning Commission	Nathan Miller, AICP Deputy Executive Director			6/20/21
Mashantucket Pequot Tribal Nation	Michael E. Johnson, Acting THPO 110 Pequot Trail Mashantucket, CT 06338-3202	11/9/22	12/7/22	
Penobscot Nation	Chris Sockalexis, THPO 12 Wabanaki Way Indian Island, ME 04468	11/9/22		
Wampanoag Tribe of Gay Head-Aquinnah	Bettina Washington, THPO 20 Black Brook Road Aquinnah, MA 02535-9701	11/9/22		
Passamaquoddy Tribe	Donald Soctomah, THPO P.O. Box 102 Princeton, ME 04668	11/9/22		
Mohegan Tribal Council	James Quinn, THPO 13 Crow Hill Road Uncasville, CT 06362	11/9/22		
Narragansett Indian Tribe	John Brown, TPO P.O. Box 463 Charleston, RI 02813	11/9/22		

1.8 Environmental Mitigation and Commitments

The following environmental commitments have been made for this Project:

1. To mitigate vehicle emissions and fugitive dust, all construction activities are to be performed per the latest NHDOT Highway Design Manual and Standard Specification for Road and Bridge Construction and any City of Manchester highway specifications. **(Construction)**
2. The Project will facilitate ongoing EJ participation with groups such as the Manchester EJ Working Group, Manchester Community Action Coalition, and Conservation Law Foundation throughout the NEPA process, final design, and construction. **(Design/City)**
3. Should the National Park Service determine that Gateway Park is a 6(f) property, and the RAISE Manchester Project will result in its conversion, the City of Manchester is committed to acquiring an appropriate replacement property. A complete 6(f) evaluation will be provided if the property is found to be encumbered. **(Design/City)**
4. All appropriate wetland permits from the NH Department of Environmental Services and US Army Corps of Engineers shall be obtained prior to the commencement of any work within jurisdictional wetlands, and all permit conditions issued for the Project shall be adhered to. **(Design/City/Construction)**
5. Mitigation for wetland impacts as approved by NHDES and the USACE shall be implemented prior to or during construction as specified by permit. **(Design/City/Construction)**
6. A Soil and Groundwater Management Plan shall be completed and submitted with NHDES Permit applications, to include LRS. If necessary, further Phase IA site investigations or targeted sampling shall be completed to inform the plan. **(Design/City)**
7. This Project requires an Alteration of Terrain permit from the NH Department of Environmental Services, which shall be obtained prior to any earthwork. **(Design/City)**
8. This Project requires coverage under the Environmental Protection Agency's National Pollutant Discharge Elimination System's Construction General Permit (NPDES CGP). Therefore, a Notice of Intent shall be filed prior to the commencement of work. **(Construction/City)**
9. The contractor shall submit a Storm Water Pollution Prevention Plan (SWPPP) specific to this Project and including all regulatory guidelines for the use and storage of hazardous materials used for the Project. The SWPPP shall be approved by the City and implemented and monitored as noted in coordination with the Department's Bureau of Construction. **(Construction)**
10. Project design and construction shall comply with the terms of the City of Manchester's MS4 permit, Stormwater Management Program, Stormwater Ordinance, and Stormwater Regulations. **(Design/City)**
11. Wildlife friendly organic erosion control materials shall be used. The use of welded plastic or 'biodegradable' erosion control netting at the site shall be avoided. **(Construction/ City)**

12. Changes in the nature of the RAISE Manchester Project shall require additional consultation with USFWS for NLEB. Detected or observed use or occupancy by NLEB in structures affected by Project construction shall be reported to USFWS within two days to avoid an unpermitted incidental take of NLEB. **(Design/City/Construction)**
13. The City of Manchester shall conduct an additional survey for Virginia stickseed during the fruiting period from mid-July to late September; update the NHNHB's Rare Plant Reporting form after the additional survey; and continue consultation with NHNHB regarding impact avoidance and minimization measures. **(Design/City)**
14. All archeological survey, assessment and reporting requirements related to compliance with Section 106 will continue, including monitoring of sensitive areas during construction. **(Design/City/Construction)**
15. The use and/or storage of potentially hazardous materials such as fuels, lubricants, antifreeze, paints, sealants, solvents, etc. shall be conducted in compliance with applicable local, state, and federal regulations. **(Construction)**
16. Precautions shall be employed to minimize noise, dust, and vibrations during the construction period, primarily for the abutting receptors located adjacent to the Project area. **(Construction)**
17. Temporarily impacted areas shall be restored after construction is complete. Temporary fill materials in wetlands shall be placed on geotextiles to identify the original grades once fill is removed. Restoration notes shall be part of the construction plan package. **(Design/Construction)**
18. Utility conflicts will be resolved during final design. If abnormal field conditions are identified during construction that present unanticipated environmental concerns or would require deviations from any other environmental commitment, work shall be suspended in the immediate area and the City shall be contacted to provide further guidance. **(Design/City/Construction)**
19. The Contractor shall prepare an Invasive Species Control and Management Plan prior to construction. All appropriate Best Management Practices, as described in the NH Department of Transportation's publication *Best Management Practices for the Control of Invasive and Noxious Plant Species*, shall be summarized in the Management Plan that describe measures that will be taken to avoid spreading the plants to new sites. **(Construction/City)**

Prepared by: _____
Name, Title Date

Reviewed by: _____
City of Manchester, New Hampshire Date
Department of Public Works

Appendix A: Representative Site Photographs

RAISE Manchester: Connecting Communities - Representative Photographs
Element A - South Commercial Street Extension



Google Earth photo of Element A area showing photo locations for S. Commercial Street Extension near Fisher Cats Stadium at upper left, across active rail corridor, and connecting to Gas Street. Liberty Utilities is in the center, and Elm Street runs north to south just east of Liberty Utilities.

RAISE Manchester: Connecting Communities - Representative Photographs
Element A - South Commercial Street Extension



Photo A1. 4/4/23. Riverwalk Way looking south. This would become the South Commercial St. Extension.



Photo A2. 4/4/23. The approximate crossing location of the bridge that would be constructed over the active CSX Railroad, view southeast.

RAISE Manchester: Connecting Communities - Representative Photographs
Element A - South Commercial Street Extension



Photo A3. Active CSX Railyard area, looking northeast from South Commercial Street.



Photo A4. 9/7/22. Wetland 1 along east side of active CSX Railroad, view northwest.

RAISE Manchester: Connecting Communities - Representative Photographs
Element A - South Commercial Street Extension



Photo A5. 11/29/22. View of Gas Street where improvements will be made, facing west-southwest.



Photo A6. 11/29/22. Gas Street and Liberty driveway where the new Commercial St. Extension will be located, facing west.

RAISE Manchester: Connecting Communities - Representative Photographs
Element B - South Willow Street-Queen City Avenue Intersection



Google earth photo of South Willow-Queen City Ave intersection with photo locations. North is to the top of the photo.



Photo B1. 4/4/23. View south towards S. Willow St./Queen City Ave. intersection that would be replaced with a peanut roundabout.

RAISE Manchester: Connecting Communities - Representative Photographs
Element B - South Willow Street-Queen City Avenue Intersection



Photo B2. 11/29/22. Queen City Ave/S. Willow St. intersection view northeast from Queen City Ave.



Photo B3. 11/29/22. S. Willow/Queen Cit Ave. intersection, view east from Queen City Ave.

RAISE Manchester: Connecting Communities - Representative Photographs
Element C - Gas Street Extension and Active Transportation Corridor



Google Earth – Photo locations for the Gas Street extension and trail area from Elm Street on the left to S. Willow Street on the right. The former Cohas Shoe Factory (now the Factory on Willow) is top-center.



Photo C1. 4/4/23. View southeast where new Gas Street Extension would pass through an existing parking area along the east side of Elm Street towards the Factory on Elm.

RAISE Manchester: Connecting Communities - Representative Photographs
Element C - Gas Street Extension and Active Transportation Corridor



Photo C2. 4/4/23. The location where Gas Street Extension would cross the abandoned rail corridor behind Factory on Elm, looking southeast.



Photo C3. 9/7/22. Railroad corridor behind Cohas Shoe Factory containing Wetland 2.

RAISE Manchester: Connecting Communities - Representative Photographs
Element C - Gas Street Extension and Active Transportation Corridor



Photo C4. 11/29/22. View of the abandoned railroad bed behind the Cohas Shoe Factory building, where the bridge would be constructed, looking north-northwest.



Photo C5. 11/29/22. Abandoned rail corridor which would become the Active Transportation Corridor, looking south.

RAISE Manchester: Connecting Communities - Representative Photographs
Element C - Gas Street Extension and Active Transportation Corridor

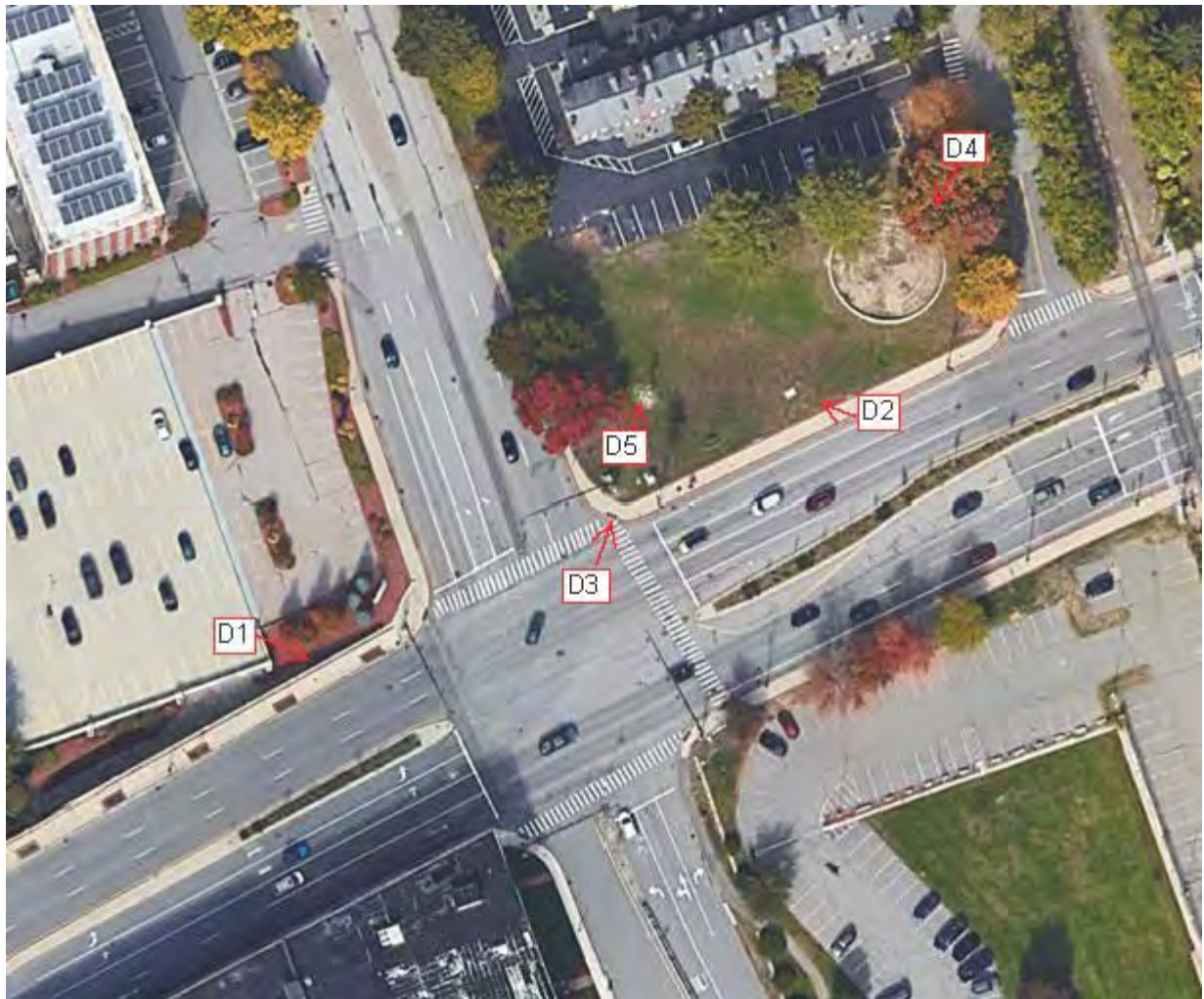


Photo C6. 4/4/23. Proposed Gas Street Extension location east of the abandoned rail corridor, view northwest



Photo C7. 4/4/23. The location where Gas Street Extension would reach South Elm Street, view east.

RAISE Manchester: Connecting Communities - Representative Photographs
Element D - Pedestrian Connection Improvements



Google Earth photo – Granite St.-Commercial St. intersection, with photo stations. North and Gateway Park are towards the top.

RAISE Manchester: Connecting Communities - Representative Photographs
Element D - Pedestrian Connection Improvements



Photo D1. 4/4/23. The intersection of Granite Street and S. Commercial Street, looking southeast.



Photo D2. Looking northwest from Granite Street through Gateway Park in the foreground with historical Amoskeag Millyard to left and Amoskeag Mfg. Co. Housing District A at right.

RAISE Manchester: Connecting Communities - Representative Photographs
Element D - Pedestrian Connection Improvements



Photo D3. View northeast into Gateway Park where the north end of the pedestrian bridge would be located, view northeast from the Commercial St./ Granite St. intersection.



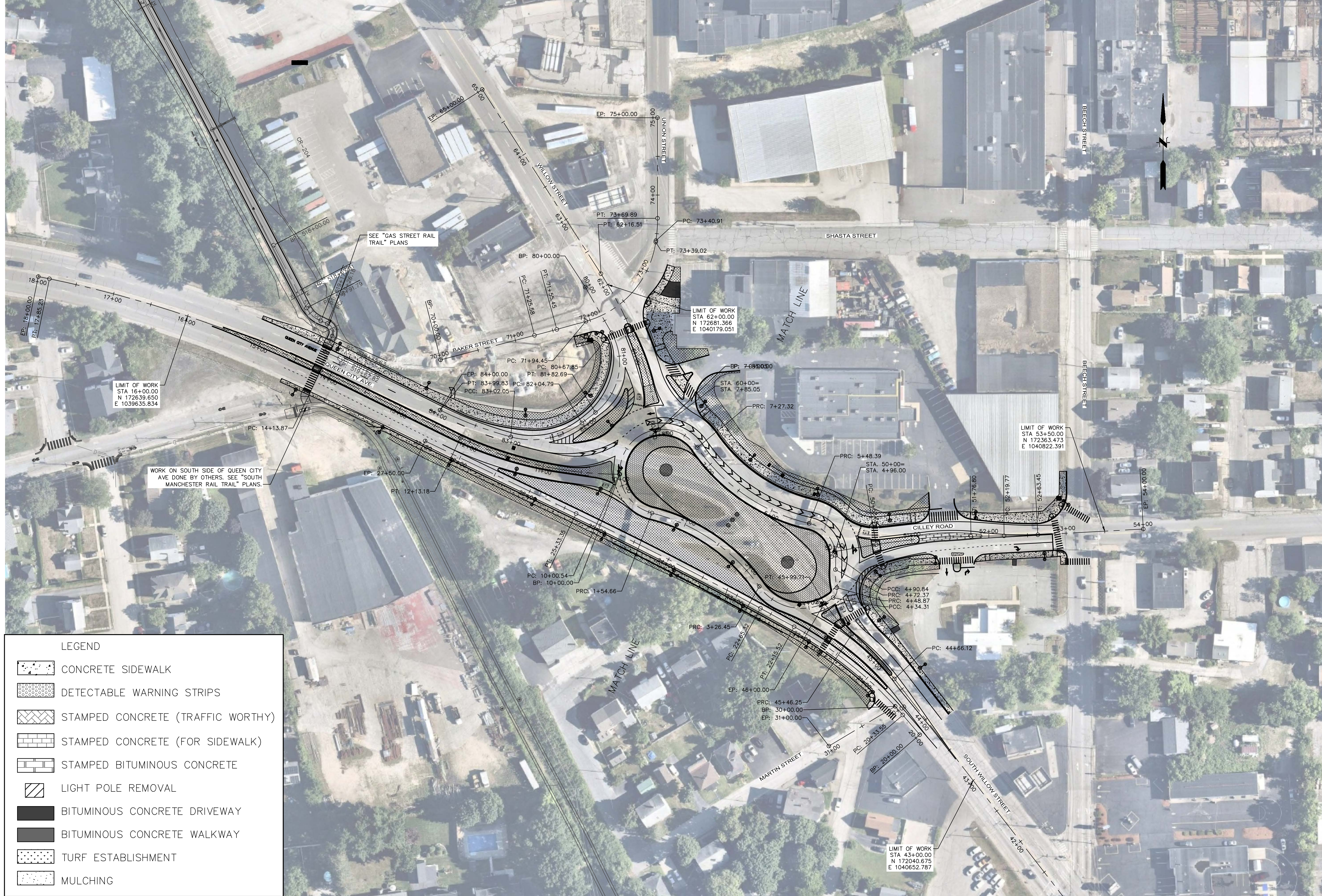
Photo D4. 11/29/22. View of Gateway Park looking west from Bedford Street. Playground equipment was once located within the cement-walled circle.

RAISE Manchester: Connecting Communities - Representative Photographs
Element D - Pedestrian Connection Improvements



Photo D5. 1/19/23. Lamp Post, Gateway Park (originally on the approach to the Queen City Bridge, relocated by the City here c.1985), view northeast.

Appendix B: General Plans



LEGEND	
	CONCRETE SIDEWALK
	DETECTABLE WARNING STRIPS
	STAMPED CONCRETE (TRAFFIC WORTHY)
	STAMPED CONCRETE (FOR SIDEWALK)
	STAMPED BITUMINOUS CONCRETE
	LIGHT POLE REMOVAL
	BITUMINOUS CONCRETE DRIVEWAY
	BITUMINOUS CONCRETE WALKWAY
	TURF ESTABLISHMENT
	MULCHING

No.	DATE	DESCRIPTION	DESIGNER/REVIEWER

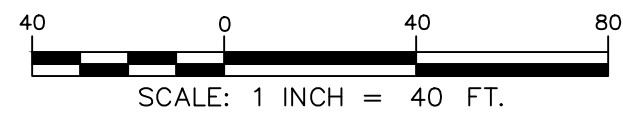
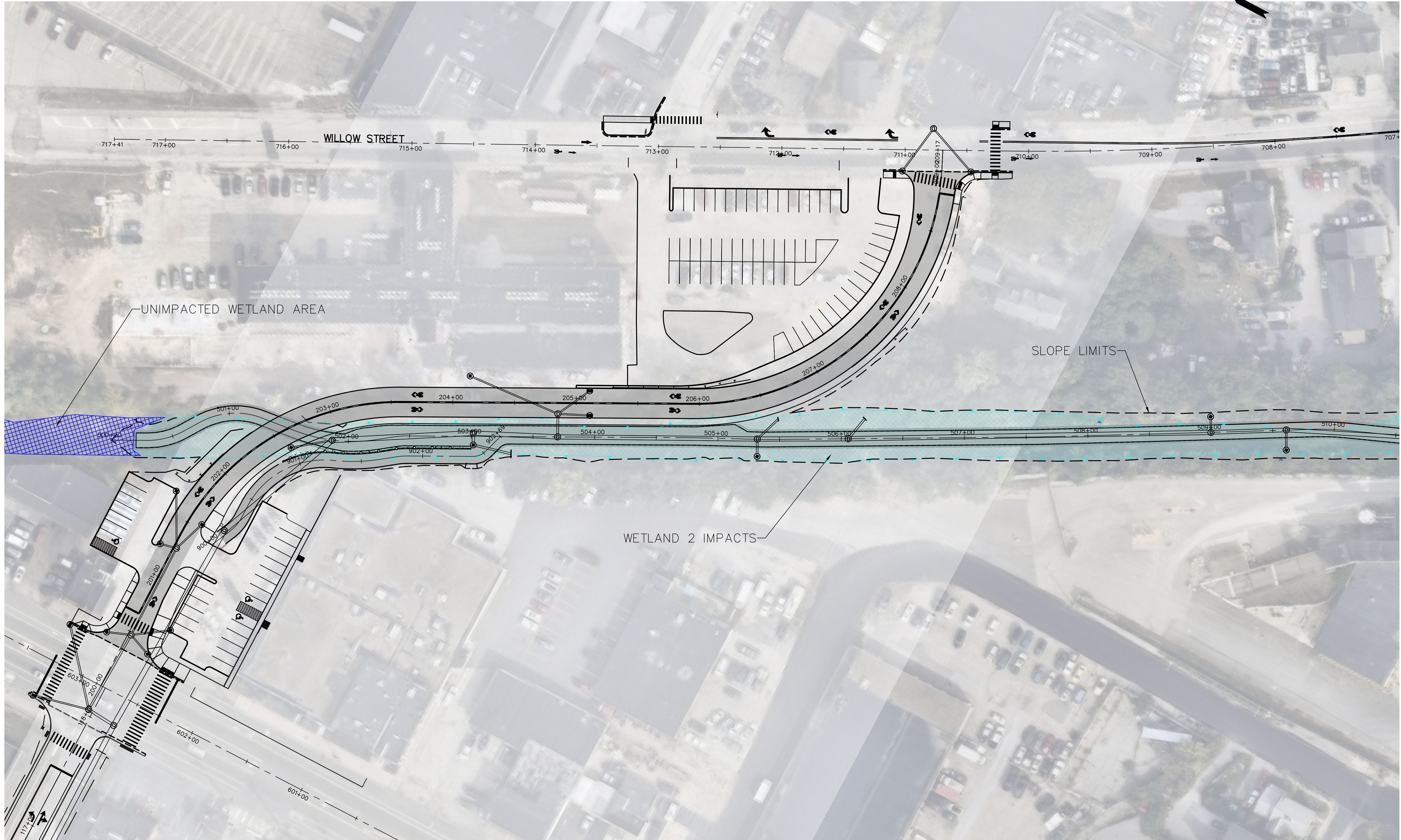
SCALE: HORZ.: 1"=60'
 VERT.: 1"=10'
 DATUM: HORZ.: NAD83 - NH83
 VERT.: NAVD88

FUSS & O'NEILL
 50 COMMERCIAL STREET
 SUITE 200, NEW HAMPSHIRE, 03101
 603.668.8223
 www.fussandoneill.com

CITY OF MANCHESTER
 PLAN OVERVIEW
 - ELEMENT D
 QUEEN CITY AVE / SOUTH WILLOW ST.
 INTERSECTION RECONFIGURATION
 MANCHESTER

PROJ. No.: 20190379.A40
DATE: FEBRUARY 2023

File Path: J:\DWG\20190379A40\Civil\Plan\Gas Street Extension and Trail\Working\20190379A40_Gas St CE pdf set up_MMP.dwg Layout: GI-002 Plotted: Tue, April 25, 2023 - 2:48 PM User: rluipen
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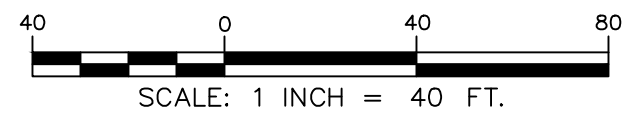
No.	DATE	DESCRIPTION	DESIGNER/REVIEWER
1.			

SCALE:	HORIZ.: 1" = 40'
	VERT.:
DATUM:	HORIZ.: NAD83
	VERT.: NAVD29
	GRAPHIC SCALE

FUSS & O'NEILL
 50 COMMERCIAL STREET
 MANCHESTER, NEW HAMPSHIRE 03101
 603.666.8225
 www.fandob.com

CITY OF MANCHESTER
 PLAN OVERVIEW - ELEMENT C
 GAS STREET EXT. AND ACTIVE
 TRANSPORTATION CORRIDOR
 MANCHESTER
 NEW HAMPSHIRE

PROJ. No.: 20190379.A40
 DATE: MARCH 2023



No.	DATE	DESCRIPTION	DESIGNER/REVIEWER
1.			

SCALE:	HORZ.: 1" = 40'
	VERT.:
DATUM:	HORZ.: NAD83
	VERT.: NGVD29
	40 20 0 40
	GRAPHIC SCALE

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 PLAN OVERVIEW - ELEMENT C
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Appendix C: Alternatives Analysis

Decision Matrix – South Commercial Street Typical Section

Options Evaluated:

1. **Public Meeting Typical Section:** 8-ft raised bi-directional path with 24-ft curb-to-curb roadway (total bridge width 36-ft with curbs/railings).
2. **RECOMMENDED Typical Section:** 12-ft raised bi-directional path* with 24-ft curb-to-curb roadway (total bridge width 40-ft with curbs/railings).
 - a. *8-ft path may be required along the first two bridge spans paralleling condo driveway if a cantilever of the east bridge curb over the RR ROW is not allowed by CSX.

DECISION MATRIX	Public Meeting Typical (8-12-12)	RECOMMENDED Typical (12-12-12)
Pedestrian Accommodation	On raised/curbed 8-ft bi-directional pathway	On raised/curbed 12-ft bi-directional multi-use pathway
Bicycle Accommodation	On raised/curbed 8-ft bi-directional pathway and/or shared lanes on roadway	On raised/curbed 12-ft bi-directional multi-use pathway and bikes can share roadway lanes
Vehicle Accommodation	Emergency vehicles, buses (school, city transit, private), SU trucks, no large tractor trailers	Emergency vehicles, buses (school, city transit, private), SU trucks, no large tractor trailers (SAME)
Cost Differentials	N/A	Ballpark increase of \$500,000 (4%) to the bridge cost of the Public Meeting Typical Roadway costs less than original concept, minor increases over Public Meeting Typical
Benefits	<ul style="list-style-type: none"> • Fits within the allowable space between RR ROW & condo roadway • Narrow traffic widths will help encourage slower travel • Least Cost 	<ul style="list-style-type: none"> • Significantly improved accommodation for shared bike/ped use on multi-use pathway • Narrow traffic width will help encourage slower travel
Risks/Concerns	<ul style="list-style-type: none"> • Minimal facilities for comfortable shared bike/ped use. • No dedicated bike lanes 	<ul style="list-style-type: none"> • Higher project cost • May require transition to lesser typical along 200-ft parallel to condo driveway • Additional ROW impacts at Liberty Utilities • No dedicated bike lanes

Additional Information:

1. Design Constraints:
 - a. CSX new requirements (following purchase of PanAm):
 - i. 18' horizontal clearance from tracks.
 - ii. 23' vertical clearance preferred over tracks (22.5' min).
 - iii. All roadway and abutments must be outside the RR ROW.
 - iv. Overall span width between piers over the tracks (100-ft perpendicular to the tracks).
 - b. Condo driveway parallel to CSX ROW as only access to condo development:
 - i. Minimum clearance from existing apartment building to EP = 5 feet.
 - ii. Minimum roadway width 22 feet (City standards).
 - iii. 5 feet offset to edge of bridge piers for South Commercial Street.
 - c. Roadway grade – dictated by vertical clearance requirements, structure depth which is driven by span length/horizontal clearance requirements & bridge width (b/c bridge is on skew over rails, as bridge widens span gets longer b/c piers are perpendicular to the span, this is needed because of adjacent curved spans to minimize lateral forces & beams depths on curved approach spans).
 - d. Roadway match and starting elevations need to keep viable connection for driveway access to condos & Stadium parking.
2. Other options discussed and not pursued:
 - a. Relocating condo driveway to another part of the property. Looked at multiple options; given existing building locations, required offsets to buildings/minimum roadway width, having the access driveway to the condos in a different location is not feasible.
 - b. 22-ft curb-to-curb roadway was reviewed for potential reduction of vehicle area to add to the bike/ped area. Turning templates for bus showed off-tracking exceeding the 11-ft lane width in the curve nearest to the ballpark; need the 12-ft width per lane to ensure these vehicles can maintain their lanes.
 - c. Having an elevated viaduct for South Commercial Street to be over condo driveway, either a portion or the entire piece. Because of the depth required for the pier cap, there isn't sufficient clearance until the second pier near Sta. 105+75 (final pier location TBD).
 - d. Evaluated various angles of the bridge crossing over the tracks to have the turn from the condo driveway sooner. This length of roadway shown on the alignment is needed to maintain a reasonable (7%) grade up & over the tracks; more angle across the tracks would increase the bridge span and girder depth which would exacerbate the grade needed to get the vertical clearance. Critical piece is the PT for the curved girder and placing the pier radial to this location at the 18-ft offset from pier.
 - e. Evaluated curved bridge across the entire span crossing the RR ROW – steel calculations for girders deemed infeasible for this curvature and span.
 - f. Considered designating the bridge as one-way travel; prioritization of one-way direction is not possible due to this being a connection for emergency vehicles and additional exit access for stadium and housing.

- g. Considered typical that could incorporate dedicated/separated bike lanes which would not fit within the limited space between condo road & RR ROW (overhang with RR ROW too large to support).

Decision Matrix – Gas Street Extension Layout/Typical Section

Options Evaluated:

1. **Public Meeting Layout:** 8-ft wide raised bi-directional path with 30-ft curb-to-curb Gas St Ext roadway/bridge with 6-ft wide switchback trail connection on the northwest corner of the bridge.
2. **RECOMMENDED Layout:** 5-ft sidewalk with 24-ft curb-to-curb Gas St Ext roadway with 12-ft wide trail connection to Elm Street on the southwest quadrant of the bridge, and to Willow Street on the southeast quadrant of the bridge.

DECISION MATRIX	Public Meeting Layout	RECOMMENDED Layout
Pedestrian Accommodation	On raised/curbed 8-ft bi-directional pathway	On 5-ft sidewalk and/or on the trail and connections
Bicycle Accommodation	On raised/curbed 8-ft bi-directional pathway and/or shared lanes on roadway	12-ft wide trail and trail connections
Vehicle Accommodation	Emergency vehicles, buses (school, city transit, private), SU trucks, WB-62	Emergency vehicles, buses (school, city transit, private), SU trucks, no tractor trailers
Benefits	<ul style="list-style-type: none"> • Wider typical accommodates larger vehicles • Allows elimination of one curb cut on Willow for Factory at Willow • Greater amount of private parking maintained (Factory at Willow) 	<ul style="list-style-type: none"> • Minimizes wetland impact • Accommodates tractor trailer accessibility to rear loading dock for Factory at Willow • More direct bike/ped connections from trail, and surrounding streets. • Aligns with South Commercial trail access at Elm St intersection • Eliminates curb cut to Factory at Willow on Gas St Ext (eliminates cut through traffic through parking lot) • Bridge can be fenced off from trail
Risks/Concerns	<ul style="list-style-type: none"> • Switchback grades are steeper than recommended layout trail connections 	<ul style="list-style-type: none"> • Trail is closer to parking area on Sunbeam Mall Side

	<ul style="list-style-type: none"> • No dedicated bike connection from Elm to Willow • Greater wetland impacts than recommended layout • Does not accommodate tractor trailer accessibility to rear loading dock at Factory at Willow 	<ul style="list-style-type: none"> • Greater area of impact to Factory at Willow parking area • Narrower typical section
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Additional Information:

Cost differentials between the alternatives are not significant as the overall length of trail/walls is similar, and the bridge span is the same. Bridge width will be less in the Recommended alternative.

3. Design Considerations:

- a. Trail connections for the recommended layout will utilize 5% slopes or less to meet ADA requirements.
- b. Trail should be constructed through the bridge area to ensure appropriate clearances for future trail extension.
- c. Fencing is recommended between the trail and the abutting properties. Fencing will also be required to close off the bridge connection.
- d. Lighting is proposed for the area of the trail and connections to address safety concerns for through travelers.
- e. For the recommended alternative, WB-40 truck can be accommodated within the Factory Parking and access to the rear loading dock. Both curb cuts to Willow will need to be maintained to have the least impact to the Factory property. The truck will enter the north curb cut on Willow, pull into the parking area and back up to the loading area then pull forward and exit via the south curb cut onto Willow.

Pedestrian Bridge North Approach Evaluation – Gateway Park

Options Evaluated:

Option 1 – Minimized Switchback: This option provides two (2) ADA compliant ramps, one (1) that is accessed from Commercial Street and one (1) adjacent to Canal Street that is parallel to Granite Street. The ramp from Commercial Street extends into the park area using three (3) switchbacks to gain elevation and then matches into the ramp parallel to Granite Street. From that connection, the ramp continues to gain elevation and matches into the bridge. The switchback portion of the ramp system uses maximum grades of 8% with the required level landing areas every 30 feet. Stair access is also provided from Commercial Street. See attached drawing Layout Option 1. All approach ramps will use MSE retaining walls with fill or embankment slopes to minimize costs and are laid out to avoid utility impacts as much as possible. It is anticipated that this option would be considered non-conversion of use if this parcel is found to be encumbered from Section 6(f) LWCF perspective.

Option 2 – S-Curve Ramp: This option provides two (2) ADA compliant ramps, one (1) that is parallel to and accessed from Granite Street and Canal Street and one (1) accessed from Commercial Street at the Commercial Street/Granite Street intersection. The ramp from Commercial Street has one (1) switchback to gain elevation, traverses through an S-Curve ramp layout, and then matches into the ramp parallel to Granite Street. A third optional ramp is accessed from Commercial Street north of the intersection and matches into the Commercial Street ramp at the switchback. Similar to Option 1, the ramp system uses maximum grades of 8% with the required level landing areas every 30 feet. Stair access is also provided from Commercial Street and requires traversing one (1) 30-foot ramp section to access the pedestrian bridge. See attached drawing Layout Option 2. MSE walls will be used to support the ramps as needed, and embankment fill slopes will be used wherever practical. The optional ramp provides direct access for wheelchairs and bikes from the pedestrian bridge to the north end of Commercial Street without utilizing the switchback and provides access to the apartments/condos behind Gateway Park. Even if the optional ramp is not utilized, a staircase could be provided at the switchback to avoid traveling back to the intersection, improving ramp usage. The layout shown provides the least possible property impacts, however, this option provides opportunities for planting areas within the S-Curve, creative MSE wall placement to accommodate additional landscaping features, and the use of additional embankment slopes to minimize the use of MSE walls, decreasing costs. In addition, an element not reflected in the estimates for each option is utility impacts. This option avoids impacts to several utility boxes/cabinets along Granite Street, as well as the mast arm at the intersection. Minimizing utility relocations will decrease the overall cost of the project. Both other options impact these utilities. It is anticipated that this option would be considered non-conversion of use if this parcel is found to be encumbered from Section 6(f) LWCF perspective.

Option 3 – Spiral Ramp: This option provides a spiral ramp that is accessed from Commercial Street, extends vertically a total of three (3) levels, and matches into the pedestrian bridge. A second ramp that is accessed near Canal Street and runs parallel to the existing Granite Street sidewalk will also be provided. The spiral and ramp will be constructed utilizing a steel structure supported by piers and founded on a pile foundation. Stair access is also provided from the Granite Street/Commercial Street intersection. See attached drawing Layout Option 3. This option provides direct access from Commercial Street onto the ramp system than Option 1 and has similar direct access as compared to Option 2, however, it does not provide opportunities for landscaping features along the ramp system. In addition, an elevated steel structure type like this will require more frequent inspections and additional maintenance as compared to the other options. In addition, although the spiral will provide shelter in adverse weather conditions, the enclosed nature of the spiral geometry may result in safety concerns, discouraging some pedestrians from accessing the ramp. This option may be considered a conversion of use if this parcel is found to be encumbered from Section 6(f) LWCF perspective.

Summary of Impacts and Cost

The Table below summarizes the property impacts and cost of each option.

	Property Impacts (SF)		Estimated Cost*
	Gateway Park	Apartments/Condo	
Option 1 – Minimized Switchback	10,326	1,418	\$1,500,000

Option 2 – S-Curve Ramp	9,535 (S-Curve)	1,617 (S-Curve) 4,278 (Optional)	\$1,600,000 (S-Curve), \$300,000 (Optional)
Option 3 – Spiral Ramp	10,287	N/A	\$2,500,000

*Cost is for the approaches only, the bridge cost (includes abutments and superstructure) will be the same for either option.

Recommendation

We recommend Option 2 – S-Curve Ramp for the north approach on the Gateway Park side of the bridge because this option balances cost, functionality, and impacts to Gateway Park and the adjacent property to best meet the project purpose and need. This option has the least impacts to Gateway Park, the majority of which lie along the existing Granite Street and Commercial Street sidewalks. Although it does provide additional impacts to the adjacent property, the optional ramp will provide direct access from the apartments/condos behind Gateway Park, which will help to offset the property impacts. This option also minimizes utility impacts as compared to the other options. Overall, the S-Curve Ramp option provides the best direct access for all pedestrians regardless of their direction of travel, encouraging the public to utilize the ramps and avoid attempting to cross Granite Street at the intersection.

Pedestrian Bridge South Approach Evaluation – WMUR

Options Evaluated

Option 1 – Spiral Ramp: This option provides a spiral ramp that is accessed from Commercial Street, extends vertically a total of three (3) levels, and matches into the pedestrian bridge. A second ramp that is accessed near Canal Street and runs parallel to the existing Granite Street sidewalk will also be provided. The spiral and ramp will be constructed utilizing a steel structure supported by piers and founded on a pile foundation. Stair access is also provided from the Granite Street/Commercial Street intersection. See attached drawing Layout Option 1. This option provides better direct access from Commercial Street onto the ramp system than the single ramp option, though it maintains a similar length of ramp access (the distance users of the ramp system would travel). However, an elevated steel structure type like this will require more frequent inspections and additional maintenance as compared to the other options. In addition, although the spiral will provide shelter in adverse weather conditions, the enclosed nature of the spiral geometry may result in safety concerns; discouraging some pedestrians from accessing the ramp.

Option 2 – Single Ramp: This option provides a single ramp that is accessed near Canal Street, eliminating a significant portion of the property impacts to WMUR. Users from Commercial Street would continue up Granite Street, utilizing the existing sidewalk. Although direct access to a ramp is removed at the Granite Street/Commercial Street intersection, the distance traveled along Granite Street and along this singular ramp is similar to the other two options. The ramp

would be supported by an MSE wall offset from the back of the Granite Street sidewalk. The grade of the existing sidewalk exceeds 5%, so level landings are required and will be placed between the existing sidewalk and the retaining wall every 30 feet. Stair access is also provided from the Granite Street/Commercial Street intersection. See attached drawing Layout Option 2.

Option 3 – Double Ramp: This option provides two (2) ADA compliant ramps, one (1) that is accessed from Commercial Street near the WMUR driveway and one (1) adjacent to Canal Street that is parallel to Granite Street. The ramp along Granite Street is similar to the Single Ramp option but provides a curved ramp that is more aesthetically pleasing and will accommodate greater opportunities for landscaping. However, if preferred, the same ramp utilized for the Single Ramp option could be utilized and would result in an approximate 850 square foot decrease in property impacts. The ramp from Commercial Street runs parallel to the existing sidewalk, requiring the sidewalk to be reconstructed closer the roadway. The ramp system utilizes maximums grades of 8% with required level landings areas every 30 feet. Stair access is also provided from the Granite Street/Commercial Street intersection. See attached drawing Layout Option 3. All approach ramps will use MSE retaining walls with fill or embankment slopes to minimize costs. This option minimizes the length pedestrians coming from the south end of Commercial Street or from the east end of Granite Street would need to travel to access the bridge, increasing the likelihood of usage after events occurring at the ballpark or the arena.

Summary of Impacts and Cost

The Table below summarizes the property impacts and cost of each option.

	Property Impacts (SF)	Estimated Cost*
Option 1 – Spiral	11,901	\$2,500,000
Option 2 – Single Ramp	5,184	\$750,000
Option 3 – Double Ramp	15,320	\$1,500,000

*Cost is for the approaches only; the bridge cost (includes abutments and superstructure) will be the same for all options.

Recommendation

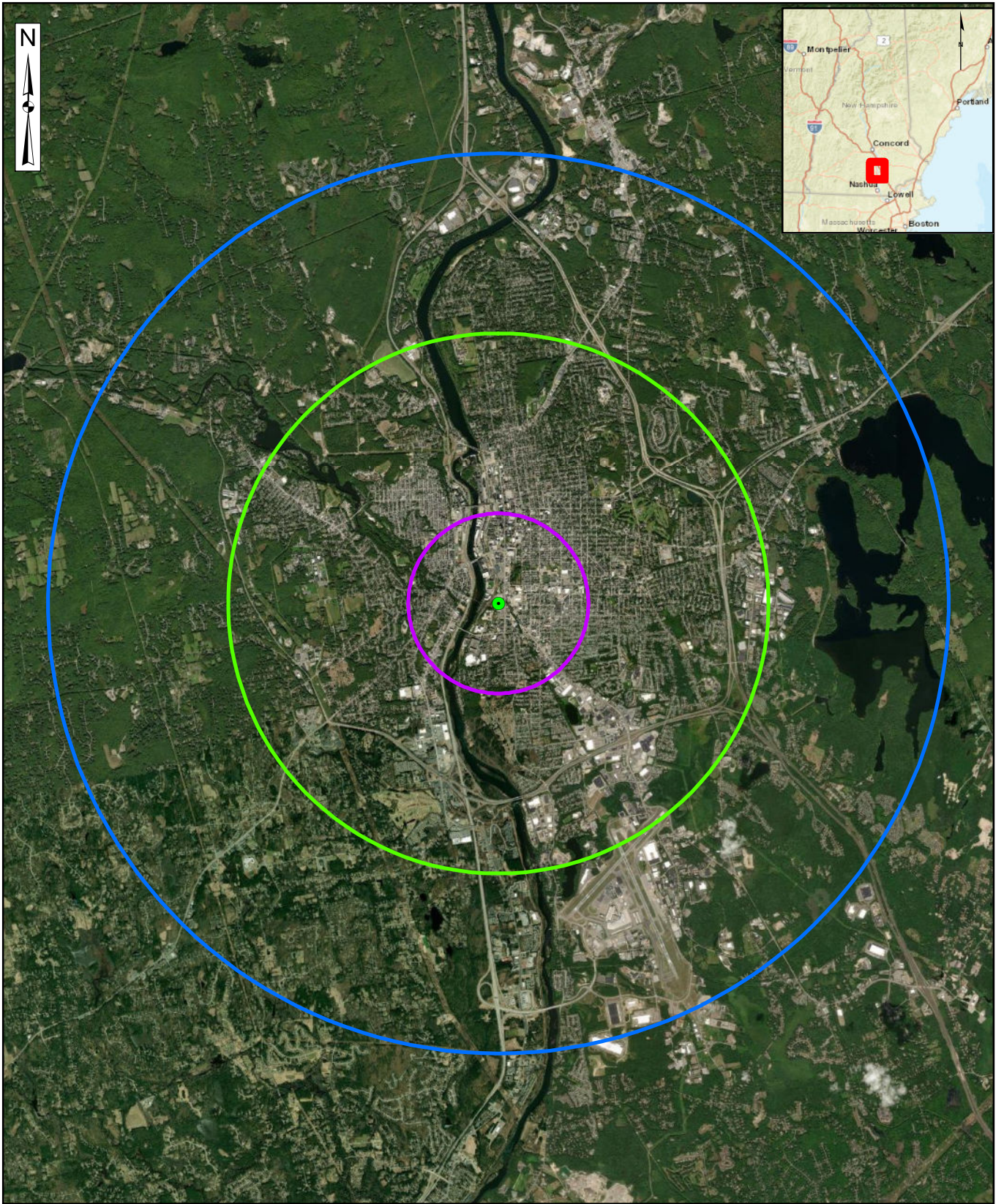
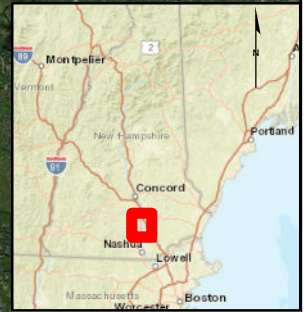
We recommend Option 3 – Double Ramp for the south approach on the WMUR side of the bridge because this option balances cost and functionality to best meet the project purpose and need. Though this option has slightly more property impacts than the spiral option, the majority of the South Commercial Street ramp falls within area currently being used as a public sidewalk. Therefore, this option results in fewer direct impacts to the current use of the property and maintains the existing connection between the upper and lower portions of the WMUR parking lots.

Alternatives Analysis - 2019 and 2020 Build Grant Elements

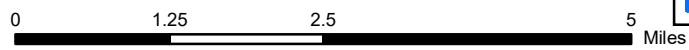
2019 BUILD Grant Elements:







Appendix D: Environmental Justice Assessment and Screening Tools



Environmental Justice Area of Investigation
Manchester, NH



-  Project Center
-  1 Mile Project Radius
-  3 Mile Project Radius
-  5 Mile Project Radius

Location: User-specified point center at 42.981325, -71.462894
 Ring (buffer): 1-miles radius
 Description:

Summary of ACS Estimates		2016 - 2020
Population		29,262
Population Density (per sq. mile)		9,746
People of Color Population		11,066
% People of Color Population		38%
Households		12,189
Housing Units		13,199
Housing Units Built Before 1950		7,498
Per Capita Income		26,797
Land Area (sq. miles) (Source: SF1)		3.00
% Land Area		96%
Water Area (sq. miles) (Source: SF1)		0.14
% Water Area		4%

	2016 - 2020 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	29,262	100%	755
Population Reporting One Race	27,300	93%	1,668
White	21,831	75%	742
Black	2,678	9%	276
American Indian	52	0%	44
Asian	2,077	7%	377
Pacific Islander	26	0%	41
Some Other Race	637	2%	188
Population Reporting Two or More Races	1,962	7%	526
Total Hispanic Population	5,561	19%	527
Total Non-Hispanic Population	23,701		
White Alone	18,196	62%	730
Black Alone	2,386	8%	276
American Indian Alone	52	0%	44
Non-Hispanic Asian Alone	2,077	7%	377
Pacific Islander Alone	0	0%	12
Other Race Alone	111	0%	187
Two or More Races Alone	878	3%	194
Population by Sex			
Male	14,647	50%	499
Female	14,615	50%	472
Population by Age			
Age 0-4	1,707	6%	124
Age 0-17	6,339	22%	218
Age 18+	22,923	78%	541
Age 65+	2,614	9%	242

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2016 - 2020

Location: User-specified point center at 42.981325, -71.462894
 Ring (buffer): 1-miles radius
 Description:

	2016 - 2020 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	19,753	100%	683
Less than 9th Grade	1,942	10%	261
9th - 12th Grade, No Diploma	2,331	12%	145
High School Graduate	6,600	33%	371
Some College, No Degree	3,247	16%	251
Associate Degree	1,593	8%	238
Bachelor's Degree or more	4,040	20%	290
Population Age 5+ Years by Ability to Speak English			
Total	27,555	100%	729
Speak only English	19,589	71%	701
Non-English at Home ¹⁺²⁺³⁺⁴	7,966	29%	468
¹ Speak English "very well"	3,470	13%	307
² Speak English "well"	2,021	7%	201
³ Speak English "not well"	1,745	6%	201
⁴ Speak English "not at all"	729	3%	128
³⁺⁴ Speak English "less than well"	2,474	9%	223
²⁺³⁺⁴ Speak English "less than very well"	4,496	16%	238
Linguistically Isolated Households*			
Total	958	100%	82
Speak Spanish	477	50%	77
Speak Other Indo-European Languages	256	27%	49
Speak Asian-Pacific Island Languages	140	15%	54
Speak Other Languages	84	9%	68
Households by Household Income			
Household Income Base	12,189	100%	370
< \$15,000	1,731	14%	120
\$15,000 - \$25,000	1,514	12%	128
\$25,000 - \$50,000	3,614	30%	362
\$50,000 - \$75,000	2,054	17%	183
\$75,000 +	3,277	27%	214
Occupied Housing Units by Tenure			
Total	12,189	100%	370
Owner Occupied	2,245	18%	223
Renter Occupied	9,944	82%	370
Employed Population Age 16+ Years			
Total	23,494	100%	694
In Labor Force	16,550	70%	660
Civilian Unemployed in Labor Force	1,335	6%	208
Not In Labor Force	6,944	30%	359

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.



Location: User-specified point center at 42.981325, -71.462894

Ring (buffer): 1-miles radius

Description:

	2016 - 2020 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	26,298	100%	743
English	18,735	71%	739
Spanish	3,843	15%	385
French, Haitian, or Cajun	708	3%	175
German or other West Germanic	11	0%	41
Russian, Polish, or Other Slavic	265	1%	164
Other Indo-European	1,052	4%	297
Korean	25	0%	26
Chinese (including Mandarin, Cantonese)	120	0%	100
Vietnamese	217	1%	242
Tagalog (including Filipino)	32	0%	48
Other Asian and Pacific Island	104	0%	77
Arabic	520	2%	271
Other and Unspecified	668	3%	225
Total Non-English	7,564	29%	1,048

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2016 - 2020.
*Population by Language Spoken at Home is available at the census tract summary level and up.

Location: User-specified point center at 42.981325, -71.462894
 Ring (buffer): 3-miles radius
 Description: 3 Mile

Summary of ACS Estimates		2016 - 2020
Population		103,859
Population Density (per sq. mile)		3,947
People of Color Population		26,094
% People of Color Population		25%
Households		42,754
Housing Units		45,608
Housing Units Built Before 1950		19,075
Per Capita Income		33,590
Land Area (sq. miles) (Source: SF1)		26.32
% Land Area		96%
Water Area (sq. miles) (Source: SF1)		1.02
% Water Area		4%

	2016 - 2020 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	103,859	100%	883
Population Reporting One Race	98,137	94%	1,952
White	84,770	82%	808
Black	6,253	6%	318
American Indian	235	0%	147
Asian	5,156	5%	377
Pacific Islander	114	0%	114
Some Other Race	1,608	2%	188
Population Reporting Two or More Races	5,722	6%	526
Total Hispanic Population	11,705	11%	527
Total Non-Hispanic Population	92,154		
White Alone	77,765	75%	808
Black Alone	5,396	5%	318
American Indian Alone	214	0%	147
Non-Hispanic Asian Alone	5,146	5%	377
Pacific Islander Alone	17	0%	44
Other Race Alone	253	0%	187
Two or More Races Alone	3,363	3%	206
Population by Sex			
Male	52,062	50%	499
Female	51,797	50%	622
Population by Age			
Age 0-4	5,372	5%	149
Age 0-17	19,583	19%	250
Age 18+	84,276	81%	541
Age 65+	13,899	13%	273

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2016 - 2020

Location: User-specified point center at 42.981325, -71.462894
 Ring (buffer): 3-miles radius
 Description: 3 Mile

	2016 - 2020 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	72,557	100%	683
Less than 9th Grade	4,038	6%	261
9th - 12th Grade, No Diploma	5,704	8%	153
High School Graduate	21,425	30%	371
Some College, No Degree	13,160	18%	276
Associate Degree	6,868	9%	238
Bachelor's Degree or more	21,363	29%	309
Population Age 5+ Years by Ability to Speak English			
Total	98,487	100%	864
Speak only English	77,865	79%	821
Non-English at Home ¹⁺²⁺³⁺⁴	20,622	21%	468
¹ Speak English "very well"	11,296	11%	307
² Speak English "well"	4,850	5%	218
³ Speak English "not well"	3,418	3%	201
⁴ Speak English "not at all"	1,059	1%	128
³⁺⁴ Speak English "less than well"	4,477	5%	223
²⁺³⁺⁴ Speak English "less than very well"	9,326	9%	245
Linguistically Isolated Households*			
Total	2,159	100%	194
Speak Spanish	699	32%	86
Speak Other Indo-European Languages	815	38%	194
Speak Asian-Pacific Island Languages	377	17%	98
Speak Other Languages	267	12%	81
Households by Household Income			
Household Income Base	42,754	100%	370
< \$15,000	4,134	10%	198
\$15,000 - \$25,000	3,744	9%	189
\$25,000 - \$50,000	9,732	23%	362
\$50,000 - \$75,000	8,433	20%	281
\$75,000 +	16,711	39%	275
Occupied Housing Units by Tenure			
Total	42,754	100%	370
Owner Occupied	19,050	45%	276
Renter Occupied	23,704	55%	370
Employed Population Age 16+ Years			
Total	86,436	100%	838
In Labor Force	60,220	70%	814
Civilian Unemployed in Labor Force	3,344	4%	439
Not In Labor Force	26,217	30%	359

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified point center at 42.981325, -71.462894

Ring (buffer): 3-miles radius

Description: 3 Mile

	2016 - 2020 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	96,854	100%	903
English	76,695	79%	911
Spanish	8,090	8%	525
French, Haitian, or Cajun	3,260	3%	237
German or other West Germanic	160	0%	102
Russian, Polish, or Other Slavic	1,160	1%	205
Other Indo-European	2,994	3%	297
Korean	98	0%	114
Chinese (including Mandarin, Cantonese)	476	0%	158
Vietnamese	1,032	1%	251
Tagalog (including Filipino)	119	0%	58
Other Asian and Pacific Island	437	0%	181
Arabic	1,020	1%	271
Other and Unspecified	1,315	1%	225
Total Non-English	20,159	21%	1,283

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2016 - 2020.
*Population by Language Spoken at Home is available at the census tract summary level and up.

Location: User-specified point center at 42.981325, -71.462894
 Ring (buffer): 5-miles radius
 Description: 5 Mile

Summary of ACS Estimates		2016 - 2020
Population		140,767
Population Density (per sq. mile)		1,878
People of Color Population		30,318
% People of Color Population		22%
Households		56,881
Housing Units		60,173
Housing Units Built Before 1950		20,068
Per Capita Income		35,814
Land Area (sq. miles) (Source: SF1)		74.94
% Land Area		96%
Water Area (sq. miles) (Source: SF1)		3.25
% Water Area		4%

	2016 - 2020 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	140,767	100%	938
Population Reporting One Race	133,978	95%	2,083
White	118,073	84%	939
Black	6,821	5%	318
American Indian	275	0%	147
Asian	6,898	5%	377
Pacific Islander	131	0%	114
Some Other Race	1,781	1%	188
Population Reporting Two or More Races	6,789	5%	526
Total Hispanic Population	12,737	9%	527
Total Non-Hispanic Population	128,030		
White Alone	110,449	78%	939
Black Alone	5,940	4%	318
American Indian Alone	253	0%	147
Non-Hispanic Asian Alone	6,858	5%	377
Pacific Islander Alone	28	0%	44
Other Race Alone	321	0%	187
Two or More Races Alone	4,182	3%	249
Population by Sex			
Male	70,149	50%	499
Female	70,619	50%	622
Population by Age			
Age 0-4	6,920	5%	197
Age 0-17	26,270	19%	313
Age 18+	114,497	81%	623
Age 65+	20,356	14%	341

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2016 - 2020

Location: User-specified point center at 42.981325, -71.462894
 Ring (buffer): 5-miles radius
 Description: 5 Mile

	2016 - 2020 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	98,831	100%	745
Less than 9th Grade	4,767	5%	278
9th - 12th Grade, No Diploma	6,531	7%	153
High School Graduate	27,149	27%	375
Some College, No Degree	17,803	18%	276
Associate Degree	9,661	10%	238
Bachelor's Degree or more	32,921	33%	584
Population Age 5+ Years by Ability to Speak English			
Total	133,847	100%	942
Speak only English	108,847	81%	994
Non-English at Home ¹⁺²⁺³⁺⁴	25,000	19%	755
¹ Speak English "very well"	14,584	11%	755
² Speak English "well"	5,628	4%	218
³ Speak English "not well"	3,694	3%	201
⁴ Speak English "not at all"	1,093	1%	128
³⁺⁴ Speak English "less than well"	4,788	4%	223
²⁺³⁺⁴ Speak English "less than very well"	10,416	8%	245
Linguistically Isolated Households*			
Total	2,356	100%	194
Speak Spanish	752	32%	86
Speak Other Indo-European Languages	885	38%	194
Speak Asian-Pacific Island Languages	452	19%	98
Speak Other Languages	267	11%	81
Households by Household Income			
Household Income Base	56,881	100%	370
< \$15,000	4,688	8%	198
\$15,000 - \$25,000	4,563	8%	278
\$25,000 - \$50,000	11,690	21%	362
\$50,000 - \$75,000	10,993	19%	281
\$75,000 +	24,946	44%	418
Occupied Housing Units by Tenure			
Total	56,881	100%	370
Owner Occupied	28,749	51%	369
Renter Occupied	28,132	49%	370
Employed Population Age 16+ Years			
Total	117,502	100%	964
In Labor Force	81,419	69%	814
Civilian Unemployed in Labor Force	3,899	3%	439
Not In Labor Force	36,083	31%	519

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified point center at 42.981325, -71.462894

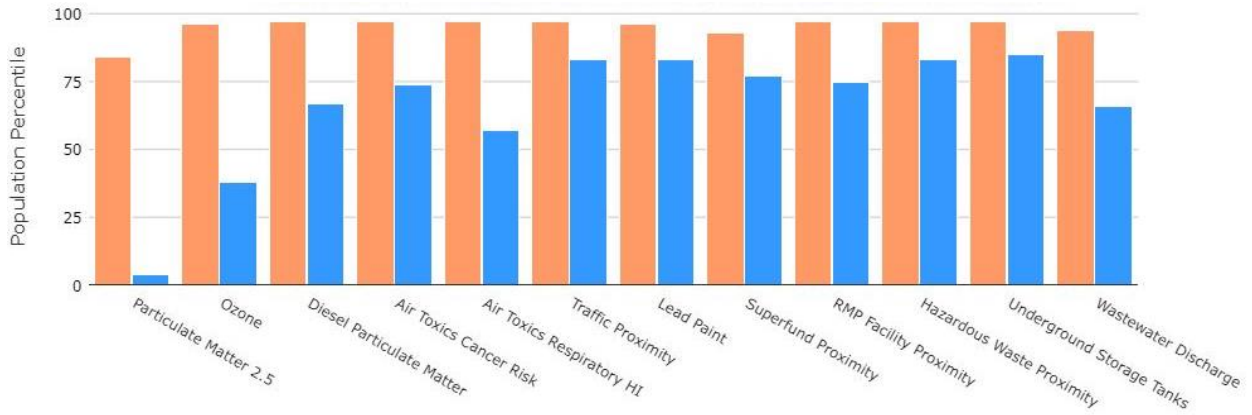
Ring (buffer): 5-miles radius

Description: 5 Mile

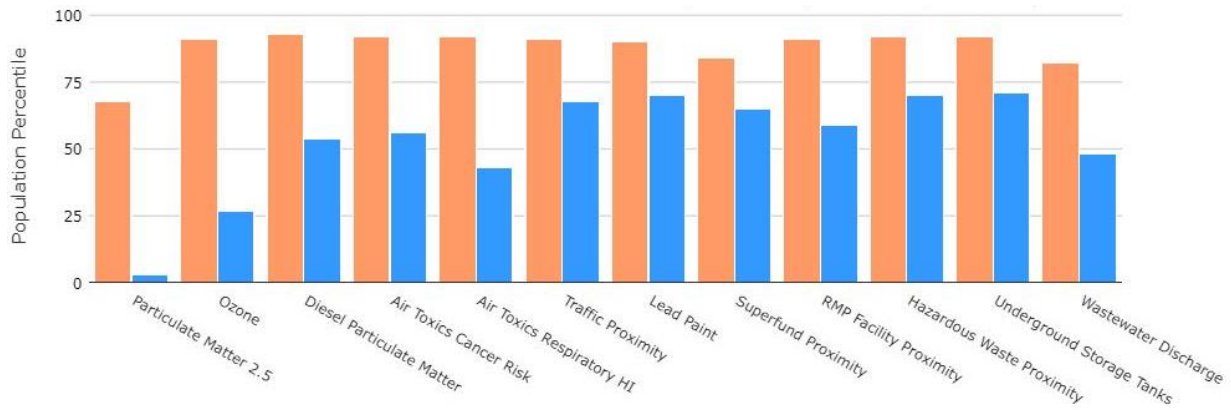
	2016 - 2020 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	131,419	100%	903
English	106,344	81%	911
Spanish	8,876	7%	525
French, Haitian, or Cajun	4,411	3%	237
German or other West Germanic	302	0%	102
Russian, Polish, or Other Slavic	1,562	1%	205
Other Indo-European	4,052	3%	297
Korean	139	0%	114
Chinese (including Mandarin, Cantonese)	718	1%	158
Vietnamese	1,158	1%	251
Tagalog (including Filipino)	255	0%	82
Other Asian and Pacific Island	895	1%	204
Arabic	1,322	1%	271
Other and Unspecified	1,386	1%	225
Total Non-English	25,075	19%	1,283

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2016 - 2020.
*Population by Language Spoken at Home is available at the census tract summary level and up.

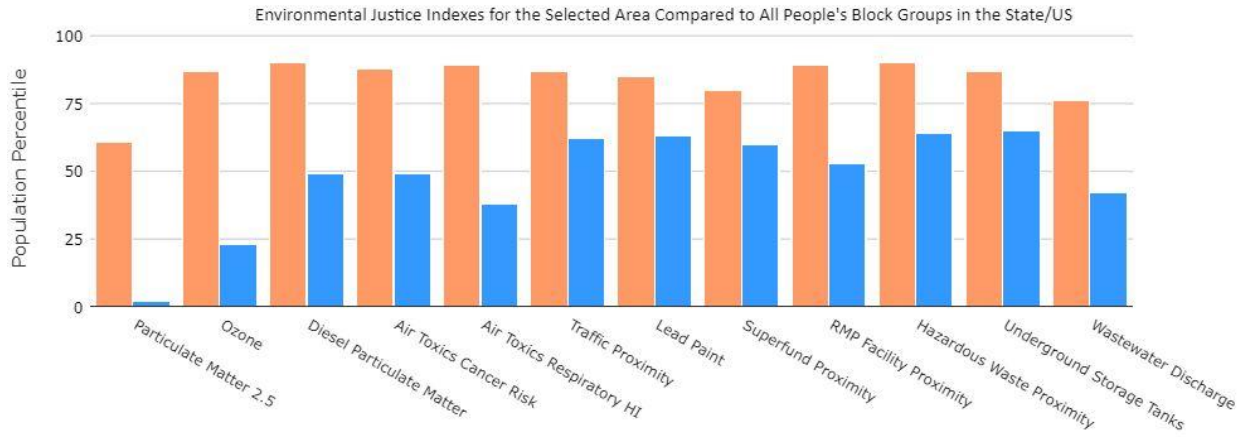
Environmental Justice Indexes for a 1-mile Buffer from Project Center Compared to All Block Groups in New Hampshire (orange) and the U.S. (blue)

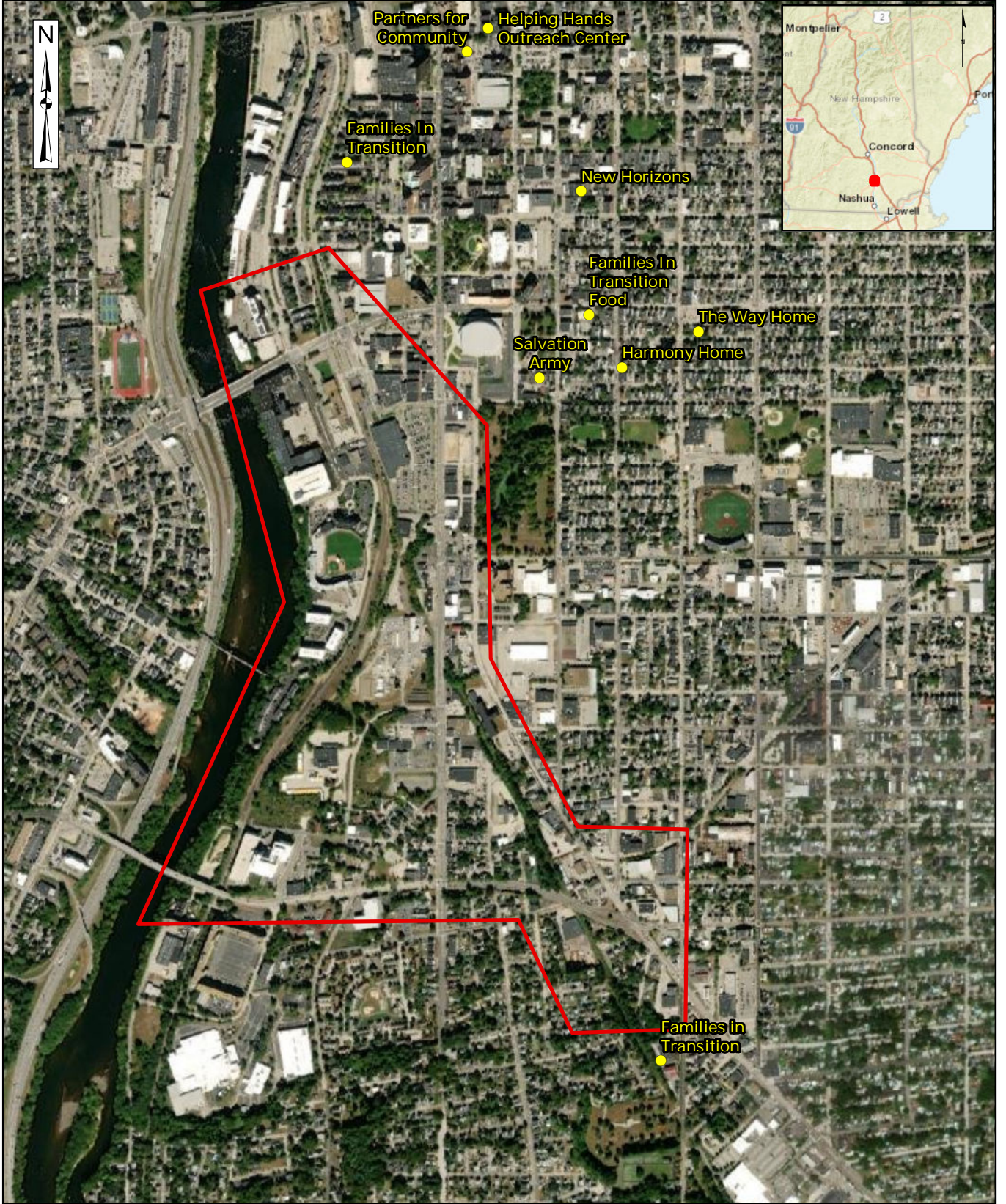


Environmental Justice Indexes for a 3-mile Buffer from Project Center Compared to All Block Groups in New Hampshire (orange) and the U.S. (blue)





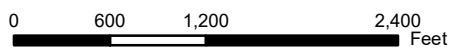
Environmental Justice Indexes for a 3-mile Buffer from Project Center Compared to All Block Groups in New Hampshire (orange) and the U.S. (blue)





Resources for Environmental Justice Populations
Manchester, NH

-  RAISE Locations
-  RAISE_ProjectArea



Appendix E: Gateway Park Section 4(f) Information

Timothy J. Clougherty
Public Works Director



Commission
Kathleen Sullivan, Chair
Arthur Gatzoulis, Co-Chair
Mark MacKenzie
Amber Nicole Cannan
Andre Parent

Owen P. Friend-Gray, P.E.
Deputy Public Works Director

CITY OF MANCHESTER
Department of Public Works

May 23, 2023

Jamison S. Sikora
NH Division Environmental Program Manager
Federal Highway Administration
53 Pleasant Street, Suite 2200
Concord, NH 03301

RE: RAISE Manchester: Connecting Communities
Section 4(f) *De Minimis* Determination – Gateway Park
Federal Project No. R21HC054
City Project FY22-500-46 (State No. 43826)


Dear Jamie:

This letter summarizes the City of Manchester's Department of Public Works intent and concurrence for a *de minimis* impact determination for Gateway Park (Tax Map 837, Lot 1), located on the northeast quadrant of the Granite Street and Commercial Street intersection, in relation to the proposed construction planned for the RAISE Manchester: Connecting Communities project.

The parcel was deeded to the City of Manchester in September 1986 for use as a public park. Preliminary plans showing the project intent for construction on the park parcel were presented at a Public Informational Meeting on December 7, 2022 for public comment, and have been available on the project website for public review and comment since December 2022. The Department of Public Works supports a finding that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection: that of public land for recreational use. Further, the construction of a pedestrian bridge and ADA-compliant approach ramps will support the use and function of the parcel for public recreation.

Updated project plans and impacts, along with this notice of the City's intent for a *de minimus* determination are being posted on the project website <https://www.raisemanchester.org/> for public notification and comment until June 7, 2023. Public comments on this notice and proposed construction for Gateway Park can be received via website form at <https://www.raisemanchester.org/contact-us/>; via email at questions@raisemanchester.org; or by phone at (603) 212-5107.

Sincerely,


Timothy J. Clougherty
Public Works Director
City of Manchester



The City of Manchester, NH

(<https://www.manchesternh.gov/>)

[Pay Online \(/Residents/e-Services/Pay-Online\)](/Residents/e-Services/Pay-Online)

[Employment \(/Departments/Human-Resources/Employment\)](/Departments/Human-Resources/Employment)

[Home \(/\)](#) » [Departments \(https://www.manchesternh.gov/Departments\)](https://www.manchesternh.gov/Departments) » [Parks and Recreation \(https://www.manchesternh.gov/Departments/Parks-and-Recreation\)](https://www.manchesternh.gov/Departments/Parks-and-Recreation) » [Adopt-A-Site \(https://www.manchesternh.gov/Departments/Parks-and-Recreation/Adopt-A-Site\)](https://www.manchesternh.gov/Departments/Parks-and-Recreation/Adopt-A-Site) » [Site Details \(https://www.manchesternh.gov/Departments/Parks-and-Recreation/Adopt-A-Site/Site-Details\)](https://www.manchesternh.gov/Departments/Parks-and-Recreation/Adopt-A-Site/Site-Details)

Site Details

Gateway Park

Status: Adopted

Adopter: YMCA of Downtown Manchester (<http://www.graniteymca.org/>)

Site Type: Volunteer (</Departments/Parks-and-Recreation/Adopt-A-Site/Volunteers>)

Description: Gateway Park is a blank canvas for those wanting to show off their landscape design skills and have their work seen by thousands of motorists daily.

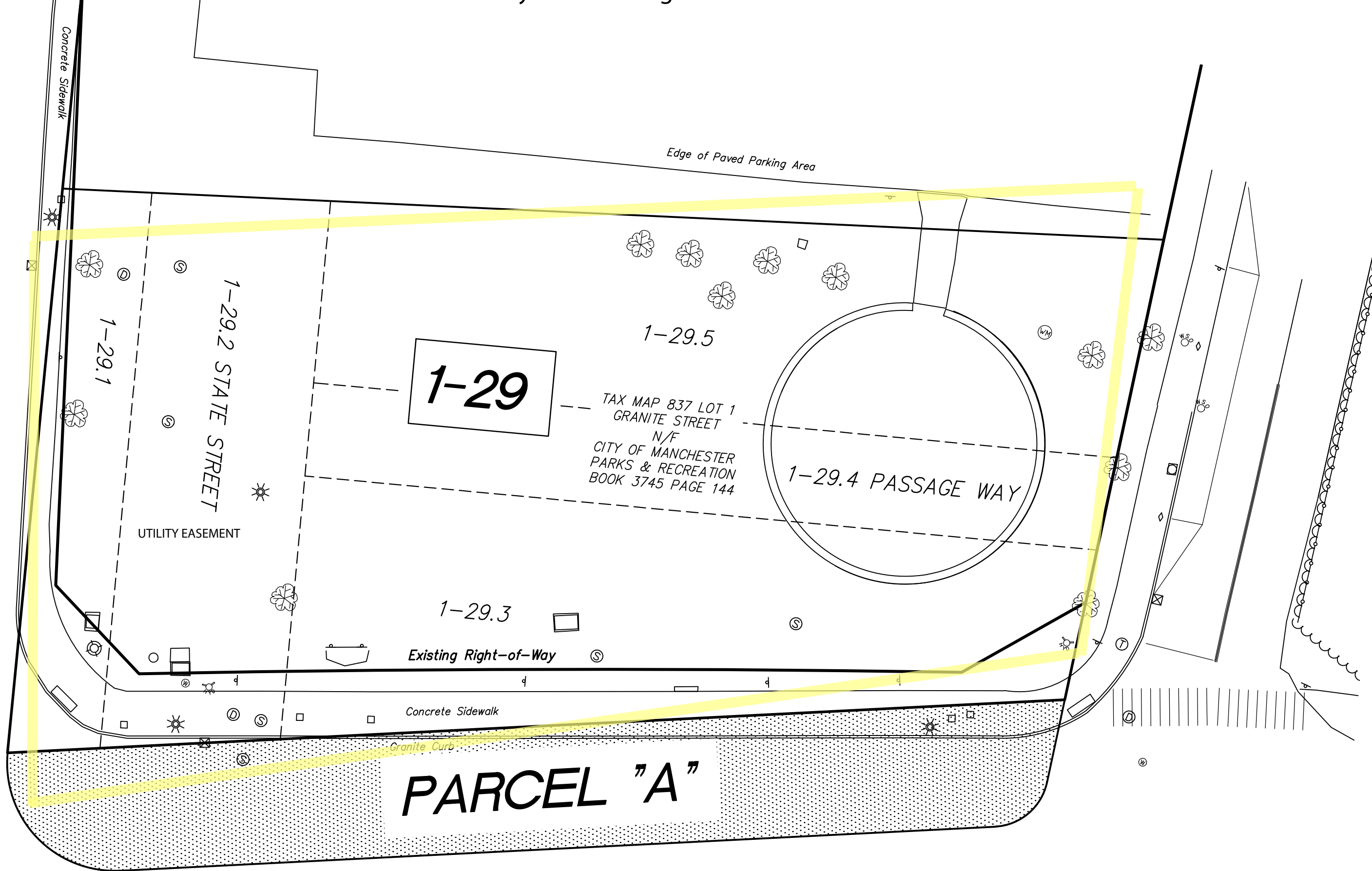
Site Map

Adopt-A-Site - Areas ☆

This map was made with Google My Maps. Create your own.



SOUTH COMMERCIAL STREET



GRANITE STREET

Yellow highlighted parcel is what is deed restricted as park use from 1981 deed & disposition plan.



BIRDS EYE VIEW - COMMERCIAL ST & GRANITE ST INTERSECTION



PERSPECTIVE VIEW - LOOKING EAST FROM GRANITE STREET



PERSPECTIVE VIEW - LOOKING NORTHWEST FROM WMUR NEWS BUILDING

JoAnn Fryer

From: JoAnn Fryer
Sent: Friday, February 17, 2023 5:48 PM
To: kclarke@manchesternh.gov
Cc: Linda Greer; Clougherty, Tim
Subject: FW: City of Manchester: Legal Review of Proposed Use

Hello Kristen,

Please see below the legal opinion re: use of the park, which indicates our proposed use would not be prohibited by the deed restriction.

Have a great weekend!

JoAnn Fryer, PE (she / her)
Senior Vice President | Regional Manager
Fuss & O'Neill, Inc. | JFryer@fando.com
(603) 222-3469 | cell: (603) 540-8731
50 Commercial Street Unit 2S | Manchester, NH 03101
www.fando.com | [Instagram](#) | [vimeo](#) | [facebook](#) | [linkedin](#)

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From: Rebecca S. Kane <RKane@devinemillimet.com>
Sent: Friday, February 17, 2023 4:45 PM
To: JoAnn Fryer <JFryer@fando.com>
Subject: RE: City of Manchester: Legal Review of Proposed Use

JoAnn,

You asked us to determine whether the deed restriction requiring the Gateway parcel to be used as a “municipal park” would prohibit it being used, in part, for a pedestrian bridge with ADA ramps. To answer that, we took a look at relevant case law in New Hampshire, and due to the limited number of cases addressing restrictive covenants in NH, we also looked at case law from other states.

Courts in NH have confirmed that this will be a fact-based analysis based on the specific facts of the project and the deed restriction, including the surrounding circumstances at the time the deed was executed if the language of the deed isn't clear. We are not aware of the surrounding circumstances at the time that the deed restriction was placed on the property, and we assume that none of those circumstances would support a prohibition of this use on the property.

While there is nothing on point in NH or other states with this same fact pattern, so we cannot give a definitive answer, it appears that your use of the Gateway parcel in this manner will not be prohibited by the deed restriction based on the case law we reviewed. The courts did not interpret “public park” as requiring land to continue to be maintained in an unimproved natural state unless the restriction specifically required it (such as is the case generally with conservation easements). In this case a pedestrian bridge (and ADA ramp) would continue to allow the public's access to a parcel of land that can be used for recreational activities, and in fact it could be seen to improve such access as a result of creating

a safer way to cross Granite Street, As such, we agree that the pedestrian bridge and ADA ramps would not be prohibited by the deed restriction.

Please let me know if you would like any further information regarding this, or have any follow-up questions. Can you also please let me know to whom we should direct our invoice?

Regards,
Rebecca

Rebecca S. Kane, Esq.

p. 603-695-8635 | [Biography](#) | [LinkedIn](#)

Appendix F: Gateway Park Section 6(f) Information

From: [DNCR: Land & Water Conservation Fund](#)
To: [Lee Carbonneau](#); [DNCR: Land & Water Conservation Fund](#)
Cc: [Linda Greer](#); [Sikora, Jamie \(FHWA\)](#)
Subject: RE: RAISE Manchester: Connecting Communities Project - LWCF review
Date: Thursday, November 10, 2022 8:08:44 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

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Lee,

I will do my best but please understand that this will require NPS consultation and at this moment I am unable to get any member of the team to respond to any compliance requests. They are very understaffed at this moments with outstanding inquiries from May still un-responded to.

Thanks
Eric

Eric Feldbaum-Community Recreation Specialist/CPRP

Division of Parks and Recreation
NH Department of Natural and Cultural Resources
172 Pembroke Road
Concord, NH 03301
Phone 603.271.3556
Fax 603.271.3553
eric.feldbaum@dncr.nh.gov
www.nhstateparks.org


From: Lee Carbonneau <lcarbonneau@normandeau.com>
Sent: Wednesday, November 9, 2022 10:10 AM
To: DNCR: Land & Water Conservation Fund <LWCF@dncr.nh.gov>
Cc: Linda Greer <LGreer@fando.com>; Sikora, Jamie (FHWA) <Jamie.Sikora@dot.gov>
Subject: RE: RAISE Manchester: Connecting Communities Project - LWCF review

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Thanks, Eric, we appreciate anything you can do to help us figure out what, if any, steps will be needed to address this issue in a satisfactory manner. Our goal was to have a draft Categorical Exclusion/6(f)-4(f) document by the end of January for FHWA review.

Lee

From: DNCR: Land & Water Conservation Fund <LWCF@dncr.nh.gov>
Sent: Friday, November 4, 2022 2:17 PM
To: Lee Carbonneau <lcarbonneau@normandeau.com>; DNCR: Land & Water Conservation Fund <LWCF@dncr.nh.gov>
Cc: Linda Greer <LGreer@fando.com>; Sikora, Jamie (FHWA) <Jamie.Sikora@dot.gov>
Subject: RE: RAISE Manchester: Connecting Communities Project - LWCF review

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Afternoon Lee,

This will require a bit more research into both the files we have here on record as well as what National Parks Service (NPS) has for this project. There are some references made in the project files of Gateway Park but unfortunately it is not clear if any funding went into the development of that park or not and if so, making it part of the overall encumbrance area for project 33-00440. I plan to reach out to NPS regarding this issue but I will be honest, they have been quite delayed in response due to capacity and current staffing. Until I can get their feedback and concurrence, I cannot clearly say whether there will or won't be an impact.

Thanks,
Eric

Eric Feldbaum-Community Recreation Specialist/CPRP

Division of Parks and Recreation
NH Department of Natural and Cultural Resources
172 Pembroke Road
Concord, NH 03301
Phone 603.271.3556
Fax 603.271.3553
eric.feldbaum@dncr.nh.gov
www.nhstateparks.org



From: Lee Carbonneau <lcarbonneau@normandeau.com>
Sent: Wednesday, November 2, 2022 2:25 PM
To: DNCR: Land & Water Conservation Fund <LWCF@dncr.nh.gov>
Cc: Linda Greer <LGreer@fando.com>; Sikora, Jamie (FHWA) <Jamie.Sikora@dot.gov>
Subject: RE: RAISE Manchester: Connecting Communities Project - LWCF review

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Thank you, Eric.

It appears that the RAISE Manchester Project would have an impact on Parcel C of LWCF Project 33-00440, but avoids Parcel B. The pedestrian bridge (component D of the project) would require ramps to reach the elevation of the pedestrian bridge and these would, unavoidably, extend beyond the existing road ROW into the parcel.

The project team is in the process of developing preliminary design plans with input from the City of Manchester, so those are not yet available, but two conceptual designs that are under consideration are attached. Please note that the RAISE grant does not fund development of the park itself, but the concepts attached incorporate the Gateway Park Plan created by Manchester Connects and SNHU a few years ago.

Please let us know if the LWCF applies to the entirety of Parcel C, and any other details, suggestions, or comments you can currently provide. We will send along preliminary plans as soon as they are available.
Thanks,
Lee

From: DNCR: Land & Water Conservation Fund <LWCF@dncr.nh.gov>

Sent: Wednesday, November 2, 2022 10:43 AM

To: Lee Carbonneau <lcarbonneau@normandeau.com>; DNCR: Land & Water Conservation Fund <LWCF@dncr.nh.gov>

Cc: Linda Greer <LGreer@fando.com>

Subject: RE: RAISE Manchester: Connecting Communities Project - LWCF review

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Good morning Lee.

Based on the map you provided it looks like there is potential for two projects sites to be impacted. LWCF Project 33-00440 (C and B) as noted on the map below are directly in the path of the proposed project but without knowing the design and or exact limits of your project its hard to say at this point what impact there may be on the LWCF protected parcels. Has there been any preliminary design and is it still within the roadway right of way or is there a plan to impact the property to the north of Granite Street?



Eric Feldbaum-Community Recreation Specialist/CPRP

Division of Parks and Recreation
NH Department of Natural and Cultural Resources
172 Pembroke Road
Concord, NH 03301
Phone 603.271.3556
Fax 603.271.3553
eric.feldbaum@dncr.nh.gov
www.nhstateparks.org



From: Lee Carbonneau <lcarbonneau@normandeau.com>
Sent: Tuesday, November 1, 2022 9:19 AM
To: DNCR: Land & Water Conservation Fund <lwcf@dred.nh.gov>
Cc: Linda Greer <LGreer@fando.com>
Subject: RAISE Manchester: Connecting Communities Project - LWCF review

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Dear Mr. Gegas:
On behalf of the City of Manchester, Normandeau Associates, Inc. is assisting Fuss & O’Neill with environmental documentation and permitting for the RAISE Manchester: Connecting Communities project. The purpose of this project is to improve connectivity and mitigate congestion in the City of Manchester South Millyard through the proposal of roadway, bridge, bicycle and pedestrian infrastructure improvements. The proposed project involves four project elements, as shown on the map attached to this email:

- A. An extension of South Commercial Street, crossing the railroad track to connect to Elm Street at the existing Gas Street.
- B. New intersection configuration of South Willow Street and Queen City Avenue.
- C. New multimodal corridor, with a road that connects Elm Street to Willow Street, along with a multi-use trail that runs along the abandon railroad corridor to South Willow Street.
- D. A pedestrian bridge at the intersection of Granite Street and South Commercial.

We would like to know if there are any properties that have received funding from the Land and Water Conservation Fund in the vicinity of the project, and whether you have any concerns with this project in relation to those properties.

Thank you for your assistance.

Sincerely,

Lee

LEE E. CARBONNEAU
SENIOR PRINCIPAL SCIENTIST
Normandeau Associates, Inc.
25 Nashua Road, Bedford, NH 03110
(603) 637-1150 (direct) (603) 714-3084 (cell)
lcarbonneau@normandeau.com



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UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 Land and Water Conservation Fund Project Agreement

State <u>New Hampshire</u>	Project Number <u>33-00440</u>
----------------------------	--------------------------------

Project Title Manchester River Front

Project Period <u>Date of Approval to</u> <u>December 31, 1987</u>	Project Stage <u>Covered by this Agreement Entire</u>
---	--

Project Scope (Description of Project)

The City of Manchester will further develop, as a part of the River Front Park development, Granite Street Park as a passive park including boating facilities.

Project Cost Total Cost \$ <u>66,048.00</u> Fund Support not to exceed 50% Fund Amount \$ <u>33,024.00</u> Cost of this Stage \$ <u>66,048.00</u> Assistance this Stage \$ <u>33,024.00</u>	The following are hereby incorporated into this agreement: 1. General Provisions (LWCF Manual) 2. Project Application and Attachments. 3. _____ 4. _____
--	--

POSTED	
Date	<u>6-22-82</u>
By	<u>[Signature]</u>

The United States of America, represented by the Director, National Park Service, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), the provisions and conditions of the Land and Water Conservation Fund Grants Manual, and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto or retained by the State and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto:

33-00440

In witness whereof, the parties hereto have executed this agreement as of the date entered below:

THE UNITED STATES OF AMERICA

By William E. Fitzgerald

(Signature)

National Park Service
United States Department
of the Interior

Date JUN 16 1982

STATE

New Hampshire
By George Gilman
(Signature)

George Gilman
(Name)

Commissioner/State Liaison Officer
(Title)

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE New Hampshire

Project Amendment No. 33-00440.2

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT To Project Agreement No. 33-00440 is hereby made and agreed upon by the United States of America, acting through the Director of the National Park Service and by the State of N.H. pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above mentioned agreement is amended by adding the following:

Project Scope: Add river steps at the Amoskeag Millyard site.

Project Cost:

Change total cost from: \$116,448.00 to \$217,248.00
Change fund assistance from: \$ 58,224.00 to \$108,624.00
Change costs this stage from: \$116,448.00 to \$217,248.00
Change assistance this stage from: \$ 58,224.00 to \$108,624.00

Special term attached

Federal assistance made available under this agreement is subject to the special provisions contained in Public Law PL 98-6, as stated on the attached.

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By William E. Fitzgerald
(Signature)

OUTDOOR RECREATION PLANNER
(Title)

National Park Service
United States Department of
the Interior

Date 8 SEP 1983

STATE

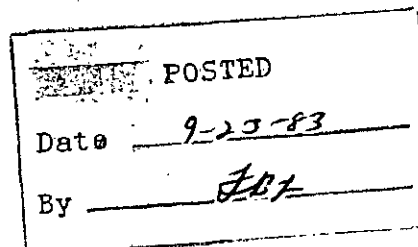
New Hampshire
(State)

By George Gilman
(Signature)

George Gilman
(Name)

Commissioner/State Liaison Officer
(Title)

NPS 10-902a
(7-81)



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE New Hampshire
Project Amendment No. 33-00440.1

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT To Project Agreement No. 33-00440 is hereby made and agreed upon by the United States of America, acting through the Director of the National Park Service and by the State of N.H. pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above mentioned agreement is amended by adding the following:

Project Scope: Add river promenade (walkway and landscaping) at Amoskeag Millyard site.

Project Cost:

Change total cost from: \$66,048.00 to \$116,448.00
Change fund assistance from: \$33,024.00 to \$ 58,224.00
Change costs this stage from: \$66,048.00 to \$116,448.00
Change assistance this stage from: \$33,024.00 to \$ 58,224.00

Project Period: From: 6/16/82 to 12/31/87
To: 6/16/82 to 9/15/84

Federal assistance made available under this agreement is subject to the special provisions contained in Public Law 98-8, as stated on the attached. In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By William E. Fitzgerald
(Signature)

OUTDOOR RECREATION PLANNER
(Title)

National Park Service
United States Department of
the Interior

Date 19 AUG 1983

STATE

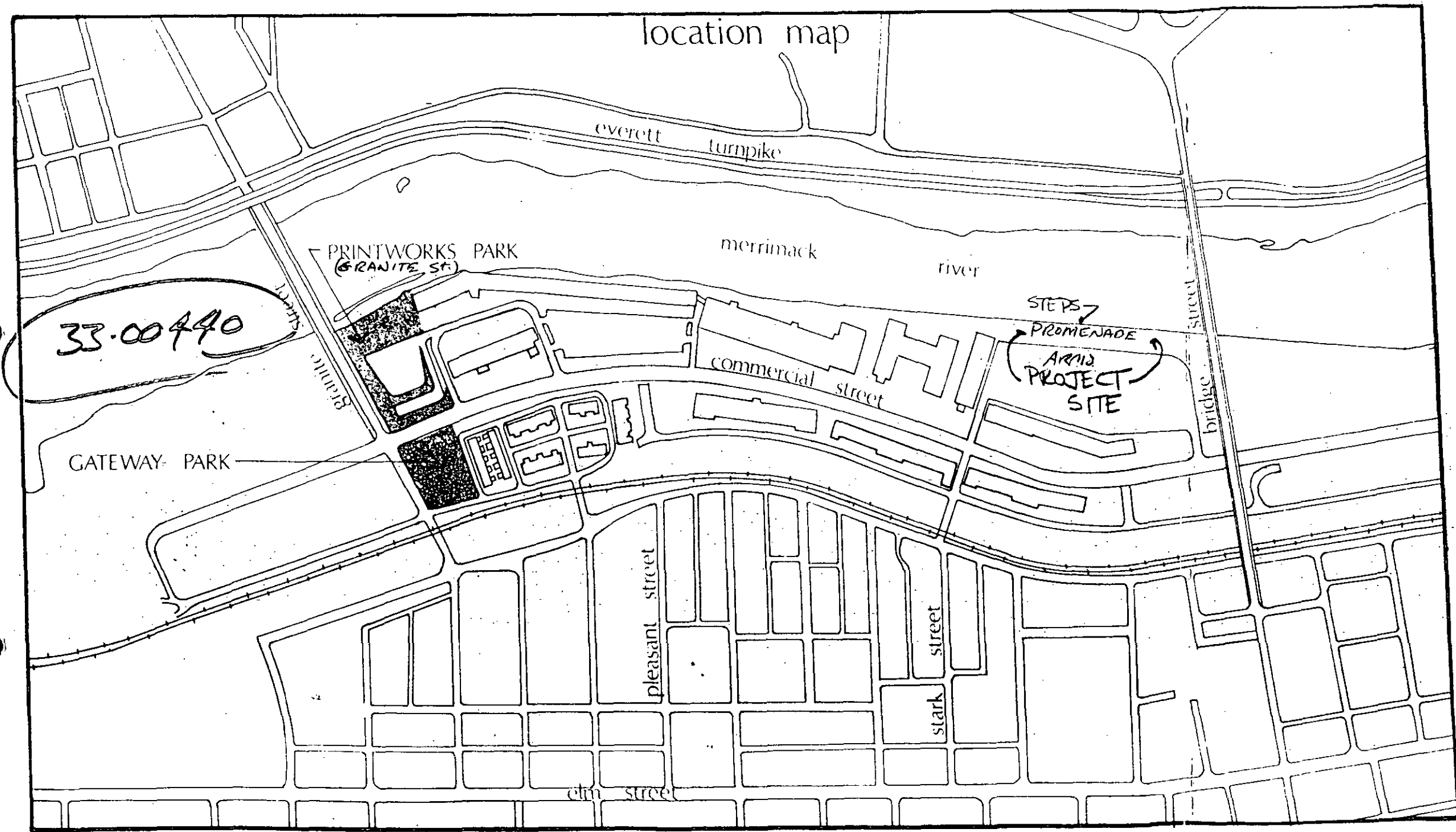
New Hampshire
(State)
By George Gilson
(Signature)
George Gilson
(Name)

Commissioner/State Liaison Officer
(Title)

NPS 10-902a
(7-81)

POSTED
Date 8-24-83
By JSL

location map



33.00440

PRINTWORKS PARK
(GRANITE ST.)

GATEWAY PARK

commercial street

STEPS
PROMENADE
ARMS
PROJECT
SITE

everett turnpike

merrimack river

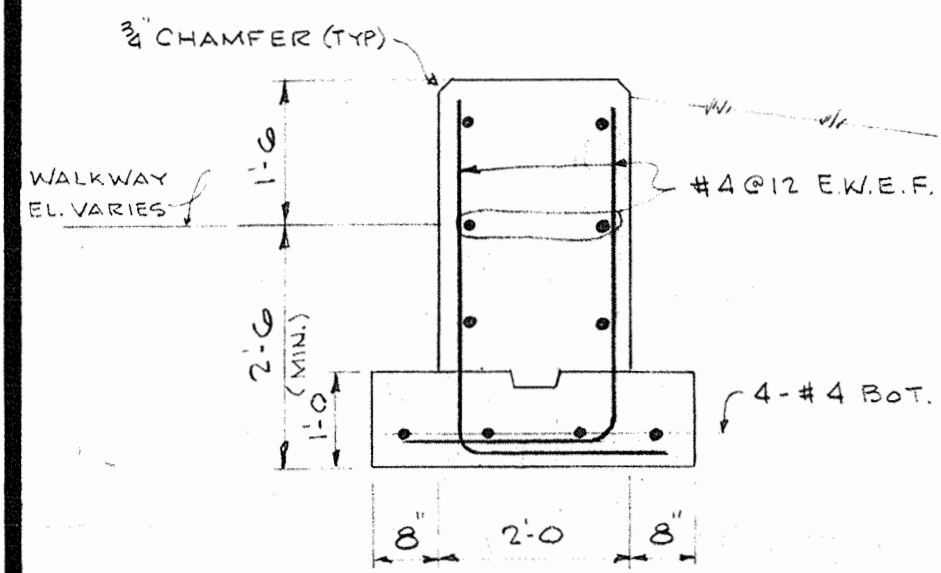
pleasant street

stark street

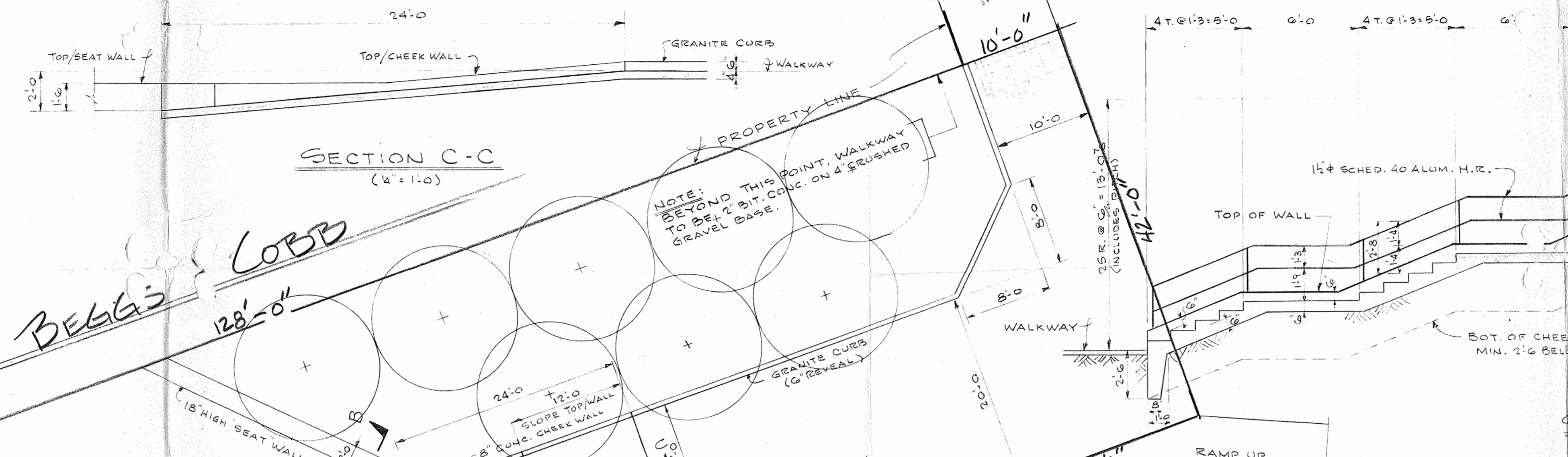
elm street

street
bridge

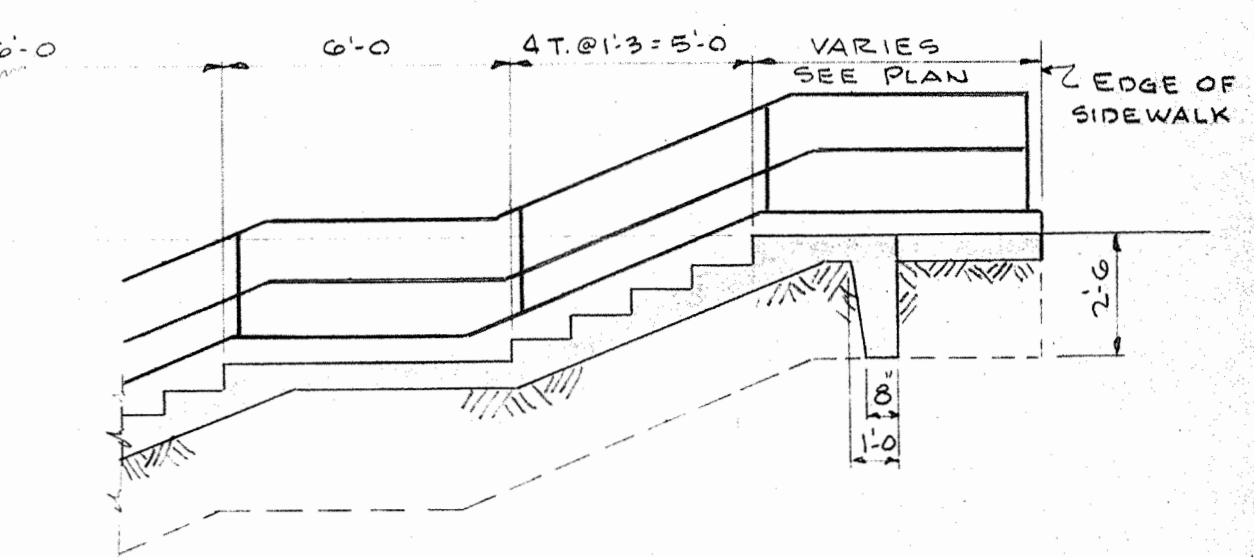
NOTE: WALL EXP. JT. DETAIL SIMILAR TO COPING EXP. JT. - MAX. 40'-0" O.C.



SECTION B-B
TYP. "SEAT" WALL
(1/2" = 1'-0")

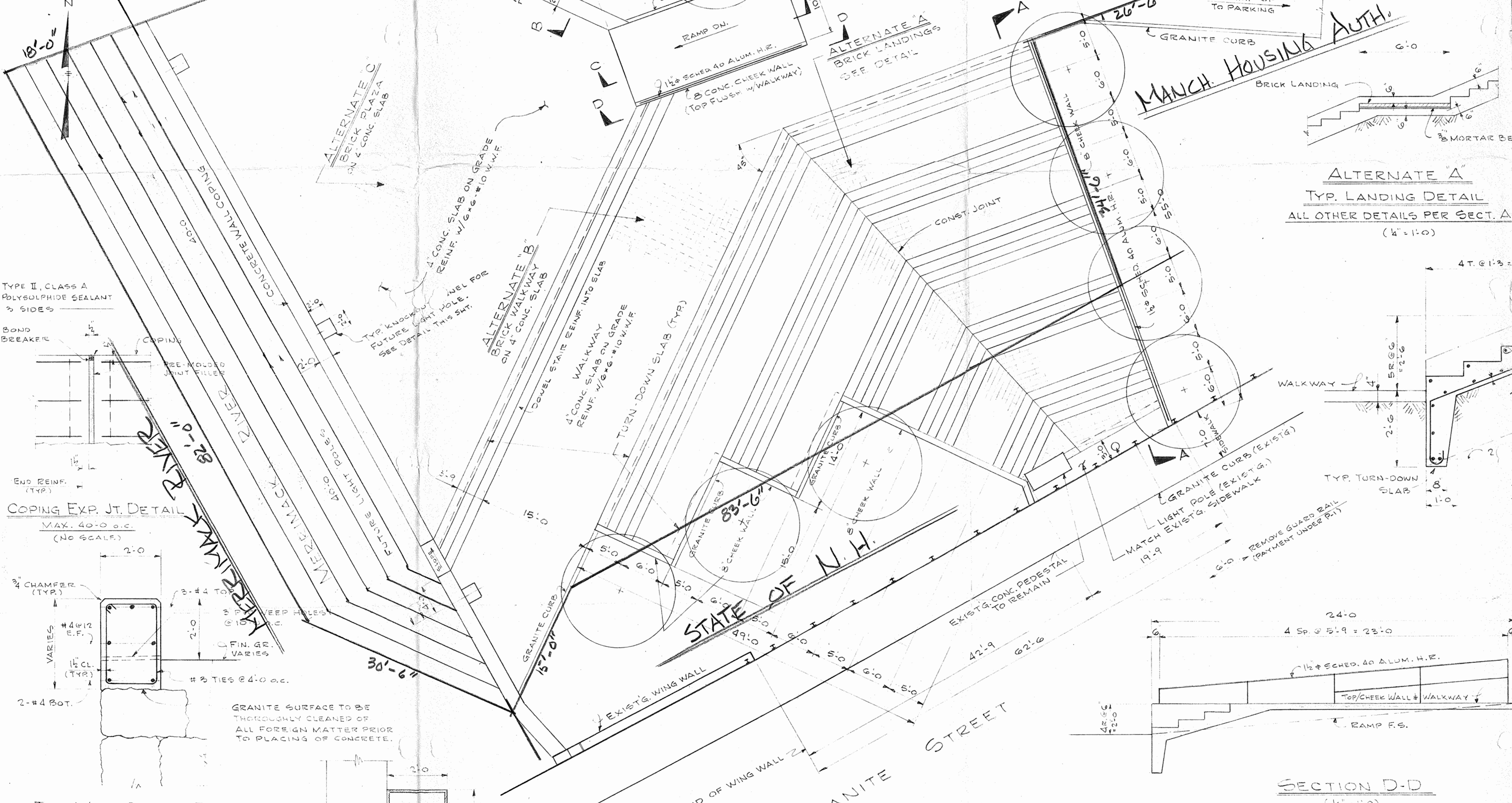


SECTION C-C
(1/4" = 1'-0")



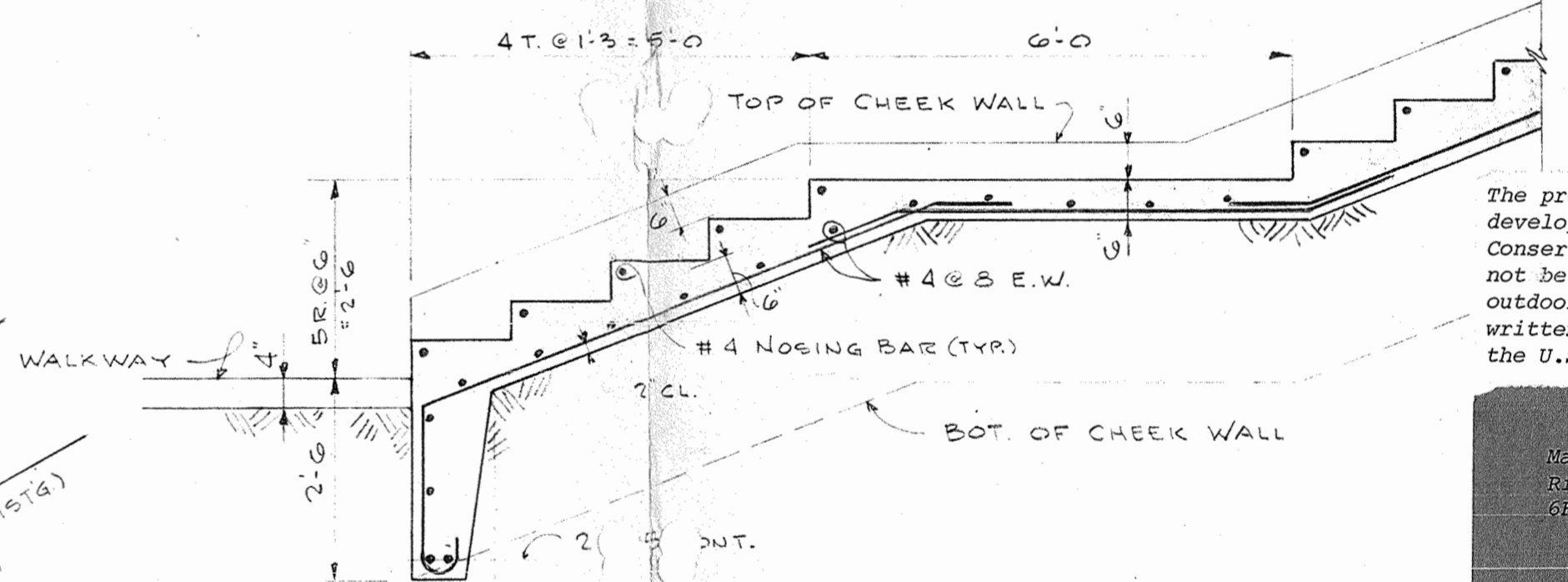
SECTION A-A
(1/4" = 1'-0")

NOTE: ALL TREADS & LANDINGS TO PITCH DOWN 1/8" FT.



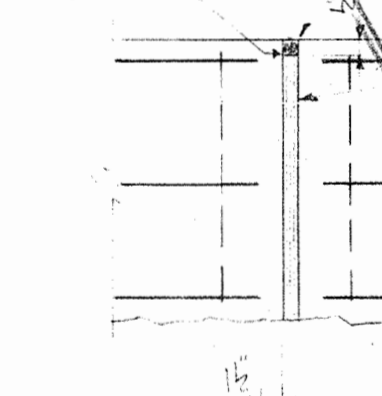
ALTERNATE A
TYP. LANDING DETAIL
ALL OTHER DETAILS PER SECT. A-A
(1/4" = 1'-0")

TYP. CHEEK WALL DETAIL
(1/2" = 1'-0")

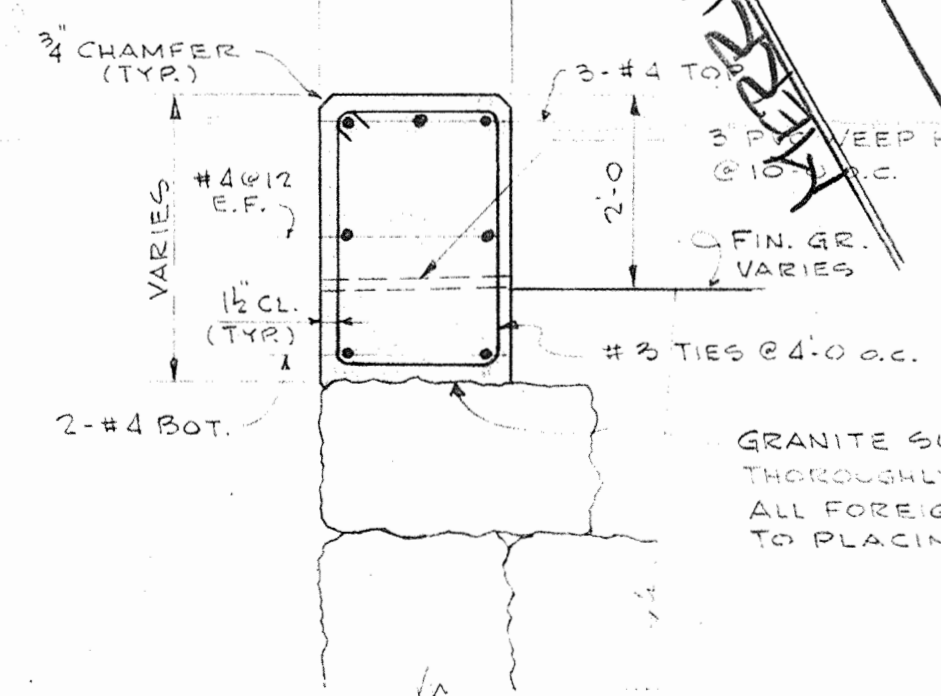


TYP. STAIR & LANDING DETAIL
(1/2" = 1'-0")

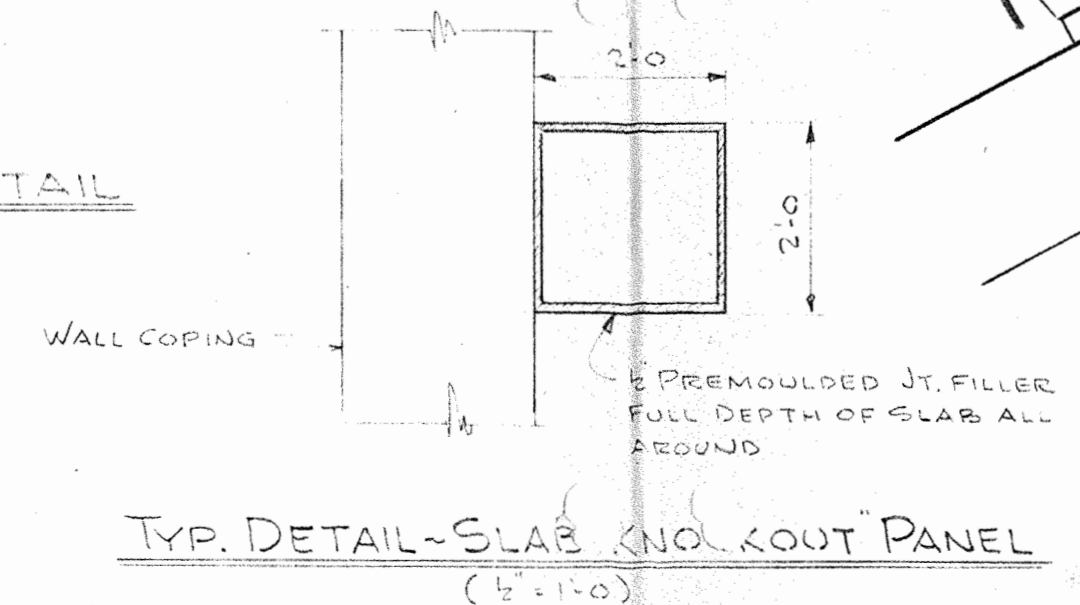
TYPE II, CLASS A POLYSULPHIDE SEALANT 3/8 SIDES



COPING EXP. JT. DETAIL
MAX. 40'-0" O.C.
(NO SCALE)



TYP. WALL COPING DETAIL
(1/2" = 1'-0")



TYP. DETAIL - SLAB AND JOINT PANEL
(1/2" = 1'-0")


The property herein described has been developed with Federal Land and Water Conservation Fund assistance and cannot be converted to other than public outdoor recreation use without the written approval of the Secretary of the U.S. Department of the Interior.

Manchester, N.H.
Redevelopment
62 Property boundary plan

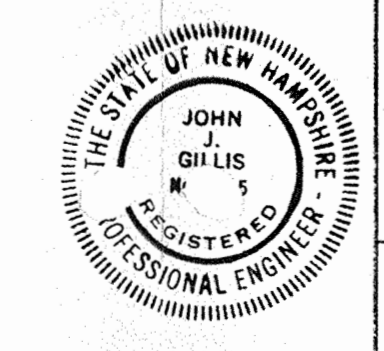
33-00440

- NOTES:
1. SOIL UNDER ALL STRUCTURES (EXCAVATION OR EMBANKMENT) SHALL BE TOPPED BY 8" OF GRANULAR FILL. GRANULAR FILL SHALL BE COMPACTED IN ACCORDANCE WITH SECTIONS 2B AND 2T OF THE SPECIFICATIONS.
 2. SEE SHEET 3 FOR STRUCTURAL CONCRETE REQUIREMENTS.

Rev.	Description	Date

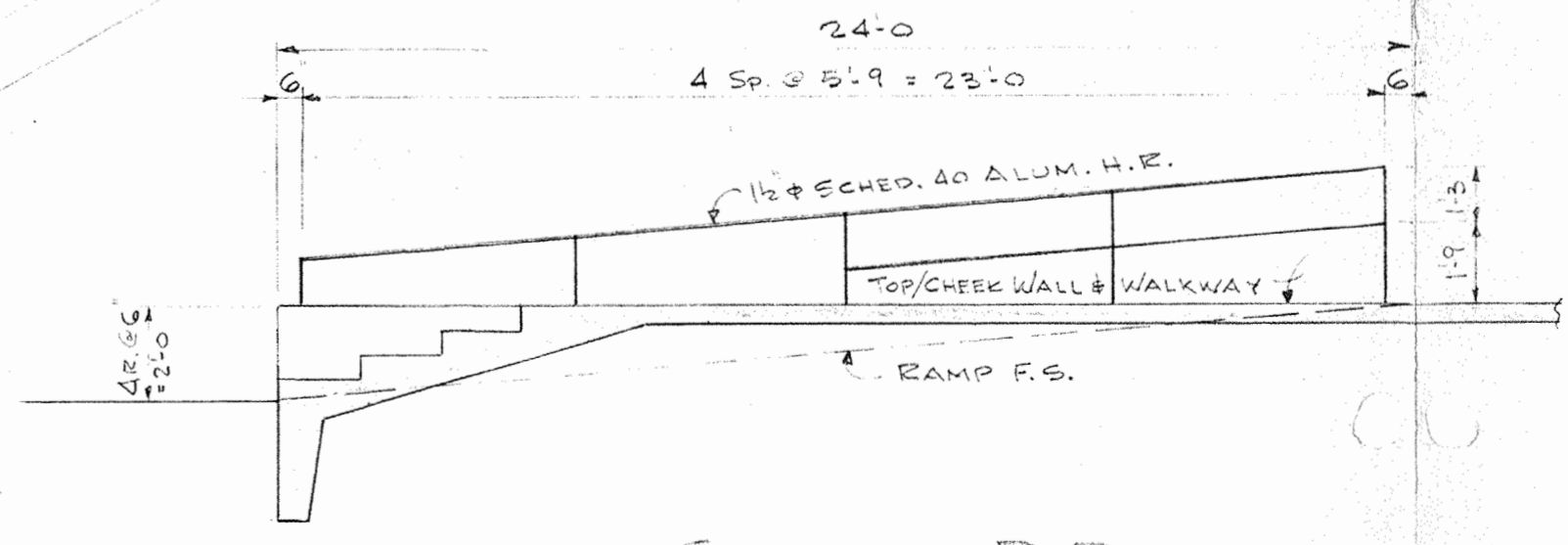

Manchester Housing Authority
Redevelopment
 SITE PREPARATION CONTRACT No. 7
 AREA A
 PRINTWORKS PARK
 PLAN, SECTIONS & DETAILS

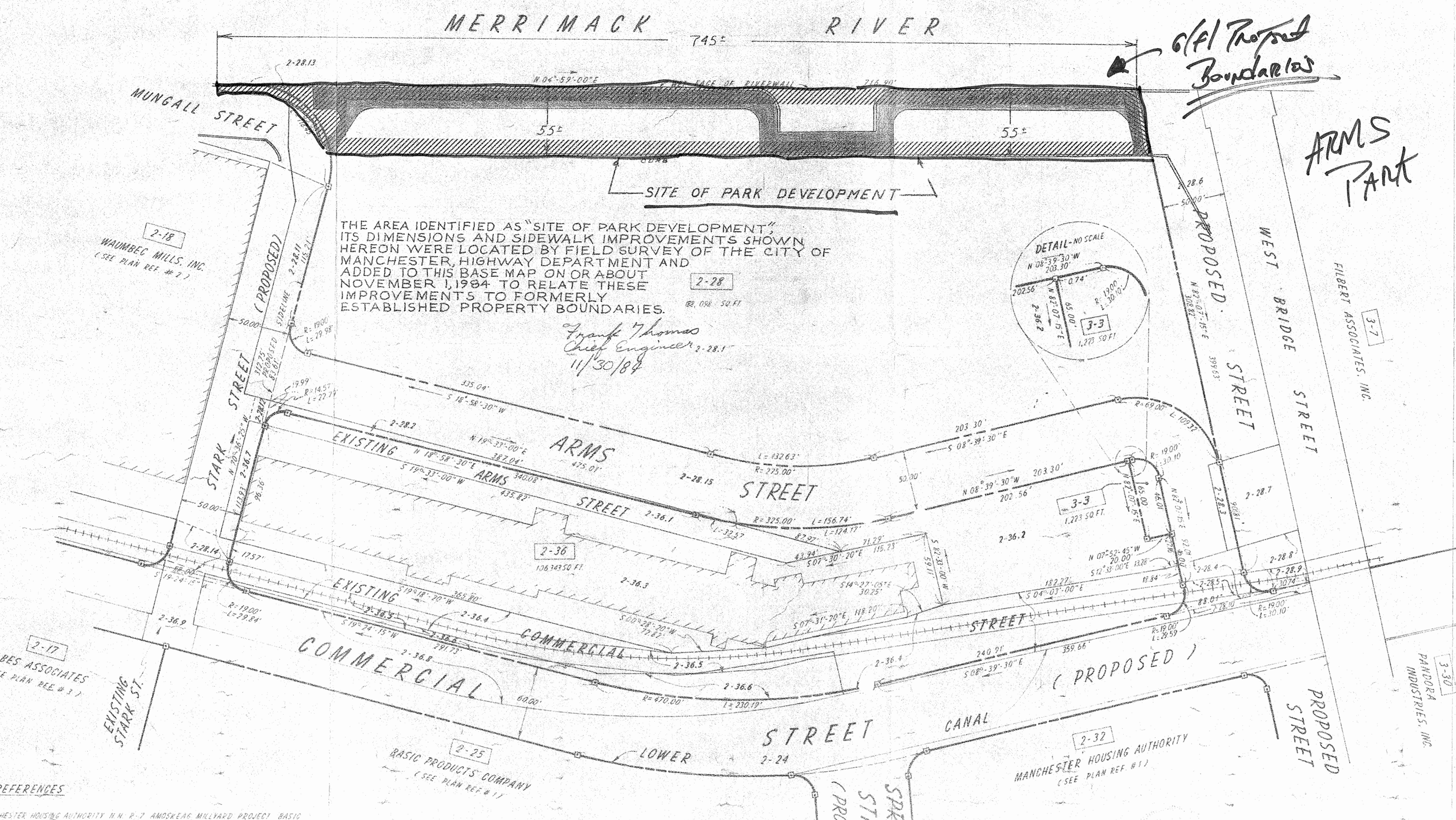
Designed: J.G. # J.C.E.M.	Approved: J.G.	Date: 8-10-81
Drawn: J.C.E.M.	Scale: AS NOTED	Sheet: 4 of 7



PLAN - PRINTWORKS PARK
(1/8" = 1'-0")
FOR LANDSCAPING, SEE SHT. 2

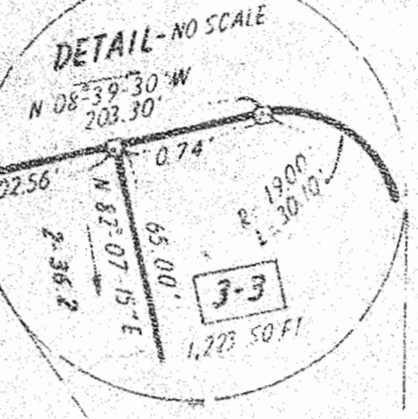
SECTION D-D
(1/4" = 1'-0")





THE AREA IDENTIFIED AS "SITE OF PARK DEVELOPMENT," ITS DIMENSIONS AND SIDEWALK IMPROVEMENTS SHOWN HEREON WERE LOCATED BY FIELD SURVEY OF THE CITY OF MANCHESTER, HIGHWAY DEPARTMENT AND ADDED TO THIS BASE MAP ON OR ABOUT NOVEMBER 1, 1984 TO RELATE THESE IMPROVEMENTS TO FORMERLY ESTABLISHED PROPERTY BOUNDARIES.

Frank Thomas
Chief Engineer 2-28.1
11/30/84



PLAN REFERENCES

- MANCHESTER HOUSING AUTHORITY N.H. R-7 AMOSKEAG MILLYARD PROJECT BASIC PRODUCTS COMPANY & BOSTON AND MAINE CORPORATION SUBDIVISION AND DISPOSITION PLAN OF PARCELS 2-24, 2-25, 2-32 AND 3-6, SCALE: 1"=50', DATED FEBRUARY 24, 1978, BY THIS OFFICE.
- MANCHESTER HOUSING AUTHORITY N.H. R-7 AMOSKEAG MILLYARD PROJECT WAUMBEC MILLS, INC. AND CATELLI-HABIB, INC. SUBDIVISION AND DISPOSITION PLAN OF PARCELS 2-7, 2-14 AND 2-18, SCALE: 1"=50', DATED MARCH 10, 1978, BY THIS OFFICE.
- MANCHESTER HOUSING AUTHORITY N.H. R-7 AMOSKEAG MILLYARD PROJECT ELBES ASSOCIATES AND PUBLIC SERVICE COMPANY OF N.H. SUBDIVISION AND DISPOSITION PLAN OF PARCELS 2-6, 2-8, 2-12 & 2-17, SCALE: 1"=50', DATED MARCH 6, 1978, BY THIS OFFICE.
- MANCHESTER HOUSING AUTHORITY N.H. R-7 AMOSKEAG MILLYARD PROJECT MANCHESTER DYING & FINISHING CO. AND FIBERT ASSOCIATES, INC. SUBDIVISION AND DISPOSITION PLAN OF PARCELS 3-7 AND 3-13, SCALE: 1"=50', DATED MARCH 16, 1978 BY THIS OFFICE.
- MANCHESTER HOUSING AUTHORITY N.H. R-7 AMOSKEAG MILLYARD PROJECT PROPOSED PANDORA INDUSTRIES, INC. SUBDIVISION AND DISPOSITION PLAN PARCELS 3-30, 3-15, 3-12, & 2-31.21, SCALE: 1"=50', DATED DECEMBER 5, 1974 BY THIS OFFICE, H.C.R.D. # 10239.
- AMOSKEAG MILLYARD PROJECT FOR MANCHESTER HOUSING AUTHORITY OF MANCHESTER, N.H. URBAN RENEWAL OFFICE PROJECT N.H. R-7, PREPARED BY GEORGE C. BENJAMIN AND REDUCED FOR REFERENCE PURPOSES AT THE H.C.R.D. AS PLAN # R722.
- SEE PLANS PREPARED BY AMOSKEAG INDUSTRIES, INC.
 - LOT # 4138 WEST BANK OF LOWER CANAL IN HARD OF AMOSKEAG INDUSTRIES, INC. NORTH SIDE OF STARK ST. EXTENSION, DATED DEC 10, 1937, SCALE: 1"=40'
 - LOT # 4123 SOUTH SIDE OF W. BRIDGE ST. ON EAST BANK OF MERRIMACK RIVER, DATED NOV. 15, 1937, SCALE: 1"=60'
 - LOT # 3935 EAST & WEST RIVER BANKS UNDER M^{rs} GREGG BRIDGE, DATED SEPT. 16, 1936, SCALE: 1"=10'
 - PLAN OF CITY STREET INSIDE MILLYARD EAST SIDE OF RIVER, DATED OCT 1, 1942

PARCEL AREAS

PARCEL NO	AREA
2-28	188,098 SQ.FT.
2-36.1	7,692 SQ.FT.
2-36.2	17,621 SQ.FT.
2-36.3	48,933 SQ.FT.
2-36.4, 2-36.5, 2-36.6	32,097 SQ.FT.
2-36	106,343 SQ.FT.
3-3	1,213 SQ.FT.

LEGEND

- STONE BOUND TO BE SET
- PARCEL NUMBER
- SUB-PARCEL NUMBER
- DISPOSITION LINE
- EXISTING PROPERTY LINE

"I HEREBY CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL SURVEY MADE ON THE GROUND WITH AN ACCURACY GREATER THAN ONE PART IN TEN THOUSAND ON ALL PROPERTY LINES WITHIN AND BORDERING THE SUBJECT PROPERTY."

John H. Volney
JOHN H. KELLEY R.S. # 365 11/27/79 DATE

THIS PLAN BECOMES EFFECTIVE UPON THE ACQUISITION OF THE BOSTON AND MAINE CORPORATION LAND AND THE DISCONTINUANCE OF THOSE PORTIONS OF EXISTING COMMERCIAL STREET AND EXISTING ARMS STREET INCLUDED IN PARCEL 2-36 NOT UTILIZED WITHIN THE PROPOSED STREETS AS SHOWN HEREON.



PARCEL OWNERSHIP

- BOSTON AND MAINE CORPORATION**
H.C.R.D. VOL 2426 PG. 609, DATED NOV. 10, 1975, CONTAINS PARCELS 2-28.9, 2-36.5, 2-28.5 (SEE VOL. 1034 PG. 263, JUNE 22, 1942 AND VOL. 2426 PG. 774, SEPT. 25, 1975.)
- MANCHESTER HOUSING AUTHORITY**
H.C.R.D. VOL. 2090 PG. 272(1), DATED JULY 7, 1970, CONTAINS PARCEL 2-28.13
H.C.R.D. VOL. 2090 PG. 277(2), DATED JULY 7, 1970, CONTAINS PARCELS 2-28.1, 2-28.6, 2-28.11, 2-28.15, 2-28.2, 2-3
H.C.R.D. VOL. 2107 PG. 348, DATED OCT. 12, 1970, CONTAINS PARCELS 2-28.7, 2-28.12, 2-36.1
H.C.R.D. VOL. 2245 PG. 291(1), DATED JAN. 6, 1971, CONTAINS PARCELS 2-36.6, 2-36.8
H.C.R.D. VOL. 2245 PG. 291(2), DATED JAN. 6, 1971, CONTAINS PARCELS 2-36.3, 2-36.7
H.C.R.D. VOL. 2356 PG. 625, DATED DEC. 10, 1973, CONTAINS PARCEL 2-24
H.C.R.D. VOL. 2445 PG. 420(1), DATED MARCH 22, 1976, CONTAINS PARCELS 2-28.2, 2-28.7

EXISTING ARMS STREET

CONTAINS PARCELS - 2-28.2, 2-28.12, 2-36.1

EXISTING COMMERCIAL STREET

CONTAINS PARCELS 2-28.4, 2-28.8, 2-28.10, 2-28.14, 2-36.4

EXISTING STARK STREET

CONTAINS PARCEL 2-36.9

DISPOSITION PARCEL COMPOSITION

- DISPOSITION PARCEL 2-28 IS COMPOSED OF SUB-PARCELS 2-28.1, 2-28.8
- DISPOSITION PARCEL 2-36 IS COMPOSED OF SUB-PARCELS 2-36.1, 2-36.2, 2-36.3, 2-36.4, 2-36.5, 2-36.6

UNDER THE TERMS OF THE DISPOSITION CONTRACT, EACH DISPOSITION PARCEL SHOWN IN THIS MAP SHALL BECOME ONE PARCEL AND SHALL NOT THEREAFTER BE CONSIDERED AS CONTAINING SEPARATE SUB-PARCELS OF LAND.

NOTES

- PARCEL 2-36.4 IS TO BE DISCONTINUED AS A CITY STREET BUT WILL BE RETAINED AS UTILITY EASEMENT. PARCELS 2-28.2 AND 2-36.1 ARE PRIVATE STREETS OWNED BY THE MANCHESTER HOUSING AUTHORITY AND ARE TO BE DISCONTINUED AS CITY STREETS FOR THE PURPOSE OF REMOVING ANY RIGHTS THE PUBLIC MAY HAVE OBTAINED BY PRESCRIPTION.
- PARCELS 2-24, 2-28.7, 2-28.9, 2-28.5, 2-28.6, 2-28.7, 2-28.9, 2-28.11, 2-28.12, 2-28.15, 2-36.7, 2-36.8 ARE TO BE DEDICATED TO THE CITY OF MANCHESTER FOR STREET PURPOSES.
- SEE HILLSBOROUGH COUNTY SUPERIOR COURT RECORDS JUDGEMENT BOOK 213 PG. 84802 FOR LAYOUT OF EXISTING COMMERCIAL STREET AND ORIGINAL LAYOUT OF STARK STREET. SEE CITY OF MANCHESTER HIGHWAY RECORDS FOR WIDENING OF STARK STREET IN 1942.

TO: Register of Deeds, Nashua, N.H.
FROM: City Planning Board, Manchester, N.H.

The subdivision as shown on this plan has been approved and the plan is hereby approved for recording.

15 Feb 1980
Date

33-00440

**MANCHESTER HOUSING AUTHORITY
N.H. R-7
AMOSKEAG MILLYARD PROJECT
SUBDIVISION AND DISPOSITION PLAN OF
PARCELS 2-28, 2-36 AND 3-3**

SCALE: 1"=50'
MARCH 17, 1978 REV. 7/20/78
WETCALF & EDDY, INC. ENGINEERS, BOSTON, MASS. REV. 11/6/79, 11/27/79
THOMAS F. MORAN, INC. CIVIL ENGINEERS & SURVEYORS
RFD 5 DW HIGHWAY SQ. U.S. ROUTE 3, BEDFORD, N.H.

H.C.R.D. # 15143

665	57	D	F
File Number	Sheet	Date	Scale

ARMS PARK
Manchester, New Hampshire
#33-00440

RECEIVED
DEPT. OF RESOURCES
& ECONOMIC DEVELOPMENT
DEC 13 1984

RECREATION
SERVICES

Appendix G: Natural Resource Agency Correspondence and Meeting Notes

Floodplains

From: Gilbert, Jennifer <jennifer.r.gilbert@osi.nh.gov>
Sent: Wednesday, May 5, 2021 12:35 PM
To: Linda Greer
Subject: [External] Manchester BUILD Grant Project - Floodplains Comments
Attachments: [FIRMETTE_Manchester.pdf](#)

Linda,

Per your April 12, 2021 letter regarding the BUILD Grant Project in the City of Manchester, I have reviewed the current FEMA floodplain map (see attached) where this project is located and it appears the entire project will be located in Zone X, which is outside of special flood hazard areas.

Please let me know if you have any questions or need anything further.

Jennifer

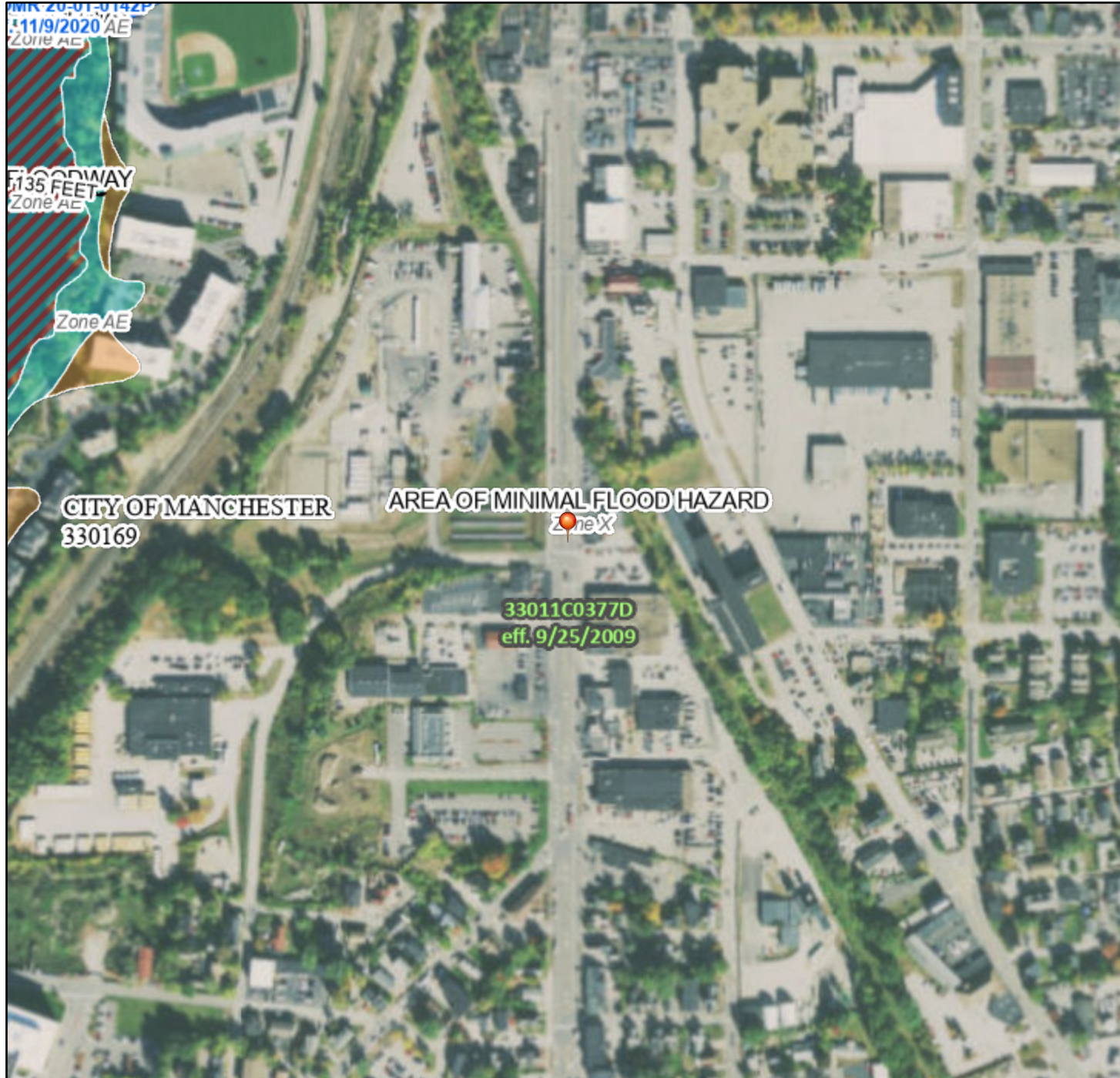
Jennifer Gilbert

Senior Planner | Floodplain Management Program Coordinator
New Hampshire Office of Strategic Initiatives (OSI) – Division of Planning
107 Pleasant Street, Johnson Hall, 3rd Floor, Concord, NH 03301
Main - 603-271-2155 | Direct - 603-271-1762 | jennifer.gilbert@osi.nh.gov
www.nh.gov/osi/planning/

National Flood Hazard Layer FIRMette



71°28'6"W 42°58'54"N



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance 17.5 Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped
		The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 5/5/2021 at 12:26 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

LCHIP

From: [Ben Engel](#)
To: [Lee Carbonneau](#)
Cc: [Linda Greer](#)
Subject: RE: RAISE Manchester: Connecting Communities Project - LWCF review
Date: Tuesday, November 1, 2022 9:35:59 AM
Attachments: [image001.png](#)
[image011.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Lee,

There are no LCHIP-supported resources near the proposed project area.

Thanks,

Ben

From: Lee Carbonneau <lcarbonneau@normandean.com>
Sent: Tuesday, November 1, 2022 9:23 AM
To: Ben Engel <BEngel@lchip.org>
Cc: Linda Greer <LGreer@fando.com>
Subject: RAISE Manchester: Connecting Communities Project - LWCF review

Dear Mr. Engel:

On behalf of the City of Manchester, Normandean Associates, Inc. is assisting Fuss & O'Neill with environmental documentation and permitting for the RAISE Manchester: Connecting Communities project. The purpose of this project is to improve connectivity and mitigate congestion in the City of Manchester South Millyard through the proposal of roadway, bridge, bicycle and pedestrian infrastructure improvements. The proposed project involves four project elements, as shown on the map attached to this email:

- A. An extension of South Commercial Street, crossing the railroad track to connect to Elm Street at the existing Gas Street.
- B. New intersection configuration of South Willow Street and Queen City Avenue.
- C. New multimodal corridor, with a road that connects Elm Street to Willow Street, along with a multi-use trail that runs along the abandon railroad corridor to South Willow Street.
- D. A pedestrian bridge at the intersection of Granite Street and South Commercial.

We would like to know if there are any projects that have received funding from the LCHIP program in the vicinity of the project, and whether you have any concerns with this project in relation to those properties.

Thank you for your assistance.

Sincerely,

Lee

LEE E. CARBONNEAU
SENIOR PRINCIPAL SCIENTIST
Normandeau Associates, Inc.
25 Nashua Road, Bedford, NH 03110
(603) 637-1150 (direct) (603) 714-3084 (cell)
lcarbonneau@normandeau.com



Excellence through Employee Ownership

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LCIP

From: [Harding, Charlotte](#)
To: [Lee Carbonneau](#)
Cc: [Linda Greer](#)
Subject: RE: RAISE Manchester: Connecting Communities Project - LCIP review
Date: Wednesday, November 2, 2022 8:13:12 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Lee,

Thanks so much for reaching out. It does not appear that any LCIP properties are within the project area.

This looks and sounds like a fabulous project that will really benefit the residents of Manchester.

Best,
Charlotte

Charlotte Harding
Stewardship Specialist
Conservation Land Stewardship Program
107 Pleasant Street | Concord, NH 03301
Office: (603) 271-6809
Charlotte.J.Harding@clsp.nh.gov
www.clsp.nh.gov

From: Lee Carbonneau <lcarbonneau@normandeau.com>
Sent: Tuesday, November 1, 2022 9:21 AM
To: Harding, Charlotte <Charlotte.J.Harding@clsp.nh.gov>
Cc: Linda Greer <LGreer@fando.com>
Subject: RAISE Manchester: Connecting Communities Project - LCIP review

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Dear Ms. Harding:

On behalf of the City of Manchester, Normandeau Associates, Inc. is assisting Fuss & O'Neill with environmental documentation and permitting for the RAISE Manchester: Connecting Communities project. The purpose of this project is to improve connectivity and mitigate congestion in the City of Manchester South Millyard through the proposal of roadway, bridge, bicycle and pedestrian infrastructure improvements. The proposed project involves four project elements, as shown on the

map attached to this email:

- A. An extension of South Commercial Street, crossing the railroad track to connect to Elm Street at the existing Gas Street.
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- D. A pedestrian bridge at the intersection of Granite Street and South Commercial.

We would like to know if there are any properties that have received funding from the LCIP program in the vicinity of the project, and whether you have any concerns with this project in relation to those properties.

Thank you for your assistance.

Sincerely,

Lee

LEE E. CARBONNEAU
SENIOR PRINCIPAL SCIENTIST
Normandeau Associates, Inc.
25 Nashua Road, Bedford, NH 03110
(603) 637-1150 (direct) (603) 714-3084 (cell)
lcarbonneau@normandeau.com



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Natural Resource Agency Meeting #1

**BUREAU OF ENVIRONMENT
CONFERENCE REPORT**

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting

DATE OF CONFERENCE: September 21, 2022

LOCATION OF CONFERENCE: Virtual meeting held via Zoom

ATTENDED BY:

NHDOT

Matt Urban
Andrew O’Sullivan
Jon Evans
Emily Kulig
Kerry Ryan
Arin Mills
Wendy Johnson
Dan Prehemo
Wayne Brooks

ACOE

Absent

EPA

Jean Brochi

NHDES

Karl Benedict
Lori Sommer

NHB

Sabrina Stanwood
Madeline Severance

NH Fish & Game

John Magee
Mike Dionne
Kevin Newton

Federal Highway

Absent

The Nature Conservancy

Absent

**Consultants/ Public
Participants**

Christine Perron
Brian Patinskas
Linda Greer
Lee Carboneau
Kristen Clarke
Ben Lundsted

PRESENTATIONS/ PROJECTS REVIEWED THIS MONTH: *(minutes on subsequent pages)*

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John Magee, NHFG, asked if the 36" pipe would be perched after slip-lining, which would be a barrier to turtles. E. Kulig stated this is a cured in place liner and does not require a full concrete liner; she wasn't sure how thick the liner is but thought it was less than 1"*. She said the liner is pulled through, ballooned up, cured with heat, will conform to the pipe, and keep some of the existing corrugation.

Mike Dion, NHFG stated his questions, which were related to time of year (TOY) and the 36" pipe, were addressed by others.

A. O'Sullivan asked E. Kulig if she had a TOY of construction. She stated the project cannot be completed during frozen conditions because it would be too difficult to excavate the existing pipes. A. O'Sullivan recommended doing work in low flow conditions as feasible.

Mike Hicks, ACOE was not on the call.

Jean Brochi, reiterated the need to check for vernal pools and to make sure Section 106 consultation is completed.

Madeline (Maddie) Severance and Sabrina Stanwood, NHNHB. Sabrina stated that Maddy will send a rare plant reporting form to be filled out so the result can be verified and put into the database, asked that the species be flagged, and supports the use of sedimentation and erosion controls as button sedge is sensitive to changes in hydrology and runoff.

*The slip-liner information was confirmed post meeting and it varies depending on calculations and manufacturer however, the plastic slip liner pipe is typically between 1" and 2" thick with smaller pipes closer to 1" thick.

Manchester RAISE Project, (Fed # Not Known):

Linda Greer from Fuss & O'Neill introduced herself as the Project Manager for the RAISE Manchester, Connecting Communities Project for the City of Manchester and presented the project. Also present were Lee Carbonneau of Normandeau Associates and Kristen Clarke, City of Manchester Department of Public Works and Ben Lundsted, City of Manchester EPD. The consultant team for this project is Normandeau Associates for Environmental, HMMH for Noise and Air, GZA for Geotech, LM Preservation as the Historian, and Hartgen for Archaeology.

The project limits, bordered in white on slide 2, encompass what is called the Millyard shown in yellow, the South Millyard shown in pink and an area of the Downtown in blue. This area is the core economic area of the City, which has grown to near capacity. The project area is adjacent to the Downtown and to south is the Retail shopping area of South Willow Street. Currently the South Millyard from a transit standpoint is locked, as there is only one single access point into the area, which is the intersection of Granite Street and South Commercial. Within the South Millyard there is WMUR, Fisher Cat's stadium, SNHU University, multiple business, and the Riverwalk Condominiums. There is a real need for a second access point in and out of the South Millyard.

The purpose of this project is to improve safety, connectivity and mitigate congestion. The need is for east west modality options for vehicles, bicycles, and pedestrians to further revitalize the Millyard District as a whole. The proposed action is to provide new roadway and pedestrian infrastructure.

This project began back in March 2019 when the City decided to apply for the 2019 BUILD Grant. A one-day Charrette was held, with 80 participants. The Charette outcome was two project concepts which met the goals established for the project. Outreach continued with the following year Grant applications, through the City's outreach to stakeholders, organizations and City Official for letters of support. In 2019 and 2020 there were 45 letters of support and in the 2021 RAISE grant application there were 60 letters of support. Slides showing two concept visions from the Charrette were presented. The first resulted in the components proposed in the 2019 and 2020 BUILD Grant applications, with the extension of South Commercial Street, with an at grade railroad crossing and then connecting to Elm Street at the Market Basket signal. The second concept vision from the Charrette was included in the 2021 RAISE Grant application and shows the elements as currently proposed. With this Grant application the South Commercial Street has an above grade railroad crossing and connects to Elm Street at Gas Street. As the design evolved through the design process the overall components stayed true to the outcome of the Charrette.

Plan views and renderings were presented for the four Project Components that make up the RAISE Manchester: Connecting Communities project.

Component A – The South Commercial Street Extension takes the existing South Commercial Street, which ends today at the back of Fisher Cat's Stadium and continues a roadway with a multiuse sidewalk over the railroad and connects to Gas Street, thereby connecting the South Millyard to the Downtown via Elm Street. This proposed road provides reduced emergency response time and reduces traffic congestion at the Granite Street and Commercial Street Intersection.

Component B –The South Willow and Queen City Ave. existing ramp style intersection is replaced with a peanut shaped roundabout. This layout fits withing the existing intersection edge of pavement and provides areas of green space. This proposed layout is a safety improvement by reducing speed, which in turn reducing accidents. The removal of the signal reduces emissions.

Component C –The Gas Street Extension and Active Transportation Corridor (multi-use trail), connects the South Commercial Extension to Willow Street, and connects pedestrian and bicycles to South Willow.

Component D – The pedestrian bridge over Granite Street at Commercial Street improves pedestrian safety, improves the intersection delay and level of service, which in turn reduces emissions.

Lee Carbonneau presented environmental information. An environmental Phase 1 Site Assessment Report has been completed. Project components are located in Urban Fill; and there are oil or hazardous material records in and around the project area, and PFAS in groundwater. These will be handled appropriately. Site specific soil mapping was completed by Gove

Environmental Services. Geotechnical investigations are scheduled for October, and proper notifications are planned. Historic Properties will be addressed in a different meeting, but coordination with NH Division of Historical Resources has started. There are several historical features in the project area. A NH Natural Heritage Bureau (NHNHB) data request in 2021 revealed no records, and the 2022 IPaC species list included only the Candidate Species Monarch Butterfly. These data requests will be updated as needed. There is no Highest Ranked Habitat in the project area, but the Merrimack River is mapped as Highest Ranked Habitat in NH. There is no overlap with special flood hazard areas, and no Protected Shoreland impacts. There is a tie-in to the Riverwalk Trail within Manchester's Shoreland Urban Exemption area.

Wetlands were delineated by others and will soon expire. Normandeau will redelineate and assess wetlands this fall. Two wetlands are present, and both appear to be inadvertent detention features, in disturbed areas lower on the landscape than the surrounding developed areas. In project area A, South Commercial St. Extension, there is an isolated Phragmites dominated depression, which may be wetter due to a crushed culvert under the active railroad line. The project is estimated to impact approximately 3,000 sf of this wetland. The other wetland is within the abandoned rail corridor. The multi-use trail will impact approximately 25,000 sf. Impact minimization efforts will continue, but impacts will likely remain above the state and federal mitigation thresholds. The project team will follow up with NHDES regarding a mitigation strategy.

Stormwater drains through existing infrastructure to an existing outfall on the Merrimack River. The project met with NHDES to discuss stormwater on September 15, 2022. An Alteration of Terrain (AOT) Permit will be needed, as this is not a NHDOT project. Manchester is an MS4 Community, and the local requirements are similar to AOT requirements. Compliance will focus on treatment and matching pre- and post-conditions as much as possible. The project is aiming for 90% Treatment through BMPs, including detention basins, tree box filters, deep sumps and other green infrastructure.

Initial coordination with FHWA indicates that the project is expected to qualify as a Categorical Exclusion (CE) under NEPA, with all components addressed in one CE document.

Linda Greer shared the full project Schedule. What is important to note is that this project began with the Charette at the beginning of 2019 BUILD Grant application, and alternatives evolved further through the next two years of Grant work. With the award of the 2021 RAISE grant, we are bound by the NOFO requirements which is full funds obligated by September 2024 and construction complete by September 2029. In order to meet these requirements, we are hoping to have NEPA complete for all components by this coming January.

Andrew O'Sullivan asked for agency comments:

Karl Benedict (NHDES): Managing soils and groundwater will be important. Asked who the project met with at Alteration of Terrain? Linda responded that they met with Mike Hansen. Karl would like to coordinate AoT and wetland reviews. He also asked if we are planning on presenting this project at a future Natural Resource Agency meeting, particularly once the wetland information is updated, and we are happy to do so.

Lori Sommer (NHDES): Mentioned that she has been pushing for roundabouts since 2009 but was surprised to see a peanut roundabout. She encouraged the team to coordinate with the

Manchester Conservation Commission for potential wetland restoration projects in the Merrimack watershed, possibly in floodplain areas, to address wetland mitigation and offered to provide input as needed.

John Magee (NHFG) - no questions or comments, but he is also interested in mitigation.

Mike Dionne (NHFG)– Noted the plan calls for 90% treatment, and asked how much is treated now? Linda responded that aside from treatment associated with individual developments, like Market Basket and the Riverwalk, not much treatment takes place. Most drainage passes through the gravelly abandoned rail corridor.

Jean Brochi (USEPA)– would like to be included in the mitigation planning and looks forward to a future presentation.

Madeline Severance (NHNHB)– has no concerns as there are no NHB records.

Nashua-Merrimack-Bedford, 13761E (Non-Fed):

Christine Perron introduced the project, which proposes widening and associated improvements along the F.E. Everett Turnpike. As previously discussed at the August meeting, Contract E is located in Merrimack, just south of the Merrimack-Bedford town line between Exits 12 and 13. The project limits are just under one mile. An overview of the entire project was provided at the August meeting. The purpose of discussing the project this month was to review new information about Dumpling Brook.

Dumpling Brook is the only stream crossing in this contract. This is a Tier 2 crossing based on watershed size. The existing pipe is 36” diameter and about 450’ in length. Bankfull width is approximately 25 feet. At the previous meeting, it was noted that the design team was still analyzing whether to extend the existing pipe or replace it. A decision has now been made to replace the pipe with a 42” culvert.

Since the August meeting, it was determined that some drainage pipes from the days of the former NH Fish & Game fish hatchery are still in place today but were not picked up by survey. A 1950s plan from the construction of the Turnpike was shown to describe the locations of these pipes. The inlet of a 24” pipe is located in Dumpling Brook outside the existing right-of-way (ROW) and upstream from the inlet of the 36” Dumpling Brook culvert. The 24” pipe takes some flow from the brook and outlets into an artificial dammed area on the east side of the Turnpike. Stream flow was further split to supply water to the former hatchery via another pipe from the dammed area, with remaining flow going through a side channel and outletting into Dumpling Brook. Another pipe system that still exists under the Turnpike consists of 8” and 12” pipes with a manhole at the ROW line, inlet outside existing ROW, and outlet adjacent to the 24” pipe. These structures were also part of the hatchery system. The survey crew recently located these drainage pipes and they are now shown on project plans. When the wetland delineation was completed, the side channel at the outlet of the drainage pipe system was delineated as a stream. There is a delineated forested wetland in the vicinity of the 12” pipe but the delineation did not extend as far as the pipe inlet.

Natural Resource Agency Meeting #2

**BUREAU OF ENVIRONMENT
CONFERENCE REPORT**

Final

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting

DATE OF CONFERENCE: March 15, 2023

LOCATION OF CONFERENCE: Virtual meeting held via Zoom

ATTENDED BY:

NHDOT

Matt Urban
Andrew O’Sullivan
Jon Evans
Mark Hemmerlein
Leah Savage
Rebecca Martin

ACOE

Mike Hicks

USCG

Absent

EPA

Jean Brochi

NHDES

Karl Benedict
Mary Ann Tilton

NHB

Ashley Litwinenko

NH Fish & Game

Mike Dionne
Kevin Newton

Federal Highway

Jamie Sikora

US Fish & Wildlife

Absent

The Nature Conservancy

Absent

**NH Transportation &
Wildlife Workgroup**

Absent

**Consultants/ Public
Participants**

Samuel Cheney
Lee Carbonneau
Joel Detty
Linda Greer
Amy Sanders
Kristen Clarke
Ben Lundsted
Caleb Dobbins
Anna Giraldi
Jim Bouchard

PRESENTATIONS/ PROJECTS REVIEWED THIS MONTH: *(minutes on subsequent pages)*

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Manchester RAISE Project (Fed Number TBD):.....3

Mike Dionne of the New Hampshire Fish & Game (NHF&G) stated that similar to Karl, he'd like to see the area within the temporary detour road and bridge restored following completion of construction. Other than that, he did not have any comments relative to the project presentation.

Kevin Newton of the NHF&G stated that he appreciated the inclusion of the wildlife shelf for aquatic/reptilian organism passage. He said the inclusion of the natural streambed material on top and intermingled with the riprap was also appreciated. Kevin did not have any additional comments relative to the project presentation.

Michael Hicks of the Army Corp. of Engineers (ACOE) asked if the project was classified as a major or minor impact project. Jim replied that QCC was preparing an NHDES Standard Dredge & Fill Permit Application under the "major impact" classification. Karl clarified that the project would be classified as major, due to the project impacting a Tier 3 or higher stream. Michael asked if QCC has contacted SHPO to discuss potential impacts to historical resources. QCC coordinated with the New Hampshire Division of Historical Resources and NHDOT Cultural Resources, and it was determined that there would be no adverse historical/archaeological impacts associated with the proposed project.

Jeannie Brochi of the United States Environmental Protection Agency (USEPA) had no comments relative to the project presentation.

Ashley Litiwinko of the New Hampshire Natural Heritage Bureau (NHNHB) had no comments relative to the project presentation, but noted that appropriate erosion and sediment control should be implemented during construction based on the findings of the project's NHB DataCheck Letter. Ashley stated that as long as appropriate erosion and sediment controls are implemented during construction, NHB has no additional comments and no further coordination is required.

This project has been previously discussed at the April 21, 2021 Monthly NHDOT Natural Resource Agency Coordination Meeting.

Manchester RAISE Project (Fed Number TBD):

Linda Greer from Fuss & O'Neill introduced herself as the Project Manager for the RAISE Manchester, Connecting Communities Project for the City of Manchester and briefly presented the project, which has been before the agencies previously (on September 21, 2022). Also present were Lee Carbonneau of Normandeau Associates, Kristen Clarke and Caleb Dobbins, City of Manchester Department of Public Works; and Ben Lundsted and Rebecca Balke, City of Manchester EPD.

Component A – The South Commercial Street Extension, bridge over the CSX railroad and connection to Gas Street.

Component B –The South Willow and Queen City Ave. existing ramp style intersection is replaced with a peanut shaped roundabout.

Component C –The Gas Street Extension and Active Transportation Corridor (multi-use trail) which connects the South Commercial Extension to Willow Street and includes the Active Transportation Corridor (bike/pedestrian path) in the abandoned rail corridor.

Component D – The pedestrian bridge over Granite Street at Commercial Street.

After reviewing the four project elements and their locations, the environmental updates were presented. Soil mapping and geotechnical investigations have been completed. Contaminated groundwater, including PFAS, is present near the proposed peanut roundabout. Other contaminants include heavy metals, pesticides, PAHs and metals in soil as one would expect in an urban area.

Normandeau botanists identified the Virginia stickseed (*Hackelia virginiana*), a state threatened plant, within element C - the proposed Active Transportation Corridor. This plant grows on the slopes above the wetland and is not a wetland plant. The project is likely to impact three or four of the six locations where the plant was observed. NHNHB has requested that an additional survey be conducted during the growing season to ensure complete information regarding the plant population. The northern long-eared bat has also reappeared on the IPaC consultation tool for Manchester, so coordination with USFWS will continue. Gateway Park, a public recreation property within Element D, is a Section 4(f) resource, as are several historical resources in the project area. Gateway Park is also potentially a 6(f) property, which is being confirmed with NH DNCR and NPS. The deed for this City-owned property was reviewed and the proposed use as an anchor for one end of the pedestrian bridge to gain elevation an acceptable use.

Wetland 1 is in Project Element A, shown on the aerial photo, along with the proposed extension of S. Commercial Street and its connection to Gas Street. This is the location of a box culvert that carries flow under the active railroad west to the Merrimack River. The culvert is plugged with stone, possibly from the 2006 Mother's Day storm, and causes water to back up and flood the area of Wetland 1 and other street locations in the City. The City is working with CSX to replace this culvert ahead of the RAISE project construction, but the RAISE project will determine the size and location of the new culvert. Wetland 1 has early successional vegetation, many invasive species, and is in a disturbed area.

Wetland 2 is in Element C and shown on two photos. The existing rail corridor is channel shaped and collects offsite stormwater and funnels it north and into an intermittent channel to the closed drainage system at the Elm Street bridge. The proposed trail will have drainage ditches on either side to collect surface drainage, and direct it to the drainage system, but at a different location. All flow will continue to flow to the culvert near Wetland 1 and out to the Merrimack River. The impact area is shaded blue and the stream is a dashed yellow line. Rare plant locations are yellow points and polygons with labels. Wetland 2 is suitable for floodflow alteration, and sediment/shoreline stabilization.

The impacts to Wetlands 1 and 2 are shown on the conceptual plan. The bridge abutment for the RR crossing will have directly and permanently impact 260 sf of Wetland 1. There will be an additional 2,730 sf of temporary impacts associated with altering the underground drainage system in this area. The construction of the path within the abandoned rail corridor will directly

and permanently impact 34,646 sf of Wetland 2 and fill 266 lf of the intermittent stream channel. As NHDES now allows ARM fund payment as a first choice for mitigation, that is what will be proposed for any mitigation required.

The project team is seeking guidance on three issues which we hope the agencies can address in their comments.

- Contaminated Soils - what are the limitations for reusing soils with PFAS (or other contaminants) at different elements from where the soils were removed within the project limits?
- Endangered Species - would mitigation be necessary for unavoidable rare plant impacts?
- Wetlands - for man-induced wetlands in previously disturbed areas, is there an alternative mitigation approach?

Andrew O'Sullivan asked for agency comments:

Karl Benedict (NHDES): We should direct the wetland application to his attention, as he will be conducting the review given his involvement so far. An invasive species management plan should be included, as well as attention to erosion and sedimentation controls given the fine sediments in the Active Transportation Corridor. A soil and groundwater management plan is also advisable, and he can provide contacts if the project team needs one. He noted that we should continue to coordinate with NHHNB and incorporate their avoidance and minimization measures. An ARM fund payment is reasonable and the project should coordinate with Emily Nichols for that. It is possible that some mitigation credit could be achieved through combination of ARM fund and stormwater treatment, given the proximity of the Merrimack River.

Jon Evans (NHDOT): Jon confirmed that a soil and groundwater management plan would be important, similar to the recent Everett Turnpike project approach. There are two important considerations: 1) Drinking water supply areas should be identified and contaminated soils should not be brought to such locations; and 2) soils should be kept as close as possible to their original location, which also protects the City from creating new contamination areas. For locations with PFAS, it is better to move excavated material closer to the points of origin than further away to less impacted areas. The project should involve a consultant with PFAS expertise.

Mary Ann Tilton (NHDES): Mary Ann confirmed that for man-induced wetlands in disturbed areas, some alternative mitigation can be acceptable, and further planning should also include USACE.

Mike Dionne (NHFG): no questions or comments

Kevin Newton (NHFG): No comments.

Michael Hicks (USACE): Mike asked for the permanent wetland impact quantities (they total approximately 34,906 sf.). Mike indicated the USACE will be happy to discuss mitigation and would include the EPA in those discussions. He also asked for an update on the coordination with the NH Division of Historical Resources, and Lee responded that the project has had several virtual meetings with NHDHR and a site walk; has an approved Area of Potential Effect; and recently submitted historical and archeological reports describing known resources and survey plans. Coordination is ongoing. He also asked about the timing of the project. Linda and Jamie identified the timelines and grant requirements.

Jean Brochi (USEPA): concurred with including USEPA in mitigation planning with USACE and agreed that a groundwater and soil management plan should be developed.

Jamie Sikora (FHWA): Jamie provided some high level background regarding the importance of this project in the City and even to the State, and the RAISE grant process, including the specific time frames required by the grant. The funds must be obligated by September 2024 (the project must go out to bid by then) and all expenditures complete by September 2029 (5 years later). Through no fault of the project team, the schedule is already about 6 months behind.

Ashley Litwinenko (NHNHB): noted that NHB will provide mitigation recommendations once they receive the growing season survey report for Virginia stickseed and specific impact information.

Appendix H: Rare, Threatened and Endangered Species Coordination

New Hampshire Natural Heritage Bureau

NHB DataCheck Results Letter

To: Lee Carbonneau, Normandeau Associates, Inc.
25 Nashua Road

Bedford, NH 03110

From: NH Natural Heritage Bureau

Date: 10/14/2022 (valid until 10/14/2023)

Re: Review by NH Natural Heritage Bureau of request submitted 10/6/2022

Permits: NHDES - Alteration of Terrain Permit, NHDES - Wetland Standard Dredge & Fill
- Major, OTHER - Manchester, USACE - General Permit, USCEQ - Federal:
NEPA Review, USEPA - Stormwater Pollution Prevention

NHB ID: NHB22-3245

Applicant: Lee Carbonneau

Location: Manchester
Various

Project

Description: A. South Commercial Street Extension: new roadway with bridge over the railroad tracks and grade-separated bicycle and pedestrian path
B. South Willow Street-Queen City Avenue Intersection
Reconfiguration: peanut roundabout with improved bicycle and pedestrian accommodations
C. Gas Street Extension and Active Transportation Corridor: new roadway connecting South Commercial Street Extension to Willow Street, and utilization of abandoned railroad corridor for bicycle and pedestrian path
D. Pedestrian Connection Improvements: pedestrian bridge over Granite Street

The NH Natural Heritage database has been checked by staff of the NH Natural Heritage Bureau and/or the NH Nongame and Endangered Species Program for records of rare species and exemplary natural communities near the area mapped below. The species considered include those listed as Threatened or Endangered by either the state of New Hampshire or the federal government.

It was determined that, although there was a NHB record (e.g., rare wildlife, plant, and/or natural community) present in the vicinity, we do not expect that it will be impacted by the proposed project. This determination was made based on the project information submitted via the NHB Datacheck Tool on 10/6/2022 2:32:55 PM, and cannot be used for any other project.

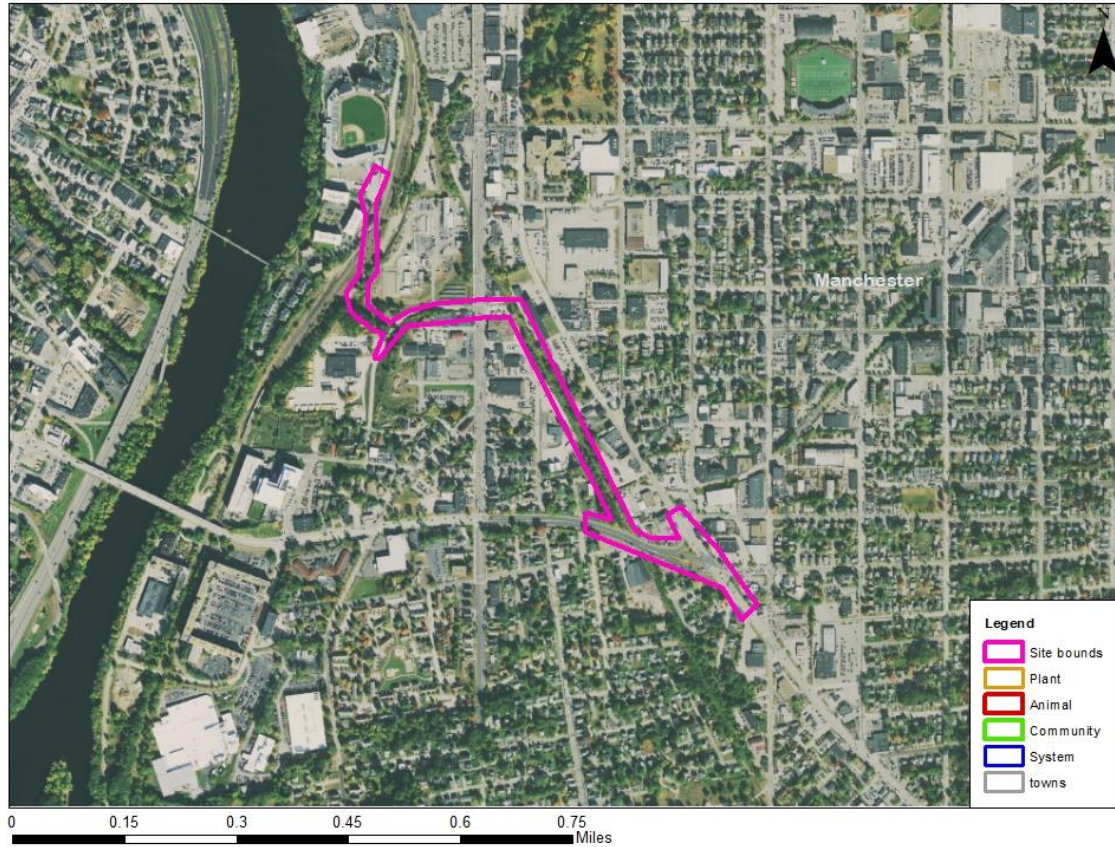
New Hampshire Natural Heritage Bureau
NHB DataCheck Results Letter

Based on the information submitted, no further consultation with the NH Fish and Game Department pursuant to Fis 1004 is required.

New Hampshire Natural Heritage Bureau NHB DataCheck Results Letter

MAP OF PROJECT BOUNDARIES FOR: **NHB22-3245**

NHB22-3245





United States Department of the Interior



FISH AND WILDLIFE SERVICE
New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104

In Reply Refer To:
Project code: 2023-0052656
Project Name: RAISE: Manchester

April 12, 2023

Subject: Consistency letter for the 'RAISE: Manchester' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated April 12, 2023 to verify that the **RAISE: Manchester** (Proposed Action) may rely on the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the endangered northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species**. If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate
-

PROJECT DESCRIPTION

The following project name and description was collected in IPaC as part of the endangered species review process.

NAME

RAISE: Manchester

DESCRIPTION

Four components, including extension of South Commercial Street with a bridge over the existing CSX rail lines; extension of Gas street to South Willow street with multimodal trail in abandoned rail corridor; Peanut roundabout to replace S. Willow/Queen City Ave. intersection; and pedestrian bridge over Granite Street at intersection with Commercial Street.

DETERMINATION KEY RESULT

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the endangered northern long-eared bat.

Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

QUALIFICATION INTERVIEW

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

No

2. Is the project within the range of the northern long-eared bat^[1]?

[1] See [northern long-eared bat species profile](#)

Automatically answered

Yes

3. [Semantic] Does your proposed action intersect an area where Indiana bats and northern long-eared bats are not likely to occur?

Automatically answered

Yes

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on April 03, 2023. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the endangered **northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Normandeau Associates, Inc.
Name: Lee Carbonneau
Address: Normandeau Associates, Inc.
Address Line 2: 25 Nashua Road
City: Bedford
State: NH
Zip: 03110
Email: lcarbonneau@normandeau.com
Phone: 6036371150

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Department of Transportation
Name: Jamie Sikora
Email: jamie.sikora@dot.gov



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104

In Reply Refer To:
Project Code: 2023-0052656
Project Name: RAISE: Manchester

April 12, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

Updated 3/8/2023 - Please review this letter each time you request an Official Species List, we will continue to update it with additional information and links to websites may change.

About Official Species Lists

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Federal and non-Federal project proponents have responsibilities under the Act to consider effects on listed species.

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested by returning to an existing project's page in IPaC.

Endangered Species Act Project Review

Please visit the “**New England Field Office Endangered Species Project Review and Consultation**” website for step-by-step instructions on how to consider effects on listed

species and prepare and submit a project review package if necessary:

<https://www.fws.gov/office/new-england-ecological-services/endangered-species-project-review>

NOTE Please do not use the **Consultation Package Builder** tool in IPaC except in specific situations following coordination with our office. Please follow the project review guidance on our website instead and reference your **Project Code** in all correspondence.

Northern Long-eared Bat - (Updated 3/8/2023) The Service published a final rule to reclassify the northern long-eared bat (NLEB) as endangered on November 30, 2022. The final rule will go into effect on **March 31, 2023**. After that date, the current 4(d) rule for NLEB will be invalid, and the 4(d) determination key will no longer be available. New compliance tools will be available in March 2023, and information will be posted in this section on our website and on the northern long-eared bat species page, so please check this site often for updates.

Depending on the type of effects a project has on NLEB, the change in the species' status may trigger the need to re-initiate consultation for any actions that are not completed and for which the Federal action agency retains discretion once the new listing determination becomes effective. If your project may result in incidental take of NLEB after the new listing goes into effect, this will need to be addressed in an updated consultation that includes an Incidental Take Statement. Many of these situations will be addressed through the new compliance tools. If your project may require re-initiation of consultation, please wait for information on the new tools to appear on this site or contact our office for additional guidance.

Additional Info About Section 7 of the Act

Under section 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to determine whether projects may affect threatened and endangered species and/or designated critical habitat. If a Federal agency, or its non-Federal representative, determines that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Federal agency also may need to consider proposed species and proposed critical habitat in the consultation. 50 CFR 402.14(c)(1) specifies the information required for consultation under the Act regardless of the format of the evaluation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/service/section-7-consultations>

In addition to consultation requirements under Section 7(a)(2) of the ESA, please note that under sections 7(a)(1) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species. Please contact NEFO if you would like more information.

Candidate species that appear on the enclosed species list have no current protections under the ESA. The species' occurrence on an official species list does not convey a requirement to

consider impacts to this species as you would a proposed, threatened, or endangered species. The ESA does not provide for interagency consultations on candidate species under section 7, however, the Service recommends that all project proponents incorporate measures into projects to benefit candidate species and their habitats wherever possible.

Migratory Birds

In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see:

<https://www.fws.gov/program/migratory-bird-permit>

<https://www.fws.gov/library/collections/bald-and-golden-eagle-management>

Please feel free to contact us at **newengland@fws.gov** with your **Project Code** in the subject line if you need more information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat.

Attachment(s): Official Species List

Attachment(s):

- Official Species List
-

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New England Ecological Services Field Office

70 Commercial Street, Suite 300

Concord, NH 03301-5094

(603) 223-2541

PROJECT SUMMARY

Project Code: 2023-0052656

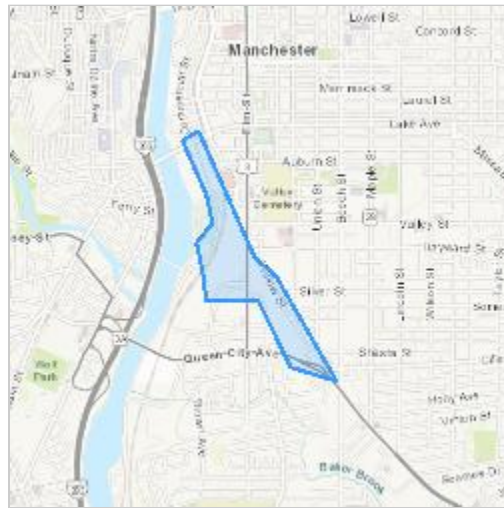
Project Name: RAISE: Manchester

Project Type: Road/Hwy - New Construction

Project Description: Four components, including extension of South Commercial Street with a bridge over the existing CSX rail lines; extension of Gas street to South Willow street with multimodal trail in abandoned rail corridor; Peanut roundabout to replace S. Willow/Queen City Ave. intersection; and pedestrian bridge over Granite Street at intersection with Commercial Street.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@42.97979545,-71.46488683476481,14z>



Counties: Hillsborough County, New Hampshire

ENDANGERED SPECIES ACT SPECIES

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPAC USER CONTACT INFORMATION

Agency: Normandeau Associates, Inc.
Name: Lee Carbonneau
Address: 25 Nashua Road
City: Bedford
State: NH
Zip: 03110
Email: lcarbonneau@normandeau.com
Phone: 6036371150

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Department of Transportation
Name: Jamie Sikora
Email: jamie.sikora@dot.gov

Appendix I: Cultural Resources RPR, Tribal and NHDHR Correspondence

**Section 106 Cultural Resources Effect Memo
RAISE Manchester: Connecting Communities**

Project Town: Manchester, NH

Date: 8/10/2023

State No.: 43826 (City #FY22-500-46)

Federal No. (as applicable): R21HC054

Lead Federal Agency: Federal Highway Administration

Submitted by: Kristen Clarke, City Traffic Engineer Email address: kclarke@manchesternh.gov
(Project Manager/Sponsor)

Pursuant to meetings on and/or the Request for Project Review signed on 4/5/2021, and for the purpose of compliance with the regulations of National Historic Preservation Act and the Advisory Council on Historic Preservation's *procedures for the Protection of Historic Properties* (36 CFR 800), and NH RSA 227-C the NH Division of Historical Resources and the NH Division of the Federal Highway Administration have coordinated the identification and evaluation of cultural resources relative to:

The RAISE Manchester project is a transportation infrastructure improvement plan that spans the city's Downtown, Millyard and South Commercial Street District. The undertaking involves four project components – A: Extend South Commercial Street to connect to Elm Street; B: Reconfigure the South Willow Street/Queen City Avenue Intersection; C: Extend Gas Street and construct a multimodal transit corridor along part of the existing Manchester-Lawrence Railroad corridor and D: Construct a pedestrian bridge over Granite Street at Commercial Street.

This Determination of Effect Memo documents the impact of the RAISE Manchester project on six National Register-eligible or listed historic properties that have been identified in the Area of Potential Effects defined for this project. They include the Manchester Gas Works, the Cohas Shoe Factory, Amoskeag Manufacturing Company Housing District A, Amoskeag Millyard, the Railroad Deck Truss Bridge over the Merrimack River (MAN0087), and Bridge 144/075.

Please describe all public outreach efforts (see 36 CFR800.2-3) that have been done to-date. Identify Consulting Parties and include any public feedback (if applicable, attached pages if necessary):

The project has reached out to the public through several key efforts including:

1. Project website with 2,787 users
2. Direct mailings to 12,069 project area residents, property owners, abutters and stakeholders in English and Spanish
3. E-mails to over 250 stakeholders and civic organizations
4. Social media posts reaching 243 platform users
5. Soliciting and securing extensive local and regional media coverage
6. Meeting with historical organizations and historic preservation agencies for project briefing and bus tour of historic resources in October 27, 2023.
7. Written outreach by FHWA to tribal contacts to invite to be Consulting Parties.
8. Public meeting on December 7, 2023 with over 100 attendees
9. Public meetings with several stakeholder and civic organizations

A full description of all activities and results is attached.

Consulting parties are:

1. Manchester Heritage Commission
2. Manchester Historic Association
3. Factory on Willow LLC
4. Manchester Moves, Inc.
5. New Hampshire Rails Trails Coalition

Public feedback has been received through a number of channels including comments at the December 7, 2022, Public Meeting held at the Manchester Public Library and e-mails received through the project website. A summary of that feedback is attached.

Based on a review of the project, as presented to date, it has been determined that:

Section 106 Effect Determination	<input type="checkbox"/> No Historic or Archaeological Properties will be Affected
	<input checked="" type="checkbox"/> There will be No Adverse Effect on Historic or Archaeological Properties
	<input type="checkbox"/> There will be an Adverse Effect on Historic or Archaeological Properties or Resources
	<p>Additional comments, please explain <i>why</i> the undertaking has resulted in the above effect:</p> <p>Evaluation of the properties in relation to the proposed project indicates that the proposed undertaking will have <i>No Adverse Effect</i> on the Manchester Gas Works (130 Elm St.), <i>No Adverse Effect</i> on the Cohas Shoe Factory (252 Willow St.), <i>No Adverse Effect</i> on the Amoskeag Manufacturing Company Housing District A, and results in a finding of <i>No Historic Properties Affected</i> for the Amoskeag Millyard, the Railroad Deck Truss Bridge over the Merrimack River (MAN0087), and Bridge 144/075. Therefore, the results of identification and evaluation for the proposed project is a finding of <i>No Adverse Effect</i>.</p> <p><u>Manchester Gas Works (130 Elm St.)</u> The proposed new South Commercial Street Extension will traverse the property in the southwest corner and extreme south portions of the parcel, over 100 feet from a 1964 utility building and over 600 feet from surviving 19th century buildings. The roadway will be partially raised but will not block the view of the historic buildings. Detention basins will be constructed adjacent to the new roadway. Most of the land associated with the property would remain untouched by the roadway. Further, the setting of the gas works was previously altered in the late 20th century by the removal of historic features and introduction of new construction. The property has historically been in industrial use and adjacent to a busy railyard so changes in atmospheric conditions will be negligible. This alternative would not result in treatment of the property that is inconsistent with the Secretary's Standards for the Treatment of Historic Properties. There will be no relocation, alterations in use, neglect, transfer, lease, or sale. This project would have <i>No Adverse Effect</i> on this property.</p> <p><u>Cohas Shoe Factory (252 Willow St.)</u> The proposed Gas Street Extension and a multi-use trail will traverse through a parking lot in the southeast end of the parcel, exiting the parcel to then run adjacent to, but outside, the southwest property line. The proposed project will not result in any physical changes to the former Cohas Shoe Factory building or result in changes inconsistent with the Secretary's Standards for the Treatment of Historic Properties. The extension of the roadway through the extant parking area and along the back side of the resource won't significantly change the resource's setting or atmospheric conditions, as the property has always been industrial and adjacent to railroads and roadways. The rear side of the factory has undergone many previous changes over the years to accommodate changing needs and changing modes of bringing raw materials into the building and moving finished goods. Through consultation with the property owner, it is not anticipated that the project will harm the viability of the property's new uses including adequacy of parking. In fact, it is anticipated that the project's sidewalk and trail improvements will complement the long-term viability of the resource. There will be no relocation, alterations in use, neglect, transfer, lease, or sale. This project would have <i>No Adverse Effect</i> on this property.</p> <p><u>Amoskeag Manufacturing Company Housing District A</u> One project component of the RAISE project, the Granite Street Pedestrian Bridge, will impact the southern end of the National Register-listed resource. The bridge will be constructed over Granite Street and the north end of the bridge concrete ramps will be constructed in the southwest corner of the existing (ca. 1983) City-owned park parcel and potentially into an adjacent privately-owned parking lot, both within the National Register boundary. The bridge will be an open arched steel structure that is raised but will not block the view of the extant historic district buildings. The project will not alter the use of the district as a whole; and will improve the public's safe access to the park and the historic buildings within the district. The setting of the district, including the impacted area, witnessed extensive changes in the late 20th century due to Urban Renewal. This property has</p>

historically been adjacent to industrial properties with the overall environment characterized by noise, smoke, traffic, etc. This project would have *No Adverse Effect* on this property.

Amoskeag Millyard

As a result of the new Granite Street Pedestrian Bridge, alterations will be made to sidewalk crosswalks and pedestrian signals at the intersection of Granite and Commercial Streets. Historically, bridges and crossings provided critical connections in the busy Amoskeag Millyard. This modern footbridge, built of steel and concrete, will be the latest structure in a long tradition of the need to safely move people and vehicles in this busy urban environment. Alterations to crosswalks and pedestrian signals will only impact features previously modernized. This project would result in a finding of *No Historic Properties Affected* in relation to the Amoskeag Millyard.

Railroad Deck Truss Bridge over Merrimack River (MAN0087)

The RAISE Manchester Project will not result in any physical changes or alterations to the bridge, which is eligible for listing in the National Register under Criterion C, engineering. A ramp proposed approximately 750' north of the bridge will improve connections to the structure which was converted into a footbridge in 2012. This project would result in a finding of *No Historic Properties Affected* in relation to the Railroad Deck Truss Bridge over Merrimack River (MAN0087).

Bridge 144/075 (Manchester & Lawrence Railroad |Boston & Maine| under Elm St.)

This 1915 I-beam bridge is individually eligible for listing in the National Register. During the 2020 Historic Bridge Inventory it was determined to be among the oldest concrete encased steel I-beam highway bridges in the state. It carries Elm St. over the railroad corridor. The bridge is individually eligible for its engineering; the segment of railroad in this location is not eligible. While the resource sits within the APE, no elements of the proposed project are anticipated in the vicinity of the resource, therefore the project would result in a finding of *No Historic Properties Affected* in relation to Bridge 144/075.

Archaeology

Project components will require subsurface disturbances in archaeologically sensitive areas that have been identified in the Phase 1A Archeological Report prepared by Hartgen Associates, but these will be addressed through pre-construction testing and during construction monitoring in accordance with the review and approval of the NHDHR.

In accordance with the Advisory Council's regulations, we will continue to consult, as appropriate, as this project proceeds.

Section 4(f) <small>(to be completed by FHWA)</small>	There Will Be:		
	<input checked="" type="checkbox"/> No 4(f);	<input type="checkbox"/> Programmatic 4(f);	<input type="checkbox"/> Full 4 (f); or
<input type="checkbox"/> A finding of <i>de minimis</i> 4(f) impact as stated: In addition, with NHDHR concurrence of no adverse effect for the above undertaking, and in accordance with 23 CFR 774.3, FHWA intends to, and by signature below, does make a finding of <i>de minimis</i> impact. NHDHR's signature represents concurrence with both the no adverse effect determination and the <i>de minimis</i> findings. Parties to the Section 106 process have been consulted and their concerns have been taken into account. Therefore, the requirements of Section 4(f) have been satisfied.			

JAMISON S
SIKORA

Digitally signed by JAMISON S
SIKORA
Date: 2023.08.21 10:43:39 -04'00'

FHWA

(date)

Kristen Clarke 8-18-23

Manchester Department of Public Works

The NH State Historic Preservation Officer concurs with these findings:

Nancy Phelps DSAPO
NH Division of Historical Resources

8/22/23

RPR Excerpts

Manchester BUILD Grant Project MANCHESTER, NEW HAMPSHIRE

REQUEST FOR PROJECT REVIEW BY THE
NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES
FOR TRANSPORTATION PROJECTS
for
City of Manchester
Manchester, NH 03103

April, 2021



50 Commercial St.
Manchester, NH 03101

Project No. 20190379.A20

- I. Cover Letter
- II. Request for Project Review by the New Hampshire Division of Historical Resources for Transportation Projects (May 2019 Form)
- III. Project Narrative
- IV. Area of Potential Effect (APE) Map
- V. General Mapping and Plans
 - Current Development Plans
 - City of Manchester GIS w/Project Parcels
 - 7.5 Minute Quadrangle - Manchester South
- VI. Photo Log, with captions
- VII. Amoskeag Manufacturing Company Housing District National Register of Historic Places Nomination Form
- VIII. Table 1 - Manchester BUILD Emmit Results
- IX. Table 2
 - Property Information Cards (non-surveyed properties)



FUSS & O'NEILL

April 5, 2021

NH Division of Historical Resources
State Historic Preservation Office
Attention: Review & Compliance
19 Pillsbury Street
Concord, NH 03302-3570

Re: City of Manchester
Manchester BUILD Improvement Project
Fuss & O'Neill Reference No. 20190379.A20

Dear Madam/Sir:

Enclosed are two copies of a Request for Project Review by the New Hampshire Division of Historical Resources (NHDHR) for municipal improvements and supporting materials for the BUILD project in the City of Manchester, submitted by Fuss & O'Neill on behalf of the City of Manchester.

This project addresses potential municipal access improvements throughout Downtown Manchester. Four improvements are proposed: 1) A pedestrian bridge at the intersection of Commercial and Granite Streets; 2) An extension of South Commercial Street to meet Elm Street via Gas Street; 3) A pedestrian corridor on the former railway corridor parallel to Willow Street; and, 4) An intersection reconfiguration to the Queen City Ave/South Willow Street intersection

Contained within this submission are two copies of the following:

1. RPR Form for Transportation Projects
2. Project narrative, with notes on ground disturbing activity
3. APE Mapping – EMMIT mapping
4. General Mapping and Plans
 - a. Current Development Plans
 - b. Manchester City GIS With Project Parcels
 - c. 7.5 Minute Quadrangle – Manchester South
5. Photo Log, with descriptions
6. Amoskeag Manufacturing Company Housing District Nomination form
7. Table 1 Results
8. Table 2 Results
 - a. Table 2 Property Information Cards

The Gateway Building
50 Commercial Street
Manchester, NH
03101
t 603.668.8223
800.286.2469
www.fando.com

California

Connecticut

Maine

Massachusetts

New Hampshire

Rhode Island

Vermont

Per the instructions, we have included a self-addressed stamped envelope.

NHDHR – State Historic Preservation Office

April 5, 2021

Page 2 of 2

If you have any questions regarding this application or require further information, please feel free to contact me at 603.668.8223, ext. 2182.

Very truly yours,



Linda C. Greer, PE
Project Manager

LCG:mjt

Attachments

II. Request for Project Review by the
New Hampshire Division of Historical Resources
for **Transportation** Projects (May 2019 Form)

Please mail 2 copies of the completed form and required material to:

Cultural Resources Staff
Bureau of Environment
NH Department of Transportation
7 Hazen Drive
Concord, NH 03302

DHR Use Only	
R&C #	_____
Log In Date	___ / ___ / ___
Response Date	___ / ___ / ___
Sent Date	___ / ___ / ___

**Request for Project Review by the
New Hampshire Division of Historical Resources
for **Transportation** Projects**

- This is a new submittal.
 This is additional information relating to DHR Review and Compliance (R&C)#:

GENERAL PROJECT INFORMATION

DOT Project Name & Number N/A
Brief Descriptive Project Title City of Manchester BUILD Grant Project
Project Location South Millyard between Granite Street/Elm Street/Queen City Avenue
City/Town Manchester
Lead Federal Agency and Contact (if applicable)
(Agency providing funds, licenses, or permits) Permit Type and Permit or Job Reference #
DOT Environmental Manager (if applicable)

PROJECT SPONSOR INFORMATION

Project Sponsor Name City of Manchester, Tim Clougherty, Deputy Director DPW
Mailing Address 475 Valley Street Phone Number 603-624-6444
City Manchester State NH Zip 03103 Email tcloughe@manchesternh.gov

CONTACT PERSON TO RECEIVE RESPONSE

Name/Company Fuss & O'Neill
Mailing Address 50 Commercial Street, Unit 2S Phone Number 6036688223
City Manchester State NH Zip 03101 Email lgreer@fando.com

This form is updated periodically. Please download the current form at <http://www.nh.gov/nhdhr/review>. Please refer to the Request for Project Review for Transportation Projects Instructions for direction on completing this form. Submit 2 copies of this project review form for each project for which review is requested. Include 1 self-addressed stamped envelope to expedite review response. Project submissions will not be accepted via facsimile or e-mail. This form is required. Review request form must be complete for review to begin. Incomplete forms will be sent back to the applicant without comment. Please be aware that this form may only initiate consultation. For some projects, additional information will be needed to complete the Section 106 review. All items and supporting documentation submitted with a review request, including photographs and publications, will be retained by the DOT and the DHR as part of its review records. Items to be kept confidential should be clearly identified. For questions regarding the DHR review process and the DHR's role in it, please visit our website at: <http://www.nh.gov/nhdhr/review> or contact the R&C Specialist at Marika.Labash@dncr.nh.gov or 603.271.3558.

PROJECTS CANNOT BE PROCESSED WITHOUT THIS INFORMATION

Project Boundaries and Description

- Attach the Project Mapping *indicating the proposed area of potential effects (APE)*. (See RPR for Transportation Projects Instructions and R&C FAQs for guidance. Note that the APE is subject to approval by lead federal agency and SHPO.)
- Attach a detailed narrative description of the proposed project.
- Attach current engineering plans with tax parcel, landscape, and building references, and areas of proposed excavation, if available.
- Attach photos of the project area/APE with mapped photo key (overview of project location and area adjacent to project location, and specific areas of proposed impacts and disturbances.) (Blank photo logs are available on the DHR website. Informative photo captions can be used in place of a photo log.)
- A DHR records search must be conducted to identify properties within or adjacent to the APE. Provide records search results via EMMIT or in **Table 1**. (Blank table forms are available on the DHR website.) EMMIT or in-house records search conducted on 3/22/2021.*

**The DHR recommends that all survey/National Register nomination forms and their Determination of Eligibility (green) sheets are downloaded or copied for your use in project development.*

Architecture

Are there any buildings, structures (bridges, walls, culverts, etc.) objects, districts or landscapes within the APE? Yes No

If no, skip to Archaeology section. If yes, submit all of the following information:

- Attach completed **Table 2**.
- Photographs of *each* resource or streetscape located within the APE. Add to the mapped photo key and photo log noted above. (Digital photographs are accepted. All photographs must be clear, crisp and focused.)
- Copies of National Register boundary (listed *or* eligible) mapping, and add National Register boundaries for listed and eligible properties to project mapping/engineering plans (*if applicable*).

Archaeology

Does the proposed undertaking involve ground-disturbing activity? Yes No

If yes, submit all of the following information:

- Description of current and previous land use and disturbances.
- Available information concerning known or suspected archaeological resources within the project area (such as cellar holes, wells, foundations, dams, etc.)

Please note that for many projects an architectural and/or archaeological survey or other additional information may be needed to complete the Section 106 process.

AGENCY COMMENT

This Space for DOT and Division of Historical Resources Use Only

Sent to DHR; Authorized DOT Signature: _____ Date: _____

- Insufficient information to initiate review.**
- Additional information is needed in order to complete review.

Comments: _____

If plans change or resources are discovered in the course of this project, you must contact the Division of Historical Resources as required by federal law and regulation.

Authorized DHR Signature: _____ Date: _____

III. Project Narrative



Narrative Description of the Proposed BUILD Grant Project Manchester, New Hampshire

The purpose of this project is to improve connectivity and mitigate congestion in the City of Manchester South Millyard through the proposal of roadway, bridge, bicycle and pedestrian infrastructure improvements. The project aims to further revitalize the City of Manchester's Millyard District. At present, the South Millyard has only one access point causing traffic gridlock, not only at Granite Street and South Commercial, but other key intersections which are reaching capacity within the City. The Manchester-Lawrence Rail Line site unused in the heart of the city is an untapped resource within the city center, and there are gaps in the established bicycle system and paths.

The project is currently made up of four components – 1) Construct a pedestrian bridge on Granite Street; 2) Extend South Commercial Street to connect to Elm Street; 3) Construct a multimodal transit corridor along part of the existing rail corridor; and, 4) Improve conditions at the intersection of Queen City Avenue and South Willow Street. With the implementation and construction of these proposed elements, traffic conditions and connectivity within the Millyard and Downtown areas will be improved and the abandoned rail line will be revitalized, all while providing the city future economic and developmental opportunities.

[Granite Street/Commercial Street](#)

The proposed pedestrian bridge includes the intersection of Commercial Street and South Commercial Street, just east of the 4-way intersection for the US-293 Exit 5 interchange and westerly of its intersection with Canal Street. The bridge will span over Granite Street with pedestrian access to the bridge on the northeast and southeast corners of the intersection. Work proposed for this area includes:

- Construction of a pedestrian bridge crossing above Granite Street;
- Reconstruction of the existing sidewalk;
- Improved sidewalks and pedestrian lighting;
- Signal timing changes to the intersection and potential lane configuration changes.

The pedestrian bridge will be constructed on the northeast corner of the Granite Street at Commercial Street intersection in the existing city owned Gateway Park. The existing residential apartments and Gateway Park on this corner of the intersection are part of the Amoskeag Manufacturing Company Housing District and on the National Register of Historic Places. It will cross above the westbound approach and end in the existing parking lot on the southeast corner of the intersection.

The existing condition of the project area is a maintained city street intersection, with a city owned park just to the north and a parking lot on the south. The City has plans to improve this park area, with a

fountain and gathering area, which will the plans for the park and the pedestrian ramp will be incorporated to fit together.

Below is a rendering of the proposed pedestrian bridge.



[South Commercial Street Extension](#)

The South Commercial Street Extension project component consists of providing a new roadway off South Commercial Street starting adjacent to Northeast Delta Dental Stadium and proceeding to Riverwalk Way to the south. The area also includes the existing rail corridor between South Commercial Street and Gas Street, Gas Street, and Elm Street, which is where the South Commercial Street extension will tie into. As the South Commercial Street's intersection with Granite Street is the only existing connection from the west side of the South Millyard to the regional road network, an extension to South Commercial Street to Elm Street would provide an additional access option to for the South Millyard and mitigate congestion in the area. Work proposed for this area includes:

- Construction of an above grade railroad crossing connecting South Commercial Street to Elm Street, utilizing the existing Gas Street corridor;
- Complete street treatment include a 10-foot wide multiuse trail adjacent to the road to connect Manchester & Lawrence proposed improvements to the South Millyard River Walk.

Existing conditions of this project area are made up of vacant lots, some wooded and some grassed, currently lightly active railroad corridor, and city right of way (Gas Street). No building demolition for this project is anticipated.

Below is a rendering of the proposed roadway.



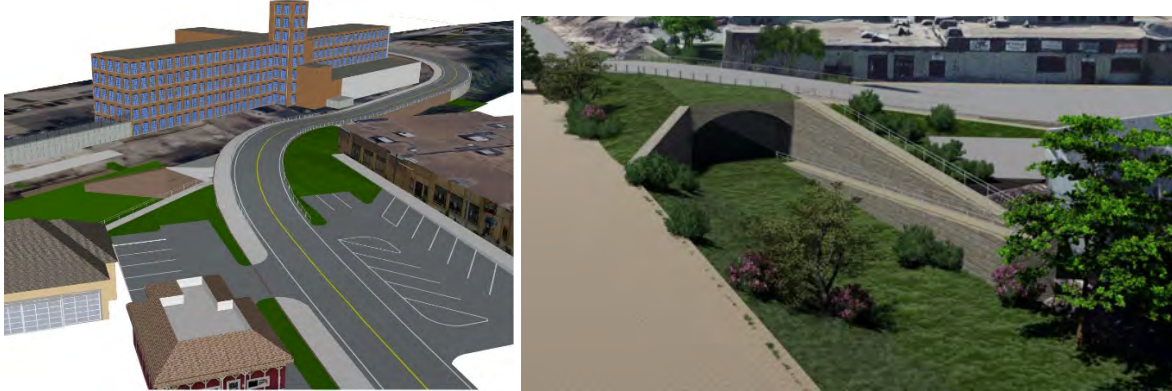
Multimodal Transportation Corridor

This project component is the conversion of the disused railroad bed connecting the overall project area to Queen City Avenue as a Multimodal Transportation Corridor to create a major new connection to existing street patterns. The corridor will contain a road connection for vehicles and separate paved path for cyclist and pedestrian use. This will provide an additional access from the South Millyard area to connect more efficiently at the South Willow commercial district. Additionally, the corridor will fill one of the most significant gaps in the area's cycling network by providing connections to the already established system of local bike paths and regional bike trails providing cyclists to travel from Goffstown to through the Millyard to trails systems headed south and east through Manchester. Work proposed as part of this project component includes:

- Construct a new roadway from Elm Street/Gas Street Intersection to Willow Street with a structure over the abandon rail bed, which will including ADA compliant switchback ramp for access to abandon rail bed;
- Construction of a multiuse trail for pedestrian/bike along the Manchester & Lawrence abandon rail bed from new structure to Queen City Avenue.

Existing conditions of this project area is primarily an abandoned/decommissioned railroad corridor, which has become a homeless camp area and dumping ground causing maintenance issues for the City in its current state. Access to Willow Street and Elm Street will be through an existing parking lots. No building demolition is proposed for this project area.

Below the rendering on the left is the Multimodal Transportation Corridor as it goes through the parking lot, over the abandon rail corridor and past the Willow Street Factory, and the rendering on the right is the culvert structure for access to the trail, which will but ultimately a paved trailed.



[Queen City Ave/South Willow St. Intersection Reconfiguration](#)

The final project component is the Reconfiguration of the Queen City Avenue at Cilley Road and South Willow Street Intersection into a gateway junction, including new roundabouts. As it exists today, the area is functionally unsafe and roadway conditions are less than ideal for cyclists and pedestrians. Queen City Avenue and South Willow Street are Class IV principal arterial roads that are owned and maintained by the city, as seen on the New Hampshire Department of Transportation GIS portal. The state of New Hampshire does not list the classification of Cilley Road. It is a local road, maintained by the City of Manchester.

(<https://nh.maps.arcgis.com/apps/webappviewer/index.html?id=1d83377ccf4d4236bb11f3de2b82eab5>).

The proposed improvements to the intersection include:

- Construction of two linked roundabouts in a peanut roundabout configuration;
- Improved bike lanes and sidewalks;
- Integrated connection to the Multimodal Corridor connecting with the South Millyard area and Downtown and Millyard beyond.

Existing conditions of this portion of the project is the existing active intersection between Queen City Ave and South Willow Street. The roadway improvement will stay within the existing intersection pavement area, with minor impacts for new sidewalk connections. No building demolition is anticipated for this project.

A portion of the project area is included in the larger Amoskeag Manufacturing Company Housing District (DHR Inventory #MAN1232) and the Manchester and Lawrence Railroad (DHR Inventory #ZMT-MLRR). A portion of this project area is also included in the Manchester Railyard Area (DHR Inventory #MAN-00RR). Listed properties that are adjacent to the proposed project area are noted in Table 1 with this submission, and the approximate boundaries of this Historic District are outlined in the plans included within this submission. Additional mapping has been provided using the export tools within the EMMIT program.

The proposed plans have the project entirely within the city, and as a result, the project will abut several structures. Within the projects Area of Potential Affect (APE), the project will be adjacent to buildings contained within the above noted Historic Districts and Project areas, as well as structures designated as

non-contributing. Structures within the properties that this project will be on, but are not listed having been surveyed, are listed in this submission on table 2, and their respective tax cards have been provided via the municipally available GIS services operated by the City of Manchester. While all of these structures may be within the APE, very few of them are contained within lots that will be altered based on proposed changes. Most of the project will be on lots not occupied by buildings. No building demolition is anticipated for the purposes of these plans. All disturbing activity to man-made structures is limited to parking lot removal, or municipal, ground-laid infrastructure (sidewalks, utilities, railroad, etc.).

Notes on Ground Disturbing Activity

This project proposes ground breaking activity. This activity includes removal of soil layers to a depths necessary to lay pavement (2-5 feet), for bridge and wall footings, for drainage, stormwater management and for relocation of utilities.

There are no none cellar holes, wells, foundations or dams, with in the project area. The proposed pedestrian bridge foundations on the southeast corner of the intersection is in a previously disturbed parking lot area and the northeast corner of the intersection is in an area that has always been a park, adjacent to Granite Street.

The proposed roadway that for the South Commercial Extension begins and ends on existing roadway. The middle portion of the proposed road bridges over the railroad, and goes through a vegetated area near Liberty Utilities. There was at one time a train station in the South Millyard, however the location of that is north of the roadway alignment.

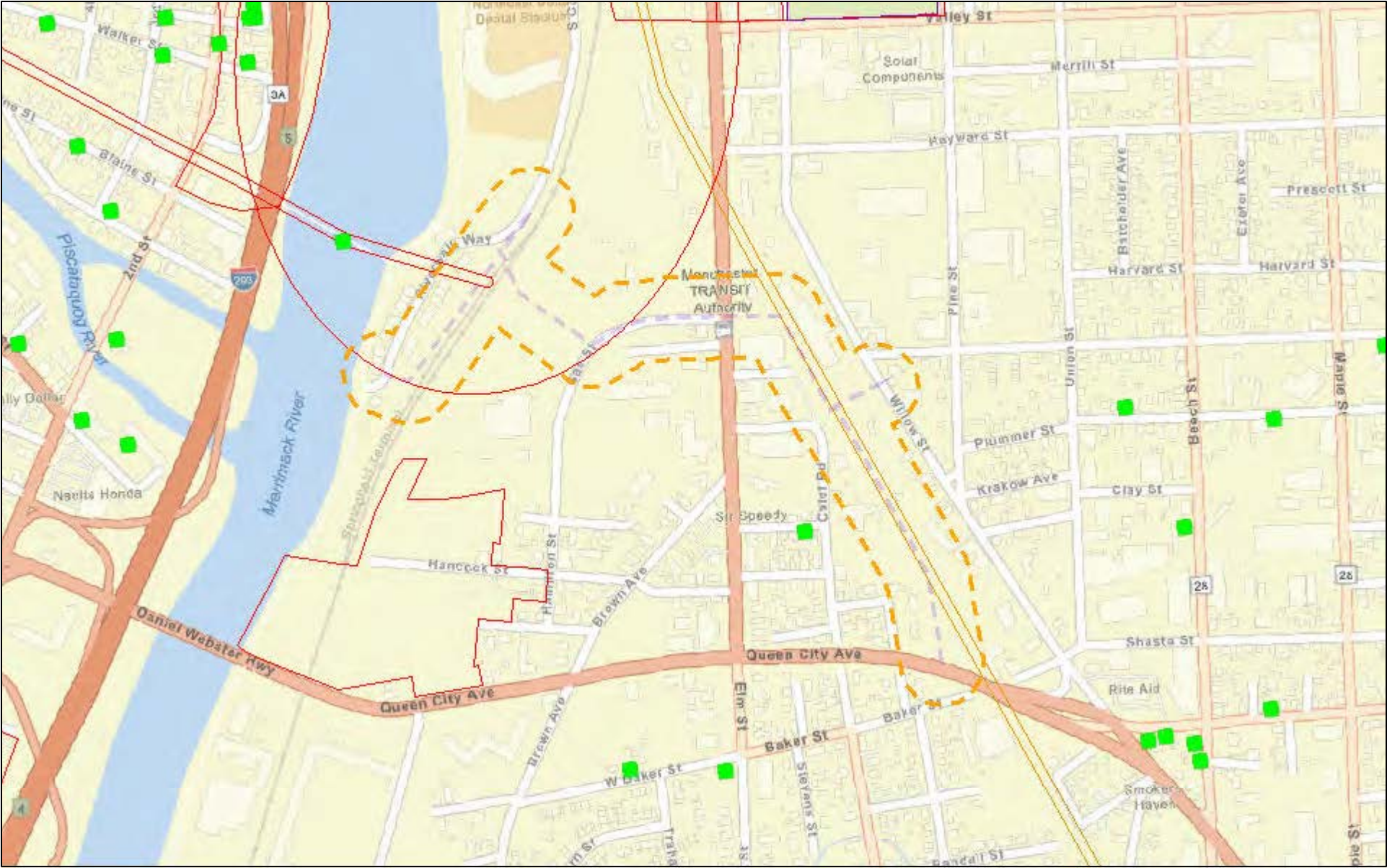
The disturbance area for the Multimodal Transpiration Corridor is through a previously disturbed parking lot, and then it travels down the abandon railroad corridor.

The disturbance area for the Queen City/South Willow St. Intersection Reconfiguration is previously disturbed by the existing intersection layout.

IV. Area of Potential Effect (APE) Map

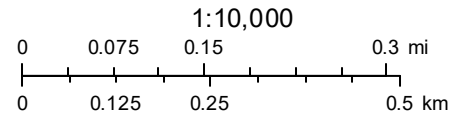
Superseded with new APE

Gas Street - Commercial



March 22, 2021

- Individual Properties < 10 acres
- State Register Properties > 10 acres
- National Register Properties > 10 acres
- Historic Districts
- Project Areas
- Counties
- Towns

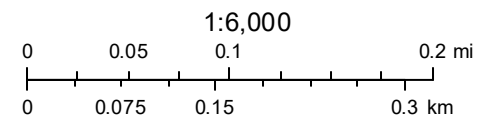


Granite - Commercial

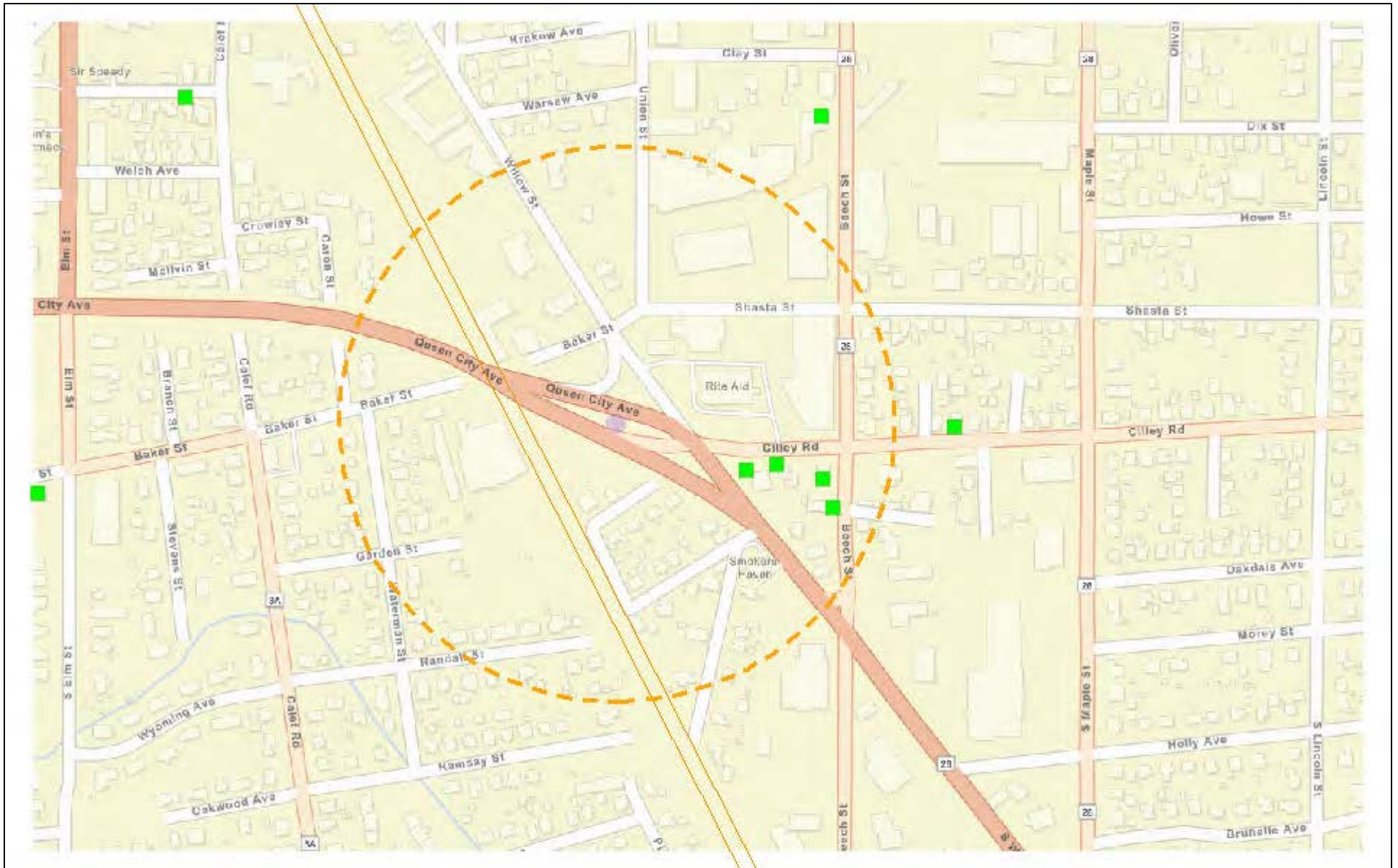


March 22, 2021

- | | | |
|---|--|---|
| ■ Individual Properties < 10 acres | National Register Properties > 10 acres | Counties |
| State Register Properties > 10 acres | Historic Districts | Towns |
| National Register Districts | Project Areas | |

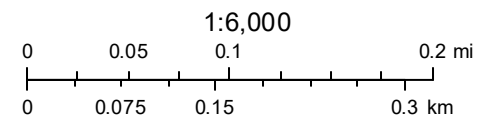


Queen City - So. Willow



March 22, 2021

- Individual Properties < 10 acres
- Towns
- ▭ Historic Districts
- ▭ Counties



V. **General Mapping and Plans**

- Current Development Plans
- City of Manchester GIS w/Project Parcels
- 7.5 Minute Quadrangle - Manchester South



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Natural and Cultural Resources 603-271-3483
19 Pillsbury Street, Concord, NH 03301-3570 FAX 603-271-3433
TDD Access Relay NH 1-800-735-2964
www.nh.gov/nhdhr preservation@dncr.nh.gov

June 1, 2021

Linda Greer
Fuss & O'Neill
50 Commercial Street, Unit 2S
Manchester, NH 03101

Re: City of Manchester RAISE grant; Manchester, NH (RPR 12662)

Dear Ms. Greer:

Thank you for providing information in support of Section 106 of the National Historic Preservation Act, as amended for the above-referenced grant proposal. The New Hampshire Division of Historical Resources (DHR) looks forward to working with the City of Manchester and the Federal Highway Administration (FHWA) once the grant proposal is accepted. The project has many benefits to the retention of Manchester's unique historic character and brings about greater accessibility to the public.

Project development plans must consider the large number of National Register listed and eligible properties within the project's Area of Potential Effects in order to avoid adverse effects. In addition, sensitive archaeological areas are also present. At this time and with limited project engineering, the DHR recommends hiring an Archaeologist to complete a Phase Ia Archaeological Sensitivity study along with an Architectural Historian to assist with assessing effects to historic properties once project plans have been more fully developed. Qualified Consultant Lists are available here:
<https://www.nh.gov/nhdhr/consultants.html>.

We strongly recommend consultation with both the Manchester Heritage Commission and the Manchester Historic Association during early project planning. Both organizations are instrumental in Manchester's historic preservation community and the DHR would not provide final Section 106 comments until we are certain that they have had opportunities for consultation. When appropriate, the DHR requests a site visit with the City and its consultants, Heritage Commission and Historic Association to better understand the project goals, disturbance areas, and potential affects so that we can provide assistance as to next steps forward in the Section 106 process.

Sincerely,

Nadine Miller
Deputy State Historic Preservation Officer



Project Boundaries and Description

- Attach the Project Mapping **using EMMIT or relevant portion of a 7.5' USGS Map.** (See RPR Instructions and R&C FAQs for guidance.)
- Attach a detailed narrative description of the proposed project.
- Attach a site plan. The site plan should include the project boundaries and areas of proposed excavation.
- Attach photos of the project area (overview of project location and area adjacent to project location, and specific areas of proposed impacts and disturbances.) (*Informative photo captions are requested.*)
- A DHR records search must be conducted to identify properties within or adjacent to the project area. Provide records search results via EMMIT or in **Table 1.** (*Blank table forms are available on the DHR website.*) Please note, using EMMIT Guest View for an RPR records search does not provide the necessary information needed for DHR review.
EMMIT or in-house records search conducted on / / .

Architecture

Are there any buildings, structures (bridges, walls, culverts, etc.) objects, districts or landscapes within the project area? Yes No
If no, skip to Archaeology section. If yes, submit all of the following information:

Approximate age(s):

- Photographs of **each** resource or streetscape located within the project area, with captions, along with a mapped photo key. (Digital photographs are accepted. All photographs must be clear, crisp and focused.)
- If the project involves rehabilitation, demolition, additions, or alterations to existing buildings or structures, provide additional photographs showing detailed project work locations. (i.e. Detail photo of windows if window replacement is proposed.)

Archaeology

Does the proposed undertaking involve ground-disturbing activity? Yes No
If yes, submit all of the following information:

- Description of current and previous land use and disturbances.
- Available information concerning known or suspected archaeological resources within the project area (such as cellar holes, wells, foundations, dams, etc.)

Please note that for many projects an architectural and/or archaeological survey or other additional information may be needed to complete the Section 106 process.

DHR Comment/Finding Recommendation *This Space for Division of Historical Resources Use Only*

- Insufficient information to initiate review.** Additional information is needed in order to complete review.
 - No Potential to cause Effects No Historic Properties Affected No Adverse Effect Adverse Effect
- Comments: Concur with results of Phase 1A archaeological sensitivity assessment and recommendations.

David Trubey
Digitally signed by David Trubey
 DN: cn=David Trubey, o=DNR, ou=NHDHR, email=David.Trubey@dnr.nh.gov, c=US
 Date: 2023.03.31 14:05:36 -04'00'

If plans change or resources are discovered in the course of this project, you must contact the Division of Historical Resources as required by federal and state regulation.

Authorized Signature: _____ Date: 3/31/23





New Hampshire Division of HISTORICAL RESOURCES

Monday, April 10, 2023



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-  **News & Events**
-  **Links**
-  **Contact Us**
-  **Site Map**

Project Review & Compliance > Contact Information for Federally Recognized Tribes of New England

Massachusetts

Wampanoag Tribe of Gay Head-Aquinnah

Cheryl Andrews-Maltais, THPO
20 Black Brook Rd.
Aquinnah, MA 02535-9701
(508) 645-9265 x 112 phone
(508) 645-3790 fax
Email: cmaltais@wampanoagtribe.net

Connecticut

Mashantucket Pequot Tribal Nation

Eastern Area Office
Rodney A. Butler, Chairperson
2 Matts Path
P.O. Box 3060
Mashantucket, CT 06338-3060
(860) 572-6100 phone
(860) 536-3412 fax

Mohegan Tribal Council

Eastern Area Office
Ralph W. Sturges, Chief
27 Church Lane
Uncasville, CT 06382
Tel# , Fax#

Maine

Passamaquoddy Tribe

Donald Soctomah, THPO
PO Box 159
Princeton, ME 04668
(207) 796-2301 phone
(207) 796-5256 fax
Email: soctomah@ainop.com

Rhode Island

Narragansett Indian Tribe

Doug Harris
Deputy Tribal Historic Preservation Officer
PO Box 700
Wyoming, RI 02898
(401) 539-1190 phone
(401) 539-4217 fax
Email dh@nithpo.com

Penobscot Nation

Bonnie Newsom, THPO
Cultural and Historic Preservation Program
12 Wabanaki Way
Indian Island, ME 04468
(207) 817-7332 phone
(207) 817-7463 fax
Email: bnewsom@penobscotnation.org



@NHDHR_SHPO



@My_NewHampshire



NH Division of
Historical Resources



The information provided here is complete and accurate to the best of our knowledge, but may not be up to date. The NHDHR does not guarantee the accuracy of this information.

February 2008



19 Pillsbury Street ■ Concord NH 03301-3570 ■ preservation@dncr.nh.gov



nh.gov | [privacy policy](#) | [accessibility policy](#)

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U.S. Department
of Transportation
**Federal Highway
Administration**

Tribal Outreach Letter Template

New Hampshire Division

November 09, 2022

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

In Reply Refer To:

HDA-NH

Bettina Washington, THPO
Wampanoag Tribe of Gay Head-Aquinnah
20 Black Brook Road
Aquinnah, MA 02535-9701

RE: RAISE Manchester: Connecting Communities Project
NH State Project No. 43826
Section 106 Review Invitation

Dear Ms. Washington:

The Federal Highway Administration's (FHWA) New Hampshire (NH) Division, in cooperation with the City of Manchester, NH, are initiating the National Environmental Policy Act (NEPA) reviews for a transportation improvements project in Manchester, NH. The Project is being funded, in part, with federal funding the City received under the U.S.D.O.T's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2021 grant program.

We are inviting the Wampanoag Tribe of Gay Head-Aquinnah to consult under Section 106 of the National Historic Preservation Act. The purpose of the consultation is to determine if there any properties in the project area that the Wampanoag Tribe of Gay Head-Aquinnah attaches religious and cultural significance to.

The following link provides information related to the scope of the proposed project and other information included in the City's RAISE 2021 Grant Application:
https://www.manchesternh.gov/Portals/2/Departments/elected_officials/mayor/RAISE_Project_Narrative.pdf?ver=2021-12-21-090625-080

Thank you for taking the time to consider this request. The favor of a reply is requested by December 09, 2022.

If you have any questions, please do not hesitate to contact me at (603) 410-4870 or Jamie.Sikora@dot.gov.

Sincerely,

**JAMISON S
SIKORA**

Digitally signed by
JAMISON S SIKORA
Date: 2022.11.09
14:38:36 -05'00'

Jamison S. Sikora
Environmental Programs Manager

ecc: J. Sikora, FHWA
K. Clarke, City of Manchester
N. Miller, NHDHR
Project File 43826



U.S. Department
of Transportation
**Federal Highway
Administration**

New Hampshire Division

November 09, 2022

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

In Reply Refer To:

HDA-NH

Donald Soctomah, THPO
Passamaquoddy Tribe
P.O. Box 102
Princeton, ME 04668

RE: RAISE Manchester: Connecting Communities Project
NH State Project No. 43826
Section 106 Review Invitation

Dear Mr. Soctomah:

The Federal Highway Administration's (FHWA) New Hampshire (NH) Division, in cooperation with the City of Manchester, NH, are initiating the National Environmental Policy Act (NEPA) reviews for a transportation improvements project in Manchester, NH. The Project is being funded, in part, with federal funding the City received under the U.S.D.O.T's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2021 grant program.

We are inviting the Passamaquoddy Tribe to consult under Section 106 of the National Historic Preservation Act. The purpose of the consultation is to determine if there any properties in the project area that the Passamaquoddy Tribe attaches religious and cultural significance to.

The following link provides information related to the scope of the proposed project and other information included in the City's RAISE 2021 Grant Application:
https://www.manchesternh.gov/Portals/2/Departments/elected_officials/mayor/RAISE_Project_Narrative.pdf?ver=2021-12-21-090625-080

Thank you for taking the time to consider this request. The favor of a reply is requested by December 09, 2022.

If you have any questions, please do not hesitate to contact me at (603) 410-4870 or Jamie.Sikora@dot.gov.

Sincerely,

Jamison S. Sikora
Environmental Programs Manager

ecc: J. Sikora, FHWA
K. Clarke, City of Manchester
N. Miller, NHDHR
Project File 43826



U.S. Department
of Transportation
**Federal Highway
Administration**

New Hampshire Division

November 09, 2022

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

In Reply Refer To:

HDA-NH

John Brown, Tribal Preservation Officer
Narragansett Indian Tribe
P.O. Box 463
Charleston, RI 02813

RE: RAISE Manchester: Connecting Communities Project
NH State Project No. 43826
Section 106 Review Invitation

Dear Mr. Brown:

The Federal Highway Administration's (FHWA) New Hampshire (NH) Division, in cooperation with the City of Manchester, NH, are initiating the National Environmental Policy Act (NEPA) reviews for a transportation improvements project in Manchester, NH. The Project is being funded, in part, with federal funding the City received under the U.S.D.O.T's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2021 grant program.

We are inviting the Narragansett Indian Tribe to consult under Section 106 of the National Historic Preservation Act. The purpose of the consultation is to determine if there any properties in the project area that the Narragansett Indian Tribe attaches religious and cultural significance to.

The following link provides information related to the scope of the proposed project and other information included in the City's RAISE 2021 Grant Application:
https://www.manchesternh.gov/Portals/2/Departments/elected_officials/mayor/RAISE_Project_Narrative.pdf?ver=2021-12-21-090625-080

Thank you for taking the time to consider this request. The favor of a reply is requested by December 09, 2022.

If you have any questions, please do not hesitate to contact me at (603) 410-4870 or Jamie.Sikora@dot.gov.

Sincerely,

Jamison S. Sikora
Environmental Programs Manager

ecc: J. Sikora, FHWA
K. Clarke, City of Manchester
N. Miller, NHDHR
Project File 43826



U.S. Department
of Transportation
**Federal Highway
Administration**

New Hampshire Division

November 09, 2022

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

In Reply Refer To:

HDA-NH

James Quinn, THPO
Mohegan Tribal Council
13 Crow Hill Road
Uncasville, CT 06362

RE: RAISE Manchester: Connecting Communities Project
NH State Project No. 43826
Section 106 Review Invitation

Dear Mr. Quinn:

The Federal Highway Administration's (FHWA) New Hampshire (NH) Division, in cooperation with the City of Manchester, NH, are initiating the National Environmental Policy Act (NEPA) reviews for a transportation improvements project in Manchester, NH. The Project is being funded, in part, with federal funding the City received under the U.S.D.O.T's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2021 grant program.

We are inviting the Mohegan Tribal Council to consult under Section 106 of the National Historic Preservation Act. The purpose of the consultation is to determine if there any properties in the project area that the Mohegan Tribal Council attaches religious and cultural significance to.

The following link provides information related to the scope of the proposed project and other information included in the City's RAISE 2021 Grant Application:
https://www.manchesternh.gov/Portals/2/Departments/elected_officials/mayor/RAISE_Project_Narrative.pdf?ver=2021-12-21-090625-080

Thank you for taking the time to consider this request. The favor of a reply is requested by December 09, 2022.

If you have any questions, please do not hesitate to contact me at (603) 410-4870 or Jamie.Sikora@dot.gov.

Sincerely,

Jamison S. Sikora
Environmental Programs Manager

ecc: J. Sikora, FHWA
K. Clarke, City of Manchester
N. Miller, NHDHR
Project File 43826

Appendix J: Preliminary Right-of-Way Needs



U.S. Department
of Transportation
**Federal Highway
Administration**

New Hampshire Division

November 09, 2022

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

In Reply Refer To:

HDA-NH

Michael E. Johnson, Acting THPO
Mashantucket Pequot Tribal Nation
110 Pequot Trail
Mashantucket, CT 06338-3202

RE: RAISE Manchester: Connecting Communities Project
NH State Project No. 43826
Section 106 Review Invitation

Dear Mr. Johnson:

The Federal Highway Administration's (FHWA) New Hampshire (NH) Division, in cooperation with the City of Manchester, NH, are initiating the National Environmental Policy Act (NEPA) reviews for a transportation improvements project in Manchester, NH. The Project is being funded, in part, with federal funding the City received under the U.S.D.O.T's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2021 grant program.

We are inviting the Mashantucket Pequot Tribal Nation to consult under Section 106 of the National Historic Preservation Act. The purpose of the consultation is to determine if there any properties in the project area that the Mashantucket Pequot Tribal Nation attaches religious and cultural significance to.

The following link provides information related to the scope of the proposed project and other information included in the City's RAISE 2021 Grant Application:

https://www.manchesternh.gov/Portals/2/Departments/elected_officials/mayor/RAISE_Project_Narrative.pdf?ver=2021-12-21-090625-080

Thank you for taking the time to consider this request. The favor of a reply is requested by December 09, 2022.

If you have any questions, please do not hesitate to contact me at (603) 410-4870 or Jamie.Sikora@dot.gov.

Sincerely,

Jamison S. Sikora
Environmental Programs Manager

ecc: J. Sikora, FHWA
K. Clarke, City of Manchester
N. Miller, NHDHR
Project File 43826



U.S. Department
of Transportation
**Federal Highway
Administration**

New Hampshire Division

November 09, 2022

53 Pleasant Street, Suite 2200
Concord, NH 03301
(603) 228-0417

In Reply Refer To:

HDA-NH

Chris Sockalexis, THPO
Penobscot Nation
12 Wabanaki Way
Indian Island, ME 04468

RE: RAISE Manchester: Connecting Communities Project
NH State Project No. 43826
Section 106 Review Invitation

Dear Mr. Sockalexis:

The Federal Highway Administration's (FHWA) New Hampshire (NH) Division, in cooperation with the City of Manchester, NH, are initiating the National Environmental Policy Act (NEPA) reviews for a transportation improvements project in Manchester, NH. The Project is being funded, in part, with federal funding the City received under the U.S.D.O.T's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2021 grant program.

We are inviting the Penobscot Nation to consult under Section 106 of the National Historic Preservation Act. The purpose of the consultation is to determine if there any properties in the project area that the Penobscot Nation attaches religious and cultural significance to.

The following link provides information related to the scope of the proposed project and other information included in the City's RAISE 2021 Grant Application:
https://www.manchesternh.gov/Portals/2/Departments/elected_officials/mayor/RAISE_Project_Narrative.pdf?ver=2021-12-21-090625-080

Thank you for taking the time to consider this request. The favor of a reply is requested by December 09, 2022.

If you have any questions, please do not hesitate to contact me at (603) 410-4870 or Jamie.Sikora@dot.gov.

Sincerely,

Jamison S. Sikora
Environmental Programs Manager

ecc: J. Sikora, FHWA
K. Clarke, City of Manchester
N. Miller, NHDHR
Project File 43826

Only Tribal Response

From: [Johnson, Michael E](#)
To: [Sikora, Jamie \(FHWA\)](#)
Subject: RE: RAISE Manchester: Connecting Communities Project, NH State Project 43826
Date: Wednesday, December 7, 2022 3:05:12 PM

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Sikora,

My office has received your letter inviting the Mashantucket Pequot Tribal Nation (MPTN) to consult on the project, as mentioned above. The letter that I am referencing is dated November 9th, 2022.

We appreciate the outreach you have provided. Unfortunately, MPTN does not want to consult on this project under section 106.

Kutaputuyumu, (Thank You)

Michael Kickingbear Johnson | Acting Tribal Historic Preservation Officer
Tribal Historic Preservation Office (THPO)
Mashantucket Pequot Tribal Nation
Tel: 860.396.7575 | MEJohnson@mptn-nsn.gov

MEETING NOTES

April 19, 2023

PROJECT NUMBER: 20190379.A40
PROJECT NAME: RAISE Manchester
ATTENDEES:

<u>Name</u>	<u>Company</u>
Kristen Clarke	City of Manchester
JoAnn Fryer	Fuss & O'Neill

RE: Project ROW Needs
SUBMITTED BY: JoAnn Fryer

On the above date, the writer had a Teams call with Kristen to review rough ROW area needs for the project. The following was discussed:

1. See attached spreadsheet with property information and order of magnitude easement and acquisition areas.
2. Generally, the roadways and pathways are recommended to be fee acquisitions, with 50-ft ROW total (offset to provide minimum of 5-ft behind walkways). Permanent easements are recommended for drainage systems and stormwater treatment ponds. Temporary easements will be required for slopework, matching of driveways, etc.
3. CSX Railroad will be a permanent easement for the bridge and piers. Plans showed ROW centered on roadway CL, recommend to change to be centered on out-out of bridge.
4. ROW along Riverway condos will be limited to the edge of property and 5-ft off wall (verify foundation needs here). City currently accesses Riverwalk driveway for the lights, so likely maintenance access for under the bridge will be similar. Temporary easement will be required to reconstruct the condo driveway and parking.
5. Comments:
 - a. Anticipate that the Amoskeag Apartments will be a waiver valuation. If the property owner is not amenable, we will remove that connection from the project.
 - b. The properties needed for the Peanut can also be waiver valuations. We should investigate 16 S Willow St (TM 357-Lot 2) to see if we can avoid the impact.
 - c. We need additional information from property owner for Factory at Willow before finalizing the recommended impacts to her property.

Table J-1. Preliminary Right-of-Way Acquisition Needs for RAISE Manchester by Project Element.

STREET NUMBER	STREET NAME	PARCEL ID	PRIMARY OWNER NAME	FEE ACQ (SF)	PERM EASE (SF)	TEMP EASE (SF)	OCCUPANCY
A - South Commercial Street Extension							
240	ELM ST	0930-0009	BOSTON AND MAINE CORP		15000		
1	LINE DR	0909-0007	CITY OF MANCHESTER	400			Non-Tax C
15	RIVERWALK WAY	0909-0004ZZ	15 RIVERWALK LLC	11500		20000	
0	RONALD ST	0836-0007	PUBLIC SERVICE CO OF NH	2500	40000	1000	
0	RONALD ST	0836-0007	PUBLIC SERVICE CO OF NH				
130	ELM ST	0752-0001	ENERGYNORTH NATURAL GAS INC	28000	10000	5000	Utility Bld.
B - Peanut Roundabout							
16	S WILLOW ST	0357-0002	SSH HOLDINGS LLC			500	Office Bld.
50	S WILLOW ST	0357-0004	TRIDEE ASSOCIATES INC	1200		2500	Store/Shop
110	S WILLOW ST	0372-0003	DAGHER, SAIDEH				Single Fam.
29	CILLEY RD	0372-0029	NORTHWAY BANK	3000		500	Bank Bld.
170	BAKER ST	0734-0001	BANGOR SAVINGS BANK				Bank Bld.
C - Gas Street Extension – Multi-Modal Trail							
113	ELM ST	0457-0002	113 ELM STREET LLC	250		3000	Restaurant/Clubs
87	ELM ST	0457-0003	LACERTE, BRIAN	8000		6000	Store/Shop
0	PAGE ST	0473-0046	CITY OF MANCHESTER				
0	PAGE ST	0473-0046	CITY OF MANCHESTER				
252	WILLOW ST	0733-0019	FACTORY ON WILLOW LLC	9000		40000	Apartment >8
0	GOFFS FALLS RD	0874-0014	STATE OF NEW HAMPSHIRE				
D - Pedestrian Bridge							
100	S COMMERCIAL ST	0274-0004	HEARST-ARGYLE PROPERTIES INC	14000			Office Bld.
0	GRANITE ST	0837-0001	CITY OF MANCHESTER PARKS & RECREATION		8300		
6	PAYSON ST	0837-0002	AMOSKEAG APARTMENTS LLC	4800			Apartment >8
TOTALS (SF)				82,650	73,300	78,500	

Appendix K: Utility Conflicts Table

South Commerical Extension - Utility Impacts

<u>Structure/Location</u>	<u>Utility</u>	<u>Impact</u>	<u>Solution/Comments</u>
South Comm. Street	Electric	UG Electric in sidewalk - impacted by retaining wall reconstruction/geogrid	Re-install conduit during wall reconstruction? Would need to temp power connections
South Comm. Street	Electric	UG Electric shown very close to proposed MSE wall (102+90 - 130+50 +/-)	Add heavy notes about confirmation of UGE location prior to wall construction.
Riverwalk Way	Electric - Lights	Multiple light removals/relocations along street	Relocate. Also verify if new parking spaces under bridge need lighting.
Riverwalk Way	Electric - Lights	Existing light at 505+20 RT conflicts with proposed drainage construction	Temp remove during drain installation then reinstall
Approach to Abut A	Water	Gate Valves	Raise gate boxes to new road grade
Approach to Abut A	Telephone	TMH at 102+70 - 3-4' raise in road grade	Add riser to structure to set at new road grade. Does T company (Consolidated? AT&T?) require their own forces raise structure/reset casting?
Approach to Abut A	Electric	EMH at 109+95 - 1-2' raise in road grade	Raise casting to set at new road grade (in sidewalk). Does Eversource require their own forces raise structure/reset casting?
Transformer Relocations	Electric	Riverwalk bldgs - will need temporary power during relocations	New pads, new conduit part of contract. Eversource would do all relocation, wiring, connections work
Abutment A	Gas	UG Utility impacted by Abutment	Relocate or sleeve?
Abutment A	Telephone	UG Utility impacted by Abutment	Relocate or sleeve?
Abutment A	Water	UG Utility impacted by Abutment	Relocate or sleeve?
Pier 1	Gas	UG Utility impacted by pier footing	Relocate?
Pier 2	Telephone	UG Utility impacted by pier footing	Relocate or sleeve?
Pier 2	Gas?	Shown as deadending 20' from pier. Is this accurate?	
Abut A to Pier 3	Water	Random gates shown between piers, no water lines shown. Where do lines run? Assume need to be relocated.	Coordinate with Manchester WW to get accurate water lines shown. Relocate or sleeve if it conflicts with piers?
Abutment B	Sewer	Sewer impacted by Abutment	Will be relocated - SMH Y100, etc.

Abutment B	Drain	Drain impacted by Abutment	Will be relocated - DMH W104, etc.
Approach to Abut B	Gas	Gas crosses both MSE walls (110+60 LT, 110+20 RT)	Relocate or sleeve? Depth?
Approach to Abut B	Gas	Gas valve at MSE wall at 110+80 LT?	Deadend? Connects to other gas line? Coordinate with Liberty.
Approach to Abut B	MW	Monitoring Wells at MSE wall 110+75 RT	Abandon?
South Commercial Ext	Pole (OH E)	Utility pole at 114+25 LT in middle of road alignment	Relocate pole (Eversource owned (?)). Has UG conduit riser on it - feeds where?
South Commercial Ext	Gas	CB K102 shown on top of gas line	Relocate? Is Gas live? (deadends at gate at 110+80)
South Commercial Ext	Lights	Existing lights being removed/relocated	Abandon/remove conduit (by Contractor), pull wiring & disconnect (by utility?), remove poles and foundations (by Contractor)
South Commercial Ext	Water/Drain	Proposed drain conflict w/ Existing Water	Temp water while deep drain is installed, then install new water in same general area
South Commercial Ext	Pole (cell?)	Utility pole at 117+60 LT will be in road	Relocate pole? Not sure what the utility is that's on it. No OH wires, just cell equipment(?)
South Commercial Ext	Gas	Gas valve terminates at 117+95 (LT). In sidewalk now, will be in road	Does gas extend across Gas St. or just stop? Confirm w/ Liberty. Will it need new valve cover for road location?
South Commercial Ext	Traffic	Relocations/removals for signal poles & equipment	Traffic plans

Gas Street - Utility Impacts

<u>Structure/Location</u>	<u>Utility</u>	<u>Impact</u>	<u>Solution/Comments</u>
Elm St. Intersection	Traffic	Relocate existing poles & equipment for new alignment/intersection	Traffic plans
Elm St. Intersection	Utility Pole	Existing pole at 200+40 LT	Relocate (E, C & T all look to be on pole, plus cell equipment mounted to top of pole)
Approach to Abutment (West)	MW	Monitoring well 201+80 - road grade	Abandon MW or raise to new road grade?
Abutment (West)	FO (AT&T)	UG Fiber Optic conflict with abutment	Relocate FO or sleeve abutment?
Abutment (East)	FO (AT&T)	UG Fiber Optic conflict with abutment	Relocate FO or sleeve abutment?
Trail	FO (AT&T)	UG Fiber Optic - DMH M102 shown on top of FO line (503+02)	Relocate FO or move DMH?
Trail	FO (AT&T)	UG Fiber Optic - conflict with proposed drainage at 503+70?	Need to confirm depth of FO.
Trail	FO (AT&T)	UG Fiber Optic - conflict with proposed drainage at 505+40?	Need to confirm depth of FO.
Trail	FO (AT&T)	UG Fiber Optic - conflict with proposed drainage at 506+15?	Need to confirm depth of FO.
Gas St	Utility Pole	Existing pole at proposed curblin at 208+90 LT	Relocate pole off of curblin (assume Eversource owns)
Parking lot lights	Lights	Existing lights being removed/relocated	Abandon/remove conduit (by Contractor), pull wiring & disconnect (by utility?), remove poles and foundations (by Contractor)

Peanut Rounabout - Utility Impacts

<u>Structure/Location</u>	<u>Utility</u>	<u>Impact</u>	<u>Solution/Comments</u>
1+25	Electric	Existing pull box in new road alignment	What is this for? Lighting? Abandon?
Island	Water	Scope - does City want yard hydrant in island to be able to water plants?	Add connection to existing water at south end of island
Island	Water	Existing valve not shown	Add valve to plans
Island	Water / Drain	Exist Water very tight to SMH and proposed drain	Confirm existing water layout
Island	Sewer	Existing SMH cover says DRAIN	Replace cover/casting
5+45 RT	Drain	Proposed grades will be 2' +/- higher than existing	Raise CB casting to new grade - need riser?
5+00 RT	Gas	Gas line deadends in road in new alignment	Extend? Abandon? Leave as is, just raise gas valve cover?
CB C1 to DMH C1	Water / Drain	Drain invert is 6.2' from pavement grade + 15" pipe. How deep is water? Conflict?	Verify depth of existing water. Adjust drain grade if conflict.
Pole near CB C1	Electric	Exist. Pole to remain in center of proposed sidewalk? Enough ADA clearance to get past?	Relocate pole?
Various	Water	Does City want curbstops located within new sidewalk or behind sidewalk?	Relocate or keep in same locations
20+40 RT	Sewer	Existing SMH cover says DRAIN	Replace casting/cover

4+75 RT	Drain	Propose installing DMH cover on existing CB. Is structure OK for road loading?	Could be in new wheel path. H2O loading? Condition of structure? Replace?
CB A2 to DMH A1	Water / Drain	Drain invert is approx 6' from pavement grade + 15" pipe. How deep is water? Conflict?	Verify depth of existing water. Adjust drain grade if conflict.
Pole near CB A1	Electric	Exist. Pole to remain in center of proposed sidewalk? Enough ADA clearance to get past?	Relocate pole? Has several UG risers.
Pole next sidewalk section east	Electric	Exist. Pole to remain in center of proposed sidewalk? Enough ADA clearance to get past?	Relocate pole?
Existing CB at Beech St. NW corner	Drain	In new sidewalk. No connection shown from CB. Relocate to new curbline?	New CB at realigned curbline?
Existing CB at Beech St. SW corner	Drain	In new sidewalk. No connection shown from CB. Relocate to new curbline?	New CB at realigned curbline?
Hydrant at Beech St. NW corner	Water	Enough ADA clearance to get past existing hydrant at corner?	Relocate hydrant?
Hydrants	Water	Didn't see any other hydrants along road alignment. Does FD/City want any added?	Shown new hydrant(s) if FD/City wants them.

Pedestrian Bridage - Utility Impacts

<u>Structure/Location</u>	<u>Utility</u>	<u>Impact</u>	<u>Solution/Comments</u>
Segment 2	Drain	Existing DMH - at Ramp	Raise casting to ramp grade
Segment 2	Sewer	Existing SMH - at Ramp	Raise casting to ramp grade
Segment 2	Lighting	Existing Light between ramps	Assume remove ornamental light. Relocate? Where is power feed?
Segment 2	Sewer	Existing Sewer - proposed MSE wall above sewer	Check depth of Sewer - OK to remain/no conflict with bottom of wall?
Segment 2	Drain	Existing Drain - proposed MSE wall above drain	Check depth of Drain - OK to remain/no conflict with bottom of wall?
Segment 2	Water	Existing Water - proposed MSE wall above water	Check depth of Water - OK to remain/no conflict with bottom of wall?

Appendix L: Letters of Support List and Agency Letters

Letters of Support – RAISE Manchester: Connecting Communities

Name	Organization/Entity	Role	Abutter
Jeanne Shaheen	United States Senate	Government Official	
Maggie Hassan	United States Senate	Government Official	
Chris Pappas	United States House of Representatives	Government Official	
Donna Soucy	New Hampshire State Senate	Government Official	
Kevin Cavanaugh	New Hampshire State Senate; Manchester Board of Alderman – Ward 1	Government Official	
Lou D’Allesandro	New Hampshire State Senate	Government Official	
Patrick Long	NH State House of Representatives; Manchester Board of Alderman – Ward 3	Government Official	
Barbara Shaw	NH State House of Representatives; Manchester Board of Aldermen – Ward 9	Government Official	
Matthew Wilhelm	NH State House of Representatives	Government Official	
Joyce Craig	Mayor of Manchester, NH	Government Official	
Daniel O’Neil	Manchester Board of Aldermen – At Large	Government Official	
Victoria Sheehan	New Hampshire Department of Transportation	Stakeholder	
Mike Whitten	Manchester Transit Authority	Stakeholder	*
E.J. Powers	New Hampshire Business for Rail Expansion	Stakeholder	
William Craig	Manchester Development Corporation	Stakeholder	
Nathan Miller	Southern New Hampshire Planning Commission	Stakeholder	
Stephen Heavener	Capital Regional Development Council	Stakeholder	
Mike Decelle	University of New Hampshire-Manchester	Stakeholder	*
Kenneth Lee	Southern New Hampshire University	Stakeholder	*
Michael Skelton	Greater Manchester Chamber of Commerce	Stakeholder	
W. Gregory Baxter	Elliot Health System/SolutionHealth	Stakeholder	
Cathleen Schmidt	McLane Middleton	Stakeholder	
Dean Kamen	DEKA Research & Development Corporation	Stakeholder	
Mark Graham	Carlisle Capital Corporation	Stakeholder	
Ronald DuPont	Red Oak Apartment Homes	Stakeholder	*
Dick Anagnost	Anagnost Companies	Stakeholder	

Michael Reed	Stebbins Commercial Properties	Stakeholder	
Arthur Sullivan	Brady Sullivan Properties	Stakeholder	
Denise Bernard	50 South Willow Street	Stakeholder	*
Kate Leonard	CP Management	Stakeholder	
Mark Stebbins	PROCON	Stakeholder	
William Stevens	Harvey Construction Corporation	Stakeholder	
Ken Senus	St. Mary's Bank	Stakeholder	*
Tom Silvia	New Hampshire Fisher Cats	Stakeholder	*
Tim Bechert	SNHU Arena/ASM Global	Stakeholder	
John Clayton	Manchester Historic Association	Stakeholder	
Abby Easterly	Queen City Bicycle Collective	Stakeholder	
Jason Soukup	Manchester Moves	Stakeholder	
Harry Malone	Manchester Connects	Stakeholder	
Todd Fahey	AARP New Hampshire	Stakeholder	
Allen Aldenburg	Manchester Police Department	Stakeholder	
Andre Parent	City of Manchester Fire Department	Stakeholder	
Pawn Nitichan	City Year New Hampshire	Stakeholder	
Elizabeth Hitchcock	The Orbit Group / 252 Willow Street	Stakeholder	*
Cathy Taft	100 Riverwalk Way	Stakeholder	*
Thomas Della Flora	105 Riverwalk Way	Stakeholder	*
Michael DeBlasi	Riverwalk Place Condominium Association	Stakeholder	*
Marian & Kevin Ryan	117 Riverwalk Way	Stakeholder	*
Joseph Purington	Eversource Energy	Stakeholder	*
Jean Barton	Red Barn Diner / 113 Elm Street	Stakeholder	*

United States Senate

WASHINGTON, DC 20510

June 14, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I write in strong support of the application submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. Funding from the RAISE program will enable the City of Manchester to transform its South Millyard area and dramatically improve the movement of people and goods at the center of New Hampshire's largest city.

The Manchester Millyard was once home to the largest textile manufacturing complex in the world. Over the past two decades, the South Millyard has evolved from an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses, including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment and other dynamic activities. However, the potential for ongoing growth is now constrained by an outdated and disconnected transportation network.

The Manchester RAISE project provides an innovative approach to invest in an intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services, mitigate existing extreme congestion, increase safety and provide more transportation choices. It will also create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, provide opportunities for infill development of multi-use buildings and improve a major gateway intersection.

The positive effects of this RAISE investment will ripple through the city and across the state. It will allow the City of Manchester to sustain current growth and capitalize on future opportunities for development of multi-use buildings including offices, manufacturing, housing and other dynamic regional attractions. I strongly support the City's application for a FY 2021 RAISE grant, and I request that you give all due attention to the application for this innovative project. If you have any questions, please do not hesitate to contact Jon Jarvis in my office at 603-647-7500.

Sincerely,



Jeanne Shaheen
United States Senator

CC: City of Manchester Department of Public Works

United States Senate

June 18, 2021

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I write today in strong support of the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area.

Manchester is New Hampshire's largest city, with a population of more than 100,000. The South Millyard serves as the city's downtown area and major economic hub where various businesses, restaurants, and entertainment venues operate. Over the past 10 years, the South Millyard area has continued to evolve into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

The RAISE grant will provide the City of Manchester with the opportunity to modernize the intermodal connectivity in the heart of the community. This project will increase the flow of workers, residents, goods, and services while also mitigating the extreme congestion that exists today, and provide increased transportation choices and safety. The funds will also be used to build a completely new multi-modal transportation corridor with the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings, and improve a major gateway intersection.

This grant would be a significant investment for the City of Manchester and would be critical to the quality of life and economic vitality of the region as a whole. I urge you to look favorably upon their application. Please do not hesitate to contact my office at (603) 622-2204 if we can be of further assistance. Thank you for your consideration.

With every good wish,



Margaret Wood Hassan
United States Senator

CHRIS PAPPAS
FIRST DISTRICT, NEW HAMPSHIRE
COMMITTEE ON VETERANS' AFFAIRS
CHAIR, SUBCOMMITTEE ON OVERSIGHT
AND INVESTIGATIONS
SUBCOMMITTEE ON ECONOMIC OPPORTUNITY
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
VICE CHAIR, SUBCOMMITTEE ON COAST GUARD
AND MARITIME TRANSPORTATION
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON WATER RESOURCES
AND THE ENVIRONMENT



Congress of the United States
House of Representatives

WASHINGTON OFFICE:
323 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
P: (202) 225-5456
DOVER OFFICE:
660 CENTRAL AVENUE, SUITE 101
DOVER, NH 03820
P: (603) 285-4300
WWW.PAPPAS.HOUSE.GOV

June 7, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE). This grant would directly and positively impact the South Millyard area of Manchester and I ask that you take this application into thoughtful consideration.

This RAISE grant project serves a dual purpose for the City of Manchester and surrounding communities by investing in intermodal connectivity, as well as spurring economic growth. By increasing mobility and connectivity of the South Millyard, the City of Manchester hopes to bring an underdeveloped area of the city to its highest potential. Over the past ten years, the South Millyard has begun evolving into a vibrant mixed-use area. However, ongoing growth in this part of the city is currently inhibited by an outdated and disconnected transportation network.

According to the City of Manchester, this RAISE grant project will specifically help with the following items:

- Increasing the flow of workers, residents, goods, and services and mitigating extreme congestion by creating new connections to the existing street network and highway system at multiple points to and from the South Millyard
- Providing increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort, and safety
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston and Maine rail bed
- Creating the opportunity for the establishment of the Multi-Modal Transportation Hub in a central location to serve travelers using multiple types of transportation to major locations in the city such as the baseball stadium, education institutions, economic district, and residences.
- Creating development opportunities for infill development of multi-use buildings including offices, manufacturing, housing, and dynamic regional attractions. Over 30% of the households in neighborhoods surrounding this project do not have access to a car. They rely solely on walking, cycling, and public transportation.

- Providing access to land that can potentially be redeveloped into over 800 housing units for all income levels and alleviating the city's shortage of available and affordable housing units.
- Improving a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Manchester is New Hampshire's largest city, home to the largest airport in Northern New England, and a cultural and economic hub for surrounding communities. This RAISE grant project will serve the city, its residents, and those in surrounding communities, and I support Manchester's application without reservation and ask that you give it due consideration. Please contact Kari Thurman in my office at (603) 935-6710 if I can be of further assistance.

Sincerely,

A handwritten signature in black ink that reads "Chris Pappas". The signature is written in a cursive, slightly slanted style.

Chris Pappas
Member of Congress

CC: City of Manchester Department of Public Works



The Senate of the State of New Hampshire

107 North Main Street, Concord, N.H. 03301-4951

July 2, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to express my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

As a state Senator representing Manchester and a lifelong resident of the City, I know this project will positively impact our City and build on efforts to develop the South Millyard area into a vibrant destination for visitors and businesses alike.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services and mitigate existing extreme congestion, provide increased transportation choices and safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings and improve a major gateway intersection.

I support Manchester's application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,

A handwritten signature in black ink that reads "Donna M. Soucy". Below the signature is a small circular stamp containing the initials "DS".

Senator Donna M. Soucy
Senate Democratic Leader
New Hampshire Senate

CC: City of Manchester Department of Public Works



The Senate of the State of New Hampshire

107 North Main Street, Concord, N.H. 03301-4951

KEVIN CAVANAUGH
Senate District 16

Legislative Office Building, Room 101-A
(603) 271-4063

May 20th, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Throughout New Hampshire, there is a record low rental vacancy rate of 1.8 percent and a shortage of at least 20,000 housing units. In addition, the Manchester area remains one of the hottest housing markets throughout the country. This project would help fill the demand, especially in housing, for both the City of Manchester and the state.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

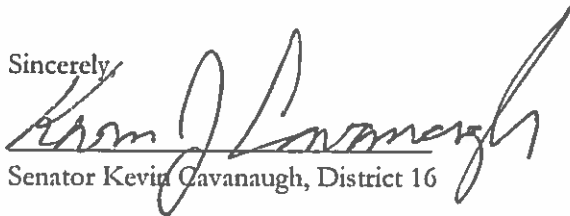
We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed

- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin J. Cavanaugh". The signature is written in a cursive style with a horizontal line underneath the name.

Senator Kevin Cavanaugh, District 16

CC: City of Manchester Department of Public Works



The Senate of the State of New Hampshire

107 North Main Street, Concord, N.H. 03301-4951

LOU D'ALLESANDRO
Senate District 20

State House, Room 117
(603) 271-2117

May 24, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

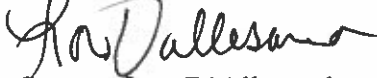
We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions

- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I appreciate your consideration of the application for this innovative project and thank you for your time.

Sincerely,

A handwritten signature in black ink, appearing to read "Lou D'Allesandro". The signature is written in a cursive style with a large initial "L".

Senator Lou D'Allesandro

CC: City of Manchester Department of Public Works

May 24, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

I'm currently the State Representative and Alderman in the District that would benefit greatly from this Grant. Manchester has been fortunate in keeping our head above the water for some time, this award would inject a much needed boost to all that not only reside here but also work and spend their leisure time with us. This Grant would absolutely allow Manchester to began the process of moving toward the right direction going forward.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services and mitigate existing extreme congestion, provide increased transportation choices and safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings and improve a major gateway intersection.

I support Manchester's application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,



Patrick Long
Alderman Ward 3
NH State Representative

CC: City of Manchester Department of Public Works



CITY OF MANCHESTER

Board of Aldermen

June 22, 2021
The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

This area of the city was a hub of activity in the past when the railroad was thriving and mills and warehouses were in full operation. Now renovation and repurposing has revived the potential to provide new vitality and opportunity for the residents of Manchester. With this new interest in unused land, use of green space and restoration comes a need for connectivity by many different means.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services and mitigate existing extreme congestion, provide increased transportation choices and safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings and improve a major gateway intersection.

I support Manchester's application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,
Barbara Shaw
Alderman Barbara Shaw
Manchester NH Ward 9

CC: City of Manchester Department of Public Works



STATE OF NEW HAMPSHIRE
HOUSE OF REPRESENTATIVES
107 North Main Street
Concord, NH 03301-4988

Representative Matthew B. Wilhelm
matt.wilhelm@leg.state.nh.us 603-377-6214 (cell)

July 9, 2021

The Honorable Peter Paul Montgomery Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

On behalf of my constituents and small business owners in downtown Manchester, I am writing to express my support for the FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant submitted by the City of Manchester, NH to increase connectivity in the South Millyard.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and across the state. At one time, the Manchester Millyard was home to the largest textile manufacturing company in the world. Over the past decade, the South Millyard has evolved from an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network. We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community.

I've spoken with several business and community leaders who attended a design charrette to create a vision for Manchester's South Millyard/Downtown. Out of that collaborative community conversation, a vision was developed showcasing the incredible potential for creating positive impacts in the South Millyard area – including increasing the flow of workers, residents, goods and services, mitigating existing congestion issues, providing increased transportation choices, and creating opportunities for development of multi-use buildings.

Personally, I also have 'high hopes' for Manchester to join the smart sewer movement that has captured the imagination of civic-minded Americans in small cities across the country.

I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I respectfully request that you give all due attention to the application for this innovative project. Thank you for your consideration and for your continued service to our country.

Respectfully,

A handwritten signature in blue ink that reads "Matt Wilhelm".

State Rep. Matt Wilhelm

cc: City of Manchester Department of Public Works



CITY OF MANCHESTER

Joyce Craig
Mayor

July 2, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

A century ago, Manchester was home to the largest textile manufacturer in the world. Nearly half of the community worked in our Millyard, making everything from gingham dresses to the first pair of Levi's jeans.

Since then, Manchester has transitioned from an era of the textiles to one of technology and higher education. We have continually found new opportunities to push us to do better for ourselves and future generations.

Over the years, the City of Manchester has made significant investments in our community that have provided large economic booms for our City. The Manchester-Boston Regional Airport, the SNHU Arena and the New Hampshire Fisher Cats Stadium have all shaped our community, providing people across New Hampshire with jobs, entertainments and economic opportunities.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services and mitigate existing extreme congestion, provide increased transportation choices and

safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings and improve a major gateway intersection.

I support Manchester's application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,

A handwritten signature in black ink that reads "Joyce Craig". The signature is written in a cursive, flowing style.

Joyce Craig
Mayor, City of Manchester

CC: City of Manchester Department of Public Works



CITY OF MANCHESTER
Board of Aldermen

June 1, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years, the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

It is my belief that the RAISE project provides an innovative approach to invest in an intermodal project that will reweave the lost connections so that this central part of our community can thrive. This project will increase the flow of workers, residents, goods and services; mitigate existing extreme congestion; provide increased transportation choices and safety; create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub; create opportunities for infill development of multi-use buildings; and improve a major gateway intersection.

I enthusiastically support Manchester's application for a FY 2021 RAISE grant and ask that you give it due consideration.

Sincerely,

Daniel P. O'Neil, Chairman
Manchester Board of Aldermen

pc: City of Manchester Department of Public Works



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

June 18, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Re: Manchester, New Hampshire FY2021 RAISE Grant application

Dear Secretary Buttigieg:

I am writing to convey my support for an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors, to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

The Manchester project provides an innovative intermodal approach that will reweave the lost street and pedestrian connections to connect a growing, but detached part of the community. Specifically, the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion,
- Provide increased transportation choices and safety,
- Creating a completely new multi-modal transportation corridor,
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub,
- Create development opportunities for infill development of multi-use buildings,
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I am pleased to offer my support for the City of Manchester's application for a FY 2021 RAISE grant and hope you will give this innovative project positive consideration.

Sincerely,

Victoria F. Sheehan
Commissioner

CC: City of Manchester Department of Public Works



, Chair
Alexandra Horton, Vice Chair
Michelle Lauder
Patrick Arnold
Dan Elliott

Mike Whitten, Executive Director

20-May-21

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am pleased to write this letter of support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Milliard area of Manchester.

Our main vehicle storage and operations center is immediately adjacent to the project area where transportation improvements are proposed by the City. Additionally, MTA operates public transit throughout the city and the proposed infrastructure improvements will greatly enhance those efforts by connecting parts of the City currently segmented from transit access.

We are very supportive of the overall project and the City's application for the RAISE grant. We further believe that these improvements will aid our current efforts to better connect residents with transit throughout the City, an effort that includes a goal of constructing our first ever multi-modal transit center, another project that will benefit from these improvements in the network.

Overall, we believe the project is an innovative approach to invest in an intermodal project that will reconnect a growing but historically detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Milliard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety, and connecting them with local transit routes
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.





, Chair
Alexandra Horton, Vice Chair
Michelle Lauder
Patrick Arnold
Dan Elliott

Mike Whitten, Executive Director

- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network. For example, one of MTA's strongest routes in the Green DASH; a circulator service connecting the Millyard with Elm Street. Because of the outdated road network, this transit route has to take a figure 8 loop with two deviations to serve the major destinations. This project would better connect these destinations, streamlining the service and allowing passengers to make the same trip in roughly half the time. This faster travel time is anticipated to boost ridership even further as it improves the convenience and accessibility of Transit in this area.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

Mike Whitten
Executive Director, MTA

CC: City of Manchester Department of Public Works



June 22, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I represent New Hampshire Business for Rail Expansion, a statewide, nonpartisan coalition of more than 100 businesses committed to expanding passenger rail from Boston to southern New Hampshire. Our coalition is comprised of a range of businesses – from local coffee shops to global technology companies – unified by a single mission – expanding rail access to our citizens.

We have worked for several years to support rail expansion, because we believe that it will grow, diversify and strengthen New Hampshire's economy.

New Hampshire is facing a crisis. During the next 20 years, the state's working age population will decrease by 7.3% and the percentage of our state's population age 65 and older will double in every county. This lack of in-migration and aging workforce is already having a negative impact on employers who are unable to attract talented professionals.

For companies to grow and prosper right here in NH, they need access to a younger, highly-educated workforce. That means the state needs to be able to retain its homegrown talent, while at the same time drawing on Boston's vast talent pool. An expanded rail system makes this possible.

Passenger rail can play a key role in New Hampshire's economic future. A recent study identified that rail expansion would generate thousands of jobs, hundreds of millions of dollars in real estate development and it attracts and retains young talent.

In order for our economy to continue to thrive, we must have a truly multimodal approach to transportation. That's why I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services and mitigate existing extreme congestion, provide increased transportation choices and safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings and improve a major gateway intersection.

I support Manchester's application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "E.J. Powers", written over the word "Sincerely,".

E.J. Powers

New Hampshire Business For Rail Expansion

CC: City of Manchester Department of Public Works



June 23, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

For more than three decades, the Manchester Development Corporation has invested in economic development projects in the state's largest city. We administer a revolving loan fund to provide gap financing to new and growing businesses in the downtown. During Covid-19, working with the Mayor and Aldermen, we created a recovery fund dedicated to helping our restaurants and other small downtown businesses survive. We are always looking for new projects to support and we believe improving intermodal connectivity will bring many new economic development opportunities to the center of our city.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

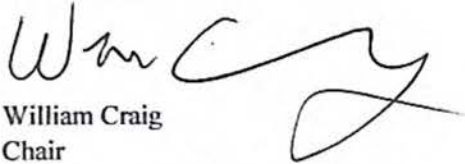
We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically, the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed

- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "William Craig". The signature is fluid and cursive, with a large loop at the end.

William Craig
Chair
Manchester Development Corporation

CC: City of Manchester Department of Public Works



Southern New Hampshire Planning Commission

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

May 20, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Re: City of Manchester RAISE Program Application

Dear Secretary Buttigieg:

On behalf of the Southern New Hampshire Planning Commission (SNHPC), I am writing in strong support of the City of Manchester's application for RAISE Program funding. **Please accept this correspondence as our formal commitment to include this project, if funded, in the SNHPC's FY 2021-2024 Transportation Improvement Program (TIP).** Additionally, the SNHPC will coordinate with Interagency Partners, including the New Hampshire Department of Transportation (NHDOT), to include the project in the FY 2021-2024 Statewide Transportation Improvement Program (STIP).

The City of Manchester's proposed RAISE project is consistent with the SNHPC's Metropolitan Transportation Plan as it will:

- Mitigate congestion on key National Highway System (NHS) corridors in the region, including Granite Street, Elm Street, and Queen City Avenue as necessary to improve the movement of people and freight;
- Enhance multimodal infrastructure by providing a safe and efficient bicycle and pedestrian connection between Manchester's City Center and the South Willow Street commercial district to improve access to transportation options;
- Facilitate the future establishment of a Multimodal Transportation Hub in an efficient location to serve travelers using multiple modes of transportation and improve affordability, reliability, and accessibility for all community members;
- Provide opportunities for substantial multi-use infill development in Manchester's City Center; and
- Implement proven safety countermeasures at key NHS intersections, including the intersection of Queen City Avenue/South Willow Street/Cilley Road.

The RAISE project will provide a transformative opportunity for the City of Manchester, with positive effects throughout the State of New Hampshire and Northern New England. Please look favorably upon the City of Manchester's RAISE application and help bring this important project to fruition.

Sincerely,

Nathan Miller, AICP
Deputy Executive Director



May 19, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

The Capital Regional Development Council is the regional development corporation that provides small business loans using SBA 504, USDA IRP, HUD CDBG and NH State Tax Credits to finance growing small businesses. Manchester is in our core lending territory. CRDC has injected more than \$10 million in loans financing a variety of growing Manchester businesses and real estate development projects including residential rental projects in the downtown in the past 10 years and access to suitable transportation assets is often discussed as companies determine if Manchester is a suitable location for private sector investment.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically the project will help:



- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, the Capital Regional Development Council strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

Stephen A. Heavener

Stephen Heavener, Executive Director
Capital Regional Development Council

CC: City of Manchester Department of Public Works

June 22, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Our property at 88 Commercial Street is immediately adjacent to the project area where transportation improvements are proposed by the City. Knowing this, we are very supportive of the overall project and the City's application for the RAISE grant.

Overall, we believe the project is an innovative approach to invest in intermodal project that will reconnect a growing but historically detached part of our community.

Specifically, the project will help:

- Increase the flow of workers, residents, goods, and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort, and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters, and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing, and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports, and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "M Decelle". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mike Decelle
Dean
University of New Hampshire Manchester

CC: City of Manchester Department of Public Works



June 22, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Southern New Hampshire University (SNHU) is a private, nonprofit institution with an 87-year history of educating traditional-aged students and working adults. Now serving more than 160,000 learners worldwide, SNHU offers over 300 accredited undergraduate, graduate and certificate programs, available online and on its 300-acre campus in Manchester, NH. Recognized as the "Most Innovative" regional university by U.S. News & World Report and one of the fastest-growing universities in the country, SNHU is committed to expanding access to high quality, affordable pathways that meet the needs of each learner. Notably, not only did SNHU have one of the lowest tuition rates in the nation, frozen since 2012, but in response to the COVID-19 pandemic, the economic downturn, and the great uncertainty facing higher education, SNHU is accelerating its work to develop new campus-based models that will bring campus tuition down to \$10,000 per year, a 61 percent reduction from our current rate.

SNHU employs over 4,000 people in the state of New Hampshire, with the majority working in Manchester. The South Millyard area is a vital part of our operations, housing staff that service our learners worldwide. Over the past several years, SNHU has made significant investments in the Millyard, building a parking structure with 1900 spots and wrapping up a multi-million dollar renovation project that will provide offices for 2500 employees. Despite our new parking structure, parking remains a key constraint. Moreover, even with these investments, we will likely max out on office space in 2023 and need to expand.

Accessibility, commutability and connectivity to and within the South Millyard area are vital to our success, to our ability to attract and retain staff and to our decision whether to expand operations in the area. Our property at 33/55 South Commercial Street, Manchester, is immediately adjacent to the project area where transportation improvements are proposed by the City.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,



Kenneth Lee
Chief Financial Officer
Southern New Hampshire University

CC: City of Manchester Department of Public Works



GREATER
MANCHESTER
CHAMBER



May 26, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

On behalf of the Greater Manchester Chamber, I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

The Greater Manchester Chamber represents more than 700 businesses from across the Southern New Hampshire region of all sizes and across all industry sectors. While we are a regional organization, Manchester is the focal point of our regional economy and the Manchester Millyard specifically is a critical engine driving job growth and innovation for all of New Hampshire and Northern New England. Investing in key infrastructure that supports this area of the city will pave the way for additional economic growth and vitality that will benefit the community and region.

Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the proposed Manchester project provides an innovative approach to invest in an intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed,

- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely

A handwritten signature in black ink, appearing to read "Michael Skelton", with a long horizontal flourish extending to the right.

Michael Skelton
President & CEO
Greater Manchester Chamber

CC: City of Manchester Department of Public Works

May 20, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically, the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

May 20, 2021

The Honorable Pete Buttigieg

Page 2

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'W. Baxter', is written over the printed name.

W. Gregory Baxter, MD

President

cc: City of Manchester Department of Public Works

June 3, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Re: Support for Manchester, NH's RAISE Application

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

As a large employer in downtown Manchester, we strongly encourage this project to move forward. The economic development of the area will assist in our role as community partners in supporting the City of Manchester.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,

June 3, 2021

Page 2

- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Very truly yours,



Executive Director and CEO
McLane Middleton, Professional Association

CC: City of Manchester Department of Public Works



June 4, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the Millyard area of Manchester.

Manchester is experiencing healthy growth and development throughout the Millyard. New companies are moving to the area, bringing competitive high-skill jobs to Manchester. Careful planning and collaboration between city and business leaders have successfully redeveloped the once abandoned mills and preserved their historic character. This has led to a great American success story of revitalization and urban renewal.

But the 19th century mills were not designed around automobiles, and we've exceeded the capacity for this mode of transportation and need to look for better solutions. Investing in infrastructure to connect the Millyard, and make it more accessible to pedestrians and new modes of transportation, will attract the companies and talent that have fueled the redevelopment of our city.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region.

We believe the Manchester project provides an innovative approach to invest in an intermodal project that will reweave the lost street and pedestrian connections to connect our city and maintain our growth. Specifically, the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from the Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed

340 Commercial Street
Manchester, NH USA 03101-1108
Tel 603-669-5139 Fax 603-624-0573

- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in a central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,



Dean Kamen
DEKA Research & Development Corp.

CC: City of Manchester Department of Public Works

CARLISLE CAPITAL CORPORATION

June 22, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

My organization has spent the last four years restoring and modernizing a historic mill building in the heart of the South Millyard. I feel that the infrastructure improvement initiatives made possible by the RAISE grant will undoubtedly help to attract new businesses, jobs and human capital to our community, helping to speed up the revitalization of this historic area, bring new opportunities to the local economy and broaden our company's potential tenant base.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.


We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.

- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,



Mark M. Graham
Vice President/Chief Financial Officer
Carlisle Capital Corporation

CC: City of Manchester Department of Public Works



Apartment Homes, Inc.

Corporate Office:
289 Pine Street
Manchester, NH 03103-5529
Tel: (603) 668-8282
Fax: (603) 647-6133

Sunset Ridge Leasing Office:
80 Eastern Avenue
Manchester, NH 03104
Tel: (603) 624-6666
Fax: (603) 623-0299

Milford Leasing Office:
90 Powers Street
Milford, NH 03055
Tel: (603) 673-1155
Fax: (603) 673-7848

Redstone Leasing Office:
20 Sentinel Court
Manchester, NH 03103
Tel: (603) 782-0100
Fax: (603) 518-5857

June 22, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Red Oak Apartment Homes supports this project as it will help to ease traffic and congestion in this part of Manchester, enhance development opportunities and will connect the vibrant and growing Millyard District to the Main Streets in Manchester.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services and mitigate existing extreme congestion, provide increased transportation choices and safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings and improve a major gateway intersection.

I support Manchester's application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,

Ronald Dupont, President
Red Oak Apartment Homes, LLC

CC: City of Manchester Department of Public Works



May 21, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically, the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
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- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street



Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Dick Anagnost". The signature is fluid and cursive, with the first name "Dick" and last name "Anagnost" clearly distinguishable.

Dick Anagnost, President
Anagnost Companies

CC: City of Manchester Department of Public Works

June 23, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

As a Commercial/Industrial/Investment Real Estate company that has been an integral part of the development and rehabilitation of many of the buildings in the millyard area, particularly the South Commercial Street area. We fully endorse the RAISE grant. The grant will enable us to continue our efforts in the immediate area to lease and sell property because of the direct improvement to the infrastructure the RAISE grant is designed to provide.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Reed", with a stylized flourish at the end.

Michael Reed
President
Stebbins Commercial Properties LLC

CC: City of Manchester Department of Public Works



May 21, 2021

The Honorable Pete Buttigieg
Secretary, US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

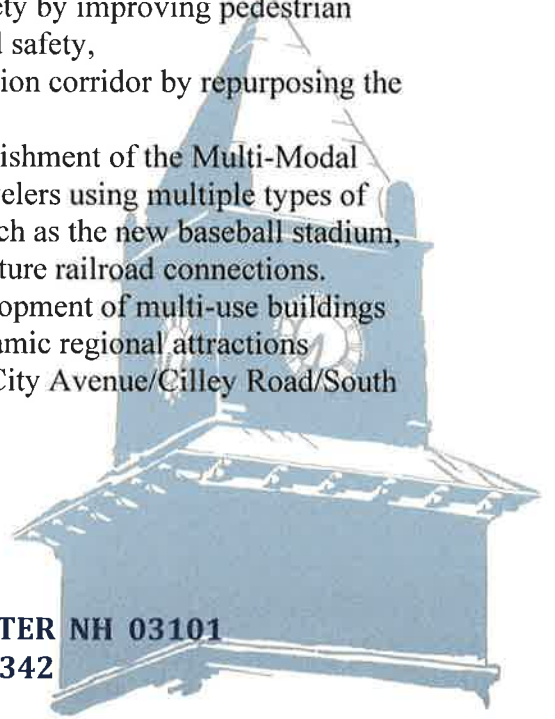
The purpose of this letter is to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Brady Sullivan Properties, LLC is one of New Hampshire's largest real estate developers having rehabilitated many historic mills into upscale loft apartments, townhouses, condos and duplexes throughout the Granite State. We support this grant as we believe the ongoing development makes Manchester a great place to live. Enhancing options for transportation will only benefit our residents and increase the desirability to live here. As an investor and developer, we view this as a winning prospect.

We believe the Manchester project provides a great opportunity to help with the following:

- a) Increasing the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- b) Providing increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- c) Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- d) Creating the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- e) Creating development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- f) Improving a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

670 N. COMMERCIAL STREET MANCHESTER NH 03101
P 603.622.6223 F 603.622.7342
BRADYSULLIVAN.COM



May 21, 2021
Page 2

For all of the above reasons, Brady Sullivan Properties, LLC strongly supports the application of the City of Manchester, NH for a FY 2021 RAISE grant and respectfully requests that you give all due attention to the application for this innovative project.

Thank you for your consideration.

Very truly yours,



Arthur W. Sullivan
Member/Manager

AWS/maf



June 15, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Our property at 50 South Willow Street, Manchester NH located at the intersection of Cilley Rd., Queen City Ave and Willow Street (major intersection where 5 roads meet) is immediately adjacent to the project area where transportation improvements are proposed by the City.

Knowing this, we are very supportive of the overall project and the City's application for the RAISE grant. For our own property, the project helps us to ease congestion and car accidents at this intersection, create a focal point where the Retail sector ends and Downtown Business section starts, a definitive fresh face to a neighborhood that is gentrifying and in a city that is under increased growth economically. We hope to see affordable housing for the community expand. The downtown business district has become one of the nation's largest tech startup companies and it's truly exciting to see so many positive changes happening including a rail trail expansion not far from this rotary project.

Overall, we believe the project is an innovative approach to invest in intermodal project that will reconnect a growing but historically detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including

educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

Denise D. Bernard, Managing Agent

CC: City of Manchester Department of Public Works



cpmanagement
May 19, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

As owner of the Sundial Center on Queen City Avenue we have been working to better the City of Manchester by improving our facilities and brining more businesses and residences into the Sundial Center. This BUILD grant will improve the City infrastructure around the Sundial Center to which will have a positive impact on our facility, the businesses within our center and the residences that live here. This would help us fulfill our goal of making the Sundial Center a host location for new and growing businesses in New Hampshire.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services and mitigate existing extreme congestion, provide increased transportation choices and safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings and improve a major gateway intersection.

I support Manchester's application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,
CPManagement, Inc as agent for SMC Sundial, LP

Kate Leonard
Senior Property Manager

CC: City of Manchester Department of Public Works

May 25, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

As a fourth-generation design-build firm with over 85 years in Manchester, we see this project as vital to the future of Manchester and businesses in this community.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically, the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard.
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety.
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed.
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions.
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street



T 603.623.8811

F 603.623.7250

P.O. Box 4430

Manchester, NH 03108

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, consisting of a series of vertical, wavy lines followed by a horizontal stroke that extends to the right.

Mark Stebbins, Chairman and CEO
PROCON

CC: City of Manchester Department of Public Works

HARVEY

June 24, 2021

10 Harvey Road
Bedford, NH 03110

P: (603) 624-4600
F: (603) 668-0389

harveyconstruction.com

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

This area in Manchester continues to grow and is increasingly the area that businesses and residents want to live, work and play. Being a lifelong resident of this area in the State of NH I have witnessed firsthand the tremendous progress that has been made to becoming a significant part of Manchester's economy.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services and mitigate existing extreme congestion, provide increased transportation choices and safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings and improve a major gateway intersection.

I support Manchester's application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,



William E. Stevens
President
Harvey Construction Corporation

CC: City of Manchester Department of Public Works



St. Mary's Bank

May 20, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

As part of the St. Mary's Bank mission, "*We dedicate resources to the communities we serve and provide opportunities for individuals and families, so that all may improve the quality of their lives.*" Since 1908 when St. Mary's Bank, America's first credit union, was organized, we have worked to make life for those who live and work in the Manchester Millyard and surrounding communities better. Every business decision is made in the best interest of our members, and making the community a better place to live is paramount. Remaining ever mindful of our rich history, we support the City of Manchester in its efforts to improve the local transportation network, which will provide our members with options to access work, lifestyle, and recreation choices that may have been previously unavailable to them.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in an intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services, mitigate existing extreme congestion, provide increased transportation choices and safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings, and improve a major gateway intersection.

I support Manchester's application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,

Ken Senus
EVP/Chief Operating Officer

CC: City of Manchester Department of Public Works



AA Affiliate of the
Toronto Blue Jays

June 21, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Our property at One Line Drive is immediately adjacent to the project area where transportation improvements are proposed by the city.

Knowing this, we are very supportive of the overall project and the City's application for the RAISE grant. For our own property, the project helps us to improve traffic flow and bring more residents into the southern part of Elm and Granite Street. Being a Minor League Baseball franchise, we strive to provide affordable family fun to the residents of the communities we serve throughout the state of New Hampshire including the city of Manchester. This program will welcome more individuals to this area and bring additional visibility to our brand and the product in which we offer.

Overall, we believe the project is an innovative approach to invest in an intermodal project that will reconnect a growing but historically detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
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- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street



AA Affiliate of the
Toronto Blue Jays

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Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Silvia". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

Tom Silvia
Managing Partner
New Hampshire Fisher Cats

CC: City of Manchester Department of Public Works



June, 29, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Being the largest Arena north of Boston and one of the busiest in the country under 15,000 seats, it is critical to the continued success of the SNHU Arena to find ways in which to attract people and events to our location in the heart of downtown Manchester. Hosting many regional sporting championships, concert events, political events, family shows, national tours and televised events, transportation needs are a clear necessity.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically the project will help:

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- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

phone (603) 644-5000

website www.snhuarena.com

address 555 Elm Street
Manchester, NH 03101





Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Bechert", is written over a light blue horizontal line.

Tim Bechert
Sr. General Manager
SNHU Arena/ASM Global
555 Elm Street
Manchester, NH 03101
tbechert@snhuarena.com

CC: City of Manchester Department of Public Works

phone (603) 644-5000
website www.snhuarena.com
address 555 Elm Street
Manchester, NH 03101





June 23, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 RAISE grant for the South Milliard area of Manchester.

As the executive director of the Manchester Historic Association, I view the vitality of our historic Milliard to be an important link to our past, but more importantly, I see the Milliard as a vital link to our future, and the project for which we are seeking this RAISE grant will make that link possible.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and across the state. At one time, the Manchester Milliard was home to the largest textile manufacturing company in the world. Over the past decade, the South Milliard has evolved from an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities.

However, this ongoing growth is now constrained by an outdated and disconnected transportation network. We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community.

Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Milliard
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in a central location to serve travelers using multiple types of transportation to major

attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.

- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "John Clayton". The signature is written in a cursive, slightly slanted style.

John Clayton
Executive Director
Manchester Historic Association

CC: City of Manchester Department of Public Works

June 7, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590



Dear Secretary Buttigieg,

I am writing to convey Queen City Bicycle Collective's (QC Bike) support for the City of Manchester, New Hampshire's application for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding.

QC Bike is a non-profit, community bike shop in Manchester with a mission to get, and keep, the Manchester community riding bicycles, safely and affordably. The majority of our customers rely on their bicycles for transportation to and from work, school, healthcare, shopping, and other essential services. Each year, approximately 70% of our transactions benefit Manchester's Neighborhood Revitalization Strategy Area (NRSA). Through our work in the community, we can attest to the crucial role bicycle and pedestrian infrastructure plays in transportation equity. Using Complete Streets principles, this project has the opportunity to create critical connections and close missing links in our multi-modal transportation network.

We also recognize that adequate infrastructure is one of the most significant barriers to adults and youth *choosing* to use their bicycle as a mode of transport. The health, environmental, economic, and overall societal benefits of active transportation are well documented. Designing our streets to be safe and convenient for all users (by employing Complete Streets principles) is essential to encourage a needed shift towards more sustainable modes of transportation.

RAISE funding will prove a transformative investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and the entire Central New Hampshire region. Over the past ten years the South Millyard area has evolved from its historic use as an area dominated by heavy industry, with supporting rail corridors, to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, and other dynamic activities. However, this ongoing growth is set to be increasingly constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal projects that will reweave the lost street and pedestrian connections to a growing but detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services, and mitigate extreme congestion, by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub, in a central location, to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters, and future passenger railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

We are grateful for this opportunity to meaningfully impact the equitability and sustainability of transportation in our community and are privileged to play a role in increasing the options for **safe, affordable** biking throughout Manchester. As the infrastructure designs are developed and refined, we will remain committed to bringing forward the voices of those within our community who depend on their bicycles for transportation. Our priority is to ensure the project meets the needs of all non-motorized users, from inception to completion.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

Abby Easterly, Executive Director
Queen City Bicycle Collective
35 Elm Street
Manchester, NH 03101
www.qcbike.org

CC: City of Manchester Department of Public Works

June 16, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

This project will enable individuals who use non-motorized transportation to travel to and from work safely. A key element of the project is the segment of Rail Trail that will connect to a nearly contiguous 125-miles to off-road trail. This means everything for individuals who consider biking and walking as a primary source of transportation.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

Jason Soukup, Secretary
[Manchester Moves](#)

CC: City of Manchester Department of Public Works



June 14, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

SUBJECT: City of Manchester RAISE grant request

Dear Secretary Buttigieg,

We are writing in support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Manchester Connects is an all-volunteer civic organization whose mission is, as our name implies, to "connect people, places, and ideas in order to build a more vibrant Manchester." To this end, we are involved with planning and coordinating both short and long-term projects for creating and improving public spaces, since we believe that "great places don't just happen, they're made." Manchester has an enviable wealth of physical and cultural assets too numerous to describe in this letter, but certainly one of the most prominent is our iconic 19th century Millyard, which has become an important high-tech center and which has attracted a diverse and dynamic community of people. With its many other attributes, Manchester is poised to become an ideal place to live, work, and play in the 21st century.

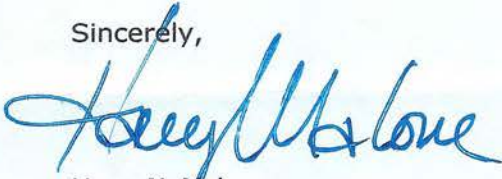
One of Manchester Connect's key initiatives is to improve intermodal transportation among the Millyard, our downtown, and nearby residential, business and cultural neighborhoods. However, our progress is impeded by an outdated and disconnected transportation network, designed for a last-century industrial setting, not the vibrant mixed-use environment into which Manchester has evolved, with its educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, and other dynamic activities.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reestablish lost street and pedestrian connections and recreate the vibrant cityscape to which we aspire. Specifically, the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard;
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety;
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed;
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in a central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections;
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions; and
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street.

Accordingly, we strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. Please give all due attention to the application for this innovative project. Thank you for considering our request.

Sincerely,



Harry N. Malone
Co-Chair, Manchester Connects
212 McLane Lane
Manchester, NH 03104
(301) 512-0561
hnmalone+mc@gmail.com

CC: City of Manchester Department of Public Works



45 South Main Street | Concord, NH 03301
1-866-542-8168 (toll free) | Fax: 1-603-224-6211
aarp.org/nh | nh@aarp.org | twitter: @aarpnh
facebook.com/nh

May 26, 2021

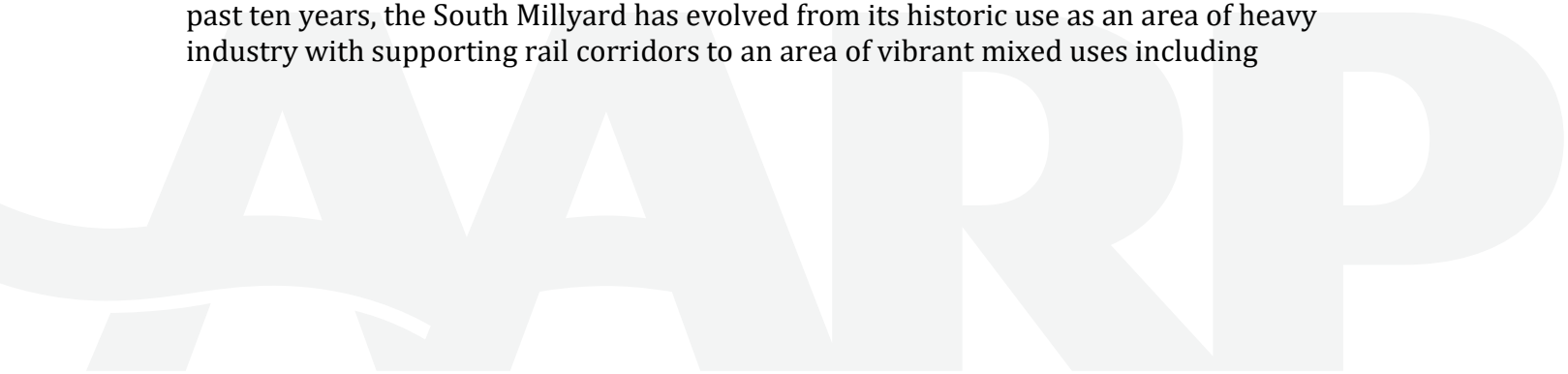
The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I am writing to convey the support of AARP New Hampshire for an application being submitted by the City of Manchester, New Hampshire ("the City") for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of the City.

AARP New Hampshire is dedicated to the creation of livable communities throughout the Granite State. We define these as great places to live for people of all ages (whether they be 8 or 80). AARP continues to support work in (and with) the City that helps create a strong sense of place / community and one that makes the built environment one that is more welcoming and navigable and, consequently, more livable. And we have funded work in this geographic area of Manchester before. Our work with livable communities involves eight "domains" of livability. Here in New Hampshire (as elsewhere in the United States) two of the eight livability domains provide substantial challenges. One vexing domain is community housing and the other is transportation. The City's BUILD grant application will help make Manchester more livable and more age friendly by squarely addressing transportation. Transportation (generally) is a key element of livability and intermodal connectivity (specifically) is an important element to include to address overall community transportation needs to make a place more age friendly and more livable. Because the project anticipated by the City's application advances these objectives, we support it.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years, the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including



educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. We understand that this project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard;
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety;
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed;
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections;
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions, and;
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Respectfully submitted,

AARP New Hampshire

By: _____
S.
Todd C. Fahey, J.D.
State Director
tfahey@aarp.org
(603) 738-9260 (c)
(603) 230-4109 (o)

cc: City of Manchester Department of Public Works



Chief of Police
Allen D. Aldenberg
Assistant Chief
Steven A. Mangone



Commission
Scott R. Spradling, *Chairman*
Charlie Sherman
Manny Content
Eva Castillo
John G. Cronin

CITY OF MANCHESTER
Police Department

July 2, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Development of the South Millyard is essential to the continued growth of Manchester, which provides public safety benefits to the community. Ensuring the infrastructure around this growth is just as important for long-term success. Currently, the growth of business, hospitality, and residential areas of this part of the City has improved the area, but led to increases of traffic, which is detrimental to public safety access and long-term attractiveness of further development. The improvements proposed by this application will alleviate these concerns and provide significant opportunity for the community.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services and mitigate existing extreme congestion, provide increased transportation choices and safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings and improve a major gateway intersection.

I support Manchester's application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,

Chief Allen D. Aldenberg
Manchester, NH Police Department

CC: City of Manchester Department of Public Works

Michael L. Briggs Public Safety Building
405 Valley Street • Manchester, New Hampshire 03103 • (603) 668-8711 • FAX: (603) 668-8941
E-mail: ManchesterPD@manchesternh.gov • Website: www.manchesterpd.com

A NATIONALLY ACCREDITED LAW ENFORCEMENT AGENCY



Andre R. Parent
Chief of Department



Matthew A. K. Lamothe
Assistant Chief

City of Manchester *Fire Department*

June 23, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, NH's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

At present, the City of Manchester Fire Department only has one access point for any emergency occurring on South Commercial Street. This location is home to Southern New Hampshire University, a large multistory parking garage, a hotel, Northeast Delta Dental Stadium, and a condominium complex. The high density along this street leads to severe traffic congestion preventing timely response to emergencies, and sometimes preventing access to larger apparatus. Additionally, South Commercial Street is the only river access for water rescue occurring south of the Amoskeag Dam. With only one access point to South Commercial Street coming from Granite Street, the city routinely sees significant traffic congestion in the South Millyard area due to the limited highway access points, and number of event venues found in this area.

This project request not only considered emergency response needs, but also physical needs for emergency response apparatus. All structures, roadway changes took into account turn radius, height and length factors for the largest city apparatus, including ladder trucks, engines, and the City's Incident Command Vehicle.

By funding this project, South Commercial Street would have access from both the northern and southern ends allowing for in/out flow of traffic to occur quickly allowing for emergency responders to quickly and safely respond to any emergency. Any traffic headed southbound would no longer have to travel north to Granite Street alleviating traffic concerns not only for singular events, but for the significant number of times there are multiple events happening at all downtown venues. The addition of multimodal transportation options and a pedestrian bridge will also help to alleviate congestion in the South Millyard area especially during high volume times, again allowing for expedient emergency access, preventing auto vs. pedestrian accidents, auto accidents and general traffic congestion for the Granite Street area.


The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester project provides an innovative approach to invest in intermodal project that will reweave the lost street and pedestrian connections to connect a growing but detached part of our community. Specifically, the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,



Andre Parent, Chief & Emergency Management Director
City of Manchester Fire Department
100 Merrimack Street
Manchester, NH 03101
(603) 669-2256

CC: City of Manchester Department of Public Works



CITY YEAR NEW HAMPSHIRE

101 Manchester Street
Manchester, NH 03101

PHONE 603.218.5100
FAX 603.218.5099

cityyear.org/newhampshire

July 6, 2021

The Honourable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary, Buttigieg,

I hope this note finds you and Chesten well, and that your new role brings rewarding challenges and great opportunities. I am writing to convey my support of an application being submitted by the City of Manchester, NH for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

City Year New Hampshire partners with the Manchester School District to provide near-peer mentors at Bakersville Elementary School, located just south of the South Millyard area. The school that our corps members work in is located at a very busy intersection, which presents several safety concerns from our corps members, students, faculty, and parents.

I strongly believe that the City of Manchester’s BUILD grant proposal will not only create a safer environment for our students and corps members by mitigating and redirecting traffic volume around the school, but also positively impact the entire neighbourhood by spurring increased economic development.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the centre of Manchester. Over the past ten years the South Millyard has begun evolving into a vibrant area of mixed uses and economic growth. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

We believe the Manchester RAISE project provides an innovative approach to invest in intermodal project that will reweave the lost connections so that this central part of our community can thrive. The project will increase the flow of workers, residents, goods and services and mitigate existing extreme congestion, provide increased transportation choices and safety, create a completely new multi-modal transportation corridor and the opportunity for a Multi-Modal Transportation Hub, create opportunities for infill development of multi-use buildings and improve a major gateway intersection.

I support Manchester’s application for a FY 2021 RAISE grant and ask that you give due consideration.

Sincerely,

Pawn Nitichan
Executive Director, City Year New Hampshire
Vice President, City Year Inc.
101 Manchester Street, Manchester NH 03101

CC: City of Manchester Department of Public Works



6/29/2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Our property at 848 Elm St. is immediately adjacent to the project area where transportation improvements are proposed by the City. Depending on the eventual design of the project, portions of our property maybe required for inclusion in the right-of-way for the project.

Knowing this, we are very supportive of the overall project and the City's application for the RAISE grant. For our own property, the project helps us to retain, as well as bring more talented workers to the city. Our building is home to multiple startups and small businesses who often struggle finding qualified local help. In addition, this project will provide accessible mobility for residents and visitors, making the city a more desirable area to live, work and play.

Overall, we believe the project is an innovative approach to invest in intermodal project that will reconnect a growing but historically detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including

educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Elizabeth Hitchcock". The signature is written in a cursive, flowing style.

Elizabeth Hitchcock
Principal, Orbit Group LLC

CC: City of Manchester Department of Public Works

May 26, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Our property at 100 Riverwalk Way, Manchester, is immediately adjacent to the project area where transportation improvements are proposed by the City. Depending on the eventual design of the project, portions of our property may be required for inclusion in the right-of-way for the project.

Knowing this, we are very supportive of the overall project and the City's application for the RAISE grant. For our own property, the project helps us to have a highly desirable property/location with easy access to transportation which will increase and sustain competitive resale market values. Additionally, it will provide easy access to the River Edge Medical Center, Fisher Cat Stadium, Verizon Center and down town merchants/venues which can enhance recreational and merchant livelihoods.

Overall, we believe the project is an innovative approach to invest in intermodal project that will reconnect a growing but historically detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other

dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

Cathy Taft
Owner, 100 Riverwalk Way
Manchester, NH 03101

CC: City of Manchester Department of Public Works

05/27/2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Our property at 105 Riverwalk Way, Manchester, NH 03101, is immediately adjacent to the project area where transportation improvements are proposed by the City. Depending on the eventual design of the project, portions of our property may be required for inclusion in the right-of-way for the project.

Knowing this, we are very supportive of the overall project and the City's application for the RAISE grant. For our own property, the project helps us to reasonably have access and egress to what has become a very congested area following the construction of the parking structure next to Southern New Hampshire University and used by the university as well as event park for the Manchester downtown area. It will also greatly improve access for emergency vehicles and general public access and beautification.

Overall, we believe the project is an innovative approach to invest in intermodal project that will reconnect a growing but historically detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other

dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

Thomas Della Flora
105 Riverwalk Way
Manchester, NH 03101

CC: City of Manchester Department of Public Works

June 16, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

My property at 109 Riverwalk Way, Manchester, NH 03101, is immediately adjacent to the project area where transportation improvements are proposed by the City. Depending on the eventual design of the project, portions of our property may be required for inclusion in the right-of-way for the project.

Knowing this, we (42 townhouse owners in the Riverwalk Place Condominium Association) are very supportive of the overall project and the City's application for the RAISE grant. For our own property, the project helps us to reasonably have access and egress to what has become a very congested area following the construction of the parking structure next to Southern New Hampshire University and used by the university as well as event park for the Manchester downtown area. It will also greatly improve access for emergency vehicles and general public access and beautification.

Overall, we believe the project is an innovative approach to invest in intermodal project that will reconnect a growing but historically detached part of our community. Specifically, the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard area
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past decade the South Millyard area has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and

entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

Michael J. DeBlasi
President, Riverwalk Place Condominium Association
109 Riverwalk Way
Manchester, NH 03101

CC: City of Manchester Department of Public Works

May 28, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Our property at 117 Riverwalk Way, Manchester, NH is immediately adjacent to the project area where transportation improvements are proposed by the City. Depending on the eventual design of the project, portions of our property may be required for inclusion in the right-of-way for the project.

Knowing this, we are very supportive of the overall project and the City's application for the RAISE grant. For our own property, the project helps us to have a 2nd egress from the property in case of emergency. It also allows the community to avoid some of the traffic created by the adjacent ballpark and university.

Overall, we believe the project is an innovative approach to invest in intermodal project that will reconnect a growing but historically detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

Marian Ryan & Kevin Ryan,

Marian Ryan
residents of the local community

Kevin Ryan

CC: City of Manchester Department of Public Works

May 21, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Our property is immediately adjacent to the project area where transportation improvements are proposed by the City. Depending on the eventual design of the project, portions of our property may be required for inclusion in the right-of-way for the project. Knowing this, we are very supportive of the overall project and the City's application for the RAISE grant.

Overall, we believe the project is an innovative approach to invest in intermodal project that will reconnect a growing but historically detached part of our community. Specifically the project will help:

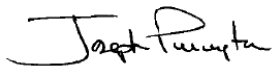
- Increase the flow of workers, residents, goods, and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard.
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort, and safety.
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed.
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters, and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing, and dynamic regional attractions.
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street.

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects

rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports, and entertainment, among other dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

Accordingly, I strongly support the application of the City of Manchester, NH for a FY 2021 RAISE grant. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Joseph Purington". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

Joseph A. Purington

CC: City of Manchester Department of Public Works

The Red Barn Diner
465 Stark Lane
Manchester, NH 03102

June 17, 2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to convey my support for the City of Manchester, New Hampshire's application for a FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the South Millyard area of Manchester.

Our property at **113 Elm Street** is immediately adjacent to the project area where transportation improvements are proposed by the City.

Knowing this, I am very supportive of the overall project and the City's application for the RAISE grant. For my own property, the project helps us to streamline foot and auto traffic at our end of Elm Street in new and creative ways as well as improve the unmaintained areas that lay between our properties. This project should beautify and maximize the potential in the neighborhood of my Restaurant. I am excited to see this project get funding, expand travel ways and refresh and revitalize the South end of Elm Street.

Overall, we believe the project is an innovative approach to invest in intermodal project that will reconnect a growing but historically detached part of our community. Specifically the project will help:

- Increase the flow of workers, residents, goods and services and mitigate existing extreme congestion by creating new connections to the existing street network and highway system at multiple points to/from South Millyard,
- Provide increased transportation choices and safety by improving pedestrian and bicycle connectivity, accessibility, comfort and safety,
- Creating a completely new multi-modal transportation corridor by repurposing the disused Boston & Maine rail bed
- Create the opportunity for the location and establishment of the Multi-Modal Transportation Hub in central location to serve travelers using multiple types of transportation to major attractions and land uses such as the new baseball stadium, educational institutions, resident commuters and future railroad connections.
- Create development opportunities for infill development of multi-use buildings including offices, manufacturing, housing and dynamic regional attractions
- Improve a major gateway intersection at Queen City Avenue/Cilley Road/South Willow Street

The RAISE grant will provide a transformative opportunity for investment in intermodal connectivity for the movement of people and goods at the center of Manchester, with positive effects rippling throughout the city and Central New Hampshire region. Over the past ten years the South Millyard has evolved from its historic use as an area of heavy industry with supporting rail corridors to an area of vibrant mixed uses including educational institutions, multi-unit housing, restaurants, shopping, sports and entertainment, among other

dynamic activities. However, this ongoing growth is now constrained by an outdated and disconnected transportation network.

Accordingly, I strongly support the application of the City of Manchester, NH for a **FY 2021 RAISE grant**. I request that you give all due attention to the application for this innovative project and thank you for your consideration.

Sincerely,

Jean Barton
owner (14 years)
Red Barn Diner
113 Elm Street
Manchester, NH

CC: City of Manchester Department of Public Works

Appendix M: Public Comment Summary

Summary of Public Comment & Responses
RAISE Manchester: Connecting Communities
August 21, 2023

The Project website, <https://www.raisemanchester.org/> has received thousands of visitors. New posts are added 2–3 times per week. There are also Project Facebook and Instagram sites. Emails are sent via Constant Contact to over 200 public meeting participants and to a master list of stakeholders and residents.

A Public Informational Meeting was held on December 7, 2022. All comments spoken at the meeting, as well as collected during the sessions directly before and immediately after the meeting were catalogued and condensed into common categories for responses. Responses to these comments were provided via posts on the project website, details page for individual elements and <https://www.raisemanchester.org/project-details/>, and promoted through email and social media as the updates are posted to the website. In addition, the comments and responses are summarized and updated through the Frequently Asked Questions page on the website <https://www.raisemanchester.org/faqs/>

Below are the most common themes and recommendations that were raised, as well as responses in **bold**:

- Ensure bike lanes are safely designed, wide enough and separate from pedestrian sidewalks. **The raised multi-use pathway has been widened on South Commercial Street Extension from 8-ft to 12-ft to accommodate more comfortably both bicycles and pedestrians. The updated Queen City Avenue/South Willow Street roundabout provides a 12- to 14-foot-wide raised path to prioritize safety and usability by providing enough space for pedestrians and bicyclists. The wider path is considered a “sidepath,” which is a two-way shared pathway, at least twice as wide as a typical sidewalk.**
- Provide more clarity on bicycle and pedestrian routes, and how bicyclists and pedestrians will use proposed bridges. **Maps detailing existing and proposed bicycle and pedestrian routes, including bridges, are posted on the details page under the links for Bicycle Network Connections and Pedestrian Network Connections.**
- Design equitable bicycle and pedestrian options that do not prioritize vehicle traffic. **We updated the design for the Granite St Pedestrian Bridge to feature longer, wider, and more gently sloping ramps in four directions which provide more direct connection to the crossing and simplify bicycle/pedestrian use of the facility. In addition, the pedestrian bridge has been widened by two feet. Where the proposed rail trail meets Queen City Avenue and crosses to the proposed South Manchester Rail Trail, a Pedestrian Hybrid Beacon has been added to the project to allow trail users to cross the roadway safely. Pedestrian Hybrid Beacons are designed to allow protected pedestrian crossings, stopping traffic with red signal indications as needed upon activation.**
- Incorporate the existing rail corridors and the Manchester bike plan. **Maps detailing rail trail and bike plan connections are posted on the details page under the links for Bicycle Network Connections and Rail Trail Connections.**
- Improve sidewalk quality and safety in the connected areas. **The raised multi-use pathway has been widened on South Commercial Street Extension from 8-ft to 12-ft to accommodate more comfortably both bicycles and pedestrians. The updated Queen City Avenue/South Willow Street roundabout provides a 12- to 14-foot-wide raised path to prioritize safety and usability by providing enough space for pedestrians and bicyclists. The wider path is considered a “sidepath,” which is a two-way shared pathway, at least twice as wide as a typical sidewalk.**
- Create a plan to maintain existing and future infrastructure. **City is reviewing.**
- Clear snow from sidewalks, bike trails and pedestrian bridges. **City is reviewing.**

- Meet Americans with Disabilities Act standards when designing new infrastructure. **All facilities meet PROWAG guidelines which are aligned with the ADA standards.**
- Install more than adequate lighting for all pedestrians, bicyclists and motorists. **Detailed lighting design will occur in final design.**
- Consider design measures to prevent homeless encampments around new bridges. **Fencing and lighting is proposed around the new Gas Street extension bridge.**
- Consider mitigation for any increase in traffic noise at nearby residences. **Noise studies were conducted which indicate that there is not an unacceptable increase in traffic noise from the project.**
- Consider prevention and maintenance of increased risk of graffiti on new bridges. **This will be considered during final design.**
- Analyze needs for upgraded traffic signals, and sensors for bicyclists. **Intersection bicycle movement will be facilitated via bicycle detection of the new adaptive signals system with video detection along Elm Street, which will include the new Gas Street Extension to South Commercial Street Extension crossing at Elm Street for the trail connection. In addition, at the Granite St/South Commercial St intersection bicycle detection is being implemented as part of the Granite Street adaptive signals project at this intersection.**
- Add some bicycle parking racks. **This will be a final design consideration.**
- Provide clear signage for all users to avoid confusion and ensure safety. **This will be a final design consideration.**
- Soften hard turns in ramp and pedestrian bridge designs to make it easier for bicycles and wheelchairs to navigate. **We updated the design for the Granite St Pedestrian Bridge to feature longer, wider, and more gently sloping ramps in four directions which provide more direct connection to the crossing for bicycle/wheelchair use.**

Public Meetings for the RAISE Manchester Project

Date	Meeting
5/23/2019	Project Stakeholder Design Charette
9/12-17/2019	Manchester Planning & Community Development Planapalooza
9/8/2022	Manchester Connects Stakeholder Workshops
10/19/2022	Manchester Connects Stakeholder Workshops
12/7/2022	Public Informational Meeting
3/1/2023	Kiwanis Club Presentation
7/10/2023	Center City
8/8/2023	GSOP/NH Alliance for Immigrants and Refugees

Summary of public engagement outreach is attached.

Summary of RAISE Manchester Public Engagement

The Public Engagement for this project has been carried out with interlinking methods meant to reach as many Manchester residents, property owners, stakeholders and community organizations as possible. The goals are to provide clear information about the RAISE Manchester Project and provide accessible platforms for comments and feedback. Methods and actions to date are described below.

Manchester Charrette - May 23, 2019

The initial concept for the transportation infrastructure improvement that now make up the RAISE Manchester project components began at a Design and Planning Charrette held by the City in May 2023. Over the course of a full day, over 100 stakeholders gathered in a facilitated process to identify gaps in transportation infrastructure, opportunities for redevelopment and prioritize elements that can reconnect the area with Manchester's surrounding assets and neighborhoods. The charrette created a shared vision built on local strengths, ongoing initiatives and local self-determination of project priorities and design options.

Project Graphics & Core Messaging

The project team developed a project logo, messaging, written and graphic materials that were used by all project participants to create consistency and support communication and education efforts.

Create and Maintain RAISE Manchester Project Website

We developed the project website at <https://www.raisemanchester.org/> to serve as the hub for all project information, with project, news, blog, links to social channels Twitter, and YouTube. The website contains information on the following pages:

- **Home**
 - Project Overview
 - Provides link to Public Informational Meeting
 - Featured News (Latest not all inclusive)

- **About**
 - Project History
 - Project Documents
 - Letters of Support
 - Section 106

- **Project Details:**
 - Descriptions, details and schematic plans of project components
 - South Commercial Street Extension
 - Queen City Ave/South Willow Roundabout
 - Gas Street extension/Active Use Corridor
 - Granite Street Pedestrian Bridge
 - Rail-trail connections

- Bicycle Network connections
- Pedestrian Network connections
- Imagery
- Project Timeline
- **Frequently Asked Questions**
 - Developed from the Public Informational meeting comments and update as project progresses.
- **News:**
 - Media coverage of the project and components
- **Events:**
 - Summary of outcomes from December 7, 2022 meeting and
 - Link to YouTube recording of December 7, 2022
- **Project Partners**
 - Listing of all participating agencies and consultants
- **Contact Us:**
 - Contact form for sending the project team comments and questions

Visitors to RAISE Manchester Project Website (as of 5/26/23):

- New Users: 2,787
- Sessions: 3,779
- Engagement Rate: 58.16%
- Visitor Interactions: 22,118

Social media presence and communications

The project team has a presence in key social media channels Facebook, Instagram to disseminate project information and engage with the community. To date we have generated 21 social media posts which have led to:

- 243 impressions (the number of times content is displayed on a screen)
A reach of 187 (the number of users who saw/viewed content)
- 27 engagements (audience interactions: likes, comments, shares, clicks)
- Comments: We continue to engage with Manchester-area stakeholders via the RAISE FB page, by following, liking, commenting on and sharing relevant posts.

Communications database development

The team developed and maintains a database of stakeholders and supporters to regularly communicate with, primarily through e-mail. As of May 2023, this database contains 257 contacts.

Deliver direct mail campaign

The team developed and produced project mailers in English and Spanish language versions to guide traffic to project website and social media channels and inform recipients of key project information and milestones. These were mailed in November 2022 to 12,069 property owners

and residents within and abutting the project area to announce the project and invite them to the December 7, 2022 Public Meeting.

Direct e-mail communications

The team developed and produced project e-mails to highlight upcoming project meetings, links to website updates and media coverage and updates on project progress. These were mailed to stakeholders and groups who had registered on the project website or at public meetings.

Media Coverage

The project has received coverage in the following platforms:

- Manchester Ink Link (on-line article)
 - November 30, 2022
 - December 7, 2022
 - December 13, 2022
 - February 15, 2023
 - June 17, 2023
- New England Take with AJ Kierstead (on-line interview, December 21, 2022)
- WMUR News story (broadcast television)
 - November 22, 2021
 - December 8, 2022
 - June 4, 2023
- NH Union Leader (print and on-line article)
 - November 16, 2021
 - March 17, 2022
 - November 30, 2022
 - December 7, 2022
 - December 13, 2022
 - June 4, 2023
 - June 19, 2023
- Concord Monitor (print and on-line article, December 6, 2022)
- WFEA (radio interview, December 6, 2022)
- Good Morning New Hampshire (radio interview, December 5, 2022)
- New Hampshire Public Radio (radio and on-line story, December 13, 2022)

More specific data on some of these clips is described in this table:

RAISE Manchester Coverage To Date		
Outlet	Circulation/Unique Monthly Views	Article Title and Link

Concord Monitor	Print Circulation: 19,885 UMV: 126,828	Granite Geek: Queen City, Capital City – whose big road project is better? (concordmonitor.com)
Manchester Ink Link	UMV: 200,000+	RAISE Manchester preliminary plans for downtown pedestrian/bicycle access near completion Manchester Ink Link Biz Granite Geek: Queen City, Capital City – whose big road project is better? (concordmonitor.com) Dec. 7: Public meeting planned to discuss \$25M major transportation infrastructure project Manchester Ink Link Buttigieg joins local leaders discussing importance of New Hampshire infrastructure funding Manchester Ink Link Manchester awarded \$25 million RAISE Grant for four South Millyard projects Manchester Ink Link
Union Leader	Print Circulation: 77,425 UMV: 800,000	Public meeting Dec. 7 on RAISE Manchester infrastructure project Human Interest unionleader.com Manchester to hold public meeting about RAISE Manchester infrastructure project unionleader.com Pete Buttigieg touts \$25M RAISE grant, infrastructure package in Manchester Transportation unionleader.com Transportation Sec. Buttigieg in N.H. Monday to cheer Manchester's development grant, commuter rail potential Politics unionleader.com Manchester awarded \$25 million grant to transform South Millyard area Human Interest unionleader.com
WMUR	Total Views across all runs: 116,608 34959 6:51 AM 8-Dec 34959 6:30 AM 8-Dec 21,422 5:30 AM 8-Dec 5838 1:12 AM 8-Dec 19430 11:05 PM 7-Dec	Manchester NH seeks public input on \$30 million traffic plan (wmur.com)

Good Morning NH w/ Jack Heath		Kristen Clarke, Traffic Engineer at the City of Manchester Department of Public Works-December 5th Good Morning New Hampshire On Demand (podbean.com)
NHPR	Combined monthly listeners and digital users: 500,000	Buttigieg visits Manchester, N.H. to talk passenger rail New Hampshire Public Radio (nhpr.org)
NH Union Leader	Print Circulation: 77,425 UMV: 800,000	https://www.raisemanchester.org/peanut-for-your-thoughts-community-input-leads-to-changes-pitched-for-busy-manchester-intersection/
Manchester Ink Link	UMV: 200,000+	https://www.raisemanchester.org/feedback-leads-to-updated-designs-for-raise-manchester-south-willow-queen-city-ave-project/
NH Business Review	Print Circulation: 50,000	https://www.raisemanchester.org/people-and-property-real-estate-and-construction-news-from-around-nh/
WMUR		https://www.raisemanchester.org/raise-manchester-releases-updated-design-for-granite-street-pedestrian-bridge/
NH Union Leader		https://www.raisemanchester.org/city-hall-public-input-leads-to-design-changes-in-granite-st-pedestrian-bridge/
Telegraph of Nashua		https://www.raisemanchester.org/city-of-manchester-unveils-updated-designs-for-the-granite-street-pedestrian-bridge/
Manchester Ink Link	UMV: 200,000+	https://www.raisemanchester.org/raise-manchester-preliminary-plans-for-downtown-pedestrian-bicycle-access-near-completion/ https://www.raisemanchester.org/granite-street-pedestrian-bridge-gets-new-look-as-dpw-seeks-public-input-on-raise-project/

Community Meetings

- **Public Meeting - December 7, 2022 at Manchester Public Library:** The City and its consultant team delivered a Project Presentation and solicited comments in a public meeting format. Before and after the presentation/listening session, the consultant team set up and staffed information displays on the overall project and each of the project components in a “trade show” type setting where attendees could engage with project designers and City officials to ask question and offer feedback. There were over 100 attendees and 68 attendees signed in to receive project updates.

- Meetings with community organizations and stakeholder groups: The project team has met with several community organizations and stakeholder groups during the project design process and will continue to do so as plans evolve. Groups include the following:
 - Manchester Rotary
 - Manchester Kiwanis
 - Manchester Connects
 - Center City
 - GSOP/NH Alliance for Immigrants and Refugees