



TO: File

FROM: Christopher R. Bean, PE

DATE: July 25, 2018

RE: Exit 4A, Derry-Londonderry 13065
Public Information Meeting
Fuss & O'Neill Reference No. 05-0244

LOCATION: Derry West Running Brook Elementary School

ATTENDEES: See Attached List of Citizen Attendees who signed in. Among the attendees were:

Keith Cota	NHDOT
Bill Cass	NHDOT
Peter Stamnas	NHDOT
Marc Laurin	NHDOT
Dena Rae	NHDOT
Jamie Sikora	FHWA
Dave Caron	Derry
Janusz Czyzowski	Londonderry
Project Team	
Leo Tidd	Louis Berger
Vicki Chase	Normandeau Associates
Paul Konieczka	Fuss & O'Neill
Nicole Fox	Fuss & O'Neill
Chris Bean	Fuss & O'Neill

1. **Informal Review Session:** Some attendees took advantage of the 30 minute informal inspection period before the meeting and a period following the presentation to inspect the plans, the evaluation matrix and get questions answered.
2. **Presentation**
 - a. It was noted that a copy of the PowerPoint presentation would be loaded onto the project website i93exit4a.com along with the updated Fact Sheet and meeting notes.
 - b. The PowerPoint presentation was made by Keith Cota and Chris Bean. It consisted of two focus areas.
 - i. Update on the Exit 4A Alternative selection process with a focus on providing more details on the Preferred Alternative A and receiving input. Chris B made this portion of the presentation. Included was a more detailed explanation of Alternative A, the highlights of which are contained in the PowerPoint presentation. The following changes to the design since the May 24, 2018 were discussed:

1. The proposed trail underpass was increased in width from 14 feet to 20 feet.
 2. The two previous gap sections along Tsienneto Road, one 1,500 foot long section between NH 28 and NH 28 Bypass and one 1,500 foot long section beginning at Barkland Drive then proceeding to the west, have been eliminated. These sections will now be reconstructed as part of the project with 4-5 foot shoulders and a sidewalk running along the north side of each section. The project will now include a continuous sidewalk along the north side of Tsienneto Road from NH 28 east to NH 102.
 3. Soundwalls were included along I-93 in the vicinity of the Exit 4A interchange as part of the I-93 widening project. The DOT remains committed to mitigating the highway noise as agreed to, however the construction of the soundwalls or other mitigating elements, such as the ramp embankments associated with Exit 4A would impact the location of the I-93 soundwalls, so the proposed noise mitigation will need to be delayed until a decision is reached on the future of Exit 4A. The timing of when this noise mitigation will be constructed is still pending however it will not be during the current (2018) construction season.
- ii. Public Hearing on the NHDOT Design-Build Process. Keith C. made this portion of the presentation. The focus was on the Final Design & Construction Procurement Action Plan. The pros and cons of utilizing the traditional Design-Bid-Build versus the Design-Build process were explained and input was solicited on which process was best for Exit 4A. See the PowerPoint presentation at i93exit4a.com for the highlights. Written comments on the use of Design-Build procurement should be sent to:
- Peter Stamnas, PE
Director of Project Development
7 Hazen Drive
PO Box 483
Room 200
Concord, NH 03302-0483
- The Design-Build comment period ends on Monday, August 27, 2018 at the close of the business day.

3. **Questions, Comments and Responses:** Find below a summary of the questions that were asked by the public along with NHDOT's responses.
- a. Design-Build
 - i. Gary Lynch, Derry:
 1. How is I-93 being processed? [Response: as Design-Bid-Build.]
 2. Design-Build is advantageous from a schedule standpoint. Is there a difference in quality? [Response: There are advantages of Design-Build. 1) Less DOT staff required to oversee the design and construction phases. 2) Quality: DOT has experienced better quality on another Design-Build project.]

- ii. Londonderry will get soundwalls? The impacts are mostly in Derry. Why is Londonderry getting soundwalls? [Response: A noise evaluation was completed. The soundwalls along I-93 are being provided as part of commitments made on that project. Those commitments to mitigate noise will continue to be met.]
 - iii. What are the plans to handle future traffic along Tsienneto Road? [Response: Traffic will increase in the future without the project. The proposed improvements along Tsienneto Road (adding 4-5 foot shoulders on both sides, a sidewalk on the north side and reducing the abruptness of the vertical curve at the top of the hill to meet the design requirements for the posted speed) will enhance safety of all users (vehicles, bicyclists and pedestrians) to handle the anticipated project related increase in traffic.]
 - iv. Concerned the people of the Town do not want this project and the Council approved the project against the wishes of the residents.
- e. Steve Trefeler (sp²), Owns Properties along Folsom Road that will be affected:
- i. How will impacted property owners be dealt with? [Response: The standard State/Federal Highway Administration ROW process will be followed (pursuant to the Uniform Relocation Assistance and Real Property Acquisition Act).
 1. Impacts to properties will be avoided/minimized as much as possible.
 2. Appraisal of the highest and best use of the property will be completed.
 3. With partial takes, the value of the remaining parcel will be assessed then the difference between the two values will be offered as compensation.
 4. For slope and drainage easements, a similar process will be followed.
 5. For full acquisitions, once the sale of the property is negotiated, the relocation phase begins.
 6. For residences, relocation will involve assistance looking for a replacement home in the area they are looking for that is of equal or better value. Assistance is also provided to assist in paying for relocation costs.
 7. For businesses, once the acquisition price is negotiated, the relocation benefit program is used to find a new location for the business.
 8. If the value is contested, and the property is acquired by condemnation, the same process is followed except the value can be appealed through the Land Taxpayers Board.
 9. If a business leases the property, they will be afforded the same relocation benefits as if they owned the property.
 10. More detailed information on the standard process is available in the following publications:

<https://www.nh.gov/dot/org/projectdevelopment/rightofway/documents/newsletter092804.pdf>

<https://www.nh.gov/dot/org/projectdevelopment/rightofway/documents/dmmbook.pdf>]

- ii. Has attended many Derry Council meetings and has heard that the project will have a net positive effect on economic development. [Comment: It is anticipated that Londonderry will also receive economic benefit.]
- f. Mike Speltz, Londonderry
- i. Why can't the underlying studies that will make up the DSEIS be released now instead of waiting until the DSEIS is completed then only having 30 days to review and comment? [Response: The DSEIS is currently under review by several Participating Agencies, including NH Department of Environmental Services, US Army Corps of Engineers, Environmental Protection Agency, US Department of Agriculture, Towns and Southern NH Regional Planning Commission, who are providing input. Each comment is being addressed and revisions incorporated. Making a distribution to the public at this time would be unwieldy to manage, and the versions of the studies released would be not reflect the latest input being received from the participating agencies. Please also note that the SDEIS public comment period will be 45 days, not 30 days, as required by NEPA.]
 - ii. Please consider extending the DSEIS comment period.
 - iii. Would it be possible that the trail culvert could be constructed as part of the project without having public rights to access the trail to the north? [Response: Yes, the intent is to construct the culvert so that the trail can be completed in the future as a separate project] Could funding from Congestion Mitigation Air Quality (CMAQ) and/or the Transportation Alternative Program (TAP) be used to purchase easement rights for trail use to the north because purchase of those rights is not part of the current project? [Response: Yes. Funding from either or both of these programs could be used to purchase these rights.]
- g. Ralph Zusman, Derry Resident, High Street:
- i. Prefers Alternative B as it would result in less impacts to residences especially along Tsienneto Road. It also would also provide a bypass which would impact less people. [Response: Alternative B has more impacts to natural resources such as 10 acres of wetlands versus 3 acres for Alternative A. Also, Alternative A would require 12 residential acquisitions versus 19 for Alternative B so more residents would be displaced with Alternative B. Alternative B also would require more relocation of major transmission lines, resulting in more cost (\$3.5M for B versus \$850,000 for A.)
- h. Chris Oliverio, Trolley Car Lane, Londonderry:
- i. Is it realistic that 4,335 jobs will be added in Londonderry when there are only 6,457 jobs today? [Response: The job growth estimates are based on potential 2040 conditions assuming build-out of Woodmont Commons Planned Unit Development as contemplated in Londonderry's approved master plan for future development of the undeveloped parcels adjacent to the Connector Road. A Land Use Scenarios Technical Report has been

completed documenting the anticipated job related growth. Please note SNHPC's estimate of 2015 employment in Londonderry is 13,517. The SDEIS 2040 No Build employment estimate for Londonderry is 20,875, making the 4,335 increase projected as a result of the project an approximately 19% increase. The Land Use Scenarios Technical Report and SDEIS acknowledge the uncertainty inherent in estimating future development activity, but were developed following a logical and consistent process to ensure a consistent evaluation of land use and transportation impacts.]

- ii. Won't the current improvements at Exit 4 take care of the future needs without Exit 4A? [Response: Exit 4A will be designed to be compatible with the current I-93 improvements at Exit 4.]
 - iii. Favors improving the existing infrastructure versus adding 5 signals as part of the project. How will these additional signals help traffic? [Response: Traffic signals have been provided to allow traffic to flow efficiently and they have only been provided where signals are warranted. When they are located close together, modern controllers can be programmed to coordinate the traffic flow of both intersections.]
 - iv. Concerned about inconvenience caused by the raised median on Folsom Road for residences who will not be able to make left turns into and out of their driveways. [Response: Yes some inconvenience is recognized however safer access options are being provided, rather than allowing vehicles to attempt to cross several lanes of traffic, such as making a U-turn at the closest traffic signal or using the internal street network to facilitate access.]
- i. Resident who owns a condo on Tsienneto Road and a commercial building on Ash Street Extension.
 - i. Feels it is a great project. Feels it will bring more economic development and make it easier to get in and out of town.
 - ii. Concerned with the intersection of Ash Street Extension and North High Street. Currently the backups on Ash Street are long and there have been accidents. Are there plans to include a traffic signal at this location? [Response: No improvements are proposed at this location as part of this project.]
- j. John Wilson, Londonderry
 - i. Concerned a Citizens Advisory Committee has not been created to get public input. This committee would be helpful in identifying unintended consequences. [Response: A Citizens Advisory Task Force was created as part of the original EIS process that concluded with the 2007 DEIS publication. This committee was active during the initial alternative definition and evaluation process. Over 47 alternatives have been considered. They were narrowed down to 5 Build Alternatives and the No-Build Alternative. Public information sessions were then employed to get further input on the alternatives as more detailed information and evaluations of impacts were completed. Notes from all the task force meetings will be included as part of the SDEIS.]

- ii. Concerned that the Traffic Study may not be projecting realistic future conditions. He would be in favor of a mechanism to follow up on the predictions and provide more accountability.
 - iii. Concerned the two lane roadway proposed for Tsienneto Road will create a bottleneck because there are multiple lanes feeding it from the west. [Response: The proposed improvements have been designed to handle the projected traffic volumes.]
 - iv. Will the new roadway be re-designated as NH 102? [Response: No. The roadways will remain town roadways, with the towns responsible for maintenance.]
- k. Carol, Resident of Sunview Condos
 - i. Concerned about getting out of the Sunview driveway on Tsienneto Road. How will this be impacted? [There is a proposed raised island at the westerly access that will restrict movements to right in and out only. One would have to use the internal roadway network to access Pinkerton Street then travel to the Tsienneto Road intersection and make a left turn in or out under signal control. The more easterly driveway will be unaffected.]
 - ii. Concerned about the level of impacts and the impact on property value. [Response: As proposed the impacts will be minimal.]
- l. Tom Cardon, Derry
 - i. Concerned about the changes of access at Madden Road.
 - ii. Thinks the project will benefit Londonderry more than Derry.
- m. Chelsea Cerci, Resident of Tsienneto Road
 - i. Concerned about safety of the road. She has observed many accidents and feels the road will not be significantly improved by the project. How can she voice her concerns about the project? [Response: Attend the Public Hearing and send in comments on the SDEIS during the 45 day comment period.]
- n. Leslie Dombroski, Resident of Tsienneto Road
 - i. Concerned the increased traffic and speed will result in more dangerous conditions in spite of the proposed improvements.
 - ii. Feels there is a need for a pedestrian crosswalk on Tsienneto at the Medical Center opposite the Sunview Condos.
- o. Gregory Labo, Resident corner of Manchester Ave. and Folsom Road
 - i. Concerned about traffic using Manchester Ave. as a cut through. This increased traffic will negatively impact the quietness of the neighborhood.
- p. Janice Mobsby, Resident of Folsom Road
 - i. Prefers Alternative B because Folsom Road already serves as a bypass and this will not allow cars to use it as easily in the future.
 - ii. Concerned how taking the trees on the north side will impact the already high water table. [Response: The proposed project will include a stormwater collection system that will collect all the roadway drainage and any flows that

enter the roadway from adjacent lands by overland flow. We do not expect to impact the water table.]

- iii. How will water quality be impacted? [Response: As part of the MS4 stormwater treatment requirements, the goal will be to collect and treat as much stormwater as possible in offsite treatment facilities.]
- iv. Concerned the project will not result in an overall benefit to Derry.

- 4. Fall Public Hearing:** Target date for the hearing is late October or early November. It will be held in either Derry or Londonderry. Abutters with impacts will be notified by certified mail. Other abutters will receive notification by mail of the hearing. The hearing notification will be sent to all those on the mailing list, it will be advertised in the local newspaper and it will be posted in Town public facilities.

CRB:

cc by email: Keith Cota, Marc Laurin, Jaime Sikora, Dave Caron, Mike Fowler, Kevin Smith, Janusz Czynowski, Project Team and Posted on the Project Website