

DERRY-LONDONDERRY EXIT 4A EIS PUBLIC INFORMATION MEETING

SEPTEMBER 27, 2016



Purpose of the Meeting

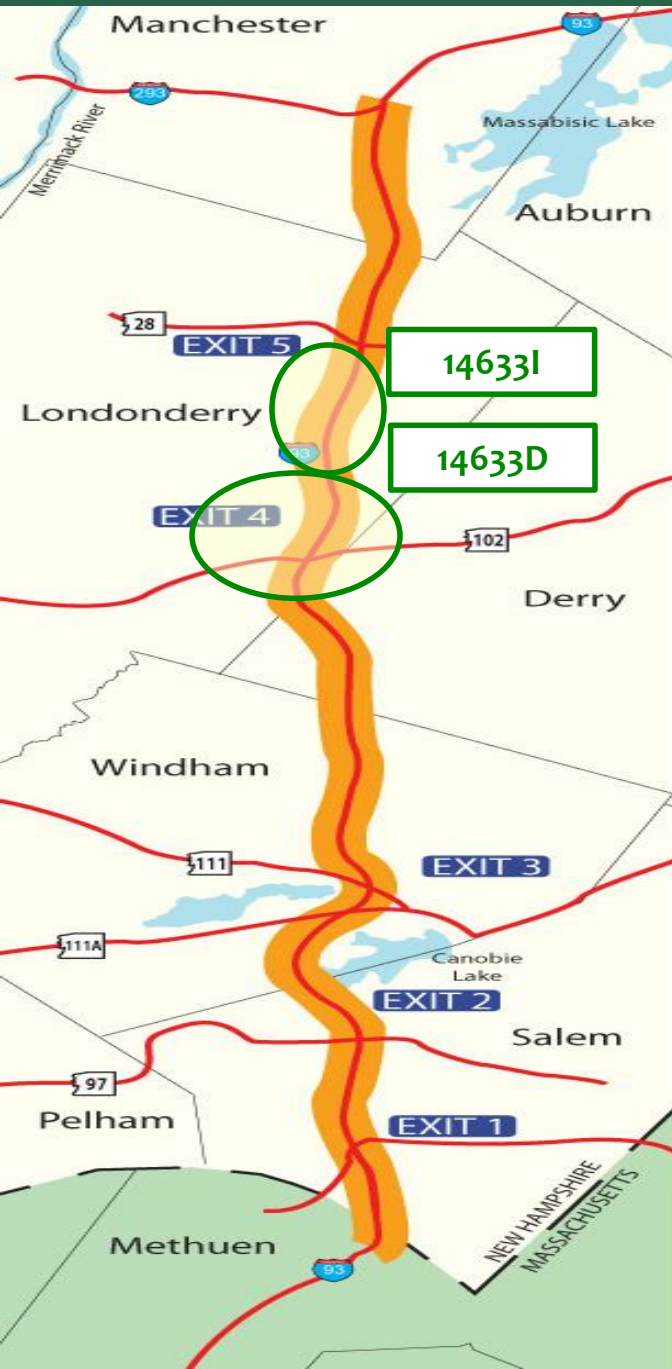
- To provide a current status update and expected next steps
- To receive feedback on potential impacts and issues to be considered in the updated environmental studies

NHDOT Role

- Towns contracted with CLD Project Team
- 12/23/2015, NHDOT signed MOA with Towns
- Each Town agreed to fund EIS/Design/Construction up to \$5M
- NHDOT to Provide Administrative Oversight of EIS for the Towns
- After EIS, NHDOT will take over project design and construction
- Initiate construction in FY 2019

NHDOT Role

- Complete I-93 expansion between Salem to Manchester by end of 2020
- Complete 6-lane expansion of I-93. Final two construction contracts are near Exit 4A:
 - ❑ 14633I – Two mile section north of proposed corridor for Exit 4A
 - ❑ 14633D – Exit 4 interchange with NH Rte. 102 near Exit 4A
- Complete 8-lane expansion of I-93
 - ❑ 13933A – South of Exit 1 (FY 19-20)
 - ❑ 14633J- From Exit 1 to Exit 5 (FY 19-20)



I-93 Projects Near Exit 4A

- 14633I – Exit 4 to 5 Area
 - Construction to begin in Spring 2017
 - Rebuilds 2 miles, 3 lanes in each direction
 - \$35 M estimated
 - Proposed completion - Spring 2020
- 14633D – Exit 4 Area
 - Construction to begin in Spring 2017
 - Rebuilds 2 miles, 3 lanes in each direction
 - \$67 M estimated
 - Proposed completion - Fall 2020
- Visit www.RebuildingI93.com for more information on these projects

Exit 4A Programmed Funding

- Project is programmed in the State's 2017-2026 Ten Year Transportation Plan at \$56.8M*
 - ❑ Preliminary Engineering – \$7.6M
 - ❑ Right of Way - \$11M
 - ❑ Construction - \$38.2M (FY 19 - 22)
 - * Includes town contribution, indirect costs and inflation adjustment
- Each Town only responsible to pay up to \$5M
 - ❑ Preliminary Engineering - \$7.50M (\$3.6 prior expenditure)
 - ❑ Construction - \$2.5M

Derry & Londonderry's Role

- Towns are joint project sponsors
- Towns will manage the project through the EIS process, working closely with NHDOT
- Towns will review and provide input to the EIS technical studies based on their knowledge of local conditions, issues, and trends

Project Team

Team Member	Primary Areas of Responsibility
CLD	Overall project management and coordination, preliminary engineering, survey, base mapping, right-of-way research, traffic analysis
Louis Berger	Preparation of the SDEIS and FEIS/ROD, land use, air quality, noise, indirect and cumulative effects, Interstate Modification Report, TransModeler, administrative record, SharePoint, public project website
Normandeau	Chloride/total maximum daily load (TMDL), water resources, wetlands and vernal pools, botanical, wildlife, threatened/endangered species, hazardous materials
RKG	Socioeconomics
SNHPC	Travel demand modelling
Victoria Bunker	Archaeological resources
Preservation Company	Historic resources (above ground)

Project Website

i93exit4A.com

Project Purpose and Need

- Reduce congestion and improve safety along NH 102 east of I-93
- Promote economic vitality in Derry-Londonderry area

Brief Project History

- Planning began in 1985
- DEIS Public Hearing 2007
- October 2015, Governor's Office backing NHDOT involvement to accelerate 4A
- December 2015, GACIT Committee supports addition into 10 Year STIP
- June 2016, Legislative Approval of Ten Year Transportation Plan with accelerated program for Exit 4A

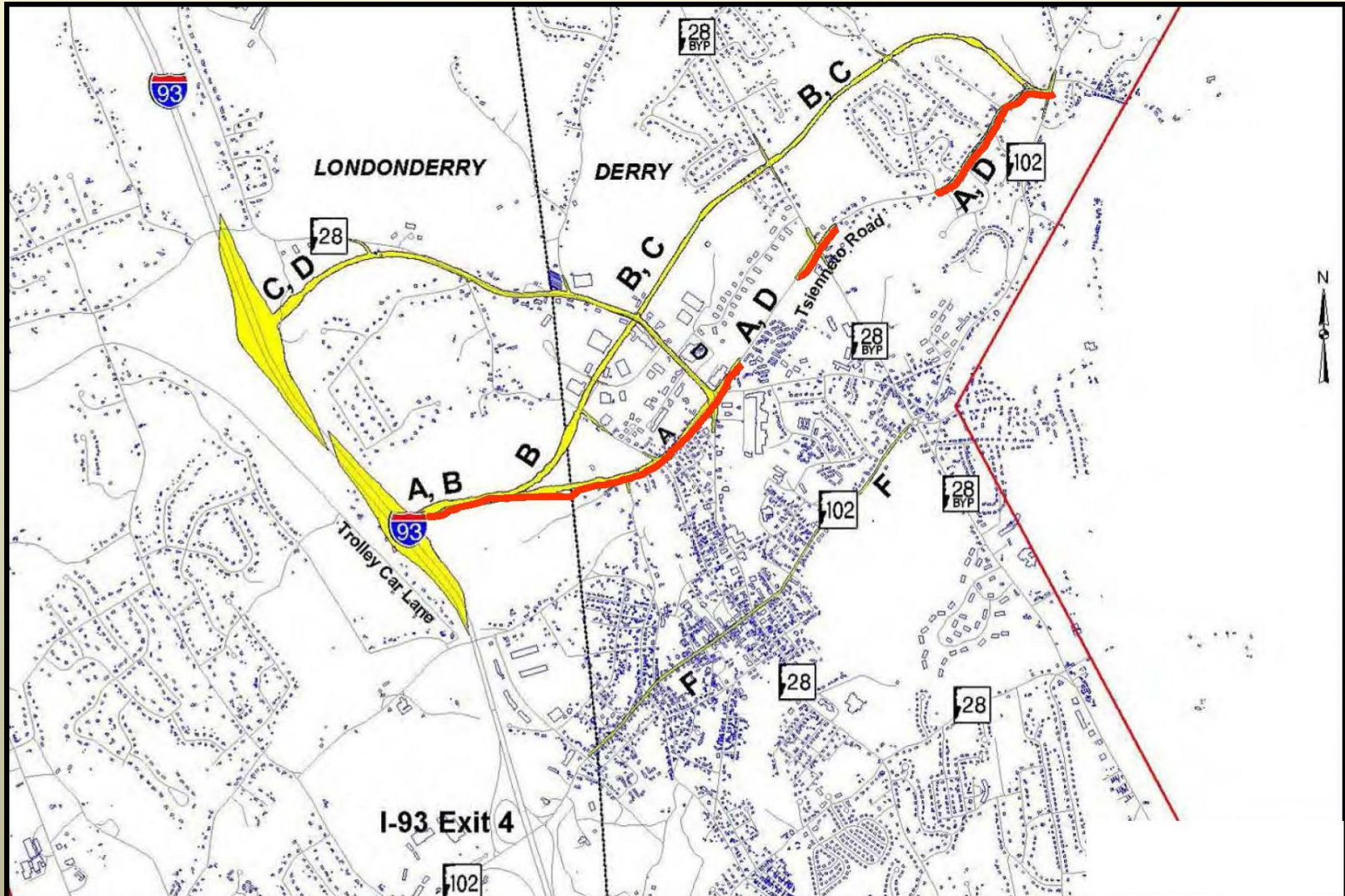
2007 Public Hearing Feedback

- Project cost and funding uncertainty
- Environmental impacts (wetland, vernal pools, water quality measures)
- Individual property impacts

Current EIS Process

- FHWA requested Supplemental Draft EIS in accordance with NEPA to address new information and circumstances over the passage of time since the 2007 DEIS.
- Updating of studies began in June 2016 (traffic, socioeconomic projections, land development proposals, changes in the existing condition of environmental resources and changes in regulatory requirements).
- SDEIS will provide updated assessment of the No Build Alternative and the five Build Alternatives previously evaluated in the 2007 DEIS.

Reasonable Range of Alternatives



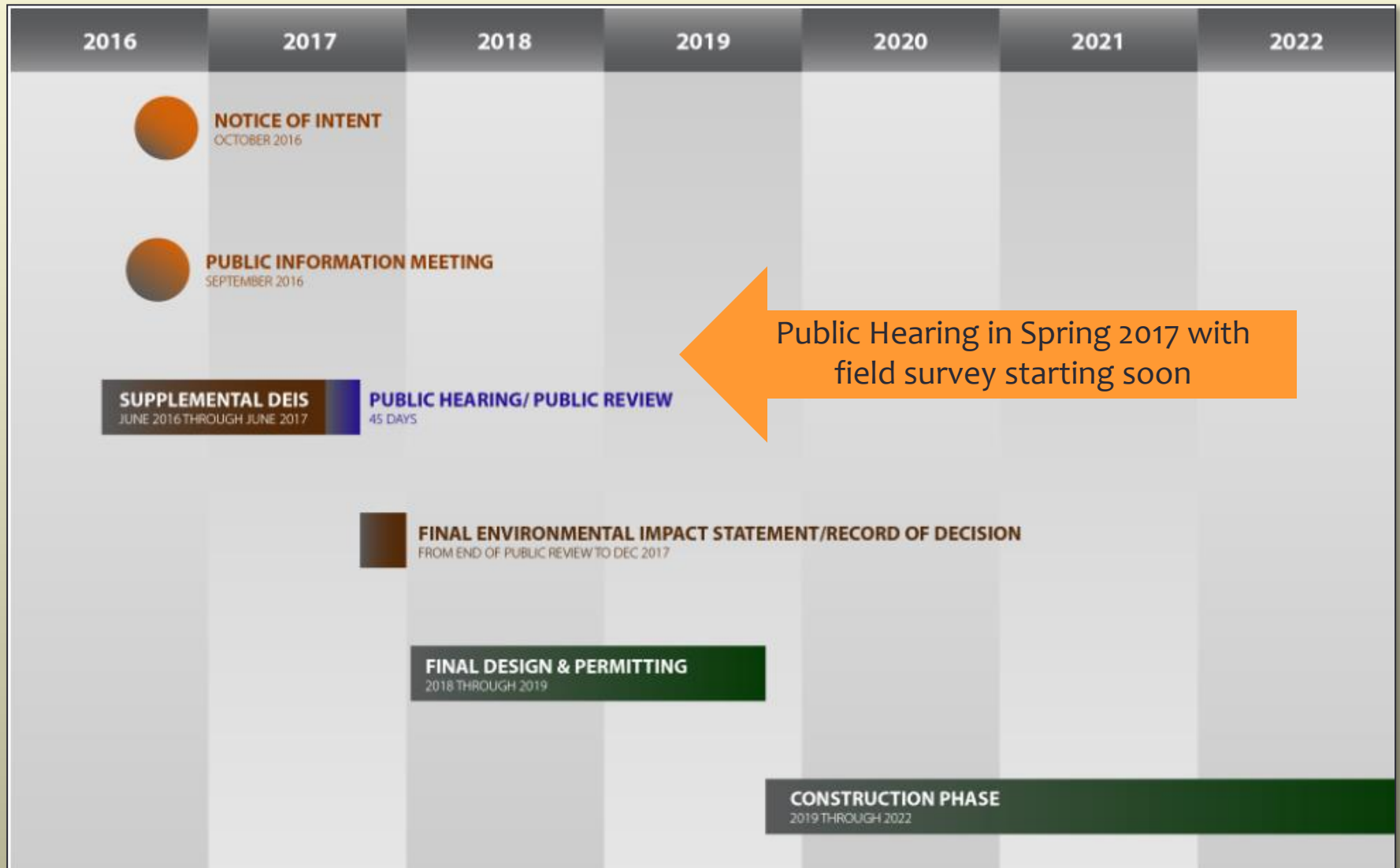
Environmental Analysis Updates

- Traffic and Transportation (including Interstate Access Modification Report)
- Surface and Ground Water Resources (including chloride)
- Land Use/Socioeconomics
- Air Quality and Noise
- Threatened and Endangered Species
- Wetlands and Vernal Pools
- Cultural Resources
- Contaminated properties
- Indirect Effects/Cumulative Impacts (including Woodmont Commons)

Section 106 Consulting Parties

- Section 106 of the National Historic Preservation Act requires federal agencies to consider effects on historic properties.
- Consulting parties in the Section 106 process include the State Historic Preservation Officer, Tribes, local governments, local historic preservation groups, local property owners, and others with a demonstrated interest in the project.
- Consulting parties actively participate in the Section 106 review process.
- Contact Marc Laurin (MLaurin@dot.state.nh.us) or Jamie Sikora (jamie.sikora@dot.gov) if you are interested in potentially being a consulting party for this project.

Schedule



Questions and Comments
