

I-93 Exit 4A Derry-Londonderry

NHDOT Project Number: 13065

Federal Project Number: IM-0931(201)



Project Fact Sheet—Updated 7/25/2018

The Towns of Derry and Londonderry (the Towns) and the New Hampshire Department of Transportation (NHDOT), in cooperation with the Federal Highway Administration (FHWA), are advancing an updated environmental study for the I-93 Exit 4A Project. A Supplemental Draft Environmental Impact Statement (SDEIS) will be prepared to update a previous DEIS completed in 2007. The Project consists of a new diamond interchange on I-93 in the Town of Londonderry, approximately one mile north of Exit 4. The new diamond interchange would provide access to the east side of I-93, as well as a connector road to the interchange and local roadway improvements. NHDOT is considering the use of a Design-Build procurement method for the final design and construction of the project.

What is the Purpose of the Project?

The purpose of the I-93 Exit 4-A Project is to reduce congestion and improve safety along NH 102, from I-93 easterly through downtown Derry and to promote economic vitality in the Derry/Londonderry area. Because current traffic congestion along NH 102 affects the vitality of local businesses and community character, the Project will be designed to alleviate peak period congestion along NH Route 102 through downtown Derry by separating through-traffic on NH 102 headed for the Interstate system from local, destination-oriented traffic. The Project will also be designed to improve interstate access to the east of I-93 for commercial and industrially zoned lands in both Derry and Londonderry. This coordination will allow for their planned and orderly development and will promote economic growth in the Derry and Londonderry area.

What Alternatives are Under Consideration?

Five Build Alternatives are under consideration:

- **Alternatives A and B** both involve a new diamond interchange on I-93 in the town of Londonderry, approximately 1 mile north of Exit 4. Under Alternative A, a 1-mile connector roadway would be built on new alignment from the interchange to Folsom Road, near the intersection of North High Street and Madden Road, in the town of Derry. Folsom Road and subsequently Tsienneto Road would be upgraded and the intersections would be improved to the project terminus at the intersection of Tsienneto Road and NH 102. Under Alternative B, rather than utilizing existing roads, a new alignment roadway would be

constructed north of Folsom Road and Tsienneto Road to connect with NH 102 at the Tsienneto Rd. intersection.

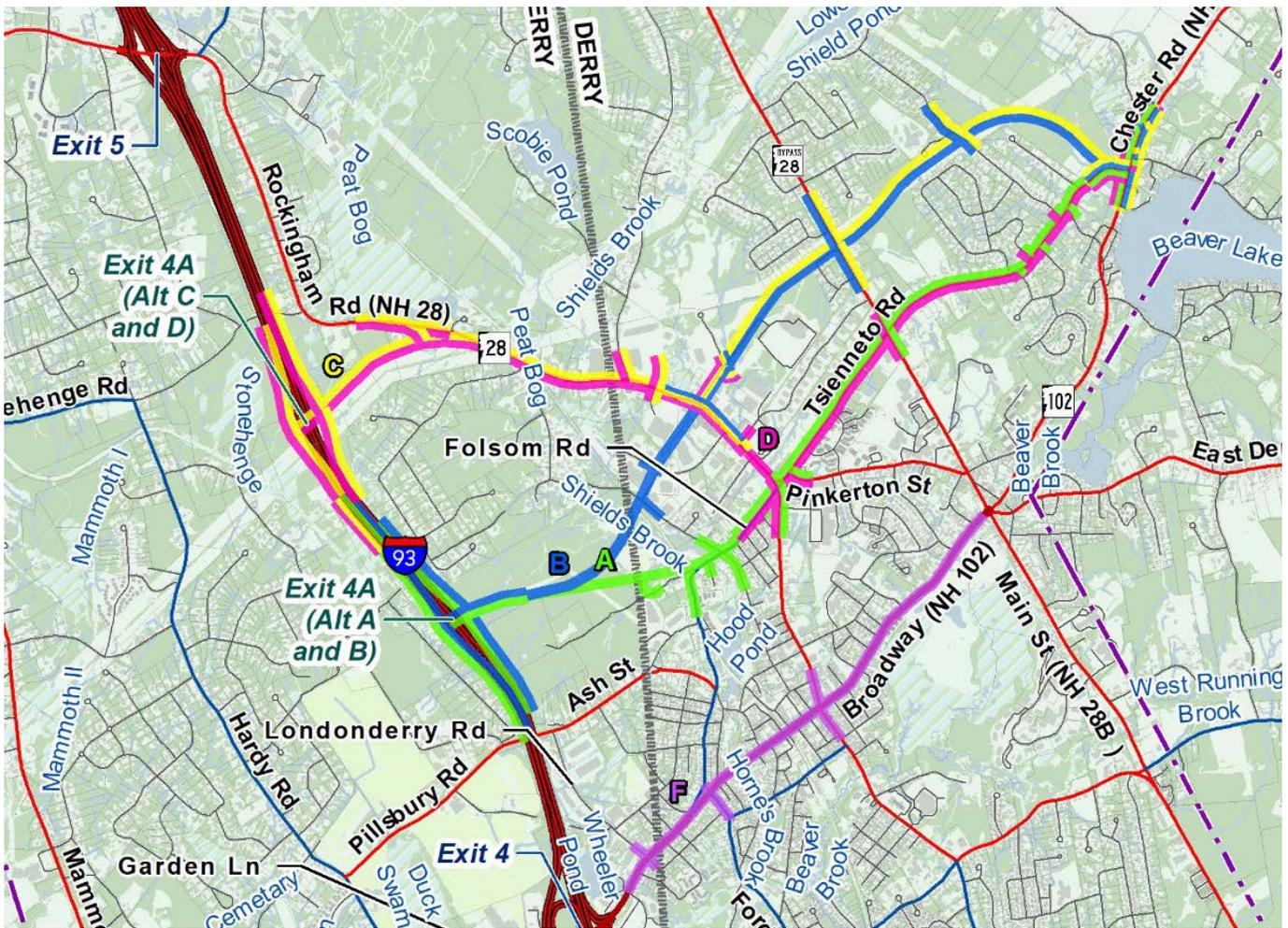
- **Alternatives C and D** both involve a new diamond interchange on I-93 in the town of Londonderry, approximately one mile south of existing Exit 5 (and north of the interchange location under Alternatives A and B). Both Alternatives C and D also include a connector road to NH 28 (Rockingham Road/Manchester Road), as well as upgrades to NH 28. Alternative C would then follow a new alignment similar to Alternative B, north of Tsienneto Road, before connecting to NH 102 at the Tsienneto Road/NH 102 intersection. Alternative D would follow NH 28 to the NH 28/ Tsienneto Road intersection, then upgrade Tsienneto Road to the intersection with NH 102 (similar to Alternative A).
- **Alternative F** involves the upgrade of approximately 1.7 miles of NH Route 102 through Downtown Derry, from Londonderry Road, at the Londonderry/Derry town line to NH Route 28 Bypass.

In the 2007 DEIS, Alternatives A and D included two gaps on Tsienneto Rd. where no improvements were proposed west and east of the intersection with the NH 28 Bypass. In June 2018 NHDOT and the Towns decided to incorporate improvements to these sections into the project because of deficient shoulder width and lack of sidewalks. These areas of Tsienneto Rd. will be upgraded to meet current design standards for sidewalks and shoulders, and as appropriate, impacts associated with these upgrades will be discussed in the SDEIS.

In addition to the Build Alternatives, a **No Build Alternative** will be analyzed in the SDEIS to provide a baseline for comparing the impacts of the Build Alternatives. The No Build represents future (2040) conditions without the construction of the Project.

What is the Preferred Alternative?

The 2007 DEIS identified Alternative A as the Preferred Alternative. Based on the technical studies completed to date, no new information or circumstances that would warrant reconsideration of the Preferred Alternative have been identified. Alternative A best balances meeting the purpose and need for the project with natural resource and community impacts. The rationale for the Preferred Alternative will be presented in the SDEIS. The final decision on the alternative selected for implementation will be documented in the Federal Highway Administration's (FHWA's) Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), following the opportunity for additional public review and input of the SDEIS.



Who is Involved?

Because this Project extends over multiple jurisdictions and intersects with the Interstate system, a collaborative approach is critical on this project. The New Hampshire Department of Transportation (NHDOT) is therefore working in partnership with the FHWA and closely with the consultant team led by Fuss & O'Neill, as well as the public and representatives from an Environmental Impact Statement Review Team (EISRT). The EISRT includes representatives from NHDOT, FHWA, Londonderry, Derry, and the consultant team. NHDOT is also working with other cooperating agencies including the U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (USEPA), New Hampshire Division of Historical Resources (NHDHR), and the New Hampshire Department of Environmental Services (NHDES). A Coordination Plan has been prepared pursuant to FHWA's 23 USC 139 environmental review process (as amended by the "Fixing America's Surface Transportation" (FAST) Act in 2015). The Coordination Plan identifies the roles and responsibilities for each agency and includes a detailed project schedule.

What is the project schedule?

An additional public information meeting to share details on the design and impacts of preferred alternative is planned for July 2018. The SDEIS is expected to be completed in September 2018, followed by a 45-day public comment period. During the public comment period, a public hearing will be held. The FEIS/ROD approval is anticipated in April 2019, followed by final design and permitting. Construction is expected to start in late 2019 or 2020. Various construction scenarios are currently being considered to complete the project as expeditiously as possible, specifically the use of a design-build procurement method.

How can I stay informed and participate?

As the Exit 4A Project moves forward, you are encouraged to stay involved by:

- Attending a public information meeting, such as the one to be held on July 25, 2018.
- Visiting our website (i93exit4a.com) for more information
- Providing your thoughts and suggestions through the “Feedback” link on the bottom of the project website or through the link on the top right corner of the webpage.
- Connecting with the following key project team members:
 - NHDOT: Keith Cota, PE 603.271.1615 or kcota@dot.state.nh.us
 - Consultant Project Manager from Fuss & O'Neill: Christopher Bean, PE 603.668.8223 or CBean@fando.com