

**STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**  
**BUREAU OF HIGHWAY DESIGN**

**Public Information Meeting**

**September 22, 2022**

**Open House @ 6:00 PM**

**Presentation @ 7:00 PM**

**West Running Brook Middle School, Gymnasium, 1 W Running Brook Ln, Derry,  
NH 03038**

## ***Attendance***

- NHDOT
  - Wendy Johnson, Dan Prehemo, Curtis Morrill, Marc Laurin, Jay Levine, Adam Smith, W. Cass
- Consultant
  - VHB - Pete Clary, Greg Goodrich, Pete Walker, Bryan Rios, Ben Martin
  - MJ – Gene McCarthy, Brian Colburn, Steve Ireland
  - ORC – John Johnson
  - RVA – Andrew Henson, Jason Silva
- Public
  - *Please view public attendee list in Appendix A*

## ***Meeting Purpose***

- The purpose of this meeting was to provide an overview of project improvements, describe the purpose and need, and present the current status of the project. The meeting focused on the 13065B project and rail trail layout, with general overviews of the 13065A, 13065C, 13065D, and 13065E projects. The team answered questions and gathered and responded to public input following the presentation.

## ***Materials***

- PowerPoint presentation
  - *See Appendix B for full presentation and graphics*
- Comment Forms
  - *See Appendix C for submitted written comment forms*

## ***Introduction***

Wendy Johnson (NHDOT, Project Manager) introduced NHDOT staff present at the meeting, described how the public can make comments and contact the team and sign up for email updates. The project website is [www.i93exit4a.com](http://www.i93exit4a.com) and the email address to send questions and comments is [exit4a@dot.nh.gov](mailto:exit4a@dot.nh.gov).

## ***Presentation***

The team presented a PowerPoint, which is available [on the NHDOT project website](#) and as an Appendix to these minutes. The meeting was also filmed by DerryTV and is [available on demand](#).

## ***Agenda (pg. 3)***

Ms. Johnson introduced Peter Clary, the Project Manager for VHB and Gene McCarthy, the Project Manager from MJ. Mr. Clary reviewed the meeting agenda, which included:

- Background & Project Improvements
- Project Breakouts

- Project Schedules
- Project Status
- Rail Trail History & Design
- Next Steps
- Questions and Comments

The new proposed Exit 4A interchange is located on I-93 in Londonderry between Exits 4 and 5, approximately 1 mile north of Exit 4.

The project purpose and need are to reduce congestion and traffic on local roads, improve safety and promote economic vitality in Derry and Londonderry.

Preliminary engineering and the Final Environmental Impact Statement were completed in early 2020 with final design engineering starting in April 2021.

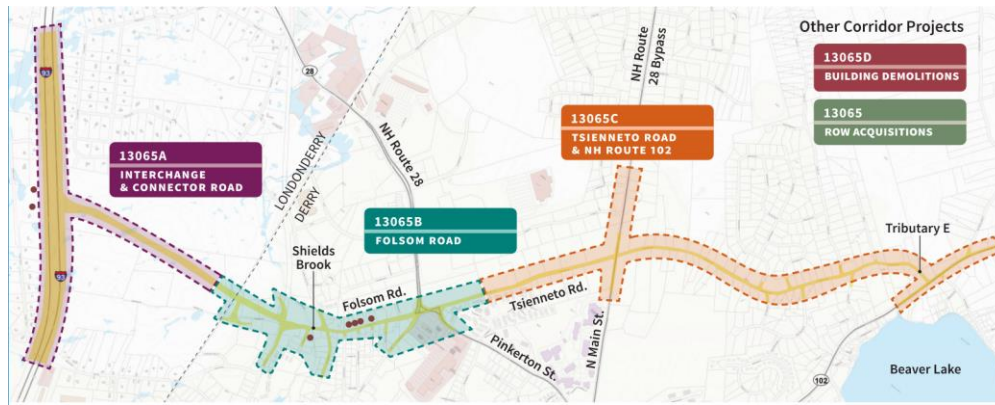
Project improvements include:

- New Londonderry interchange, with easterly access to Derry
- New 4-Lane connector road (Old Rum Trail) approximately 1 mile in length
- Folsom & Tsienneto Road improvement – 2.3 miles
- New bridges (3): Exit 4a interchange; Folsom Road over Shields Brook; Tsienneto Road over Tributary E
- Coordinated traffic signal system
- Stormwater treatment to meet MS4 (Municipal Separate Storm Sewer Systems) Permit requirements

Mr. Clary noted that the Bridge over I-93 (Exit 4A) will be an NHDOT owned and maintained bridge. The Shields Brook Bridge (Folsom Road) and Tributary E Bridge (Tsienneto Road) will be owned and maintained by Derry. Also, there is a need to meet MS4 standards in collecting water runoff consistent with best management practices.

### **Project Breakouts (pg. 7)**

Mr. Clary displayed a slide showing the locations of the projects (see below). They include 13065A – Exit 4A Interchange and Old Rum Trail, 13065B - Folsom Road, 13065C - Tsienneto Road and NH Route 102. The project also includes demolishing buildings owned by NHDOT through the 13065D and 13065E projects and Right-of-Way (ROW)/easement acquisitions for the entire project corridor (13065 project number). The 13065D contract recently finished construction last week with the 13065E contract being under design this fall.



### Schedule (pg. 8-9)

Mr. Clary presented slides with the design and construction schedules. He noted that construction typically does not begin until at least 3 months after the construction advertisement date due to the process to execute the contract.

- 13065A
  - Design Schedule: April 2021-April 2022
  - Construction Schedule: 2022-2024
- 13065B
  - Design Schedule: May 2021-October 2023
  - Construction Schedule: 2024-2025
- 13065C
  - Design Schedule: February 2022- January 2025
  - Construction Schedule: 2025-2026
- 13065D
  - Design Schedule: August 2021-January 2022
  - Construction Schedule: 2022
- 13065E
  - Design Schedule: August 2022-January 2023
  - Construction Schedule: 2023

Mr. Clary noted that NHDOT has acquired all full acquisition parcels needed to construct the project. Partial acquisitions and easements will be ongoing. The ROW process will continue through 2024 and be phased to prioritize ROW needs based on design and construction requirements. As the design team moves through each project, an emphasis will be placed on minimizing ROW impacts.

#### ROW Project Schedule:

- 13065A
  - ROW Start: June 2021-April 2022
  - Parcels: 26
  - Acquired: 2
  - Duration: 110 months
- 13065B
  - Design Schedule: October 2022-September 2023



- Parcels: 65
- Acquired: 10
- Duration: 11 months
- 13065C
  - Design Schedule: June 2023-December 2024
  - Parcels: 100
  - Acquired: 0
  - Duration: 18 months

### **Project Status (pg. 10-22)**

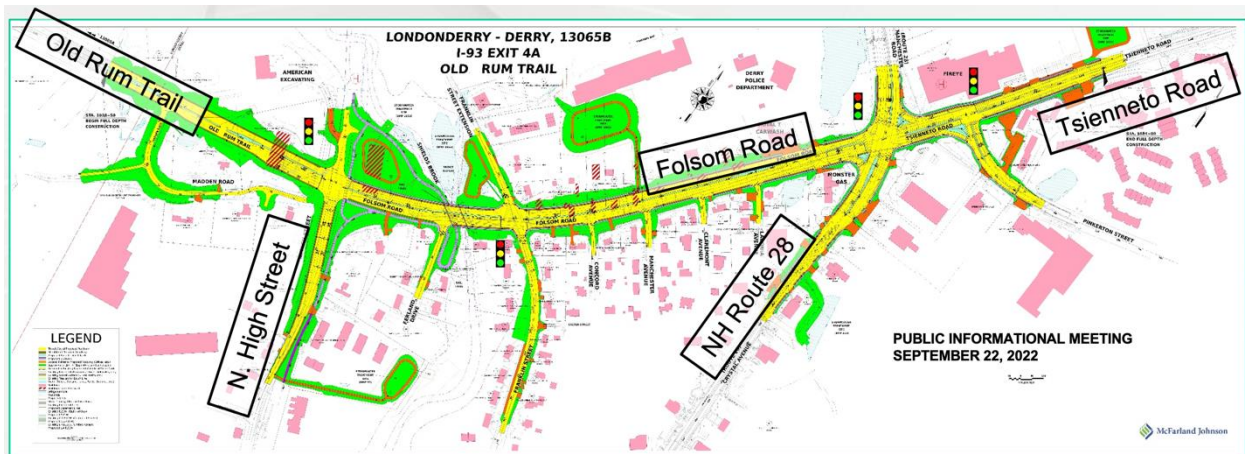
Mr. Clary provided a brief update on the entire project before turning the presentation to Mr. McCarthy (MJ) for a detailed presentation on the 13065B project. MJ is the lead designer for the 13065B project.

- 13065A (Interchange and Old Rum Trail)
  - Exit 4A Interchange
  - Contract Awarded to Weaver Bros. Const. on 6/15/22
  - Bid Construction Cost: \$45.5M
  - Anticipated Completion Date: Fall 2024
- 13065B Project (Folsom Road)
  - Connects Interchange/Old Rum Trail to Derry
  - New bridge over Shields Brook
  - Integrated traffic signal systems
  - Enhanced capacity on Folsom Road
- 13065C Project (Tsienneto Road)
  - Rehabilitation of Tsienneto Road
  - New Tributary E Bridge
  - Signalization at NH Route 102 improves traffic operations
  - Corridor completion
  - Data Gathering, Survey, Environmental are ongoing
  - Geotechnical field program is complete
  - Preliminary Design is about 20% complete
  - Design advancing towards 2023 ROW start
- 13065D Progress (Building Demolitions)
  - Designed, advertised, and bid
  - Awarded to Spears Bros Building Salvage & Wrecking on 4/6/22
  - Bid Construction Cost: \$322k
  - Completion Date: September 13, 2022
- 13065E Progress (Building Demolitions)
  - Advertising anticipated January 2023

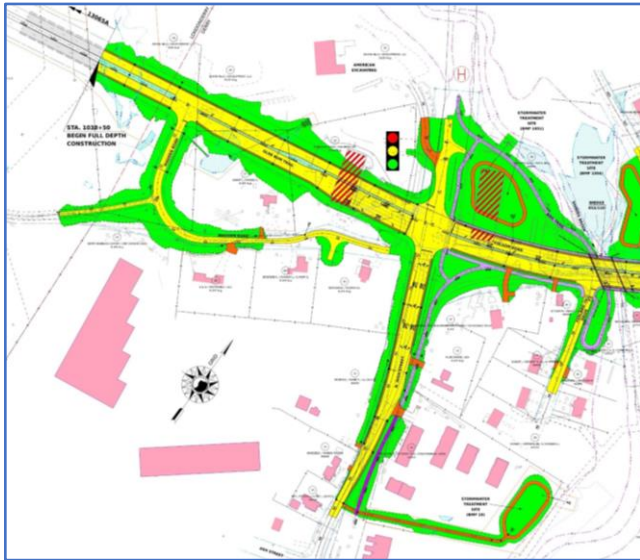
Mr. McCarthy emphasized 13065B section of the project.

- 13065B Project (Folsom Road) overview – see graphic below
  - Connects Interchange/Old Rum Trail to Derry
  - Reconstruction of Folsom Road and Side Roads
  - Proposed Stormwater Treatment Facilities

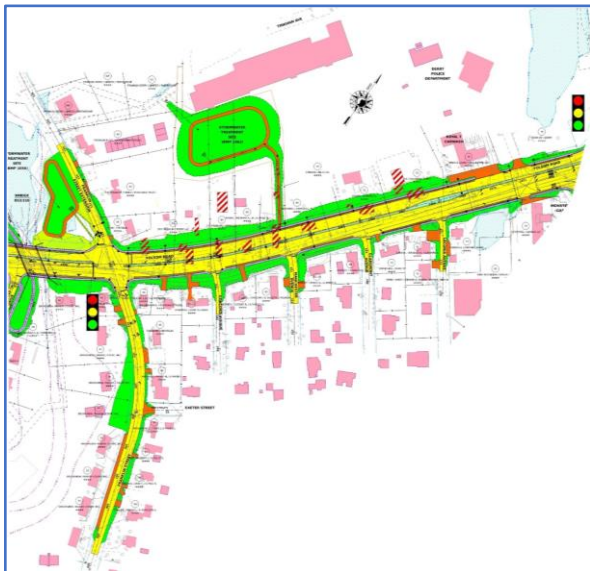
- Implementing temporary traffic signals at NH Route 102 are not included in the 13065B for the following reasons:
  - Retain existing lane use
  - No proposed widening, ROW, and utility relocations
  - Increased through movement delays along NH Route 102
  - Increased traffic along Tsienneto Road during construction
  - Operational concerns with residential driveway offset from Tsienneto Road
- Slope and Drain (65%) milestone April 2022
- Beginning Utility Relocation Design Process
- ROW Plan Development has started and the ROW acquisition process is anticipated to start in October 2022
- Rail Trail Design Refinements



- Status 13065B Project (West Segment) – see graphic below
  - Old Rum Trail
  - Madden Road Access
  - Upgrades Folsom Road
  - New Bridge over Shields Brook
  - Rail Trail Extension
  - American Excavating Access
  - Stormwater Treatment Sites (2)
  - New Town Roads (2)



- Status 13065B Project (Middle Segment) – see graphic below
  - Upgrades Folsom Road
  - Upgrades Franklin Street and Extension
  - Stormwater Treatment Sites (2)
  - Potential drive modifications at the Police Department driveway



- Status – 13065B Project (East Segment) – see graphic below
  - Upgrades NH Route 28
  - Upgrades Tsienneto Road
  - Signal at Pinkerton Street
  - Stormwater Treatment Site (1)
  - Future Stormwater Treatment Site for 13065C Project



### Rail Trail Design History (pg. 23)

- Public Hearing included the Tunnel Concept
- During Design Build Procurement
  - Alternative Technical Concept Proposed and Accepted
  - Initial Estimated Project Savings of \$965,000
  - Reduction of Future Town of Derry Maintenance Costs
  - Lower Profile for Old Rum Trail
  - Provides Improved Connectivity to Folsom Road Sidewalks
  - Design Build Project Delivery Method cancelled in November 2020
- Final Design
  - Contract Executed in April 2021
  - Advancing Design per Standard Project Development Process
  - Concept design refinements still ongoing
  - Current estimated cost savings is \$770,000
  - Advertising Date: October 2023

### Rail Trail Proposed Alternative (pg. 25-41) – see graphic below

- 10' Wide Paved Path (widened to 15 in switchback area)
- 11' Vertical Clearance
- ADA Compliant
- 1,500 feet long
- Max Grade 4.96%
- Softened Curves
- Widened the U Curve
- Enhanced Signing and Striping



Mr. McCarthy explained the rail trail longitudinal slope for the alternative design. This included explaining the 5% slope with a visual representation of the 5% slope on the left-hand wall of the gymnasium. Mr. McCarthy then turned the presentation back to Mr. Clary.

**Rail Trail Cost Differential Analysis (pg. 42) – see graphic below**

Mr. Clary presented the cost comparison of the original rail trail design to the modified rail trail design that was just reviewed. The original rail trail design including a tunnel beneath Folsom Road that was estimated to cost \$1,175,000. The modified rail trail design removed the tunnel, lowered the profile along Folsom Road since the tunnel was removed, and included a longer trail design. The original estimated construction cost savings was approximately \$965,000. Through additional advancement of the design and accounting for inflation over the past few years, the current estimated construction cost savings is approximately \$770,000.

### Rail Trail Cost Differential Analysis

Public Hearing vs. Design Build Alternative Rail Trail Concept Savings = \$965,000  
Current Proposed Rail Trail Concept Savings = \$770,000

Major Cost Items	Change in Major Items (Public Hearing Design vs. 2022 Modified Rail Trail Design)	Estimated Cost Difference
Tree Clearing	+ 0.2 Acres	\$4,000
Excavation (Earth and Rock)	+ 8,850 CY	\$99,000
Fill	- 3,800 CY	- \$42,000
Crushed Stone (inc. fine grading)	+ 360 CY	\$16,000
Rail Trail Surface (Asphalt)	+ 1320 SY	\$36,000
Minor Items, Drainage and Erosion Control		\$5,000
Mobilization and Construction Engineering		\$12,000
<b>Rail Trail Estimated Construction Cost Difference</b>		<b>\$130,000</b>
Rail Trail Tunnel	Tunnel Eliminated	- \$1,175,000*
Shields Brook Bridge	Retaining Wall Extensions & Railings	\$275,000
<b>Estimated Total Cost Difference</b>		<b>- \$770,000</b>

\* Note that 2020 Public Hearing tunnel costs are escalated/inflated to 2022 for apples-to-apples comparison

**Next Steps for Project 13065B (pg. 43)**

- Overall Design Advancement
  - Roadways, Bridge, Retaining Walls, Trail, Traffic Signals, Signs
  - Utility Relocation Design and Incorporation
  - Finalizing Geotechnical Engineering
  - Stormwater and Best Management Practices Design
  - Traffic Control Plan Development and Construction Staging
- ROW Plan Development and Acquisition Process
- Specification Development
- Construction Cost Estimate Update
  - Currently \$29M
- Construction Advertising Date: October 2023
- Construction Start: Spring 2024

Mr. Clary closed the presentation and reminded attendees of how to submit questions and comments using the website ([www.i93exit4a.com](http://www.i93exit4a.com)) and email address ([exit4a@dot.nh.gov](mailto:exit4a@dot.nh.gov)). Ms. Johnson then invited the public to comment and ask questions.

### **Question & Answer\***

Ms. Johnson asked elected officials to come forward first with questions and comments.

*\*Where speakers identified themselves, their names are included.*

**Question (State Representative Katherine Prudhomme-O'Brien):** Seeing the surface pathway a year ago at the prior meeting was surprising because it was a new addition to the project. The speaker requested that the project team review the design-build procurement process and the process to identify alternative technical project concepts. It was asked who the alternative design was proposed to and who accepted it.

**Response (Ms. Johnson):** As part of the design-build process, the design teams develop alternative designs they believe are better and/or more efficient. In this particular case, one of the design teams developed the rail trail alternative technical concept which still meets the same requirements, is safe for the public, and saves money. The NHDOT design team reviewed the alternative technical concept with a representative from the Derry Rail Trail and, following the meeting, they wrote a letter of “no objection” stating they were comfortable with the alternative design if the option moves forward. When the design-build procurement was canceled, NHDOT became the owner of the alternative technical concepts which means NHDOT can use them as their own. NHDOT again contacted the Town of Derry and the Derry Rail Trail Alliance and there was still no objection with moving forward, following that outreach.

At that point, NHDOT moved from a design-build process to a design-bid-build contract and included the alternative technical concept design in the contract. When the designer was selected, the alternative technical concept was included in the design plan.

Where the project is over \$50,000,000 Federal Highway Administration requires a value engineering study on the project. A value engineering study requires an independent third-party evaluation of any



revisions being proposed. This value engineering team also recommended the alternative trail design. Where the alternative trail design was not any different than what had been presented to the Town and the Rail Trail Group, NHDOT proceeded with the design.

**Question:** There are two trails, the new rail trail, and the dirt path. Is the dirt path necessary or is it there to appease people who are upset with the rail trail (the new path)? If the project team is going to move forward with this new path, will the dirt path and anyone who decides to use it be safe and will it slow down traffic patterns?

**Response (Ms. Johnson):** The stone dust path is there as part of initial coordination with resource agencies, such as historic representatives. They suggested NHDOT include the stone dust path in the design. The pedestrian crossing design is no different than if the path had not been included, there is going to be a pedestrian push button at that crossing for pedestrians regardless. The crossing time at the intersection will not change because of the inclusion of the stone dust path.

**Question (Representative Richard Tripp):** At the beginning of the presentation, NHDOT said NHDOT met with the rail trail group and that they expressed several concerns. Has NHDOT dealt with all of their concerns?

**Response (Ms. Johnson):** NHDOT has heard all of their questions and concerns. NHDOT met with them a couple of weeks ago. All of their concerns were related to ADA compliance and the rail trail slope. NHDOT believes we have addressed the ADA compliance concerns.

**Question:** The Route 102 and Tsienneto Road traffic signal had been moved to the 13065B project and now is going back to in the 13065C project. There are high school students who travel Route 102 and use Tsienneto Road to get to school. Residents want to understand the time difference between the exit being completed and the traffic light being completed. How much time between completing the exit and the completion of the traffic light?

**Response (Ms. Johnson):** The traffic light at Route 102 and Tsienneto Road was never moved to the 13065B Project. NHDOT considered moving it from the 13065C to the 13065B project because of concerns expressed at the October 2021 Public Meeting last year. When NHDOT looked at it, it was determined that moving the traffic light work would add more traffic to an already busy intersection during construction.

The 13065B Project, currently under design, will be under construction for 2 years and is proposed to be completed in 2025. NHDOT is not opening the connection between the 13065A and the 13065B project until the 13065B project is completed. Therefore, the focus should be on the time between the completion of the 13065B and the 13065C project. The 13065C project is scheduled to complete construction in 2026. However, the contractor may construct the project in such a manner that the traffic signal at NH Route 102 is opened prior to construction completion.

Ms. Johnson asked if there were any questions from any other elected or town officials. There were none.

Ms. Johnson asked abutters to come forward with questions and comments.

**Question (Steve Trefethen):** An abutter owns several parcels on the B section earmarked for possible taking. The abutter is also a developer in Derry who has two properties that will be developed between

the exit, and Crystal Avenue and Manchester Road. The speaker wants to create a gateway into the Town of Derry rather than the pass-through to get to Woodmont. On the design side, NHDOT lists October 2023 as final approval. Can that date be moved up; does it look like it could be a little closer or is that the timeline?

**Response (Ms. Johnson):** Referring to parcels 62 and 63, on the corner, NHDOT are currently working on the design and about 65% through the design. NHDOT is proposing to advertise the 13065B project in October of 2023. However, NHDOT does not rush through right-of-way negotiations. The project is finding right-of-way negotiations are taking more time than anticipated, the advertisement date could extend beyond October 2023. As soon as preliminary work is finished, the right-of-way acquisition process will start. I would anticipate NHDOT will begin talking to property owners about right-of-way acquisitions around Spring of 2023.

**Question:** Last meeting the speaker had asked about the frontage NHDOT was going to take from their property, and now they have noticed the amount has changed. The speaker is wondering since the Town of Derry has taken frontage through the years during other construction projects, is there a maximum of frontage NHDOT is able to take off their property?

**Response (Ms. Johnson):** NHDOT does not set a maximum or minimum that NHDOT can take from any individual property. NHDOT will review the actual impacts and base our takings requirements on that. The 65% design plans are still being refined, and the impacts on the speaker's property will be determined once the final design is complete. NHDOT would suggest discussing this further with Mr. McCarthy (MJ) to review the specific impacts.

**Question (Alex Burnheart, Andover, NH):** Represents the ad hoc committee to save the Derry tunnel. The committee is interested in saving the rail trail tunnel as a key connector to the Granite State Rail Trail.

**Question:** Why isn't the Town of Derry or the state taking the frontage on the opposite side of the street? How is the air quality going to be? The speaker has land that is zoned industrial, and could sell it for business use. But then found out the parcel did not meet the minimum requirements.

**Response (Ms. Johnson):** Ms. Johnson asks if there is anyone from the Town of Derry who could answer her question about zoning after the meeting. An official from the Town raised their hand and stated that they have been in contact with the questioner.

Ms. Johnson asked rail trail representatives to come forward with questions and comments.

**Question (Mark Connors, Derry Rail Trail President):** It was mentioned that the cost savings of the rail trail tunnel was originally \$965,000 and is now \$770,000. In a meeting with NHDOT 2 weeks ago, there were 2 actual tunnel costs included in the plan. The \$1.75 million was the more expensive design, the \$900,000 was a cheaper option. Why wasn't the more affordable design included in the presentation?

**Response (Ms. Johnson):** The Derry Rail Trail asked us to look at the cost, and NHDOT did. NHDOT used the lower value and escalated the cost based on current pricing. If we used the higher-cost design, the difference in cost would be even higher once the pricing was escalated.

**Question (Mark Connors, Derry Rail Trail President):** The elevation charts presented show a 12-foot tunnel and under Shields Brook is now only 11-feet. How would an 11-foot tunnel impact the slope of



the road? The Derry Rail Trail would be supportive of a 10-foot tunnel, and did not see that on the plan which would make the slope even less.

**Response (Ms. Johnson):** The original design was planned for 12 feet. Another design firm recommended 11 feet, and another designer recommended 10 feet. A multimodal path needs to be a minimum of 11 feet to meet NHDOT requirements.

**Question (Mark Connors, Derry Rail Trail President):** The ongoing maintenance costs continue to be mentioned. The speaker's main concern is safety and the cost to the Derry taxpayer. This is a \$100M project. Other towns have built tunnels for rail trails. Why is Derry not getting the same as Londonderry or Windham might get for their rail trails? People are being told it is going to be cheaper. There has been no indication to see what maintenance of the tunnel will truly cost. A crushed stone path and pavement need to be maintained by the town, as well. It will need to repave, paint lines, and maintain signage. There is also a potential for flooding. Any analysis of what this is going to cost? The Derry Rail Trail has been a partner with the Town and NHDOT. The Derry Rail Trail wrote the letter referenced earlier because the Derry Rail Trail was trying to be a partner with NHDOT. Derry Rail Trail asks that NHDOT build the safest alternative, which they believe to be the tunnel.

**Question (Phil Brophy):** The speaker saw the bridge construction tonight and, as a security consultant, has some concerns. Will there be any illumination on this trail?

**Response (Mr. McCarthy):** Yes.

**Question (Phil Brophy):** There should be 24-hour lighting so there will not be any problems when it gets dark earlier in the day. A concern is people using this as shelter. Have Derry Police and Fire been involved in the design approval? There is a very difficult curve and in the case of an emergency, people want to make sure they can negotiate that curve and that area. Is 11-foot clearance a suitable clearance for emergency response?

**Response (Mr. McCarthy):** Yes, all the roads NHDOT is proposing accommodate all emergency vehicles.

**Question (Phil Brophy):** Does the project carry a warranty following construction? Is it 2 years?

**Response (Ms. Johnson):** There is a warranty for every project. It depends on the item. Many project items are warranted for 1-2 years. A project, like this, will realize any problems within 1-2 years so the contractor would be required to fix it at no cost to the state.

**Question (Jeff Latimer, President, Granite State Rail Trail):** This is an important connection for the rail trail for the state. It is not only a trail for New Hampshire but for New England. The Granite State Rail Trail Board noted that there are 2 driveway crossings and road crossings; there are three ways to get hit by a car and with the tunnel, that problem is eliminated. The Rail Trail also put out a petition asking for the tunnel versus the alternative plan shown tonight.

**Question (Bob Spiegelman):** A memo from NHDOT says that project managers should get feedback from rail trail groups. The speaker also presented letters for the record in favor of the tunnel option from many rail trail groups. The 5% grade is steep and double that of the railroad design. This can be improved. Folsom Road has a 7% grade, but for a car.

**Response (Mr. McCarthy):** Yes, 7% is fine for a car but not for a bike or pedestrian. Folsom Road has a sidewalk and bike lane used by pedestrians and bicyclists and a 7% slope is not appropriate for those

travelers. Folsom Road has a sidewalk and bike lane in each direction and would have a 7% slope with the tunnel design.

**Question (Bob Spiegelman):** That 7% could be reduced by making the tunnel a little deeper.

**Response (Mr. McCarthy):** If the project digs the tunnel deeper, its grade will approach 4-5%. The tunnel grade as proposed is already 3-4%, so if the project makes it deeper, the grade will get steeper.

**Question (Alex Vogt):** As a former NHDOT employee, the speaker believes there are many things wrong with this plan beginning with the design. What is the design speed for the rail trail?

**Response (Mr. McCarthy):** Under the Shields Brook Bridge and including the trail U it is a 12-mph design speed.

**Question (Alex Vogt):** What is the minimum radius?

**Response (Mr. McCarthy):** The U-turn is the driving limitation at that location. That turn is keeping the design speed at 12 mph.

**Question (Alex Vogt):** The design speed should be 18 mph which requires a 60-foot minimum radius at a 2% grade. Why not include an 11-foot tunnel on Folsom Road and increase the slope to 5%? What happened to the sidewalks west of North High Street and the Service Road?

**Response (Mr. McCarthy):** There are no sidewalks west of North High Street. The 13065A project and a section of Old Rum Trail on 13065B has a sidewalk panel, its graded, but there are no sidewalks being constructed until the Woodmont parcels decide what they are going to do. This project is not paving the sidewalk west of North High Street.

**Question (Alex Vogt):** Is the Service Road a town road or private?

**Response (Mr. McCarthy):** The Service Road is a public road.

**Question (Alex Vogt):** On the right-of-way for the rail trail on the north side, it appears that the project is only buying a portion of what will be needed for the future rail trail. Why not buy what we need now for the rail trail?

**Response (Mr. McCarthy):** The project is purchasing property necessary to construct this project. The project is unable to purchase more property than necessary to construct this project. There is a separate project that is looking to extend the rail trail to the north – it is a separate project with separate funding.

**Question (Alex Vogt):** There are no platforms shown for wildlife crossings. It was asked why NHDOT could not discuss the project directly.

**Response (Ms. Johnson):** NHDOT responded to the speaker's questions through the Town. NHDOT was unable to discuss the cost of the design-bid-build at the time called. NHDOT was still in the process of designing the project and wanted to discuss the project with the rail trail group. NHDOT did not know how the project would be changed but gave the speaker the project design at the time.

**Question (Andrew Myers):** As a user of the rail trail for a long time before they paved it. The speaker prefers the straight-through tunnel instead of the alternative design. Londonderry has four bridges built for the rail trail. In Windham, at Mallard Road, the rail trail is straight because of a prefabricated bridge. At the new Route 111 crossing a new bridge was constructed for the rail trail. Those accommodations

were made for the rail trail. Have any planners asked if this project could get additional infrastructure funds?

**Response (Ms. Johnson):** This project has not looked into additional funds as this project is fully funded.

**Question (Andrew Myers):** The speaker believes the project is not fully funded because NHDOT does not want to spend the money on the tunnel design. Can this go back to the drawing board and consider the tunnel design?

**Response (Ms. Johnson):** NHDOT will consider these comments.

**Question (Liz Greenberg):** Residents are in support of the tunnel; what action can we take to get that back into the plan?

**Response (Ms. Johnson):** NHDOT is taking comments at this meeting and will make a decision after the meeting.

**Question (Liz Greenberg)** Is there a process to get the tunnel included in the design? This is a \$100M project, and for a tenth of a percent more, it is wrong not to include the tunnel.

**Response (Ms. Johnson):** This is the process to provide comments on the project. Residents can also write a letter.

**Question (Paula Bedard, Bike Walk Alliance of New Hampshire):** The Bike Walk Alliance of New Hampshire is disappointed with the alternative plan. Bike Walk Alliance of New Hampshire does not believe it is the right solution. Bike Walk Alliance of New Hampshire wants to go back to the plan that includes the tunnel. It is the safest and simplest solution. Bikers should be separate from motor vehicle traffic. There exists the perfect opportunity to do so with this project. New Hampshire's rating for bike friendliness has decreased from 6<sup>th</sup> to 36<sup>th</sup> in the nation in the last 10 years. The state of New Hampshire should spend money on bike and pedestrian infrastructure.

**Question (Representative Katherine Prudhomme-O'Brien):** The representative prefers the straight pass way tunnel. That design is safer. Go back and go for the straight pass through at this point. As a person who lives on the road in Derry that goes into Windham, Beacon Hill Road. That road has the tunnel that goes under Route 93. The speaker says it is used 2-3 times a week. It looks like it is twice as long as the one proposed in this project and nobody uses it. A few people walk their dogs there and that is about it. If that is okay for the Town of Windham to get, Derry should get that as well. The speaker does a lot of walking on the rail trails. There is a pond that leads to Shields Brook and it has flooded in the past. There was a sudden break; the pond is dammed by beavers. The speaker would like to know about that pond and how the pond will be dammed up in a safer manner.

**Question (Wayne Morris, Windham Rail Trail Alliance):** A question on the 5% or the 4.9%. How long is that 4.9% heading north from Ferland Road to underneath the bridge? This is a safety issue with people trying to navigate this grade.

**Response (Mr. McCarthy):** The downgrade from Ferland Street to the bridge is just under 5% for approximately 300' before the profile flattens out to nearly a flat grade under the bridge before ascending up to the rail trail on an approximate grade of 4.7% for approximately 400'.

**Question (Wayne Morris, Windham Rail Trail Alliance):** The speaker is concerned with people trying to get up the 5% grade. Woodmont and Tuscan Village are planning to add 1,900 new housing units and both front on the Granite State Rail Trail. A large majority of those people are going to want to use the rail for recreation. In Windham, in one month there were 31,000 users. The flood zone has dropped from 100-year to 50-year storm. New Hampshire has had 5, one thousand year storms this summer. The speaker thinks the project should be planning for increases not decreases in storm levels.

**Question (Dave Topham, President, NH Rail Trails Coalition):** The speaker is currently involved in 5 New Hampshire bike/ped organizations and serves on 3 state committees and commissions with over 50 years in cycling experience. He is President of the New Hampshire Rail Trails Coalition. When the plan changed from design-build to design-bid-build NH Rail Trails Coalition was not aware of the change. The NH Rail Trails Coalition thought this tunnel was a done deal and did not know about the alternative trail until the October 2021 public meeting last year. This is a safety issue. The tunnel should not have been dropped from the design. Please consider this again and restore the tunnel.

**Question (Maria from Londonderry):** The speaker's husband rides a hand cycle which is 9 feet long. The curve, grade, and the crossing will not work for people like him.

**Question (John Daley, Board of Derry and Londonderry Rail Trail):** The speaker learned a lot and glad to hear the explanation about the new design of the trail. The speaker thinks the better design is the tunnel. A 5% grade going into the turn on the trail is not safe. The extra cost is for efficiency and safety which should be the top priority. Using the crossing will cause traffic to back-up. A tunnel would reduce the use of the crossing and improve traffic congestion.

**Question (Don Ware):** Apparently, the cost to maintain the alternative plan is less than the cost to maintain the tunnel plan. How is that possible when the tunnel plan is a fraction of the distance?

**Response (Mr. Clary):** When looking at maintenance costs the project needs to look at it from a long-term perspective. This would need more study, but it is believed that the cost to maintain the tunnel is more over the long-term than the meandering trail under Shields Brook Bridge.

**Question (Elizabeth Cole):** The speaker's family are frequent users of the rail trail and as a biker, maneuvering around people can be a challenge. Looking at this turn and trying to imagine getting around and sharing the space with pedestrians and others using the trail. It is hard on a straight path. The 5% grade is not insignificant. This is not a safe alternative. The speaker urged NHDOT to spend the extra money to keep the tunnel. The speaker said NHDOT said they were going to widen the curve. How much wider is it?

**Response (Mr. McCarthy):** The U curve is 15 feet wide as opposed to 10 feet.

**Question (Elizabeth Cole):** How about on that sharp rail trail corner? Has that been widened?

**Response (Mr. McCarthy):** No, that is still 10 feet. NHDOT can look at that.

**Question (Tim McFadden):** The speaker is a frequent user of the trail and the roads in the area. The speaker is concerned the design is telling the disabled and senior communities to stay home because of the trail grade which defeats the purpose of the rail trail. The advantage of the trail is it is flat and straight; cyclists can see what is in front of them. The curve and grades make it more difficult to

traverse. How much is it going to cost to retrofit a box culvert after that road is working? Safety requires NHDOT stick with the culvert underneath the road.

**Question (Mark Conners, Derry Rail Trail President):** The only letter the Derry Rail Trail sent to NHDOT said we rescind any support for the tunnel. During the design-build process, the Derry Rail Trail was contacted through the town by the state. To their credit, they reached out because they wanted to be a partner. One out of the 3 designers discussed the project with the rail trail group. The Derry Rail Trail looked at the alternative plan, and sent a letter saying that the Derry Rail Trail preferred a tunnel, but the Derry Rail Trail do not object to the alternative plan at this time. The Derry Rail Trail tried to be a good partner with the Town and NHDOT. The speaker and Ms. Johnson spoke on the phone and the speaker said Derry Rail Trail was comfortable with the alternative plan being considered. NHDOT then decided to move forward with the alternative plan.

**Question (Mark Conners, Derry Rail Trail President):** Is this a safer alternative to the tunnel?

**Response (Ms. Johnson):** The design presented is a safe design.

Ms. Johnson appreciated everyone's comments and closed the meeting.

## Appendix A – Public Attendee List

**Event:** NHDOT I-93 13065 Exit 4A Public Information Meeting

**Date:** September 22, 2022

**Location:** West Running Brook Middle School, Gymnasium, 1 W Running Brook Ln, Derry, NH 03038

**Event:**

**Date:**

**Location:**

**Sign-in Sheet - Please print clearly**

Name	Affiliation
Phil & Todd Archambault	Home owner
Brian/Laura Messina	Royal Carwash
MERIDITH L. SUITOR	Bike-Walk Alliance of NH
David M Sutor	"
Beth Jenkins	
Quande Young	
Jordan Young	Atlantic Civil Engineering

Please note that by including your email address above, you are signing up to receive project emails and

**Event:**

**Date:**

**Location:**

**Sign-in Sheet - Please print clearly**

Name	Affiliation
Michael J. Banks	Friends of the Salem Bike Path
MAY BRESLIN	LOWLANDER ENERGY SERVICES
Phil Gagnon	Homeowner/Volunteer
Andrew Myers	Homeowner
Ann Chiampa	LFB
Jean Boitwick	home owner
Jeff Crothos	Homeowner
Myra Nymman	Friends of Northern Rail Trail
Josh Bourdon	Town Council
Gretchen Baker	resident

Please note that by including your email address above, you are signing up to receive project emails and

**Event:**

**Date:**

**Location:**

**Sign-in Sheet - Please print clearly**

Name	Affiliation
David Nguyen	
Darrell Amel	Resident
Leigh Levinge	EHWA
Leigh Hitchinson	Resident
Ronald Goldthorpe	"
Nancy Casper	Resident
Wayne Morris	Windham Rail Trail Alliance
John J. Platek	Betty Chevrolet
ROBERT G RAYMOND	Windham Resident
AMY RAYMOND	Windham Resident
Chris Bonadrea	
EXSCE WITNEY	Co-founder DETA + DERRY RES.
Fay Chary	Resident Londonderry
Robert Desmarais	Resident Littlefield
Robert Madore	Derry Resident
Chris Oliverio	1 Trolley Co Lane

Please note that by including your email address above, you are signing up to receive project emails and

**Event:**

**Date:**

**Location:**

**Sign-in Sheet - Please print clearly**

Name	Affiliation
Michael Fava/Avn	abitters
James R. Sturtevant Jr.	Resident
Charles Little	
TOBIAS BELIVEL	RESIDENT
JEFF LATIMER	GRAVITE STATE RA
MARK SAMSEL	WINDHAM RAIL TRAIL ALL
PHIL BROPHY	RESIDENT
SAM SCHREINER	RESIDENT
Janet Siskring	Resident
Charlie Fote	Town
Sylvia von Lylock	SNHPC
Pete Shultz	Town
Patty Crothos	resident
Joy Dean O'Connor	resident Rail Trail 1534
Prohuld Baker	President

Please note that by including your email address above, you are signing up to receive project emails and



Event:  
Date:  
Location:

Sign-in Sheet - Please print clearly

Name	Affiliation
BOB JANUSZEWICZ	NHRTC
Laura Scala	
Johanna Brown	Rail Trail
Janet Chapman	
Stephen Okonsky	Selectman Chester N.H.
Samantha	LONDONDERRY
Steve Leaven	Derry
Alex Voigt	Rail Trail
MIA MERIAMA	PROPERTY OWNER
Robert Spigelm	CITIZEN
Alex Bernhard	Northern Rail Trail
Melissa Shinault	PROPERTY OWNER
Lynn DIZACK	PROPERTY OWNER
Elizabeth Anderson	Town of Derry
Elizabeth Cole	Resident of Derry
JOHN GROSSER	DITTO

Please note that by including your email address above, you are signing up to receive project emails and



Event:  
Date:  
Location:

Sign-in Sheet - Please print clearly

Name	Affiliation
Ron Kutterino	Providence
Larry Nieder	Obanin State Rep/Sol
Scott Fuchs	Property Owner
Janet Steel	Property Owner
Paul Susca	EXEC COUNCILOR
Chris Cox	EWANTH
Dan Brown	TRAIL USER
Cathy Lynch	PROPERTY OWNER
Mark L'Heureux	
Lynn Wilcox	
Jodi Nelson	State Rep

Please note that by including your email address above, you are signing up to receive project emails and



Event:  
Date:  
Location:

Sign-in Sheet - Please print clearly

Name	Affiliation
Brad & Marvris Carson	Home Abuter
Rep David Fine	State Rep.
David Chin	Resident Derry
GEORGE SIARDS	TOWN OF DERRY
Bob Marvris	
BURKE O'CONNOR	LONDONDERRY RESIDENT
Marge Badois	Londonderry Conservation

Please note that by including your email address above, you are signing up to receive project emails and




Event:  
Date:  
Location:

Sign-in Sheet - Please print clearly

Name	Affiliation
Dan Scanlon	Colliers
John T. O'Connor	Chairman Derry P.B
Linda Rockliffe	NH Rail Trails Coalition
Rick AUDY	" " " "
Robert Goss	Resident
Sen. Sharon Carson	NH Senate
Michael McDuff	Resident
Kerry King	Resident
Peg Kinsella	Resident
Paula Badois	Bike-Walk Alliance (NH)
Fran Rougey	Resident
Tom Lannan	Abbuton
Darrell Hulen	resident
Brad DIZACK	resident
DAVE COXAN	Town of Derry

Please note that by including your email address above, you are signing up to receive project emails and






Event:  
Date:  
Location:

**Derry-Londonderry-13065**  
I-93 Exit 4A

Sign-in Sheet - Please print clearly

Name	Affiliation
Don + Kim Meyer	FNRT
DAVID FRISON	Resident / Abutter
Tim PELOQUIN	Promised Land Survey
Richard TRIPP	
Robert J. Lyon	State Rep. Windham
JIM GOSS	Retired
David Lambert	State Rep. Londonderry
Janice Molsby	Resident
Douglas Flood	Town Council
Frank Hegarty	Abutter
Bernadette Hegarty	"
Paul LaMazabraie	ABUTTER
Trevor Goss	MJ
Debra Webster	Home owner
Salvage	ADVERT
Craig Cunningham	Home owner

Please note that by including your email address above, you are signing up to receive project emails and



Event:  
Date:  
Location:

**Derry-Londonderry-13065**  
I-93 Exit 4A

Sign-in Sheet - Please print clearly

Name	Affiliation
John Johnson	DRC - VHB
Angela Rios	HWY - VHB
Dawn Mize	NH State Rep
Monique Borowski	NH Rail Trails Coalition
Marc Flatter	Residential
Tamra Snyder	Resident
Margaret Fraser	Abutter
Elizabeth Greenberg	Resident/Abutter
Fay Provost	Resident
Roger Windt	Resident, TAE Church Rep.
Fred Kinsella	resident
JOHN KESSLER	RESIDENT
Susan Kessler	Resident
MATT MAYBERG	NH Home Builders
Ralph Zusman	Resident

Please note that by including your email address above, you are signing up to receive project emails and



Event:  
Date:  
Location:

**Derry-Londonderry-13065**  
I-93 Exit 4A

Sign-in Sheet - Please print clearly

Name	Affiliation
Pete Walker	VHB
JAMIE SILVERA	FITWA
DAVE TEPHAN	NHRTC
JOHN POTOCK	NH HOUSE - DERRY REP.
Mike Harrington	Harrington + Co
Tom Corkdon	Derry NH
Gage Wheeler	Office of Congressman Chris Pappas
JOE RUSSO	USRC - DERRY
ROBERT BEONSTRON	DETERI CONS COM
Rep. Linda Gould	State Representative
MICHAEL KONDOS	HOMEOWNER
MARIE FERRI	HOMEOWNER
Diane Caras	Homeowner
ARTHUR CARAS	HOMEOWNER
KEITH YAMPANIS	TRAIL USER

Please note that by including your email address above, you are signing up to receive project emails and



Event:  
Date:  
Location:

**Derry-Londonderry-13065**  
I-93 Exit 4A

Sign-in Sheet - Please print clearly

Name	Affiliation
Kevin Lang	Abutter
Timothy A. Coll	Blue Freedom Trail
Bob Bernoth	DRTA
Roberta Connell	
Tim McFadden	
ROBERT CARRIER	DERRY/LONDONDERRY TRAIL
Ben Donovan	Derry/Gardner Developer
David Stankiewicz	
Gordon Graham	Derry
Kendrick Beckwith	Derry
LINDA AREVEY	SALEM FRIENDS BIKES/PCORR
Brendena + Bill Fleming	Isienneto Rd
101 Franklin Derry LLC Steve	ref: the owner of Prop on site.
Claire Toussan	Derry resident
Steve Jones	" "
Maria Andrade	live in Derry

Please note that by including your email address above, you are signing up to receive project emails and



		Event:
		Date:
		Location:

## Sign-in Sheet - Please print clearly

Name	Affiliation
BOB JANUKOWICZ	NHRTC
Laura Scala	
John Brown	Rail Trail
Janet Chapman	
Stephen Okanson	Selectman Chester N.H.
Sam Wilson	LONDONDERRY
Steve Lannen	Derry
Alex Vogt	Rail Trail
MH MERIANO	PROPERTY OWNER
Robert Spiegelm	CITIZEN
Alex Bernhard	Northern Rail Trail
Melissa Shinault	Property Owner
Lynn DIZACK	PROPERTY OWNER
Elizabeth Robinson	Town of Derry
Elizabeth Cole	Resident of Derry
JOHN GROSSER	DITTO

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**Appendix B – Presentation**



**Derry-Londonderry  
I-93 Exit 4A  
(13065 Series)**

**Public Information Meeting**

[www.i93Exit4A.com](http://www.i93Exit4A.com)

September 22, 2022



## For those joining us remotely:

[www.i93exit4a.com](http://www.i93exit4a.com)

Project Email: [exit4a@dot.nh.gov](mailto:exit4a@dot.nh.gov)

- Submit questions and comments
- Additional project history and information
- Join the mailing list to stay informed

2



## Agenda

- Background & Project Improvements
- Project Breakouts
- Project Schedules
- Project Status
- Rail Trail History & Design
- Next Steps
- Questions and Comments

3





## Background

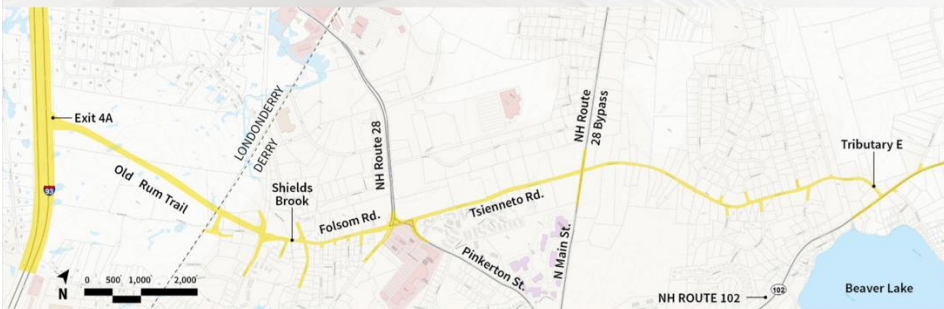
- New Exit 4A interchange proposed on I-93 in Londonderry, between Exit 4 and Exit 5
- **Purpose & Need:** Reduce congestion, improve safety and reduce traffic on local roads. Promote economic vitality in Derry & Londonderry
- Preliminary engineering completed in early 2020
- Final design engineering started in April 2021

4



## Project Improvements

- New Londonderry interchange, with easterly access to Derry
- New 4-Lane Old Rum Trail – 1 mile
- Folsom & Tsienneto Roads – 2.3 miles



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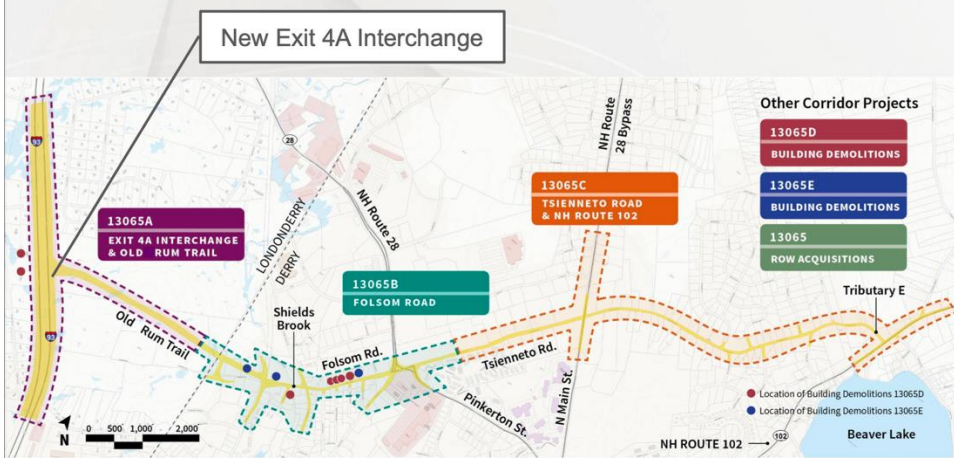


## Project Improvements

- New bridges (3): 1 NHDOT, 2 Town of Derry
- Coordinated traffic signal system
- Stormwater treatment to meet MS4 (Municipal Separate Storm Sewer Systems)



## Project Breakouts



## Project Design Schedule

Project	Design Schedule	Construction	Design Team
13065A	Apr. 2021 – April 2022	2022 - 2024	VHB
13065B	May 2021 – Oct. 2023	2024 - 2025	MJ
13065C	Feb. 2022 – Jan. 2025	2025 - 2026	VHB
13065D	Aug. 2021 – Jan. 2022	2022	NHDOT
13065E	Aug. 2022 – Jan. 2023	2023	NHDOT



## Project ROW Schedule

Cont.	Parcels	Full Acq.*	ROW Start	Duration (months)
13065A	26	2	Jun. 2021 – Apr. 2022	10
13065B	65	10	Oct. 2022 – Sep. 2023	11
13065C	100	0	June 2023 – Dec. 2024	18





## Status – 13065A Project (Interchange and Old Rum Trail)

- Exit 4A Interchange
- Contract Awarded to Weaver Bros. Const. on 6/15/22
- Bid Construction Cost: \$45.5M
- Anticipated Completion Date: Fall 2024



## Status – 13065B Project (Folsom Road)

- Ties Interchange/Old Rum Trail to Derry
- New bridge over Shields Brook
- Integrated traffic signal systems
- Enhanced capacity on Folsom Road



## Status – 13065C Project

- Rehabilitation of Tsienneto Road
- New Tributary E Bridge
- Signalization at NH Route 102 improves traffic operations
- Corridor completion



## Status – 13065C Progress (Tsienneto Road)

- Data Gathering, Survey, Environmental are ongoing
- Geotechnical field program are complete
- Preliminary Design is about 20% complete
- Design advancing towards 2023 ROW start





## Status – 13065D Progress (Building Demolitions)

- Designed, advertised, and bid
- Awarded to Spears Bros Building Salvage & Wrecking on 4/6/22
- Bid Construction Cost: \$322k
- Completion Date: September 13, 2022



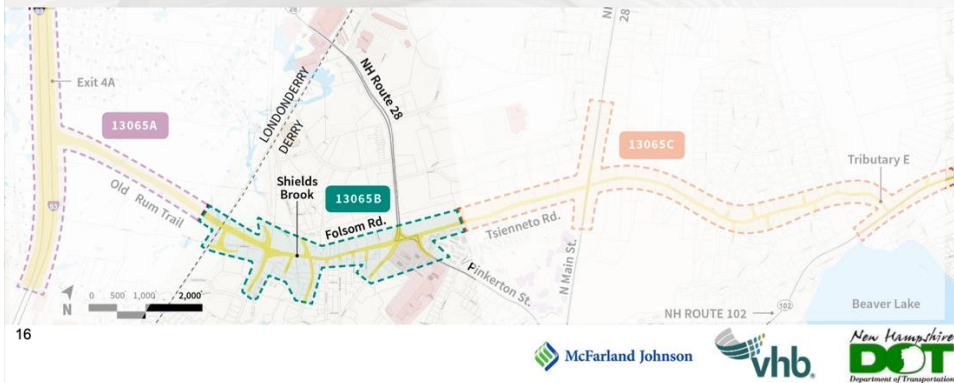
## Status – 13065E Progress (Building Demolitions)

- Advertising anticipated January 2023



## Status – 13065B Project (Folsom Road)

- Ties Interchange/Old Rum Trail to Derry
- Reconstruction of Folsom Road and Side Roads
- Proposed Stormwater Treatment Facilities



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## Status – 13065B Project (Folsom Road)

- NH Route 102 advanced temporary traffic signals are not included
  - Retain existing lane use – No proposed widening, ROW, and utility relocations
  - Increased through movement delays along NH Route 102
  - Increased traffic along Tsienneto Road during construction
  - Operational concerns with residential driveway offset from Tsienneto Road



17

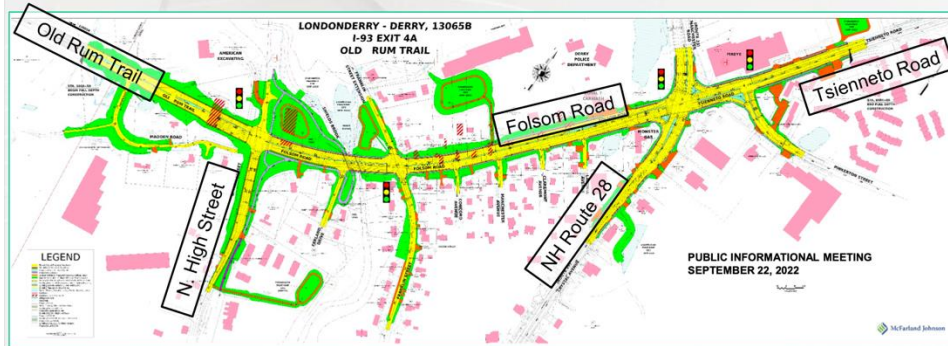
## Status – 13065B Progress (Folsom Road)

- Slope and Drain (65%) milestone April 2022
- Beginning Utility Relocation Design Process
- ROW Plan Development has started with Acquisition Process Starting in October 2022
- Rail Trail Design Refinements

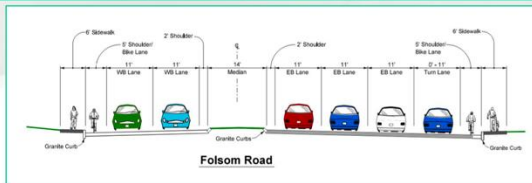


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## Status – 13065B Project (Folsom Road)



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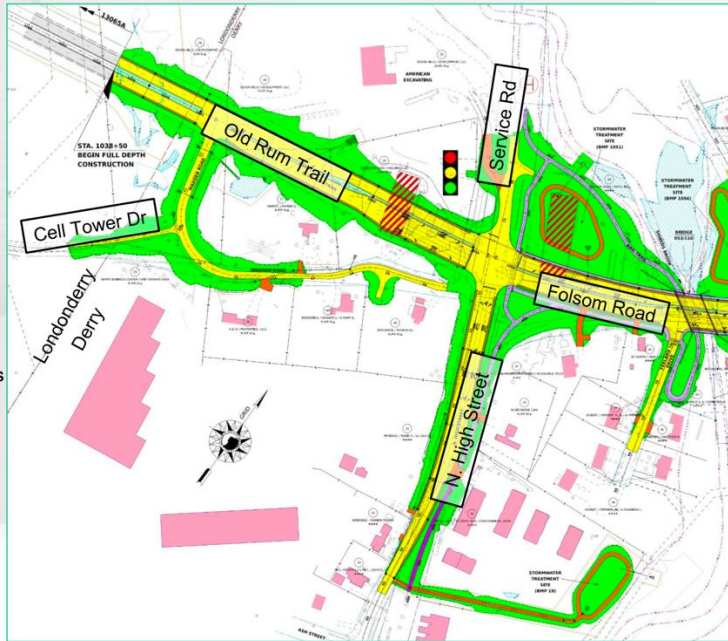




## Status 13065B Project (West Segment)

- Old Rum Trail
- Madden Road Access
- Upgrades Folsom Road
- New Bridge over Shields Brook
- Rail Trail Extension
- American Excavating Access
- Stormwater Treatment Sites (2)
- New Town Roads (2)

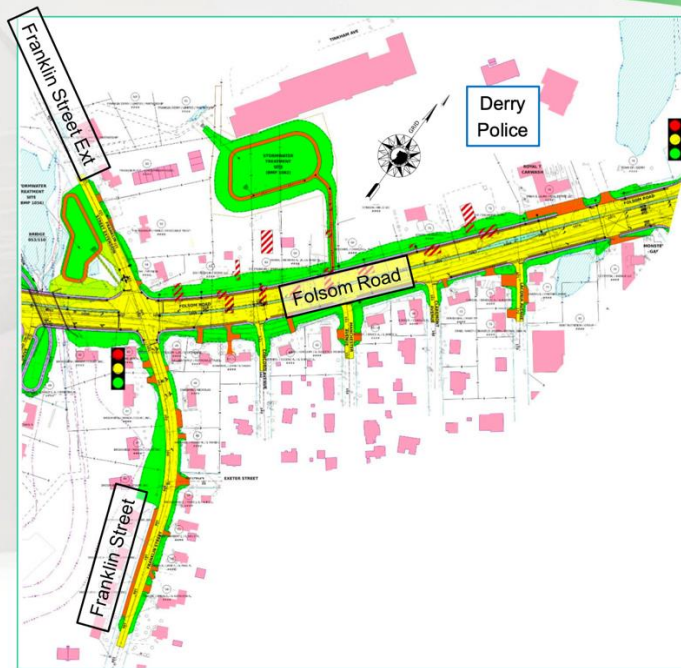
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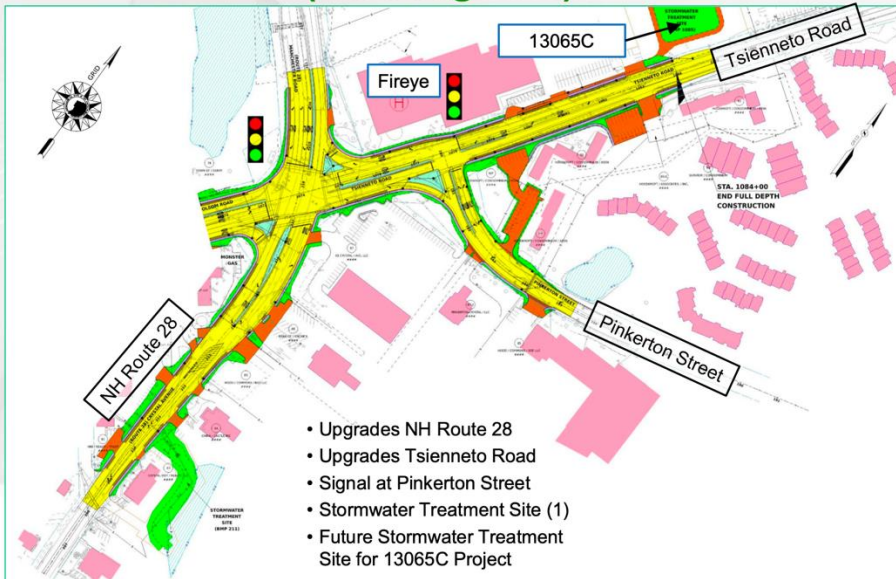
## Status 13065B Project (Middle Segment)

- Upgrades Folsom Road
- Upgrades Franklin Street and Extension
- Stormwater Treatment Sites (2)
- Potential drive modifications at the Police Department driveway

21



## Status – 13065B Project (East Segment)



## Rail Trail Design History

- Public Hearing included the Tunnel Concept
- During Design Build Procurement
  - Alternative Technical Concept Proposed and Accepted
  - Initial Estimated Project Savings of \$965,000
  - Reduction of Future Town of Derry Maintenance Costs
  - Lower Profile for Old Rum Trail
  - Provides Improved Connectivity to Folsom Road Sidewalks
  - Design Build Project Delivery Method cancelled in November 2020
- Final Design
  - Contract Executed in April 2021
  - Advancing Design per Standard Project Development Process
  - Concept design refinements still ongoing
  - Current estimated cost savings is \$770,000
  - Advertising Date: October 2023



## Rail Trail Hearing Plan and Proposed



Public Hearing Plan – Tunnel under Folsom Road



Proposed Alternative: Rail Trail at Shields Brook - Shared Crossing



## Rail Trail Proposed Alternative

### Questions and Concerns Raised

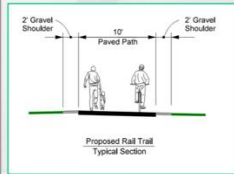
- Path Grades (too steep)
- Path Curves (too tight)
- Safety
- Flooding Potential
- Property Impacts
- Convenience
- Cost



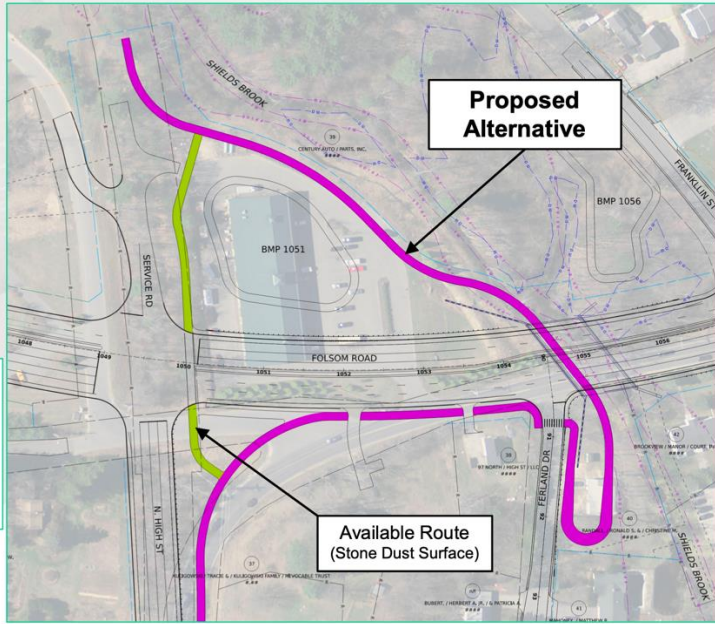
## Rail Trail Proposed Alternative

### Proposed Alternative

- 10' Wide Paved Path
- 11' Vertical Clearance
- ADA Compliant
- 1,500 feet long
- Max Grade 4.96%
- Softened Curves
- Widened the U Curve
- Enhanced Signing and Striping



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## Rail Trail Proposed Alternative



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# Rail Trail Proposed Alternative



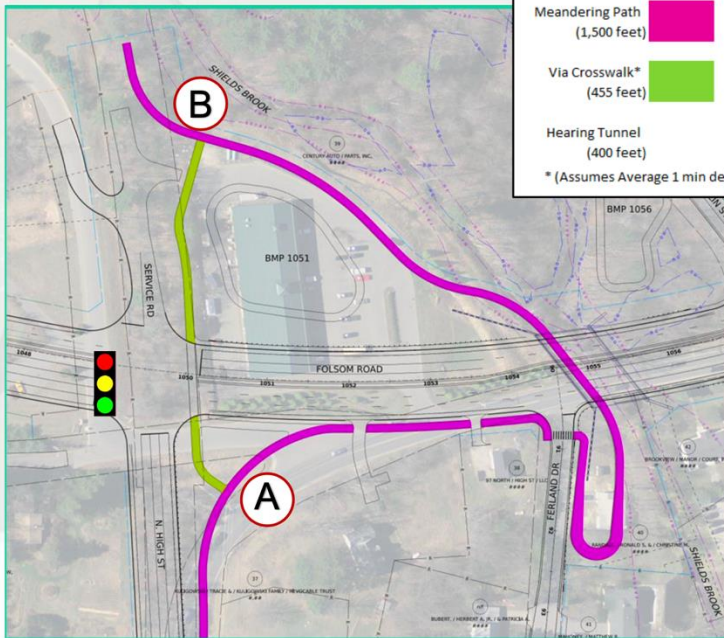
28



# Rail Trail Travel Time

		Pedestrians (minutes)	Bicyclists (minutes)
Meandering Path (1,500 feet)		7.0	1.3
Via Crosswalk* (455 feet)		3.2	1.4
Hearing Tunnel (400 feet)		1.9	0.4

\* (Assumes Average 1 min delay at Signal)

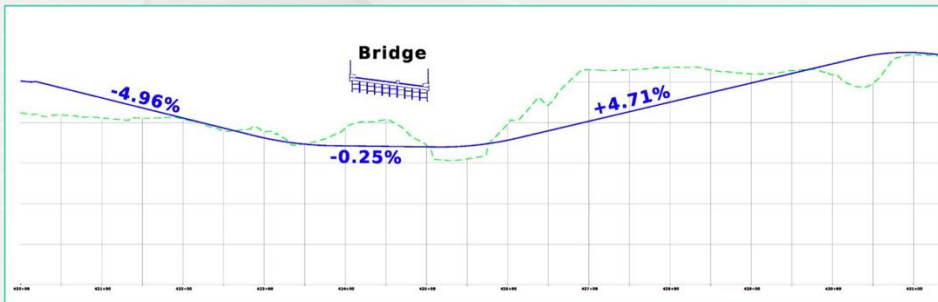


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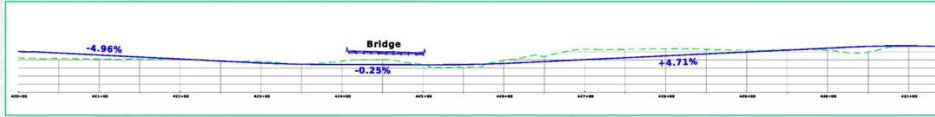


## Rail Trail – Proposed Profile (Exaggerated Vertical Scale)



Note: Vertical Scale 5x the Horizontal Scale

## Rail Trail – Proposed Profile (1:1 Vertical Scale)

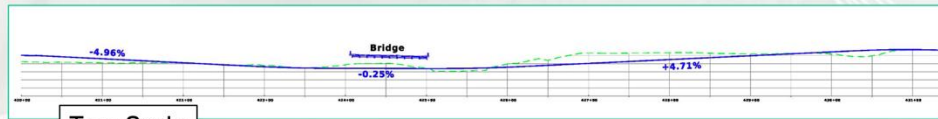
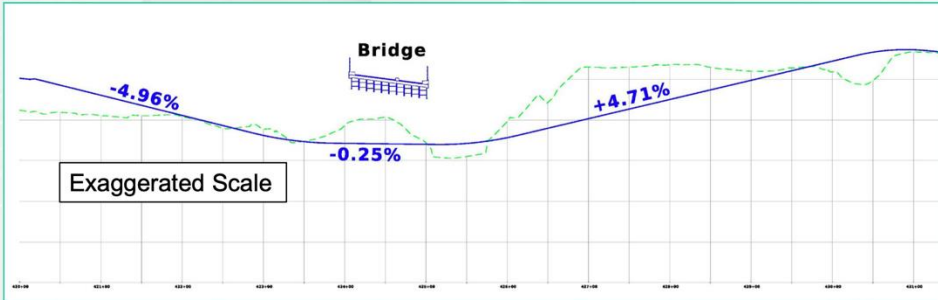


Note: True Scale

32



## Rail Trail – Proposed Profile (Comparison)



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## Old Rum Trail/Folsom Road Profile (Exaggerated Vertical Scale)

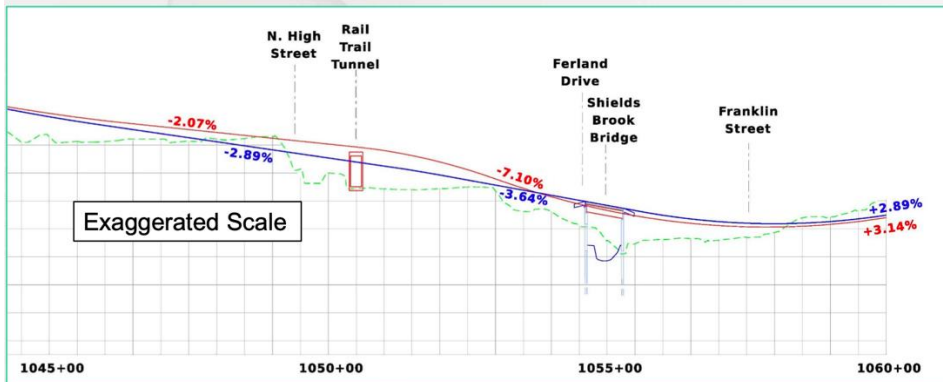


Note: Vertical Scale 5x the Horizontal Scale

34

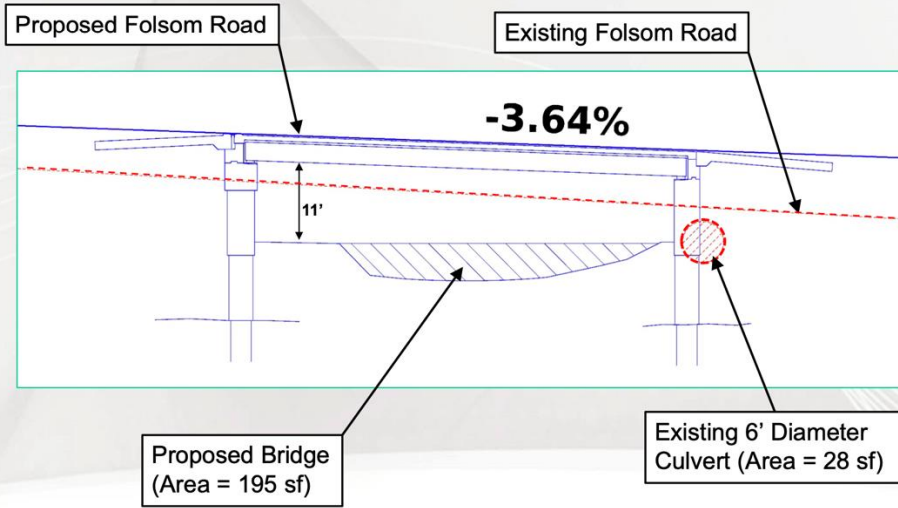


## Old Rum Trail/Folsom Road Profile (Comparison)





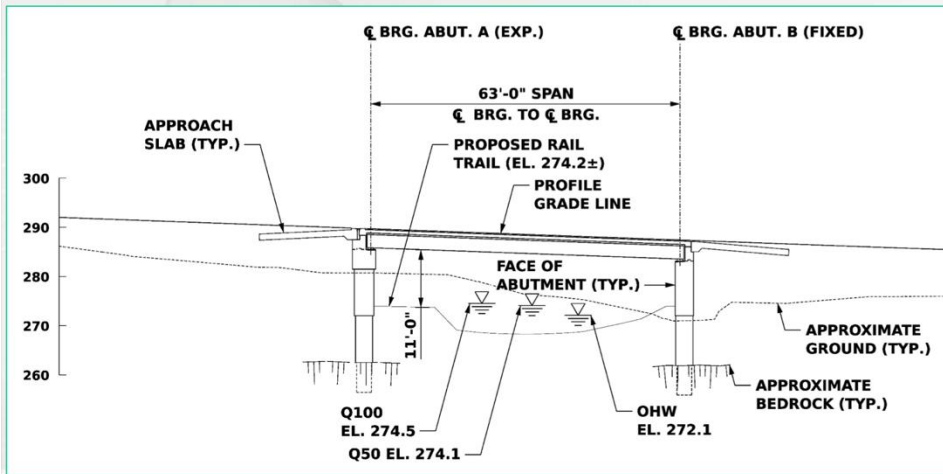
## Shields Brook Before and After



36



## Shields Brook Bridge



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## Recreational Trail Examples in NH

Manchester Street,  
Concord



38



## Recreational Trail Examples in NH

Fair Street, Laconia



39



## Recreational Trail Examples in NH

Sewalls Falls Rec Trail,  
Concord



40



## Recreational Trail Examples in NH

Sugar River Rec Trail,  
Newport



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## Rail Trail Cost Differential Analysis

Public Hearing vs. Design Build Alternative Rail Trail Concept Savings = \$965,000

Current Proposed Rail Trail Concept Savings = \$770,000

Major Cost Items	Change in Major Items (Public Hearing Design vs. 2022 Modified Rail Trail Design)	Estimated Cost Difference
Tree Clearing	+ 0.2 Acres	\$4,000
Excavation (Earth and Rock)	+ 8,850 CY	\$99,000
Fill	- 3,800 CY	- \$42,000
Crushed Stone (inc. fine grading)	+ 360 CY	\$16,000
Rail Trail Surface (Asphalt)	+ 1320 SY	\$36,000
Minor Items, Drainage and Erosion Control		\$5,000
Mobilization and Construction Engineering		\$12,000
<b>Rail Trail Estimated Construction Cost Difference</b>		<b>\$130,000</b>
Rail Trail Tunnel	Tunnel Eliminated	- \$1,175,000*
Shields Brook Bridge	Retaining Wall Extensions & Railings	\$275,000
<b>Estimated Total Cost Difference</b>		<b>- \$770,000</b>

\* Note that 2020 Public Hearing tunnel costs are escalated/inflated to 2022 for apples-to-apples comparison

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## Next Steps for Project 13065B

- Overall Design Advancement
  - Roadways, Bridge, Retaining Walls, Trail, Traffic Signals, Signs
  - Utility Relocation Design and Incorporation
  - Finalizing Geotechnical Engineering
  - Stormwater and Best Management Practices Design
  - Traffic Control Plan Development and Construction Staging
- ROW Plan Development and Acquisition Process
- Specification Development
- Construction Cost Estimate Update
  - Currently \$29M
- Construction Advertising Date: October 2023
- Construction Start: Spring 2024

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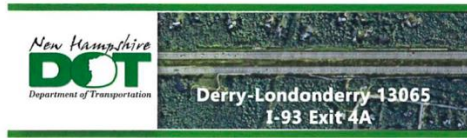
# THANK YOU - QUESTIONS?

Project Website: [www.i93exit4a.com](http://www.i93exit4a.com)

Project Email: [exit4a@dot.nh.gov](mailto:exit4a@dot.nh.gov)



## Appendix C – Written Comment Forms Submitted



COMMENT #1

### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

I am at 1 Tsienneto Rd. Unit 9. The plan shows the relocation of the parking lot which will now access from the parking lot off of Pinkerton St. The plan shows the new parking lot facing Tsienneto Rd. with cars parking directly in front of my unit. All of the exhaust from the cars will be flowing into my windows. Definitely unhealthy. Carbon Monoxide! Is it possible for the parking lot to come in swing toward Pinkerton St. That would allow the cars to park to the side area as opposed to in front of my unit. The placement of the proposed lot doesn't allow for any buffer between the parking lot and Tsienneto Rd.

NAME Patricia Norton TITLE HoodKraft Condo Owner

**RESPONSE:** NHDOT will consider her comment about relocating parking as final design advances and will reach out to her.



COMMENT #2

### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

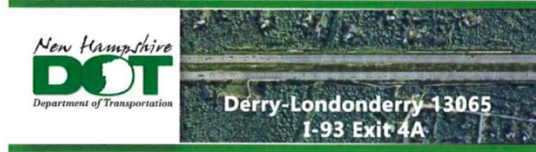
I am in Hoodcroft Condos. My unit is #9 and is closest to the intersection. It is my understanding that the current retaining wall and shrubs will be removed for the expansion. There will be 5 lanes of traffic driving past my unit with no buffer. My windows face Sienna Rd. The noise, fumes, and road dirt will greatly impact my ability to enjoy my home and is probably detrimental to my health. The 4 units in my building will be greatly impacted. More than any other units in Hoodcroft. My unit will be impacted financially and will decrease in value.

NAME Patricia Norton

TITLE

Hoodcroft Condo  
Unit Owner

**RESPONSE:** NHDOT will consider this comment as final design advances.



COMMENT #3

**Comment Form – 9/22/2022 Public Informational Meeting**

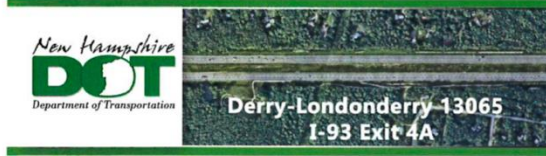
Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

I spoke with Steve Ireland who is familiar with my location and is ~~for~~ aware of the parking lot concern that I voiced. In addition to the location moving to the side if possible. I believe that there should be a buffer between my building (Unit 9) and Tsienneto Rd.

NAME Patricia Norton TITLE Hoodcroft Condo Owner  
 ORGANIZATION \_\_\_\_\_

**RESPONSE:** NHDOT will consider this comment as final design advances.





COMMENT #4

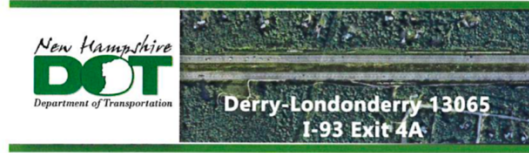
**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

There seems to be more concern about the rail trail and appeasing the trail people as opposed to being concerned about the people that live along Triennets Rd who will be drastically impacted. There should be considerable buffering put in place. Accessing and enjoying the rail trail is great but living in the middle of constant expanded traffic should be more important.

NAME Patricia Norton TITLE Woodcraft Condo Owner  
 ORGANIZATION \_\_\_\_\_

**RESPONSE:** NHDOT appreciates the comment.



COMMENT #5

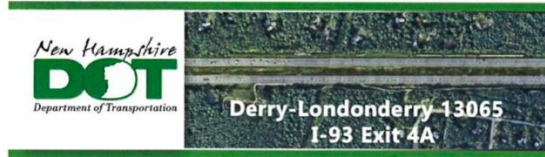
**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

PLEASE KEEP INFORMED RE: TSIENNETO RD  
EXPANSION AND ITS EFFECT ON HOODKROFT  
CONDOMINIUM. I AM VERY CONCERNED  
HOW IT WILL AFFECT MY UNIT AT  
HOODKROFT.

NAME NANCY CIANCIO TITLE CONCERNED UNIT OWNER  
ORGANIZATION HOODKROFT CONDOMINIUM

**RESPONSE:** NHDOT appreciates the comment. Please visit and subscribe to the project website, [Derry-Londonderry 13065 I-93 Exit 4A \(i93exit4a.com\)](http://Derry-Londonderry 13065 I-93 Exit 4A (i93exit4a.com)), to be kept informed on the project and upcoming meetings.



COMMENT #6

### Comment Form – 9/22/2022 Public Informational Meeting

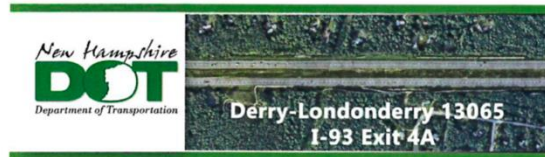
Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

As a frequent user of the Salem section I see middle-school students quite often using the trails. They cross the roads at high speed, sometime without watching for traffic.

The Derry section being considered is close to a Londonderry school. The children using the corridor are going to go straight-across the road. Providing the tunnel will eliminate this unsafe crossing point.

NAME Linda L. Harvey TITLE Co-chairman  
 ORGANIZATION Salem Friends of the Bike Ped Corridor

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.



COMMENT #7

### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

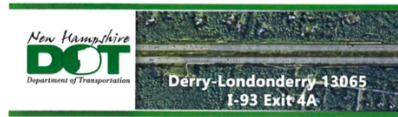
I am a disabled veteran who uses the trail in SALEM/WINDHAM/DERRY. I ride a recumbent tricycle and find road crossing dangerous due to my low elevation. Cars/drivers don't see me.

Please eliminate one road crossing by putting the tunnel in.

NAME Linda Hervey TITLE Co-chairman  
 ORGANIZATION Friends of the Salem Bike/Red Corridor

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.





COMMENT #8

**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

CAN N. High Street be made one-way?

IF you knew you would be taking  
 frontage why would you put in the  
 rail trail - Instead of taking Home owners  
 property.

Air Pollution - Around us  
 needs to be tested - we are  
 in a fish bowl on N. High St

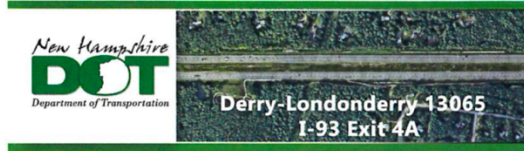
NAME Debra Webster TITLE MRS

ORGANIZATION Home owner

**RESPONSE:** N. High Street provides two-way connectivity to many locations and neighborhoods within Derry. Converting N. High Street into a one-way street would require an extensive traffic study to understand the potential benefits and deterrents to the street network. This study is outside the scope of this project and encourages the writer to speak with the Town of Derry about these concerns.

**RESPONSE:** The differences in property taking and easements required for the Public Hearing tunnel rail trail concept and the Shields Brook rail trail concept are relatively the same. Through the course of final design the property impacts will be reviewed and refined to practically minimize impacts.

**RESPONSE:** Air quality analysis was completed during the EIS and determined to be within National Ambient Air Quality Standards.



COMMENT #9

**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

BEST OPTION IS A BRIDGE, BUT A TUMPLEL  
 WOULD BE OK  
 SIGNALIZED AT GRADE CROSSING IS A HORRIBLE  
 IDEA

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NAME BOB HARVEY TITLE \_\_\_\_\_

ORGANIZATION FRIENDS OF THE SALEM BIKE PATH CENTER

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.

**RESPONSE:** The proposed signalized crossing at the intersection of Folsom Road and N. High Street is to connect the sidewalks on each side of Folsom Road that begin at this intersection and continue east. The signalized crossing will be retained no matter if the implementation of the tunnel rail trail option or the Shields Brook rail trail option is advanced.



COMMENT #10

**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

The revised rail rail plan is an incredibly bad design!

PLEASE ADMIT IT'S BAD AND REVERT THE ORIGINAL PLAN!

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NAME FRISCH WHITNEY TITLE CO-FUNNER

ORGANIZATION DERRY RAIL MASS ALLIANCE

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.



### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

My property abuts the newly paved section of the Derry Rail Trail over the dam at Hood Pond. I have seen an increased volume of traffic on this section of trail, even though it currently ends at N. High St. Once the trail is extended as part of the 4A project, volume of both pedestrian and cycle traffic will increase further.

I am a proponent of returning to the original tunnel design under Folsom Rd. It is a safer, more efficient design for our town and visitors who come to enjoy this great recreational resource.

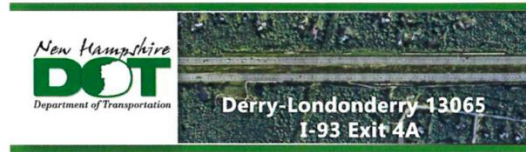
Please restore the original tunnel design for the Rail Trail + safety of all. Money should NOT be the deciding factor

NAME Elizabeth Greenberg TITLE Candidate for NH State Rep

ORGANIZATION \_\_\_\_\_

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.





COMMENT #12

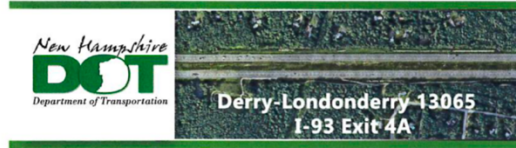
### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

The proposed "spaghetti plan" gives short shrift to the safety of cyclists, pedestrians, and other trail users. This design sends a message to NH residents and out-of-state visitors that providing safe recreational opportunities is not a priority for the State of NH. Keep it simple: provide a tunnel to keep the alignment safe and in keeping with the trail's RR heritage. Take advantage of this opportunity to create a recreational resource that the state can be proud of, rather than one that will make NHDOT an object of ridicule. Thank you for considering these comments.

NAME Paul Susca TITLE Board Member  
 ORGANIZATION BWANH

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.



COMMENT #13

### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

CONCERNS REGARDING PROJECT "C"

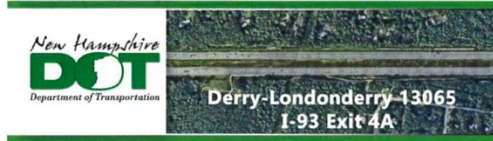
- PLEASE CONDUCT A TRAFFIC SURVEY TO DETERMINE WHETHER A TRAFFIC SIGNAL LIGHT OR OTHER TRAFFIC CONTROL DEVICE IS NEEDED ON TSIENNETO RD, EAST OF BYPASS 28 WHERE VEHICLES ENTER COMING FROM THE PINKERTON ACADEMY.

- PLEASE CONDUCT A TRAFFIC SURVEY TO DETERMINE WHETHER A TRAFFIC SIGNAL DEVICE OR OTHER TRAFFIC CONTROL DEVICE IS NEEDED AT THE CORNER OF LILLY LANE AND TSIENNETO RD (A SENIOR CITIZEN COMMUNITY.)

NAME J. LORES TITLE \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

**RESPONSE:** The NHDOT will coordinate with the Town of Derry to determine if a traffic study is warranted.



COMMENT #14

### Comment Form – 9/22/2022 Public Informational Meeting

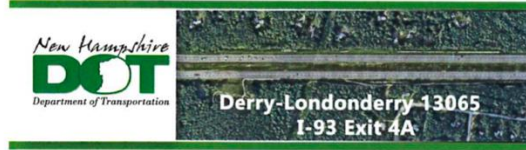
Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

*Please consider a round-about rather than lights @ intersection of TSIENNETO & RT 102. With lights, the back-up will be tremendous, particularly when Sikeston gets out of school, but also all day as this project diverts traffic from Broadway. I come from Keene, and believe me, round-abouts flow large volumes of traffic far better than lights.*

*The bike path plans will surely slow traffic on Folsom. Build a bridge or a tunnel for bikes, or repeat drivers on Folsom will funnel themselves back through downtown.*

NAME Russ Thompson TITLE B.O.D. - VILLAGE@OAKWOOD.

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.



COMMENT #15

**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

THE TUNNEL ON THE RAIL TRAIL IS THE  
 SAFEST OPTION. I CROSS RTE 125 IN EPPING ON THE  
 ROCKWELL RECREATIONAL RAIL-TRAIL SEVERAL TIMES A  
 WEEK, AND OFTEN SEE CARS BLOWRIGHT THROUGH  
 THE LIGHTS.

NAME \_\_\_\_\_ TITLE \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

*(to receive project updates and notifications for upcoming opportunities to participate)*

**Thank you for your comments!  
 Please return this sheet to a staff member at the meeting.**

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[www.i93exit4a.com](http://www.i93exit4a.com)**

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.





COMMENT #16

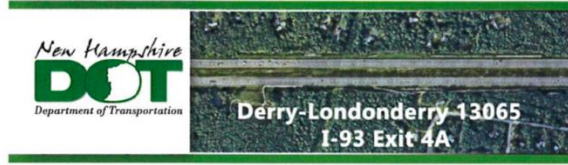
**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

I would like to see the tunnel for  
 the rail trail built to cross under  
 Folsom Rd. rather than the crossing  
 of traffic.

NAME Peg Kinsler TITLE \_\_\_\_\_  
 ORGANIZATION \_\_\_\_\_

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.



COMMENT #17

**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

*In favor of building a  
tunnel ~~road~~ under Folsom Rd  
for the bicycle trail*

NAME *F.K. Kensella* TITLE *Resident*

ORGANIZATION \_\_\_\_\_

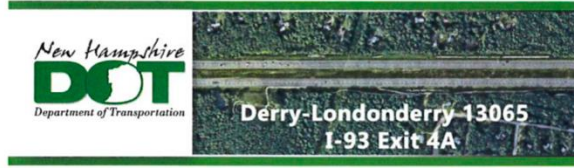
EMAIL ADDRESS \_\_\_\_\_

*(to receive project updates and notifications for upcoming opportunities to participate)*

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**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.



COMMENT #18

### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

WHAT IS THE WARRANTY PERIOD OF THE CONSTRUCTION PROJECT  
 THAT THE CONTRACTOR WILL BE RESPONSIBLE FOR, I.E.  
 CURRENT ISSUES / ROADWAYS NEEDING TO REPAVED / EROSION  
 BEFORE IT TRANSFERS TO TOWN & ~~THE~~ PW  
 & DERRY TAXPAYERS.

NAME P. BROPHY TITLE RESIDENT  
 ORGANIZATION \_\_\_\_\_

**RESPONSE:** The warranty period varies for different roadway and bridge elements, but are generally a year or two.



COMMENT #19

**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

① In Phase B do you plan on taking other homes?

② you have now changed the frontage that will be taken in front of the homes on North High Street, there is still no way you can't make it a one way?

③ what does Full acquisition Parcels mean? you stated that you have 10 out of 65 Parcels.

\_\_\_\_\_  
\_\_\_\_\_

NAME Tamra Snyder TITLE \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

**RESPONSE:** The project does not plan to take any additional homes beyond what was shown on the Public Hearing plan.

**RESPONSE:** N. High Street provides two-way connectivity to many locations and neighborhoods within Derry. Converting N. High Street into a one-way street would require an extensive traffic study to understand the potential benefits and deterrents to the street network. This study is outside the scope of this project and encourages the writer to speak with the Town of Derry about these concerns.

**RESPONSE:** Full acquisition means that the entire property including any structures will be acquired through the project.





### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

Pond above Shield Brook, dammed up by beavers and not entirely stable, as rail trail as it now exists shows it has previously failed and washed away the trail/railbed.

I want the straight through the trail too, safer, look what is in Wrentham.

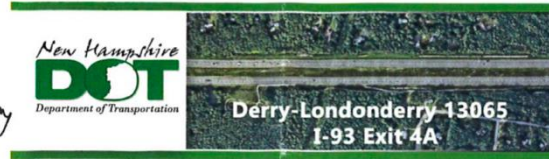
NAME Katherine Prudhomme TITLE Brien state rep. Derry

ORGANIZATION

**RESPONSE:** THE NHDOT will forward this comment on the entity responsible for the maintenance of the rail trail in this area.

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.

- 1) Home
- 2) TY
- 3) Diver exit cost buy



COMMENT #21

### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

Rail trail needs to go straight through a culvert under High St.  
 The present design includes a hairpin turn after a downh. 71?  
 Ridiculous! And dangerous.

The straight-through culvert is worth any extra cost to  
 avoid a permanent kink (literally) in the trail, &  
 forever regrets.

A safety issue & town-pride issue

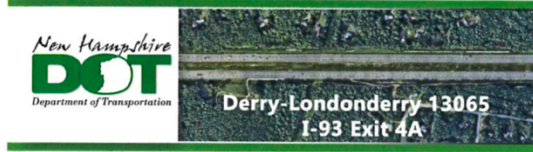
→ Can't be penny-wise & pound foolish

→ Don't let pedestrians hold up traffic at at-grade crossing.  
 Busy trail → busy road!

NAME John Daley TITLE MD

ORGANIZATION DMC Primary Care & Londonderry / Derry Rail trail

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.



COMMENT #22

**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

1. Add the Tunnel so no one gets injured or killed.

Safety 1st

NAME Bob Bernoth TITLE NHBIKER

ORGANIZATION DRTA

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.



COMMENT #23

**Comment Form – 9/22/2022 Public Informational Meeting**

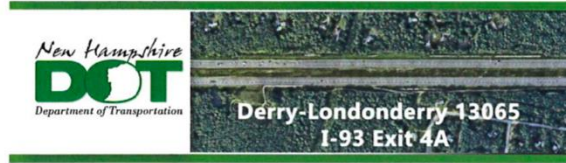
Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

The DOT said the alternate plan was a "safe" plan, they did not answer the question on whether it was the safest plan. It clearly is not!

NAME Donald Moyer TITLE Vice-President  
ORGANIZATION Friends of the Northern Rail Trail

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.





COMMENT #24

### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

① AS I UNDERSTAND IT ... THE "BIKE LANES" ON FOLSOM WILL NOT BE MARKED. THAT'S A SHOULDER - NOT A BIKE LANE DESPITE THE NICE DRAWING.

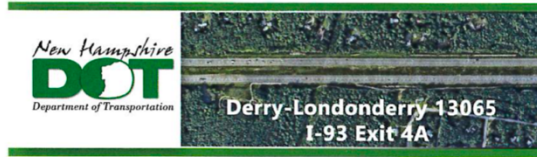
② THE NEW PRETZER PLAN HAS 3 OPPORTUNITIES FOR A PERSON ON A BIKE TO BE HIT BY A CAR VS. 0 FOR THE TUNNEL. THAT'S NOT A SAFER PLAN!

NAME JEFF LATIMER TITLE PRESIDENT

ORGANIZATION GRANITE STATE RAIL TRAIL

**RESPONSE:** THE NHDOT and Town of Derry will coordinate on this to determine if the official stripping as a bike lane is in alignment with the Town of Derry bike plans.

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.



COMMENT #25

**Comment Form – 9/22/2022 Public Informational Meeting**

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

I'm against the alternate rail trail design. The Tunnel design is safer and the cost saving is not worth it. Other towns had better designs.

I'm wondering how many of the people that made the design change or approval of it are bike riders or do a bit of walking.

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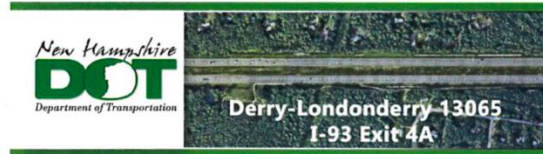


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NAME Larry Rider TITLE Property owner Derry  
 ORGANIZATION \_\_\_\_\_

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.

**RESPONSE:** The designers and decision makers prepare the designs and make approval decisions based on transportation design standards considering all the various elements of the project which include bicyclists and pedestrians.



COMMENT #26

### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

THE CRUSHED STONE TRAIL  
 MAY VERY WELL BECOME  
 THE PREFERRED PATH.  
 BICYCLISTS HABITUALLY DO NOT  
 WAIT FOR <sup>TRAFFIC</sup> LIGHT CYCLES BUT  
 RIDE (NOT WALK) ACROSS  
 INTERSECTIONS WHEN THEY SEE  
 A BREAK IN THE TRAFFIC  
 RIGHT TURNING ~~TRAF~~ AUTO TRAFFIC  
 FROM HIGH STREET WILL COLLIDE  
 WITH CYCLISTS BEHAVING BADLY  
~~ITS~~ TOTALLY AVOIDABLE

NAME \_\_\_\_\_ TITLE \_\_\_\_\_

ORGANIZATION JOHN GROSSER 30 yr DERRY

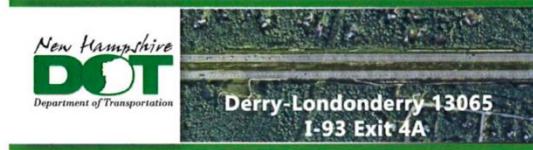
EMAIL ADDRESS \_\_\_\_\_ RESIDENT

(to receive project updates and notifications for upcoming opportunities to participate)

**Thank you for your comments!**  
**Please return this sheet to a staff member at the meeting.**

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[www.i93exit4a.com](http://www.i93exit4a.com)

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.



COMMENT #27

### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

1. ALONG 5% GRADE WILL  
 DEFINITELY ENCOURAGE HIGH  
 SPEED BIKE TRAFFIC IN AN  
 ATTEMPT TO MAINTAIN MOMENTUM  
 FOR THE UPHILL STRETCH. A 180°  
 CURVE FOLLOWED BY A 110° TURN  
 WILL RESULT IN BICYCLIST AND  
 PEDESTRIAN ACCIDENTS WHICH ARE  
 TOTALLY AVOIDABLE  
 WITH A TUNNEL

NAME JOHN GROSSER TITLE DERRY RESIDENT  
 ORGANIZATION AND BICYCLIST  
 EMAIL ADDRESS \_\_\_\_\_

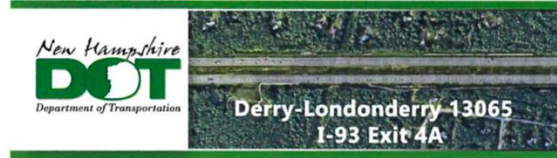
(to receive project updates and notifications for upcoming opportunities to participate)

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**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.





COMMENT #28

### Comment Form – 9/22/2022 Public Informational Meeting

Please use this form to provide comments on the Derry-Londonderry 13065B I-93 Exit 4A project.

The alternative plan for the rail trail ~~proposes~~ is not a safe plan; I am a frequent <sup>bicyclist and</sup> user of rail trails and ~~know~~ know the challenges of navigating hairpin turns and sharp curves particularly while negotiating steep ~~and~~ grades. I see this whole plan as accidents waiting to happen. The DOT needs to consider that users of this trail include families, small children, parents pushing baby carriages, people with disabilities, seniors, etc. It seems that the safety of the users has been considered less than the saving of \$770,000, despite the feedback from many community groups. ~~that~~ For those of us who have waited years for this part of the trail to be completed, this is very disappointing. <sup>We need safety over savings!</sup>

NAME Elizabeth Cole TITLE \_\_\_\_\_

ORGANIZATION Derry Resident; rail trail user

**RESPONSE:** The NHDOT and Town of Derry will consider these comments in deciding upon a preferred concept to advance further into final design and construction.