

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

**Public Information Meeting**

**Presentation October 28, 2021 @ 6:00 PM**

**Open House @ 5:00 PM**

**Derry Municipal Center, 14 Manning Road, 3<sup>rd</sup> Floor Meeting Room**

***Attendance***

- NHDOT
  - Wendy Johnson, Dan Prehemo, Curtis Morrill, Marc Laurin, Chip Johnson, Jon Evans, Peter Stamnas, Eileen Meaney
- Consultant
  - VHB - Ben Martin, Jason Hilton, Greg Goodrich, Pete Walker, Jonathan Deschamps
  - MJ – Gene McCarthy, Scott Ozana
  - ORC – Steve Cleary
- Public
  - Please view list in Appendix A

***Meeting Purpose***

- The purpose of this meeting was to reintroduce the project, describe the purpose and need, and explain the current final design phase. The meeting was intended to focus on the 13065A project, with general overviews of the 13065B, 13065C, 13065D projects. The team answered questions and gathered and responded to public input.

***Materials***

- PowerPoint presentation: See Appendix B
- Letter to Gatsas: See Appendix C

***Introduction***

Wendy Johnson (NHDOT, Project Manager) introduced NHDOT staff present at the meeting, provided information on how to make comments and contact the team outside of the meeting 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 comment is [exit4a@dot.nh.gov](mailto:exit4a@dot.nh.gov).

***Presentation***

The team presented a PowerPoint, which is available [on the NHDOT project website](#).

## **Introduction**

Ms. Johnson introduced Ben Martin, the Project Manager from VHB. Mr. Martin reviewed the meeting agenda, which included:

- Background
- Contract Breakouts
- Project Schedule
- Final Design Status
- Environmental Status
- Cost
- Questions and Comments

## **Background**

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.

Project improvements include:

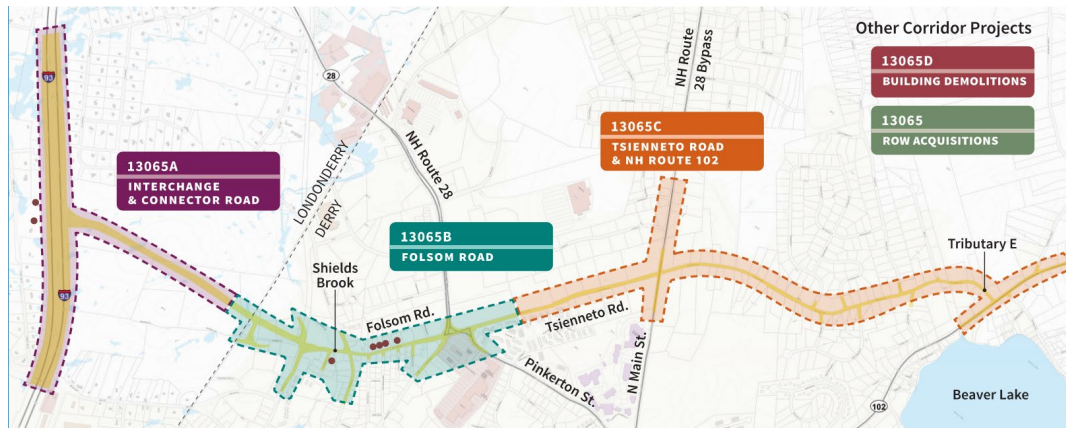
- New interchange in Londonderry with easterly access to Derry
- New, approximately 1 mile long, 4 lane connector road from I-93 easterly to Folsom Road
- Improvements to 2.3 miles along Folsom Road and Tsienneto Road
- 3 new bridges (the Connector Road over I-93, Folsom Road over Shield's Brook, and Tsienneto Road over Tributary E)
- 7 new signalized intersections, 2 upgraded signalized intersections
- Stormwater capture and treatment systems to meet MS4 requirements
- ROW acquisitions

Mr. Martin noted that the project had originally been planned as design/build (DB) where bids are based on 25% design. This procurement method would still require the Final design (including right-of-way acquisition) to be completed by the design-builder. Several high-risk items were identified during the process and the DB contract was not awarded. NHDOT opted to advance the project under a conventional Design-Bid-Build (DBB) project procurement. Where this differs from DB is that the design is 100% completed before the project goes to construction bidding. This will allow NHDOT more control to manage and mitigate risk and cost. Another advantage of the DBB process is the project can be broken into several construction contracts, facilitating the ROW process and potentially resulting in more competitive bids.

## **Project Breakouts**

Mr. Martin displayed a slide showing the locations of the projects. They include 13065A – Exit 4A Interchange and Connector Road, 13065B Folsom Road, 13065C Tsienneto Road and NH Route 102. The project also includes demolishing buildings owned by NHDOT (13065D) and partial Right-of-Way (ROW)/easement acquisitions. ROW drives the project schedule.

Corridor wide activities include surveys and data gathering to inform design and identify ROW boundary definitions, research and ground survey, subsurface utility investigations to minimize impacts, Geotech and pavement borings and subsurface investigations to ensure a strong foundation, and value engineering for constructability and efficiencies.



### Schedule

Mr. Martin displayed slides with the design and construction schedules. A summary is outlined below. He noted that construction typically does not begin until at least 3 months after the bid advertisement date due to bid duration and contract execution.

- 13065A
  - Design Schedule: April 2021-March 2022 (advertise 3/39/2022)
  - Construction Schedule: 2022-2023
- 13065B
  - Design Schedule: May 2021-October 2023 (advertise 10/31/2023)
  - Construction Schedule: 2024-2025
- 13065C
  - Design Schedule: February 2022- January 2025 (advertise 1/7/2025)
  - Construction Schedule: 2025-2026
- 13065D
  - Design Schedule: August 2021-January 2022 (advertise 1/18/2022)
  - Construction Schedule: 2022

Mr. Martin 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, the emphasis will be to minimize the number of impacted parcels.

### Project Status

Mr. Martin provided a summary of the status of work related to the project. Ground survey activities are ongoing. Subsurface Utility Engineering will locate existing utilities and minimize impacts to them or initiate coordination to relocate them. Geotechnical investigations will help understand subsurface geology that might require blasting for rock removal or other conditions that will affect design. A value engineering (VE) study has been completed. The VE process is required on federally funded project over \$50M and seeks to identify efficiencies in design and construction. Mr. Martin also noted that

minimizing traffic in the corridor is a priority and VHB is evaluating potential mitigation measures at the intersection of Tsienneto and NH Route 102 to discourage use of the corridor during construction.

- Status 13065A Exit 4A Interchange and Connector Road Progress (construction includes the Exit 4A interchange and ramps, soundwalls along I-93, and the connector road to the Derry town line).
  - The 13065A project was at the slope and drainage, 65%, stage in September, meaning there is a high confidence level in the footprint in the project impacts.
  - Work continues on environmental data and permitting and contaminated site investigation
  - ROW acquisitions continue
  - Interchange
    - Southbound on-ramp is 2,850' and it includes
      - 1,500 Trolley Car Lane soundwall and
      - Wheeler Brook stream restoration
    - Northbound off-ramp is 2,300' and includes upgraded and new stormwater treatment
    - Establishes construction access for economic development at Woodmont Commons
    - Interchange bridge will have signalized intersections
    - Southbound off-ramp is 1,700' and includes a 1,200' soundwall
    - Northbound on-ramp is 2,400' and includes a 2,950' soundwall and stormwater treatment
  - Connector Road
    - New 4 lane divided road 3,650' long
    - Construction access from Madden Road
    - New stormwater treatment basins
    - Relocated utility transmission corridor
    - Accommodates two future access points for Woodmont Commons
- Status 13065B Folsom Road Progress (construction ties the new interchange and connector road to Derry, integrated traffic signals, new bridge over Shields Brook, enhanced capacity on Folsom Road which continues as a 4-lane road, allows the interchange to open to the public).
  - Preliminary design at 35%
  - ROW acquisitions taking place
  - Data gathering and & analysis is taking place
  - Contaminated site investigations
- Status 13065C Tsienneto Road and NH Route 102 Progress (construction includes signalization at NH Route 102, rehabilitation of Tsienneto Road, Tributary E Bridge, and will complete the corridor).
  - Data gathering, survey and environmental analysis, ROW acquisitions determine the design schedule, design of the 13065C is timed to stay ahead of the ROW process.

- Status 13065D Building Demolitions Progress (phased to start construction just prior to the 13065A project and follow design progression, work on 13065A and 13065B can begin more quickly).
  - Includes all structures on 7 NHDOT owned residential parcels
  - Data gathering, survey and environmental review ongoing

**Environmental Permitting Status**

- National Environmental Policy Act (NEPA) Final Environmental Impact Statement and Record of Decision completed in February 2020
- Permits in place:
  - NHDES wetlands
  - NHDES shoreland protection
  - Army Corps of Engineers
  - Section 401 water quality certification

**Environmental Update**

- 71 NEPA commitments
- 54 permit conditions
- Noise Abatement
- Wheeler Brook Stream Restoration
- Water Quality
- Cultural Resources
- Stonewall Reconstruction Evaluation
- Endangered Species
- Contaminated Materials

**Estimated Cost**

Mr. Martin reviewed the project cost.

<b>Project Cost Estimate</b>	<b>Cost (Mil)</b>
Preliminary Engineering (PE)	\$18.81
ROW Acquisitions (purchase of properties)	\$15.76
Aquatic Resource Mitigation (ARM) Fund	\$4.51
Construction (Includes CE & Utilities)	\$61.87
<b>Grand Total</b>	<b>\$100.95</b>

Mr. Martin 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)).

**Question & Answer\***

Ms. Johnson read a letter from NHDOT dated October 26, 2021 confirming that the project is funded in the state's highway program and STIP which is updated quarterly. The funds are 100% federal. See Appendix C for the letter.

- Ms. Johnson began the Q&A portion of the meeting and invited elected officials to ask questions first.
- NH State Representative Pearson began by expressing his opposition to the proposed project construction sequencing, on the grounds that he believes Tsienneto Road will be "unprepared" to handle the additional traffic of the interchange opening at the conclusion of the 13065B project. Ms. Johnson noted that, as discussed in the presentation, the project team is seeking ways to discourage use of the corridor during construction.
- Executive Councilor Janet Stevens asked a clarifying question about the price of the project, it was previously presented as \$111.04M. Ms. Johnson clarified that the \$111.04M cost includes 10% for indirect expenses (i.e., overhead), which is required, the cost without indirect expenses is the \$100.95 as presented this evening.
- Several members of the public provided statements of opposition to the project, on the grounds of fears of increased traffic, overdevelopment, noise concerns, and specific property concerns related to ROW

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

**Question (Leigh Hutchinson): Do you expect blasting along Tsienneto Road?**

Response: At this point, not enough geotechnical data is available to determine if there will be blasting. The project team will come back to discuss blasting impacts at a future public meeting when more information is available.

**Question: (Leigh Hutchinson) What is the minimum set-back for structures between the road and residential structures?**

Response: This is a local zoning question.

**Question: (Leigh Hutchinson) Concerned about nighttime traffic, especially use of Air Brakes or Jake Brakes on Tsienneto Rd. Is it possible to get a noise restriction?**

Response: Noise restrictions would have to be a local ordinance.

**Question (Mark Connors, Derry Rail Trail): It seems like you're building section A first, until Project B and C happen. Why isn't "B" tackled first? A tunnel was promised, and the group needs a commitment and guarantees. The box culvert should be moved to the east with the Shields Brook bridge. What is the ADA access? On-street crossing should be discouraged. The rail bed should be preserved for future use.**

Response: [The construction phasing] was the optimal approach determined by our team, based largely on the ROW schedule. The rail trail is now being routed under Shields Brook Bridge, with an at-grade option following this historic corridor. The rail trail slope meets ADA requirements of a maximum of 5%.

**Question: What conversation has the NHDOT had with Derry PD and NH state police about prevention of accidents [at Tsienneto / 102 intersection]?**

Response: Tsienneto and Route 102 will be signalized in the final condition. Temporary signals are being evaluated for potential use in the meantime. There will be pockets for right turn traffic and storage for left turning vehicles.

**Question from Rep. Layon – Noted they were present during Geotech work and saw rock was about 1’ below the pavement. What are the impacts of blasting going to be? Is the project fully funded if blasting is needed so the site will not be left with an undeveloped portion.**

Response: Will still need further investigation to determine blasting limits. The project is fully funded.

**Question (Daniel Bragg, 5 Trolley Car Lane): What is the new 4A bridge going to look like and the materials used for the soundwall?**

Response: It will be a conventional 2 span bridge with concrete substructure and steel girders carrying the concrete deck. It will look like the Exit 4 Bridge. The soundwalls will be concrete panels with an ashlar pattern (simulating stone) and concrete posts.

**Question: (Tom Lannan, American Excavating) Who is responsible for utilities and coordination?**

Response: Water and sewer are not part of this project, and would be the responsibility of the towns, but NHDOT is coordinating with the towns.

**Question: How can we prevent graffiti on the walls of the sound barrier?**

Response: A transition to concrete panel for the soundwall will provide better ability to remove graffiti. It should be easier to power wash. The team is evaluating coatings. It’s a problem that agencies are constantly chasing.

**Question (Ken McLean, Derry): How will traffic on the bypass/Tsienneto road be mitigated?**

Response: The connector and Folsom Road will be 4 through lanes until the intersection with Pinkerton Street. Tsienneto is three lanes (shared center turn lane) to the NH Route 28 Bypass and is 2 lanes to NH Route 102. Turning lanes and coordinated signals will help mitigate the traffic. At Tsienneto / 102, signalization will improve levels of service helping make the left onto 102. It was noted that the findings of the traffic study support the current design.

**Question: There is little frontage for project B properties. How much frontage will be taken?**

Response: ROW acquisitions depend on the specific property. All complete acquisitions for the project have been completed. (Note this question is referring to a specific property that was pointed to on the plans during the meeting). The ROW is not a full taking. Please speak with the project team about property specific concerns.

**Question: Flooding—What happens to the properties on Franklin Avenue side of the road if a bridge is built? Flooding flows into Hood Pond and overflows. Are there precautions to prevent flooding?**

Response: Flooding prevention is a goal for designers. The stormwater infrastructure, specifically the proposed ponds, will retain water to keep outlet flow to waterbodies the same or lower than they are today. This will help to avoid flooding. The stormwater treatment basins will be maintained by the town.

**Comment (John Wilson, Londonderry): The two project goals conflict. Enhance opportunities for development but need to deal with congestion. These are fundamentally flawed concepts. Many cities**

are removing concrete, not adding. The Windham bypass at 111 and 111A is attractive and functions well. The Litchfield and Stoneham roads fundamentally changed the character of the area. The GACIT meet and they are making a decision before you put it all together. You need to put pressure on those five people to get this project adjusted.

Response: Thank you for your comment.

**Question/Comment (Ray Breslin, Londonderry):** This project has been going on since 1987. It doesn't make sense for the Town of Derry, moving interstate traffic onto a congested local road that includes a flood plain that requires building a bridge and raising the road. Tsienneto Road east is downhill into another 100' from Chester Road and is a mistake. Are the smaller side roads signalized? Can you turn left and right across Folsom at all intersections?

Response: Only signalized intersections will be able to make left turns. There will be a median strip in the middle of Folsom Road resulting in some side streets being right in right out only. The public can follow-up with additional questions or concerns at GACIT and Executive Council meetings.

**Question/Comment: (Tom Cardon, Derry)** How will Police Department vehicles exit the station onto Folsom Road? At the last meeting, the Folsom Road watershed was a topic. Small lots are undevelopable. Is NHDOT working to make them more developable? How is the town being compensated for loss of tax revenue for Madden and Folsom properties to the tune of \$4-5 million assessed property value? The town needs to look at the loss of revenue. Also, the cut through traffic will hurt local businesses in Downtown Derry. Mr. Cardon also echoed the construction sequencing concerns previously mentioned.

Response: NHDOT is working with the Police Department for a solution. NHDOT will not keep the remainder properties. They will either be transferred back to the town or sold after the project and can become part of the tax base again.

**Question: (Leigh Hutchinson, Derry)** Who is the Derry representative who is preparing for noise, set-back and utilities on Crystal Avenue?

Response: The DPW directors of both towns are the coordinating contacts for the project. The planning boards and town councils are aware of the project. Public can stay informed about the steps the Towns are undertaking to accommodate the project by participating in local meetings, as appropriate.

**Question: (Ann Champa, Londonderry)** What is the percent of traffic off Exit 4A that will end at Chester Road on Tsienneto Road to turn left?

Response: This information was determined during the preliminary engineering study and is not readily available during the meeting (it's part of a large and complex document).

*Note Post Meeting: [There is forecasted to be an approximate 22% increase in eastbound traffic on Tsienneto Road approaching the NH Route 102 intersection as a result of I-93 Exit 4A interchange being operational during the 2040 PM peak hour of traffic. The left turns from Tsienneto Road onto NH Route 102 are anticipated to be 90% of all the traffic approaching the intersection.]*

**Question: How much wider is Tsienneto Road on the east side?**



Response: Final design has not yet begun on Tsienneto. The projects are in the early stages of design so they're subject to change, but the road will have 12' vehicle lanes and 5' shoulders. (Corrected to proposed 11' lanes, 5' shoulders). There will be a sidewalk on the north side.

**Comment: No one told her about this project 10 years ago when she purchased her property on Trolley Car Lane. Part of her property was acquired, and she was unsure why she was asked to sell, when the property could be taken anyway. Resident concerned with major project effecting the characteristics of her neighborhood. She was concerned with the acquisition process of her property, specifically her ability to take DOT to court.**

Response: Thank you for your comment

**Question (Mark Mastromano, Derry Village): What are the high-risk elements of the design/build process? Also noted concerns with project phasing.**

Response: The DB information is confidential.

**Question (Ray Breslin): Is the Army Corps of Engineers and stormwater runoff responsibility part of the risk that changed from design/build to design/bid/build? Comments:**

Response: We cannot discuss details of the design build project, but the Army Corps permitted the project, so it is accepted with conditions.

**Question: What is the difference in cost for design/build and design/bid/build?**

Response: The DB information is confidential per State RSA.

**Comment/Question: When will ROW on Folsom Road begin? The Salvation Army currently on Folsom Road provides a tremendous service to the community. Since the road will not be built out for a couple more years, can accommodations be made so they can remain until they are able to find a new location?**

Response: ROW process will start next year but may not be completed next year. Full acquisitions have already been completed (for 12 properties). NHDOT is advertising the first demolition project in 2022 but does not include the Salvation Army property. NHDOT is working with the Salvation Army and other properties to provide relocation assistance.

**Question (Brad Carth (corner of Folsom and Laconia)): Has the DOT already purchased the properties on the North side of Folsom Road in the Derry section?**

Response: NHDOT has purchased all the full acquisitions required (12 properties).

### ***Conclusion***

There were no further questions or comments, so the meeting was adjourned. See Appendix A for public meeting attendees on the following page.

## **Appendix A – Public Attendees**

<b>Name</b>	<b>Affiliation</b>
Barbara Bailey	Resident
Elaine Parsons	Sunview Condo
Priscilla Wasow	Sunview Condo
Paul Maugolin	Londonderry Resident
John Daley	Derry Rail Trail Alliance
David Williams	Resident
Erin Spencer	Derry Town Council
Tamra Snyder	Resident
Deb Paul	Newspaper
Richard Tripp	Resident
Robert Simmons	Resident
Larry Rider	Resident
Mark Mastromarino	Derry Village Resident
Gary Jacob	Resident
Brendena Fleming	Resident
Marietta Majtenyi	Resident
Ray Breslin	Resident
Charlie Foote	Resident
Jeff Platek	Betley Chevrolet
Linda Jacob	Resident
David Rugh	Resident
Pamela Nusbaum	Bus Owner - Derry
Michael Hegarty	Resident
Alan Roy	Resident
Dana Finn	Resident
Tom Lannan	American Excavating Corp
David Milz	NH State Representative
Bill Fortier	Resident
Jodi Nelson	Resident
Dann Bragg	Resident
Lee Littlefield	Resident
Brenda Littlefield	Resident
Lori Silva	Resident
Steve Pearson	NH State Representatives
George Sioras	Resident
Chris Oliverio	Resident
Eileen Boyle	Resident
Marietta Majtenyi	Resident
Tom Greenfield	Resident
Vern Thomas	Resident
David Michaud	Derry Police Department
Eileen Meaney	NHDOT
John Wilson	Resident
Brad Carson	Resident

Phyllis Katsakiores	NH State Representative
Kathy Felson	Business Owner
Ryan Audley	Contractor
Tom Carson	Resident
Michael Layou	Resident
Lt. Sojourney Adcox	Salvation Army
Joan Crimlisk	Resident
M Meriano	Resident
L Meriano	Resident
Ralph Zusman	Resident
Katherine Prudhomme	NH State Representative
Martin Srugis	Resident
Debra Webster	Resident
Ken Mclean	Resident
Brain Messina	Resident
John Trotter	Resident
Mark Connors	Derry Rail Trail Alliance
Elizabeth Greenberg	Resident
John Potucek	NH State Representative
Birt Brien	Resident
Andrew White	Resident
Maria Rizzo Roy	Resident
Steve Abbott	Resident
Bruce Brown	Resident
John O'Connor	Chair, Derry Planning Board
Regina Birdsell	NH State Senator
Steve Lannen	Resident
George Feole	Derry Police Department
Bruce Mosby	Resident
Leigh Hutchinson	Resident



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

**Public Information Meeting**

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

**October 28, 2021**



**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
- Contract Breakouts
- Project Schedule
- Final Design Status
- Environmental Status
- Cost
- Questions and Comments

3



## Background

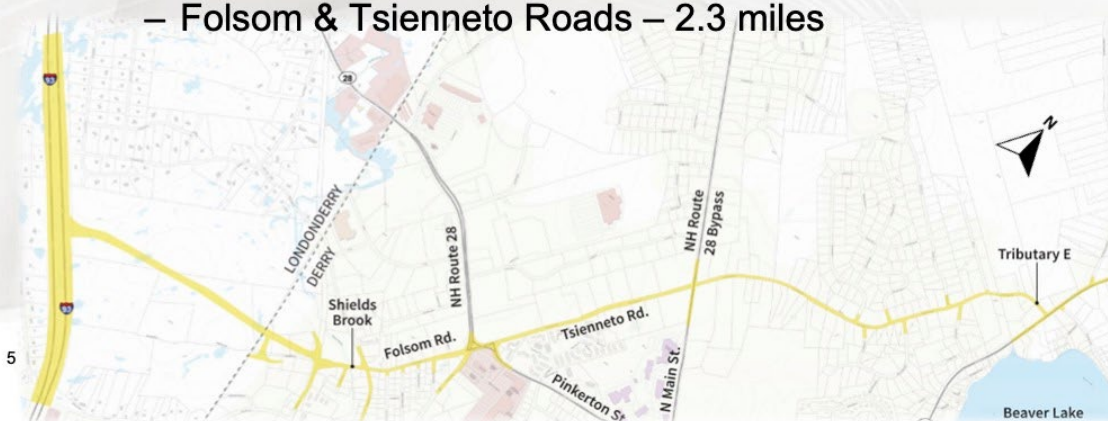
- New Exit 4A interchange proposed on I-93 in Londonderry, between Exit 4 and Exit 5
- **Purpose & Need:** Reduce congestion, improve safety and reduce traffic on local roads. Promote economic vitality in Derry & Londonderry
- Preliminary engineering completed in early 2020

4



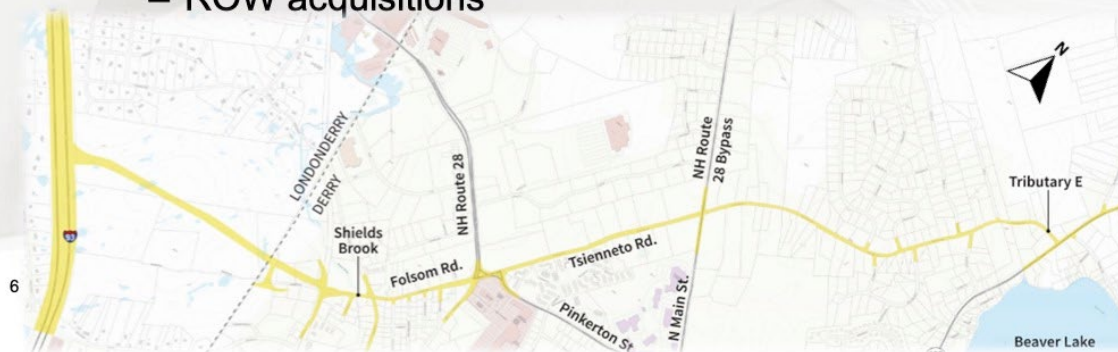
## Background

- Project Improvements
  - New Londonderry interchange, with easterly access to Derry
  - New 4-Lane connector road – 1 mile
  - Folsom & Tsienneto Roads – 2.3 miles



## Background

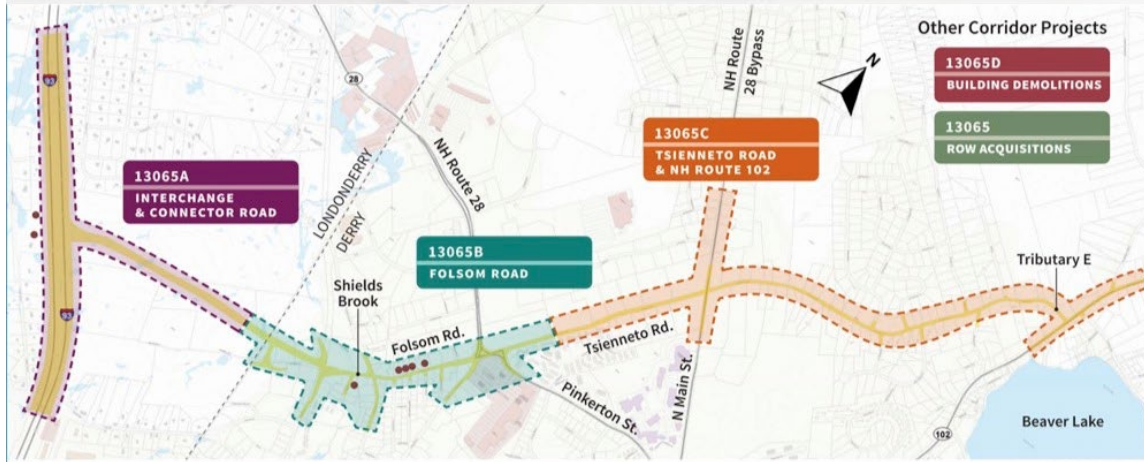
- Project Improvements
  - 3 New bridges
  - Coordinated signal systems
  - Stormwater treatment to meet MS4 (Municipal Separate Storm Sewer Systems)
  - ROW acquisitions



## Background - Procurement

- Design-Build - 2020
  - Bids were based on approx. 25% design
  - Final design would still need to be completed
  - Not awarded due to high-risk project elements.
- Design-Bid-Build - 2021
  - Final design is completed before const. bidding
  - More control to manage and mitigate risk and cost
  - Multiple construction contracts
    - Facilitates the ROW process
    - More competitive bids

# Contract Breakouts



8



# Project Design Schedule

Contract	Design Schedule	Advertise	Design Team
13065A	Apr. 2021 – Mar. 2022	3/29/2022	VHB
13065B	May 2021 – Oct. 2023	10/31/2023	MJ
13065C	Feb. 2022 – Jan. 2025	1/7/2025	VHB
13065D	Aug. 2021 – Jan. 2022	1/18/2022	NHDOT

9





## Project ROW Schedule

Cont.	Parcels	Full Acq.*	ROW Start	Duration (months)
13065A	26	2	Jun. 2021 – Mar. 2022	10
13065B	65	10	Feb. 2022 – Sep. 2023	20
13065C	100	0	Jan. 2023 – Dec. 2024	24

\*NHDOT has secured possession of all full acquisition parcels.



## Project Construction Schedule

Contract	Description	Construction
13065 (Various)	Building Demolitions	2022 - 2023
13065A	Interchange & Connector Road	2022 – 2023
13065B	Folsom Road	2024 – 2025
13065C	Tsienneto & NH Route 102	2025 – 2026
13065D	Building Demolitions	2022



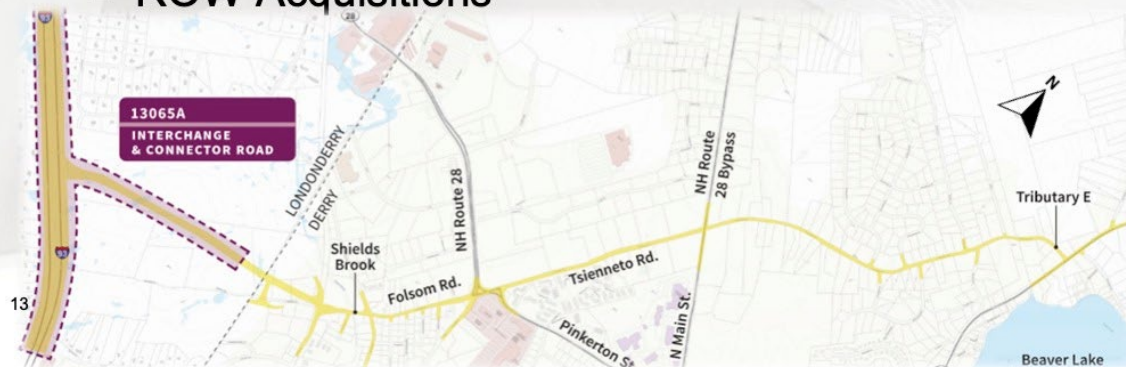
## Status – All Contracts

- Ground survey
- Subsurface Utility Engineering (SUE)
- Geotechnical investigations
- Value engineering study completed



## Status – 13065A Progress (Interchange and Connector Road)

- Slope and drainage (65%) milestone in September 2021
- Environmental data and permitting
- Contaminated site investigation
- ROW Acquisitions



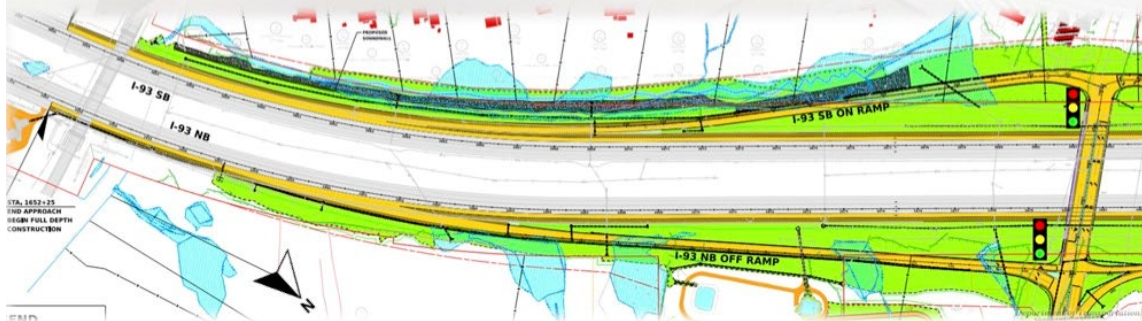
## Construction of 13065A Achieves:

- Exit 4A Interchange
- Soundwalls along I-93
- Connector Road constructed to Derry town line
- Establishes construction access for economic development (Woodmont Commons)



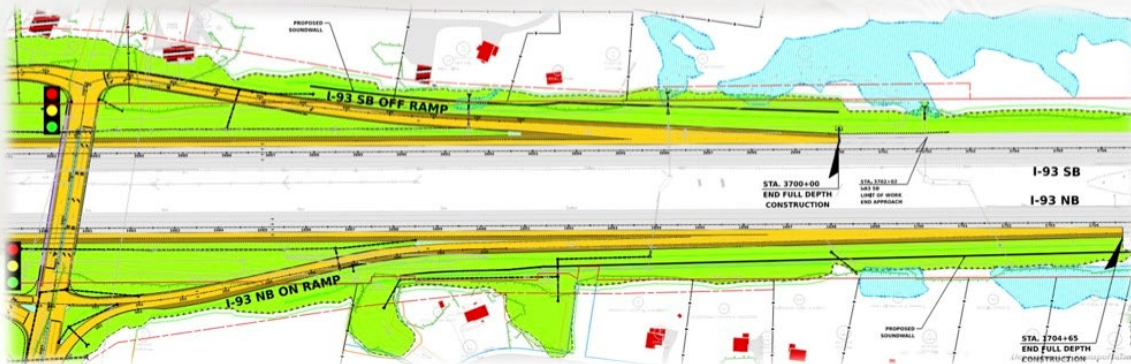
## Interchange Details:

- SB ON Ramp (2,850')
  - Includes 1,500' Trolley Car Lane Soundwall
  - Wheeler Brook Stream restoration
- NB OFF Ramp (2,300')
  - Upgraded and new stormwater treatment
- Interchange Bridge w/Signalized Intersections



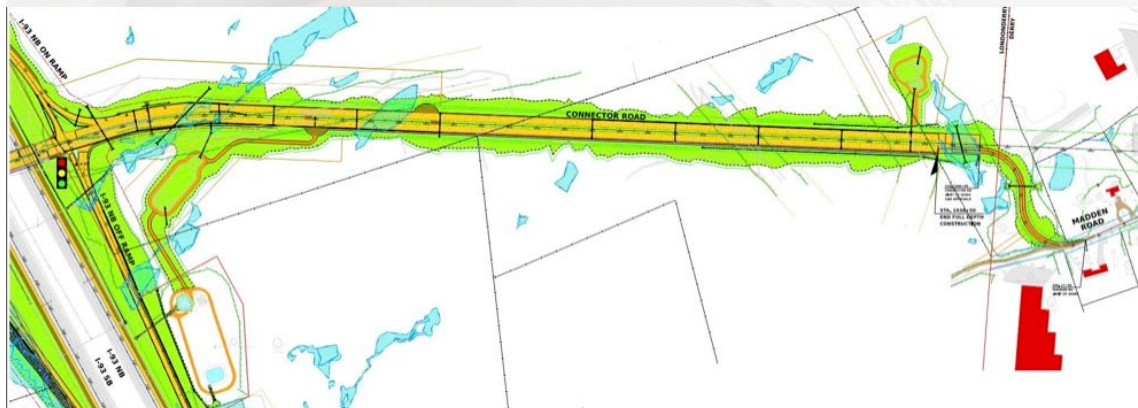
## Interchange Details:

- SB OFF Ramp (1,700')
  - Includes 1,200' Trolley Car Lane Soundwall
- NB ON Ramp (2,400')
  - Includes 2,950' Seasons Lane Soundwall
  - Stormwater Treatment



## Connector Road Details:

- New 4-Lane divided road (3,650')
  - Construction access from Madden Rd.
  - New stormwater treatment basins
  - Relocated utility transmission corridor
  - Accommodates two future access points



## Status – 13065B Progress (Folsom Road)

- Preliminary design (35%) milestone
- Data gathering & analysis
- ROW Acquisitions
- Contaminated site investigation



## Construction of 13065B Achieves:

- Ties Interchange/Connector Road to Derry
- Interchange can open to the public
- New bridge over Shields Brook
- Integrated traffic signal systems
- Enhanced capacity on Folsom Road



## Status – 13065C Progress (Tsienneto Road)

- Data Gathering, Survey, Environmental
- Design schedule keeps ROW process moving



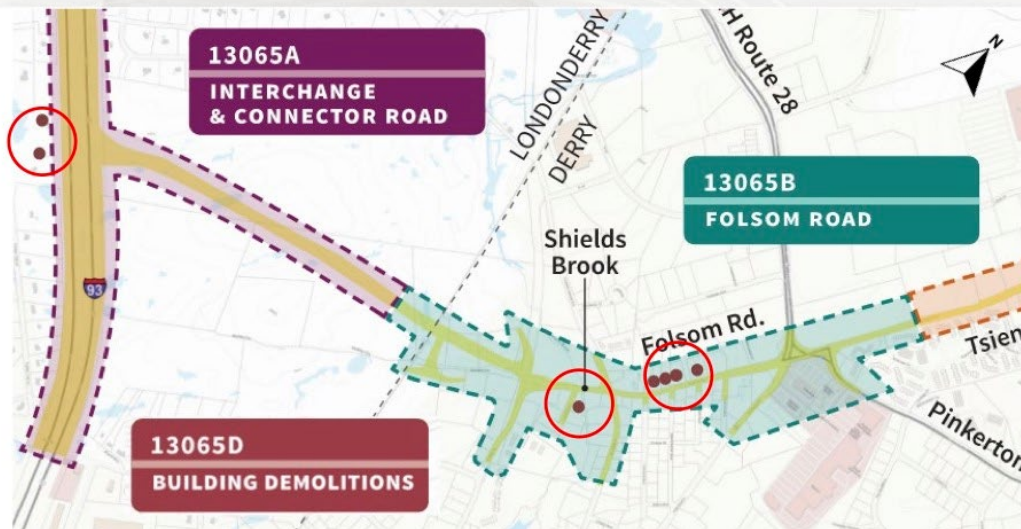
## Construction of 13065C Achieves:

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



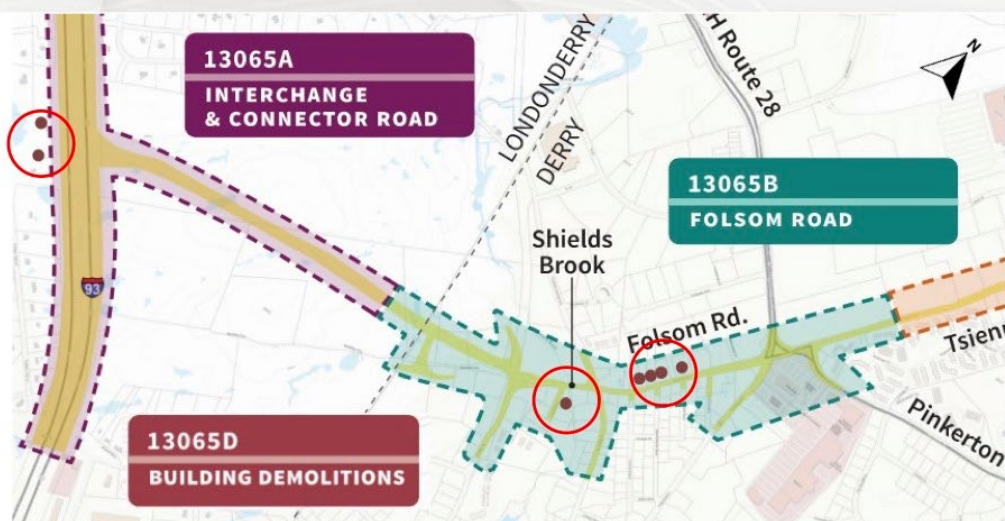
## Status – 13065D Progress (Building Demolitions)

- Includes all structures on 7 residential parcels
- Data gathering, survey, environmental review



## Status – 13065D Achieves:

- Allows construction of 13065A and 13065B to begin more quickly



## Environmental Permitting Status

- NEPA Final Environmental Impact Statement (FEIS) & Record of Decision – February 2020
- Permits in place:
  - NHDES Wetlands
  - NHDES Shoreland Protection
  - Army Corps of Engineers
  - Section 401 Water Quality Certification

24



## Environmental Update

- 71 NEPA Commitments, 54 Permit Conditions
- Noise Abatement
- Wheeler Brook Stream Restoration
- Water Quality
- Cultural Resources
- Stonewall Reconstruction Evaluation
- Endangered Species
- Contaminated Materials

25





## Estimated Cost

Project Cost Estimate	Cost (Mil)
Preliminary Engineering (PE)	\$18.81
ROW Acquisitions (purchase of properties)	\$15.76
Aquatic Resource Mitigation (ARM) Fund	\$4.51
Construction (Includes CE & Utilities)	\$61.87
<b>Grand Total</b>	<b>\$100.95</b>

26



## THANK YOU - QUESTIONS?

**REMINDER – FOR THOSE JOINING REMOTELY,  
PLEASE USE THE PROJECT WEBSITE TO SUBMIT  
QUESTIONS AND COMMENTS**

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

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

27



## Appendix C – Letter to Executive Councilor – Theodore Gatsas



Victoria F. Sheehan  
Commissioner

THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.  
Assistant Commissioner

October 28, 2021

The Honorable Theodore Gatsas  
Executive Councilor, District 4  
State House  
Concord, NH

Dear Councilor Gatsas,

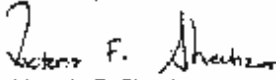
At the October 13 Governor and Council meeting you asked for confirmation in writing that there was funding for Exit 4A. Let me state unequivocally that the Derry-Londonderry 13085, Exit 4A project is funded in the State's highway program and the Department is committed to advancing the development and construction of this priority project as aggressively as practicable.

The 4A project funding is included in the financially constrained, Ten Year Plan (2023-2032) currently under consideration by GACIT. Additionally, the project is included with programmed funding in the current 4-year Statewide Transportation Improvement Program (STIP). While the Ten Year Plan is the authorizing planning legislation, the STIP is the day to day operating document for all federally funded and regionally significant projects. It is updated quarterly through a rigorous public review and federal approval process. The source of funds for the project is from New Hampshire's annual apportionment of Federal-Aid Highway Program funding, utilizing the STBG—areas over 200k and State Flexible funding categories, and turnpike toll credits as the State's 20% match, effectively using 100% federal funds.

I believe this should provide you the assurance that the funding is <sup>in place</sup> for the Exit 4A project, that the Department is committed to the project and it will get done. The design work is progressing, ROW acquisitions are underway, and we are on track to commence work on the first of several construction projects next spring.

I hope this information is helpful and feel free to contact me should you have additional questions.

Sincerely,

  
Victoria F. Sheehan  
Commissioner

cc: The Honorable Christopher Sununu, Governor  
The Honorable Janet Stevens, Executive Councilor 3  
William Cass, Assistant Commissioner, NHDOT

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